

**STAFF REPORT FOR FILE Z21-022COMP**

Department of Neighborhood and Planning Services

*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**

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

**II. APPLICANT SUMMARY**

<b>Staff contact:</b>	Colin Quinn-Hurst, Assistant Planner, <a href="mailto:cquinnhurst@spokanecity.org">cquinnhurst@spokanecity.org</a>
<b>Applicant:</b>	City of Spokane
<b>Property Owner:</b>	City of Spokane

**III. PROPOSAL SUMMARY**

<b>Current Land Use Designation:</b>	N/A
<b>Proposed Land Use Designation:</b>	N/A
<b>Current Zoning:</b>	N/A
<b>Proposed Zoning:</b>	N/A
<b>SEPA Status:</b>	A SEPA threshold Determination of Non-Significance (DNS) was made on September 28, 2021. The appeal deadline is 5:00 PM on October 12, 2021.
<b>Plan Commission Hearing Date:</b>	October 13, 2021
<b>Staff Recommendation:</b>	<b>Approve</b>

## 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. 29<sup>th</sup> Ave. to S. Bernard St., (2) S. Havana St. from E. 19<sup>th</sup> Ave. to E. 37<sup>th</sup> Ave., (3) E. 37<sup>th</sup> Ave. from S. Perry St. to S. Regal St., (4) S. Cedar St. from W. Riverside Ave. to W. 3<sup>rd</sup> 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. 14<sup>th</sup> Ave. to E. 9<sup>th</sup> 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.
4. **Adjacent Property Improvements and Uses:** Property uses are of various types citywide, including residential, industrial, and commercial uses.
5. **Street Class Designations:** The streets addressed by this change are of various street class designations as follows:
  1. **High Dr.** – Urban Minor Arterial
  2. **Havana St.** – Urban Local Access
  3. **37<sup>th</sup> Ave.** – Urban Minor Arterial
  4. **Cedar St.** – Urban Local Access
  5. **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. **12<sup>th</sup> Ave.** – Urban Local Access
  12. **Jackson Ave.** – Urban Local Access
  13. **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

8. **Current Zoning and History:** N/A

9. **Proposed Zoning:** N/A

## V. APPLICATION PROCESS AND PUBLIC COMMENT

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

Application Submitted .....	January 4, 2021
Threshold Application Certified Complete .....	January 12, 2021
Council Threshold Subcommittee Established <sup>1</sup> .....	January 11, 2021
Council Threshold Subcommittee Met .....	February 17, 2021
Annual Work Program Set <sup>2</sup> .....	April 26, 2021
Agency/Department Comment Period Ended .....	June 2, 2021
Notice of Application Posted .....	June 21, 2021
Plan Commission Workshop .....	July 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. 19<sup>th</sup> Ave. to E. 37<sup>th</sup> 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

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<sup>1</sup> Spokane City Council Resolution 2021-0003

<sup>2</sup> 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.
- E. Encourage development that will enable our whole community to prosper and reinforce our sense of place and feeling of community, in an ecologically, economically and socially sustainable manner.
- F. Amendments to the comprehensive plan must result in a net benefit to the general public.

2. **Review Criteria:** SMC 17G.020.030 provides a list of considerations that are to be used, as appropriate, by the applicant in developing an amendment proposal, by planning staff in analyzing a proposal, by the plan commission making a recommendation on a proposal, and by the city council in making a decision on the proposal. Following each of the considerations is staff's analysis relative to the proposed amendment.

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

Staff Analysis: Staff reviewed and processed the proposed amendment under the most current regulations contained in the Growth Management Act, the Washington State Environmental Policy Act (SEPA), and the Spokane Municipal Code. Staff is unaware of any recent federal, state, or legislative actions with which the 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.*



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

The proposal satisfies this criterion.

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

Staff Analysis: The 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.*

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

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

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

- *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.*

Staff Analysis: The proposal is generally consistent with current Comprehensive Plan policies, as described in further detail in the staff analysis of Criterion K.2 below and other

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

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

**Staff Analysis:** The City is concurrently reviewing this application and 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:** *SEPA<sup>3</sup> Review must be completed on all amendment proposals and is described in Chapter 17E.050.*

1. **Grouping:** *When possible, the SEPA review process should be combined for related land use types or affected geographic sectors in order to better evaluate the proposals'*

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

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

2. **DS:** *If a determination of significance (DS) is made regarding any proposal, that application will be deferred for further consideration until the next applicable review cycle in order to allow adequate time for generating and processing the required environmental impact statement (EIS).*

Staff Analysis: The application is under review in accordance with the State Environmental Policy Act (SEPA), which requires that the potential for adverse environmental impacts resulting from a proposal be evaluated during the decision-making process. On the basis of the information contained in the environmental checklist, written comments from local and State departments and agencies concerned with land development within the City, and a review of other information available to the Director of Planning Services, a Determination of Non-Significance was issued on September 28, 2021.

The proposal satisfies this criterion.

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

Staff Analysis: The proposal 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.*

Staff Analysis: 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.*

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

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

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

Staff Analysis: Not applicable.

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

Staff Analysis: Not applicable.

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

Staff Analysis: The proposed adjustments to Map TR-5 better carry out Comprehensive Plan policies TR 1 - Transportation Network for All Users, TR 5 - Active Transportation, and TR 7 – Neighborhood Access. These adjustments better achieve these policies by correcting inaccuracies to align with existing facilities and upgrading bikeway facility recommendations to be consistent 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.

## **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             | E. SEPA Checklist                         |
| B. Currently Adopted Map TR-5          | F. SEPA Determination of Non-Significance |
| C. List of Relevant Comp Plan Policies | G. Agency Comments                        |
| D. Application Materials               | H. Public Comments                        |



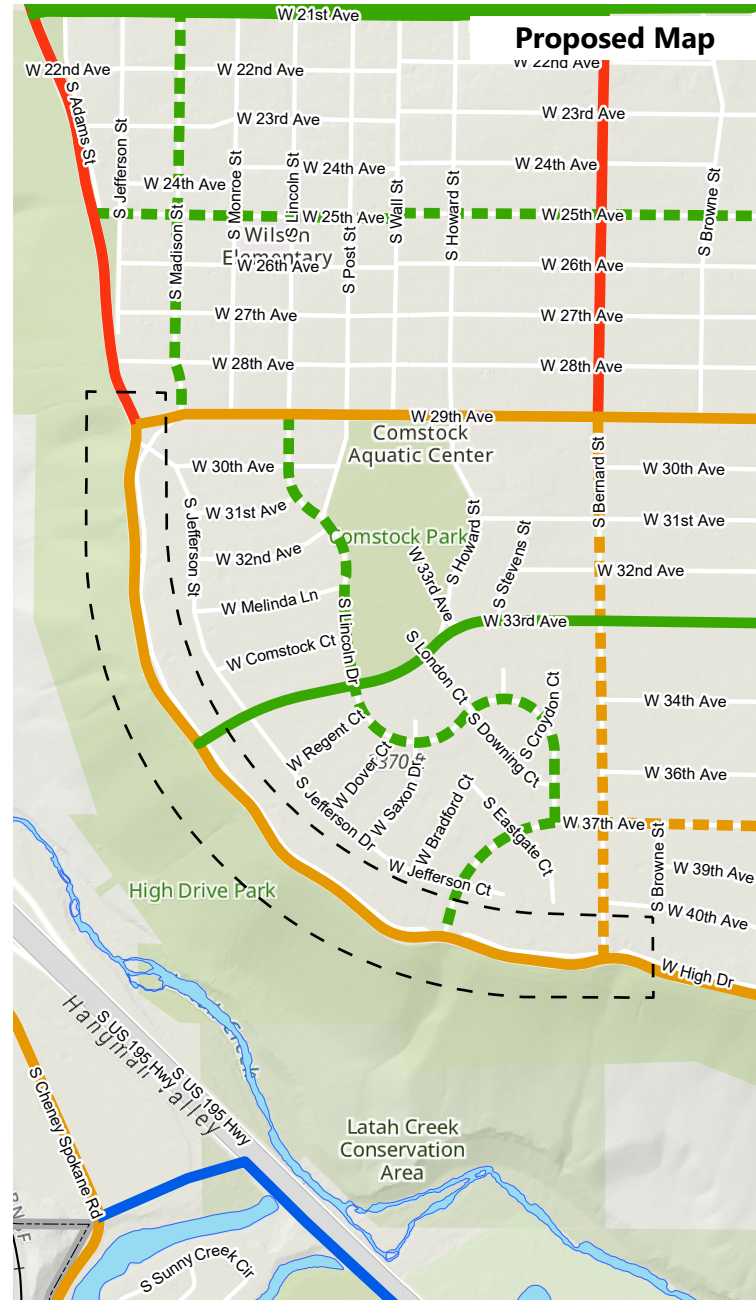
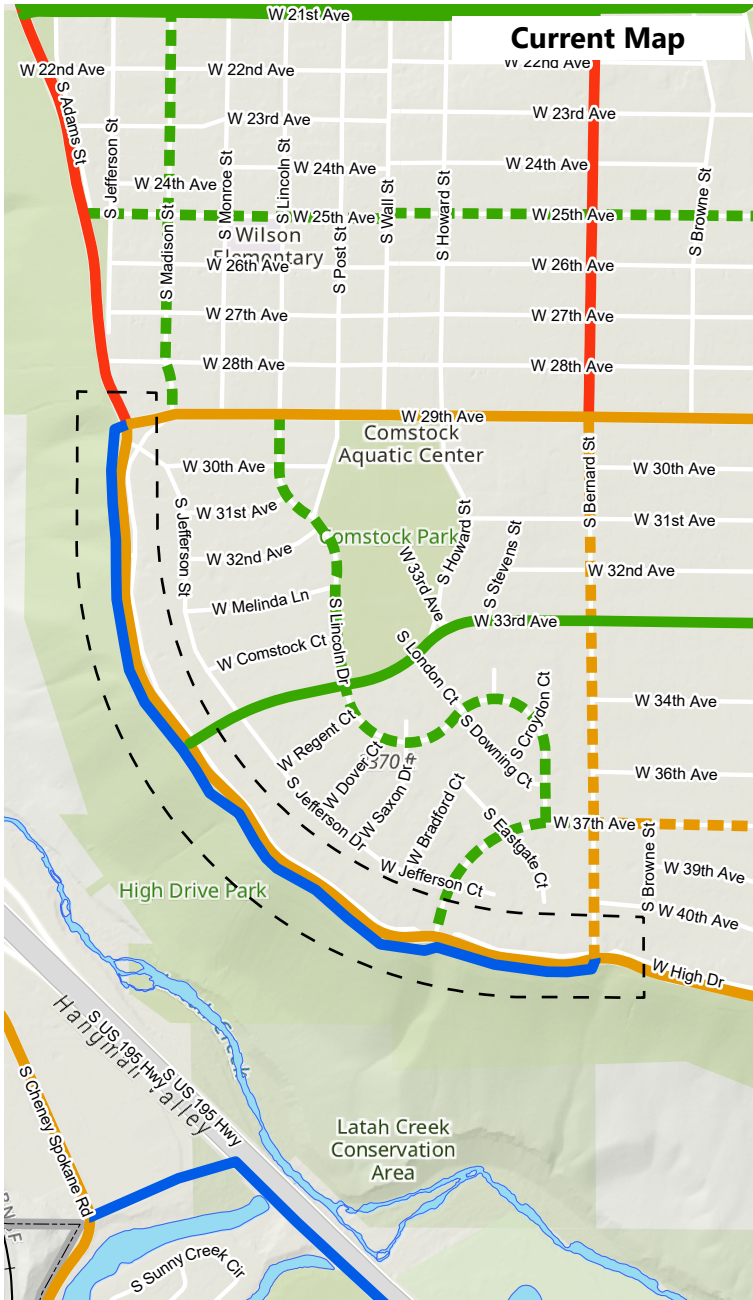
# Z21-022COMP: Bike Map Modification 1 (Map TR-5)

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

2020/2021 Comprehensive Plan Amendment Proposals

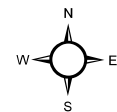
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THIS IS NOT A LEGAL DOCUMENT  
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property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

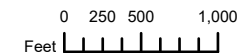


- Area of Proposed Change
- City Limits
- Future Bikeway Network**
  - Bike Friendly Route
  - Closed to Bike
  - Difficult Connection
  - High Traffic (Bike Lane)
  - High Traffic (Shared)
  - Moderate Traffic (Bike Lane)
  - Moderate Traffic (Shared)
  - Neighborhood Greenway
  - Shared Use Path
 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

