

**STAFF REPORT FOR FILE Z22-097COMP**

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, Planning Services, <a href="mailto:cquinnhurst@spokanecity.org">cquinnhurst@spokanecity.org</a>
<b>Property Owner:</b>	City of Spokane

**III. PROPOSAL SUMMARY**

<b>Current Land Use Designation:</b>	N/A
<b>Proposed Land Use Designation:</b>	N/A
<b>Current Zoning:</b>	N/A
<b>Proposed Zoning:</b>	N/A
<b>SEPA Status:</b>	A SEPA threshold Determination of Non-Significance (DNS) was made on August 22, 2022. The appeal deadline is 5:00 PM on September 13, 2022.
<b>Plan Commission Hearing Date:</b>	September 14, 2022
<b>Staff Recommendation:</b>	<b>Approve</b>

## IV. BACKGROUND INFORMATION

1. **General Proposal Description:** Pursuant to the procedures established by SMC 17G.020, 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) E. Pacific Ave from S. Sherman St. to N. Sprague Way, (2) E. Euclid Ave. from N. Market St. to N. Freya St. and E. Frederick Ave. from N. Freya St. to E. Upriver Dr., 3) Washington St. from W. Spokane Falls Blvd. to W. 3<sup>rd</sup> Ave. **(WITHDRAWN)**, 4) S. Fiske St. from E. 27<sup>th</sup> Ave. to E. 35<sup>th</sup> Ave., 5) Fish Lake Trail Connection from W. Sunset Blvd. to W. Riverside Ave., 6) W. Mallon Ave. from N. Lincoln St. to N. Post St., 7) W. Broadway Ave. from N. Ash St. to N. Lincoln St., 8) E. Illinois Ave. from N. Perry St. to Regal St., 9) W. Cascade Way and E. Lincoln Rd. from N. Normandie St. to N. Nevada St., 10) E. Garland Ave. from Wildhorse Park to N. Freya St., 11) S. Ray St. from E. 37<sup>th</sup> Ave. to E. 35<sup>th</sup> Ave. and E. 37<sup>th</sup> Ave. from S. Thor St. to S. Ray St. and S. Thor St. from E. 37<sup>th</sup> Ave. to E. 35<sup>th</sup> Ave., 12) E. 41<sup>st</sup> Ave. from S. Regal St. to Hazel Creek Natural Area, 13) S. Inland Empire Way from W. 17<sup>th</sup> Ave. to W. Inland Empire Access Way, and 14) S. Spring Creek Ln. entire length and S. Cheney Spokane Rd. from US 195 overpass to 800' north of W. Qualchan Dr.
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. **Pacific Ave.** – Urban Local Access
  2. **Euclid Ave.** – Urban Minor Arterial
  3. **Frederick Ave.** – Urban Minor Arterial
  4. ~~Washington St.~~ – Urban Principal Arterial **WITHDRAWN**
  5. **Fiske St.** – Urban Local Access
  6. **Mallon Ave.** – Urban Major Collector
  7. **Broadway Ave.** – Urban Minor Arterial
  8. **Illinois Ave.** – Urban Minor Arterial
  9. **Cascade Way** – Urban Local Access
  10. **Lincoln Rd.** – Urban Principal Arterial
  11. **Garland Ave.** – Urban Local Access
  12. **Ray St.** – Urban Principal Arterial
  13. **37<sup>th</sup> Ave.** – Urban Minor Arterial
  14. **Thor St.** – Urban Local Access
  15. **41<sup>st</sup> Ave.** – Urban Local Access - Unimproved
  16. **Inland Empire Way** – Urban Minor Collector

- 17. **Spring Creek Ln.** – Urban Local Access
- 18. **Cheney-Spokane 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.020, including the following steps:

Application Submitted .....	January 31, 2022
Annual Work Program Set <sup>1</sup> .....	March 21, 2022
Agency/Department Comment Period Ended .....	April 29, 2022
Notice of Application Posted .....	May 25, 2022
Plan Commission Workshop .....	May 25, 2022
60-Day Public Comment Period Ended .....	July 25, 2022
SEPA Determination Issued .....	August 22, 2022
Notice of Public Hearing Posted .....	August 31, 2022
Plan Commission Hearing Date (Scheduled) .....	September 14, 2022

- 2. **Comments Received:** A request for comments was issued to City departments, local agencies, and departments, along with pertinent application details on April 15, 2022. By the close of agency comment on April 29, 2022, comments were received from the following:
  - a. Bobby Halbig – City of Spokane Streets Department
  - b. Carol Tomsic – Chair, Logan Neighborhood Council
  - c. Lindsey Shaw – Chair, Logan Neighborhood Council

The City of Spokane Streets Department provided comments about available street widths, travel lanes, intersection conditions, and traffic conditions that will factor into project-level designs at the time of scoping, funding and design. Following additional review, it was determined to withdraw Modification #3, proposing planned bike lanes on Washington Street from 3<sup>rd</sup> Avenue to Spokane Falls Boulevard until after a detailed traffic study has been completed to evaluate intersection impacts on the Washington/Stevens couplet.

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<sup>1</sup> Spokane City Council Resolution 2022-0028

Following the agency/department comment period, a Notice of Application was issued on May 25, 2020 in the Spokesman Review. The following comments were received during the 60-day public comment period:

- Anne Johnson
- Jessie Norris
- Kate Bitz
- James Halttunen
- Katie Salisbury
- Larry Swartz
- Brian Thomas
- Morgan Thomas

Comments received focused on support for extending the proposed bike lanes in Modification #7 for West Broadway Avenue. The original proposal modified West Broadway Avenue from Lincoln Street to Ash Street to include proposed bike lanes. The updated modification now extends the proposed bike lanes further west on West Broadway Avenue from Ash Street to Chestnut Street.

- 3. Public Workshop:** A public workshop with the Spokane Plan Commission was held on May 25, 2022, during which the particulars of the proposal were presented to the Plan Commission for their consideration and discussion. The applicant was provided an opportunity to speak during the workshop but no public comment was taken. No changes were proposed at the workshop.

An online public workshop for the general public was held on July 20, 2022. Questions were answered and comments received. No changes were proposed at the workshop.

During the public comment period, a presentation was also provided to the Bicycle Advisory Board on April 19, 2022.

## **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
- *West Central Neighborhood: A Footprint to the Future* – Consistent with safety and multi-modal transportation focus in the Transportation chapter.

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

- *Logan Neighborhood Form-Based Code Subarea Plan*
- *East Central Ben Burr Trailhead Planning*
- *West Hills – Fort George Wright Drive: Station & Corridor Plan*
- *Southgate Neighborhood Transportation & Connectivity Element* – Page 5, Major Organizing Concepts, Pages 7 and 8 – Green Ring and Ben Burr Trail Extension

*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>2</sup> Review must be completed on all amendment proposals and is described in Chapter 17E.050.*

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

Staff Analysis: The application is under review in accordance with the State Environmental Policy Act (SEPA), which requires that the potential for adverse environmental impacts resulting from a proposal be evaluated during the decision-making process. On the basis of the information contained in the environmental checklist, written comments from local and State departments and agencies concerned with land development within the City, and a review of other information available to the Director of Planning Services, a Determination of Non-Significance was issued on August 22, 2022.

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*

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<sup>2</sup> State Environmental Protection Act

*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 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                        |

# Exhibit A

Proposed Map Amendments



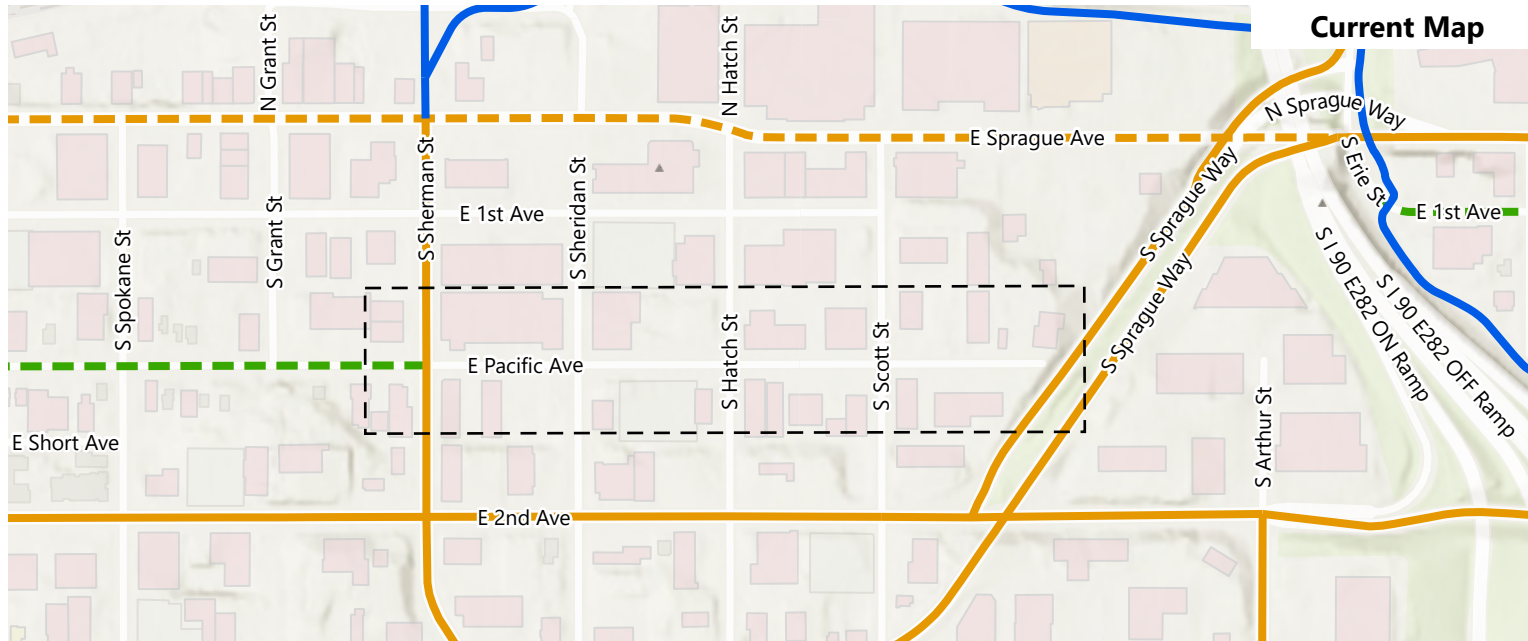
# 222-097COMP: Bike Map Modification 1 (Map TR-5)

E Pacific Ave (S Sherman St to N Sprague Way) in the East Central Neighborhood

2022 Comprehensive Plan Amendment Proposals

Drawn: 3/1/2022

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.



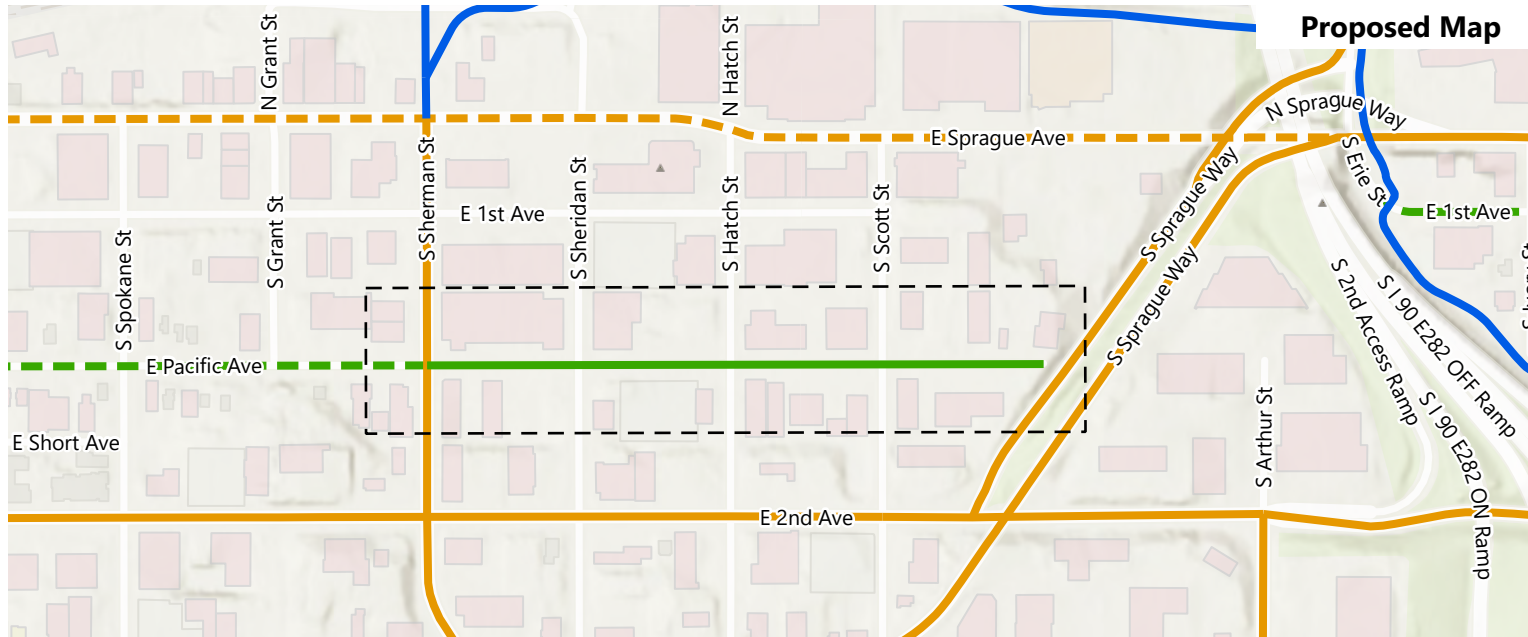
Current Map

Area of Proposed Change

## Future Bikeway Network

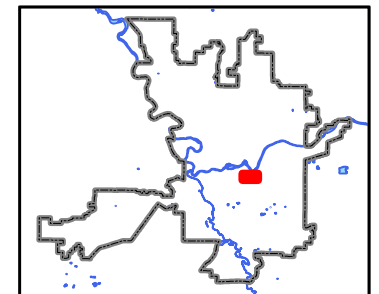
- Bike Friendly Route
- Closed to Bike
- Difficult Connection
- High Traffic (Bike Lane)
- High Traffic (Shared)
- Moderate Traffic (Bike Lane)
- Moderate Traffic (Shared)
- Neighborhood Greenway
- Shared Use Path
- Soft Surface Path

