POKANE Agenda Sheet	KANE Agenda Sheet for City Council Meeting of:		11/8/2021
11/22/2021		Clerk's File #	ORD C36144
		Renews #	
Submitting Dept	PLANNING & ECONOMIC DEVELOPMENT	Cross Ref #	
Contact Name/Phone	KEVIN FREIBOTT 625-6184	Project #	Z21-022COMP
Contact E-Mail	KFREIBOTT@SPOKANECITY.ORG	Bid #	
Agenda Item Type	First Reading Ordinance	Requisition #	
Agenda Item Name	0650 – COMPREHENSIVE PLAN AMEN	DMENT – BIKE NETW	ORK

Agenda Wording

An Ordinance relating to application Z21-022COMP, by the City of Spokane, amending Map TR5, Bike Network Map, in Chapter 4 of the Comprehensive Plan regarding various public rights-of-way citywide.

Summary (Background)

The proposal seeks to update future facility designations for segments of the planned bike network. This Application is being considered concurrently through the annual Comprehensive Plan Amendment cycle as required by the Growth Management Act. The application has fulfilled public participation and notification requirements. The Plan Commission held a Public Hearing on October 27 to consider this amendment and has recommended approval of the amendment.

Lease? Y	/ES	Grant related? NO	Public Works? NO	
Fiscal In	npact		Budget Account	
Neutral	\$		#	
Select	\$		#	
Select	\$	9	#	
Select	\$		#	
Approval	l <u>s</u>		Council Notification	15
Dept Head	<u>i</u>	BLACK, TIRRELL	Study Session\Other	Study Session - 10/28
Division D	irector	MACDONALD, STEVEN	Council Sponsor	Lori Kinnear
Finance ORLOB, KIMBERLY		Distribution List		
Legal RICHMAN, JAMES		kfreibott@spokanecity.org		
For the Ma	ayor	ORMSBY, MICHAEL	tblack@spokanecity.org	
Additional Approvals kmoweryfrashefski@spokanecity.		anecity.org		
Purchasing		jrichman@spokanecity.org		
			cquinnhurst@spokanecity.org	
FIRST READING OF THE ABOVE		sbishop@spokanecity.org		
ORDINANCE HELD ON		PASSED BY		

AND FURTHER ACTION WAS DEFERRED

CITY CLERK

SPOKANE CITY COUNCIL:

CITY CLERK

Ordinance No. C36144

AN ORDINANCE RELATING TO PROPOSAL FILE Z21-022COMP AND AMENDING COMPREHENSIVE PLAN MAP TR-5, PROPOSED BIKE NETWORK MAP, IN VARIOUS LOCATIONS CITYWIDE.

WHEREAS, pursuant to Resolution 2021-0023, the City Council included land use amendment application Z21-022COMP (the "Proposal") in the City's 2021 Annual Comprehensive Plan Work Program; and

WHEREAS, the Proposal seeks to amend Comprehensive Plan Map TR-5, Proposed Bike Network, in 11 various public rights-of-way citywide; and

WHEREAS, following extensive public notice and participation, on October 13, 2021, the Spokane Plan Commission held a public hearing on the Proposal; and

WHEREAS, at the close of the hearing, after considering the public testimony, public comments, and the staff report, the Spokane Plan Commission concluded that the Proposal is consistent with and implements the Comprehensive Plan, and that it is consistent with the review criteria for Comprehensive Plan Amendments set forth in Spokane Municipal Code 17G.020.030; and

WHEREAS, the Spokane Plan Commission voted 8 to 0 to recommend approval of the Proposal; and

WHEREAS, by virtue of the public process outlined in the Plan Commission Findings of Fact, Conclusions, and Recommendation (Exhibit F), the public has had extensive opportunities to participate throughout the 2021 Annual Comprehensive Plan Work Program and all persons desiring to comment on the Proposal were given a full and complete opportunity to be heard; and

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

NOW, THEREFORE, THE CITY OF SPOKANE DOES ORDAIN:

1.	Approval of the Proposal.	Proposal Z21-022COMP	is approved.

2.	Amendment of the Proposed Bike Network Map. The Spokane Comprehensive
	Plan Map TR-5, Proposed Bike Network Map, is amended as shown in Exhibit A.
	PASSED BY THE CITY COUNCIL ON, 2021

Council President

Attest:

Approved as to form:

City Clerk

Assistant City Attorney

Mayor

Date

Effective Date

Bike Map Modification 1 (Map TR-5) Z21-022COMP:

W High Drive (W 29th Ave to S Bernard St) in the Comstock Neighborhood

2020/2021 Comprehensive Plan Amendment Proposals



Drawn: 2/26/2021

THIS IS NOT A LEGAL DOCUMENT The information shown on this map is complied from Information shown on this map should not be used determine the location of facilities in relationship t various scarces and is subject to constant revis



Future Bikeway Network

City Limits

Bike Friendly Route Closed to Bike



High Traffic (Bike Lane)



Moderate Traffic (Bike Lane)

Moderate Traffic (Shared)

Neighborhood Greenway

Shared Use Path

Soft Surface Path

Length of Change: 1.1 Miles



Drawing Scale: 1:15,000

PROJECT LOCATION

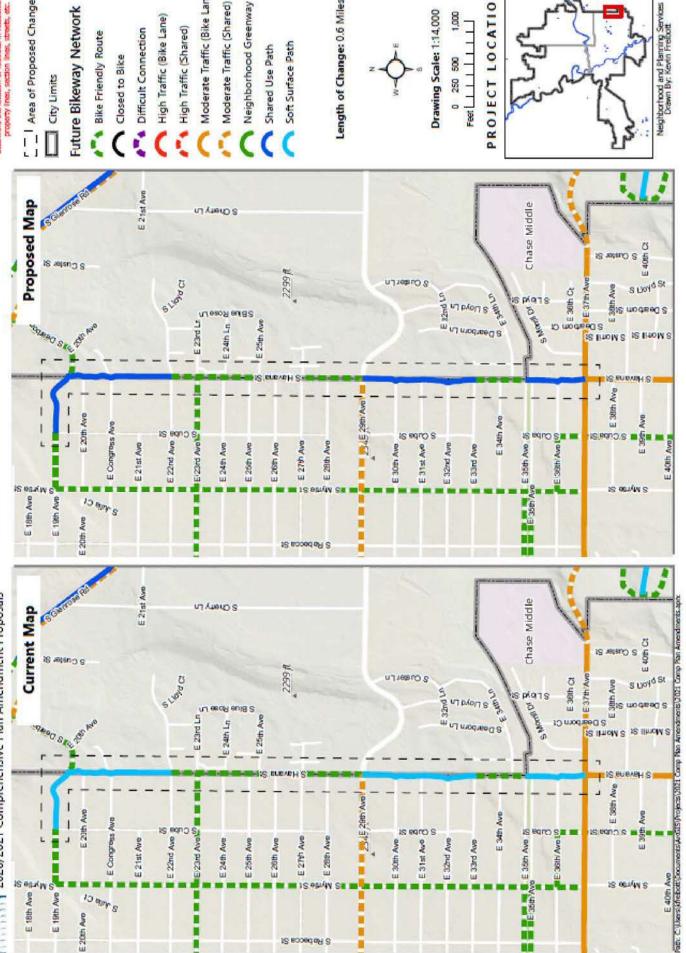


Neighborhood and Planning Services Drawn By: Kevin Freibott

Bike Map Modification 2 (Map TR-5) Z21-022COMP:

S Havana St (E 19th Ave to E 37th Ave) in the Lincoln Heights Neighborhood

2020/2021 Comprehensive Plan Amendment Proposals



S Pabecca St

Drawn: 3/1/2021

THIS IS NOT A LISTAL DOCUMENT.
The information shown on this map is complete from various sources and is subject to constant revision information shown on this map should not be used



Future Bikeway Network













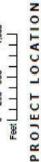




Soft Surface Path

Length of Change: 0.6 Miles





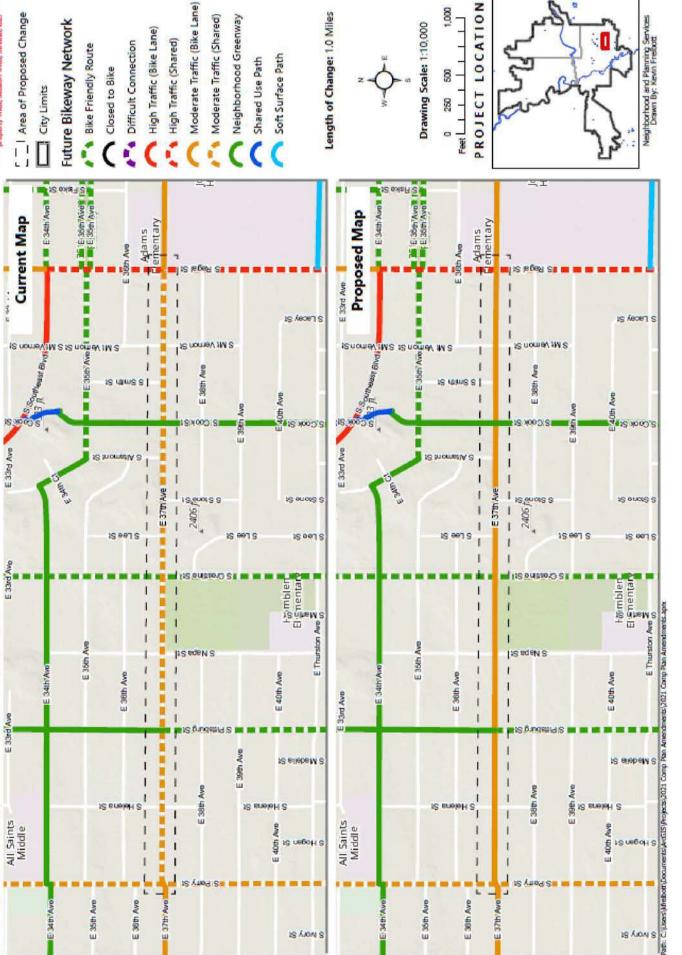


Neighborhood and Planning Services Drawn By: Kevin Freibott

Z21-022COMP:

E 37 Ave (S Perry St to S Regal St) in the Lincoln Heights and Southgate Neighborhoods

various sources and is subject to constant revision information shown on this map should not be used mine the location of facilities in relations Drawn: 2/26/2021 Bike Map Modification 3 (Map TR-5) 2020/2021 Comprehensive Plan Amendment Proposals



1,000

200

Bike Map Modification 4 (Map TR-5) Z21-022COMP:

S Cedar St (W Riverside Ave to W 3rd Ave) in the Riverside Neighborhood

2020/2021 Comprehensive Plan Amendment Proposals

* Bike Friendly Route HOLL W Rainpad Alley Ave 1904 ft Proposed Map lower and schwarzy ha W. Sprague Ave 15 amab A 2 ----= W3rd Ave W.2nd Ave N Coder St W Clarko Avo A,minW.R CAMER DO ON REFORM S South Maple reet Parkway Station 4 W.1st Ave 1904 ft 1501 W Railroad Alley Ave Current Map lower W Sprague Ave IS smep 4 S ants/AnditS/Projects/2021 Comp Nan A W3rd Ave S Codar St N Cedar St W Clarke Ave S MADE D ON RATIO fath: C:\Users\\\drehod\\Door reet Parkway outh Maple Station 4 W 1st Ave

Drawn: 2/26/2021

THIS IS NOT A LEGAL DOCUMENT The information shown on this map is complied from various sources and is subject to constant revision. Information shown on this may should not be used to determine the location of facilities in relationship to properly line, section line, streets, etc.

