

**STAFF REPORT Z22-098COMP**

Department of Neighborhood and Planning Services

The following staff report concerns a proposed Comprehensive Plan Amendment to the current Comprehensive Plan for the City of Spokane. The proposal constitutes a change to the Arterial Network Map (Map TR-12) in Chapter 4 (Transportation) of the City's Comprehensive Plan and a text change discussing the US 195 Corridor. This amendment is proposed to modify the classification of several arterial streets. Amendments to the Comprehensive Plan are enabled by Spokane Municipal Code (SMC) 17G.020 and Revised Code of Washington (RCW) 36.70A.130.

**I. PROPOSAL SUMMARY**

The following street classifications in Map TR-12 would be made if this proposal is adopted:

Street	Limits	Classification on TR 12 Map	New Classification
Francis Avenue	Freya to East CL	Urban Principal Arterial	Urban Minor Arterial
Indian Trail Road	Francis to Shawnee	Urban Principal Arterial	Urban Minor Arterial
Indian Trail Road	Shawnee to North CL	Urban Minor Arterial	Urban Major Collector
Upriver Drive	North Crescent to Havana	Urban Major Collector	Urban Minor Arterial
21 <sup>st</sup> Avenue	Deer Heights to Flint	Proposed Urban Minor	Urban Minor Arterial
Sunset Highway Frontage Road	Russel to Grove	Local	Proposed Urban Minor Collector
Campus Drive	US 2 to Granite	Local	Proposed Urban Major Minor Collector
Inland Empire Way	23 <sup>rd</sup> Avenue to Cheney-Spokane	Urban Minor Collector/local	Urban Minor Arterial / Proposed Urban Minor Arterial
Marshall Road	Thorpe to 44 <sup>th</sup> Avenue	Proposed Urban Major Collector	Same, but match alignment to plan
44 <sup>th</sup> Avenue	Marshall to RR tracks	Local	Proposed Urban Major Collector
Lindeke	13 <sup>th</sup> to 16th	Proposed Urban Minor Arterial	Urban Major Collector
US 195 frontage road	Cheney-Spokane to Qualchan	Proposed Urban Major Collector	none
unnamed	Cheney-Spokane to Cedar	Proposed Urban Minor Collector	none
US 195 frontage road	Eagle Ridge Blvd to Hatch Road	Urban Major Collector	Proposed Urban Major Collector

44 <sup>th</sup> Avenue	Crestline to Altamont	Proposed Urban Major Collector	Urban Major Collector
37 <sup>th</sup> Avenue	Ray to Freya	Urban Minor Arterial	Urban Principal Arterial
Freya Street	37 <sup>th</sup> to 41st	Urban Minor Arterial	Urban Principal Arterial
2 <sup>nd</sup> Avenue	Sprague Way to Freya off-ramp	Urban Minor Arterial	Urban Principal Arterial
3 <sup>rd</sup> Avenue	Sprague Way to Freya on-ramp	Urban Minor Arterial	Urban Principal Arterial
G Street	Francis to Rowan	Local	Urban Minor Collector
Cincinnati Street	Desmet to Mission	Local	Urban Minor Collector
Pacific Ave	Spruce to Maple	Local	Urban Minor Collector
Broadway Ave	Lincoln to Post	Local	Urban Minor Collector
Post Street	Broadway to Mallon	Local	Urban Minor Collector

Additionally, the following text amendments to page 4-51 of Chapter 4, Transportation:

#### *US 195 Corridor*

A part of the National Highway System, US 195 supports an array of transportation demands including international, interstate, and interregional commerce. This highway is the regional transportation link of people and goods between Lewiston, Idaho and Spokane, Washington. Throughout the corridor there are numerous locations where growth is anticipated, primarily in the form of residential developments. The increased traffic associated with this growth will continue to intensify congestion and traffic safety concerns. The City of Spokane, WSDOT, and SRTC joined together to complete the US 195/I-90 Transportation Study in 2021. The study identified practical solutions that all agencies could agree on, with a focus on reducing the volume using the substandard NB 195 to EB I-90 ramp. The projects include: J-turns at US 195/Meadowlane and US 195/Hatch Roads, turn restrictions at US 195/16<sup>th</sup>, reconnection of Inland Empire Way to US 195 and reconstruction of some segments, construction of Lindeke from Thorpe to 16<sup>th</sup>, improvement of Marshall Road from Thorpe to 44<sup>th</sup>, restriping the commercial part of Cheney-Spokane Road, shared-use pathway on Cheney-Spokane from Qualchan Drive to the interchange, additional frontage roads between Qualchan and Hatch and establishment of transit service in the area.

## **II. APPLICANT SUMMARY**

<b>Agent:</b>	Inga Note, Integrated Capital Management Department
<b>Property Owner:</b>	City of Spokane

### III. PROPOSAL SUMMARY

<b>Location of Proposal:</b>	City Rights-of-Way (ROW)
<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, 2020
<b>Staff Contact:</b>	Kevin Freibott, Assistant Planner II, <a href="mailto:kfreibott@spokanecity.org">kfreibott@spokanecity.org</a>
<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 proposal constitutes a change to the Arterial Network Map (Map TR-12) in Chapter 4 (Transportation) of the City's Comprehensive Plan.
- 2. Site Description and Physical Conditions:** The proposal concerns street segments throughout the city. All are paved, with the exception of those marked "proposed" in the new classification.
- 3. Property Ownership:** City of Spokane ROW
- 4. Adjacent Property Improvements and Uses:** Adjacent property uses vary throughout the city including industrial, residential and commercial.

Street	Limits	Adjacent Land Use
Francis Avenue	Freya to East CL	Light and heavy industrial
Indian Trail Road	Francis to Shawnee	Residential, neighborhood commercial, office
Indian Trail Road	Shawnee to North CL	Residential
Upriver Drive	North Crescent to Havana	Residential multi-family
21 <sup>st</sup> Avenue	Deer Heights to Flint	Light industrial
Sunset Highway Frontage Road	Russel to Grove	Light industrial
Campus Drive	US 2 to Granite	Light industrial
Inland Empire Way	23 <sup>rd</sup> Avenue to Cheney-Spokane	Residential, residential agricultural
Marshall Road	Thorpe to 44 <sup>th</sup> Avenue	Residential
44 <sup>th</sup> Avenue	Marshall to RR tracks	Residential

Street	Limits	Adjacent Land Use
Lindeke	13 <sup>th</sup> to 16 <sup>th</sup>	Residential
US 195 frontage road	Cheney-Spokane to Qualchan	Residential
unnamed	Cheney-Spokane to Cedar	Residential
US 195 frontage road	Eagle Ridge Blvd to Hatch Road	Residential
44 <sup>th</sup> Avenue	Crestline to Altamont	Residential
37 <sup>th</sup> Avenue	Ray to Freya	Residential
Freya Street	37 <sup>th</sup> to 41 <sup>st</sup>	Residential
2 <sup>nd</sup> Avenue	Sprague Way to Freya off-ramp	General commercial, residential, office
3 <sup>rd</sup> Avenue	Sprague Way to Freya on-ramp	General commercial, residential, community business
G Street	Francis to Rowan	Residential, neighborhood retail
Cincinnati Street	Desmet to Mission	Residential, context area 4
Pacific Ave	Spruce to Maple	High density residential
Broadway Ave	Lincoln to Post	Downtown general
Post Street	Broadway to Mallon	Downtown general

*Adjacent property use - US 195 Corridor*

US 195	Hatch to I-90	Residential, small amounts of retail, community business, and residential agricultural
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## 5. Street Class Designations:

Street	Limits	Existing Classification	New Classification	Reason
Francis Avenue	Freya to East CL	Urban Principal Arterial	Urban Minor Arterial	Needs correction per WSDOT
Indian Trail Road	Francis to Shawnee	Urban Principal Arterial	Urban Minor Arterial	Match with FCC
Indian Trail Road	Shawnee to North CL	Urban Minor Arterial	Urban Major Collector	Match with FCC
Upriver Drive	North Crescent to Havana	Urban Major Collector	Urban Minor Arterial	Match with FCC
21 <sup>st</sup> Avenue	Deer Heights to Flint	Proposed Urban Minor	Urban Minor Arterial	Construction in 2022
Sunset Highway Frontage Road	Russel to Grove	Local	Proposed Urban Minor Collector	West Plains Subarea Plan
Campus Drive	US 2 to Granite	Local	Proposed Urban Major Minor Collector	West Plains Subarea Plan
Inland Empire Way	23 <sup>rd</sup> Avenue to Cheney-Spokane	Urban Minor Collector/local	Urban Minor Arterial / Proposed Urban Minor Arterial	US 195/I-90 Transportation Study
Marshall Road	Thorpe to 44 <sup>th</sup> Avenue	Proposed Urban Major Collector	Same, but match alignment to plan	US 195/I-90 Transportation Study
44 <sup>th</sup> Avenue	Marshall to RR tracks	Local	Proposed Urban Major Collector	US 195/I-90 Transportation Study
Lindeke	13 <sup>th</sup> to 16 <sup>th</sup>	Proposed Urban Minor Arterial	Urban Major Collector	US 195/I-90 Transportation Study
US 195 frontage road	Cheney-Spokane to Qualchan	Proposed Urban Major Collector	none	US 195/I-90 Transportation Study
unnamed	Cheney-Spokane to Cedar	Proposed Urban Minor Collector	none	Proposed by Marshall Creek subdivision
US 195 frontage road	Eagle Ridge Blvd to Hatch Road	Urban Major Collector	Proposed Urban Major Collector	Mistake on map
44 <sup>th</sup> Avenue	Crestline to Altamont	Proposed Urban Major Collector	Urban Major Collector	Construction in 2022
37 <sup>th</sup> Avenue	Ray to Freya	Urban Minor Arterial	Urban Principal Arterial	Ray-Freya Alternatives Analysis
Freya Street	37 <sup>th</sup> to 41st	Urban Minor Arterial	Urban Principal Arterial	Ray-Freya Alternatives Analysis
2 <sup>nd</sup> Avenue	Sprague Way to Freya off-ramp	Urban Minor Arterial	Urban Principal Arterial	Volumes/connectivity
3 <sup>rd</sup> Avenue	Sprague Way to Freya on-ramp	Urban Minor Arterial	Urban Principal Arterial	Volumes/connectivity
G Street	Francis to Rowan	Local	Urban Minor Collector	Longtime transit route. No intersection control.

Street	Limits	Existing Classification	New Classification	Reason
Cincinnati Street	Desmet to Mission	Local	Urban Minor Collector	CCL Route with uncontrolled intersection
Pacific Ave	Spruce to Maple	Local	Urban Minor Collector	CCL Route, has yield signs, prefers stop signs
Broadway Ave	Lincoln to Post	Local	Urban Minor Collector	Volumes, circulation in area
Post Street	Broadway to Mallon	Local	Urban Minor Collector	Volumes, circulation in area

## V. APPLICATION PROCESS AND PUBLIC COMMENT

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

Application Submitted .....January 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 within 400 feet of the proposal, along with pertinent application details on April 24, 2020. Following the agency/department comment period a Notice of Application was published in the newspaper of record and emailed to all Neighborhood Council contacts, Community Assembly Representatives, and alternates, asking for public comments on the proposal. During those two comment periods the following commenters submitted written comments (see **Exhibit I**):

- Cliff Winger, Resident
- Mark Davies, Resident
- Bobby Halbig, City of Spokane Streets Department
- Marcus Eveland, City of Spokane Streets Department

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

- Bryan Bogue, Resident
- Les Atwood, Resident
- Kassi Hays, Resident
- Molly Brown-Pulido, Resident
- Dawn Cuellar, Resident
- Catherine Hester, Resident

Mr. Halbig and Mr. Eveland listed several questions in the Street Department comment letter. ICM staff met with Streets and discussed the proposed changes. Most of the resident comments were in support of installing the stop signs due to vehicles not following the right-of-way rules. Residents also asked for changes to bus stop locations and to another street in the area. Some residents, like Ms. Catherine Hester, were concerned that the addition of stop signs on streets intersecting G Street would lead drivers on G Street to increase their speed.

Staff from ICM, Planning and Spokane Transit Authority (STA) also attended neighborhood council meetings for Northwest and Browne's Addition to discuss the proposed changes to G Street and Pacific Avenue.

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 project agent presented the various proposed map and text changes and gave an opportunity for Plan Commission to ask questions. No changes to the proposal were requested by Plan Commission.

## 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 establishes the approval criteria for Comprehensive Plan amendments. In order to approve a Comprehensive Plan Chapter 4 map amendment request, the decision-making authority shall make findings of fact based on evidence provided by the applicant

that demonstrates satisfaction of all the applicable criteria. The applicable criteria are shown below in *italic print*. Following each criterion is staff analysis relative to the amendment requested.

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

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

The proposal meets this criterion.

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

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

The proposal meets this criterion.

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

Staff Analysis: There will be no immediate impact to the city budget. The only near-term physical change to any of the streets would be installation of stop signs along Pacific Avenue and G Streets, and at one intersection on Cincinnati Street, which can be handled within the existing Streets Department budget.

The proposal meets this criterion.

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

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

- E. Internal Consistency:**

1. *The requirement for internal consistency pertains to the comprehensive plan as it relates to all of its supporting documents, such as the development regulations, capital facilities program, shoreline master program, downtown plan, critical area regulations, and any neighborhood planning documents adopted after 2001. In addition, amendments should*



*strive to be consistent with the parks plan, and vice versa. For example, changes to the development regulations must be reflected in consistent adjustments to the goals or policies in the comprehensive plan. As appropriate, changes to the map or text of the comprehensive plan must also result in corresponding adjustments to the zoning map and implementation regulations in the Spokane Municipal Code.*

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

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

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

The proposal meets this criterion.