Length of Change: 0.3 Miles



Proposed Map

## PROJECT LOCATION



Planning Services Department  
Drawn By: Kevin Freibott





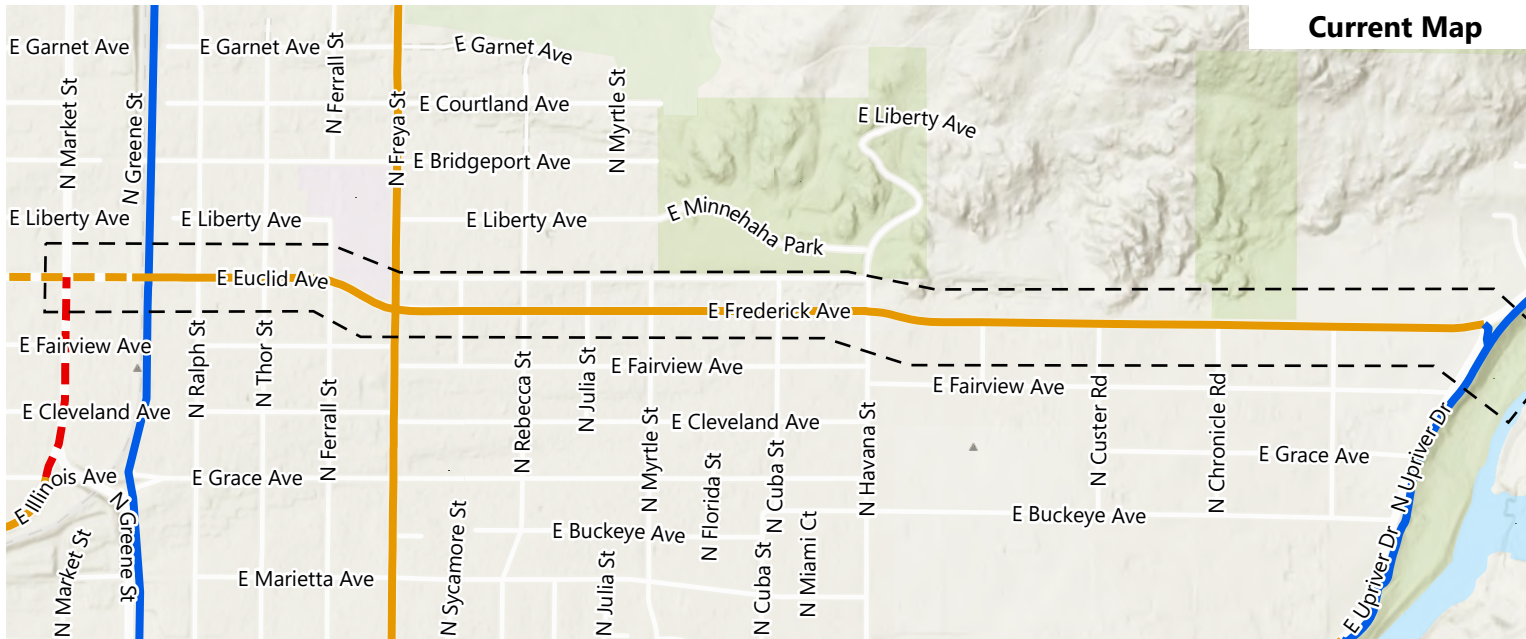
## 222-097COMP: Bike Map Modification 2 (Map TR-5)

E Euclid Ave (N Market St to N Freya St) and E Frederick Ave (N Freya St to E Upriver Dr) in the Minnehaha Neighborhood

2022 Comprehensive Plan Amendment Proposals

Drawn: 3/1/2022

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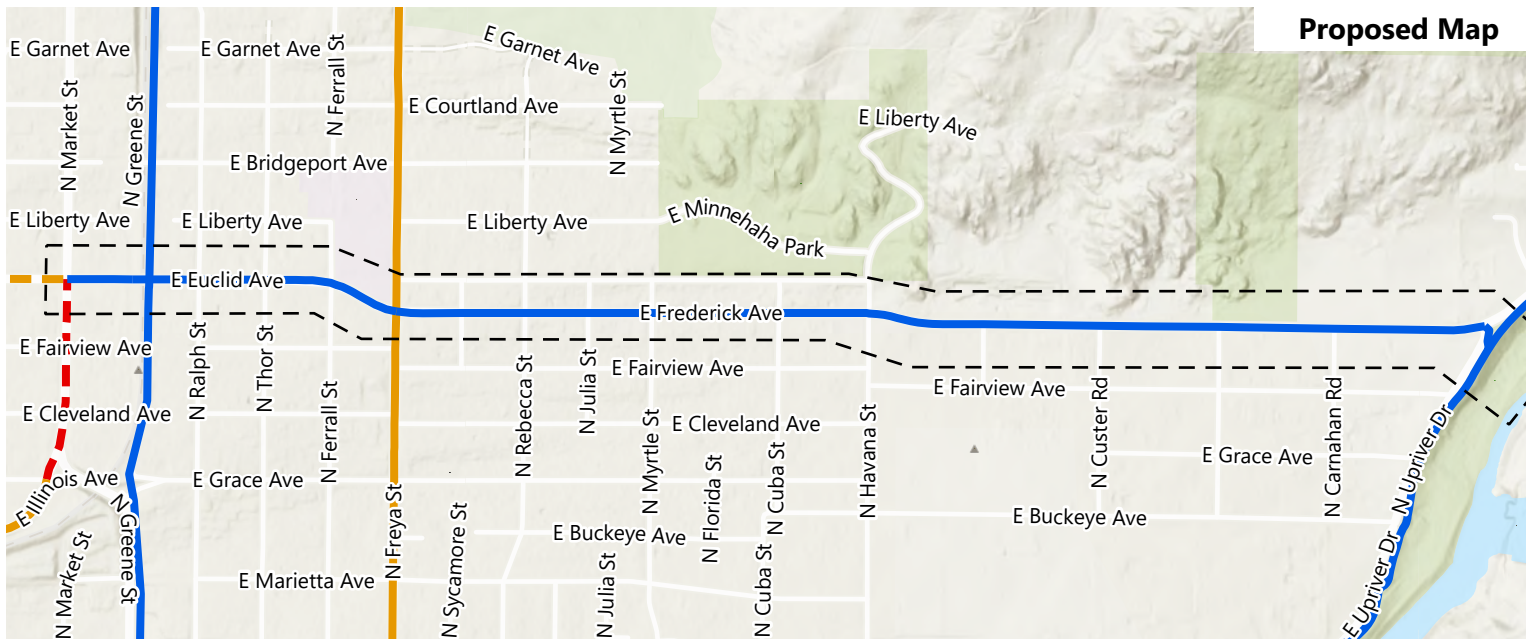
**Current Map**

Area of Proposed Change

### Future Bikeway Network

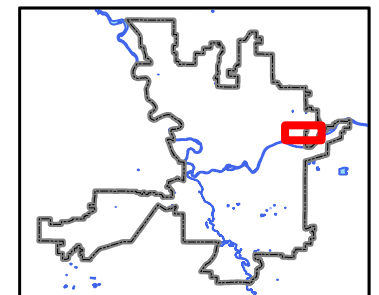
- Bike Friendly Route
- Closed to Bike
- Difficult Connection
- High Traffic (Bike Lane)
- High Traffic (Shared)
- Moderate Traffic (Bike Lane)
- Moderate Traffic (Shared)
- Neighborhood Greenway
- Shared Use Path
- Soft Surface Path

**Length of Change:** 1.6 Miles



**Proposed Map**

### PROJECT LOCATION



Planning Services Department  
Drawn By: Kevin Freibott



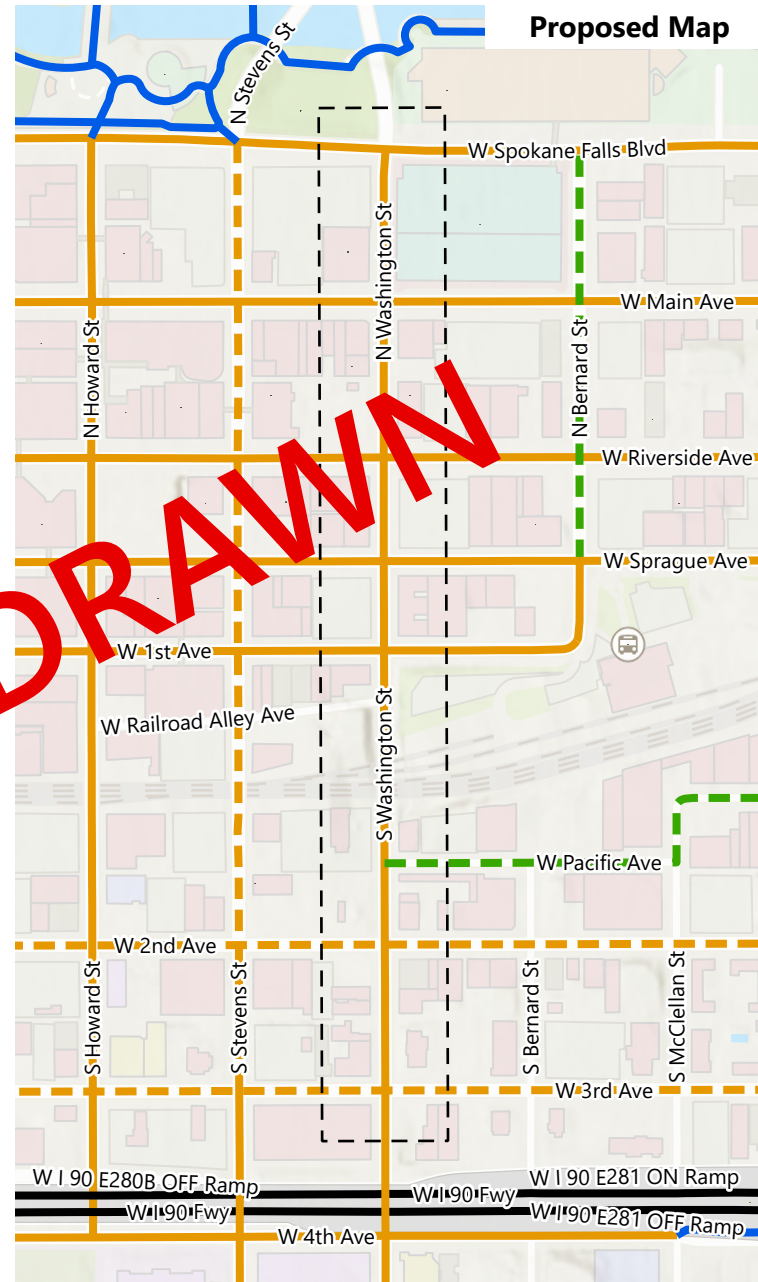
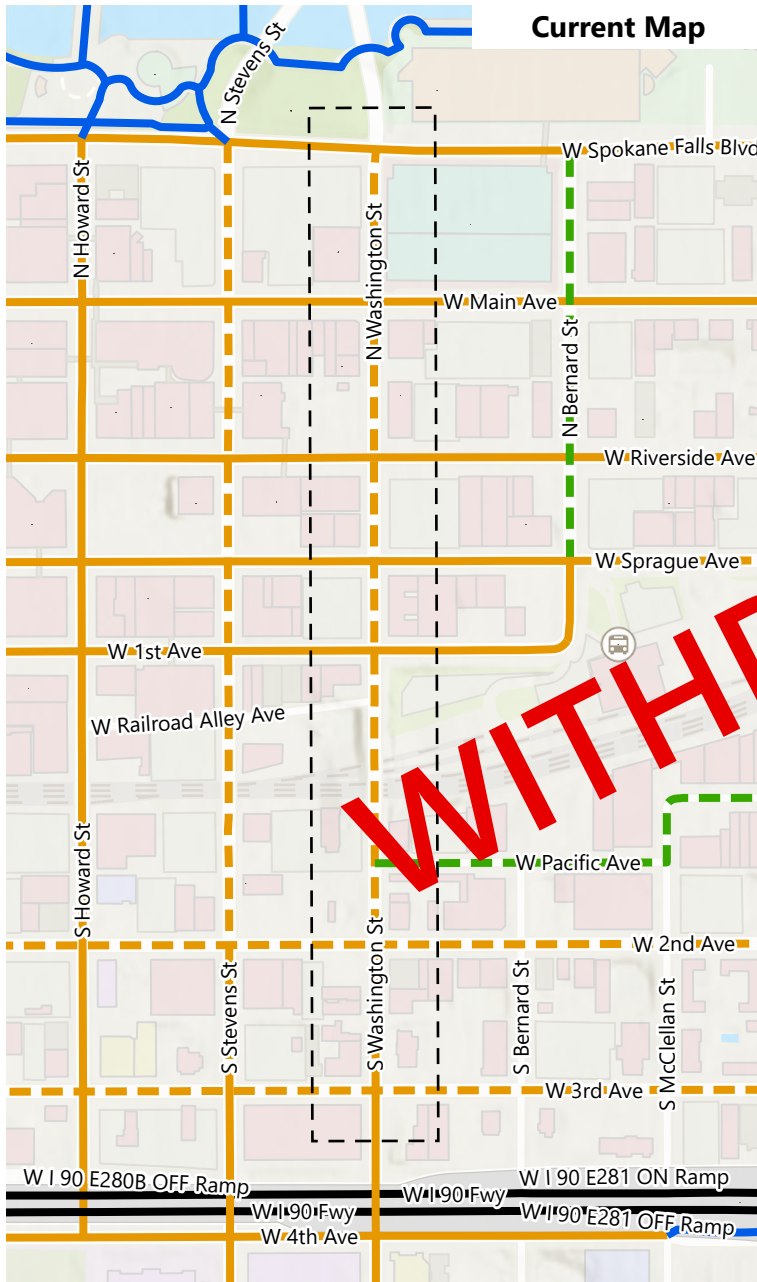
# 222-097COMP: Bike Map Modification 3 (Map TR-5)

Washington Street (W Spokane Falls Blvd to W 3rd Ave) in the Riverside Neighborhood

2022 Comprehensive Plan Amendment Proposals

Drawn: 7/28/2022

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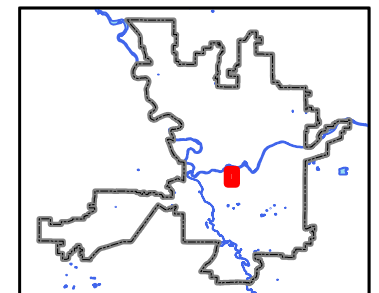
Area of Proposed Change

