



Shaping Spokane

Comprehensive Plan
for the City of Spokane



Adopted by City Council, June 2017
As Amended Through September 2023

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Appendices to the Comprehensive Plan

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Volume III – Shorelines Chapter Technical Appendices

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City of Spokane Comprehensive Plan Amendments
Since the Adoption of the Updated Plan in May of 2001

Adoption Date	Effective Date	Ordinance Number	Nature of Amendment
6/9/2003	7/18/2003	C33240	Amending the Comprehensive Plan Land Use Chapter to add text for two new land use categories, "Center and Corridor Core" (CC Core), and "Center and Corridor Transition" (CC Transition).
6/9/2003	7/18/2003	C33241	Amending the Spokane Zoning Code Initial Land Use Code for Centers and Corridors (SMC 11.19.1930 – 11.19.19315) to add text changes for one new zoning category, Type 4(CC4): Mixed Use Transition Zone.
6/9/2003	7/18/2003	C33242	Land Use Plan Map amendment to include land use changes for the Hillyard Business Corridor.
6/9/2003	7/18/2003	C33243	Zoning Map amendment to include the land use changes for the Hillyard Business Corridor.
6/9/2003	7/18/2003	C33244	Land Use Plan Map amendment to include land use changes for the West Broadway Neighborhood Center.
6/9/2003	7/18/2003	C33245	Zoning Map amendment to include land use changes for the West Broadway Neighborhood Center.
6/9/2003	7/18/2003	C33246	Land Use Plan Map amendment to include land use changes for the Holy Family Employment Center.
6/9/2003	7/18/2003	C33247	Zoning Map amendment to include land use changes for the Holy Family Employment Center.
6/9/2003	7/18/2003	C33248	Land Use Plan Map amendment to include land use changes for the South Perry Neighborhood Center.
6/9/2003	7/18/2003	C33249	Zoning Map amendment to include land use changes for the South Perry Neighborhood Center.
7/14/2003	8/20/2003	C33268	Private annual amendment application - Land Use plan map change re Lots 1 & 2, Block 19, Muzzy's Addition, @ SW corner of Ash & Nora, from "Residential 15-30" to "Office."
7/14/2003	8/20/2003	C33271	Private annual amendment application - Zoning map change re Lots 1 & 2, Block 19, Muzzy's Addition, @ SW corner of Ash & Nora, from "R3-L" to "RO-1L."
7/14/2003	8/20/2003	C33269	Amendment of the downtown zoning regulations and zoning map that implement the adopted Plan for a New Downtown, Charting the Future, a part of the City of Spokane Comprehensive Plan, amending SMC Section 11.19.194, Section 11.19.195, Section 11.19.196, Section 11.19.197, Section 11.19.198, Section 4.13.020, Section 11.19.040, Section 11.19.460, Section 11.19.490, Section 11.19.500, Section 11.19.530, Section 11.19.640 and deleting Section 11.19.199.
7/14/2003	8/20/2003	C33270	Private annual amendment application - Land Use plan map change re approximately 2.46 acres @ NW corner of Regal & 44th, from "Office" to "Neighborhood Mini Center."



Adoption Date	Effective Date	Ordinance Number	Nature of Amendment
7/14/2003	8/20/2003	C33272	Zoning map change re approximately 2.46 acres @ NW corner of Regal & 44th, from "RO" to "B1-L."
7/14/2003	8/20/2003	C33273	Addition of policy 4.27 Freeway Design to Ch. IV of Charting the Future, The Plan for a New Downtown, a part of the city's Comprehensive Plan.
9/2/2003	11/8/2003	C33287	Private annual amendment application - Change to text of policy LU 1.8 in Comprehensive Plan.
9/2/2003	11/8/2003	C33287	Private annual amendment application - Land Use plan map change re 2.61 acres @ NE corner of Nevada & Lyons, from "Office" to "General Commercial."
9/2/2003	11/8/2003	C33288	Zoning map change re 2.61 acres @ NE corner of Nevada & Lyons, from "RO-1L" to "B2-L."
3/29/2004	5/2/2004	C33393	Verhoogen Annexation – Land Use Plan amendments. (Companion Ordinance: C33391).
2/7/2005	2/7/2005	C33585	Park Place Annexation (Costco) – Land Use Plan amendments. Northwest Spokane.
2/21/2005	3/30/2005	C33587	Private annual amendment application - Land use map change lots at 4200 S. Cheney-Spokane Road from "Residential 4-10" to "General Commercial". Zoning will be B2-L.
2/21/2005	3/30/2005	C33588	Private annual amendment application - Land use map change for one parcel at 7404 N. Division from "Office" to "General Commercial". Zoning will be C1-1L.
2/21/2005	3/30/2005	C33589	Private annual amendment application - Land use map change for one parcel at 1809 N. Ash from "R15-30" to "General Commercial". Zoning will be B2-1L.
2/21/2005	3/30/2005	C33590	Private annual amendment application - Land use map change for one parcel at 3124 E. 29th from "R15-30" to "Office". Zoning will be RO-1L.
2/21/2005	3/30/2005	C33591	Ch. 4.9 Maps Regional Pedestrian Network Map TR1 not be amended to removed "sidewalk" designation from Austin Road between Five Mile Road and Cascade Way and the Arterial Network Map TR3 be amended designating Quamish Drive as a "Neighborhood Collector Arterial from Austin Road to Cascade Way. Re-designate Lincoln Road from Crestline to Division from "Minor Arterial" to "Principal Arterial).
2/28/2005	2/28/2005	C33598	Land Use Map change for "ShopKo" annexation.
9/6/2005	10/12/2005	C33735	Manito Center
8/22/2005	9/28/2005	C33727	Adoption of proposed changes in vicinity of Maxwell and Elm Employment Center located in West Central Neighborhood as recommended by the City Plan Commission following a neighborhood planning process.
2/7/2005	2/8/2005	C33585	Park Place Annexation – Land Use Plan Map amendments.