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

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

The proposal meets this criterion.

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

**Staff Analysis:** The proposed text amendment is consistent with the US-195/I-90 Transportation Study, which was itself a regional planning effort to identify infrastructure impacts and needs in that area. Changes to Map TR-12 that are included in this proposal have similarly been sent to all regional agencies and departments no comments were received that would indicate that any of the proposed classification changes would be inconsistent with regional planning.

The proposal meets this criterion.

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

1. **Land Use Impacts:** *In addition, applications should be reviewed for their cumulative land use impacts. Where adverse environmental impacts are identified, mitigation requirements may be imposed as a part of the approval action.*
2. **Grouping:** *Proposals for area-wide rezones and/or site-specific land use plan map amendments may be evaluated by geographic sector and/or land use type in order to facilitate the assessment of their cumulative impacts.*

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

This proposal meets this criterion.

**H. SEPA:** *SEPA<sup>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 meets this criterion.

**I. Adequate Public Facilities:** *The amendment must not adversely affect the City's ability to provide the full range of urban public facilities and services (as described in CFU 2.1 and CFU 2.2) citywide*

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

*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 meets this criterion.

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

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

The proposal meets this criterion.

**K. Demonstration of Need:**

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

Staff Analysis: The proposal does not include a policy adjustment; thus this criterion does not apply. The proposal *does* include some text amendments to Chapter 4, however these are refinements intended to clarify projects and the transportation setting along the US-195 Corridor. These changes were impelled by and necessary to respond to the findings of the US-195/I-90 Transportation Study.

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: The designation of arterial classifications like those in Map TR-12 have been prepared according to the requirements of Comprehensive Plan policies listed in **Exhibit B**.

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

Staff Analysis: As this is a non-project proposal, the physical characteristics of the various road alignments will be analyzed for their physical limitations if and when future improvements are considered.

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

Staff Analysis: Consistent and periodic update of the arterial designations in the Comprehensive Plan allow for the document to adjust over time to up to date conditions and requirements, and to allow for the implementation of the comprehensive plan to be dynamic and responsive.

The proposal meets the criterion.

## **VII. CONCLUSION**

The proposal has been processed and considered according to the requirements of the Spokane Municipal Code. According to the information provided above and the whole of the administrative record, the proposal appears to comply with the considerations for a comprehensive plan amendment as provided in SMC 17G.020.030.

Following the close of public testimony and deliberations regarding conclusions with respect to the review criteria and decision criteria detailed in SMC Chapter 17G.020, Plan Commission will need to make a recommendation to City Council for approval or denial of the requested amendment to Chapter 4 of the City's Comprehensive Plan.

## **VIII. STAFF RECOMMENDATION**

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

## **IX. LIST OF EXHIBITS**

- |  |   |
|--|---|
| A. Map of project locations            | E. SEPA Determination of Non-Significance |
| B. List of Relevant Comp Plan Policies | F. Agency Comments                        |
| C. Application Materials               | G. Public Comments                        |
| D. SEPA Checklist                      |   |

## Exhibit A

Map of Project Locations

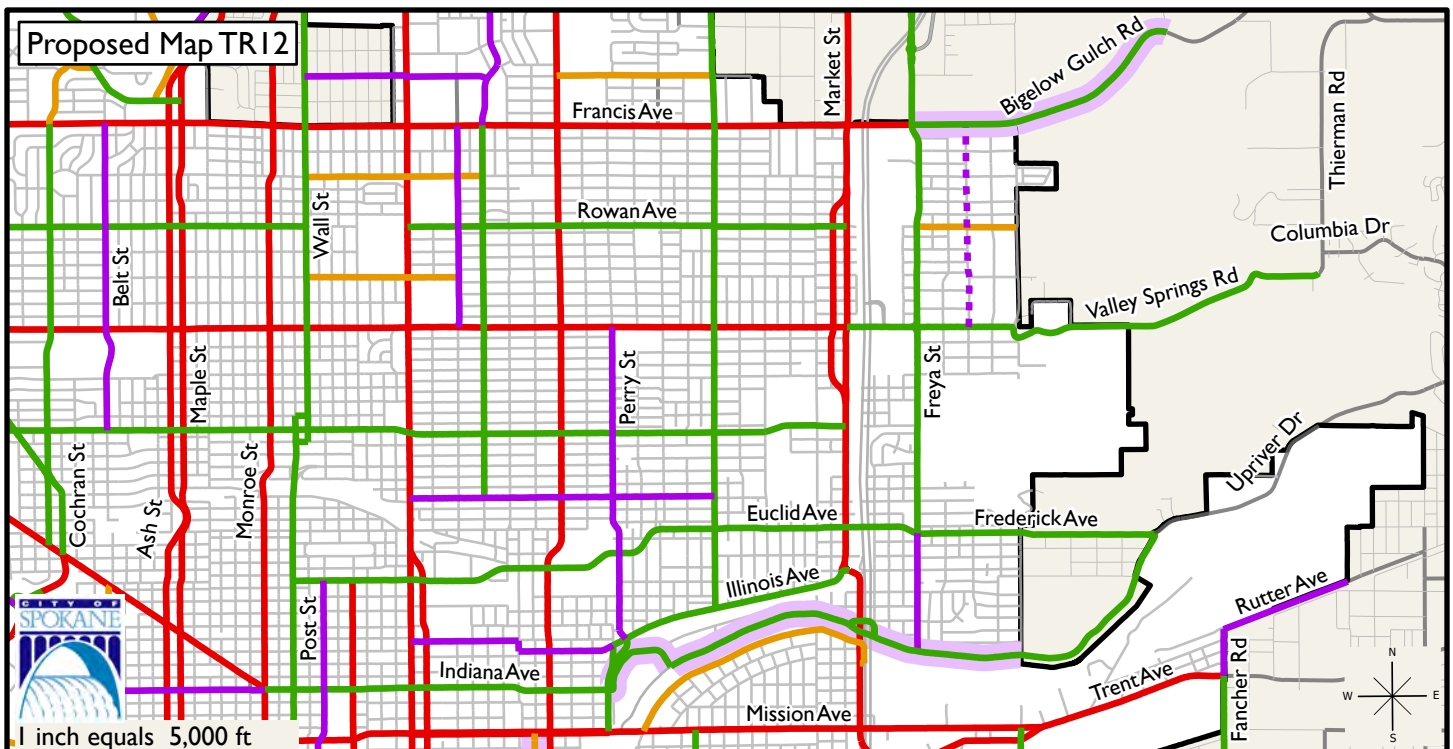
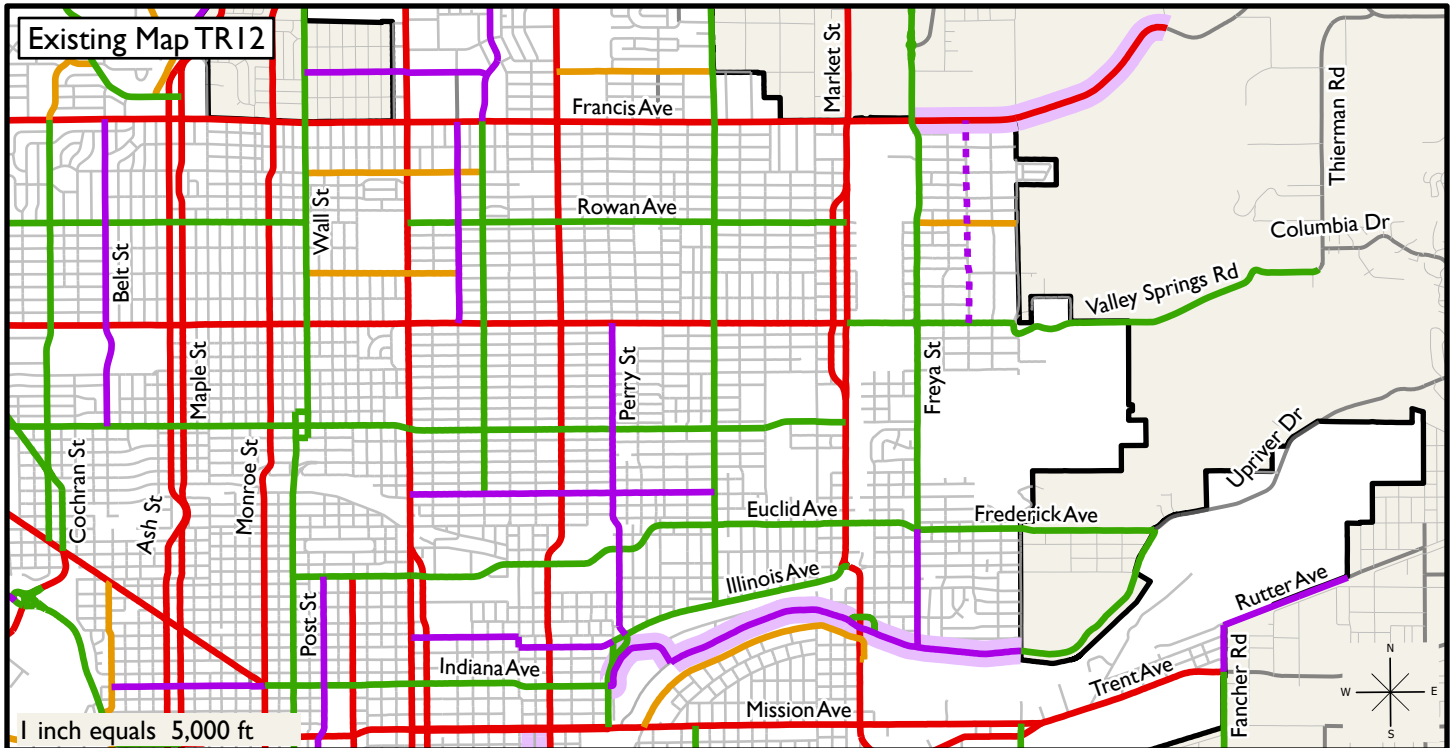
# 2022 Comprehensive Plan Amendment

## Legend

Change Request:  
East

- |   |                          |
|---|--------------------------|
| Proposed Urban Other Freeways and Expressways | Urban Interstate         |
| Proposed Urban Principal Arterial             | Urban Principal Arterial |
| Proposed Urban Minor Arterial                 | Urban Minor Arterial     |
| Proposed Urban Major Collector                | Urban Major Collector    |
| Proposed Urban Minor Collector                | Urban Minor Collector    |
| Urban Other Freeways and Expressways          | Urban Local Access       |