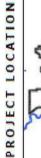


Future Bikeway Network



Length of Change: 0.2 Miles





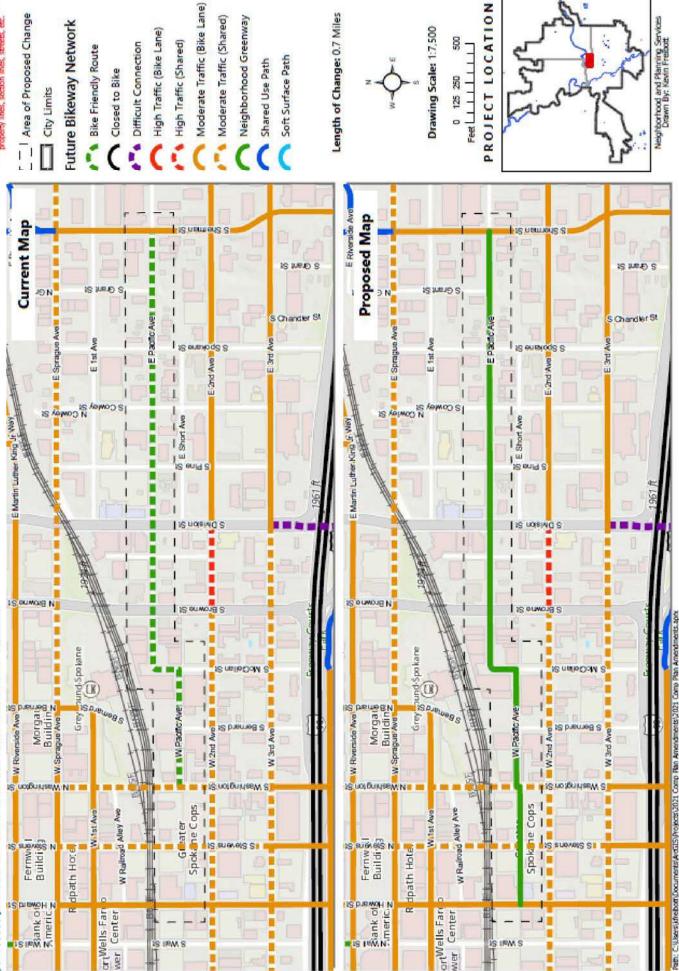


Neighborhood and Planning Services Drawn By: Kevin Freibott

Bike Map Modification 5 (Map TR-5) Z21-022COMP:

Pacific Ave (S Washington St to S Sherman St) in the Riverside and East Central Neighborhoods

2020/2021 Comprehensive Plan Amendment Proposals



Drawn: 3/1/2021

THIS IS NOT A LEGAL DOCUMENT
The information shown on this map is complied from mine the location of facilities in relationship to various sources and is subject to constant revision information shown on this map should not be used



Future Bikeway Network

Closed to Bike

High Traffic (Bike Lane)

Moderate Traffic (Bike Lane)

Shared Use Path

Soft Surface Path

Length of Change: 0.7 Miles



Drawing Scale: 1:7,500





Neighborhood and Planning Services Drawn By: Kevin Freibott

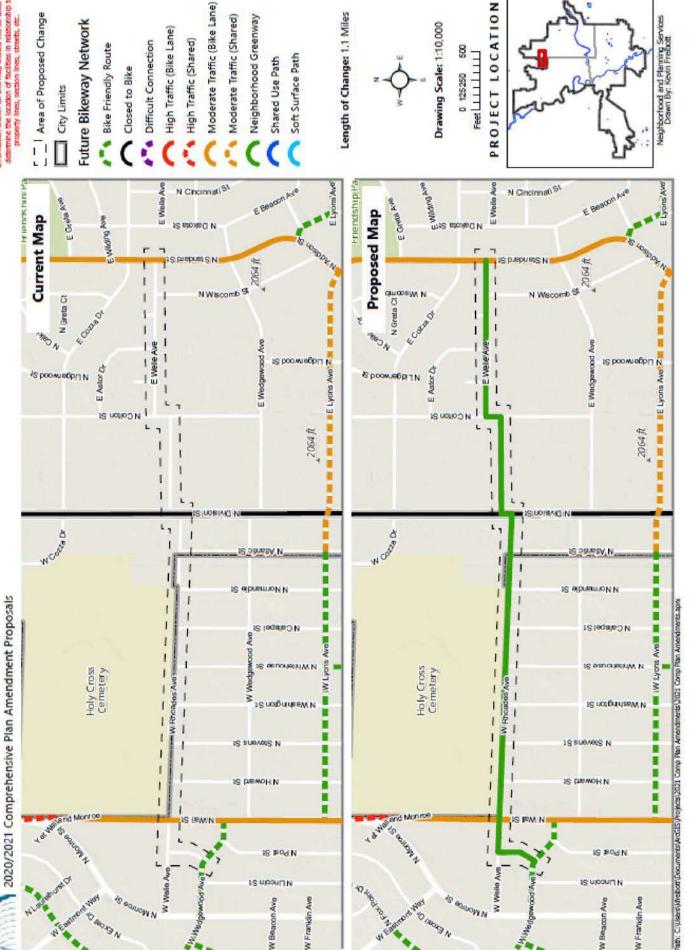
Z21-022COMP:

Bike Map Modification 6 (Map TR-5)

Weile-Rhoades Ave (N Wall St to N Standard St) in the Shiloh Hills Neighborhood

THIS IS NOT A LIBBAL DOCUMENT mation shown on this map is complied from

Drawn: 2/26/2021

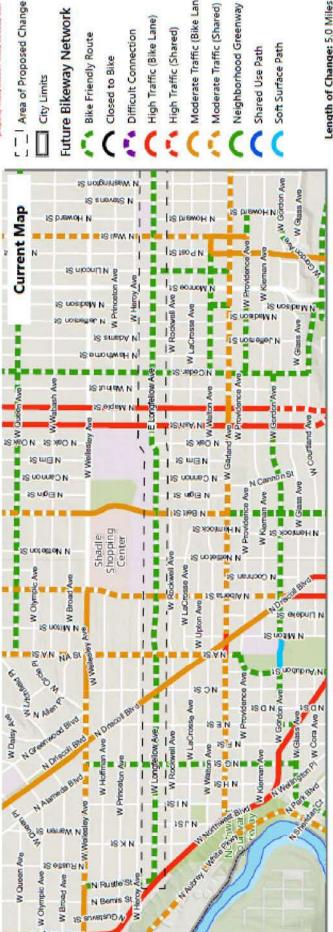


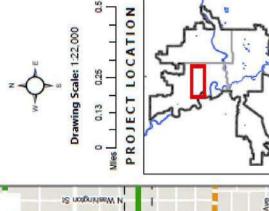
Bike Map Modification 7a (Map TR-5) Z21-022COMP:

Longfellow Ave & E Rich Ave (W Northwest Blvd to N Market St) in Multiple Neighborhoods

2020/2021 Comprehensive Plan Amendment Proposals

Showing West of Wall Street -- See 7b for Remaining Project





IS IRM NI

W Prince

IS SITEDA N

Shopping Shadle

I'S notellieN N

W Clympic Ave

12 YidmossA

W Broad Ave

Center

31

W LaCrosse

W LaCrosse Aw W Upton Ave



W Provider

W.

various sources and is subject to constant re promation shown on this map should not be THES IS NOT A LISSAL DOCUMENT determine the location of facilities in relat

Drawn: 6/9/2021

City Limits

Future Bikeway Network

Difficult Connection Closed to Bike

High Traffic (Bike Lane)

High Traffic (Shared)

Moderate Traffic (Bike Lane)

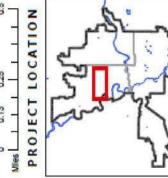
Moderate Traffic (Shared)

Neighborhood Greenway

Soft Surface Path Shared Use Path

Length of Change: 5.0 Miles

Proposed Map



Bike Map Modification 7b (Map TR-5) Z21-022COMP:

Drawn: 6/9/2021

Longfellow Ave & E Rich Ave (W Northwest Blvd to N Market St) in Multiple Neighborhoods Showing East of Wall Street.-See 7a for Remaining Project

Moderate Traffic (Bike Lane) mine the location of facilities in relationship t various sources and its subject to constant revision information shown on this map should not be used _ I Area of Proposed Change Moderate Traffic (Shared) Neighborhood Greenway **-uture Bikeway Network** THIS IS NOT A LIBBAL DOCUMENT High Traffic (Bike Lane) High Traffic (Shared) Difficult Connection **Bike Friendly Route** Soft Surface Path Shared Use Path Closed to Bike City Limits IS WEARH N §NHaveu_{b/} is nevel+N N Neison SI E E Providence Current Map E Garland Ave E Rodwell Ave IS BUOKS N E Providence Ave IS OUT N RICHAVE ITS OF THE N IS BOOK N IS GRONDOM N S GORNN N N M IS RICUTEN N SS AND ш E Gordan Ave 1 IS BURRH N IS SUBJOH N E LaCrosse Ave E Walton Ave E Kleman Ave E Olympic Ave E Wabash Ave E Queen Ave E Broad Ave ■ ■ E Longfellow Ave ■ ■ 2020/2021 Comprehensive Plan Amendment Proposals Providence Ave E Princeton Ave E Courtland Ave E Gordon Ave E Glass Avo is poorwiedbil N S NOISHION. N Administration St. N Normande St

WLaCross

as upountin

IS STIEVERS IN

N THEODINGS

W Horay Ave

W



IS HOUNTN &

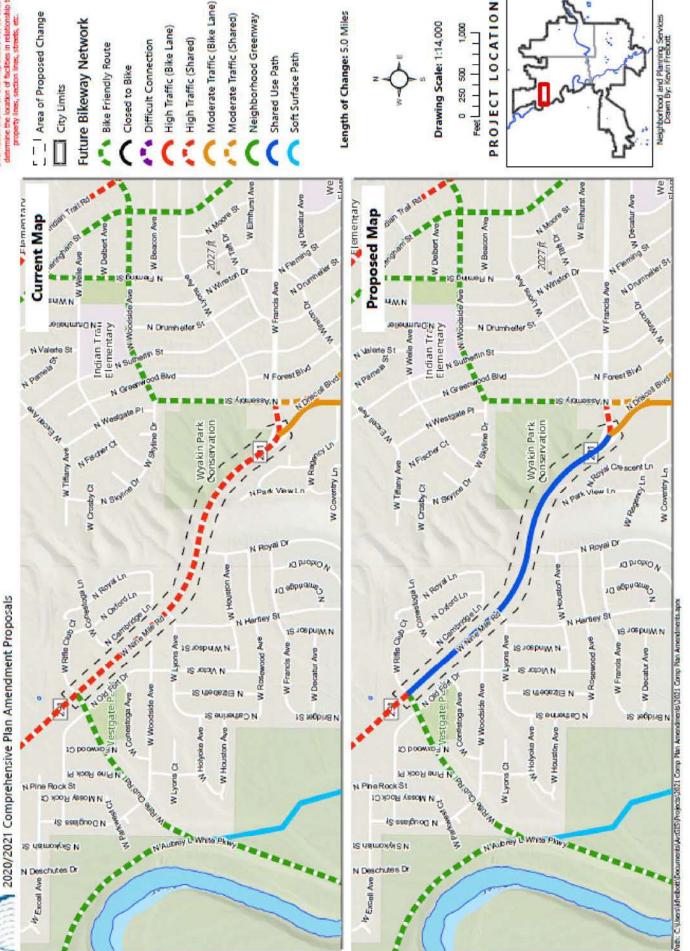
Bike Map Modification 8 (Map TR-5) Z21-022COMP:

W Nine Mile Rd (W Francis Ave to W Rifle Club Rd) in the Northwest Neighborhood

THES IS NOT A LEGAL DOCUMENT matter shown on this map is comp

ation shown on this map

Drawn: 2/26/2021



1,000

2020/2021 Comprehensive Plan Amendment Proposals

North and South Altamont, E 12th, E 14th and S Mt Vernon in the Lincoln Heights Neighborhood

THES IS NOT A LESAL DOCUMENT Drawn: 9/20/2021

various sources and is subject to constant revision information shown on this map should not be us determine the location of facilities in rela property lines, section lines, streets

__ I Area of Proposed Change City Limits

Future Bikeway Network

Bike Friendly Route Closed to Bike High Traffic (Bike Lane)

Difficult Connection

High Traffic (Shared)

Moderate Traffic (Bike Lane)

Moderate Traffic (Shared)

Neighborhood Greenway

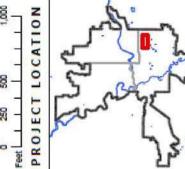
Shared Use Path

Soft Surface Path

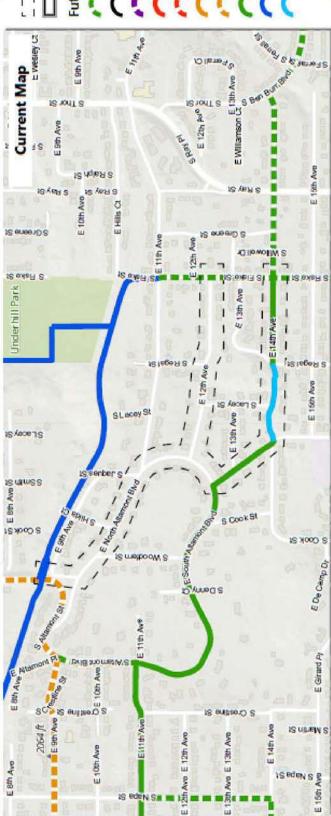
Length of Change: 0.9 Miles







Neighborhood and Planning Services Drawn By: Kevin Freibott



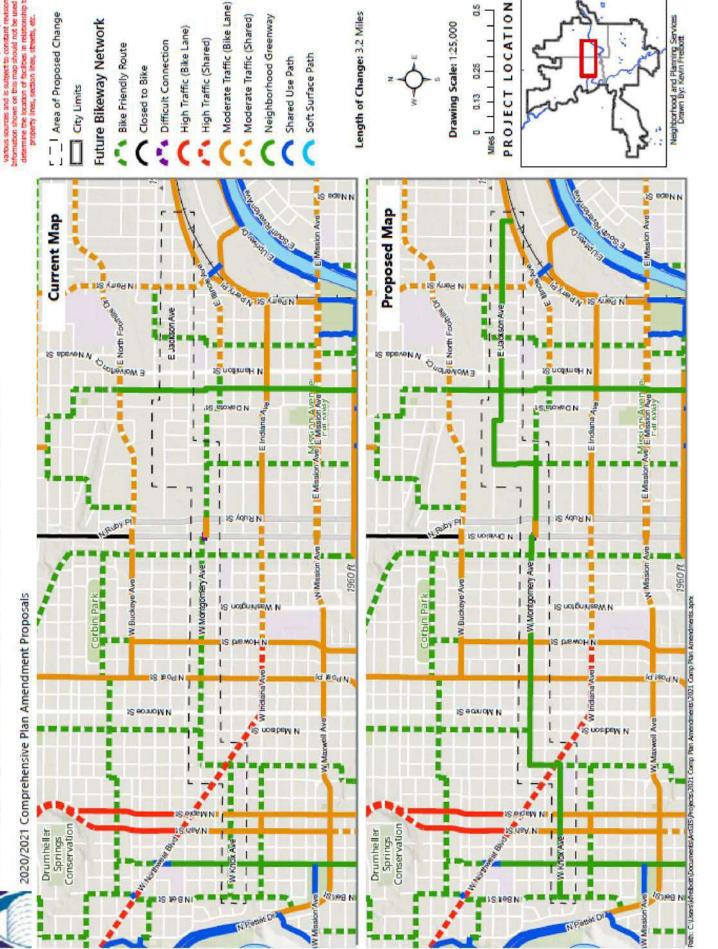


Z21-022COMP:

Jackson-Montgomery-Knox Greenway (N Belt St to E Illinois Ave) in Multiple Neighborhoods Bike Map Modification 10 (Map TR-5)

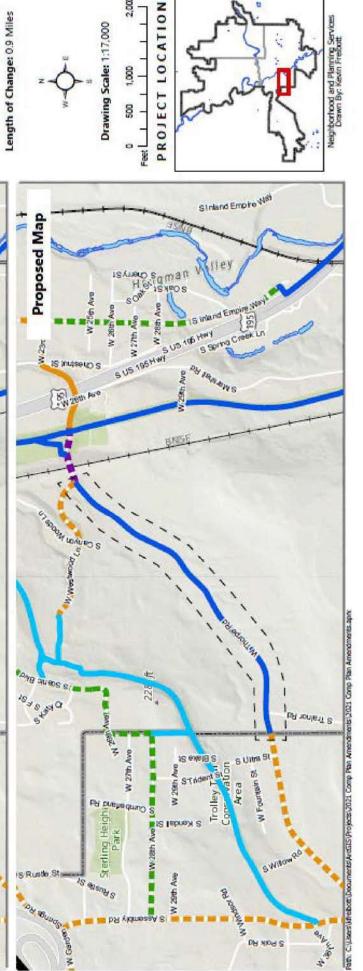
THIS IS NOT A LEGAL DOCUMENT.
The information shown on this map is complied from

Drawn: 2/26/2021



Drawn: 2/26/2021





2,000

1,000



The following staff report concerns a proposed amendment to the City's Comprehensive Plan. The proposal constitutes a requested change to the land use plan map designation and zoning of one or more parcels in the City of Spokane. 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):	N/A - Various locations citywide
Address(es):	N/A – Various locations citywide
Property Size:	Not applicable
Legal Description:	Not applicable
General Location:	Public rights-of-way citywide
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:	N/A
Proposed Land Use Designation:	N/A
Current Zoning:	N/A
Proposed Zoning:	N/A
SEPA Status:	A SEPA threshold Determination of Non-Significance (DNS) was made on September 28, 2021. The appeal deadline is 5:00 PM on October 12, 2021.
Plan Commission Hearing Date:	October 13, 2021
Staff Recommendation:	Approve

September 29, 2021 Staff Report: File Z21-022COMP Page 1 of 10

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 Map TR5 in Chapter 4 of the Comprehensive Plan to update and keep current planned bikeway facility designations. 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 eleven locations are addressed by these changes, concerning segments of (1) W. High Drive from W. 29th Ave. to S. Bernard St., (2) S. Havana St. from E. 19th Ave. to E. 37th Ave., (3) E. 37th Ave. from S. Perry St. to S. Regal St., (4) S. Cedar St. from W. Riverside Ave. to W. 3rd Ave., (5) Pacific Ave. from S. Washington St. to S. Sherman St., (6) Weile-Rhoades Ave. from N. Wall St. to N. Standard St., (7) Longfellow Ave. from W. Northwest Blvd. to N. Market St., (8) W. Nine Mile Rd. from W. Francis Ave. to W. Rifle Club Rd., (9) multiple streets along E. North Altamont Blvd. and from E. 14th Ave. to E. 9th Ave., (10) Jackson Ave. and Montgomery Ave. and Knox Ave. from N. Belt St. to E. Illinois Ave., and (11) W. Thorpe Rd. from City Limits to W. Westwood Ln.
- 3. Property Ownership: All proposed changes are within City right-of-way.
- 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:
 - 1. High Dr. Urban Minor Arterial
 - Havana St. Urban Local Access
 - 3. 37th Ave. Urban Minor Arterial
 - Cedar St. Urban Local Access
 - Pacific Ave. Urban Local Access
 - 6. Weile-Rhoades Ave. Urban Local Access
 - 7. Longfellow Ave. Urban Local Access
 - 8. Rich Ave. Urban Local Access
 - 9. Nine Mile Rd. Urban Principal Arterial
 - 10. Altamont Blvd. Urban Local Access
 - 11. 12th Ave. Urban Local Access
 - 12. Jackson Ave. Urban Local Access
 - Montgomery Ave. Urban Major Collector and Urban Local Access
 - 14. Knox Ave. Urban Local Access
 - 15. Thorpe Rd. Urban Minor Arterial
- 6. Current Land Use Designation and History: N/A
- 7. Proposed Land Use Designation: N/A

September 29, 2021 Staff Report: File Z21-022COMP Page 2 of 10

8. Current Zoning and History: N/A

9. Proposed Zoning: N/A

V. APPLICATION PROCESS AND PUBLIC COMMENT

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

Application SubmittedJanuary 4, 2021
Threshold Application Certified CompleteJanuary 12, 2021
Council Threshold Subcommittee Established ¹ January 11, 2021
Council Threshold Subcommittee MetFebruary 17, 2021
Annual Work Program Set ² April 26, 2021
Agency/Department Comment Period EndedJune 2, 2021
Notice of Application PostedJune 21, 2021
Plan Commission WorkshopJuly 28, 2021
60-Day Public Comment Period Ended August 20, 2021
SEPA Determination Issued September 28, 2021
Notice of Public Hearing Posted September 29, 2021
Plan Commission Hearing Date (Scheduled) October 13, 2021

- 2. Comments Received: A request for comments was issued to City departments, local agencies, and departments, along with pertinent application details on May 19, 2021. By the close of agency comment on June 2, 2021, comments were received from the following:
 - a. Bobby Halbig City of Spokane Streets Department
 - b. Mark S. Davies Community Assembly representative from North Indian Trail

Comments from Mr. Davies expressed concern about bikeway connectivity along Indian Trail Road. Comments from the City of Spokane Streets Department identified a street segment label correction on the map of Modification 2 - Havana Street – E. 19th Ave. to E. 37th Ave., and identified design concerns about available street widths, intersection conditions, signal detection for people on bicycles, and traffic conditions that will factor into project-level designs at the time of scoping, funding and design. Following additional review, a correction was made to the map for Modification 2 – Havana Street and design concerns were documented. Copies of comments received are included in this staff report as **Exhibit G**.

Following the agency/department comment period, a Notice of Application was posted in the Spokesman Review on June 21, 2021, and also emailed a Request for Public Comments to

.

¹ Spokane City Council Resolution 2021-0003

² Spokane City Council Resolution 2021-0023

- neighborhood representatives on that date. No public comments were received during the comment period.
- 3. Public Workshop: A public workshop with the Spokane Plan Commission was held on Wednesday July 28, 2021, during which the particulars of the proposal were presented to the Plan Commission for their consideration and discussion. The applicant spoke during the workshop but no public comment was taken. No changes were proposed at the 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.
 - 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 making a recommendation on a proposal, and by the city council in making a decision on the proposal. Following each of the considerations is staff's analysis relative to the proposed amendment.
 - A. Regulatory Changes: Amendments to the comprehensive plan must be consistent with any recent state or federal legislative actions, or changes to state or federal regulations, such as changes to the Growth Management Act, or new environmental regulations.
 - <u>Staff Analysis</u>: 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 satisfies this criterion.