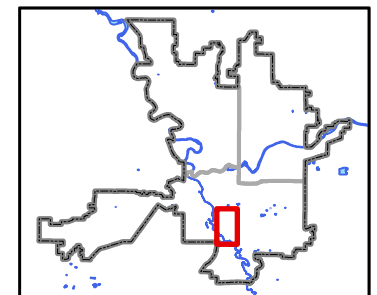
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## PROJECT LOCATION



Neighborhood and Planning Services  
Drawn By: Kevin Freibott









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

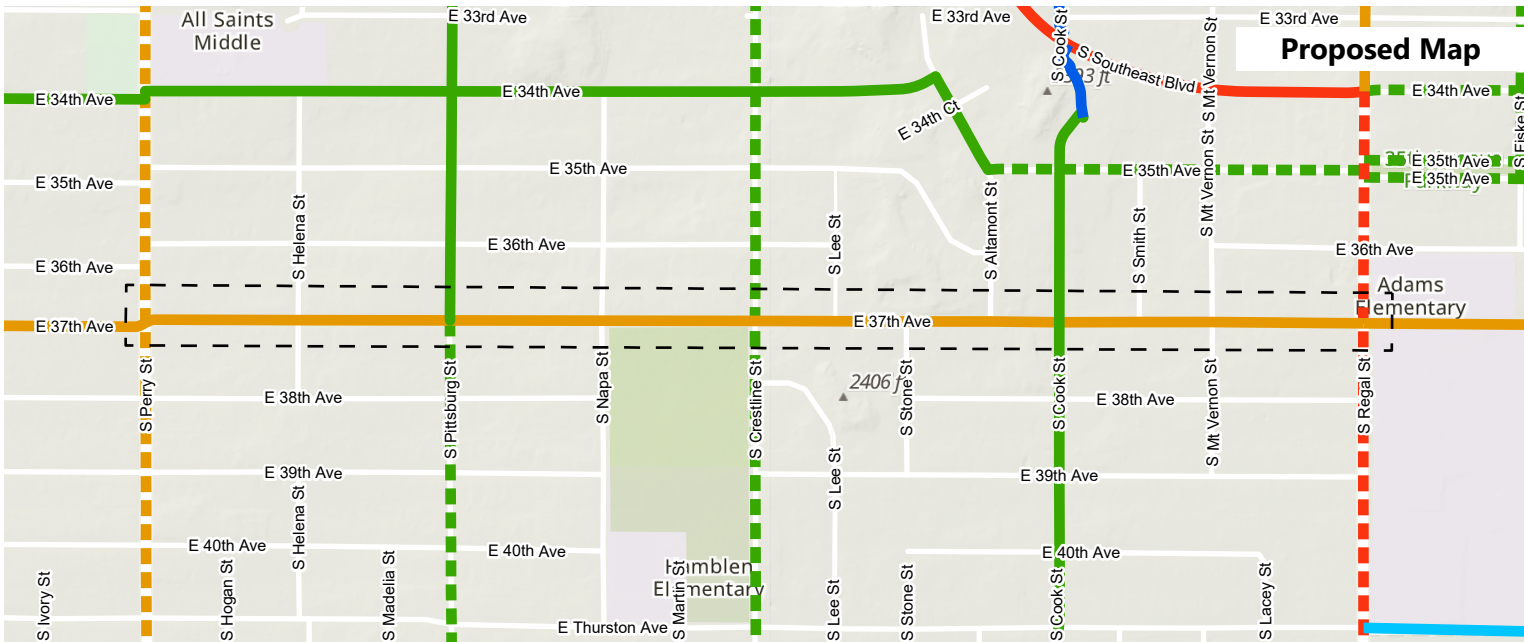
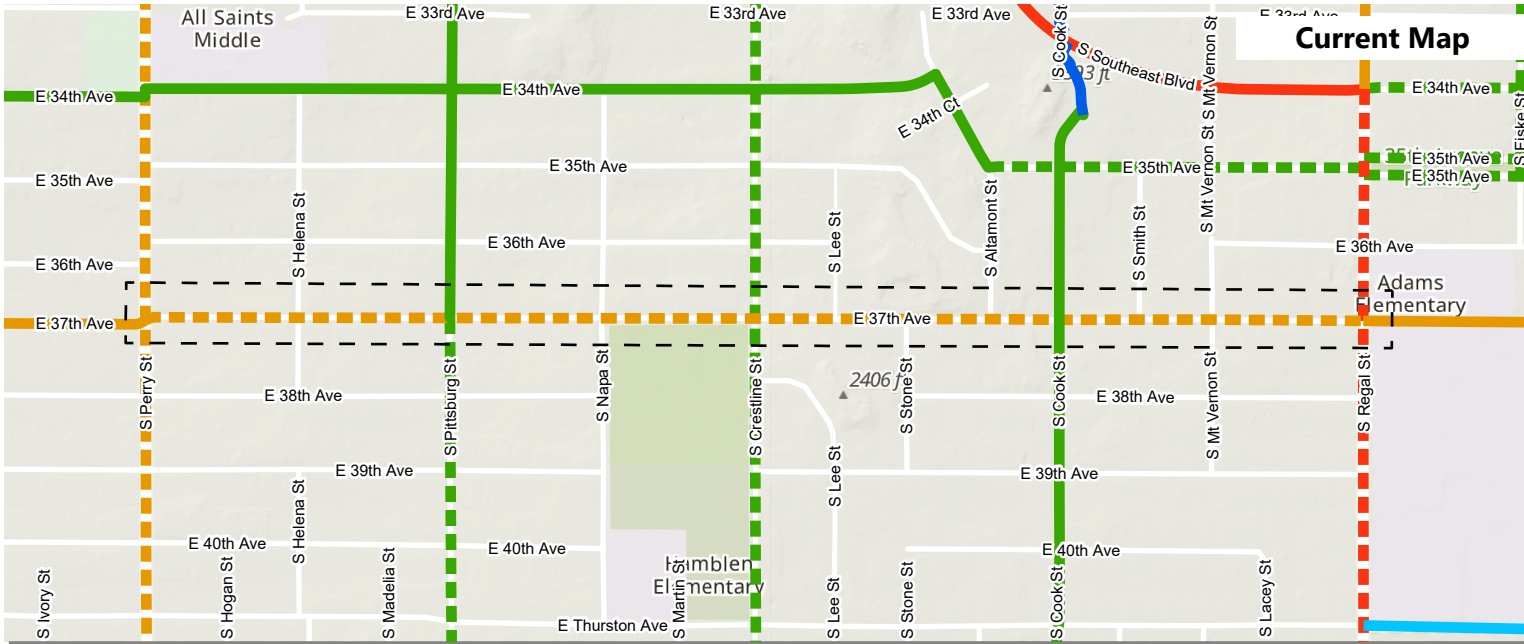
E 37 Ave (S Perry St to S Regal St) in the Lincoln Heights and Southgate Neighborhoods

2020/2021 Comprehensive Plan Amendment Proposals

Drawn: 2/26/2021

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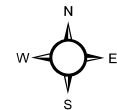
Area of Proposed Change

City Limits

## Future Bikeway Network

- Bike Friendly Route
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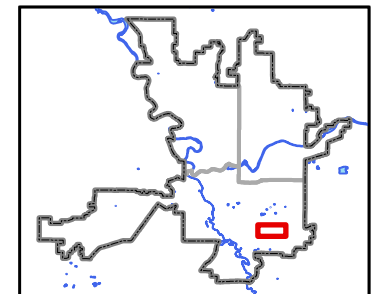
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## PROJECT LOCATION



Neighborhood and Planning Services  
Drawn By: Kevin Freibott



# 221-022COMP: Bike Map Modification 4 (Map TR-5)

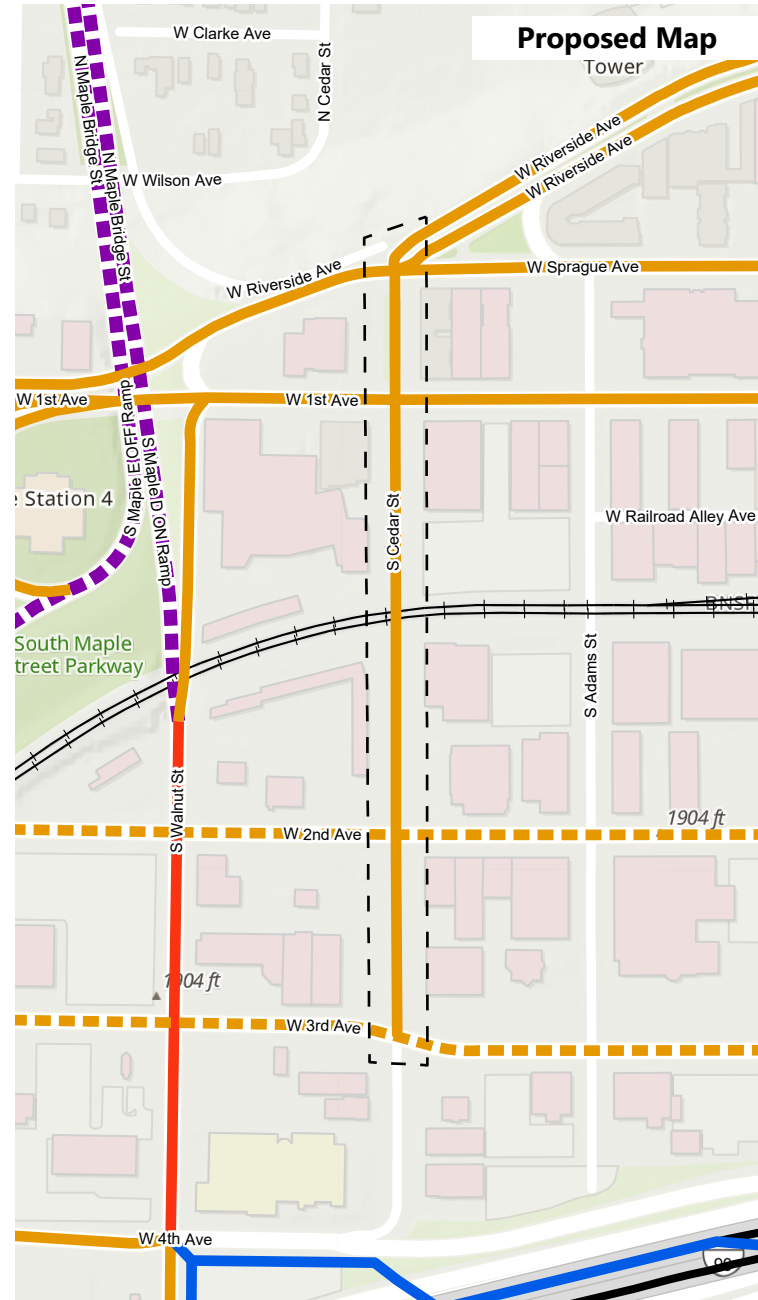
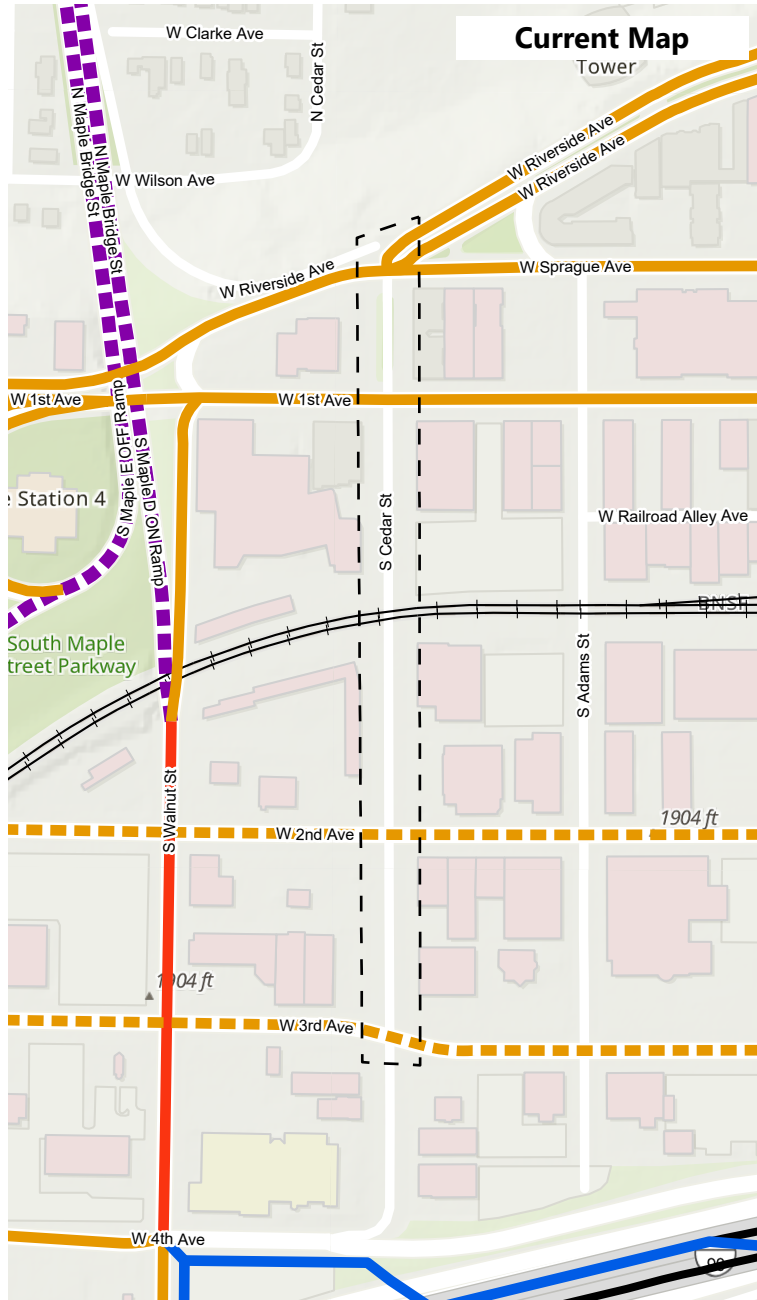
S Cedar St (W Riverside Ave to W 3rd Ave) in the Riverside Neighborhood