Date: February 2022



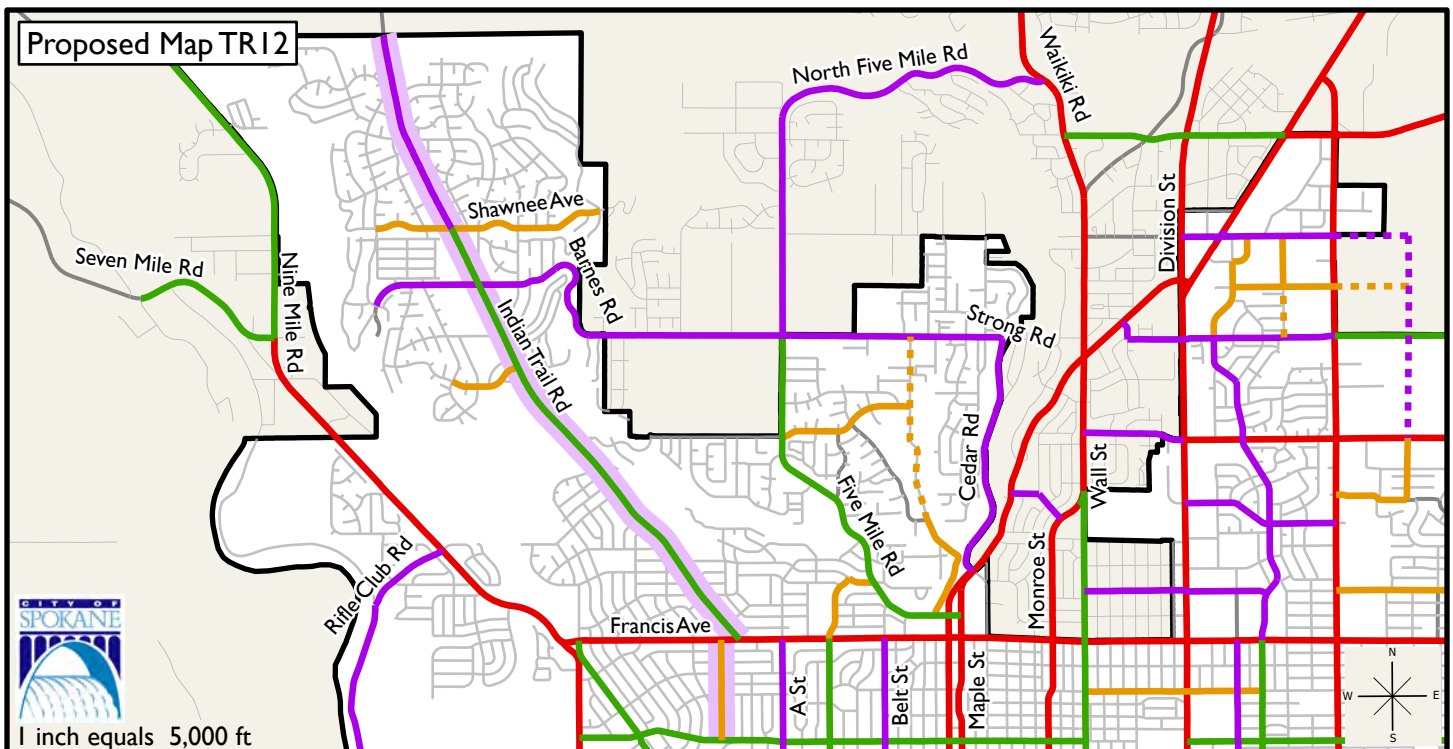
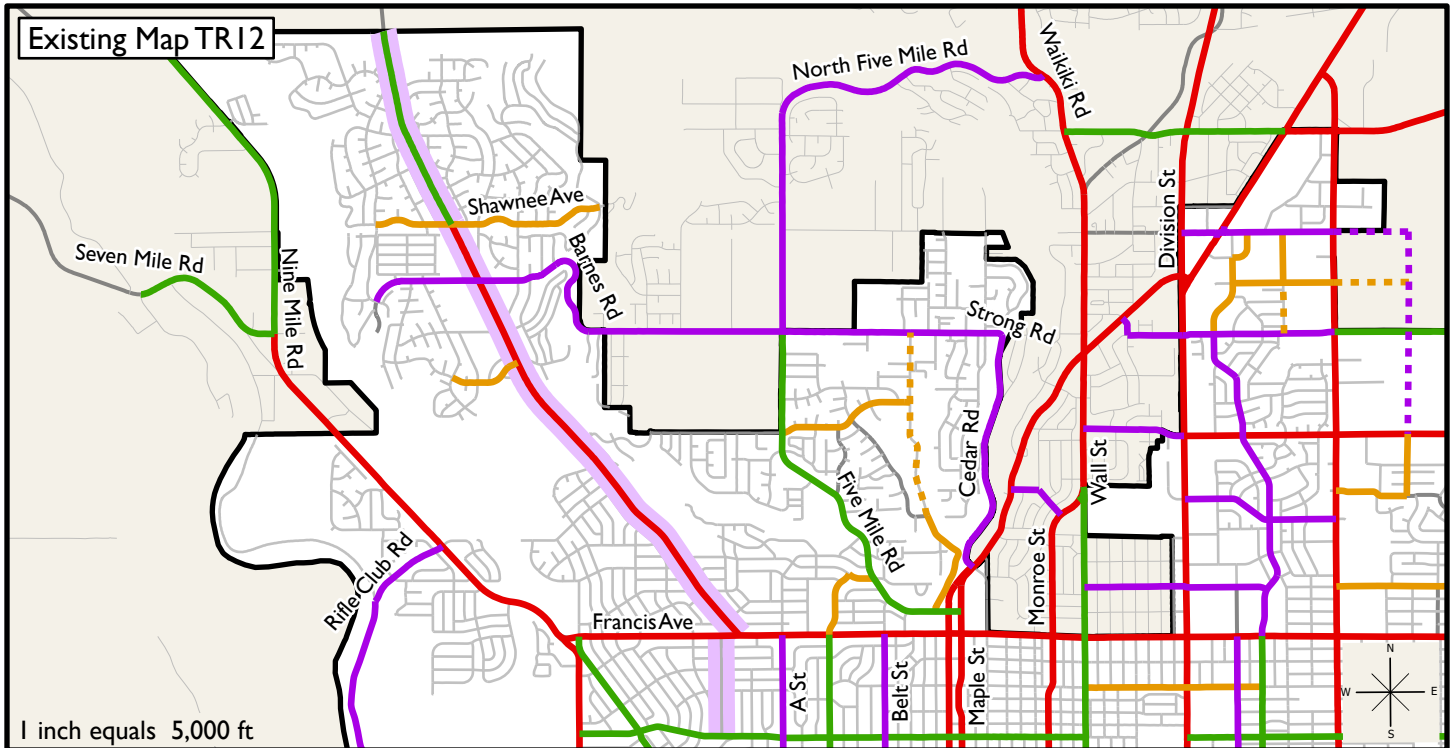
# 2022 Comprehensive Plan Amendment

## Legend

Change Request:  
North

- |   |                          |
|---|--------------------------|
| Proposed Urban Other Freeways and Expressways | Urban Interstate         |
| Proposed Urban Principal Arterial             | Urban Principal Arterial |
| Proposed Urban Minor Arterial                 | Urban Minor Arterial     |
| Proposed Urban Major Collector                | Urban Major Collector    |
| Proposed Urban Minor Collector                | Urban Minor Collector    |
| Urban Other Freeways and Expressways          | Urban Local Access       |

Date: February 2022





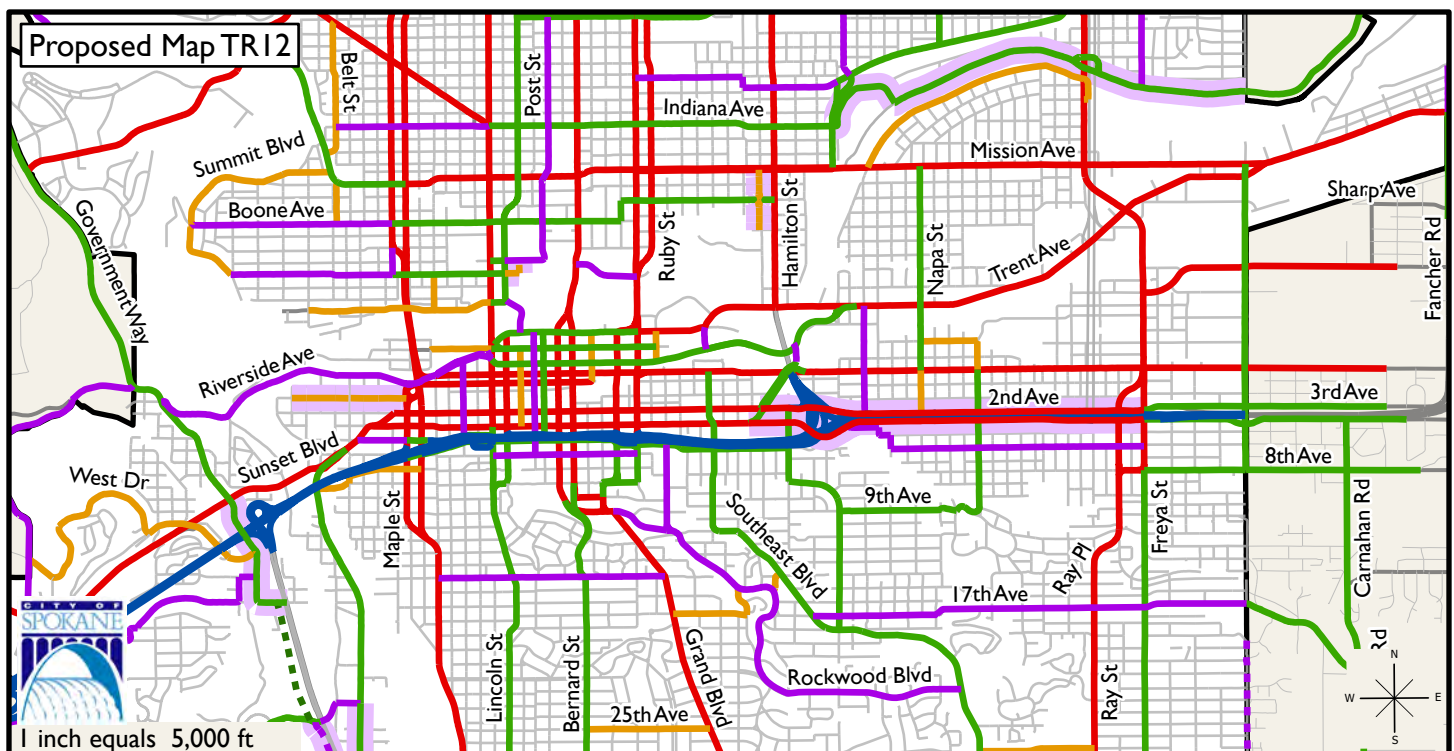
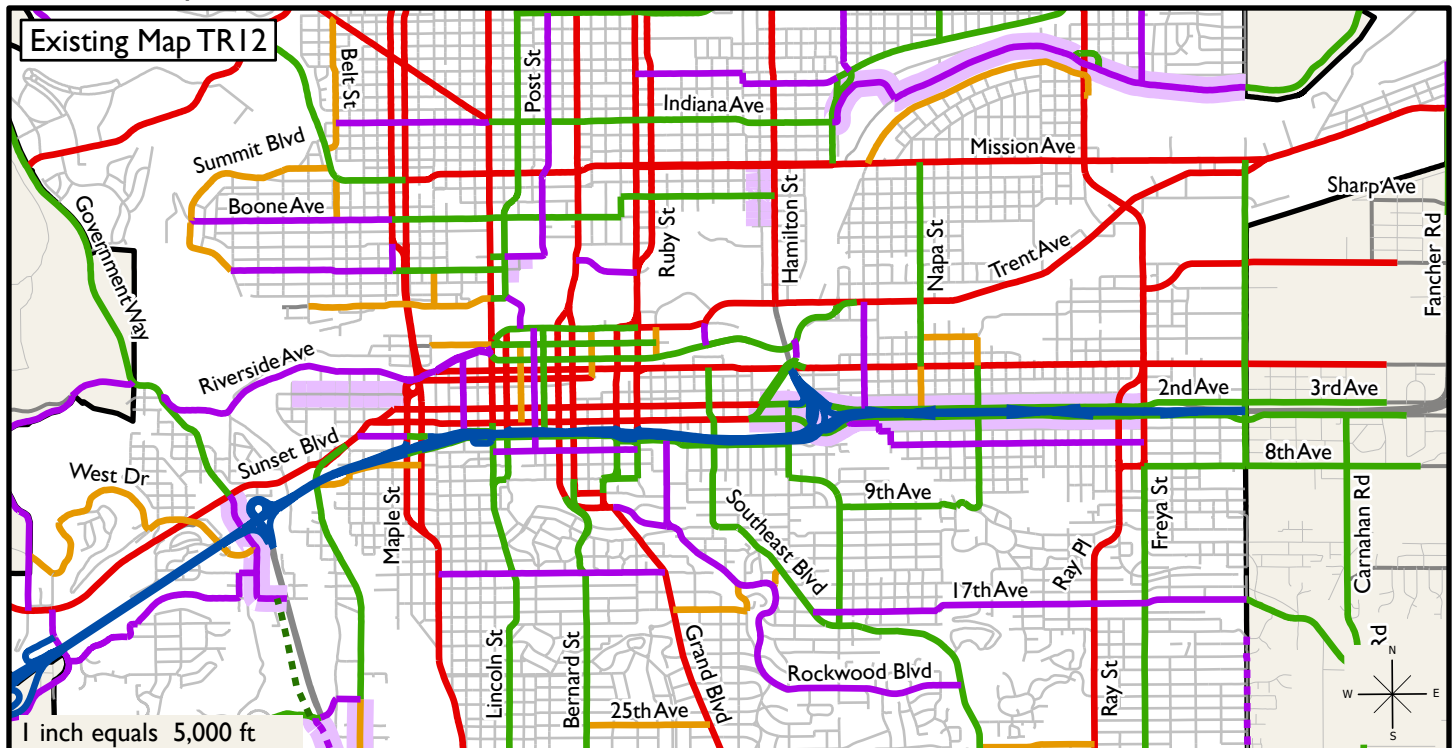
# 2022 Comprehensive Plan Amendment

Change Request:  
Downtown

## Legend

- |   |                          |
|---|--------------------------|
| Proposed Urban Other Freeways and Expressways | Urban Interstate         |
| Proposed Urban Principal Arterial             | Urban Principal Arterial |
| Proposed Urban Minor Arterial                 | Urban Minor Arterial     |
| Proposed Urban Major Collector                | Urban Major Collector    |
| Proposed Urban Minor Collector                | Urban Minor Collector    |
| Urban Other Freeways and Expressways          | Urban Local Access       |