**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
- <all other values>

**Length of Change:** 0.5 Miles

**PROJECT LOCATION**



Planning Services Department  
Drawn By: Kevin Freibott





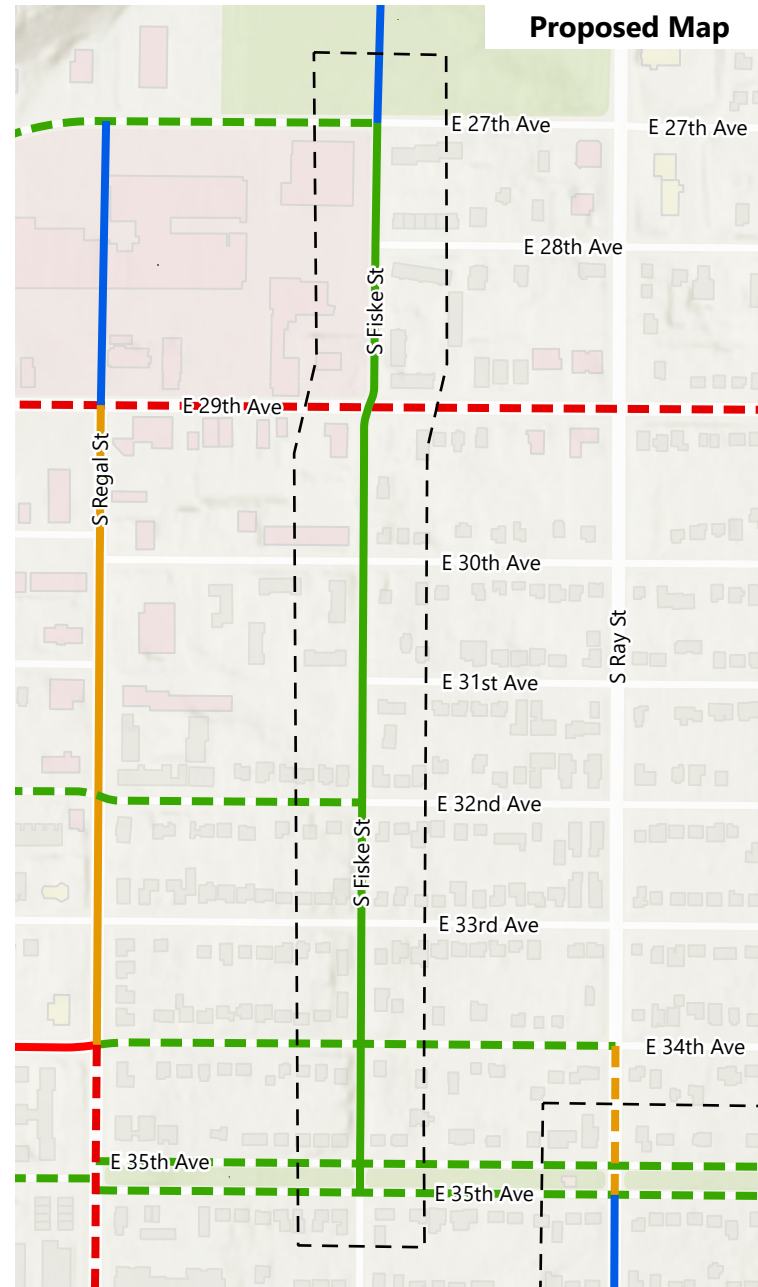
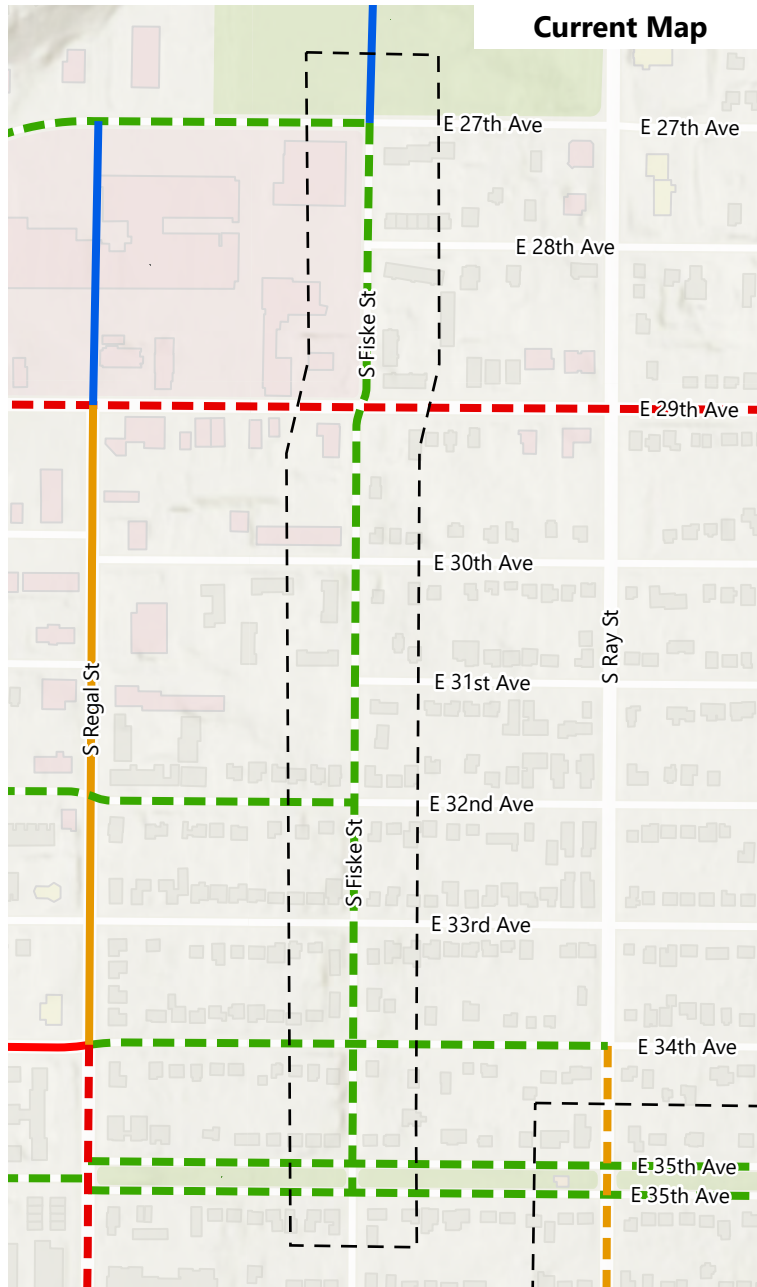
# 222-097COMP: Bike Map Modification 4 (Map TR-5)

S Fiske St (E 27th Ave to E 35th Ave) in the Lincoln Heights Neighborhood

2022 Comprehensive Plan Amendment Proposals

Drawn: 3/1/2022

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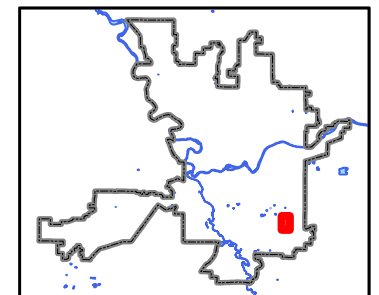
Area of Proposed Change

## 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:** 0.5 Miles

## PROJECT LOCATION



Planning Services Department  
Drawn By: Kevin Freibott







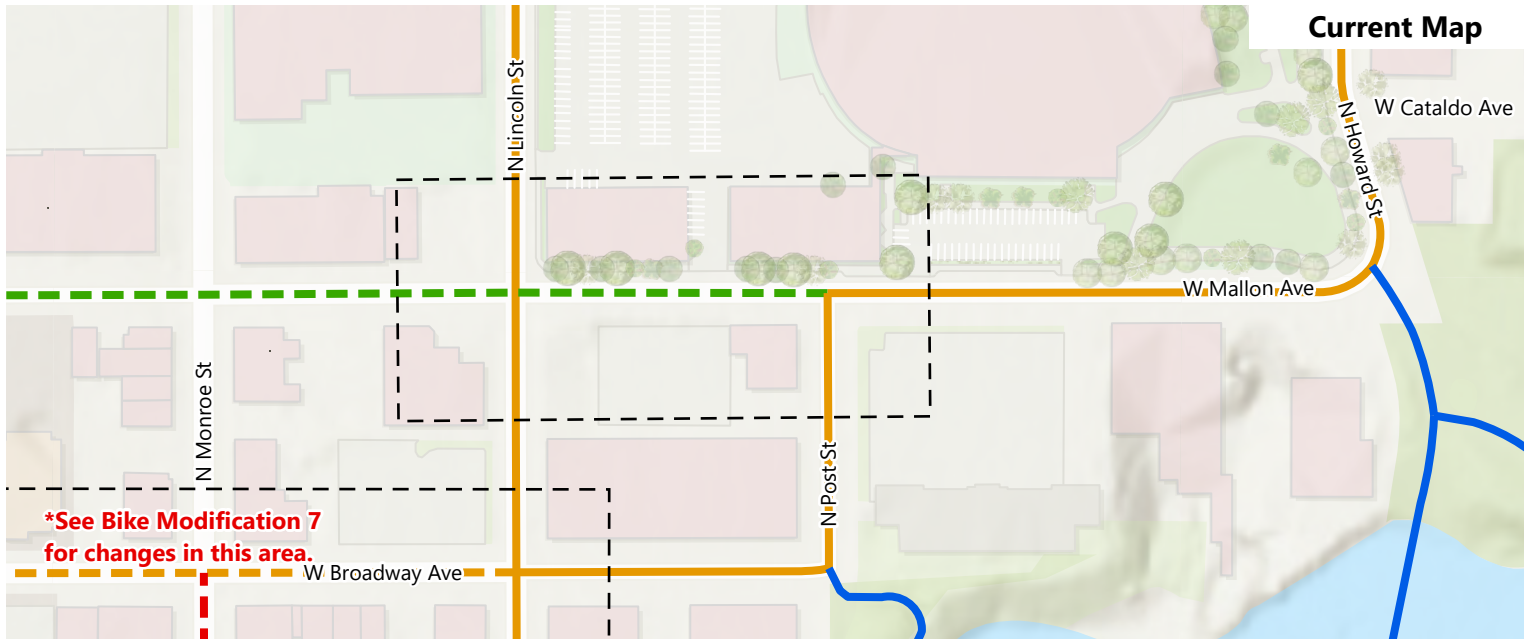
## 222-097COMP: Bike Map Modification 6 (Map TR-5)

W Mallon Ave (N Lincoln St to N Post St) in the Riverside Neighborhood

2022 Comprehensive Plan Amendment Proposals

Drawn: 3/1/2022

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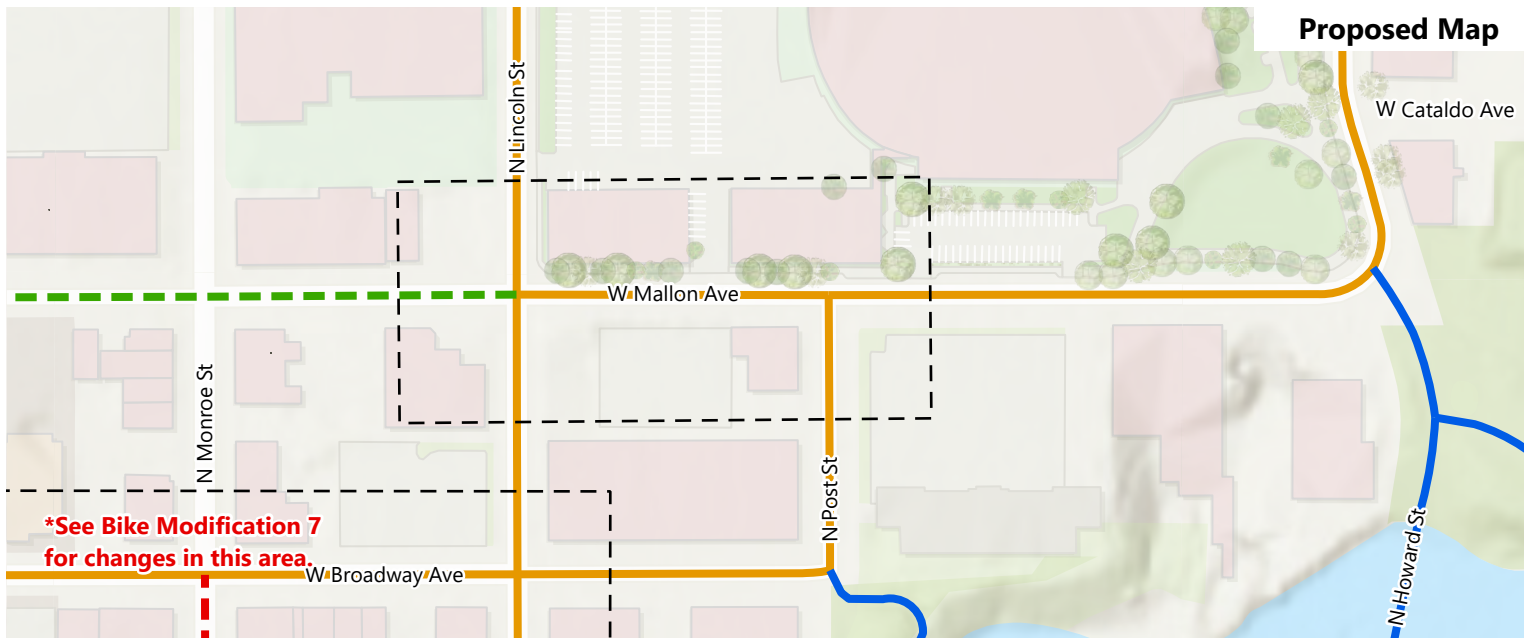


Area of Proposed Change

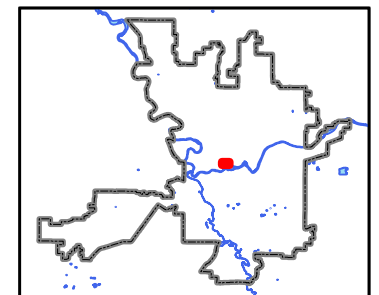
### Future Bikeway Network

- 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: 0.1 Miles



### PROJECT LOCATION



Planning Services Department  
Drawn By: Kevin Freibott



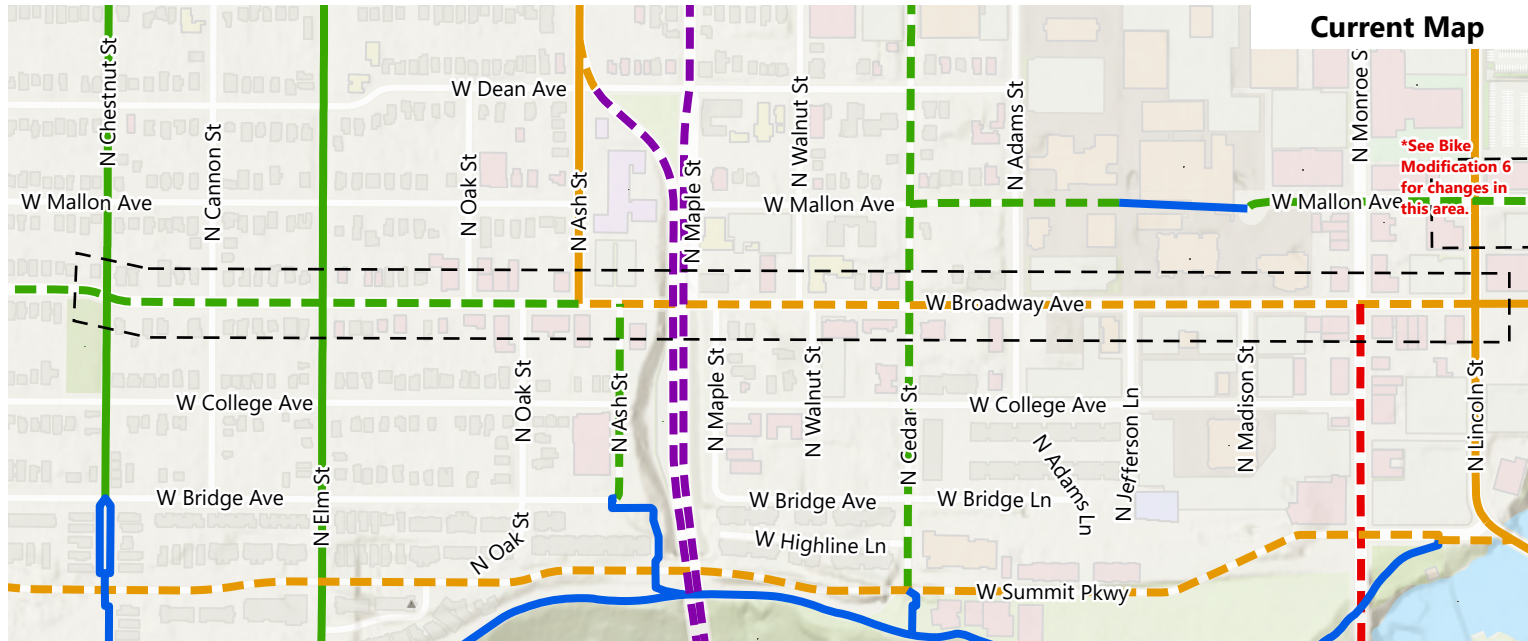
# 222-097COMP: Bike Map Modification 7 (Map TR-5)

W Broadway Ave (N Chestnut St to N Lincoln St) in the West Central and Riverside Neighborhoods