2020/2021 Comprehensive Plan Amendment Proposals

Drawn: 2/26/2021

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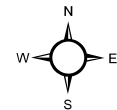
Area of Proposed Change

City Limits

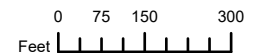
## Future Bikeway Network

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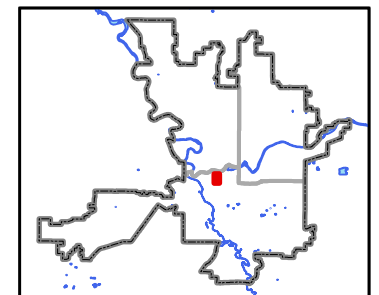
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## PROJECT LOCATION



Neighborhood and Planning Services  
Drawn By: Kevin Freibott

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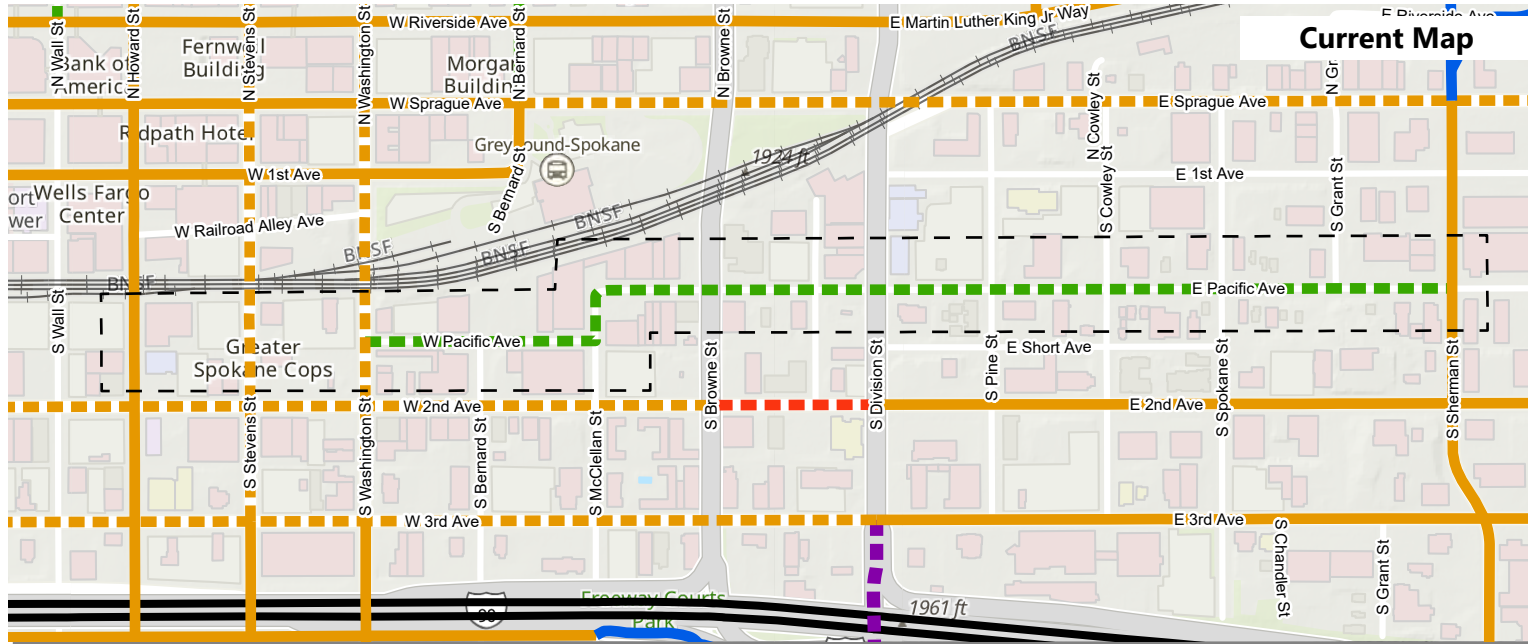
# 221-022COMP: Bike Map Modification 5 (Map TR-5)

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

2020/2021 Comprehensive Plan Amendment Proposals

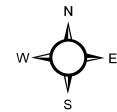
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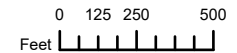


- Area of Proposed Change
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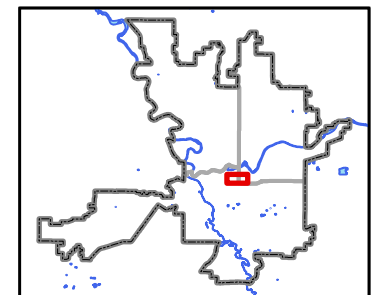
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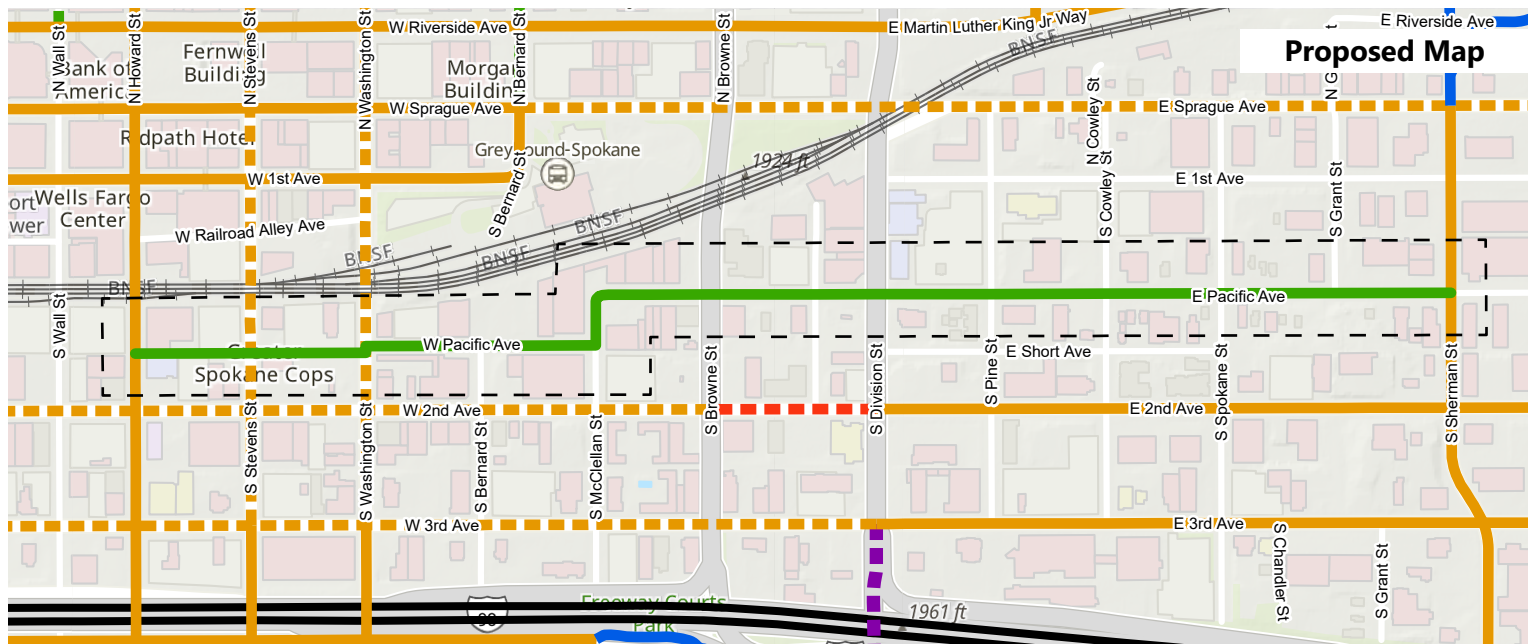
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### PROJECT LOCATION



Neighborhood and Planning Services  
Drawn By: Kevin Freibott



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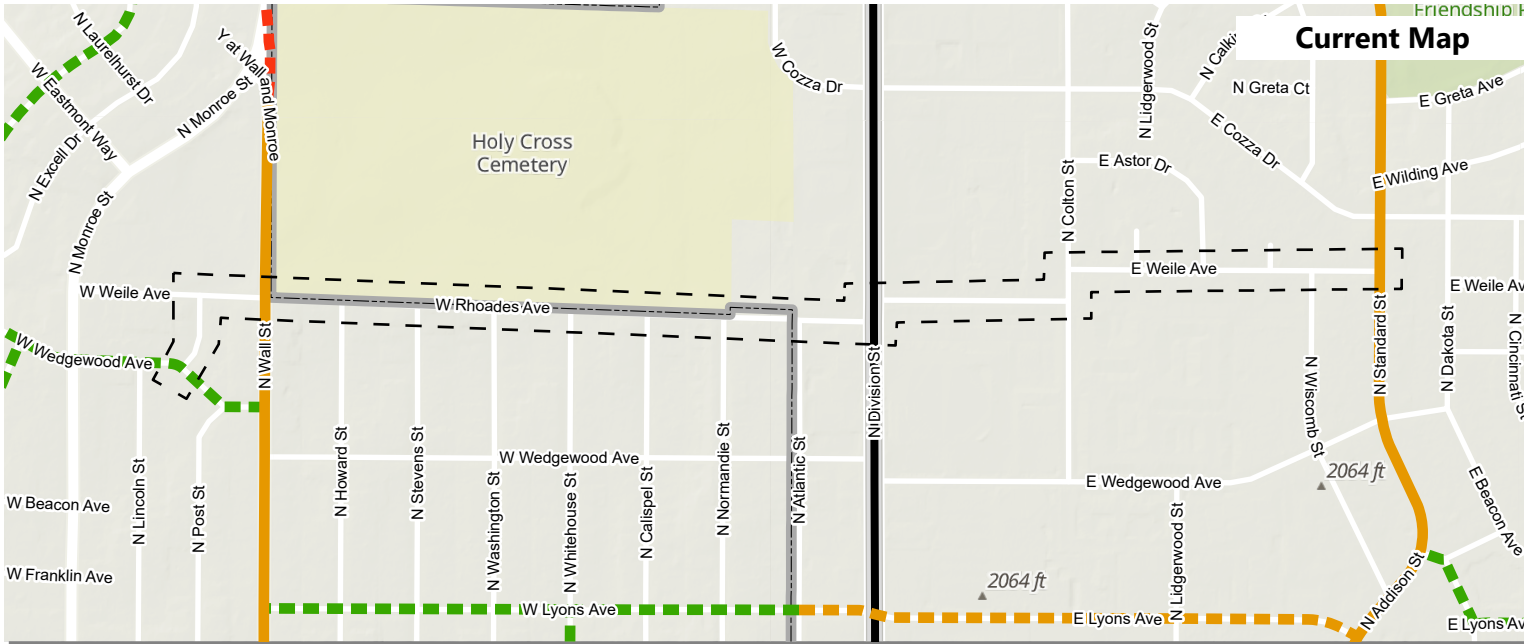
# Z21-022COMP: Bike Map Modification 6 (Map TR-5)