Date: February 2022





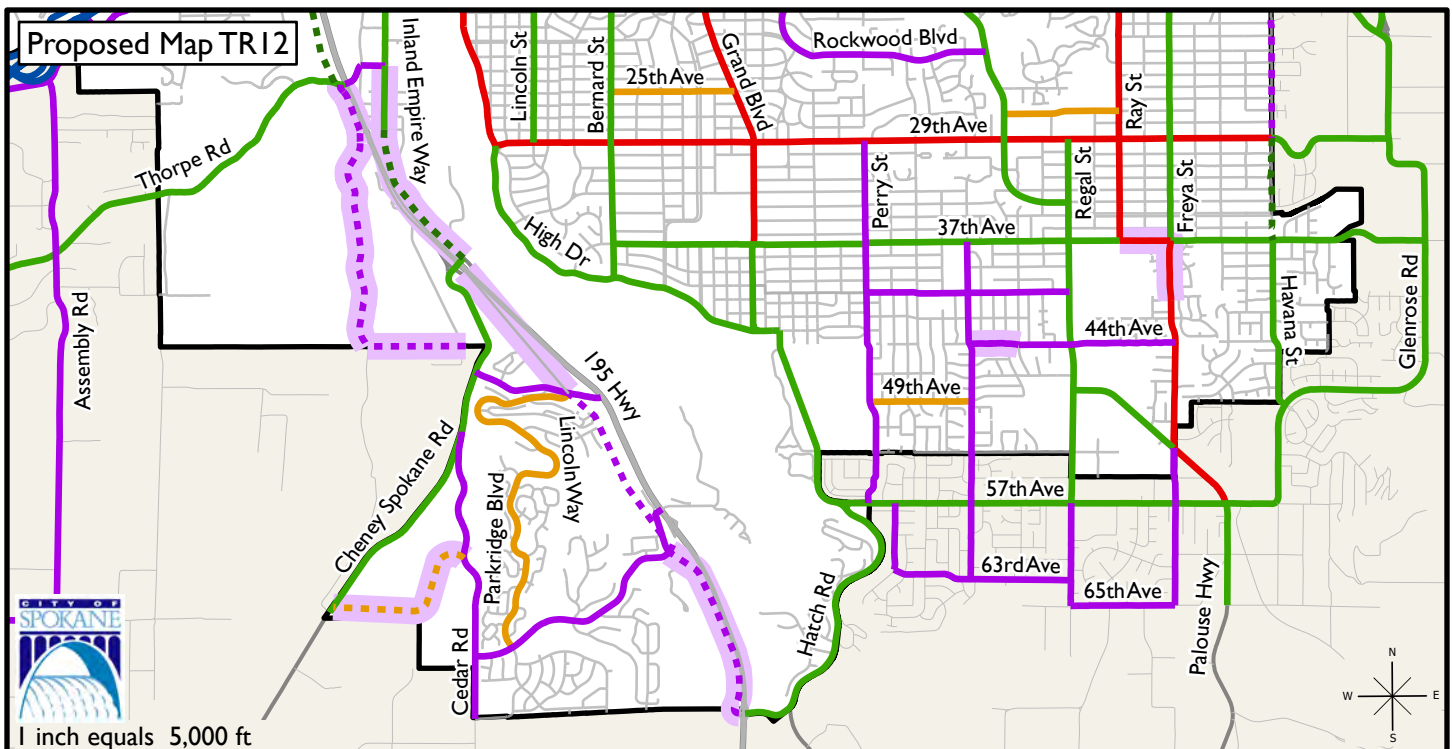
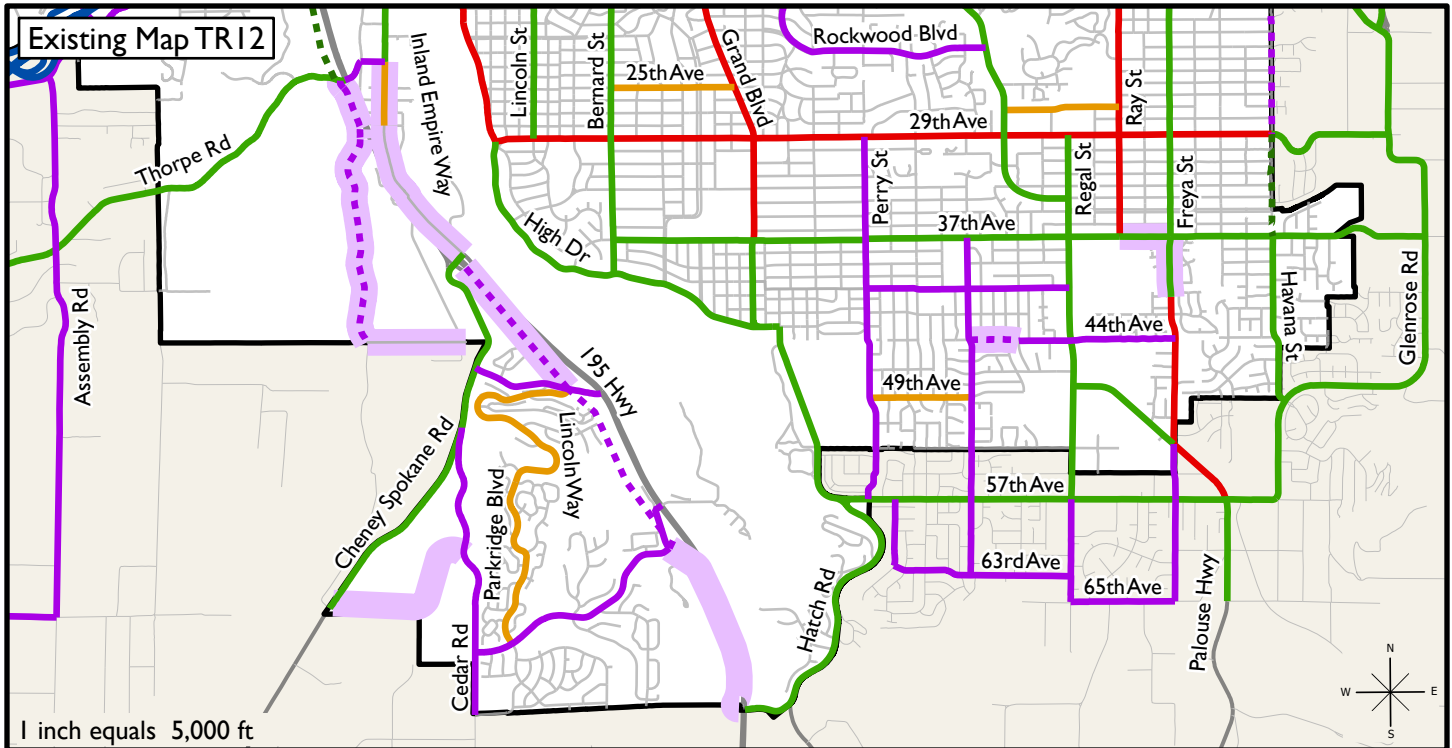
# 2022 Comprehensive Plan Amendment

## Legend

Change Request:  
South

- |   |                          |
|---|--------------------------|
| Proposed Urban Other Freeways and Expressways | Urban Interstate         |
| Proposed Urban Principal Arterial             | Urban Principal Arterial |
| Proposed Urban Minor Arterial                 | Urban Minor Arterial     |
| Proposed Urban Major Collector                | Urban Major Collector    |
| Proposed Urban Minor Collector                | Urban Minor Collector    |
| Urban Other Freeways and Expressways          | Urban Local Access       |

Date: February 2022



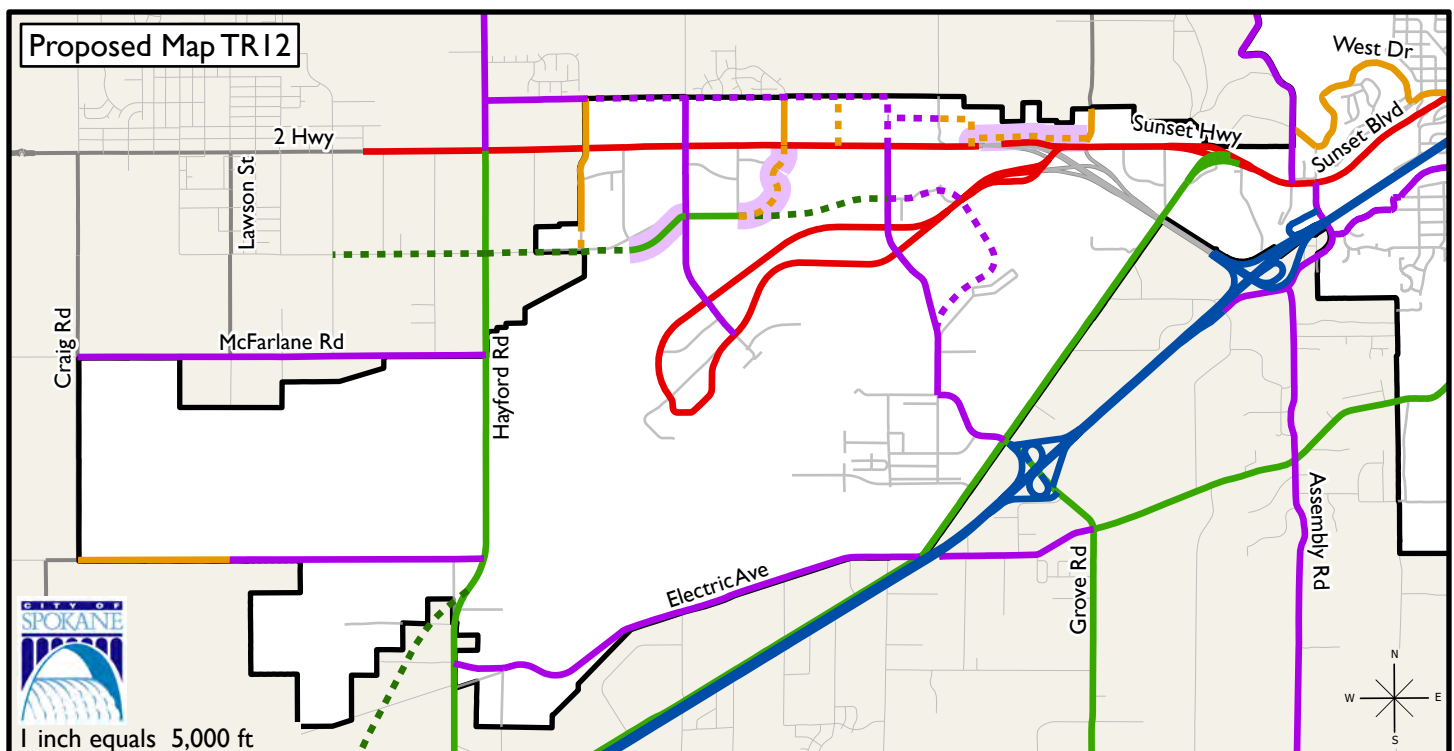
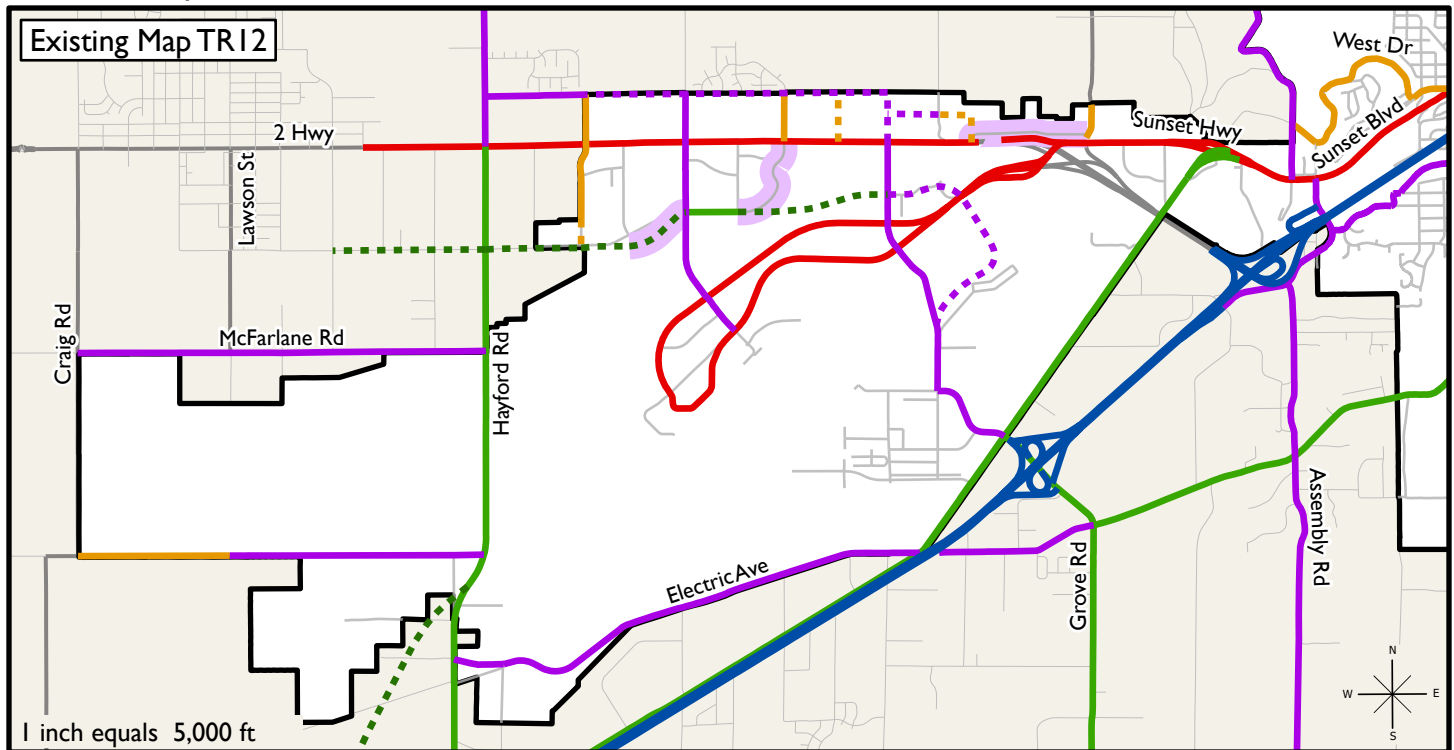
# 2022 Comprehensive Plan Amendment

## Legend

Change Request:  
West Plains

- |   |                          |
|---|--------------------------|
| Proposed Urban Other Freeways and Expressways | Urban Interstate         |
| Proposed Urban Principal Arterial             | Urban Principal Arterial |
| Proposed Urban Minor Arterial                 | Urban Minor Arterial     |
| Proposed Urban Major Collector                | Urban Major Collector    |
| Proposed Urban Minor Collector                | Urban Minor Collector    |
| Urban Other Freeways and Expressways          | Urban Local Access       |

Date: February 2022



## Exhibit B

### List of Relevant Comp Plan Policies



## 2021/2022 Comprehensive Plan Amendments

### EXHIBIT B: Z22-098COMP

Department of Neighborhood and Planning Services

The following policies of the Comprehensive Plan relate to application Z22-098COMP. The full text of the Comprehensive Plan can be found at [www.shapingspokane.org](http://www.shapingspokane.org).