2022 Comprehensive Plan Amendment Proposals

Drawn: 7/28/2022

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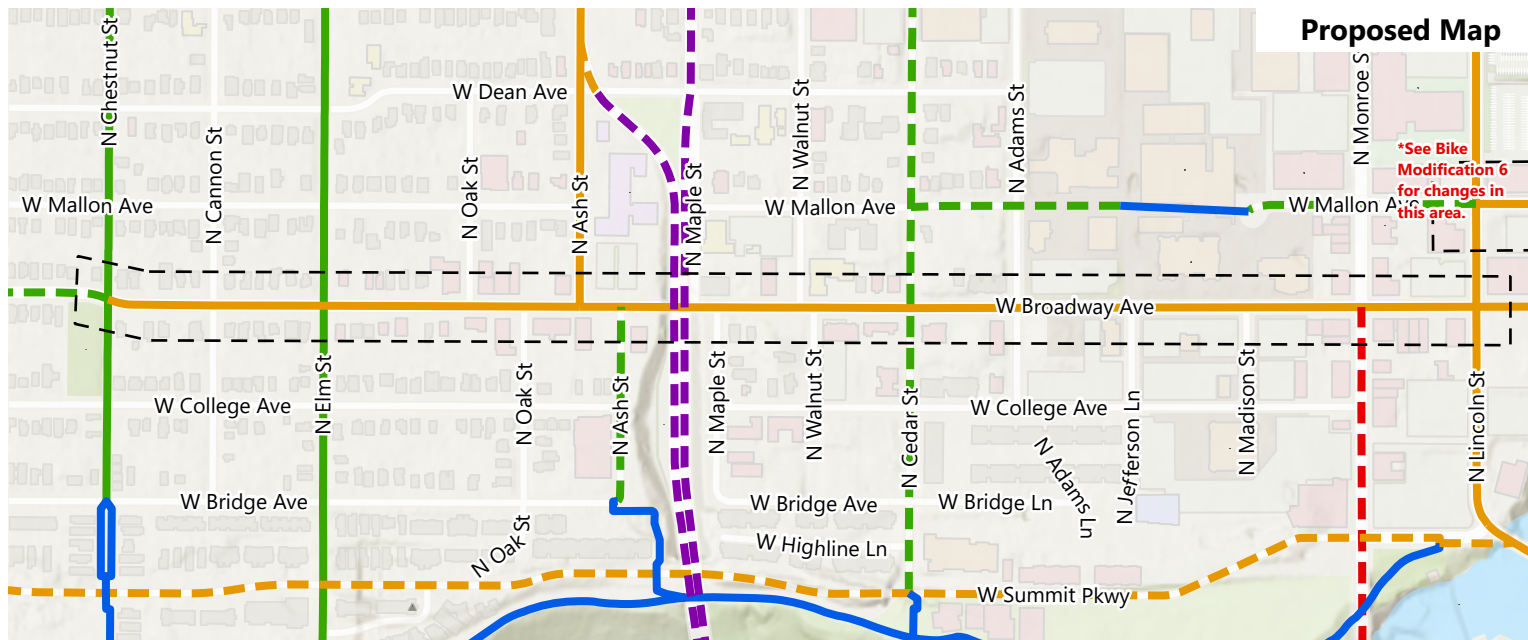
Current Map

Area of Proposed Change

## 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
- <all other values>

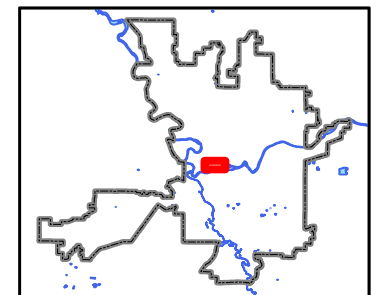
Length of Change: 0.9 Miles



Proposed Map

Note that this modification was amended during the public comment period to include the portion between N Ash Street and N Chestnut Street.

## PROJECT LOCATION



Planning Services Department  
Drawn By: Kevin Freibott





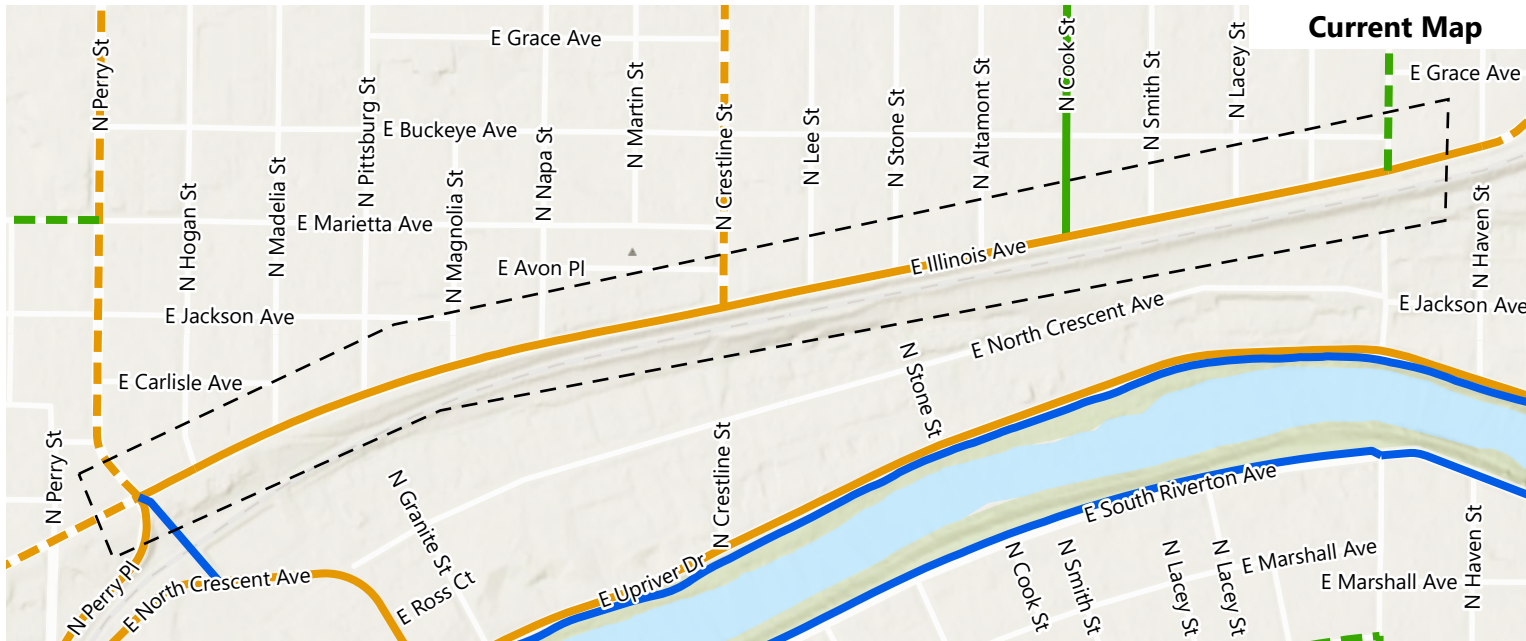
# 222-097COMP: Bike Map Modification 8 (Map TR-5)

E Illinois Ave (N Perry St to N Regal St) in the Logan, Bemiss, and Minnehaha Neighborhoods

2022 Comprehensive Plan Amendment Proposals

Drawn: 3/2/2022

THIS IS NOT A LEGAL DOCUMENT  
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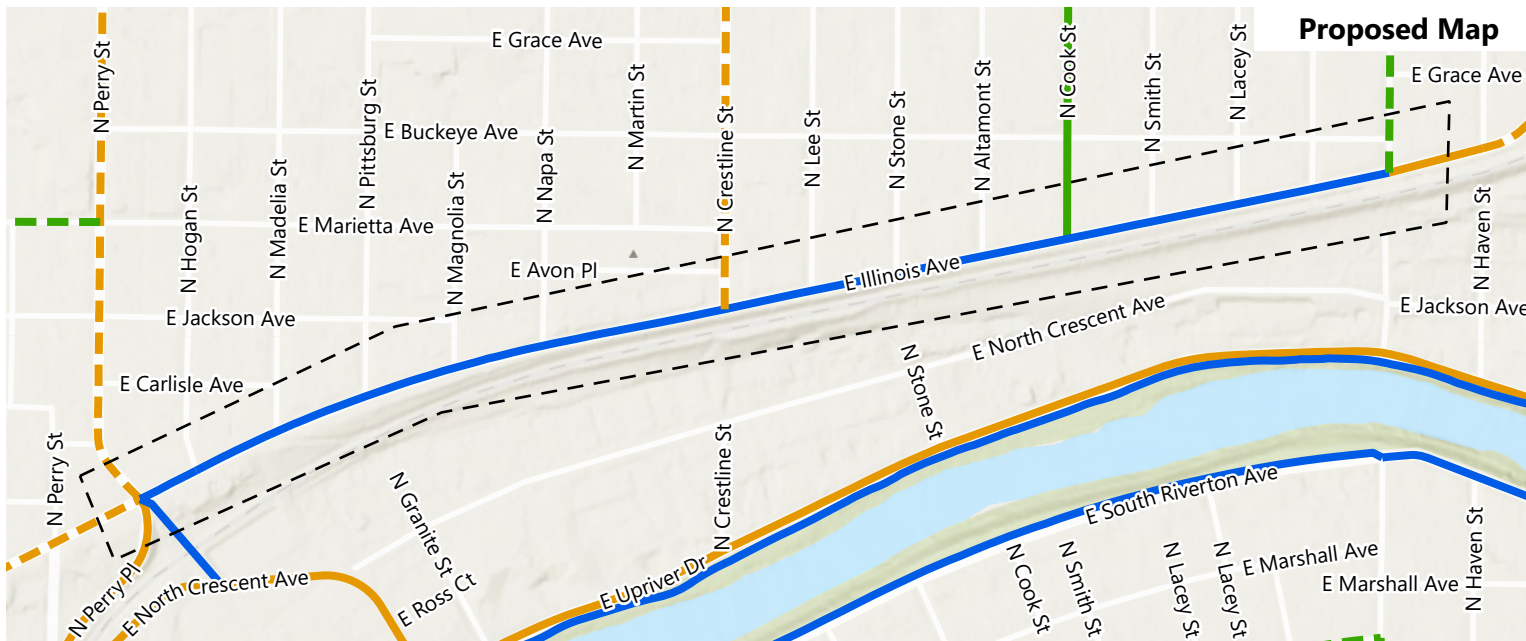
Current Map

Area of Proposed Change

## Future Bikeway Network

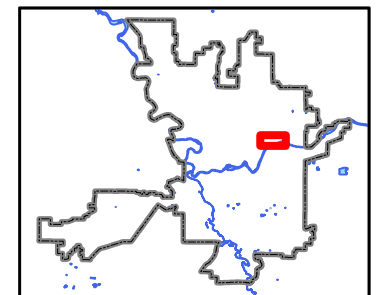
- Bike Friendly Route
- Closed to Bike
- Difficult Connection
- High Traffic (Bike Lane)
- High Traffic (Shared)
- Moderate Traffic (Bike Lane)
- Moderate Traffic (Shared)
- Neighborhood Greenway
- Shared Use Path
- Soft Surface Path

Length of Change: 1.0 Miles



Proposed Map

## PROJECT LOCATION



Planning Services Department  
Drawn By: Kevin Freibott



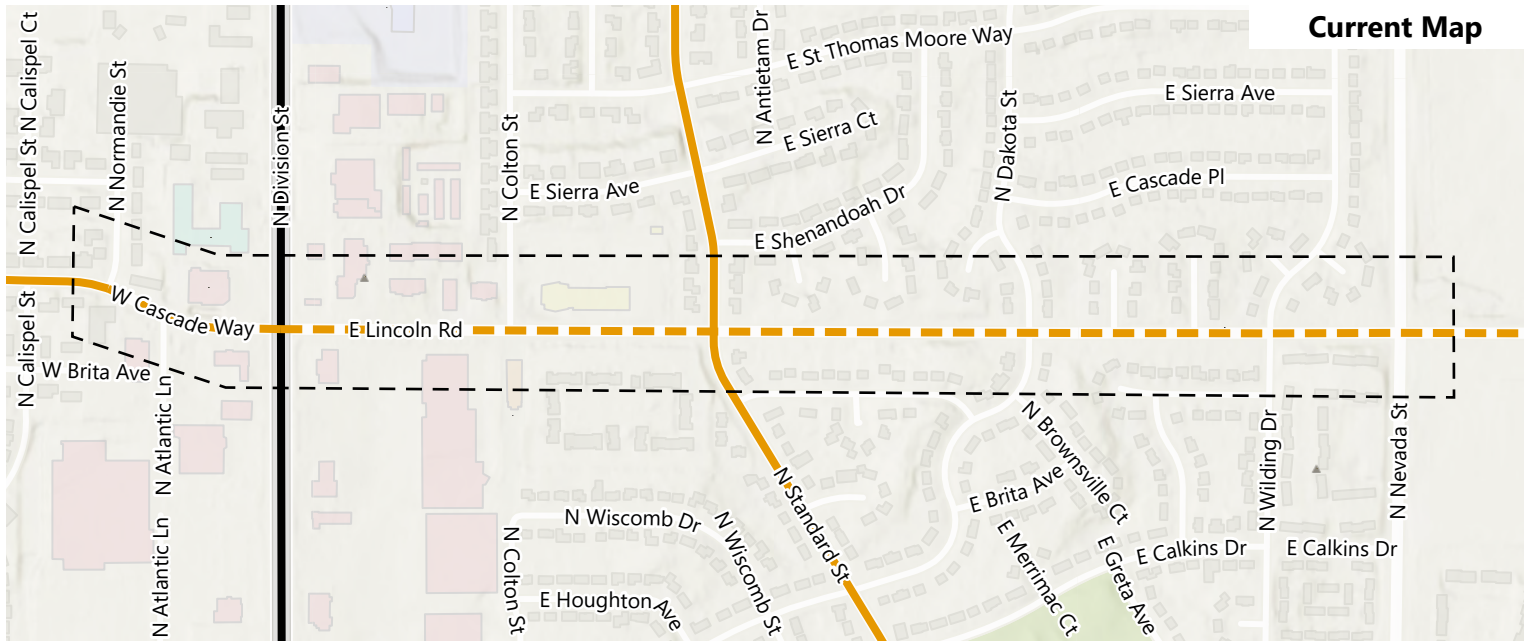
## 222-097COMP: Bike Map Modification 9 (Map TR-5)

W Cascade Way and E Lincoln Rd (N Normandie St to N Nevada St) in the Shiloh Hills Neighborhood

2022 Comprehensive Plan Amendment Proposals

Drawn: 3/2/2022

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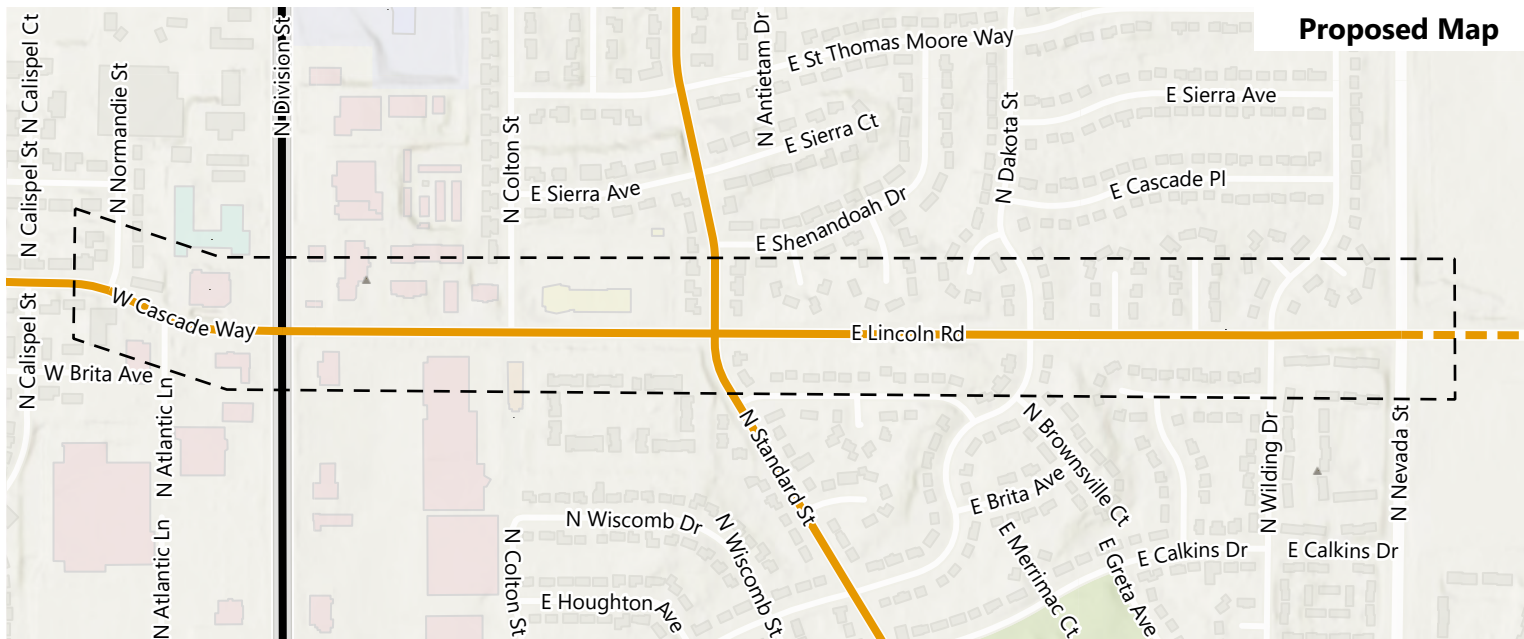
**Current Map**

