

**Washington State Department of Transportation
North Spokane Corridor
Spokane River Bridges, Shoreline Application to City of Spokane**

Written narrative identifying consistency with the applicable policies, regulations and criteria for approval of the permit requested.

Proposal is consistent with the map, goals, and policies of the Shoreline Master Program (SMP)

Spokane River is a Shoreline of Statewide Significance, with jurisdiction extending 200 ft from the Ordinary High Water Mark (OHWM). Shoreline within the project area are designated Urban Conservancy (along water's edge on north shore, aligned with the Centennial Trail), Limited Urban Environment (in southeast quadrant, along SCC property), and Shoreline Residential on the southwest quadrant and on north bank beyond the Centennial Trail, aligned with existing city streets). Existing uses at this location within the shoreline buffer: City roadway and Centennial Trail.

With the alignment of the NSC, there is no feasible way to avoid crossing the Spokane River. The location for the crossing as proposed is adjacent to an existing river crossing, the City's Greene Street Bridge. The proposed use, a bridge structure for the North Spokane Corridor crossing of the Spokane River, is a public facility that has been reviewed and approved through extensive public and government processes. The processes follow Federal and State laws established by the National and State Environmental Policy Acts.

There are no existing water-dependent uses in this area. The proposed bridge will extend over the public use trails on the riverbanks (Tuffy's on the south/Centennial on the north), as does the adjacent Greene Street Bridge, and will not interfere with the public's use or access to the shoreline area.

The City's goals and policies establish broad shoreline management directives, and serve as the basis for regulations that govern the development along the shorelines. The regulations implement the goals and policies of the SMP. The proposed project is compliant with the regulations, and current SMP language allows for major freeways and highways by Conditional Use Permit.

The NSC is included in the City's Comprehensive plan for transportation and current/future land use along the corridor. Revised Code of Washington Title 47 and subsequent chapters empowers the State to construct limited access facilities through cities and towns. The new bridge will be part of an operating state highway, and not subject to local zoning code.

WSDOT has evaluated the potential impacts of the NSC, including the bridge over the Spokane River, in compliance with the National Environmental Policy Act, and the State Environmental Policy Act. The associated studies evaluated impacts on the natural and human environment including habitat and sensitive/endangered species, wetlands, cultural resource evaluation, visual quality, traffic noise, socioeconomic environment, hazardous materials, and air quality.

A Habitat Management Plan will be prepared and will include habitat enhancement plantings as mitigation for all temporary and permanent impacts within the shoreline jurisdictional area. The plan will be reviewed and approved by Washington Department of Fish and Wildlife through the Hydraulic Project Approval permitting process.