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

September 29, 2021 Staff Report: File Z21-022COMP Page 4 of 10

<u>Staff Analysis</u>: 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 satisfies this criterion.

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

<u>Staff Analysis</u>: 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 satisfies this criterion.

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

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

The proposal satisfies this criterion.

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.

<u>Staff Analysis</u>: 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:

September 29, 2021 Staff Report: File Z21-022COMP Page 5 of 10

- Downtown Plan Consistent with identified routes for street improvements on page 38.
- 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
- Grandview/Thorpe Neighborhood Action Plan Street Safety action S-2.1: Identify and implement traffic-calming projects as part of street improvements. Connectivity action C-1.1: Continue to seek opportunities to improve missing or incomplete sidewalks, bike, routes, and transit connections, and C-1.4: Connect the Fish Lake Trail to Thorpe Road. North Hill Neighborhood Action Plan Priority Project #4: Traffic Calming and Connectivity identifies an east-west bike route along Longellow Ave. to connect three schools.
- Emerson-Garfield Neighborhood Action Plan Transportation Goal Three: Identify opportunities to enhance bicycle routes and connections to and within the neighborhood, b. Enhance rider safety throughout Emerson-Garfield.

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

- Northwest and Audubon-Downriver Neighborhood Planning Shadle Area Neighborhood Plan
- 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 H** of this report. Further discussion of these policies is provided under section K.2 below.

The proposal satisfies this criterion.

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

September 29, 2021 Staff Report: File Z21-022COMP Page 6 of 10

criteria in this report. Therefore, no amendment to policy wording is necessary and this criterion does not apply to the subject proposal.

The proposal satisfies this criterion.

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

Staff Analysis: 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 or neighboring jurisdiction which would indicate that this proposal is not regionally consistent.

The proposal satisfies this criterion.

- G. Cumulative Effect: All amendments must be considered concurrently in order to evaluate their cumulative effect on the comprehensive plan text and map, development regulations, capital facilities program, neighborhood planning documents, adopted environmental policies and other relevant implementation measures.
 - 1. **Land Use Impacts:** In addition, applications should be reviewed for their cumulative land use impacts. Where adverse environmental impacts are identified, mitigation requirements may be imposed as a part of the approval action.
 - 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.

<u>Staff Analysis</u>: The City is concurrently reviewing this application and five other applications for Comprehensive Plan amendments as part of an annual plan amendment cycle. All six applications are for map amendments, five for changes to the land use plan map (LU-1) and one for changes to the Bicycle Facilities Map (TR-5). When considered together, these various applications do not interact, nor do they augment or detract from each other. Thus, the cumulative effects of these various applications are minor.

This proposal satisfies this criterion.

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

³ State Environmental Protection Act

- cumulative impacts. This combined review process results in a single threshold determination for those related proposals.
- 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).

<u>Staff Analysis:</u> 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 September 28, 2021.

The proposal satisfies this criterion.

1. 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.

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

The proposal satisfies this criterion.

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

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

This criterion does not apply.

K. Demonstration of Need:

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

<u>Staff Analysis:</u> The proposal does not include a policy adjustment, thus this criterion does not apply.

September 29, 2021 Staff Report: File Z21-022COMP Page 8 of 10

- **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.

<u>Staff Analysis</u>: 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 with subarea plans, neighborhood council recommendations, and current local, regional and national design standards for given roadway conditions. (see **Exhibit C**).

This proposal satisfies this criterion.

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 satisfies 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.

September 29, 2021 Staff Report: File Z21-022COMP Page 9 of 10

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
- B. Currently Adopted Map TR-5
- C. List of Relevant Comp Plan Policies
- D. Application Materials

- E. SEPA Checklist
- F. SEPA Determination of Non-Significance
- G. Agency Comments
- H. Public Comments

September 29, 2021 Staff Report: File Z21-022COMP Page 10 of 10

Bike Map Modification 1 (Map TR-5)

W High Drive (W 29th Ave to S Bernard St) in the Comstock Neighborhood 2020/2021 Comprehensive Plan Amendment Proposals

Browne St Browne W 39th Ave OW 40th Ave W 30th Ave W 31st Ave Proposed Map W 26th W 27th W 28th W 24th Ave W/25th Aquatic Center S Howard St Comstock Conservation Latah Creek of W 24th Ave S Post St W Comstock Ct 2 W Z6fth A3gry W Melinda Ln W 23rd Ave o Wilson W 22nd Ave W 32nd NVe W 27th Ave 28th Ave W31st Ave W 30th Ave Ave W 24th Jefferson St ow W 39th Ave o W 40th Ave W High Dr W.37th Aver W 34th Ave W 36th Ave W 30th Ave W 31st Ave Current Map freibott/Documents/ArcGIS/Projects/2021 Comp Plan Amendments/2021 Comp Plan Amendr Exhibit A W 23rd W 24th Ave W 27th W 28th IV ZZIIU AV W/25th W 26th Aquatic Center Comstock Conservation S HOWard St Latah Creek Si Lincoln V 24th Ave S Post St 'N Comstock Ct & W/21st/Av N 26FT Autary W Melinda Ln W 23rd Ave w Wilson W 22nd Ave W 32nd Ave W 27th Ave W 28th Ave W 31st Ave W 30th Ave SSUMMerce W 24th Ave 5th Monroe 5th

Drawn: 2/26/2021

THIS IS NOT A LEGAL DOCUMENT

The information shown on this map is compiled from Information shown on this map should not be used to determine the location of facilities in relationship to various sources and is subject to constant

_ I Area of Proposed Change City Limits

Future Bikeway Network

Bike Friendly Route Closed to Bike

S Browne St

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: 1.1 Miles

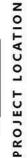


W 36th Ave

W 34th Ave

Drawing Scale: 1:15,000

Feet | | | | | | 250 500





Neighborhood and Planning Services Drawn By: Kevin Freibott

Staff Report: File Z21-022COMP

Bike Map Modification 2 (Map TR-5) Z21-022COMP:

E 18th Ave E 19th Ave

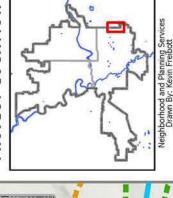
10

E 20th Ave

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 PROJECT LOCATION Moderate Traffic (Bike Lane) Length of Change: 0.6 Miles - Area of Proposed Change Moderate Traffic (Shared) Neighborhood Greenway Future Bikeway Network 1,000 Drawing Scale: 1:14,000 High Traffic (Bike Lane) Drawn: 3/1/2021 Difficult Connection - High Traffic (Shared) Bike Friendly Route Soft Surface Path Shared Use Path Feet | | | | | Closed to Bike 200 City Limits 250 E 21st Ave Proposed Map Chase Middle **S** Срепу Ln S Custer St 2299 ft to AND SILVE ES PROVIDE S Custer Ln S Lloyd St S NOTHIN DY S E 24th Ln Rose LS *togseaO/S Kit E 25th Ave S Dearborn Ln m E 24th Ln - 234E 29th Ave E 20th Ave E 34th Ave E Congress Ave Cuba St E 35th Ave 55 E123rd Ave S caps SI E 22nd Ave E 27th Ave E 21st Ave 24th Ave E 26th Ave E 28th Ave E 31st Ave E 32nd Ave 25th Ave 30th Ave E 33rd Ave S Havana St (E 19th Ave to E 37th Ave) in the Lincoln Heights Neighborhood E 18th Ave 10 elluc s E 19th Ave E 20th Ave S Rebecca St E 21st Ave 2020/2021 Comprehensive Plan Amendment Proposals Chase Middle S Сhету Ln Current Map S Custer St SUN SUN S LIOYOLD S S Custer Ln S Dearborn Ln m S Morrill Dr & E 23rd Ln S E 24th Ln Rose S E 25th Ave E 24th Ln Diegols ME Son But - 24E 29th Ave E 20th Ave E 34th Ave E Congress Ave Et23rd Aver 0 E 35th Ave 55 Cuba St S Cops St E 22nd Ave E 27th Ave E 28th Ave E 24th Ave E 25th Ave E 26th Ave E 31st Ave E 32nd Ave E 33rd Ave El35th/Ave

S Rebecca St



E 36th Ct E:37th A Staff Report: File Z21-022COMP

E 40th Ave

E 40th Ct

S Lloyd St

S Custer St

S Morrill St S Dear

IS BUBYBH S

S Myrtle St

E 40th Ct

S Dearborn St

12 BREVEH S

E 39th

S Myrtle St

E 40th Ave

S Custer St

S IlmoM S

E 38th Ave

Sicupaist

E 36th Ct E:37th7A

S Dearborn Ct

E 38th Ave

SICUPAISE

Bike Map Modification 3 (Map TR-5) Z21-022COMP:

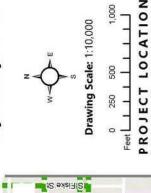
THIS IS NOT A LEGAL DOCUMENT
The information shown on this map is compiled from

Drawn: 2/26/2021

various sources and is subject to constant revision

E 37 Ave (S Perry St to S Regal St) in the Lincoln Heights and Southgate Neighborhoods





E35th/Ave

ementary Adams

36th Ave

18 Atims 8 I

18 InomallA 8

S Lee St

E 36th Ave

S Helena St

E 36th Ave

E 35th Ave

E 37th Ave

1 24061

■ Ei34th Ave

Proposed Map

E 33rd Ave

E 33rd Ave

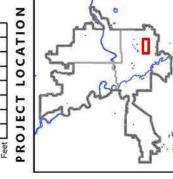
33rd Ave

All Saints

Middle

E34m

E 35th Ave



E 38th Ave

S Crestline St

1S 997 S

E 39th Ave

S Helena St

E 40th Ave

Neighborhood and Planning Services Drawn By: Kevin Freibott

S Lacey St

Staff Report: File Z21-022COMP

S Lee St

E 40th Ave

S Madelia St

S Hogan St

Find the Foundary E Thurston Ave 90 v Pan Amendment Fig. C. Weers Wife both Documents Arc GIS/Projects (2021 Comp. Plan Amendments (2021 Comp. Plan Amendments, aprx. Exhibit A. Bike Map Modification 4 (Map TR-5)

S Cedar St (W Riverside Ave to W 3rd Ave) in the Riverside Neighborhood

N Cedar St

W Clarke Ave

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. Drawn: 2/26/2021

City Limits

Future 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

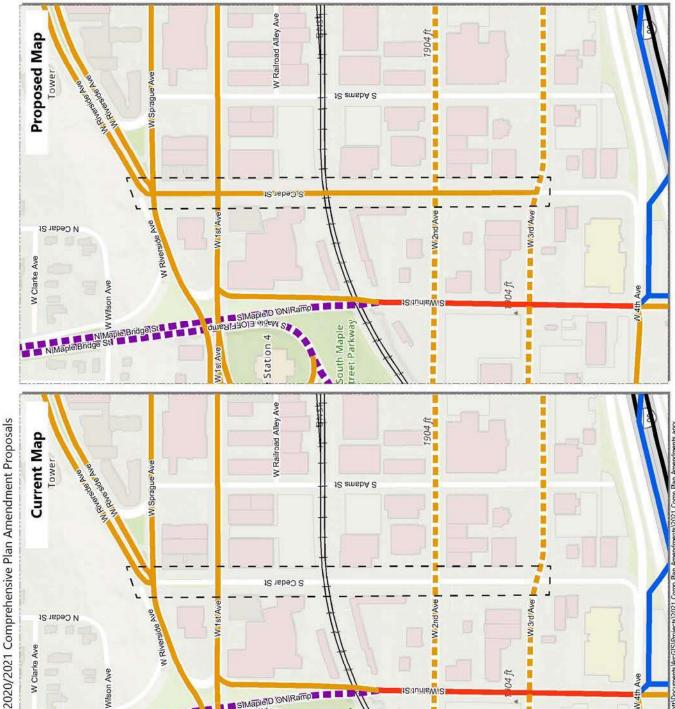
Length of Change: 0.2 Miles



Drawing Scale: 1:4,000 150 75 Feet | | | | |



Neighborhood and Planning Services Drawn By: Kevin Freibott



12 smsbA 2

eet Parkway outh Maple

S Cedar St

Camealie (Gomenicamp)

Station

W Riverside Ave

NIMAPIelBridgelSt

W.1st Ave

W 1st Ave

W/2nd/Ave

S JunisWil

■ W/3rd Ave |

04 ft

nts WrcGIS\Projects\2021 Comp Plan Amendme

Path: C:\Users\kfreibott\Docume Exhibit A

Pacific Ave (S Washington St to S Sherman St) in the Riverside and East Central Neighborhoods

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

Drawn: 3/1/2021

2020/2021 Comprehensive Plan Amendment Proposals



Moderate Traffic (Bike Lane)

High Traffic (Bike Lane)

Difficult Connection

Bike Friendly Route

City Limits

Closed to Bike

Neighborhood Greenway

Soft Surface Path Shared Use Path

Length of Change: 0.7 Miles

E Riverside Ave.