Area of Proposed Change

### Future Bikeway Network

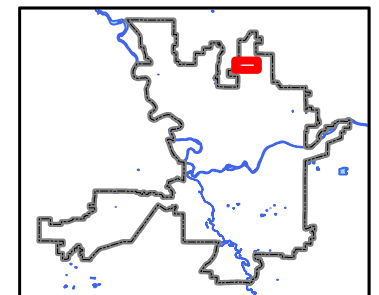
- Bike Friendly Route
- Closed to Bike
- Difficult Connection
- High Traffic (Bike Lane)
- High Traffic (Shared)
- Moderate Traffic (Bike Lane)
- Moderate Traffic (Shared)
- Neighborhood Greenway
- Shared Use Path
- Soft Surface Path

**Length of Change:** 0.9 Miles



**Proposed Map**

### PROJECT LOCATION



Planning Services Department  
Drawn By: Kevin Freibott





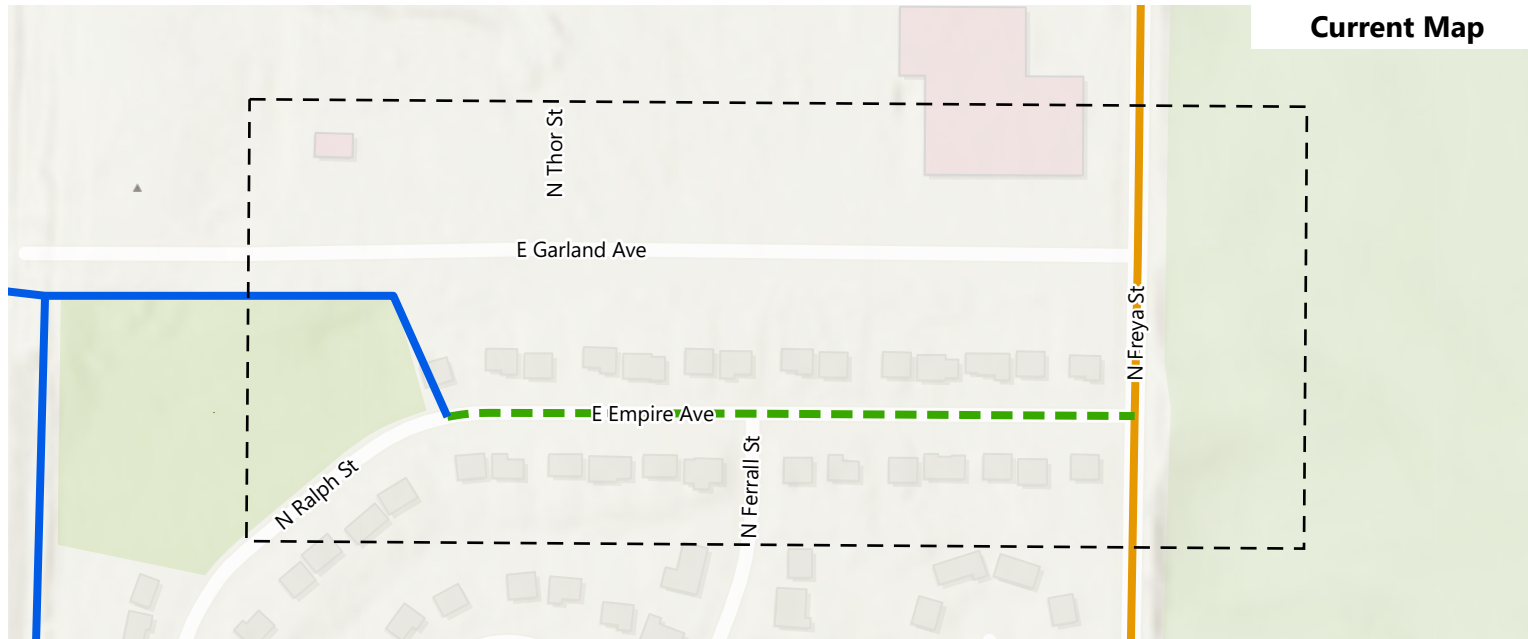
# Z22-097COMP: Bike Map Modification 10 (Map TR-5)

E Garland Ave (Wildhorse Park to N Freya St) in the Hillyard Neighborhood

2022 Comprehensive Plan Amendment Proposals

Drawn: 3/2/2022

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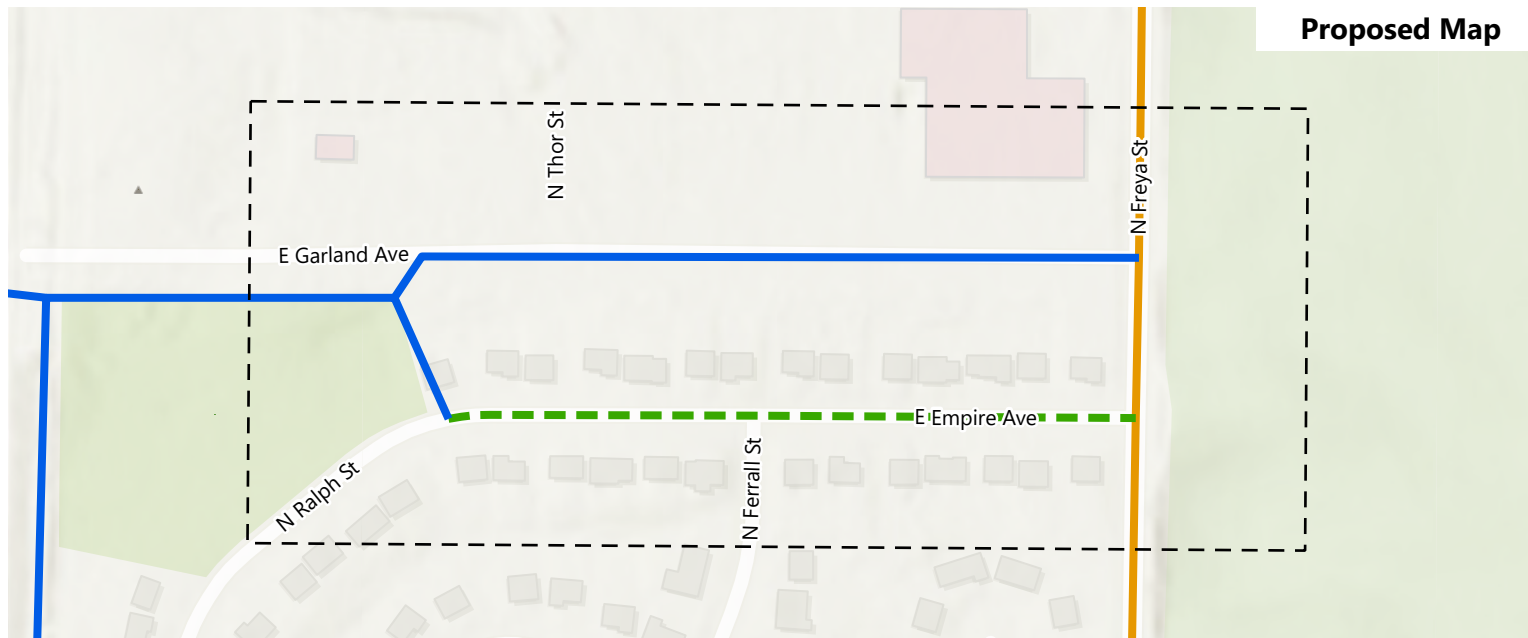
Current Map

Area of Proposed Change

## Future Bikeway Network

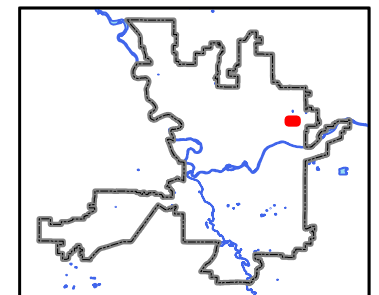
- Bike Friendly Route
- Closed to Bike
- Difficult Connection
- High Traffic (Bike Lane)
- High Traffic (Shared)
- Moderate Traffic (Bike Lane)
- Moderate Traffic (Shared)
- Neighborhood Greenway
- Shared Use Path
- Soft Surface Path

Length of Change: 0.2 Miles



Proposed Map

## PROJECT LOCATION



Planning Services Department  
Drawn By: Kevin Freibott



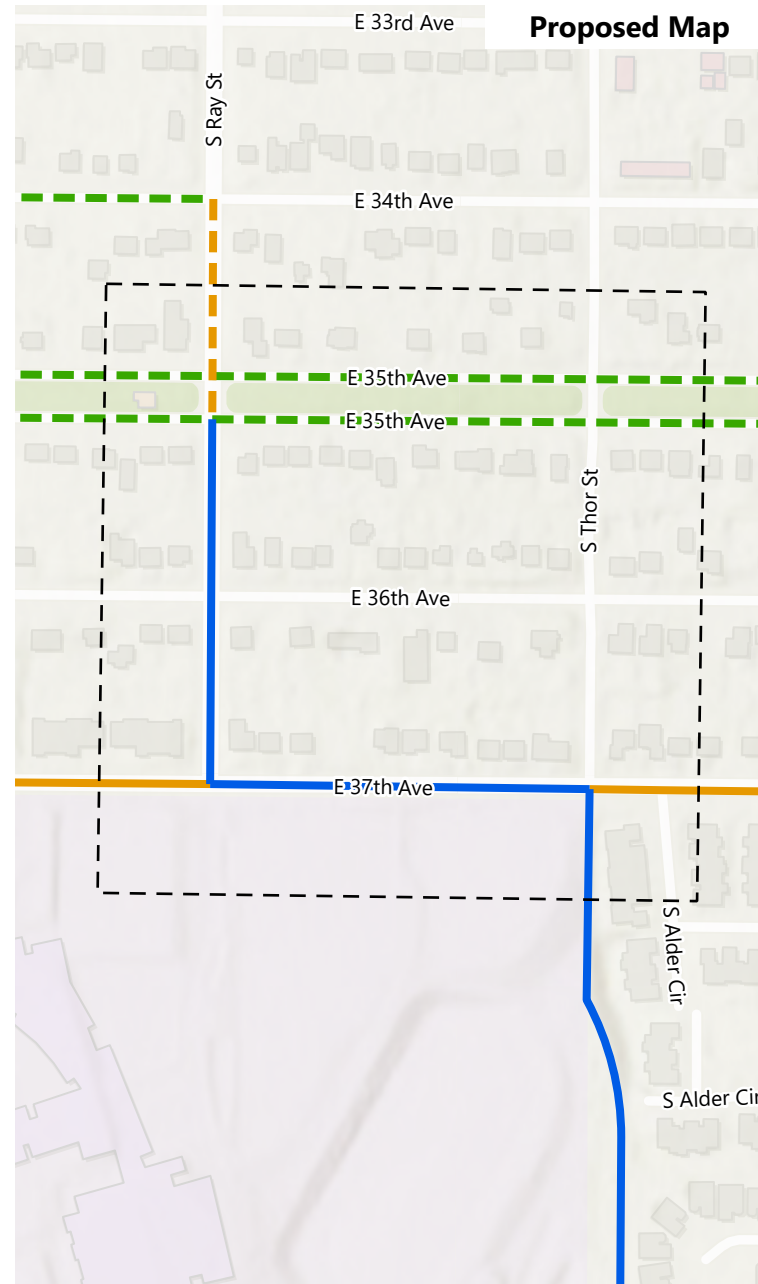
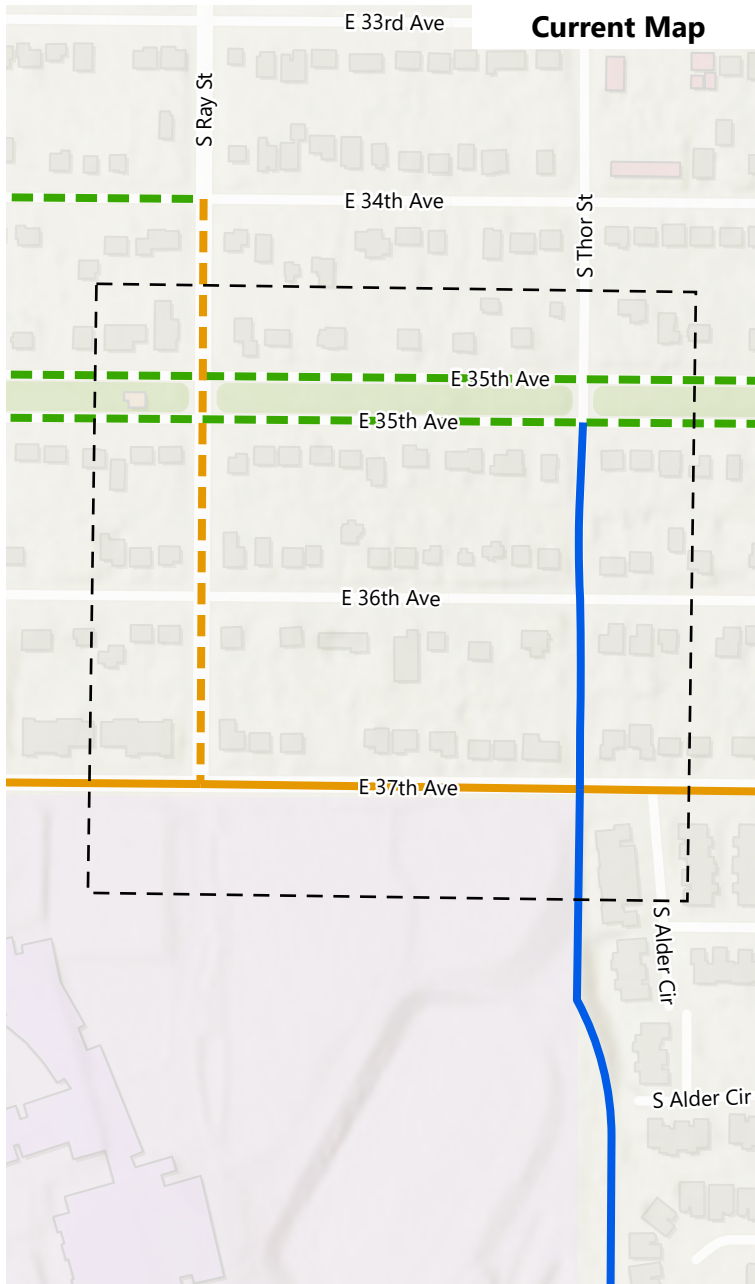
# 222-097COMP: Bike Map Modification 11 (Map TR-5)

S Ray St, E 37th Ave, and S Thor St in the Lincoln Heights and Southgate Neighborhoods

2022 Comprehensive Plan Amendment Proposals

Drawn: 3/2/2022

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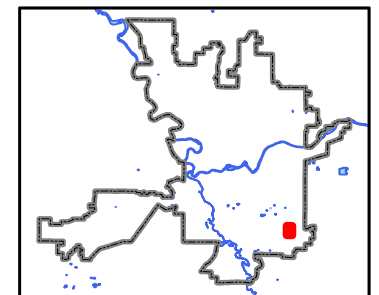
Area of Proposed Change