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

2020/2021 Comprehensive Plan Amendment Proposals

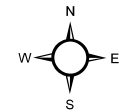
Drawn: 2/26/2021

**THIS IS NOT A LEGAL DOCUMENT**  
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- Area of Proposed Change
- 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

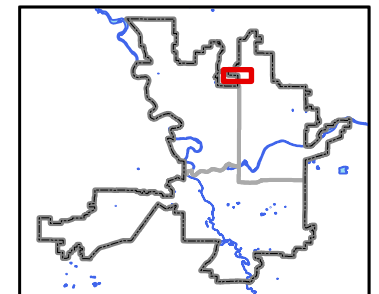
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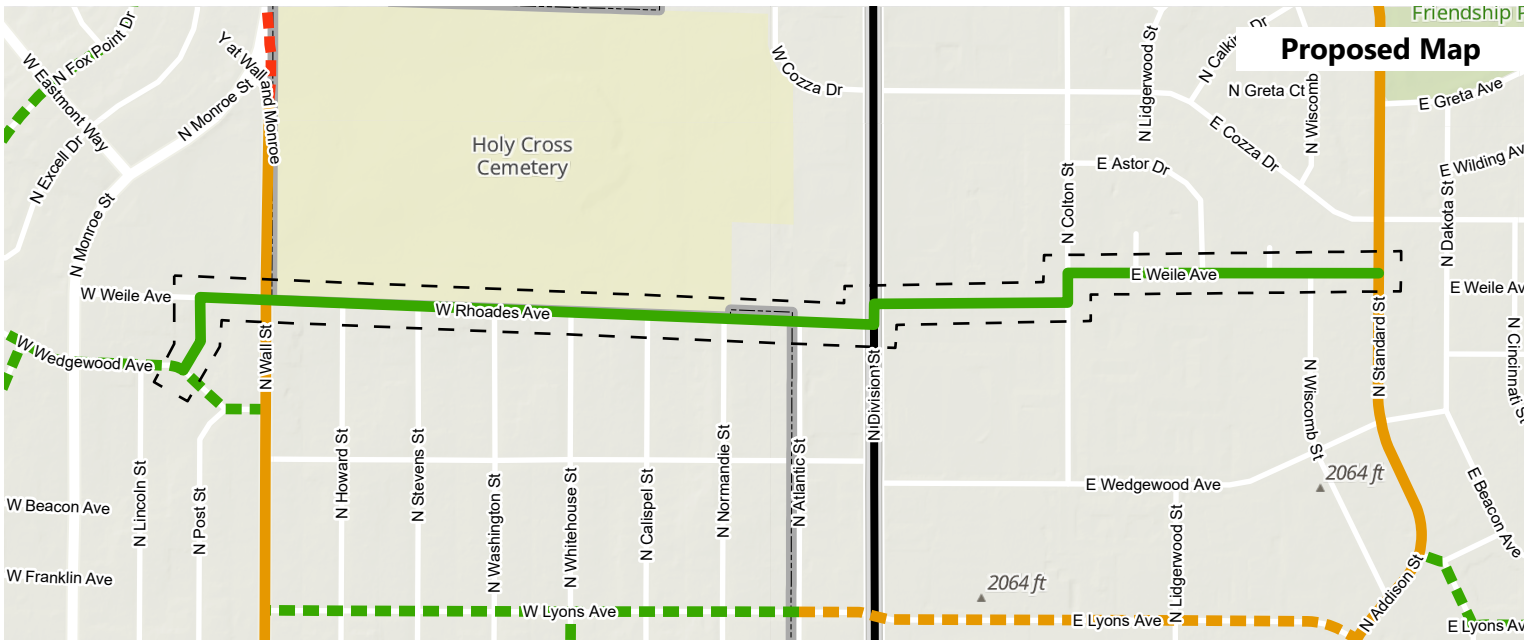
Drawing Scale: 1:10,000

0 125 250 500  
Feet

## PROJECT LOCATION



Neighborhood and Planning Services  
Drawn By: Kevin Freibott



Path: C:\Users\kfreibott\Documents\ArcGIS\Projects\2021 Comp Plan Amendments\2021 Comp Plan Amendments.aprx



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

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

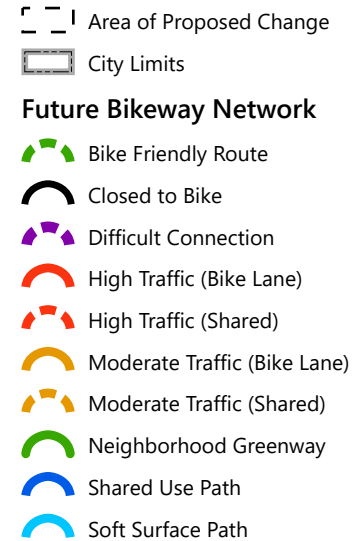
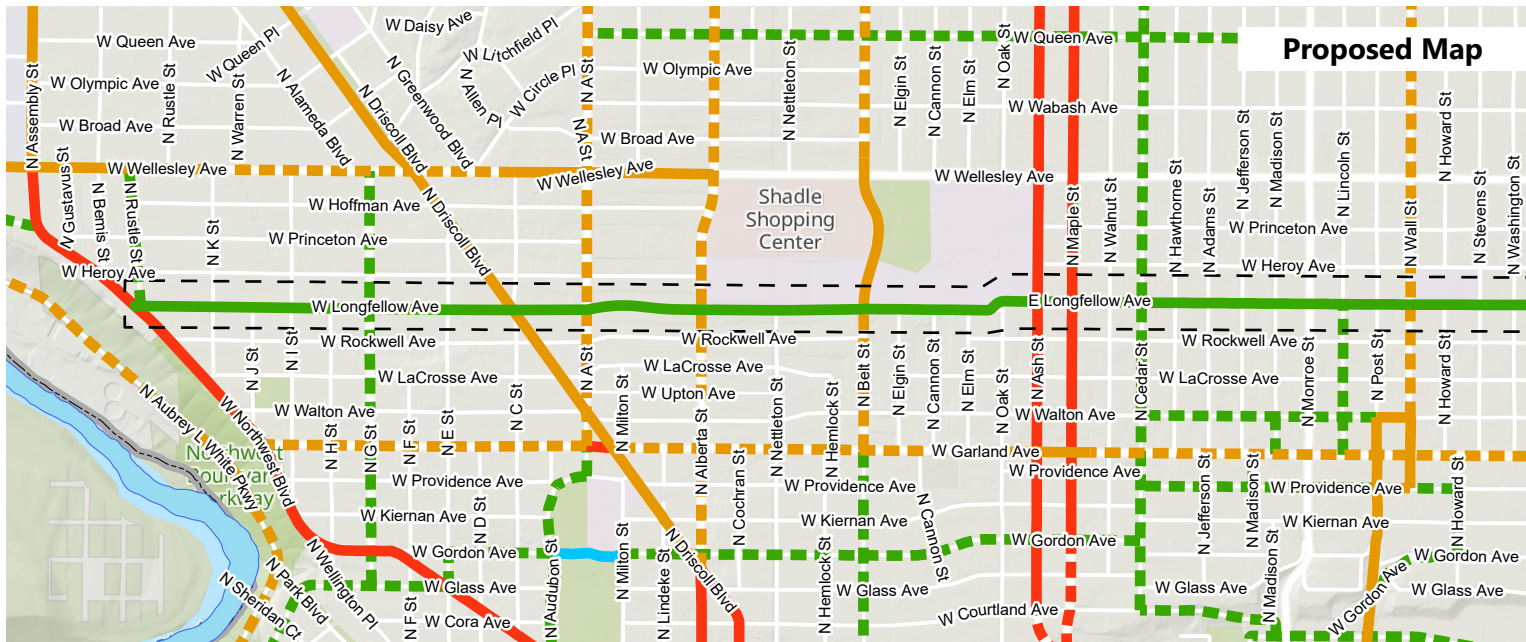
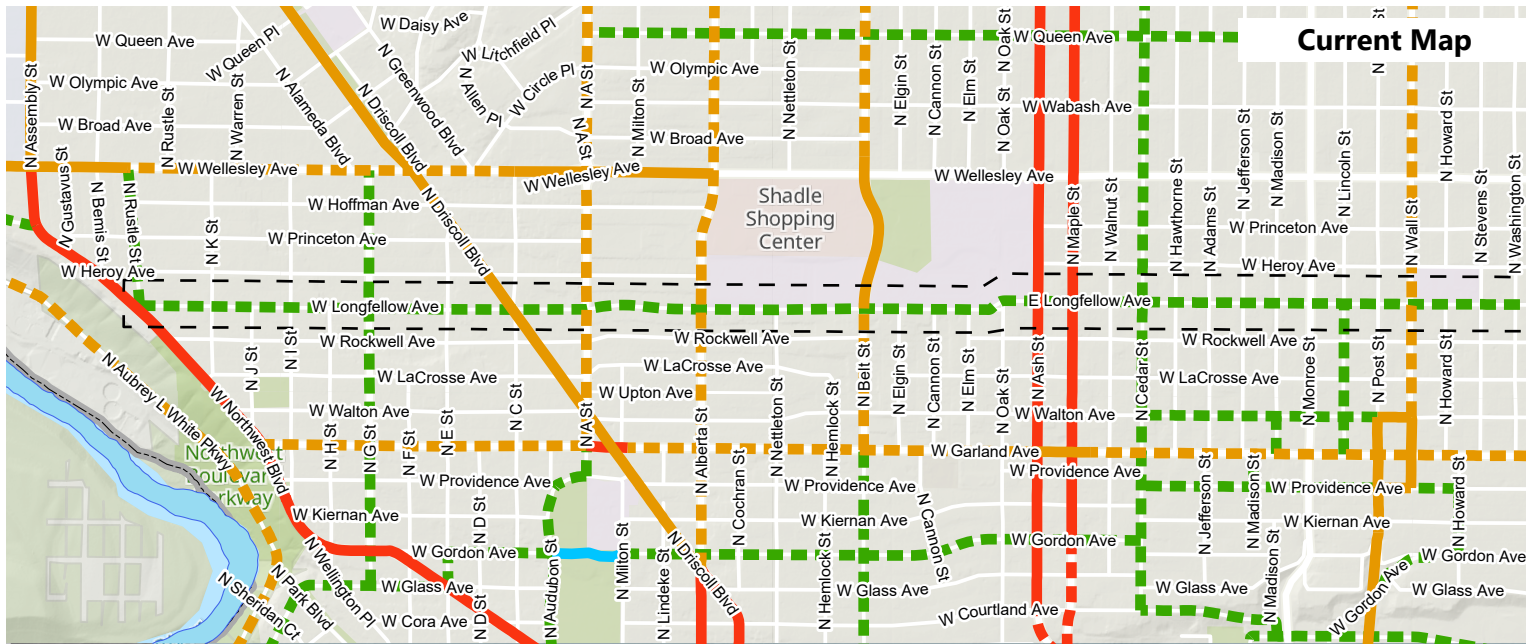
Showing West of Wall Street--See 7b for Remaining Project

2020/2021 Comprehensive Plan Amendment Proposals

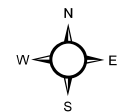
Drawn: 6/9/2021

THIS IS NOT A LEGAL DOCUMENT

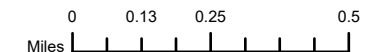
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.