City of Spokane Comprehensive Plan

Adoption Date	Effective Date	Ordinance Number	Nature of Amendment
1/23/2006	4/24/2006	C33789	Private annual amendment application – Land Use Plan Map change at Regal and South East Boulevard from R4-10 to Office.
5/15/2006	5/15/2006	C33871	Administrative Land Use map amendments for new commercial zoning implementation.
6/5/2006	7/26/2006	C33880	Logan Neighborhood Area Land Use Plan Map and Zoning changes.
11/27/2006	1/10/2007	C33944	Land Use chapter text changes for East Central area.
11/27/2006	1/10/2007	C33945	Land Use Plan Map changes for East Central area.
12/4/2006	1/17/2007	C33940	City of Spokane 2006 Comprehensive Plan Update process.
12/4/2006	1/17/2007	C33940	Private annual amendment application - Z2005-115LU: Change from R4-10 and R15-30 to Office at 2203 E 29th and 2213 E 29th – rezoned to Office Retail.
12/4/2006	1/17/2007	C33940	Private annual amendment application - Z2005-116LU: Change from R10-20 to R15-30 for 4 parcels from 7703 to 7803 N. Crestline – rezoned to RMF.
6/30/2008	8/13/2008	C34259	Application #Z2006-074-LU amending the Land Use Plan Map of the City's Comprehensive Plan from "Residential 4-10" to "Office" for one parcel located at 2410 East 29th Avenue. Sonneland.
6/30/2008	8/13/2008	C34258	Application Z2006-067-LU amending the Land Use Plan Map of the City's Comprehensive Plan from "Residential 4-10" to "CC Core - Employment Center" for twenty-two parcels located at 432 East Central Avenue. Holy Family Hospital.
6/7/2008	8/13/2008	C34262	Application #Z2006-084-LU amending the Land Use Plan Map of the City's Comprehensive Plan from "Office" to "Commercial" for two parcels located at 1505 West Northwest Boulevard. Wollenberg/Penlube.
6/30/2008	8/13/2008	C34264	Application #Z2007-075-LU amending the Land Use Plan Map of the City's Comprehensive Plan from "Residential 4-10" to "Office" for two parcels located at 6215 North Maple Street and 6214 North Ash Street.
1/8/2008	12/10/2008	C34154	Amend the Land Use Plan Map for the North Indian Trail Neighborhood Center following an abbreviated Center public planning process. (See related withdrawn application Z1500097 02-8-16.)
12/22/2008	1/28/2009	C34370	The updated Downtown Plan, known as Fast Forward Spokane was recognized as a component of the Comprehensive Plan.
6/8/2009	7/16/2009	C34424	Bike Plan update.
6/30/2008	8/21/2009	C34256	Private annual amendment application – Z2005-113LU: Change from R4-10 and R15-30 to CC Core District Center for two parcels located at 4901 S. Regal St. – rezoned from "RSF" and "RMF" to "CC2DC" for each parcel. New Center Designation at intersection of Palouse Highway and Regal Street.
8/17/2009	8/21/2009	C34468	Developer Agreement that implements ORD C34256.