## 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:** 0.4 Miles

## PROJECT LOCATION



Planning Services Department  
Drawn By: Kevin Freibott



# 222-097COMP: Bike Map Modification 12 (Map TR-5)

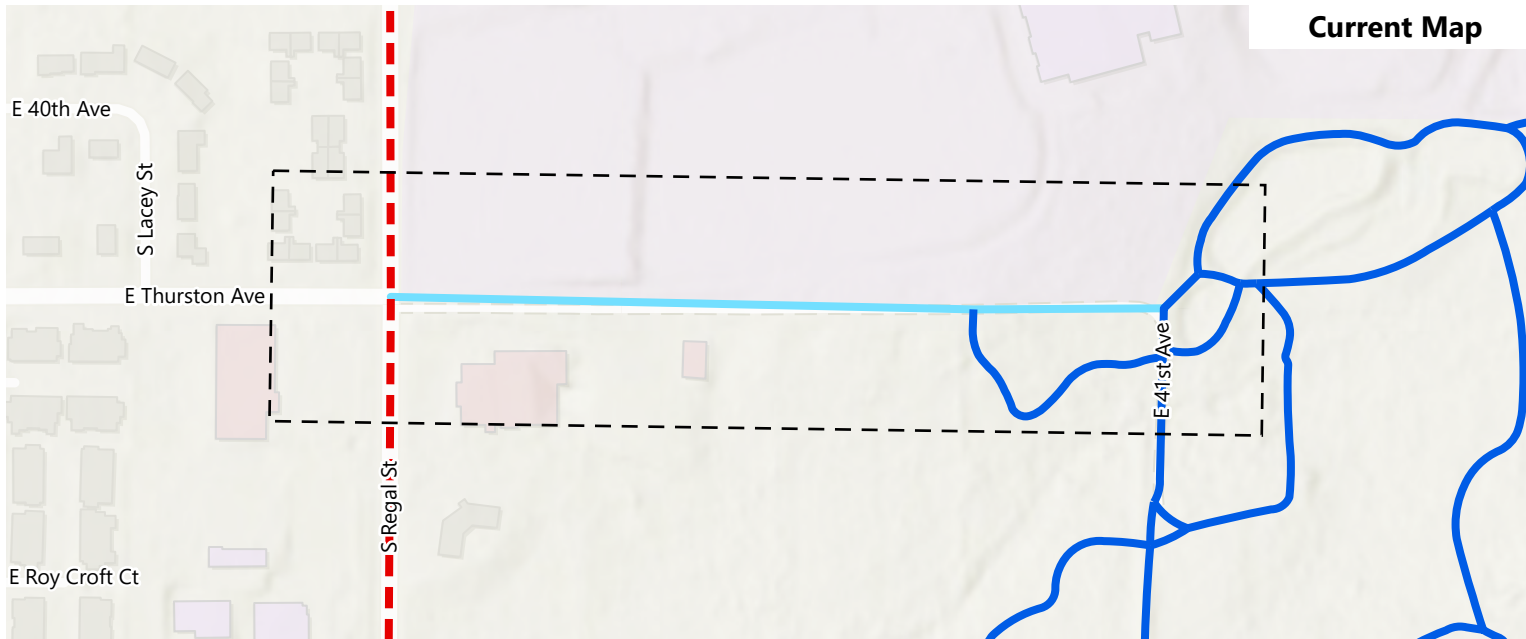
E Thurston Ave (S Regal St to the Hazel Creek area trails) in the Southgate Neighborhood

2022 Comprehensive Plan Amendment Proposals

Drawn: 3/2/2022

THIS IS NOT A LEGAL DOCUMENT

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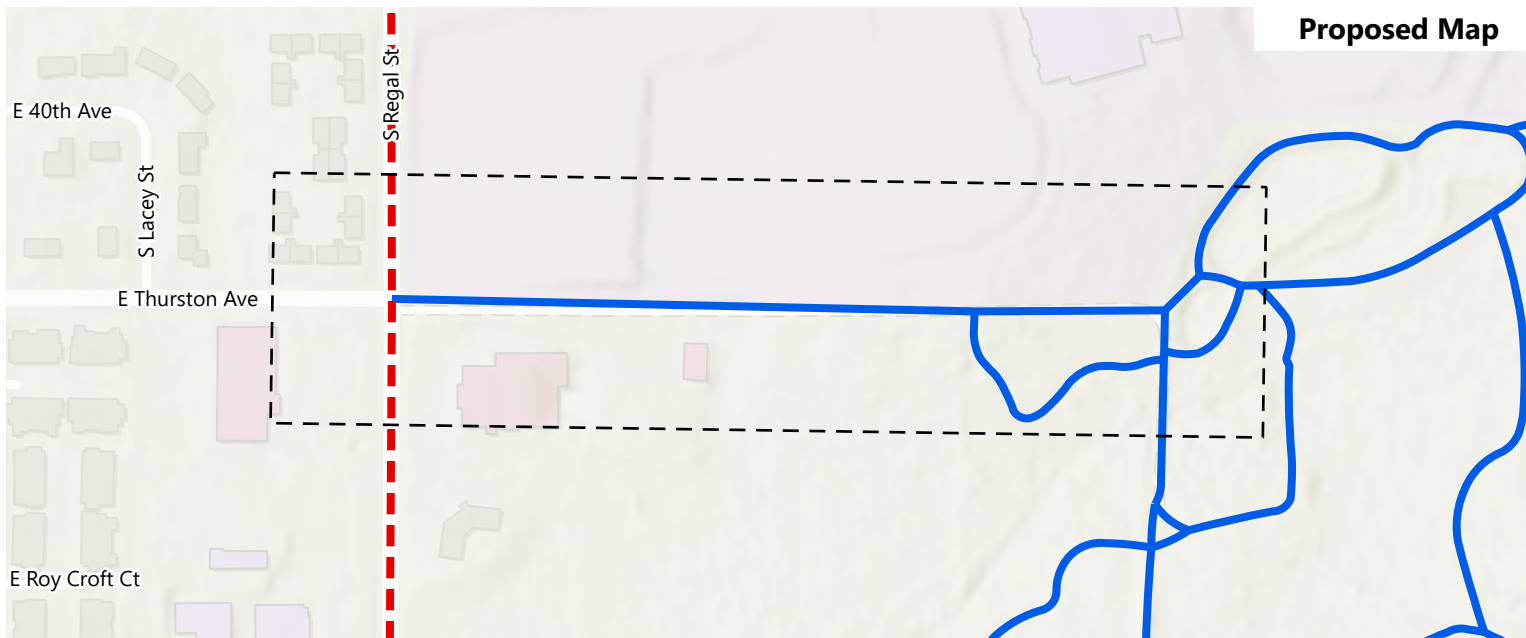


Area of Proposed Change

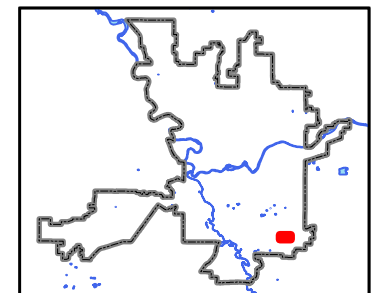
## Future Bikeway Network

- 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:** 0.25 Miles



## PROJECT LOCATION



Planning Services Department  
Drawn By: Kevin Freibott





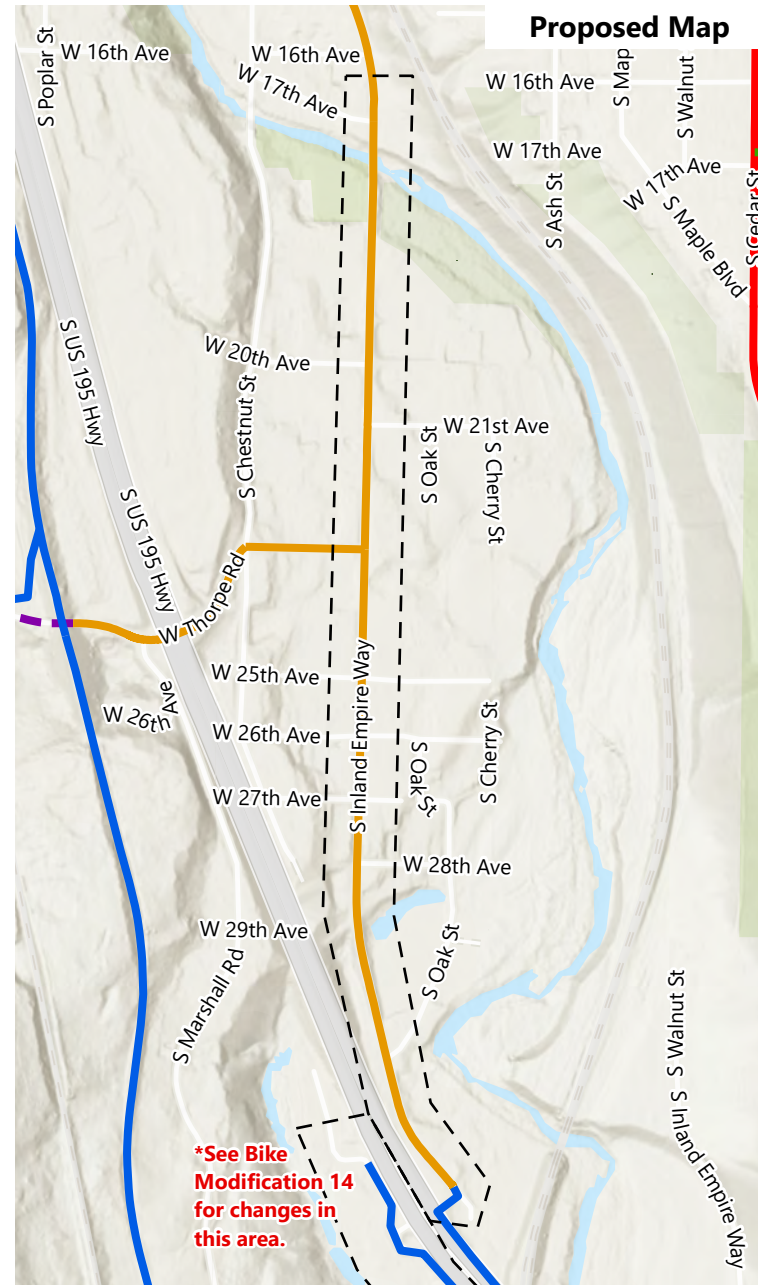
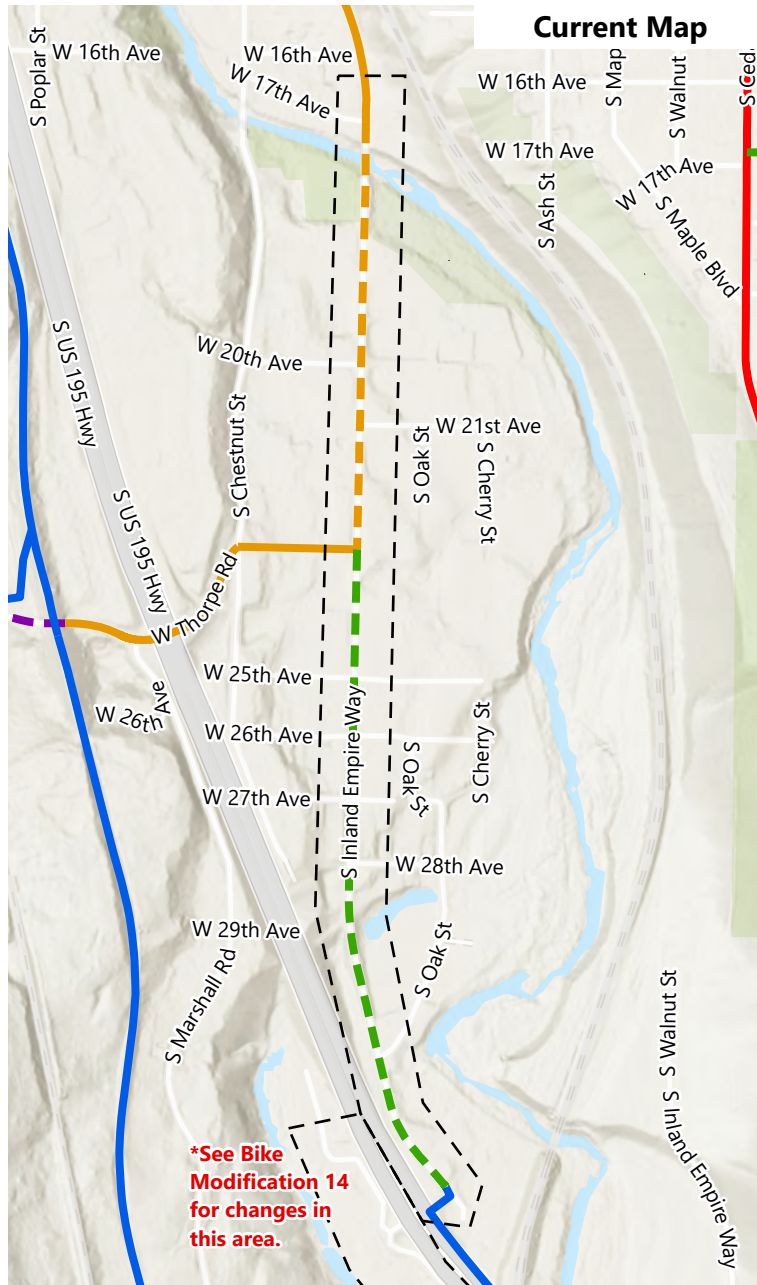
# 222-097COMP: Bike Map Modification 13 (Map TR-5)

S Inland Empire Way (W 17th Ave to W Inland Empire Access Way) in the Latah/Handman Neighborhood

2022 Comprehensive Plan Amendment Proposals

Drawn: 3/2/2022

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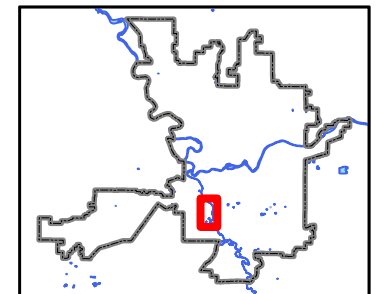
Area of Proposed Change

## 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: 1.4 Miles

## PROJECT LOCATION



Planning Services Department  
Drawn By: Kevin Freibott



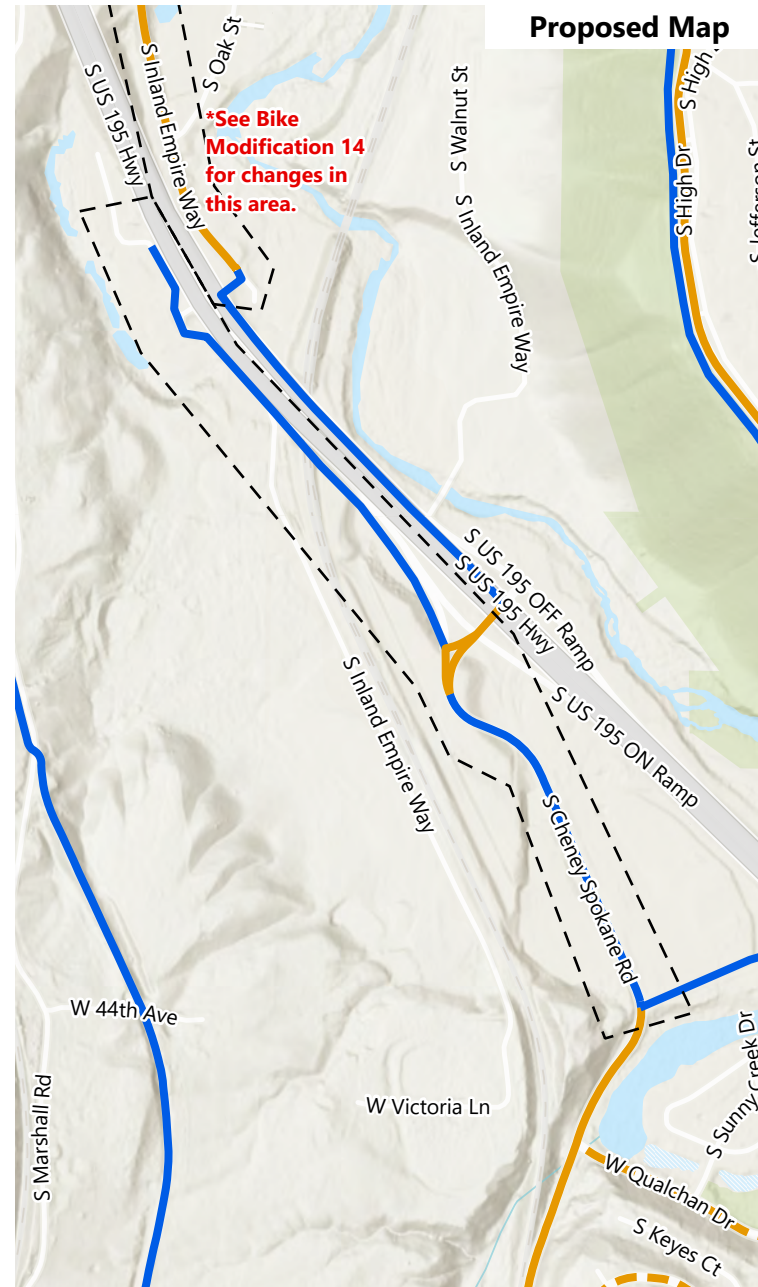
## 222-097COMP: Bike Map Modification 14 (Map TR-5)