E Martin Luther King Jr Way

Proposed Map

E Sprague Ave

St Cowley St

Grey Sound-Spokane

W Railroad Alley Ave

W 1st Ave

ortWells Far

wer Center

dpath Hote

N Browne

William Morgalitation Wilding

Ferrwer Buildies

Sank of Sank

Drawing Scale: 1:7,500

S Grant St

1st Ave

El Pacific Ave

PROJECT LOCATION 500 Feet LIIIIII 0 125 250



S Sherman St

E 2nd Ave

S E Short Ave

Page 5

Neighborhood and Planning Services Drawn By: Kevin Freibott

S Grant St

S Chandler St

Path: C.Weers kfreibott/Documents McCSIS/Projects (2021 Comp Plan Amendments (2021 Comp Plan Amendments, apri EXhibit A

W 3rd Ave

.

S Washington St

Cops

Spokane

Bike Map Modification 6 (Map TR-5) Z21-022COMP:

Weile-Rhoades Ave (N Wall St to N Standard St) in the Shiloh Hills Neighborhood

2020/2021 Comprehensive Plan Amendment Proposals

THIS IS NOT A LEGAL DOCUMENT

The information shown on this map is compiled from Drawn: 2/26/2021

Information shown on this map should not be used determine the location of facilities in relationship

City Limits

- Area of Proposed Change

Friendship Pa

Current Map

N Greta Ct

N Lidgenwood St

M Cath

N Calk.

& Colta Or

E Astor

Holy Cross Cemetery

1

IS BOJUOM N

N Excell Dr.

Tamal on Monroe

TO BOY

N Colton St

Future Bikeway Network

- Bike Friendly Route Closed to Bike

Wilding Ave

Difficult Connection

High Traffic (Bike Lane)

Ave

High Traffic (Shared)

N Cincinnati St

N Dakota St

N Standard St

N Wiscomb St

Moderate Traffic (Bike Lane)

Moderate Traffic (Shared)

Neighborhood Greenway

Shared Use Path

E Beacon Ave

E Wedgewood

IS ounsitA N

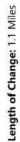
N Normandie St

N Stevens St

N Howard St

12 boownagbid

Soft Surface Path



Friendship

E Lyons AverZ

≥

i

t2 notgninastW M

12 teoq N

W Beacon Ave

W Franklin Ave



Drawing Scale: 1:10,000

200

Feet LILLILLI 0 125250



Neighborhood and Planning Services Drawn By: Kevin Freibott



Bike Map Modification 7a (Map TR-5) Z21-022COMP:

Longfellow Ave & E Rich Ave (W Northwest Blvd to N Market St) in Multiple Neighborhoods

THIS IS NOT A LEGAL DOCUMENT The information shown on this map is compl

Drawn: 6/9/2021

Information shown on this map should not be determine the location of facilities in relation

various sources and is subject to constant

Showing West of Wall Street.-See 7b for Remaining Project

2020/2021 Comprehensive Plan Amendment Proposals



Moderate Traffic (Bike Lane)

High Traffic (Bike Lane)

Closed to Bike

High Traffic (Shared)

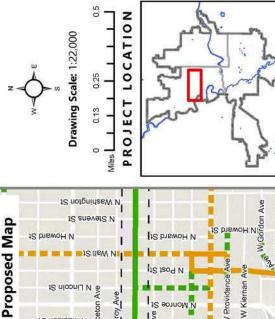
Moderate Traffic (Shared) Neighborhood Greenway Length of Change: 5.0 Miles

Ve

N EIW SE

N Cannon St

Soft Surface Path



12 amsbA VI

Shopping Shadle Center

W Broad Ave

N Rustle St

3

A Sustavus St

Olympic Ave Broad Ave



IW Providence

N Elm St

W.Rockwell Ave

1

W LaCrosse Ave

W Upton Ave

≥

W Providence Ave

W Providence Ave N E SF

Staff Report: File Z21-022COMP

3

Neighborhood and Planning Services Drawn By: Kevin Freibott

Bike Map Modification 7b (Map TR-5) Z21-022COMP:

Longfellow Ave & E Rich Ave (W Northwest Blvd to N Market St) in Multiple Neighborhoods

THIS IS NOT A LEGAL DOCUMENT

The information shown on this map is compiled from

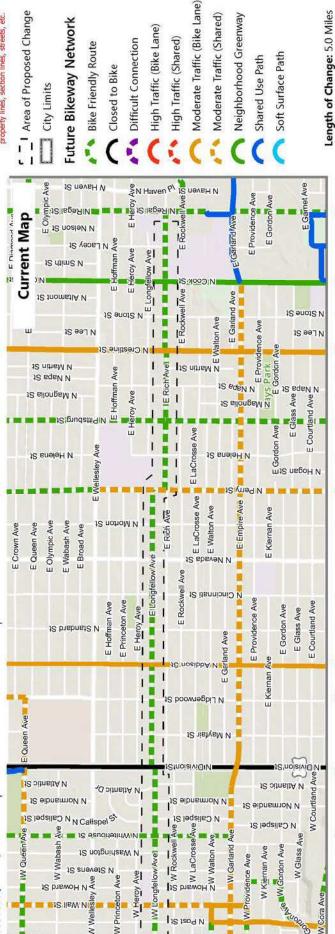
Drawn: 6/9/2021

Information shown on this map should not be used determine the location of facilities in relationship t

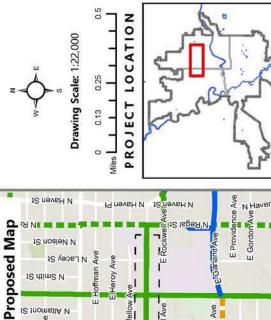
various sources and is subject to constant

Showing East of Wall Street--See 7a for Remaining Project

2020/2021 Comprehensive Plan Amendment Proposals



MLincoln St 🚩





offman Ave

leroy Ave

IS SHOTS V

Hoffman Ave

1

E Heroy Ave

1

1

1

W/Longfe

W Heroy Ave

A Stlantic D.

E Hoffman Ave E Princeton Ave

I N Morton St

N Lacey St

12 Alima V

IS INOMISINA N Ave

12 nitheM M

IS EGEN N

12 silongeM N

N Helena St

E Olympic Ave E Wabash Ave

N Atlantic St

N Normandie St

2

S ledsileD N N Calispel St

E Crown Ave E Queen Ave MPittsburgi Sta

E Broad Ave

N Standard St

E Diamond Ave E Diamond Ave



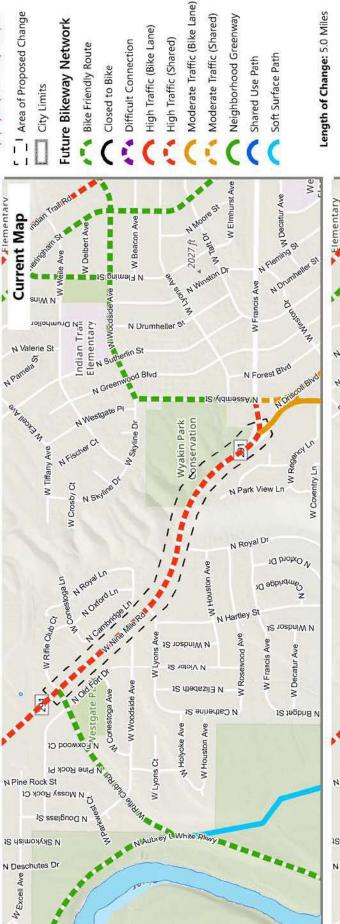
W Gordon

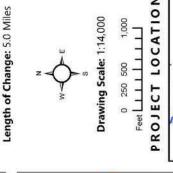
W Nine Mile Rd (W Francis Ave to W Rifle Club Rd) in the Northwest Neighborhood

THIS IS NOT A LEGAL DOCUMENT The information shown on this map is comp

Drawn: 2/26/2021

2020/2021 Comprehensive Plan Amendment Proposals





Proposed Map

W Weile Avenue

W Tiffany Ave

Mossy Rock Ct

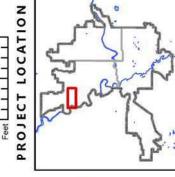
A Skykomish St

N Deschutes Di Excell Ave N Deschutes Di

W Crosby Ct

Elementary

N Drumheller



IN Taft Dr 2027 ft

Conservation

W Houston Ave

12 ToebniW M

A Holyoke Ave

W Woodside Ave A Conestoga Ave

✓ Wyakin Park

W Francis Ave

Neighborhood and Planning Services Drawn By: Kevin Freibott

We

Path: C.\Users\Vineibott\Documents\PurGIS\Projects\2021 Comp Plan Amendments\2021 Comp Plan Amendin Exhibit A

W Coventry Ln

N Oxford Dr

N Bridget St

W Francis Ave

THIS IS NOT A LEGAL DOCUMENT

The information shown on this map is compiled from Information shown on this map should not be used determine the location of facilities in relationship to various sources and is subject to constant Drawn: 9/20/2021

North and South Altamont, E 12th, E 14th and S Mt Vernon in the Lincoln Heights Neighborhood

2020/2021 Comprehensive Plan Amendment Proposals

Bike Map Modification 9 (Map TR-5)

Z21-022COMP:

☐ City Limits

E Wesley Ct

48

15 eneene St

S Fiske St

Underhill Park

S Lacey St

S Smith St

Current Map

E 9th Ave

S Ralph St

E 10th Ave

S Ray St

E Hills Ct

E 11th Ave

S Regal St

S Lacey St

Pall Blvg

S Woodfem St

11th Ave

12 EQEN

10th Ave

E 10th Ave

S Crestline St. S. 10th Ave

E 9th Ave 2064 ft

E 8th Ave

ElSouth

Ave E 12th Ave

E 12th/

S Denny Ct

S Thor St

E 9th Ave

S Ray St

Closed to Bike

Difficult Connection

. 17th Ave

- High Traffic (Shared)

Perrall Ct

S Thor St

E 12th PN®

12th

E 12th Ave

13th Ave

E Williamson

S Ray St

E 13th Ave

acey St

E 13th Ave

S Cook St

S Crestline St

E 13th Ave

Ave

E 14th Ave

S Willowell Dr

E114th Ave

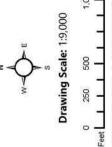
S Greene St

SBE

Shared Use Path

S Ferrall St S Ferrall S.