#### Chapter 3—Land Use

##### LU 4.3 Neighborhood Through-Traffic

Create boundaries for new neighborhoods through which principal arterials should not pass.

*Discussion:* Principal arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences. Whenever possible, principal arterials should be located on the outer edge of neighborhoods.

##### LU 4.4 Connections

Form a well-connected network which provides safe, direct and convenient access for all users, including pedestrians, bicycles, and automobiles, through site design for new development and redevelopment.

##### LU 4.5 Block Length

Create a network of streets that is generally laid out in a grid pattern that features more street intersections and shorter block lengths in order to increase street connectivity and access.

*Discussion:* Excessively long blocks and long local access residential streets result in fewer alternative routes for pedestrian and vehicle travel and generally result in increased vehicle speeds. A grid pattern featuring more street intersections and shorter blocks provides more alternative routes for pedestrian and vehicle travel and tends to slow traffic. Block lengths of approximately 250 to 350 feet on average are preferable, but should not exceed 660 feet in length (per Spokane Municipal Code). Environmental conditions such as topography or rock outcroppings might constrain these shorter block lengths in some areas.

#### Chapter 4—Transportation

##### TR 2 Transportation Supporting Land Use

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

##### *Key Actions:*

- a. Establish and maintain Street Design Standards and Guidelines reflecting best practices to implement designs that effectively support multi-modal transportation while supporting local context and existing and planned land uses.
- b. Develop transportation decisions, strategies and investments in coordination with land use goals that support the Land Use Plan and Center and Corridor strategy.

- c. Require a transportation plan (which includes connectivity and circulation) as part of any subdivision, Planned Unit Development (PUD), institutional master plan, or other major land use decision – Conduct transportation plans when needed for larger developments or other land uses of appropriate size.

#### TR 5 Active Transportation

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

##### *Key Actions*

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

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

#### TR 8 Moving Freight

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

##### *Key Actions*

- a. Designate truck freight routes through the city that provide appropriate access without compromising neighborhood safety and livability.
- b. Periodically work with commercial freight mapping services to update their truck route information.
- c. Provide an easy to find freight map on the city’s website.
- d. Explore establishing delivery time designations/restrictions in specified areas.

TR 10 Transportation System Efficiency & Innovation

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

*Key Actions*

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

TR 12 Prioritize & Integrate Investments

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

*Key Actions:*

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

TR 19 Plan Collaboratively

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

*Key Actions:*

- a. Coordinate with SRTC and neighboring jurisdictions on transportation planning, projects and policies to ensure efficient, multi-modal transportation of people and goods between communities regionally. City of Spokane Comprehensive Plan 4-30
- b. Coordinate the setting and maintaining of transportation level of service standards with other agencies and private providers of transportation to ensure coordination and consistency when possible.
- c. Coordinate with WSDOT in areas where Highways of Statewide Significance (HSS) intersect/impact the local roadway network.

- d. Use the adopted Countywide Planning Policies (CWPP) as additional guidance for transportation planning.
- e. Protect the operations of Fairchild Air Force Base, Spokane International Airport and Felts Field with compatible land use regulations and ensure planning is coordinated and consistent with the airfields' respective Master Plans.
- f. Share information between transportation entities on a regular basis and during appropriate phases of projects and comprehensive plan updates and amendments.
- g. Coordinate with Spokane Transit Authority to ensure and support an efficient transit system.



## Exhibit C

Application Materials



# General Application

Rev.20180104

## DESCRIPTION OF PROPOSAL

Map amendments to the Arterial Network Map TR 12 and update the

US 195 Corridor paragraph in Chapter 4, Transportation.

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

Multiple locations – see attached list.

## APPLICANT

Name: Inga Note, Senior Traffic Planning Engineer, ICM

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

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

## PROPERTY OWNER

Name: City of Spokane public streets

Address: 808 W Spokane Falls Blvd

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

## AGENT

Name: Not applicable

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

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

Assessor's Parcel Numbers: \_\_\_\_\_

Legal Description of Site: \_\_\_\_\_

List Specific Permits Requested in this Application: \_\_\_\_\_

Integrated Capital Management Department, City of Spokane

I, \_\_\_\_\_, owner of the above-described property, do hereby authorize \_\_\_\_\_ to represent me and my interests in all matters regarding this application.

[illegible]

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

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

**Chapter 4 – Page 4-51***US 195 Corridor*

A part of the National Highway System, US 195 supports an array of transportation demands including international, interstate, and interregional commerce. This highway is the regional transportation link of people and goods between Lewiston, Idaho and Spokane, Washington. Throughout the corridor there are numerous locations where growth is anticipated, primarily in the form of residential developments. The increased traffic associated with this growth will continue to intensify congestion and traffic safety concerns. The City of Spokane, WSDOT, and SRTC joined together to complete the US 195/I-90 Transportation Study in 2021. The study identified practical solutions that all agencies could agree on, with a focus on reducing the volume using the substandard NB 195 to EB I-90 ramp. The projects include: J-turns at US 195/Meadowlane and US 195/Hatch Roads, turn restrictions at US 195/16<sup>th</sup>, reconnection of Inland Empire Way to US 195 and reconstruction of some segments, construction of Lindeke from Thorpe to 16<sup>th</sup>, improvement of Marshall Road from Thorpe to 44<sup>th</sup>, restriping the commercial part of Cheney-Spokane Road, shared-use pathway on Cheney-Spokane from Qualchan Drive to the interchange, additional frontage roads between Qualchan and Hatch and establishment of transit service in the area.

~~has identified several projects along the entire I-195 corridor within the city that will require future study. The study will be a collaborative effort between the city and WSDOT and will utilize a least-cost planning approach in identifying practical solutions for future corridor needs and improvements~~

**Chapter 4, Map TR 12 modifications**

Additional discussion on some of the changes is provided below the table.

Street	Limits	Classification on TR 12 Map	New Classification	Reason	Proposed by
Francis Avenue	Freya to East CL	Urban Principal Arterial	Urban Minor Arterial	Needs correction per WSDOT	WSDOT
Indian Trail Road	Francis to Shawnee	Urban Principal Arterial	Urban Minor Arterial	Match with FCC	ICM
Indian Trail Road	Shawnee to North CL	Urban Minor Arterial	Urban Major Collector	Match with FCC	ICM
Upriver Drive	North Crescent to Havana	Urban Major Collector	Urban Minor Arterial	Match with FCC	ICM
21 <sup>st</sup> Avenue	Deer Heights to Flint	Proposed Urban Minor	Urban Minor Arterial	Construction in 2022	ICM
Sunset Highway Frontage Road	Russel to Grove	Local	Proposed Urban Minor Collector	West Plains Subarea Plan	ICM
Campus Drive	US 2 to Granite	Local	Proposed Urban Major Minor Collector	West Plains Subarea Plan	ICM
Inland Empire Way	23 <sup>rd</sup> Avenue to Cheney-Spokane	Urban Minor Collector/local	Urban Minor Arterial / Proposed Urban Minor Arterial	US 195/I-90 Transportation Study	ICM
Marshall Road	Thorpe to 44 <sup>th</sup> Avenue	Proposed Urban Major Collector	Same, but match alignment to plan	US 195/I-90 Transportation Study	ICM
44 <sup>th</sup> Avenue	Marshall to RR tracks	Local	Proposed Urban Major Collector	US 195/I-90 Transportation Study	ICM
Lindeke	13 <sup>th</sup> to 16 <sup>th</sup>	Proposed Urban Minor Arterial	Urban Major Collector	US 195/I-90 Transportation Study	ICM
US 195 frontage road	Cheney-Spokane to Qualchan	Proposed Urban Major Collector	none	US 195/I-90 Transportation Study	ICM

unnamed	Cheney-Spokane to Cedar	Proposed Urban Minor Collector	none	Proposed by Marshall Creek subdivision	ICM
US 195 frontage road	Eagle Ridge Blvd to Hatch Road	Urban Major Collector	Proposed Urban Major Collector	Mistake on map	ICM
44 <sup>th</sup> Avenue	Crestline to Altamont	Proposed Urban Major Collector	Urban Major Collector	Construction in 2022	ICM
37 <sup>th</sup> Avenue	Ray to Freya	Urban Minor Arterial	Urban Principal Arterial	Ray-Freya Alternatives Analysis	ICM
Freya Street	37 <sup>th</sup> to 41st	Urban Minor Arterial	Urban Principal Arterial	Ray-Freya Alternatives Analysis	ICM
2 <sup>nd</sup> Avenue	Sprague Way to Freya off-ramp	Urban Minor Arterial	Urban Principal Arterial	Volumes/connectivity	ICM
3 <sup>rd</sup> Avenue	Sprague Way to Freya on-ramp	Urban Minor Arterial	Urban Principal Arterial	Volumes/connectivity	ICM
G Street	Francis to Rowan	Local	Urban Minor Collector	Longtime transit route. No intersection control.	STA
Cincinnati Street	Desmet to Mission	Local	Urban Minor Collector	CCL Route with uncontrolled intersection	STA
Pacific Ave	Spruce to Maple	Local	Urban Minor Collector	CCL Route, has yield signs, prefers stop signs	STA
Broadway Ave	Lincoln to Post	Local	Urban Minor Collector	Volumes, circulation in area	ICM
Post Street	Broadway to Mallon	Local	Urban Minor Collector	Volumes, circulation in area	ICM

#### West Plains Subarea Plan

The West Plains Subarea Plan identified two additional arterial segments that should be added to the TR 12 map to provide a parallel route and connectivity on the north and south sides of Highway 2.

#### US 195/I-90 Transportation Study

The US 195/I-90 Transportation Study was a regional effort to identify transportation needs in the US 195 corridor. The current version of TR 12 has a few new arterial routes identified, but these will be refined and updated to match the results of the study.

#### Ray-Freya Alternatives Analysis

This analysis helped the city to confirm the decision to not pursue the Ray-Freya Crossover project, which was previously identified on Map TR 12. The changes listed in the table will fix a gap in the Principal Arterial network.

#### STA Proposals (G Street, Cincinnati Street, Pacific Avenue)

STA has asked the city to modify the intersection control along three transit routes that run on local streets. In general the city does not install stop signs at local/local street intersections. City staff prefers to address this as an arterial amendment as that allows the public and elected officials to weigh in on the impacts of changing the intersection control.

## Exhibit D

### SEPA Checklist

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

**File No. Z22-098COMP**

**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.

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## A. BACKGROUND

1. Name of proposed project: **TR-12 Arterial Network Map & Chapter 4 Text Amendments (Comp Plan Amendment)**
2. Applicant: **Inga Note**
3. Address: **808 W Spokane Falls Blvd**  
 City/State/Zip: **Spokane, WA 99201**  
 Phone: **509-625-6331**  
 Agent or Primary Contact: **same**  
 Address: \_\_\_\_\_  
 City/State/Zip: \_\_\_\_\_ Phone: \_\_\_\_\_  
 Location of Project: **This project would affect arterial designations throughout the City**  
 Address: **n/a**  
 Section: \_\_\_\_\_ Quarter: \_\_\_\_\_ Township: \_\_\_\_\_ Range: \_\_\_\_\_  
 Tax Parcel Number(s) **None (affects City Rights-of-Way)**
4. Date checklist prepared: **3/24/2022**
5. Agency requesting checklist: **City of Spokane**
6. Proposed timing or schedule (including phasing, if applicable): **Comprehensive plan amendments are expected to be completed by December 2022.**
7. a. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. **While the proposal would amend the arterial designation for several routes within the City, no immediate future construction or reconstruction is planned at this time. Physical modification of streets designated on the map will be analyzed for their environmental effects at the time of design and construction.**  
 b. Do you own or have options on land nearby or adjacent to this proposal? If yes, explain. **No**
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. **No specific studies or analyses have been prepared.**
9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. **None.**
10. List any government approvals or permits that will be needed for your proposal, if known. **City Council approval of a Comprehensive Plan Amendment.**



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11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. **The proposal consists of various amendments to Map TR-12, Arterial Network Map, in Chapter 4, Transportation, of the Spokane Comprehensive Plan. These amendments would modify whether certain portions of streets in the City are designated as arterials, collectors, local streets, or other classifications. Some new routes are identified in the proposal, namely those related to the US-195 study recently completed by the Spokane Regional Transportation Council (SRTC). As those areas may not currently contain streets of any type, general information as to the potential environmental effects of new streets in those locations is included in the following checklist items.**

**No immediate or near-term physical changes to those streets are proposed at this time, as this map indicates the expected final condition of these streets within 20 years. Future construction or re-construction of streets in Spokane will be subject to additional SEPA review at the time of design. This proposal also includes text amendments to various improvement projects listed in Chapter 4, Transportation, of the Comprehensive Plan, to account for new improvement projects identified during recent studies like the US-195 Study.**

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. **Various locations throughout the City. The current list of locations is available at the following website: <https://my.spokanecity.org/projects/2021-2022-proposed-comprehensive-plan-amendments/>**

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, the proposed amended streets are all located within the ASA, sewer service area, and the City of Spokane.**

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14. The following questions supplement Part A.