S Spring Creek Ln (entire length) and S Cheney Spokane Rd (US 195 overpass to 800' north of W Qualchan Dr) in the Latah/Hangman Neighborhood

2022 Comprehensive Plan Amendment Proposals

Drawn: 3/2/2022

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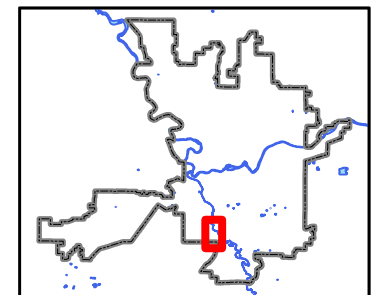
Area of Proposed Change

### 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

### PROJECT LOCATION



Planning Services Department  
Drawn By: Kevin Freibott



## Exhibit B

Currently Adopted Map TR-5



# Proposed Bike Network Map

Map TR 5

## Legend

### Proposed Bike Network

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

### Base Map Layers

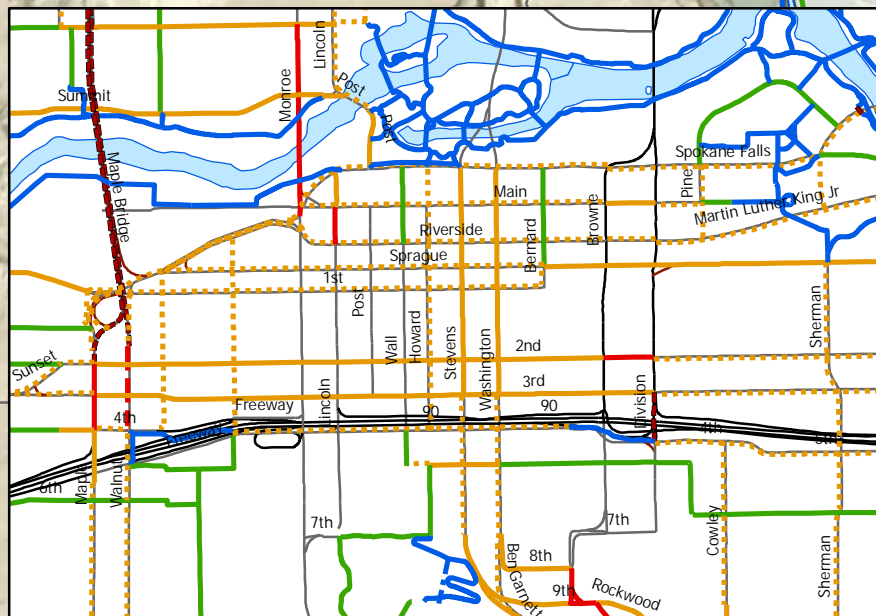
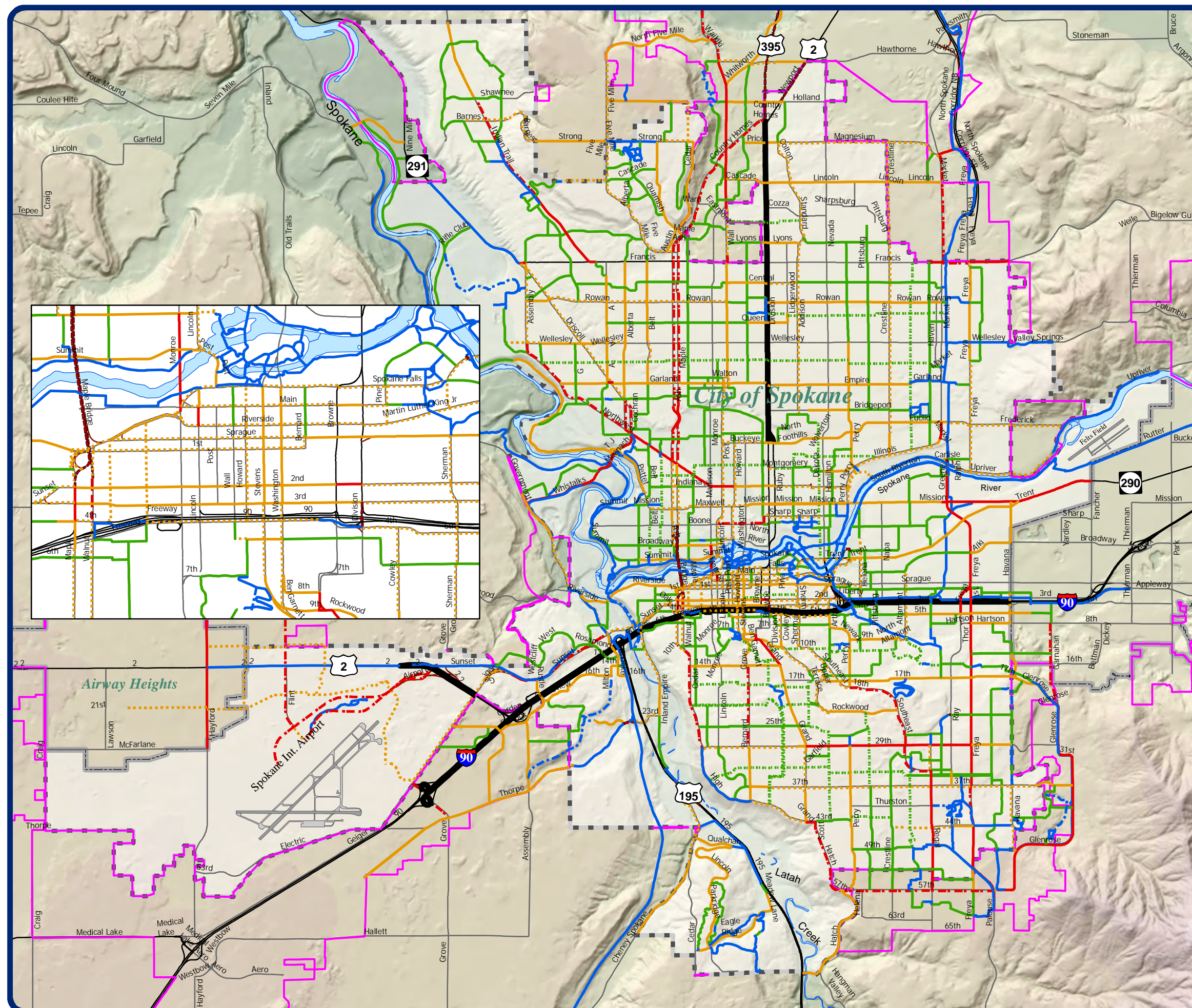
- County Adopted Urban Growth Area
- Municipal Boundary
- County Boundary
- Rivers
- State Routes
- Arterials
- Future North/South Corridor



Source: GIS  
Date: 02/2022



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





## Exhibit C

### List of Relevant Comp Plan Policies





## 2021/2022 Comprehensive Plan Amendments

### EXHIBIT C: Z22-097COMP

Department of Neighborhood and Planning Services

The following policies of the Comprehensive Plan relate to application Z22-097COMP. 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

- d. Ensure that the pedestrian and bicycle networks provide direct connections between major activity centers and transit stops and stations.
- e. The planning, design and construction of transportation projects should maintain or improve the accessibility and quality of existing and planned pedestrian and bicycle facilities.
- f. Implement a network of low vehicle volume, bike-friendly routes throughout the city.
- g. Support the development of a bike-share program within the city core.
- h. Seek grant funding for projects and programs such as Safe Routes to School, Transportation Alternatives, and other active transportation initiatives.
- i. 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.
- j. 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.
- k. 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.
- l. Work with local and regional partners to implement the “Spokane County Wayfinding and Gateway Feature Placement & Design Plan”.
- m. 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 7 Neighborhood Access

Require developments to have open, accessible, internal multi-modal transportation connections to adjacent properties and streets on all sides.

**Key Actions**

- a. Increase connectivity by providing walking and biking pathways where roadways do not connect.
- b. Ensure future connectivity to adjacent future development on vacant and/or underutilized parcels.
- c. Work with STA to plan for access to transit stops and consider the location and design of transit stops and transit user needs in site design where appropriate.

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.

## Exhibit D

Application Materials



# General Application

Rev.20180104

## DESCRIPTION OF PROPOSAL

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

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

Multiple locations and street segments. Please see attached list.

## APPLICANT

Name: Colin Quinn-Hurst, Assistant Planner

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

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

## PROPERTY OWNER

Name: City of Spokane Public Right-of-Way

Address: 808 W. Spokane Falls Blvd.

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

## AGENT

Name: Not Applicable

Address:

Phone: Email:

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

Legal Description of Site:



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

☒ Applicant      ☐ Property Owner      ☐ Property Purchaser      ☐ Agent

Development Services Center 808 West Spokane Falls Boulevard, Spokane, WA 99201-3336  
my.spokanecity.org | Phone: 509.625.6300 | Fax: 509.625.6822

**Comprehensive Plan Amendments: Bicycle Master Plan Map TR-5 Adjustments - 2022**

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

	Street	From	To	Description
1	Pacific Avenue	Sherman St.	Sprague Way	Designate as planned Neighborhood Greenway
2	Frederick Ave	Market St.	Upriver Dr.	Change from planned Moderate Traffic Bike Lane to planned Shared Use Path
3	Washington St	Spokane Falls Blvd.	3rd Ave.	Change from Moderate Traffic Shared to planned Moderate Traffic Bike Lane
4	Fiske St.	27th Ave.	35th Ave.	Change from Bike Friendly Route to planned Neighborhood Greenway
5	Fish Lake Trail Connection	Milton St.	Clark Ave.	Adjust alignment to be consistent with Fish Lake Trail Connection Study alignment recommendation
6	Mallon Ave	Lincoln St.	Post St.	Change from Bike Friendly Route to planned Moderate Traffic Bike Lane
7	Broadway Ave	Ash St.	Lincoln St.	Change from Moderate Traffic Shared to planned Moderate Traffic Bike Lane; remove bike lane designation on Broadway Ave. west of Lincoln and from Post St. between Broadway and Mallon Ave.

# Exhibit E

## SEPA Checklist

Evaluation for  
Agency Use Only

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

**File No. Z22-097COMP**

**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.



Evaluation for  
Agency Use Only

## 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: 3/14/2022
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 2022. 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

Evaluation for  
Agency Use Only

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.

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

Evaluation for  
Agency Use Only

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.

Evaluation for  
Agency Use Only

## 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.



Evaluation for  
Agency Use Only

- 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.

Evaluation for  
Agency Use Only

- (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.

Evaluation for  
Agency Use Only

(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:

Evaluation for  
Agency Use Only

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.



Evaluation for  
Agency Use Only

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:

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Agency Use Only

- (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?

Evaluation for  
Agency Use Only

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.

Evaluation for  
Agency Use Only

## 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.

Evaluation for  
Agency Use Only

- 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.



Evaluation for  
Agency Use Only

- 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.

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Agency Use Only

*(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.

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- 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.

Evaluation for  
Agency Use Only

### 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: 3/14/2022 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

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Staff member(s) reviewing checklist: \_\_\_\_\_

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



Evaluation for  
Agency Use Only

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.

Evaluation for  
Agency Use Only

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.

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## 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

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Staff member(s) reviewing checklist: \_\_\_\_\_

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.

## Exhibit F

SEPA Determination of Non-Significance

**NONPROJECT DETERMINATION OF NONSIGNIFICANCE****FILE NO(S):** Z22-097COMP**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 actual construction is proposed at this time.

**LOCATION OF PROPOSAL, INCLUDING STREET ADDRESS, IF ANY:** Various public rights-of-way throughout the City, exact locations are available by contacting the City of Spokane.

**LEAD AGENCY:** City of Spokane

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

- ☐ There is no comment period for this DNS.
- ☐ This DNS is issued after using the optional DNS process in section 197-11-355 WAC. There is no further comment period on the DNS.
- ☒ This DNS is issued under 197-11-340(2); the lead agency will not act on this proposal for at least 14 days from the date of issuance (below). Comments regarding this DNS must be submitted no later than 5 p.m. on September 13, 2022 if they are intended to alter the DNS.

\*\*\*\*\*

**Responsible Official:** Spencer Gardner**Position/Title:** Director, Planning Services **Phone:** (509) 625-6500**Address:** 808 W. Spokane Falls Blvd., Spokane, WA 99201

**Date Issued:** Aug 23, 2022 **Signature:** 

\*\*\*\*\*

**APPEAL OF THIS DETERMINATION**, after it has become final, may be made to the City of Spokane Hearing Examiner, 808 West Spokane Falls Blvd., Spokane WA 99201. The appeal deadline is Noon on 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.

\*\*\*\*\*



## Exhibit G

### Agency Comments

**From:** [Carol Tomsic](#)  
**To:** [Freibott, Kevin](#); [Downey, KayCee](#); [Black, Tirrell](#)  
**Cc:** [Marilyn](#); [Sally](#); [Kinnear, Lori](#); [Wilkerson, Betsy](#); [Beggs, Breean](#); [Cathcart, Michael](#); [Gardner, Spencer](#)  
**Subject:** Comments on the 2021-2022 Proposed Comprehensive Plan Amendments  
**Date:** Friday, July 22, 2022 7:13:40 PM

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**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

**Comment on Z21-282COMP, 2402 E 31st and 2502 E 31st**

The proposed increased density at 2402 E 31st does not encourage affordable housing variety and options for the missing middle in our neighborhood. It just encourages a developer to build 114 residential units. The city's basis on building housing near centers and corridors is antiquated. The pandemic has led people away from dense spaces, and less reliant on transit due to remote work. A less dense land use on the parcel necessitates a housing variety where residents can be home-owners, build generational wealth, and develop a stake in our neighborhood. And, the proposed increased density allowing 114 residential units will take away open-space and make our streets congested and unsafe for pedestrians and bicyclists. An increased density will also negatively affect the existing single-family houses on the south side of the parcel and the 236 well-designed residential units in the upcoming Garden District PUD.

A hawklight or flashing beacon will need to be installed at 31st/SE Blvd before any zoning or land use change. Presently, there are no safe pedestrian crossings on SE Blvd between 29th to Regal. Increased housing will keep our district center thriving and sustainable but not if there are no safe and convenient pedestrian and bicycle linkages to our transit park & ride and district center.