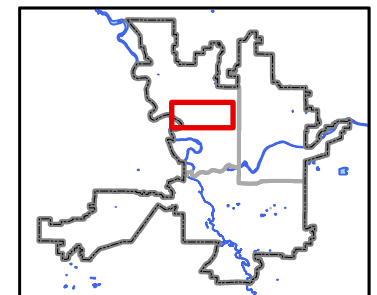
Length of Change: 5.0 Miles



Drawing Scale: 1:22,000



**PROJECT LOCATION**



Neighborhood and Planning Services  
Drawn By: Kevin Freibott





# 221-022COMP: Bike Map Modification 7b (Map TR-5)

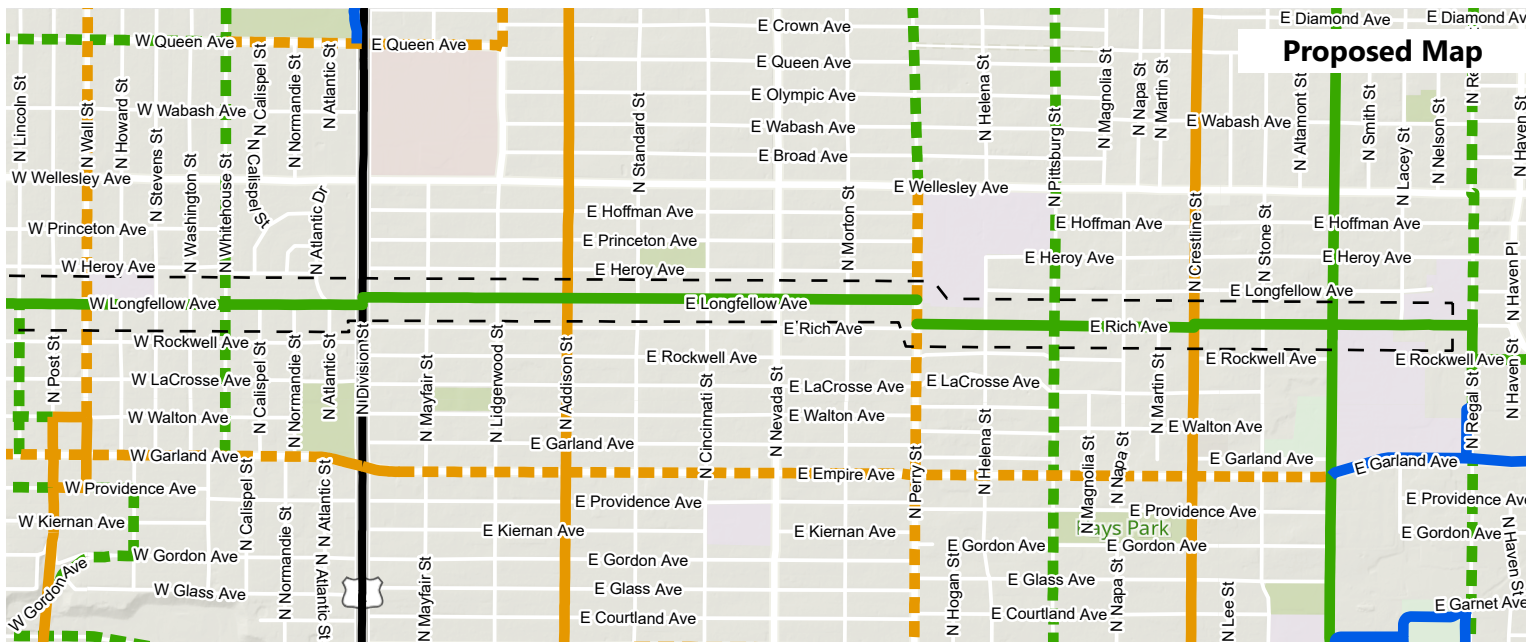
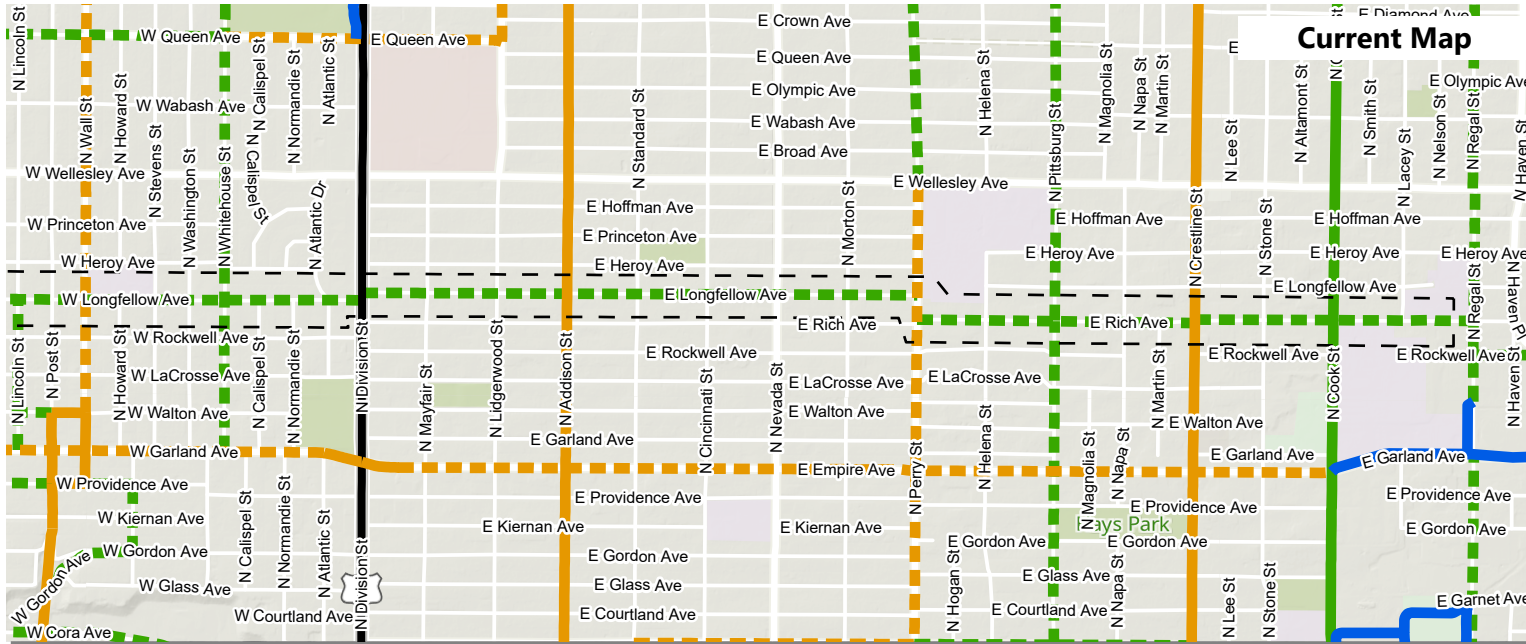
Longfellow Ave & E Rich Ave (W Northwest Blvd to N Market St) in Multiple Neighborhoods

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

2020/2021 Comprehensive Plan Amendment Proposals

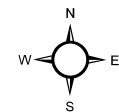
Drawn: 6/9/2021

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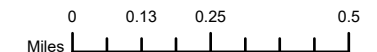


- Area of Proposed Change
- City Limits
- Future Bikeway Network**
  - Bike Friendly Route
  - Closed to Bike
  - Difficult Connection
  - High Traffic (Bike Lane)
  - High Traffic (Shared)
  - Moderate Traffic (Bike Lane)
  - Moderate Traffic (Shared)
  - Neighborhood Greenway
  - Shared Use Path
 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

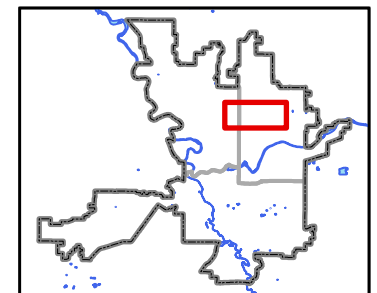
Length of Change: 5.0 Miles



Drawing Scale: 1:22,000



## PROJECT LOCATION



Neighborhood and Planning Services  
Drawn By: Kevin Freibott

Path: C:\Users\kfreibott\Documents\ArcGIS\Projects\2021 Comp Plan Amendments\2021 Comp Plan Amendments.aprx



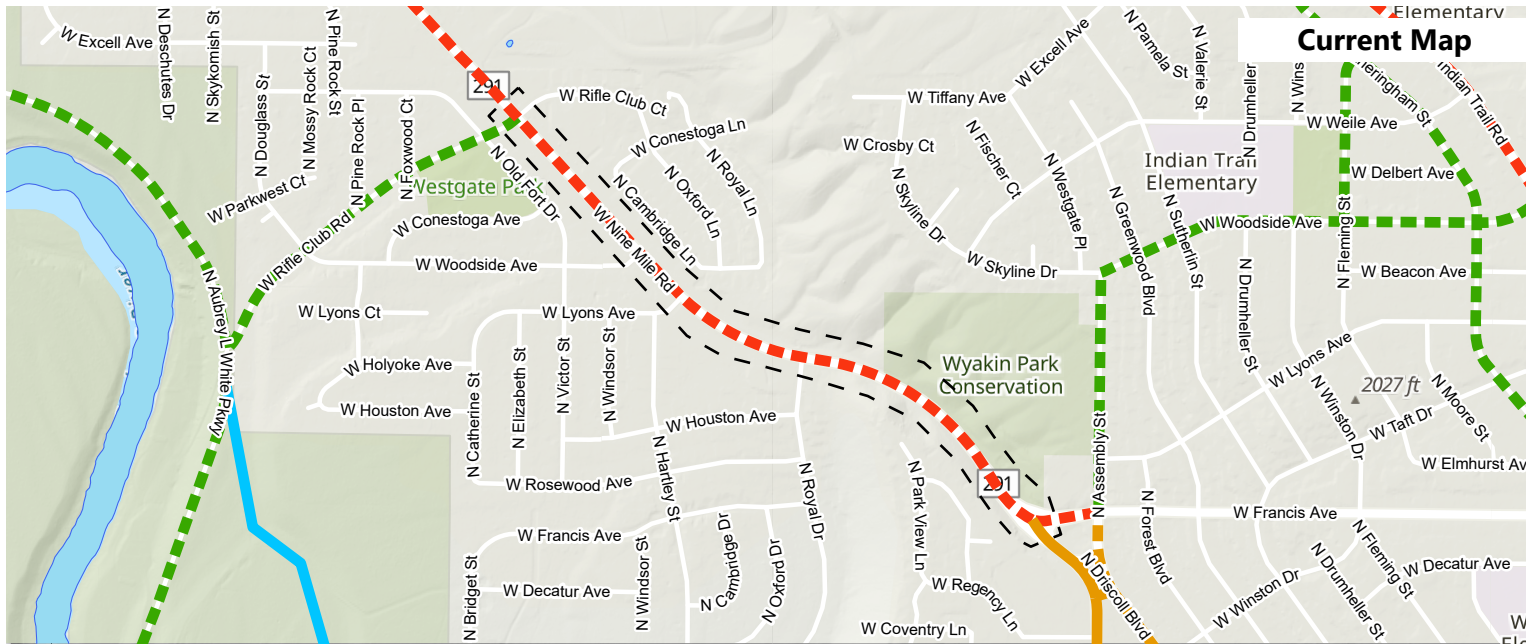
# 221-022COMP: Bike Map Modification 8 (Map TR-5)

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

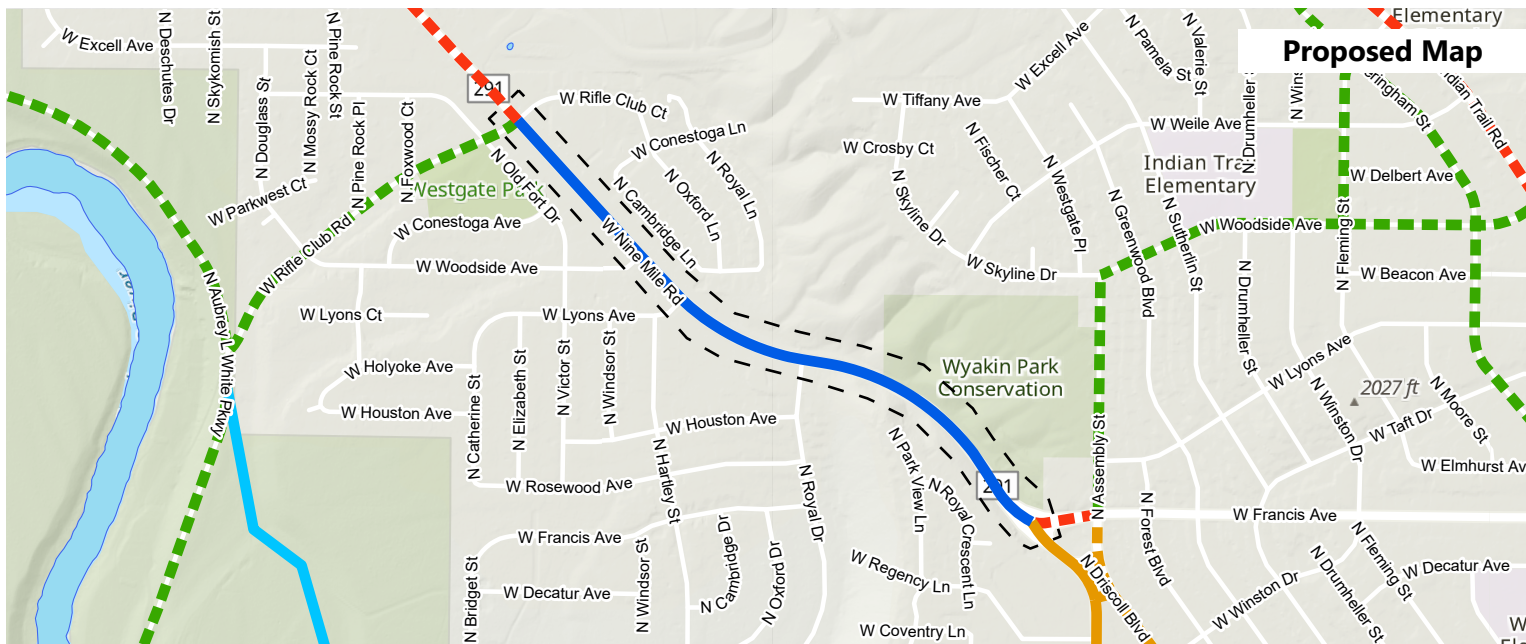
2020/2021 Comprehensive Plan Amendment Proposals

