



1. **List the provisions of the land use code that allows the proposal.**

Revised Code of Washington Title 47 and subsequent chapters empowers the State to construct limited access facilities through cities and towns. The Final Environmental Impact Statement addresses the immediate and future impacts to land use within and adjacent to the North Spokane Corridor.

2. **Please explain how the proposal is consistent with the comprehensive plan designation and goals, objectives and policies for the property.**

The North Spokane Corridor is a limited access highway that is included in the Washington State Freight Mobility Plan. The City of Spokane Comprehensive Plan recognizes the NSC and freight mobility plan as integral to the success of the local freight network by supporting the local economy, jobs, and lessening air pollution by decreasing congestion on local arterials. The NSC will also construct the Children of the Sun trail, which will connect to local trail systems, including the Ben Burr and Centennial.

3. **Please explain how the proposal meets the concurrency requirements of SMC Chapter 17D.010.**

The North Spokane Corridor is a limited access highway that will not directly impact or require facilities and services listed in Section 17D.010.010 within or adjacent to the shoreline jurisdictional area.

4. **If approval of a site plan is required, demonstrate how the property is suitable for the proposed use and site plan. Consider the following: physical characteristics of the property, including but not limited to size, shape, location, topography, soils, slope, drainage characteristics, the existence of ground or surface water and the existence of natural, historic or cultural features.**

The alignment and route of the North Spokane Corridor and its location within the local shoreline jurisdiction of the Spokane River was approved through the NEPA process by completion of a Final Environmental Impact Statement and Record of Decision signed by FHWA in 1997. SEPA adoption of the NEPA document was completed in 1998. The proposed use, a bridge structure for the North Spokane Corridor Crossing of the Spokane River, is part of an operating state highway and is not subject to local zoning codes.

5. **Please explain any significant adverse impact on the environment or the surrounding properties the proposal will have and any necessary conditions that can be placed on the proposal to avoid significant effects or interference with the use of neighboring property or the surrounding area, considering the design and intensity of the proposed use.**

The properties adjacent to the proposed bridge structures over the Spokane River are currently developed, or disturbed by past activities. The river banks and channel remain the most undisturbed portion within the jurisdictional area. Impacts will be limited to vegetation removal on the river banks and will be mitigated by re-integrating native species on the banks as part of the project. A habitat management plan will be developed that will describe the plant species and establishment criteria.

(FOLLOWING QUESTIONS FOR SHORELINE CONDITIONAL USE PERMIT ONLY)

6. **Demonstrate how the proposed use will not interfere with the normal public use of the public shorelines.**

Banks along the river are tall and steep with large rocks that do not accommodate easy access directly to surface water, but the project will not interfere with normal public use of the river such as rafters, kayaks, fishing, or other recreational activities. The project will not interfere with the upper banks where there is great public access for walking and biking along the river. There may be some temporary re-routing of pedestrians/bicyclists during construction of the bridges for safety reasons.

7. **Please explain how the cumulative impact of several additional conditional use permits on the shoreline in the area will not preclude achieving the goals of the shoreline master program.**

The environmental shoreline designation at the North Spokane Corridor location within jurisdictional boundaries is Limited Urban Environment to the south and Shoreline Residential to the north. The shoreline up and downstream of the NSC is currently developed landward of the OHWM on the upper banks of the Spokane River. Development is already established and is not likely to change for the foreseeable future. Additional conditional use permits will not be required for the NSC in the future, and it is anticipated that further development within the shoreline jurisdiction by others is unlikely due to established development. The corridor and associated pathway achieve the goals for transportation facilities shown in SMP 2 Capital Facilities and Utilities section of the City of Spokane's Master Shoreline Plan.