Length of Change: 0.9 Miles



E 9th Ave

S Ralph St

E 10th Ave

S Ray St

ö E Hills

E 11th Ave

S Regal St

S Lacey St

S Woodfern St

11th Ave

IS EGEN SI

byla momstale

10th Ave

E 10th Ave

S Crestline St. 20 S

E 9th Ave 2064 ft

S Thor St

E 9th Ave

S

Proposed Map

S Ray St

S Greene St

2 FISKe St

S Lacey St

S Smith St

Underhill Park

ගි E 8th Ave

15th Ave

15th Ave

ш

E De Camp Dr

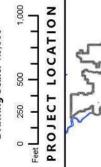
E Girard Py

5 Martin St

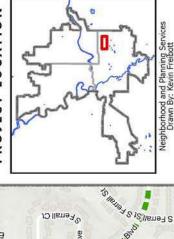
E 15th Ave S Napa St

E 8th Ave

E 8th Ave



E 11th Ave



SFerrall Ct

S Thor St

Mo

E 12th S Ray PI

2th Ave

E112th Ave

Cret South Au

E 13th Ave

E Williamson

S Ray St

S Willowell Dr

S Greene St

E 13th Ave

E 13th Ave

S Cook St

S Crestline St

E 13th Ave

Ave

12th

E 14th Ave

S

Neighborhood and Planning Services Drawn By: Kevin Freibott

15th Ave

Page 10

Staff Report: File Z21-022COMP

Path: C:WeersWreibott/Documents/ArcGIS/Projects/2021 Comp Plan Amendments/2021 Comp Plan Amend Exhibit A

15th Ave

S Cook St

E De Camp Dr

E Girard Ay

E 15th Ave

E 15th Ave S Napa St

2020/2021 Comprehensive Plan Amendment Proposals

Conservation

Springs

Drumheller

Jackson-Montgomery-Knox Greenway (N Belt St to E Illinois Ave) in Multiple Neighborhoods

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

Drawn: 2/26/2021

- Area of Proposed Change City Limits

Current Map

Future Bikeway Network

Bike Friendly Route Closed to Bike

E North Footmis Drd

Difficult Connection

High Traffic (Bike Lane)

- High Traffic (Shared)

Moderate Traffic (Bike Lane)

N Dakota St

W/Montgomery/Ave

E Indiana A

Moderate Traffic (Shared)

Neighborhood Greenway

Shared Use Path

Soft Surface Path

Length of Change: 3.2 Miles

12 BqBN N

Mission Ave EMission Ave

M Mission .

Id Isod N

Conservation Drumheller

Springs

1960 ft



Proposed Map

Drawing Scale: 1:25,000

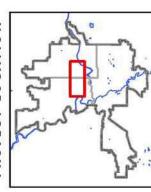
FIE North Footmis Or

0.25 0.13



1

N Monroe St



Neighborhood and Planning Services Drawn By: Kevin Freibott

IS EGEN N

Ave ElMission Aven

E Mission

W Mission

tS notgninssW M

Page 11

Staff Report: File Z21-022COMP Wfreibott/Documents MrcGIS/Projects/2021 Comp Plan Amendments/2021 Comp Plan Amendments, apro-Exhibit A

W Thorpe Rd (City Limits to W Westwood Ln) in the Grandview/Thorpe Neighborhood

2020/2021 Comprehensive Plan Amendment Proposals

STANCE

S Rustle St

W. Garden

THIS IS NOT A LEGAL DOCUMENT The information shown on this map is compi various sources and is subject to constant Drawn: 2/26/2021

Information shown on this map should not be determine the location of facilities in relations

City Limits

- Area of Proposed Change

Current Map

W-23rd

S Chestnut St

W 26th Ave

Future Bikeway Network

Bike Friendly Route Closed to Bike Difficult Connection

High Traffic (Bike Lane)

angman sos sist

SUS

W 29th Ave

rolley

WWINDSOFRA

S Polk Rd

W Fountain St

W 27th Ave

W/28th Ave

W 29th Ave

S Cumberland Rd

Sterling Heigh

W 27th A

sus

- High Traffic (Shared)

Moderate Traffic (Bike Lane)

Moderate Traffic (Shared)

S Inland Empire Way

195

Neighborhood Greenway

Shared Use Path

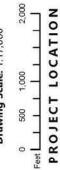
Soft Surface Path

Length of Change: 0.9 Miles



Proposed Map

Drawing Scale: 1:17,000





n s m ps chemy st

W 27th /

S US 195

W 27th Ave

S Cumberland Rd

Sterling Heigh

S Austre St

W 29th Ave

W 29th Ave

Trolley I

WWINDSorRd

S Chestnut St

W 26th Ave

UI SOOM WORLD

1828 PACI

S Rustle St



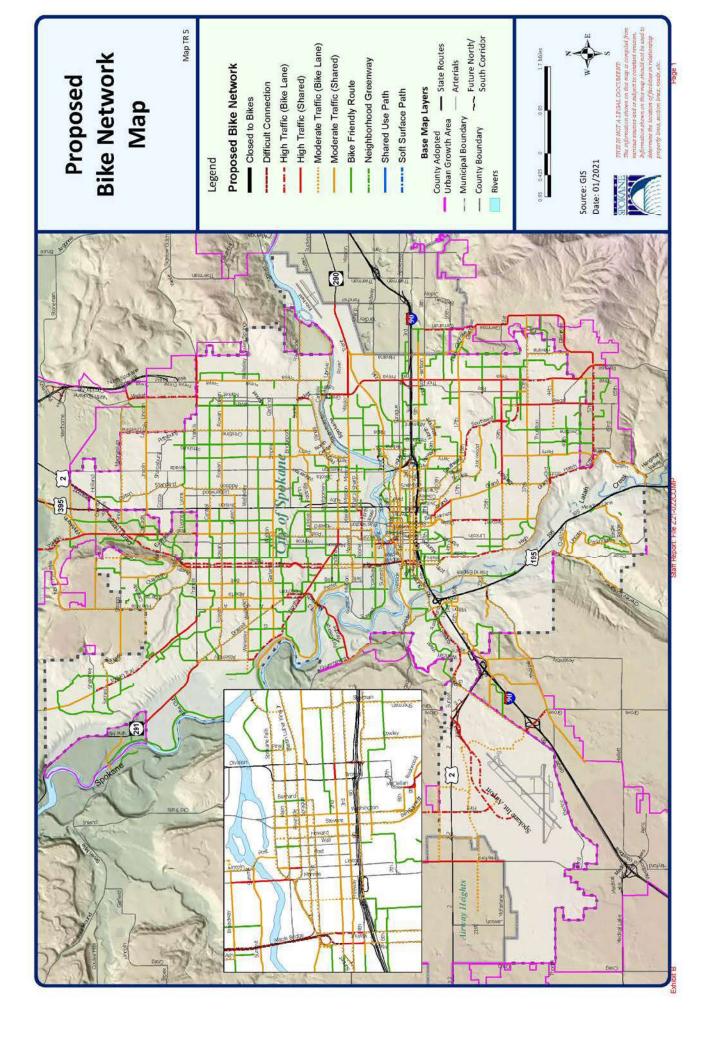
S Inland Empire Way

195

W Fountain St

Neighborhood and Planning Services Drawn By: Kevin Freibott





The following policies of the Comprehensive Plan relate to application Z21-022COMP. 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.

<u>INTENT</u> 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.
- The planning, design and construction of transportation projects should maintain or improve the accessibility and quality of existing and planned pedestrian and bicycle facilities.
- 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:
 - Provide safe, attractive, convenient and quality pedestrian and bicycle linkages to transit stops and stations.
 - 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.
- 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.
- Work with local and regional partners to implement the "Spokane County Wayfinding and Gateway Feature Placement & Design Plan".
- 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.

- 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.
- 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-bu
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: City of Spokane Department of Integrated Capital Management
Address: 808 W. Spokane Falls Blvd.
Phone: Email:
PROPERTY OWNER Name: City of Spokane Public Right-of-Way
Address: 808 W. Spokane Falls Blvd.
Phone: Email:
CONTACT Name: Colin Quinn-Hurst, Assistant Planner
Address: Neighborhood and Planning Services, Rm. 610, 808 W. Spokane Falls Blvd.
Phone: (509) 625-6804 Email: cquinnhurst@spokanecity.org
Assessor's Parcel Numbers:

Size of Property: Various	
List Specific Permits Requested in this Application:	Adjustments to Map BMP 2 (Map TR 5).
SUBMITTED BY:	
🗶 Applicant 🗆 Property Owner 🗀 Prop	perty Purchaser
In the case of discretionary permits (administrative, commission), if the applicant is not the property ov acknowledgement:	
I,Not Applicable,	owner of the above-described property, do hereby
authorizeNot Applicable	to represent me and my interests in all matters
regarding this application.	
ACKNOWLEDGMENT STATE OF WASHINGTON)) ss. COUNTY OF SPOKANE)	
On this, 20,	before me, the undersigned, a Notary Public in and for
	worn, personally appeared
	e foregoing instrument and acknowledged the said
instrument to be free and his/her free and voluntar	y act and deed, for the uses and purposes therein
mentioned.	
Witness my hand and official seal hereto affixed the	e day and year first above written.
	Not Applicable
Nota	ry Public in and for the State of Washington, residing at

Staff Report: File Z21-022COMP

Comprehensive Plan Amendments: Bicycle Master Plan Map TR-5 Adjustments - 2021

Updates to Map BMP 2 (Map TR-5) - Future Bike Network

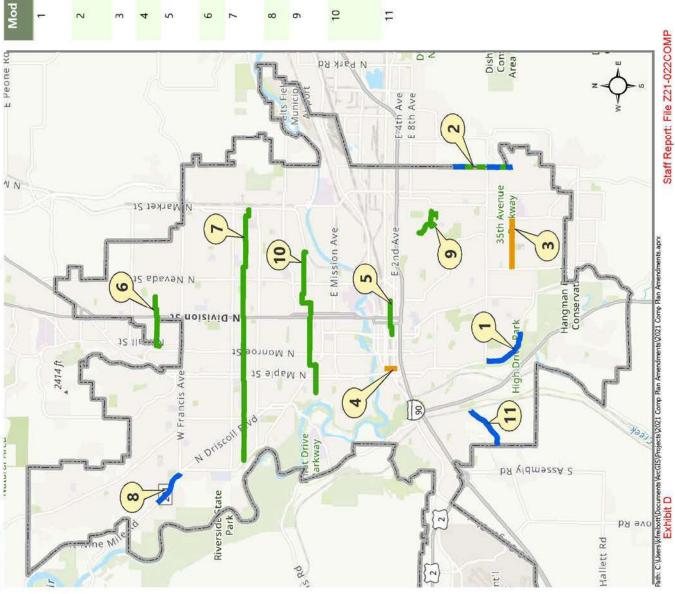
	Street	From	То	Description
T	High Drive	21st	29th	Remove shared-use path designation
2	Havana	Dearborn	19th	Shift from soft-surface to shared-use
3	Havana	29th	37th	Shift from soft-surface to shared-use
4	37th Ave	Perry	Regal	Change to bike lanes
2	Cedar	3rd	Riverside	Add as bike lanes
9	Pacific Ave	Howard	Sherman	Update to Neighborhood Greenway
7	Rhoades-Weile	Post	Standard	Add as Neighborhood Greenway
8	Longfellow Ave	NW Blvd.	Market	Add Neighborhood Greenway
6	9 Mile Rd.	Francis	Rifle Club	Add shared-use path designation
				Extend Neighborhood Greenway on
				Altamont Circle to Benn Burr Trail off
				9th Ave, link Neighborhood Greenway
				to Fiske on 12th instead of 12th, shift
10	Altamont Circle	Fiske	9th Ave.	Mt. Vernon to Bike-Friendly Route
				Upgrade designation to neighborhood
				greenway on Montgomery and Knox
				from Belt to Astor, add Jackson from
				Pittsburg to Astor as neighborhood
11	Jackson-Montgomery-Knox Greenway	Pittsburg	Belt	greenway
12	Thorpe Rd.	Westwood Ln.	Trainor Rd.	Update from bike lane to pathway
77	morporus.			