Drawn: 2/26/2021

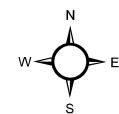
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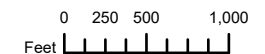
- Area of Proposed Change
- City Limits
- Future Bikeway Network**
- Bike Friendly Route
- Closed to Bike
- Difficult Connection
- High Traffic (Bike Lane)
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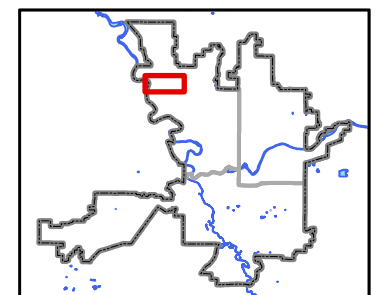
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Drawing Scale: 1:14,000



## PROJECT LOCATION



Neighborhood and Planning Services  
Drawn By: Kevin Freibott

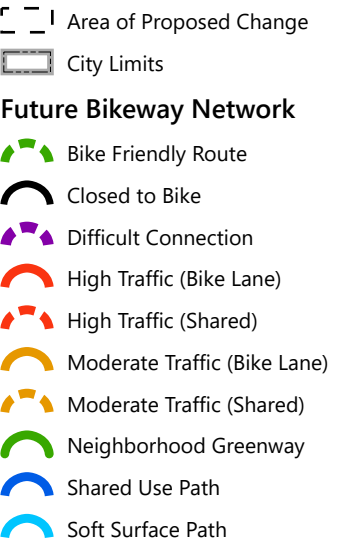




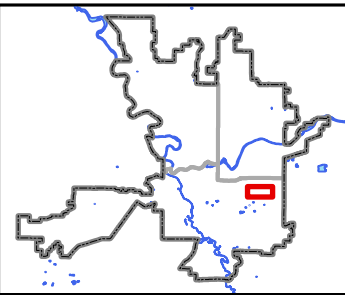
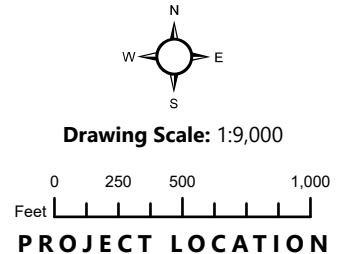
Drawn: 9/20/2021

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**Length of Change:** 0.9 Miles



Neighborhood and Planning Services  
Drawn By: Kevin Freibott





# Z21-022COMP: Bike Map Modification 10 (Map TR-5)

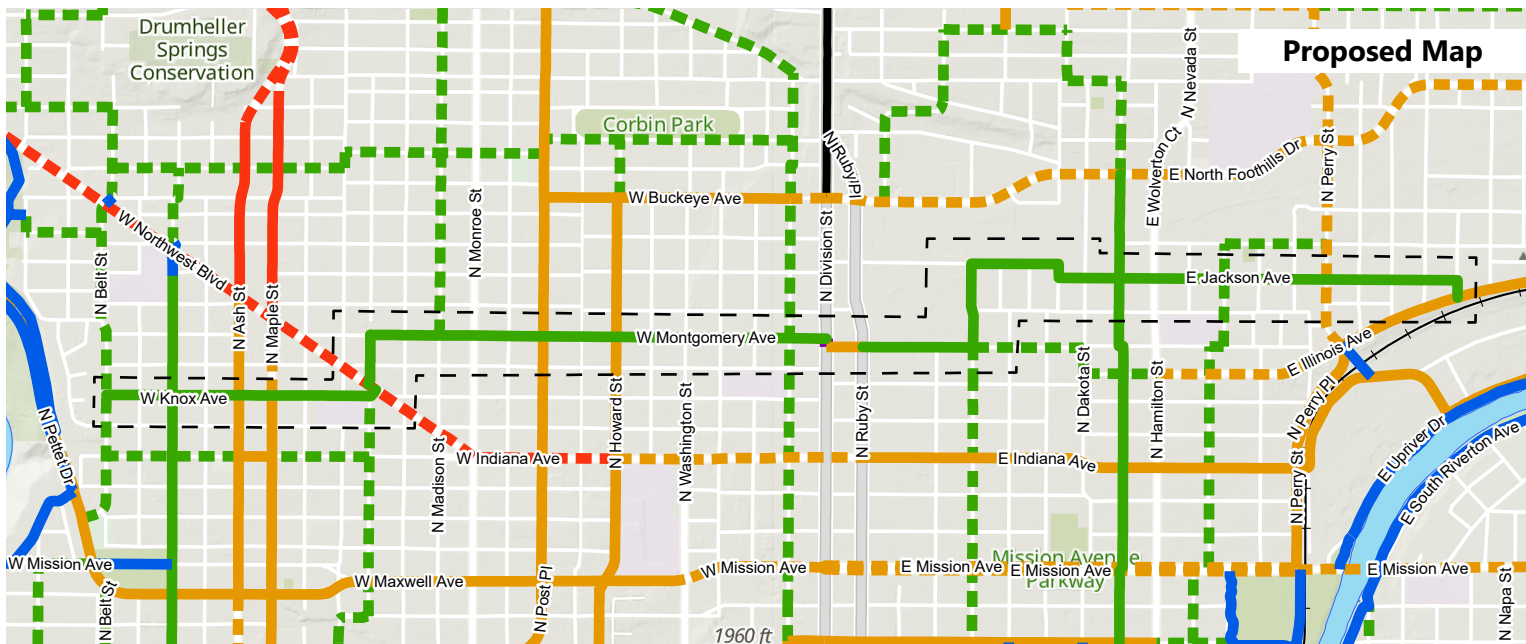
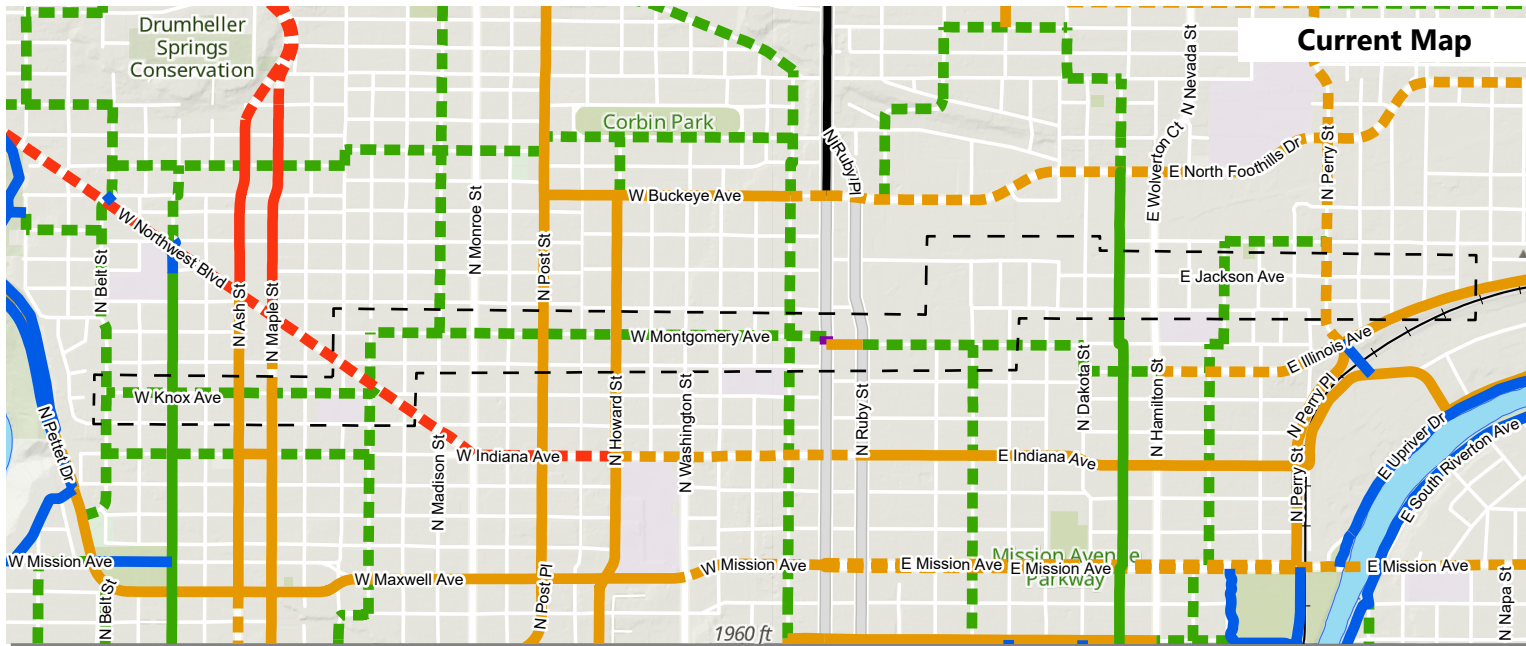
Jackson-Montgomery-Knox Greenway (N Belt St to E Illinois Ave) in Multiple Neighborhoods

2020/2021 Comprehensive Plan Amendment Proposals

Drawn: 2/26/2021

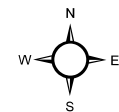
THIS IS NOT A LEGAL DOCUMENT

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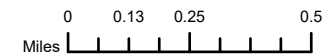


- Area of Proposed Change
- City Limits
- Future Bikeway Network**
  - Bike Friendly Route
  - Closed to Bike
  - Difficult Connection
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  - Moderate Traffic (Bike Lane)
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  - Soft Surface Path

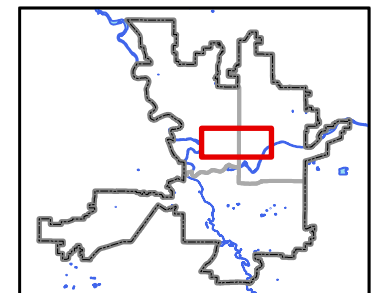
Length of Change: 3.2 Miles



Drawing Scale: 1:25,000



**PROJECT LOCATION**



Neighborhood and Planning Services  
Drawn By: Kevin Freibott

Path: C:\Users\kfreibott\Documents\ArcGIS\Projects\2021 Comp Plan Amendments\2021 Comp Plan Amendments.aprx