The city also needs to implement the traffic solutions in the 2019 KDS traffic study of the 29th Ave Corridor and preserve the mitigated traffic calming in the Garden District PUD prior to any zoning or land use change. I am greatly concerned the increased congestion at SE Blvd/31st will detour throughway traffic on SE Blvd between 29th and Regal into our residential neighborhoods.

I want the city-added parcel at 2502 E 31st to be withdrawn from the amendment. The South Hill Park & Ride has been identified as an opportunity for redevelopment (2015 Urban Land Institute Technical Assistance Panel Recommendation Report for the City of Spokane on Lincoln Heights). STA also included 'a more active role in land use and development' and 'allowing transit compatible development on STA property' in their current 2035 survey. An unintentional loss of our South Hill park & ride would be detrimental to our district center and neighborhood.

The wetland must be protected. The increased density on the parcel would require an expansion of the buffer edge on the wetland west of the parcel. The parcel is comprised of rock outcrop and future development and removal of the rock outcrop may affect water flow and dewater the wetland.

The historically walked across bicycle and pedestrian trails on the parcel must be preserved. 33rd/Altamont can not be vacated without a guarantee the historically used right-of-way bicycle and pedestrian trails on the land will be preserved and maintained by the owner/city.

**Comment on Z21-283COMP**

27th between SE Blvd and Ray St was updated to an arterial in 2019. A centerline was added. Stop signs were added at Mt. Vernon and Fiske St. The traffic moves fast on the street. There are no sidewalks in front of the parcels. It is unsafe to walk on the street (especially where cars are parked and I am closer to the centerline) or cross at the 27th/Mt Vernon intersection. Sidewalks must be added prior to a zoning or land use change.

**Comment on Z22-097COMP**

I support the Bike Map Modification #4, Bike Map Modification #11, and Bike Modification #12. Our neighborhood is bicycle friendly and I greatly appreciate all the work Colin Quinn-Hurst does to make our streets safe for our bicyclists.

Carol Tomsic  
resident

**From:** [Lindsey Shaw](#)  
**To:** [Quinn-Hurst, Colin](#)  
**Subject:** Fwd: Request for Comments - Bike Network Map Amendment Proposal  
**Date:** Friday, April 15, 2022 8:23:30 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image004.png](#)  
[RFC - Bike Map Amendments - Z22-097COMP.pdf](#)

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[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi Colin,

I am so thankful for your work on this. I love seeing the attention to district one. Thank you very much.

----- Forwarded message -----

**From:** **Bishop, Stephanie** <[sbishop@spokanecity.org](mailto:sbishop@spokanecity.org)>  
**Date:** Fri, Apr 15, 2022, 7:29 PM  
**Subject:** Request for Comments - Bike Network Map Amendment Proposal  
**To:** Churchill, Jackie <[jchurchill@spokanecity.org](mailto:jchurchill@spokanecity.org)>  
**Cc:** Freibott, Kevin <[kfreibott@spokanecity.org](mailto:kfreibott@spokanecity.org)>, Mowery Frashefski, Kara <[kmoweryfrashefski@spokanecity.org](mailto:kmoweryfrashefski@spokanecity.org)>, Downey, KayCee <[kdowney@spokanecity.org](mailto:kdowney@spokanecity.org)>

Good Evening,

Please find attached the Request for Comments, Environmental Checklist, Application, and Supporting Documents for the following:

**Proposal Name:** TR-5 Map Amendments Proposed Bike Network Map Amendment Proposal

**Permit #:** Z22-097COMP

Please direct any questions or comments to Assistant Planner II, KayCee Downey, at [kdowney@spokanecity.org](mailto:kdowney@spokanecity.org).

Thank you,



Stephanie N Bishop | Planning Services & Historic Preservation | Clerk III

509.625.6244 | *fax* 509.625.6013 | [sbishop@spokanecity.org](mailto:sbishop@spokanecity.org)

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**From:** [Hayes, Jami](#)  
**To:** [Downey, KayCee](#)  
**Subject:** FW: Request for Comments - Bike Network Map Amendment Proposal  
**Date:** Tuesday, May 10, 2022 12:31:45 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)

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**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

Hi KayCee,

I just remembered that I had some questions/comments for you. If it is too late I completely understand, but they are in the below email addressed to Barry. Sorry for the late response.

*Jami Hayes*

Senior Project Manager  
Spokane County Public Works  
Direct: 509-638-5428

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**From:** Hayes, Jami  
**Sent:** Monday, April 18, 2022 9:32 AM  
**To:** Greene, Barry <[BGreene@spokanecounty.org](mailto:BGreene@spokanecounty.org)>  
**Subject:** RE: Request for Comments - Bike Network Map Amendment Proposal

Barry,

Thanks for sending this over for me to look at. I guess I have two thoughts...

1-The Frederick project is in the County. I know this project has been in the works for a while now and is intended to connect with Upriver/the Centennial Trail. Is the County going to help fund the section that is in the County?

2-I would like to see how their Lincoln project will eventually line up with our Lincoln project on the south side of the road. Is the Moderate Traffic bike lane going to be on the same side of the road as our path or both sides of the road? I know that there is a huge block that is in between the two projects but eventually it will need to line up. I think the Douglas's own the "missing link" block. As they develop they will hopefully be required to improve this section to make the bicycle network connect.

Thanks,

Jami

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**From:** Greene, Barry  
**Sent:** Monday, April 18, 2022 9:10 AM  
**To:** Hayes, Jami <[JHAYES@SpokaneCounty.org](mailto:JHAYES@SpokaneCounty.org)>  
**Subject:** FW: Request for Comments - Bike Network Map Amendment Proposal

fyi

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**From:** Bishop, Stephanie [<mailto:sbishop@spokanecity.org>]  
**Sent:** Friday, April 15, 2022 7:00 PM  
**To:** Churchill, Jacqueline <[JChurchill@SpokaneCity.org](mailto:JChurchill@SpokaneCity.org)>  
**Cc:** Freibott, Kevin <[kfreibott@spokanecity.org](mailto:kfreibott@spokanecity.org)>; Mowery Frashfski, Kara <[kmoweryfrashfski@spokanecity.org](mailto:kmoweryfrashfski@spokanecity.org)>; Downey, KayCee <[kdowney@spokanecity.org](mailto:kdowney@spokanecity.org)>  
**Subject:** Request for Comments - Bike Network Map Amendment Proposal

Good Evening,

Please find attached the Request for Comments, Environmental Checklist, Application, and Supporting Documents for the following:

**Proposal Name:** TR-5 Map Amendments Proposed Bike Network Map Amendment Proposal

**Permit #:** Z22-097COMP

Please direct any questions or comments to Assistant Planner II, KayCee Downey, at [kdowney@spokanecity.org](mailto:kdowney@spokanecity.org).

Thank you,



Stephanie N Bishop | Planning Services & Historic Preservation | Clerk III  
509.625.6244 | fax 509.625.6013 | [sbishop@spokanecity.org](mailto:sbishop@spokanecity.org)



FIND US



LIKE US



FOLLOW US



**STREET DEPARTMENT**  
 901 N. NELSON ST.  
 SPOKANE, WASHINGTON  
 99202-3769  
 509.232.8800  
 FAX 509.232.8830

**DATE:** April 28<sup>th</sup>, 2022  
**TO:** KayCee Downey, Development Services  
**FROM:** Bobby Halbig, Street Department  
**SUBJECT:** Plan Review  
**PROJECT #:** **Z22-097COMP Bike Map Amendments**

We have reviewed the amendments and have the following comment(s).

**ID1 – Pacific Ave**

- 1 Greenway for businesses? Might be a little early for a greenway here. (GTO)

**ID2 – Euclid & Frederick Ave**

- 2 Does Spokane County Agree? There are marked bike lanes on City and County roads here. (GTO)
- 3 Western end should stop at Children of the Sun Trail. (BH)

**ID3 – Washington St**

- 4 There are lots of lane changes and dropped lanes through here so I'm not sure the bike lane is the right choice. (GTO)
- 5 Per CoS Design Standard Ch3 Figure 23: Washington St is a high-volume road. (BH)

**ID4 – Fiske St**

- 6 Greenway should extend to 36<sup>th</sup> for better connection to the school area. (GTO)

**ID6 – Mallon Ave**

- 7 Bike lane does not connect to anything and doesn't make sense. (GTO)
- 8 Per CoS Design Standard Ch3 Figure 23: Mallon Ave is a low-volume road. (BH)

**ID9 – Lincoln Rd**

- 9 Per CoS Design Standard Ch3 Figure 23: Lincoln Rd is a high-volume road. (BH)
- 10 Per SMC12.08.040 Lincoln Rd is a Principal Arterial. Suggest using a different corridor. (BH)

**ID12 – Private Property**

- 11 This will be problematic as this is private property. (GTO)
- 12 The amendment document calls this out as Thurston Ave, but this is private property owned by SPS. This section is also called 41<sup>st</sup> Ave per GIS and the county assessor map. (BH)

**ID13 & 14 – Inland Empire & Cheney Spokane**

- 13 Is there future connectivity planned between #13 & #14? (VM)

Val Melvin, P.E.

Gerald Okihara, P.E.

Ken Knutson, P.E.

Marcus Eveland

**From:** [Eliason, Joelle](#)  
**To:** [Downey, KayCee](#)  
**Cc:** [Nilsson, Mike](#); [Johnson, Erik D.](#); [Kells, Patty](#)  
**Subject:** Z22-097COMP TR-5 Map Amendments Proposed Bike Network SEPA  
**Date:** Monday, April 25, 2022 3:25:40 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)

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Development Services Center – Engineering has no concerns with this SEPA.



**Joelle Elias** | City of Spokane | Engineering Technician IV Development Services Center

509.625-6385 | 808 W Spokane Falls Blvd, Spokane, WA 99201 | [jeliason@spokanecity.org](mailto:jeliason@spokanecity.org) | [my.spokanecity.org](http://my.spokanecity.org)



# Exhibit H

Public Comments

**From:** [Kate B.](#)  
**To:** [Quinn-Hurst, Colin](#)  
**Subject:** Bike lanes on Broadway  
**Date:** Wednesday, July 20, 2022 7:29:05 PM

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**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

Dear Colin,

I'm a homeowner in West Central, and I'm writing in favor of extending the proposed bike lanes on Broadway out to Dutch Jakes Park and ideally to Chestnut. This would be very helpful for connecting more of our neighborhood to the greenway and to the Centennial Trail, assisting us in more reaching local retail as well as downtown without having to use a car and add to the burden on our parking lots.

Thanks very much for considering this! And on another note... please consider adding more hard barriers between roadways and major bike lanes. This will help people like me, who are more casual cyclists, confidently use our growing bike infrastructure.

I would be happy to chat more about these subjects! Thanks for your hard work to make our city a better place.

Best,

Kate Bitz



**From:** [James Halttunen](#)  
**To:** [Quinn-Hurst, Colin](#)  
**Subject:** Bicycle Master Plan-Broadway Extension  
**Date:** Saturday, July 23, 2022 6:21:59 AM

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**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

Hello,

I'm writing in support of the West Broadway addition to the city's Bicycle Master Plan (Modification 7), and to request that the city also extend the bicycle lanes westward on Broadway to Dutch Jake's Park at Chestnut. This extension would further connect West Central to the city's bicycle network and tie in nicely with both the upcoming Chestnut/Elm greenway and Dutch Jake's Park. Broadway should be wide enough there to support this change with minimal negative impact to the neighborhood. I frequently bike on this section of Broadway, both as part of my morning commute, but also with my young children, and I would be thrilled to see it become a safer and more enjoyable place to ride.

Thank You,

James Halttunen

**From:** [Anne Johnson](#)  
**To:** [Quinn-Hurst, Colin](#)  
**Subject:** Bicycles! They are good!  
**Date:** Wednesday, July 20, 2022 6:48:49 PM

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**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

Hello,

I'm writing in support of the West Broadway addition to the city's Bicycle Master Plan (Modification 7), and to request that the city also extend the bicycle lanes westward on Broadway to Dutch Jake's Park at Chestnut. This extension would further connect West Central to the city's bicycle network and tie in nicely with both the upcoming Chestnut/Elm greenway and Dutch Jake's Park. Broadway should be wide enough there to support this change with minimal negative impact to the neighborhood.

Thanks!

--

Anne Johnson  
She/her/hers

**From:** [Jessie Norris](#)  
**To:** [Quinn-Hurst, Colin](#)  
**Subject:** Extension of bike lane on Broadway Ave.  
**Date:** Thursday, July 21, 2022 7:55:05 AM

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**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

Hello,

I'm writing in support of the West Broadway addition to the city's Bicycle Master Plan (Modification 7), and to request that the city also extend the bicycle lanes westward on Broadway to Dutch Jake's Park at Chestnut. This extension would further connect West Central to the city's bicycle network and tie in nicely with both the upcoming Chestnut/Elm greenway and Dutch Jake's Park. Broadway should be wide enough there to support this change with minimal negative impact to the neighborhood.

Thanks for considering this change to the Plan.

Jessie Norris  
West Central resident

**From:** [Katie Salisbury](#)  
**To:** [Quinn-Hurst, Colin](#)  
**Subject:** West Broadway Bike Lane Feedback  
**Date:** Tuesday, July 26, 2022 10:58:26 PM

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**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

Hi Colin!

My friend Brian Thomas let me know that you were looking for feedback regarding the West Broadway addition to the city's Bicycle Master Plan (Modification 7), along with the request that the city also extend the bicycle lanes westward on Broadway to Dutch Jake's Park at Chestnut. As you know I'm a pretty regular bike commuter, and having bike lanes on Broadway would help ease this pathway to work each day. I appreciate the simplicity of removing the center turning lane to help accommodate this, and I don't see many folks using that lane anyway. Extending the bike lanes to Dutch Jake's Park, as far as that lane goes, seems to make sense and would be a wonderful linkage to the proposed greenway in West Central.

Thank you for your work on this!  
Katie

**From:** [Larry Swartz](#)  
**To:** [Quinn-Hurst, Colin](#)  
**Subject:** Bicycle Master Plan - Broadway Extension  
**Date:** Friday, July 22, 2022 11:20:41 AM

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**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

Hello,

I'm writing in support of the West Broadway addition to the city's Bicycle Master Plan (Modification 7), and to request that the city also extend the bicycle lanes westward on Broadway to Dutch Jake's Park at Chestnut. This extension would further connect West Central to the city's bicycle network and tie in nicely with both the upcoming Chestnut/Elm greenway and Dutch Jake's Park. Broadway should be wide enough there to support this change with minimal negative impact to the neighborhood.

Thanks!

Larry Swartz

**From:** [Brian Thomas](#)  
**To:** [Quinn-Hurst, Colin](#)  
**Subject:** Bicycle Master Plan update - Broadway  
**Date:** Sunday, July 17, 2022 4:49:46 PM

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**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

Howdy Colin,

I won't be able to attend the meeting this week regarding the proposed changes! Very excited about the new additions city wide!!

Just have a quick question regarding the new planned lanes along Broadway. Would it be possible to extend the plan westward a few blocks to Elm/Chestnut, to connect to the new linear park/greenway that's currently in planning? There's plenty of room - Broadway still has on street parking and a center turn lane until Dutch Jake's. It would be a nice bicycle connection into the heart of West Central and I believe pretty low impact.

Cheers! Thanks for all your work!



**From:** [Morgan Thomas](#)  
**To:** [Quinn-Hurst, Colin](#)  
**Subject:** Broadway portion of the bicycle master plan  
**Date:** Wednesday, July 20, 2022 6:51:51 PM

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**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

Hi Colin,

I heard that the bicycle master plan includes a portion of Broadway west of Maple/Ash, I'm writing in support of improved bicycle infrastructure in that area and also ask that the city extend that portion of the plan to bring it all the way to Chesnut as the neighborhood supports bicycle infrastructure along that route with connections to neighborhood parks and the centennial trail.

Thanks for your time and consideration,

Morgan Thomas