Overview of Changes to Bike Map (Map TR-5) Z21-022COMP:

THIS IS NOT A LEGAL DOCLWRINT

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 reliationship to properly lines, section lines, streets, etc. Drawn: 2/26/2021

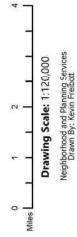
2020/2021 Comprehensive Plan Amendment Proposals



Mod	Name	Description
-	W High Dr	Remove shared-use path designation, retain bike lane.
2	S Harvard St	Change soft-surface path portions to shared-use path.
m	E 37th Ave	Change shared street to bike lanes.
4	S Cedar St	Add bike lanes.
2	Pacific Ave	Change bike-friendly route to neighborhood greenway.
9	Weile & Rhoades Ave	New neighborhood greenway.
7	Longfellow Ave	Change bike-friendly route to neighborhood greenway.
00	W Nine Mile Falls	Change shared street to shared use path.
6	Altamont Circle (Various Streets)	Modification of existing neighborhood greenway route.
10	Jackson-Montgomer- Knox Greenway	Change bike-friendly route to neighborhood greenway, add new sections on E Jackson Ave.
-	W Thorpe Rd	Change bike lanes to shared use path.

Bicycle Facility Types





State Environmental Policy Act (SEPA) ENVIRONMENTAL CHECKLIST

File No. Z21-022COMP

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 Spokan	e Comprehen	sive Plan Map Amendments to Bicycle
	Master Plan Map TR-5		
2.			
3.	Address: 808 W. Spokane Falls Blvd.	9-0-0-0-0-0-0-0-0-	
	City/State/Zip: Spokane, WA 99201		Phone: <u>509-625-6804</u>
	Agent or Primary Contact: Colin Quinn-Hurst		
	Address: 808 W. Spokane Falls Blvd.		
	City/State/Zip: Spokane, WA 99201		
	Location of Project: Various Locations Citywi	de	
	Address:		
	Section: Quarter:		
	Tax Parcel Number(s)		
4.	Date checklist prepared: 3/22/2021		
5.	Agency requesting checklist: City of Spokane	e, Washington	
6.	Proposed timing or schedule (including phas	ing, if applicab	le): A Plan Commission hearing on this
	proposal will be requested to be held in the	third quarter of	f 2021. Then the Plan Commission will
	make a recommendation to the City Counc	il. Then the a	mendments must be approved by City
	Council and signed by the Mayor if they are to	be adopted. T	he projects call for by the Bicycle Master
	Plan may be implemented over the course of	the next 20 ye	ears
7.	a. Do you have any plans for future additions	s, expansion, o	r further activity related to or connected
	with this proposal? If yes, explain. Yes, m	inor updates ar	<u>re anticipated on an annual basis as City</u>
	projects and private developments alter	r land use ar	nd transportation patters. A broader.
	comprehensive review of the Bicycle Mas	<u>ter Plan is ant</u>	icipated as part of the City of Spokane
	Comprehensive Plan update, due to be con	mpleted by 202	25
	b. Do you own or have options on land nearb	y or adjacent to	o this proposal? If yes, explain.
	Most of the facilities involved in this propos	sal are within C	ity rights-of-way or are on or adjacent to
	land owned by the City of Spokane		
8.	List any environmental information you know	v about that h	as 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. <u>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 Bicycle Master Plan, proper permits will need to be obtained.</u>
- 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 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.

Overlay Zone Atlas for boundaries.) Yes, all of the above.	Area?	The Priority Sewer Service Area?	The City of Spokane?	(See: Spokane County's ASA
	Overla	y Zone Atlas for boundaries.) <u>Yes, a</u>	ll 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? <u>Not</u> <u>applicable</u>, 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, 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)? Varies. 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 longterm 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. a. 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.

5 of 21

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 patter 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:
	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:
and a	
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: Not applicable. This is a non-project action.
	Mammals: ☐ deer ☐ bear ☐ elk ☐ beaver
	Other: Not applicable. This is a non-project action.
	Fish: ☐ bass ☐ salmon ☐ trout ☐ herring ☐ shellfish
	Other: Not applicable. This is a non-project action.
	Other (<u>not</u> listed in above categories): <u>Not applicable. This is a non-project action.</u>
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) 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 by restricted by Spokane Municipal Code Chapter 10.08D Noise Control.

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, the project sites have not been used as working farmlands or working forest lands.

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.

Describe any structures on the site.

Sites designated for bicycle infrastructure by nature are 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 City of Spokane Shoreline Regulations as defined in Section 17E.060.290 Shoreline Substantial Development Permit.

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.

I. 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 are required.

9. Housing

 Approximately how many units would be provided, if any? Indicate whether high, middle, or lowincome housing.

None.

 Approximately how many units, if any, would be eliminated? Indicate whether high-, middle- or lowincome 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:

None.

11. Light and Glare

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

<u>Lighting may be installed that provides for the light necessary to provide for safe use of the facilities.</u>
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 relevant SMC Title 17C, Section 17C.160.020 and Section 17C.160.030.
- 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?
 <u>Various parks and recreation facilities.</u>
- b. Would the proposed project displace any existing recreational uses? If so, describe.
 No. The proposed improvements are themselves 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 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.

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 know. 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 <u>None known. Future construction is subject to SMC requirements for the discovery and protection of these resources.</u>

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, 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: <u>Varies.</u> ☐ 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

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: 3/22/2021 Signature: Colin Quinn-Hurst
Please Print or Type:
Proponent: City of Spokane Address: 801 W. Spokane Falls Blvd.
Phone: <u>509-625-6804</u>
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

I, the undersigned, swear under penalty of perjury that the above responses are made truthfully and to

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 for construction and generating typical noise related to construction. This is commensurate with similar construction projects and would be temporary in nature and consistent with Spokane Municipal Code requirements. As part of the Bicycle Master Plan the proposed routes are intended to offset automobile traffic and encourage non-motorized transportation, with a net benefit to air quality and a net reduction in harmful emissions.

Proposed measures to avoid or reduce such increases are: <u>The City Senior Traffic Planning Engineer</u> would evaluate impacts at the time that specific improvements are design to ensure that the addition of bicycle facilities does not unintentionally lead to auto traffic congestion.

- How would the proposal be likely to affect plants, animals, fish or marine life? <u>Most of the proposed</u>
 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 consistent with Spokane Municipal Code 17E.050.
 - Proposed measures to protect or conserve plants, animals, fish or marine life are: <u>Environmental</u> review of projects at the time of construction engineering and permitting would ensure that each bike project would enact measures to protect and conserve plants, animals, fish and marine life that are <u>affected</u>.
- 3. How would the proposal be likely to deplete energy or natural resources? The proposal promotes bicycling as a utilitarian transportation option, reducing or mitigating the growth of overall motorized travel in the vicinity of these projects, with a commensurate reduction in fossil fuel use. In cases where

lighting is installed as a component of constructed projects, minor amounts of electrical energy would be required.

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 carried out in the construction of 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 siges, 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? <u>Projects implementing the plan</u> that are 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: <u>No additional measures</u> <u>are proposed.</u>

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 22, 2021 Signature: Colin Quinn-Hurst
Please Print or Type:
Proponent: City of Spokane Address: 808 W. Spokane Falls Blvd.
Phone: <u>509-625-6804</u> <u>Spokane, WA 99201-3329</u>
Person completing form (if different from proponent): Colin Quinn-Hurst
Phone: <u>509-625-6804</u> Address: <u>808 W. Spokane Falls Blvd.</u>
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.
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): Z21-022COMP

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 specific development proposal is being approved at this time.

LOCATION OF PROPOSAL, INCLUDING STREET ADDRESS, IF ANY: Various public rights-of-way throughout the City.

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.

11113 11	normation 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 October 12, 2021 if they are intended to alter the DNS.
****	*******************
Respo	ensible Official: Louis Meuler
Positi	on/Title: Interim Director, Planning Services Phone: (509) 625-6300
Addre	ss: 808 W. Spokane Falls Blvd., Spokane, WA 99201
Date	ssued: September 28, 2021 Signature: Louis Meuler 15ep 16, 2021 14:23 PDT;
****	**************************
APPE	AL OF THIS DETERMINATION, after it has become final, may be made to the City of Spokane Hearing Examiner,
	est Spokane Falls Blvd., Spokane WA 99201. The appeal deadline is Noon on October 19, 2021 (21 days from
	te of the signing of this DNS). This appeal must be on forms provided by the Responsible Official, make specific
	Il objections, and be accompanied by the appeal fee. Contact the Responsible Official for assistance with the ics of a SEPA appeal.

Exhibit F

2020/2021 Comprehensive Plan Amendments



PLAN COMMISSION FINDINGS OF FACT, CONCLUSIONS, AND RECOMMENDATIONS ON COMPREHENSIVE PLAN AMENDMENT FILE Z21-022COMP

A Recommendation of the Spokane Plan Commission to the City Council to APPROVE the Comprehensive Plan Amendment application seeking to amend the Map TR5 in Chapter 4 of the Comprehensive Plan for bicycle facilities for various public rights-of-way citywide.