# 221-022COMP: Bike Map Modification 11 (Map TR-5)

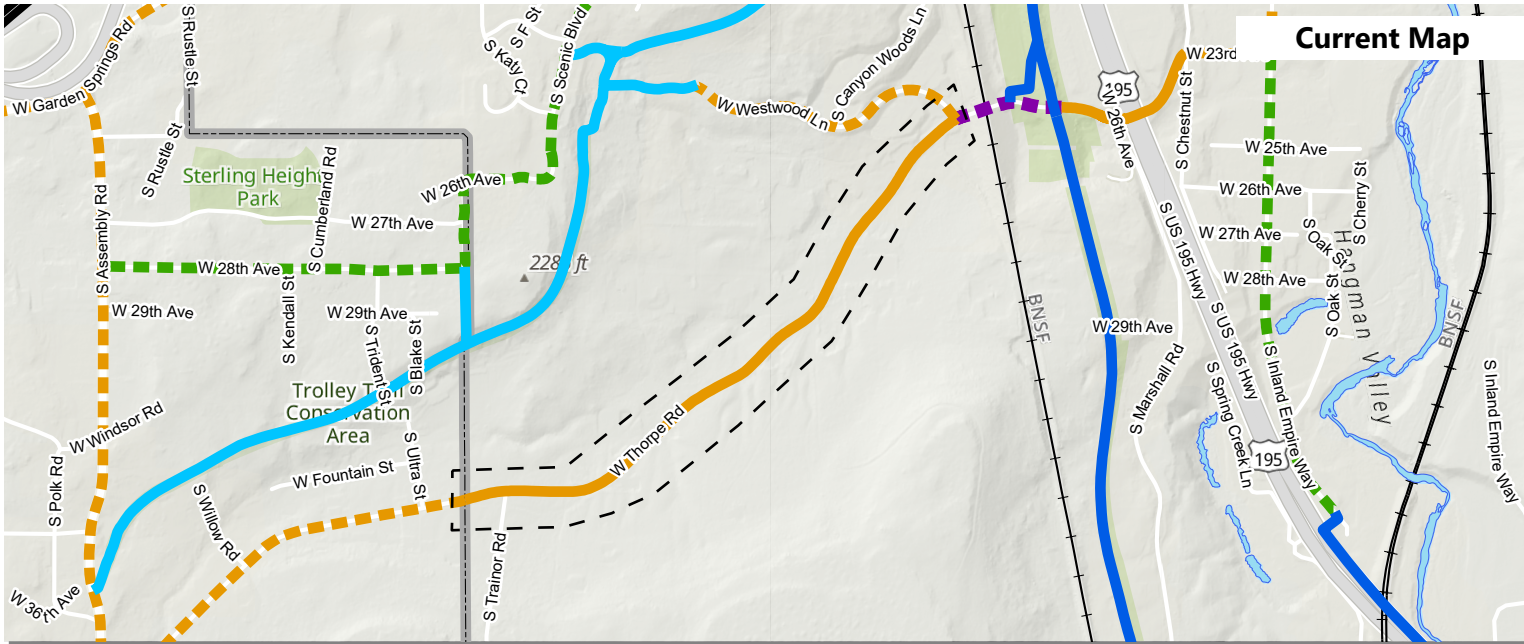
W Thorpe Rd (City Limits to W Westwood Ln) in the Grandview/Thorpe Neighborhood

2020/2021 Comprehensive Plan Amendment Proposals

Drawn: 2/26/2021

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Current Map

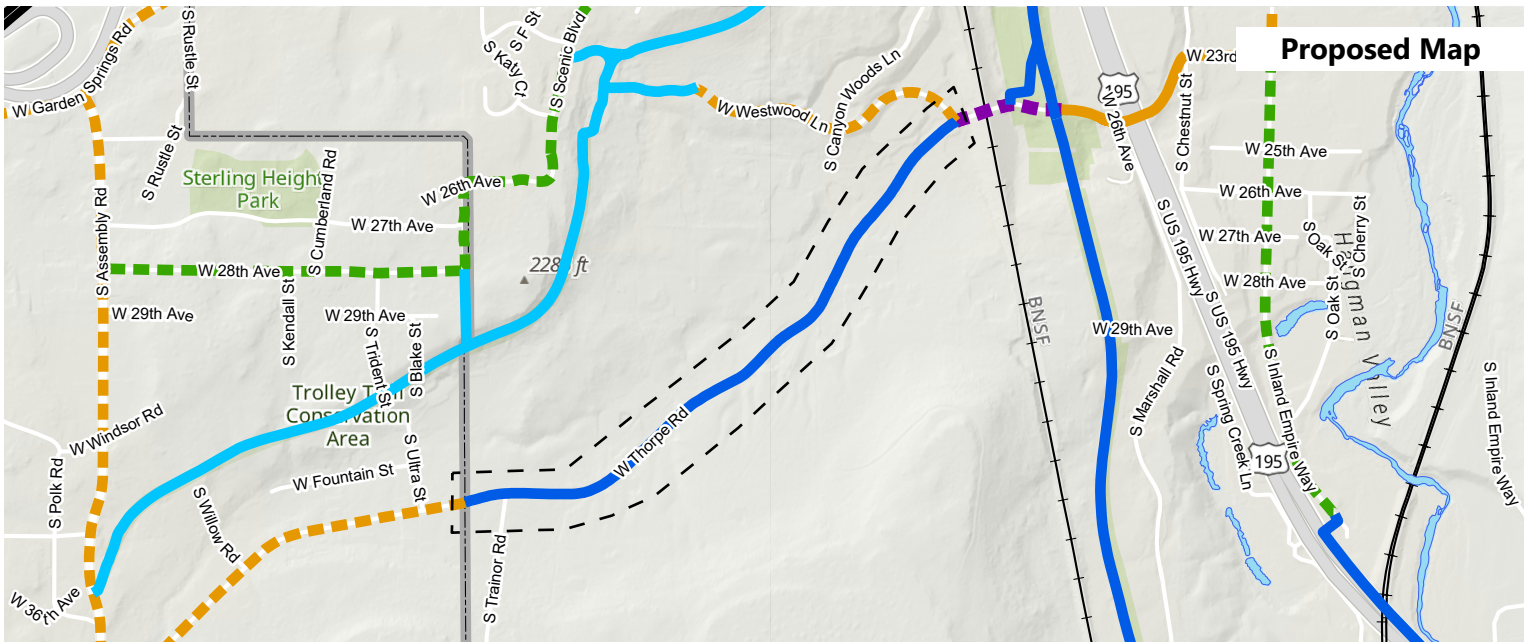
Area of Proposed Change

City Limits

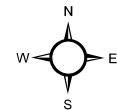
## Future Bikeway Network

- 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: 0.9 Miles



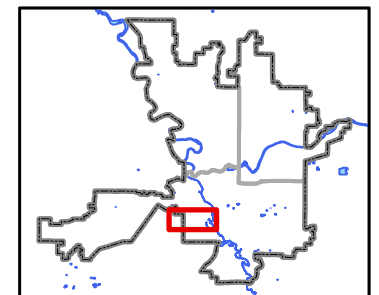
Proposed Map



Drawing Scale: 1:17,000

0 500 1,000 2,000  
Feet

## PROJECT LOCATION



Neighborhood and Planning Services  
Drawn By: Kevin Freibott



# Proposed Bike Network Map

Map TR 5

## Legend

### Proposed Bike Network

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

### Base Map Layers

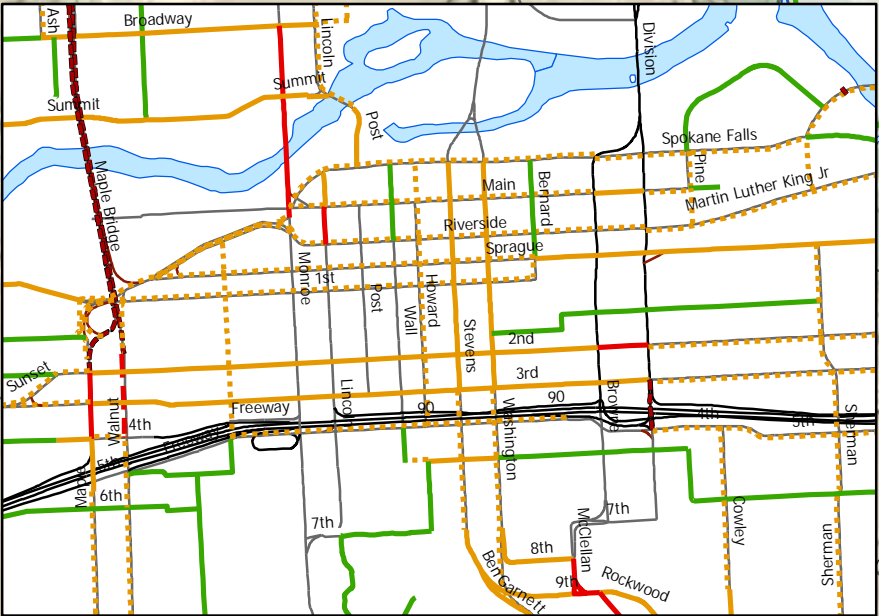
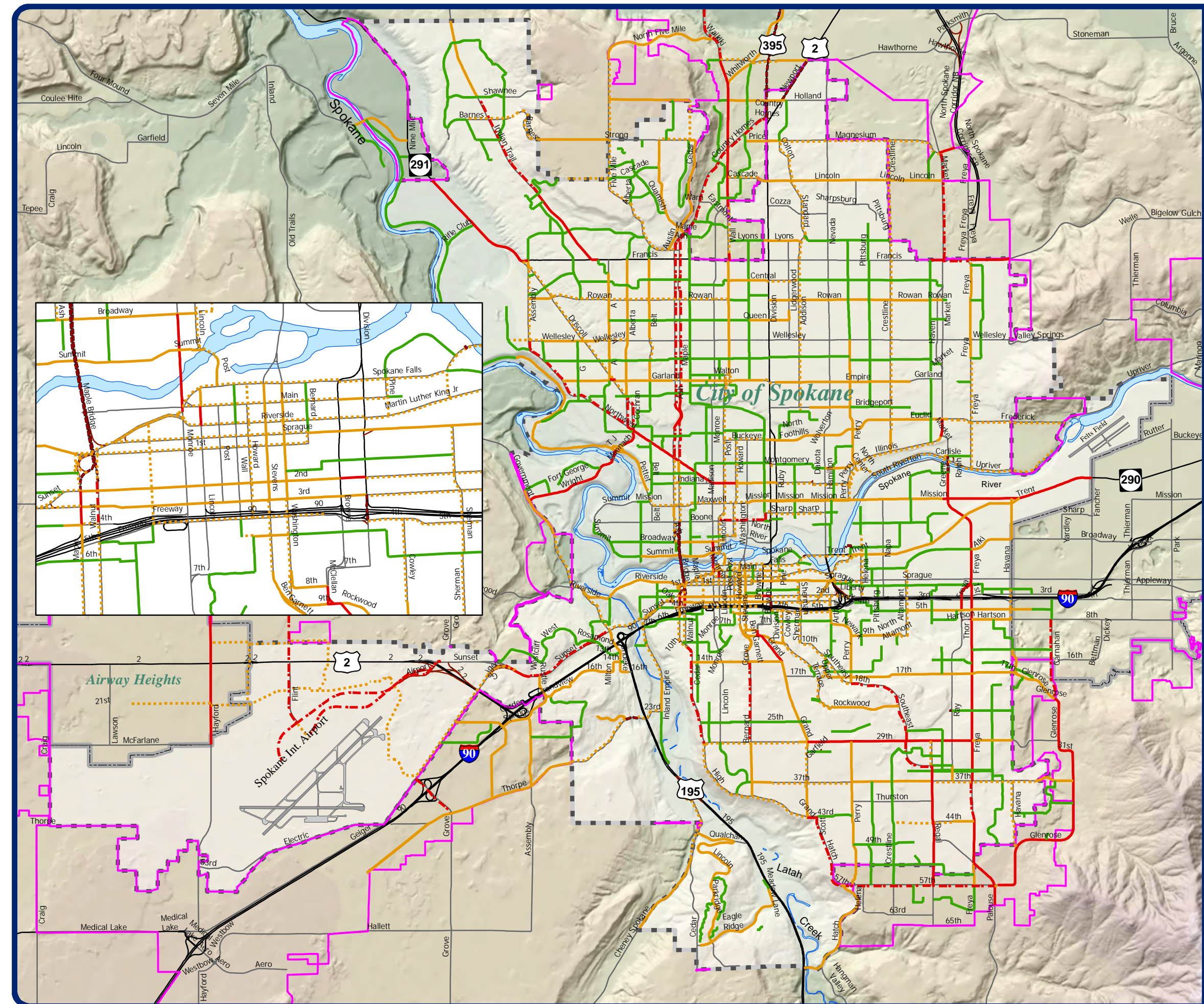
- County Adopted Urban Growth Area
- Municipal Boundary
- County Boundary
- Rivers
- State Routes
- Arterials
- Future North/South Corridor

0.85 0.425 0 0.85 1.7 Miles

Source: GIS  
Date: 01/2021



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## EXHIBIT C: Z21-022COMP

Department of Neighborhood and Planning Services

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](http://www.shapingspokane.org).