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

- (1) Describe any systems, other than those designed for the disposal of sanitary waste installed for the purpose of discharging fluids below the ground surface (includes systems such as those for the disposal of stormwater or drainage from floor drains). Describe the type of system, the amount of material to be disposed of through the system and the types of material likely to be disposed of (including materials which may enter the system inadvertently through spills or as a result of firefighting activities). **None at this time.**
- (2) Will any chemicals (especially organic solvents or petroleum fuels) be stored in aboveground or underground storage tanks? If so, what types and quantities of material will be stored? **N/A, Non-Project Action (map/text change).**
- (3) What protective measures will be taken to insure that leaks or spills of any chemicals stored or used on site will not be allowed to percolate to groundwater. This includes measures to keep chemicals out of disposal systems. **N/A, Non-Project Action (map/text change).**
- (4) Will any chemicals be stored, handled or used on the site in a location where a spill or leak will drain to surface or groundwater or to a stormwater disposal system discharging to surface or groundwater? **N/A, Non-Project Action (map/text change).**

b. Stormwater

- (1) What are the depths on the site to groundwater and to bedrock (if known)? **Varies throughout the City.**
- (2) Will stormwater be discharged into the ground? If so, describe any potential impacts. **N/A, Non-Project Action (map/text change).**

## B. ENVIRONMENTAL ELEMENTS

### 1. Earth

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

☐ Flat   ☐ Rolling   ☐ Hilly   ☐ Steep slopes   ☐ Mountainous

Other: **Varies throughout the City.**

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- b. What is the steepest slope on the site (approximate percent slope)? **Varies throughout the City.**
- 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 throughout the City.**
- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. **N/A, Non-Project Action (map/text change).**
- e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill: **N/A, Non-Project Action (map/text change).**
- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. **No, Non-Project Action (map/text change).**
- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt, or buildings)? **N/A, Non-Project Action (map/text change).**
- h. Proposed measures to reduce or control erosion or other impacts to the earth, if any: **None.**

## 2. Air

- a. What type of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. **Vehicles utilizing streets in the city emit typical exhaust gases from vehicle engines. Most of the proposed changes refer to streets are existing at this time. As such, the proposal is not expected to result in increased emissions in those cases. For the few new proposed routes, it is anticipated that some local increase in emissions would occur following design and construction of those streets. These emissions would be commensurate with typical urban streets seen elsewhere in the City.**
- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. **No.**

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- c. Proposed measures to reduce or control emissions or other impacts to air, if any: **None, Non-Project Action (map/text change).**

### 3. Water

a. SURFACE WATER:

- (1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into. **N/A, Non-Project Action (map/text change). Future construction will be analyzed for effects to surface water at the time of design and development.**
- (2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. **N/A, Non-Project Action (map/text change).**
- (3) Estimate the amount of fill and dredge material that would be placed in or removed from the surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. **N/A, Non-Project Action (map/text change).**
- (4) Will the proposal require surface water withdrawals or diversions? If yes, give general description, purpose, and approximate quantities if known. **N/A, Non-Project Action (map/text change).**
- (5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. **Varies throughout the City.**
- (6) Does the proposal involve any discharge of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. **No. Non-Project Action (map/text change).**

b. GROUNDWATER:

- (1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known. **No.**

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- (2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals...; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. **None, Non-Project Action (map/text change).**

## c. WATER RUNOFF (INCLUDING STORMWATER):

- (1) Describe the source of runoff (including stormwater) and method of collection and disposal if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe. **N/A, Non-Project Action (map/text change).**
- (2) Could waste materials enter ground or surface waters? If so, generally describe. **No, Non-Project Action (map/text change).**
- (3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe. **N/A, Non-Project Action (map/text change).**

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

## 4. Plants

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

Deciduous tree: ☐ alder ☐ maple ☐ aspen

Other: **Various street trees.**

Evergreen tree: ☐ fir ☐ cedar ☐ pine

Other: **Various street trees.**

☐ 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

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

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

- b. What kind and amount of vegetation will be removed or altered? **N/A, Non-Project Action (map/text change).**
- c. List threatened and endangered species known to be on or near the site. **None. Most proposed locations already contain paved streets. For those that comprise new routes, future construction will be analyzed for effects to surface water at the time of design and development, subject to the requirements of the Municipal Code.**
- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: **None.**

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

**5. Animals**

- a. Check and List any birds and other animals which have been observed on or near the site or are known to be on or near the site:

Birds: ☐ hawk ☐ heron ☐ eagle ☐ songbirds

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

Mammals: ☐ deer ☐ bear ☐ elk ☐ beaver

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

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

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

Other (not listed in above categories): **Typical urban wildlife may exist on various sites within landscaping and street trees.**

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

**None.**

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

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

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

**6. Energy and natural resources**

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. **N/A, Non-Project Action (map/text change).**

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. **N/A, Non-Project Action (map/text change).**

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- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any: **None.**

## 7. Environmental health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe. **City streets are used by public and private vehicles that emit exhaust that is known to be hazardous to health in sufficient concentrations. Most proposed map amendments concern existing streets where the change is expected to be negligible even after construction of any new features. The impacts from any new routes proposed by this action would be analyzed and considered at the time of design and construction, subject to City standards and requirements.**

**As this proposal consists of a non-project action, any impact from future improvements installed following the text amendments would be subject to additional SEPA review and consistency with adopted City standards at the time of design and construction.**

- (1) Describe any known or possible contamination at the site from present or past uses. **None.**
- (2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity. **N/A, Non-Project Action (map/text change).**
- (3) Describe any toxic or hazardous chemicals/conditions that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project. **N/A, Non-Project Action (map/text change).**
- (4) Describe special emergency services that might be required. **None.**
- (5) Proposed measures to reduce or control environmental health hazards, if any:  
**None.**

- b. NOISE:



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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)? **Common traffic noise from roadways.**
- (2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site. **Common traffic noise from roadways.**
- (3) Proposed measure to reduce or control noise impacts, if any: **None.**

## 8. Land and shoreline use

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe. **All sites consist of City Rights of Way serving nearby properties with access.**
- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use? **No.**
- 1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how: **N/A, Non-Project Action (map/text change).**
- c. Describe any structures on the site. **None.**
- d. Will any structures be demolished? If so, which? **No.**
- e. What is the current zoning classification of the site? **N/A, City streets are not zoned.**
- f. What is the current comprehensive plan designation of the site? **N/A, City streets have no designated land use.**
- g. If applicable, what is the current shoreline master program designation of the site? **N/A, Non-Project Action (map/text change).**

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- h. Has any part of the site been classified as a critical area by the city or the county? If so, specify. **No.**
- i. Approximately how many people would reside or work in the completed project? **None.**
- j. Approximately how many people would the completed project displace? **None.**
- k. Proposed measures to avoid or reduce displacement impacts, if any: **None.**
- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: **None. Project is consistent.**
- m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any: **None.**

## 9. Housing

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. **None.**
- b. Approximately how many units, if any, would be eliminated? Indicate whether high-, middle- or low-income housing. **None.**
- c. Proposed measures to reduce or control housing impacts, if any: **None.**

## 10. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? **N/A, Non-Project Action (map/text change).**
- b. What views in the immediate vicinity would be altered or obstructed? **N/A, Non-Project Action (map/text change).**
- c. Proposed measures to reduce or control aesthetic impacts, if any: **None.**

## 11. Light and Glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur? **N/A, Non-Project Action (map/text change).**

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Agency Use Only

- b. Could light or glare from the finished project be a safety hazard or interfere with views? **No.**
- c. What existing off-site sources of light or glare may affect your proposal? **None.**
- d. Proposed measures to reduce or control light and glare impacts, if any: **None.**

## 12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity? **Varies throughout City.**
- b. Would the proposed project displace any existing recreational uses? If so, describe. **No.**
- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: **None.**

## 13. Historic and cultural preservation

- a. Are there any buildings, structures, or sites, located on or near the sited that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe. **N/A, Non-Project Action (map/text change).**
- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. **N/A, Non-Project Action (map/text change).**
- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archaeology and historic preservation, archaeological surveys, historic maps, GIS data, etc. **None.**
- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required. **None.**

## 14. Transportation

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. **Varies. See <https://my.spokanecity.org/projects/2021-2022-proposed-comprehensive-plan-amendments/> for the location of streets affected by the proposal.**

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- 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 **Many routes within the City utilize City streets.**
- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? **N/A, Non-Project Action (map/text change).**
- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). **The proposal would amend the classification of several streets throughout the City, which may result in future improvements to those streets. All such improvements would be to public streets.**
- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail or air transportation? If so, generally describe. **Varies. See <https://my.spokanecity.org/projects/2021-2022-proposed-comprehensive-plan-amendments/> for the location of streets affected by the proposal.**
- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and non-passenger vehicles). What data or transportation models were used to make these estimates? **None.**

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

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, general describe. **No.**
- h. Proposed measures to reduce or control transportation impacts, if any: **None.**

## 15. Public services

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe. **No.**
- b. Proposed measures to reduce or control direct impacts on public services, if any: **None.**

Evaluation for  
Agency Use Only**16. Utilities**

a. Check utilities currently available at the site:

☒ **electricity**

☒ **natural gas**

☒ **water**

☒ **refuse service**

☒ **telephone**

☒ **sanitary sewer**

☐ septic system

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

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed: **None.**

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: 4/15/2022 Signature: Inga Note

***Please Print or Type:***

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

Address: 808 W Spokane Falls Blvd

Phone: 509-625-6331

Person completing form (if different from proponent):

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

#### FOR STAFF USE ONLY

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

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

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

**D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS*****(Do not use this sheet for project actions)***

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

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

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise? **Future construction/reconstruction of these streets may generate temporary construction noise. Also, streets create normal traffic noise during operation. Impacts from any new streets designed and constructed as a result of this non-project action would be subject to analysis and potential mitigation at the time of design/construction, subject to City requirements.**

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

2. How would the proposal be likely to affect plants, animals, fish or marine life? **Most of the proposed amendments concern existing routes within the city, limiting any effects to such biological resources. For new routes, the impact to biological resources will be determined at the time of design and construction and minimized per existing City and Municipal Code standards and requirements.**

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

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

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

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection, such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, flood plains or prime farmlands? **Most of the proposed amendments concern existing routes within the city, limiting any effects to known environmentally sensitive areas or designated protected areas. For new routes, the impact to such areas will be determined at the time of design and**

Evaluation for  
Agency Use Only

**construction and minimized per existing City and Municipal Code standards and requirements.**

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

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans? **Regarding shorelines, the only portions of streets modified by the proposal that lie within shoreline areas comprise existing streets that area already located within the shoreline jurisdictional boundaries. Any physical modification of those streets will be subject to the existing Shoreline Permit process at the City. Regarding land use, the proposed streets are necessary features to serve and access land uses throughout the City, resulting in a net benefit.**

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

6. How would the proposal be likely to increase demands on transportation or public services and utilities? **The project concerns transportation facilities directly and would not adversely affect them. A more efficient transportation system will support other services like emergency response and transit.**

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

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



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 may withdraw any Determination of Nonsignificance that it might issue in reliance upon this checklist.

Date: 4/15/2022 Signature: Inga Note

***Please Print or Type:***

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

Address: 808 W Spokane Falls Blvd

Phone: 509-625-6331

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

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

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

**FOR STAFF USE ONLY**

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

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 E

SEPA Determination of Non-Significance

**NONPROJECT DETERMINATION OF NONSIGNIFICANCE****FILE NO(S):** Z22-098COMP**PROPONENT:** City of Spokane

**DESCRIPTION OF PROPOSAL:** Amendment of Map TR-12, "Arterial Network Map" to modify the proposed arterial network in various locations throughout the City and, and text amendments of Chapter 4, Transportation, of the Comprehensive Plan to update to chapter language regarding the US-195 corridor. Map TR-12 identifies the current network and proposed street 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.

**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 F

### Agency Comments

**From:** [MELVIN NEIL](#)  
**To:** [Mowery Frashefski, Kara](#)  
**Subject:** North Indian Trail  
**Date:** Thursday, April 21, 2022 4:23:50 PM

---

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

Good afternoon Kara;

I am the Vice Chair for the North Indian Trail Neighborhood and I am a bit concerned by the change in the type of street Indian Trail is changing to.

We have a lot of new housing going in out here, and I can not see why the catagory would be lowered for that road.

By lowering it, what does that do? Does it put this road on a lower priority for future improvements? If so that does not seem right with it's increased traffic load.

Please help me understand this change.

Thank you;

Mel Neil

Vice Chair North Indian Trail Neighborhood Council

**From:** [Mowery Frashefski, Kara](#)  
**To:** [MELVIN NEIL](#)  
**Subject:** RE: North Indian Trail  
**Date:** Monday, April 25, 2022 4:51:00 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)

---

Hi Mel,

Thanks for the message. Integrated Capital Management, the City department that submitted this Comprehensive Plan amendment proposal, informed us that the designation change for Indian Trail Road will not physically alter the roadway. It is just a map update, to match the designation from WSDOT on state maps. There are no plans to change the functionality.

We will record your comment in the public record; it will be listed on our staff report and provided to the Plan Commission and City Council as they review the applications later in the year. We will also forward your comment to Integrated Capital Management.

Thank you,  
Kara



Kara M. Frashefski | City of Spokane | Assistant Planner I | Planning & Economic Development  
 509.625.6146 | [main 509.625.6500](#) | [fax 509.625.6013](#) | [kmoweryfrashefski@spokanecity.org](mailto:kmoweryfrashefski@spokanecity.org)



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**From:** MELVIN NEIL <mkneil@comcast.net>  
**Sent:** Thursday, April 21, 2022 4:24 PM  
**To:** Mowery Frashefski, Kara <kmoweryfrashefski@spokanecity.org>  
**Subject:** North Indian Trail

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

Good afternoon Kara;

I am the Vice Chair for the North Indian Trail Neighborhood and I am a bit concerned by the change in the type of street Indian Trail is changing to.

We have a lot of new housing going in out here, and I can not see why the catagory would be lowered for that road.