FINDINGS OF FACT:

- A. The City of Spokane adopted a Comprehensive Plan in May of 2001 that complies with the requirements of the Growth Management Act (GMA).
- B. Under GMA, comprehensive plans generally may be amended no more frequently than once a year, and all amendment proposals must be considered concurrently in order to evaluate for their cumulative effect.
- C. Amendment application Z21-022COMP (the "Application") was submitted in a timely manner for review during the City's 2020/2021 amendment cycle.
- D. The Application seeks to amend Map TR5 in Chapter 4 of the Comprehensive Plan to update and keep current planned bikeway facility designations.
- E. 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.
- F. Annual amendment applications were subject to a threshold review process to determine whether the applications will be included in the City's Annual Comprehensive Plan Amendment Work Program.
- G. On February 17, 2021, an Ad Hoc City Council Committee reviewed the applications that had been timely submitted and forwarded its recommendation to City Council regarding the applications.
- H. On April 26, 2021, the City Council adopted Resolution RES 2021-0023 establishing the 2021 Comprehensive Plan Amendment Work Program and included the Application in the Work Program.
- Thereafter, on May 19, 2021, staff requested comments from agencies, departments, and neighborhood councils. The City received two comment letters, from City of Spokane Streets Department and the Community Assembly representative from North Indian Trail.
- J. On May 20, 2021, the Land Use Subcommittee of the Community Assembly received a presentation regarding the 2020 Comprehensive Plan Amendment Work Program, including the Application.
- K. A Notice of Application was published on June 21, 2021 in the Spokesman Review and was mailed to all properties and owners within a 400-foot radius of the subject Properties and any adjacent

- properties with the same ownership. Signs were also placed on the subject Properties in plain view of the public. The Notice of Application initiated a 60-day public comment period from June 21 to August 20, 2021, during which no comments were received.
- L. On July 28, 2021, the Spokane City Plan Commission held a workshop to study the Application.
- M. On August 5, 2021, the Community Assembly received a presentation regarding the 2021 Comprehensive Plan Amendment Work Program and the Application and was provided with information regarding the dates of Plan Commission workshops and hearings.
- N. On September 20, 2021, the Washington State Department of Commerce and appropriate state agencies were given the required 60-day notice of intent to adopt before adoption of any proposed changes to the Comprehensive Plan.
- O. On September 26 and October 6, 2021, notice was published in the Spokesman Review providing notice of a SEPA Determination of Non-Significance and notice of the Plan Commission Public Hearing.
- P. On September 28, 2021, staff published a report addressing SEPA and providing staff's analysis of the merits of the Application, copies of which were circulated as prescribed by SMC 17G.020.060B.8. Staff's analysis of the Application recommended approval of the Application.
- Q. On September 29, 2021, a State Environmental Policy Act (SEPA) Checklist and Determination of Non-Significance were issued for the Application. The deadline to appeal the SEPA determination was September 14, 2020. No comments on the SEPA determination were received.
 - 1. Notice of the SEPA Determination for the Application was published in the Official Gazette on September 29 and October 6, 2021.
- R. On September 29, 2021, Notice of Public Hearing and SEPA Determination was posted on the Property and mailed to all property owners and taxpayers of record, as shown by the most recent Spokane County Assessor's record, and occupants of addresses of property located within a fourhundred-foot radius of any portion of the boundary of the subject Properties.
- S. On October 13, 2021, the Plan Commission held a public hearing on the Application, including the taking of verbal testimony, closed the verbal record, closed the written record as of Monday, October 25, and postponing deliberations until the following hearing date.
 - No public testimony was provided at the hearing.
- T. On October 27, 2021, the Plan Commission conducted its deliberations on this application and voted to recommend the City Council approve this application.
- U. As a result of the City's efforts, pursuant to the requirements of SMC 17G.020.070, the public has had extensive opportunities to participate throughout the process and persons desiring to comment were given an opportunity to do so.
- V. Except as otherwise indicated herein, the Plan Commission adopts the findings and analysis set forth in the Staff Report prepared for the Application (the "Staff Report").

- W. The Plan Commission finds that the proposal meets the intent and requirements of the Comprehensive Plan, most specifically policies TR 1—Transportation Network for All Users; TR 5—Active Transportation; and TR 7—Neighborhood Access.
- X. The Plan Commission finds that the proposal meets the decision criteria established by SMC 17G.020.030, as described in the Staff Report.

CONCLUSIONS:

Based upon the application materials, staff analysis (which is hereby incorporated into these findings, conclusions, and recommendation), SEPA review, agency and public comments received, and public testimony presented regarding application File No. Z21-022COMP, the Plan Commission makes the following conclusions with respect to the review criteria outlined in SMC 17G.020.030:

- The Application was submitted in a timely manner and added to the 2021 Annual Comprehensive Plan Amendment Work Program, and the final review application was submitted as provided in SMC 17G.020.050(D).
- 2. Interested agencies and the public have had extensive opportunities to participate throughout the process and persons desiring to comment have been given that opportunity to comment.
- 3. The Application is consistent with the goals and purposes of GMA.
- 4. Any potential infrastructure implications associated with the Application will either be mitigated through projects reflected in the City's relevant six-year capital improvement plans or through enforcement of the City's development regulations at time of development.
- 5. As outlined in above in the Findings of Fact, the Application is internally consistent as it pertains to the Comprehensive Plan, as described in SMC 17G.020.030.E.
- The Application is consistent with the Countywide Planning Policies for Spokane County, the comprehensive plans of neighboring jurisdictions, applicable capital facilities plans, the regional transportation plan, and official population growth forecasts.
- The Application has been considered simultaneously with the other proposals included in the 2021 Annual Comprehensive Plan Amendment Work Program in order to evaluate the cumulative effect of all the proposals.
- 8. SEPA review was completed for the Application.
- The Application will not adversely affect the City's ability to provide the full range of urban public facilities and services citywide at the planned level of service, or consume public resources otherwise needed to support comprehensive plan implementation strategies.
- 10. The Application proposes a land use designation that is in conformance with the appropriate location criteria identified in the comprehensive plan (e.g., compatibility with neighboring land uses, proximity to arterials, etc.).
- 11. The proposed map amendment and site is suitable for the proposed designation.

12. The map amendment would implement applicable comprehensive plan policies better than the current map designation.

RECOMMENDATIONS:

In the matter of Z21-022COMP, a request by the City of Spokane to amend Map TR5 in Chapter 4 of the Comprehensive Plan concerning bicycle facilities in various public rights-of-way citywide, based upon the above listed findings and conclusions, by a vote of 8 to 0, the Spokane Plan Commission recommends City Council APPROVE the requested amendment to the Land Use Plan Map of the City's Comprehensive Plan with corresponding amendment to the City's Zoning Map, and authorizes the President to prepare and sign on the Commission's behalf a written decision setting forth the Commission's findings, conclusions, and recommendation on the application.

Todd Beyreuther, President

Spokane Plan Commission

November __, 2021

Findings and Conclusions - Z21-022COMP

Final Audit Report 2021-11-08

Created: 2021-11-05

By: Jackie Churchill (jchurchill@spokanecity.org)

Status: Signed

Transaction ID: CBJCHBCAABAA1nD-ZUDiwUzfRKv2ZIQAb4_e9e6cWY1D

"Findings and Conclusions - Z21-022COMP" History

Document created by Jackie Churchill (jchurchill@spokanecity.org) 2021-11-05 - 2:24:55 AM GMT- IP address: 73.83.158.109

Document emailed to Todd Beyreuther (tbeyreuther@spokanecity.org) for signature 2021-11-05 - 2:25:49 AM GMT

Email viewed by Todd Beyreuther (tbeyreuther@spokanecity.org) 2021-11-08 - 8:13:57 PM GMT- IP address: 73.11.187.178

Document e-signed by Todd Beyreuther (tbeyreuther@spokanecity.org)

Signature Date: 2021-11-08 - 8:14:52 PM GMT - Time Source: server- IP address: 73.11.187.178

Agreement completed. 2021-11-08 - 8:14:52 PM GMT From: Mark Davies
To: Freibott, Kevin

Subject: FILE NO. Z21-022COMP, TR-5 Map Amendments

Date: Thursday, May 20, 2021 12:25:45 PM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Kevin,

If bike paths are such a big deal to include in the Comp Plan Amendments, why was the bike lane allowed to be eliminated on Indian Trail Road to do the silly widening in only one direction? It seems to me the city is talking out of both sides of their mouth and only supporting what is good for them. We now have people driving over 50 MPH in the single lane trying to get traffic to move. We will have a fatality on that road soon if nothing is done to enforce speed limits and put in the Flashing Crosswalk that has been requested for several years.

Mark S. Davies CA Rep North Indian Trail



DATE: May 27th, 2021

TO: Kevin Freibott, Development Services

FROM: Bobby Halbig, Street Department

SUBJECT: Planning Document Amendment Review

PROJECT #: Z21-022COMP Proposed Bike Network Map Amendments

We have reviewed the design plans and have the following comments.

- 1 Modification #1 West High Drive
 - a. No comment. (VM)
- 2 Modification #2 South Harvard Street
 - a. Should this say "South Havana Street"? (VM)
- 3 Modification #3 East 37th Avenue
 - a. Need to provide for bike detection at intersecting traffic signals. (VM)
 - Existing curblines are not wide enough for bike lanes. The Street Department has discussed
 the inability for 37th Ave to carry bike lanes with Planning in the past and believe this should
 be removed from this planning document. (GTO & BH)
- 4 Modification #4 South Cedar Street
 - a. Need to provide for bike detection at intersecting traffic signals. (VM)
 - b. This would require extensive parking changes and would require significant buy-in from the local businesses. (BH)
 - c. Existing Cedar parkway curblines, from Sprague Ave to First Ave, is not wide enough for parking, bike lanes, and vehicle travel lanes. (BH)
 - d. Existing angled parking on Cedar St, south of First Ave and south of Third Ave, would have to be removed and parallel parking installed to allow for bike lanes. (BH)
 - e. Existing Cedar curblines at Viaduct, is not wide enough for parking, bike lanes, and vehicle travel lanes. (BH)
 - f. This does not connect to anything on the south end and angled parking will be problematic adjacent to the bike lane. (GTO)
- 5 Modification #5 Pacific Avenue
 - a. Need to provide enhanced crossing treatments at Division and Browne Street. (VM)
 - b. State highway crossings will need WSDOT acceptance. (BH)
- 6 Modification #6 Weile & Rhoades Avenue
 - a. Will need to provide enhanced crossing treatments at Division Street if planned Pedestrian Hybrid Beacon signal is not installed. (VM)
 - b. State highway crossing treatment will need WSDOT acceptance. (BH)

 $\label{lem:content} C:\Users\cquinnhurst\AppData\Local\Microsoft\Windows\INetCache\Content.Outlook\8FYUKCJG\05-27-21\ notes.doc\ Page\ 1\ of\ 2$

- Cost prohibitive. Over half this route is undeveloped meaning there are no curbs or pavement. Paving this will require extensive development including storm water treatment. (GTO)
- 7 Modification #7 Longfellow Avenue
 - a. Need to provide enhanced crossing treatments at Northwest Blvd, Driscoll Blvd, A St, Alberta St, Ash St, Maple St, Monroe St, Wall St, Division St, Nevada St, Crestline St, Haven St, and Market St. (VM)
 - b. Longfellow St dead ends at Rogers High School. (BH)
 - c. Longfellow St dead ends at Regal Elementary. (BH)
 - d. Longfellow St dead ends at Haven Street. (BH)
 - e. Running this "greenway" along several schools introduces bicyclists, who would believe they are travelling on a protected route, to the hazardous conditions of heavy vehicular turning movements presented during school let-in and let-out times. (BH)
 - f. Will require major investment in crossing treatments at the Principal Arterials. (GTO)
- 8 Modification #8 West Nine Mile Falls
 - a. No comment. (VM)
- Modification #9 Altamont Circle
 - a. Should this say "North & South Altamont Blvds"? Altamont Circle does not exist. (VM)
- 10 Modification #10 Jackson-Montgomery-Knox Greenway
 - a. Need to provide for bike detection at intersecting traffic signals. (VM)
 - b. Will require major investment in crossing treatments at the Principal Arterials. (GTO)
- 11 Modification #11 West Thorpe Road
 - a. Where would a shared path go to or be from? (VM)
 - b. How would planning propose that the path get over/around the railroad lines? The existing tunnel is not wide enough for pedestrian activity. (BH)
 - c. How would the path access the Fish Lake Trail? There is a significant grade difference. (BH)
 - Remove, as this does not connect to anything due to the railroad embankment and narrow tunnels. (GTO)

Val Melvin, P.E. Gerald Okihara, P.E. Marcus Eveland Ken Knutson, P.E.

C:\Users\cquinnhurst\AppData\Local\Microsoft\Windows\INetCache\Content.Outlook\8FYUKCJG\05-27-21 notes.doc Page 2 of 2