### Chapter 4—Transportation

#### TR Goal B: Provide Transportation Choices

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

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

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

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

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

#### TR Goal F: Enhance Public Health & Safety

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

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

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

#### TR 1 – Transportation Network For All Users

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

#### Key Actions

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

## TR 5 – Active Transportation

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

### **Key Actions**

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

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

#### TR 6 – Commercial Center Access

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

#### **Key Actions**

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

#### TR 9 – Promote Economic Opportunity

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

#### **Key Actions**

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

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

#### TR 20 – Bicycle/Pedestrian Coordination

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

#### **Key Actions**

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





# General Application

Rev.20180104

## DESCRIPTION OF PROPOSAL

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

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

Multiple locations and street segments. Please see attached list.

## APPLICANT

Name: 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: Various Public Right-of-Ways

Legal Description of Site:

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

☒ Applicant      ☐ Property Owner      ☐ Property Purchaser      ☐ Agent

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

[illegible]

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

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

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

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

	Street	From	To	Description
1	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
5	Cedar	3rd	Riverside	Add as bike lanes
6	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
9	9 Mile Rd.	Francis	Rifle Club	Add shared-use path designation
10	Altamont Circle	Fiske	9th Ave.	Extend Neighborhood Greenway on Altamont Circle to Benn Burr Trail off 9th Ave, link Neighborhood Greenway to Fiske on 12th instead of 12th, shift Mt. Vernon to Bike-Friendly Route
11	Jackson-Montgomery-Knox Greenway	Pittsburg	Belt	Upgrade designation to neighborhood greenway on Montgomery and Knox from Belt to Astor, add Jackson from Pittsburg to Astor as neighborhood greenway
12	Thorpe Rd.	Westwood Ln.	Trainor Rd.	Update from bike lane to pathway



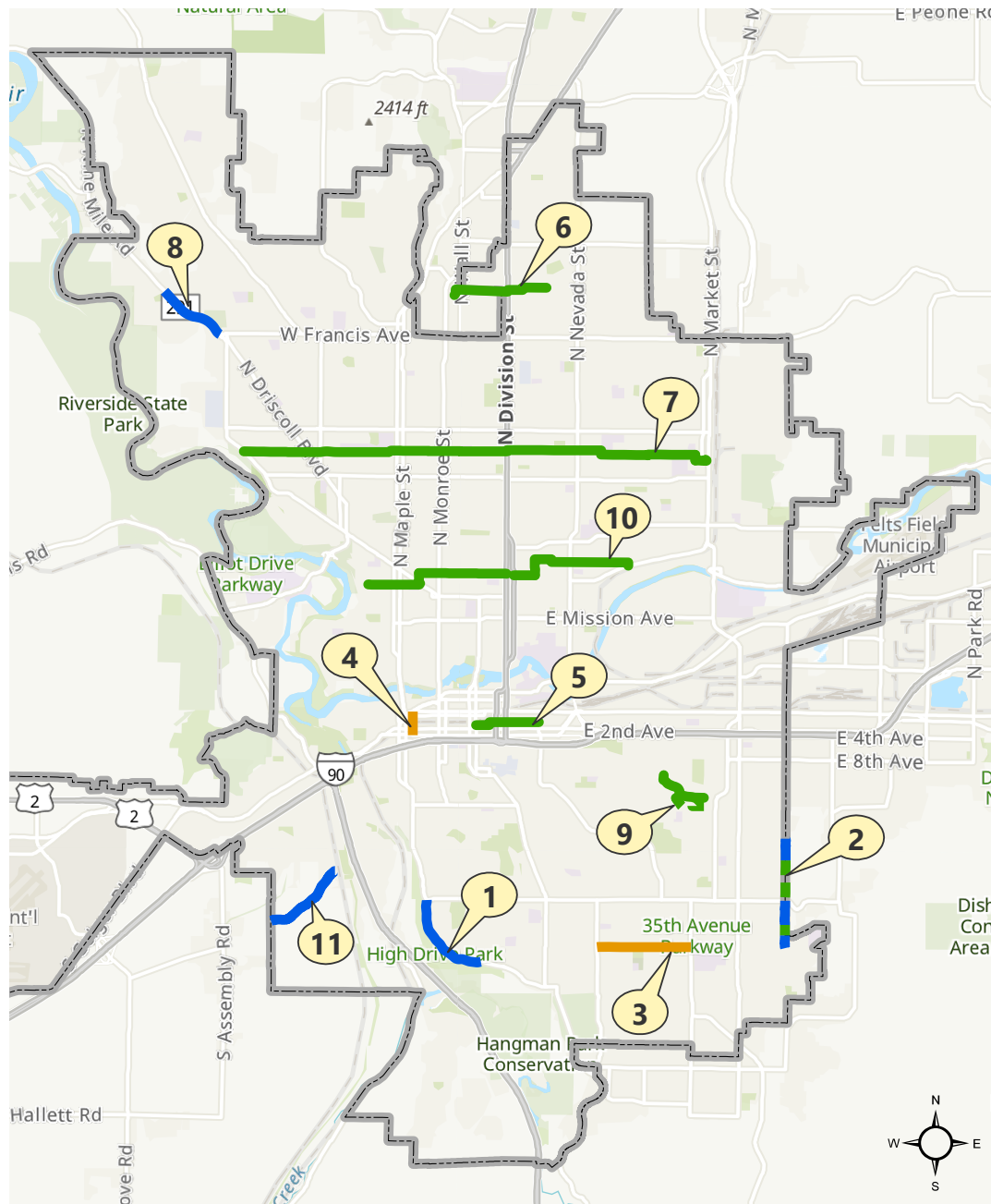
# Z21-022COMP: Overview of Changes to Bike Map (Map TR-5)

2020/2021 Comprehensive Plan Amendment Proposals

Drawn: 2/26/2021

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.



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

## Bicycle Facility Types

- 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



Drawing Scale: 1:120,000

Neighborhood and Planning Services  
Drawn By: Kevin Freibott

**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 Spokane Comprehensive Plan Map Amendments to Bicycle Master Plan Map TR-5
2. Applicant: City of Spokane
3. Address: 808 W. Spokane Falls Blvd.  
City/State/Zip: Spokane, WA 99201 Phone: 509-625-6804  
Agent or Primary Contact: Colin Quinn-Hurst  
Address: 808 W. Spokane Falls Blvd.  
City/State/Zip: Spokane, WA 99201 Phone: 509-625-6804  
Location of Project: Various Locations Citywide  
Address: \_\_\_\_\_  
Section: \_\_\_\_\_ Quarter: \_\_\_\_\_ Township: \_\_\_\_\_ Range: \_\_\_\_\_  
Tax Parcel Number(s) \_\_\_\_\_
4. Date checklist prepared: 3/22/2021
5. Agency requesting checklist: City of Spokane, Washington
6. Proposed timing or schedule (including phasing, if applicable): A Plan Commission hearing on this proposal will be requested to be held in the third quarter of 2021. Then the Plan Commission will make a recommendation to the City Council. Then the amendments must be approved by City Council and signed by the Mayor if they are to be adopted. The projects call for by the Bicycle Master Plan may be implemented over the course of the next 20 years.
7. a. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. Yes, minor updates are anticipated on an annual basis as City projects and private developments alter land use and transportation patters. A broader, comprehensive review of the Bicycle Master Plan is anticipated as part of the City of Spokane Comprehensive Plan update, due to be completed by 2025.  
b. Do you own or have options on land nearby or adjacent to this proposal? If yes, explain. \_\_\_\_\_  
Most of the facilities involved in this proposal are within City rights-of-way or are on or adjacent to land owned by the City of Spokane
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. None that is directly related to this proposal. The Six-Year

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

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

14. The following questions supplement Part A.

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

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

(2) Will any chemicals (especially organic solvents or petroleum fuels) be stored in aboveground or underground storage tanks? If so, what types and quantities of material will be stored? Not applicable, this is a non-project action.

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

Varies.

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

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

## **2. Air**

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

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

## **3. Water**

- a. SURFACE WATER:

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

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

b. GROUNDWATER:

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

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

c. WATER RUNOFF (INCLUDING STORMWATER):

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

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

#### 4. Plants

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

Deciduous tree: ☐ alder ☐ maple ☐ aspen

Other: \_\_\_\_\_

Evergreen tree: ☐ fir ☐ cedar ☐ pine

Other: \_\_\_\_\_

☐ Shrubs ☐ Grass ☐ Pasture ☐ Crop or grain

☐ Orchards, vineyards or other permanent crops

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

Other: \_\_\_\_\_

Water plants: ☐ water lily ☐ eelgrass ☐ milfoil

Other: \_\_\_\_\_

Other types of vegetation: \_\_\_\_\_

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

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

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

Not applicable. This is a non-project action.

## 5. Animals

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

Birds: ☐ hawk ☐ heron ☐ eagle ☐ songbirds

Other: 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 (not listed in above categories): Not applicable. This is a non-project action. \_\_\_\_\_

- 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 be 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.

- c. 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.

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

None.

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

None are required.



## 9. Housing

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

None.

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

None.

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

None.

## 10. Aesthetics

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

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

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

None.

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

None.

## 11. Light and Glare

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

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

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

Various parks and recreation facilities.

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

#### 14. Transportation

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

Various.

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

Yes, by various stops and routes.

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

None and none.

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

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

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

No.

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

None.

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

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

Not applicable, this is a non-project action.

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

None.

## 15. Public services

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

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

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

None.

## 16. Utilities

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

☐ electricity

☐ natural gas

☐ water

☐ refuse service

☐ telephone

☐ sanitary sewer

☐ septic system

Other: \_\_\_\_\_  
\_\_\_\_\_

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

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

**C. SIGNATURE**

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

Date: 3/22/2021 Signature: Colin Quinn-Hurst

***Please Print or Type:***

Proponent: City of Spokane Address: 801 W. Spokane Falls Blvd.

Phone: 509-625-6804

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

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

**FOR STAFF USE ONLY**

Staff member(s) reviewing checklist: Kevin Freibott

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

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

#### D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

*(Do not use this sheet for project actions)*

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

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

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise? The proposal would not directly increase any of these elements, save for the use of typical hazardous substances 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: The City Senior Traffic Planning Engineer 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.

2. How would the proposal be likely to affect plants, animals, fish or marine life? Most of the proposed projects would likely not affect plants, animals, fish or marine life. For any project requiring a newly constructed path or wider roadway, an environmental review would take place to evaluate these impacts consistent with Spokane Municipal Code 17E.050.

Proposed measures to protect or conserve plants, animals, fish or marine life are: Environmental 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 affected.

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 sites, wetlands, flood plains or prime farmlands.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans? Projects implementing the plan 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: No additional measures are proposed.

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

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

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



C. SIGNATURE

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

Date: March 22, 2021 Signature: Colin Quinn-Hurst

**Please Print or Type:**

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

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

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

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

Spokane, WA 99201-3329

**FOR STAFF USE ONLY**

Staff member(s) reviewing checklist: Kevin Freibott

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

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

## NONPROJECT DETERMINATION OF NONSIGNIFICANCE

**FILE NO(S):** Z21-022COMP

**PROPOSER:** 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.

☐ There is no comment period for this DNS.

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

☒ This DNS is issued under 197-11-340(2); the lead agency will not act on this proposal for at least 14 days from the date of issuance (below). Comments regarding this DNS must be submitted no later than 5 p.m. on October 12, 2021 if they are intended to alter the DNS.

\*\*\*\*\*

**Responsible Official:** Louis Meuler

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

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

**Date Issued:** September 28, 2021 **Signature:** *Louis Meuler*  
Louis Meuler (Sep 16, 2021 14:21 PDT)

\*\*\*\*\*

**APPEAL OF THIS DETERMINATION**, after it has become final, may be made to the City of Spokane Hearing Examiner, 808 West Spokane Falls Blvd., Spokane WA 99201. The appeal deadline is Noon on October 19, 2021 (21 days from the date of the signing of this DNS). This appeal must be on forms provided by the Responsible Official, make specific factual objections, and be accompanied by the appeal fee. Contact the Responsible Official for assistance with the specifics of a SEPA appeal.

\*\*\*\*\*

**From:** [Mark Davies](#)  
**To:** [Freibott, Kevin](#)  
**Subject:** FILE NO. Z21-022COMP, TR-5 Map Amendments  
**Date:** Thursday, May 20, 2021 12:25:45 PM

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**[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 27<sup>th</sup>, 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 37<sup>th</sup> Avenue
  - a. Need to provide for bike detection at intersecting traffic signals. (VM)
  - b. Existing curblines are not wide enough for bike lanes. The Street Department has discussed the inability for 37<sup>th</sup> 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)

- c. 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)
- 9 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)
  - d. 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.