By lowering it, what does that do? Does it put this road on a lower priority for future improvements? If so that does not seem right with it's increased traffic load.

Please help me understand this change.

Thank you;

Mel Neil  
Vice Chair North Indian Trail Neighborhood Council



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

P.O Box 100 Wellpinit WA 99040

April 18, 2022

**To:** Kara Frashfski, assistant planner

**RE: File No. Z22-098COMP Tr-12 Map Amendment**

Ms. Frashfski,

Thank you for contacting the Tribe's Historic Preservation Office. We appreciate the opportunity to provide a cultural consult for your project. The intent of this process is to preserve and protect all cultural resources whenever protection is feasible.

As you know that the Spokane Tribe use of these area's was extensive in years prior to arrival of euro- Americans clearly the Spokane area was a great place of cultural and economic importance to our tribe an research and plan early.

**Recommendation: Case by Case review on each project and may require cultural surveys or monitoring.**

Should additional information become available or scope of work change our assessment may be revised.

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

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

Regards,

Randy Abrahamson  
Tribal Historic Preservation Officer (T.H.P.O.)



April 28, 2022

Kara Frashefski  
Assistant Planner I  
City of Spokane  
Planning Services  
808 W Spokane Falls Blvd.  
Spokane, WA 99201

RE: City of Spokane Proposed Comprehensive Plan Amendments

Dear Kara:

Thank you for the opportunity to review and comment on the City of Spokane's comprehensive plan amendments: Z22-098COMP, Z21-280COMP, Z21-281COMP, and Z21-282COMP. SRTC staff has reviewed the notices and materials provided. SRTC's requirements for reviewing and certifying comprehensive plans is outlined in [SRTC's Plan Review and Certification Process Instruction Manual](#).

Based on the information provided for the proposed comprehensive plan changes, SRTC has determined that the proposed amendments are generally consistent with the relevant policies and principles of [Horizon 2045](#), the Regional Transportation Plan (RTP) as well as with the relevant transportation planning requirements of the Revised Code of Washington ([RCW](#)), including the Growth Management Act ([GMA](#)).

In the future, SRTC would like to be able to provide a more comprehensive analysis of regional impacts. If a development proposal is submitted as a result of a comprehensive plan amendment, SRTC may conduct a regional level of service (LOS) analysis for the regional mobility corridors. To that end, we look forward to working with the City of Spokane to discuss opportunities for SRTC to provide the analysis.

Please contact me if you need any additional information about our review of these amendment proposals.

Sincerely,

*Ryan Stewart*

Ryan Stewart, AICP  
Principal Transportation Planner

SRTC MEMBER AGENCIES

- City of Airway Heights • City of Cheney • City of Deer Park • City of Medical Lake • City of Millwood • City of Spokane
- City of Spokane Valley • Kalispel Tribe of Indians • Spokane County • Spokane Transit Authority • Spokane Tribe of Indians
- Town of Fairfield • Town of Latah • Town of Rockford • Town of Spangle • Town of Waverly
- Washington State Dept of Transportation • Washington State Transportation Commission



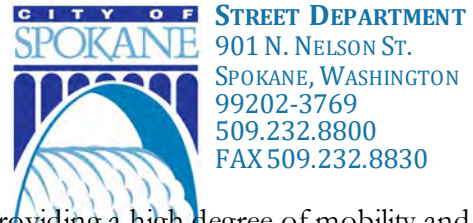
**STREET DEPARTMENT**  
 901 N. NELSON ST.  
 SPOKANE, WASHINGTON  
 99202-3769  
 509.232.8800  
 FAX 509.232.8830

**DATE:** April 28<sup>th</sup>, 2022  
**TO:** Kara Frashefski, Development Services  
**FROM:** Bobby Halbig, Street Department  
**SUBJECT:** Plan Review  
**PROJECT #:** **Z22-098COMP Arterial Map Amendments**

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

- 1 Do not agree with Upriver being upgraded from major urban collector to urban minor. (GTO)
- 2 "G" doesn't make sense and should not be upgraded. Fotheringham is used more. (GTO)
- 3 Do not upgrade Cincinnati. Are we ready to stall a full signal at Cincinnati and Mission? (GTO)
- 4 Do not agree with Inland Empire being upgraded. It does not connect to another arterial to the south. (GTO & VM)
- 5 Upgrading Inland Empire Way does not make sense. This should be changed to Proposed Urban Minor Arterial on the TR12, and to Local Access on the Official Map. (ME)
- 6 Adding a new section to Inland Empire Way is futile. The railroad will never approve that and shoreline issues will kill it. (GTO & VM)
- 7 Why are Post and Broadway being upgraded to arterials – volumes are low? (VM)
- 8 Why is Bigelow being downgraded – County has completed significant upgrades to increase capacity? (VM)
- 9 The downgrading of Francis/Bigelow is inconsistent to the active construction projects of the Bigelow Corridor/NSC and is inconstant with County classification. (ME)
- 10 The upgrading of Upriver Drive is inconsistent with recent right-of-way realignments and closures adjacent to Avista. (ME)
  - a. Upriver from Havana to Buckeye is not City ROW and should be removed from the Official Map.
  - b. Upriver from Buckeye to east City Limits is City ROW and should be added to the Official Map.
- 11 The downgrading of Indian Trail Rd is inconstant with County classifications of Indian Trail Rd and Rutter Parkway. (ME)
- 12 Upgrading Cincinnati will remove the Neighborhood Greenway sub-classification. (ME)
- 13 The west end of Pacific arterial classification should end at Spruce. (ME)
  - a. This is already a Yield street and has many visibility conflicts. Adding Stop signs will necessitate the expeditious removal of trees. (ME)
  - b. Add Spruce/Cd'A as a Minor Collector. (ME)
- 14 Upgrading Lindeke/Sixteenth - just remember that there is an eleven-foot low-clearance on this route. (ME)
- 15 Please downgrade Avon Place from Local Access to Alley on all maps. (ME)

Per SMC 17A.020:



**Principal Arterial** - A street serving major activity centers, providing a high degree of mobility and serving the longest trip demands within the urban area.

**Minor Arterial** - A street providing service for trips of moderate length, connecting the principal arterial system to local streets, generally prioritizing mobility over access, and providing intra-community circulation.

**Collector Arterial** - Collector arterials (consisting of **Major** and **Minor** Collectors) collect and distribute traffic from local streets to principal and minor arterials. They serve both land access and traffic circulation.

**Local Access** - A street that provides access from individual properties to collector and minor arterials.

**Alley** - ...a public way, usually not exceeding sixteen feet in width, designed or intended to provide secondary access to abutting properties.

Val Melvin, P.E.

Gerald Okihara, P.E.

Ken Knutson, P.E.

Marcus Eveland

# Exhibit G

Public Comments

**From:** [Les Atwood](#)  
**To:** [Planning & Development Services Comp Plan](#)  
**Subject:** Comp Plan Amendment File z22-098comp  
**Date:** Thursday, August 4, 2022 4:00:46 PM

---

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

I would like you to consider also changing Fotheringham street from Rowan to Francis. Many people use Fotheringham as a short cut instead of using A street. People speed up Fotheringham, most don't even slowdown for the uncontrolled intersections. Fotheringham needs stop signs, and the school zone by Westview Elementary needs to be extended. I have lived on Fotheringham for over 20years and it just keeps getting worse. A police cruiser or ticket camera in the neighborhood would also be nice and could all be funded by speeding tickets.

Thanks Les Atwood  
5727 N Fotheringham st

Sent from [Mail](#) for Windows

**From:** [Bryan Bogue](#)  
**To:** [Planning & Development Services Comp Plan](#)  
**Subject:** Comprehensive Plan Amendment  
**Date:** Thursday, August 4, 2022 4:06:44 PM

---

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Kevin Freibott,

I received your letter regarding a Comprehensive Plan Amendment, File Z22-098COMP, which would change the classification of G Street between Francis and Rowan Avenues from a local street to an urban minor collector. I see that the change G Street from Francis to Rowan Avenues placing stop signs on side streets. I have been hoping this change would happen for years. I am 100% in favor of this proposed designation.

Sincerely,

Bryan Bogue  
3315 W Decatur Ave  
Spokane, WA 99205  
Blbogue@me.com

**From:** [Molly Brown-Pulido](#)  
**To:** [Planning & Development Services Comp Plan](#)  
**Subject:** File Z22-098COMP  
**Date:** Friday, August 5, 2022 12:54:33 PM

---

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

To whom it may concern,

This email is in response to the changes to signage on G Street. I think the proposed changes are a wonderful idea, and are greatly needed. I have witnessed several cars over the years almost hit each other because people are driving too fast and not looking out for the cross street traffic. Thank you for reaching out, I hope this change is approved.

Molly Brown-Pulido

**From:** [Dawn](#)  
**To:** [Planning & Development Services Comp Plan](#)  
**Subject:** Fwd: File Z22-098COMP ~ G Street Classification change  
**Date:** Friday, August 5, 2022 10:51:38 AM

---

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

Hello,

In response to City of Spokane Planning Services August 1, 2022 letter regarding the classification level upgrade and installation of Stop Signs on side streets connecting with G Street between Francis and Rowan Avenues, I agree with creating a safer flow of traffic for STA Route 22, bicycle, pedestrian and vehicle traffic movement. I am a cautious driver and noticed on several occasions drivers not slowing/yielding right-of-way to their right side at intersections along this particular thoroughfare creating unsafe situations. Installing Stop signs at Decatur, Dalke, Bismark, Eloika and Central Avenues would create a safer situation for everyone traveling on this busier triterary thoroughfare.

Thank you,

--

**Dawn Cuellar**

**3310 W. Decatur Avenue**



**Freibott, Kevin**

---

**From:** Mark Davies <msdavies@msn.com>  
**Sent:** Monday, June 6, 2022 8:33 AM  
**To:** Cliff Winger; Freibott, Kevin; Note, Inga; Stratton, Karen; Zappone, Zack  
**Cc:** tldeno@peoplepc.com; mkneil@comcast.net  
**Subject:** Re: N Indian Trail Rd Z22-098COMP Comment

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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

Concur with Cliff completely.

Indian Trail Road has been neglected for up-grade multiple times over the past 20 years. We keep getting promised that it will be in the "next" 6-year plan. The elimination of the bike lane to accommodate the "new" 2-lane/1-lane was a silly waste of money when the entire road needs to be widened to handle the neighborhood growth.

Additionally, If they wish to down grade a roads designation, then Barnes Road needs to be downgraded from "Minor Arterial" to a city street and the speed limit lowered to 25 MPH befor someone is killed or seriously injured at Barnes Road / Farmdale intersection. Drivers come down from Five Mile Prarie way too fast and with the constant housing construction along that road, speed needs to drop to 25 like all housing areas.

Respectfully,

Mark S. Davies  
 Resident North Indian Trail.

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**From:** Cliff Winger <c\_wings@yahoo.com>  
**Sent:** Saturday, June 4, 2022 3:27 PM  
**To:** Kevin Freibott <kfreibott@spokanecity.org>; Inga Note <inote@spokanecity.org>; kstratton@spokanecity.org <kstratton@spokanecity.org>; Zack Zappone <zzappone@spokanecity.org>  
**Cc:** Mark Davies <msdavies@msn.com>; tldeno@peoplepc.com <tldeno@peoplepc.com>; mkneil@comcast.net <mkneil@comcast.net>  
**Subject:** N Indian Trail Rd Z22-098COMP Comment

**RE: N Indian Trail Rd arterial downgrade Z22-098COMP Map TR-12 Comprehensive Plan Amendment**

\*\*\* **Official Comment** \*\*\*

**Reference:**

<<https://my.spokanecity.org/projects/2021-2022-proposed-comprehensive-plan-amendments/map-tr-12/>>, and

<https://static.spokanecity.org/documents/shapingspokane/comprehensive-plan/chapter-4-transportation-v6-2022-05-12.pdf>> Map TR-12 Page 89 of 89

I am a Spokane resident in City Council District One. I have several concerns about the downgrading of the West Indian Trail Road in Z22-098COMP:

- 1) Having WSDOT mandating this arterial change to the local jurisdiction (city and neighborhood) is not democratic and does not represent the safety concerns of our Spokane residents. WSDOT's request is outside the jurisdiction of the Growth Management Act which mandates jurisdictions to create comprehensive plans and the WSDOT request should be rejected by the City of Spokane in her Comprehensive Plan.
- 2) Decisions concerning the type of arterial for N Indian Trail Rd should be qualitative (maximum traffic in an emergency) rather than quantitative (average daily volume).
- 3) Rational decisions to achieve outcomes that are aligned with societal objectives need solid evidence based arguments. Staff has failed in producing solid evidence why this change to N Indian Trail Rd is warranted. Wise women and wise men do not change the *status quo* without compelling reasons. Upon this argument this change should be rejected.
- 4) The North Indian Trail Neighborhood has limited (southern) egress in the case of emergencies. At this time, N Indian Trail Rd is only three lanes in one area. As this neighborhood develops, with higher population, the safety of the neighborhood is critical in an acute crisis situation. (There is no egress west because of the Spokane River and limited egress north and east.)
- 5) Neighborhoods in the past have been "promised" concerning road changes. However, when staff rotates out of City positions these promises are forgotten and reneged. Since this three lane arterial is the main safety emergency exit the downgrading of this arterial may prevent proper emergency volume improvements. Memorializing this in the Comprehensive Plan TR-12 Map as a minor arterial may prevent future needed upgrades to roadway capacity because it would require a Comprehensive Plan change.
- 6) This is not a State Highway, and Olympia, without due process legislation, should not be telling the City of Spokane or the North Indian Trail Neighborhood what status their road should be.
- 7) W Indian Trail Rd should remain an Urban Principal Arterial because of the geological physical conditions for emergency evacuations.
- 8) The North Indian Trail Neighborhood is growing; downgrading this (southern outlet) to a minor arterial now is ill-advised since in a few years it would have to be upgraded by another Comprehensive Plan amendment to its present designation because of population growth in this neighborhood. (N Nine Mile Rd is not practical (with its limited traffic lanes) for North Indian Trail Neighborhood emergency evacuation since traffic on SR 291 is also growing because of increased population in Stevens County and north Spokane County along/near the Spokane River. This places emergency traffic directly on N Indian Trail Rd.)

Therefore, I respectfully ask the Spokane Plan Commission and the Spokane City Council to reject this change to the North Indian Trail Road.

Respectfully,  
Cliff Winger

1110 E Cozza Dr Apt 213  
Spokane WA 99208  
509.325.4623

“Honest disagreement is often a good sign of progress.” - Mahātmā Ghandi.

**From:** [Kassi Hays](#)  
**To:** [Planning & Development Services Comp Plan](#)  
**Subject:** File22-098COMP  
**Date:** Thursday, August 4, 2022 11:51:44 AM

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

Hello,

I received a letter about proposed amendments on G street.

Can you move the bus stop that is on G street and Decatur?? There are two bus stops on one block, one on each end of the first block right off of Francis which causes a great deal of traffic and blocking on this block while people are trying to turn off of Francis onto G street. There is another bus stop south of G street and Decatur a couple of blocks away. Does there really need to be this many bus stops on one street between Francis and Rowan??

I have had someone try to turn North on G street off of Decatur and drive into my lawn because of the congestion of the buses and traffic between Francis and Decatur. The buses and traffic in the first block south of Francis is a constant problem.

Thank you,  
Kassi  
6210 N. G Street

**From:** [Dick Williams](#)  
**To:** [Planning & Development Services Comp Plan](#)  
**Subject:** stop signs on "G" street  
**Date:** Saturday, August 6, 2022 2:25:29 PM

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

What an excellent idea if it slows down the buses and others on 'G;st. Maybe also eliminating bus stop at 'G' And Decatur.  
Dick Williams



**PLANNING SERVICES**  
808 W. SPOKANE FALLS  
BLVD.  
SPOKANE, WASHINGTON  
99201-3329  
509.625.6300  
FAX 509.625.6013  
my.spokanecity.org

August 8, 2022

Mr. John Rowe  
3209 W Eloika Ave  
Spokane, WA 33205-7328

**RE: Proposed Street Classification – Comprehensive Plan Amendment File Z22-098COMP**

Dear Mr. Rowe,

Thank you again for your call today. I completely understand the difficulty in seeing the maps without a computer. I'm happy to provide these maps to you today for your review. I have enclosed a map of proposed street changes in your part of the City, which are all related to File **Z22-098COMP**. The two changes you see on that map are the only ones in your vicinity. All other changes are proposed well to the south (closer to downtown and on the south hill), with some east of Division as well. I have also included an excerpt from the City definitions of different street classifications. "G Street" is proposed to go from "urban local access" to "urban minor collector."

All the various Comprehensive Plan Amendments are scheduled for a Plan Commission Hearing on **September 14 at 4:00 PM**, with a final hearing before City Council likely some time in November. I will add you to our list of interested persons and we will endeavor to mail notice to you before both of those hearings. In the meantime, if you would like to submit written comments, please feel free to do so. They should arrive here in my office a couple days before the hearing in September if you want the Plan Commission to consider them before making a decision. Please send any comments to:

Kevin Freibott, Associate Planner  
Department of Planning & Economic Development  
**City of Spokane**  
800 W Spokane Falls Blvd  
Spokane, WA 99201

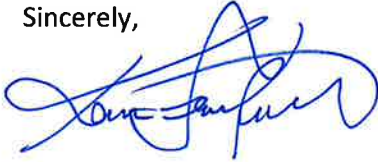
While I'm always happy to chat on the phone and listen to your concerns, please note that only written comments are accepted into the record and shared with the decisionmakers. As much as I'd like to convey

Mr. Rowe, re: Z22-098COMP, p. 2

your concerns directly, we don't want to rely on staff's interpretation of your comments—rather we prefer you write down your concerns/comments and we'll be sure to share your letter with the Plan Commission and City Council directly. Also, if you'd like to testify directly to either Plan Commission or City Council, verbal testimony is always taken at the hearings.

I want to thank you again for taking the time to call me and ask about the proposed Comprehensive Plan Amendment. I'm glad I was able to help—please don't hesitate to ask if you'd like any additional information. Thanks, and have a great day!

Sincerely,



Kevin Freibott  
Associate Planner  
Department of Planning & Economic Development  
[kfreibott@spokanecity.org](mailto:kfreibott@spokanecity.org)  
509-625-6184

CC: Inga Note, Integrated Capital Management

KF:kf

Enclosures:

Map of Proposed Arterial Designation Changes (NW Quarter)  
Definitions of Street Classifications in the City of Spokane



File Z22-098COMP

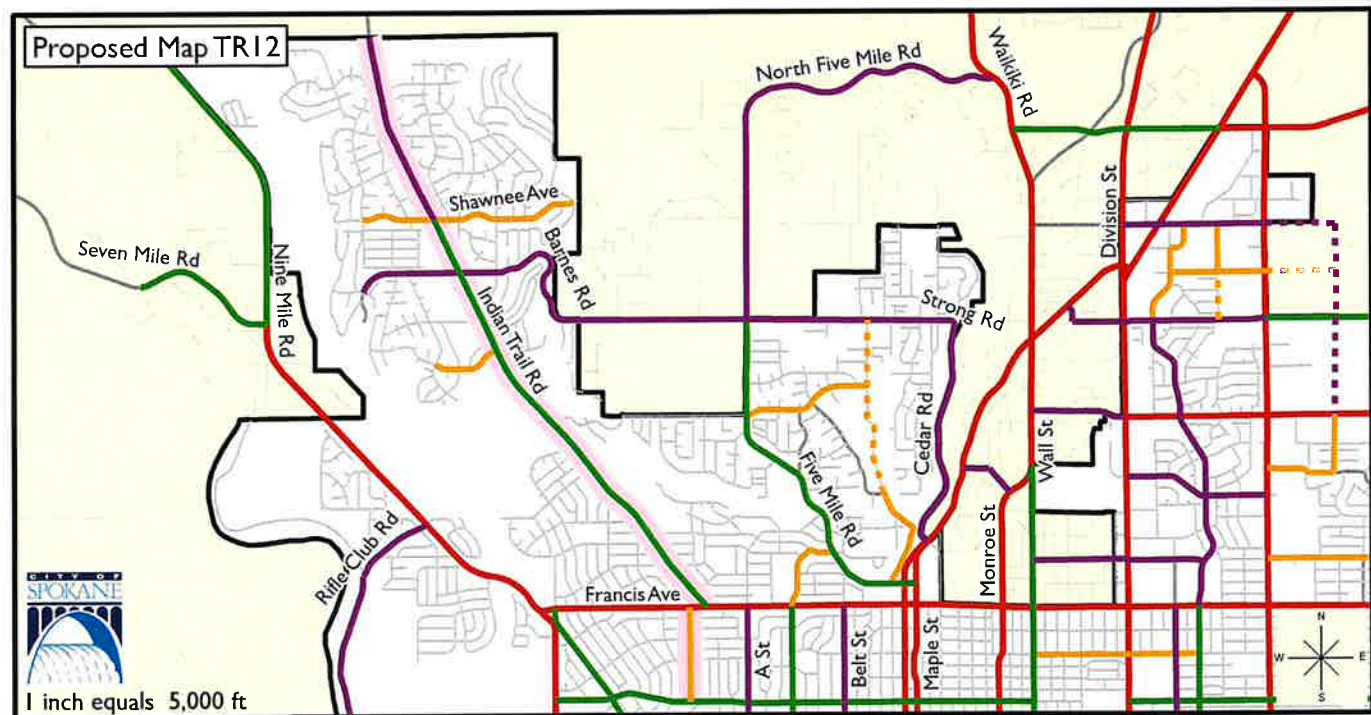
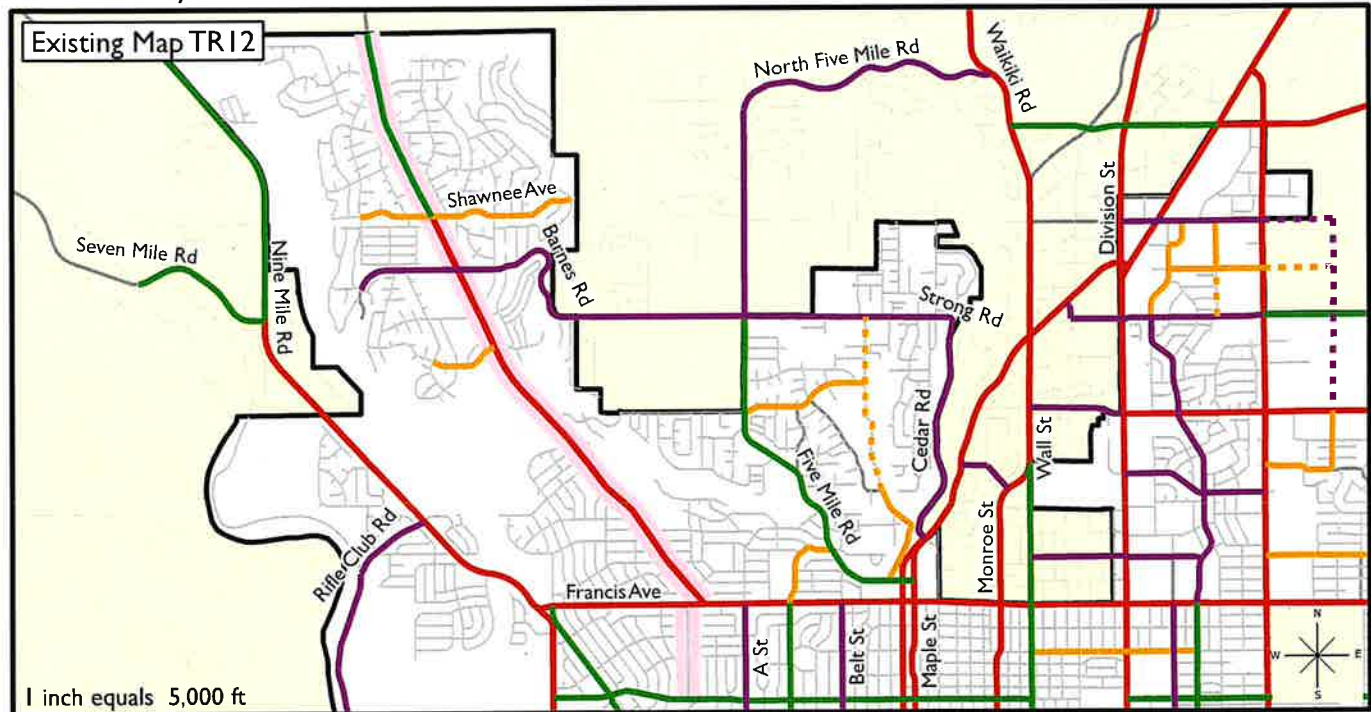
## 2022 Comprehensive Plan Amendment

Change Request:  
North

### Legend

- |   |                          |
|---|--------------------------|
| Proposed Urban Other Freeways and Expressways | Urban Interstate         |
| Proposed Urban Principal Arterial             | Urban Principal Arterial |
| Proposed Urban Minor Arterial                 | Urban Minor Arterial     |
| Proposed Urban Major Collector                | Urban Major Collector    |
| Proposed Urban Minor Collector                | Urban Minor Collector    |
| Urban Other Freeways and Expressways          | Urban Local Access       |

Date: February 2022





**City of Spokane Comprehensive Plan**

<b>TABLE TR 2 – ARTERIAL STREET CLASSIFICATIONS</b>	
<b>Class</b>	<b>Description</b>
Urban Principal Arterial	Principal arterials are designed to permit relatively unimpeded traffic flow between major traffic generators, such as downtown, major shopping centers, and major employment districts. They serve the longest trip demands within the urban area.
Urban Minor Arterial	Minor arterials are designed to provide less mobility than principal arterials and greater access to adjacent properties. They should be moderate speed facilities that collect and distribute traffic from principal arterials to collector arterials and residential access streets.
Urban Major Collector	Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network. Serve both land access and traffic circulation in higher density residential, and commercial/industrial areas. Penetrate residential neighborhoods, often for significant distances.
Urban Minor Collector	Serve both land access and traffic circulation in lower density residential and commercial/industrial areas. Penetrate residential neighborhoods, often only for a short distance.
Urban Local Access	The primary function of local access streets is to provide access to adjacent property.

The cities arterial street map is shown in Map TR 12. Upon adoption of the Transportation Plan the changes on this map are forwarded to WSDOT for approval at the state level. The city intends to have its own arterial street map be the same at the one adopted at the state level. Any variation between the two may be due to a difference in traffic volume, where a street may be treated as a collector by the city but there is insufficient traffic for it to meet the standards for a collector at the state level.

The actual design of the street is determined by two primary factors: context and street type. In terms of context, for example, sidewalks must be wider on downtown streets to accommodate higher pedestrian volumes. In terms of street type, bicycle facilities on arterial roads in any context require physical separation of vehicles for safety and comfort. The street typologies are used throughout the street standards to define characteristics for Spokane's streets.

Additional information on street design guidelines can be found in the city's adopted Street Design Standards.