Adoption Date	Effective Date	Ordinance Number	Nature of Amendment
6/30/2008	8/21/2009	C34257	Private annual amendment application – Z2005-114LU: Change from R4-10 to CC Core District Center for one parcel located at 5222 S. Regal St. – rezoned from “RSF” to “CC2-DC” for each parcel New Center Designation at intersection of Palouse Highway and Regal Street.
8/17/2009	8/21/2009	C34469	Developer Agreement that implements ORD C34257.
6/30/2009	8/21/2009	C34261	Private annual amendment application – Z2006-083LU: Change from R4-10 and R15-30 to CC Core District Center for six parcels located at 3146 E. 44th Ave. – rezoned from “RSF” and “RMF” to “CC2DC” for each parcel. New Center Designation around intersection of Palouse Highway and Regal Street.
8/17/2009	8/21/2009	C34467	Developer Agreement that implements ORD C34261.
10/19/2009	12/5/2009	C34495	Private annual amendment application – Z2007-064LU: Change from R4-10 & Commercial on one parcel located at 3024 E. Fairview Ave. to Commercial – rezoned from “RSF” and “GC-70” to “GC-70” for entire parcel.
10/19/2009	12/5/2009	C34496	Private annual amendment application – Z2008-080LU: Change from R4-10 to R15-30 for two parcels located at 2816 & 2828 E. 36th – rezoned from “RSF” to “RMF” for each parcel.
10/19/2009	12/5/2009	C34497	Private annual amendment application – Z2007-074LU: Change one parcel from R4-10 & Light Industrial to Light Industrial and one parcel from R4-10 to Light Industrial – located at 6624 N. Napa St. & 6717 N. Crestline St. – rezoned from “RSF” & “LI” zones to “LI.”
6/21/2010	7/26/2010	C34604	Ratified changes to Ordinance C34328 relating to definitions in Chapter 17A.020 SMC due to the Shoreline Management Program.
6/21/2010	7/26/2010	C34605	Related to Ordinance C-34326 adopting Title 17E.060 SMC, Shoreline Regulations, due to the Shoreline Management Program.
6/21/2010	7/26/2010	C34606	Ratified changes to Ordinance C-34327 relating to Chapter 17E.060 SMC, Land Use Procedures, due to the Shoreline Management Program.
6/21/2010	7/26/2010	C34607	Ratified changes to SMC 1.05.160, Land Use Violations, due to the Shoreline Management Program.
6/21/2010	7/26/2010	C34608	Amended ordinance C-34330 relating to the Latah Creek Shoreline Buffers Map in Chapter 14 of the Spokane Comprehensive Plan.
11/22/2010	12/22/2010	C34661	Amended text of the Fast Forward Spokane: Downtown Plan Update (an element of the Comprehensive Plan) Chapter Five, Downtown Strategies 3.5 to read as follows: “Regulate Prohibit new dynamic full-color digital signs within Downtown Spokane.”
4/4/2011	4/4/2011	C34695	Emergency adoption of a new Airfield Influence Areas Comprehensive Plan map.
4/4/2011	4/4/2011	C34696	Emergency adoption of new Airfield Influence Area Comprehensive Plan policy.



Adoption Date	Effective Date	Ordinance Number	Nature of Amendment
11/28/2011	1/7/2012	C34805	Private Annual Amendment Application #Z1000046COMP - Amend Land Use Map from Residential 15-30 to Light Industrial for eleven parcels and from "Office" to "Light Industrial" for one parcel; Amend Zoning Map from "RMF" to "LI" and "O-35" to "LI" for same parcels.
11/28/2011	1/7/2012	C34807	Private Annual Amendment Application #Z1000059COMP - Amend Land Use Map from "Residential 4-10" to "Office" for two parcels; Amend Zoning Map from "RSF" to "O-35"; Amend Land Use Map from "Residential 4-10" to "Office" on two adjacent parcels; Amend Land Use Map from "Residential 4-10" to "Office" on one parcel.
11/28/2011	1/18/2012	C34806	Private Annual Amendment Application #Z1000058COMP - Amend Land Use Map from "Residential 4-10" to "Residential 15-30" for one parcel; Amend Zoning Map from "RSF" to "RMF."
11/28/2011	1/7/2012	C34809	#Z1000055COMP - Amend text in a set of approximately one hundred (100) minor text amendments (typos, clarifications and corrections) in Chapters 5, 6, 7, 8, 9, and 10 excluding the Capital Facilities Program located in Chapter 5.
12/5/2011	12/22/2011	C34808	Private Annual Amendment Application #Z1000060COMP - Amend Land Use Map from "Residential 4-10" to "Residential 15-30" for seven parcels; Amend Zoning Map from "RSF" to "RMF."
5/14/2012	5/14/2012	C34867	Application #Z1200009COMP Amending Planned Arterial Network Map TR3 44th Ave. Regal St. Freya St.
11/8/2012	12/8/2012	C34931	Application Z1100057COMP. Indian Trail Animal Clinic amending the Land Use Plan Map.
11/8/2012	12/8/2012	C34930	Application Z1100056COMP. STA 2011 Comprehensive Plan Land Use Map Amendment for a LU Designation Change for two parcels from Residential "10-20" to "Institutional".
9/23/2013	11/4/2013	C35026	Application #Z1200043COMP Amending Land Use Plan Map City's Comprehensive Plan from Residential 15-30 to Office for Chandlers Addition Block 8 between Sheridan and Hatch Streets and 5th Avenue.
9/23/2013	11/4/2013	C35027	Application #Z1200044COMP Amending Land Use Plan City's Comprehensive Plan from Office and Residential 4-10 to CC Core located at Northeast Corner of 32nd Avenue and Grand Boulevard.
9/23/2013	11/3/2013	C35028	Application #Z1200045COMP Amending Land Use Comprehensive Plan Residential 15-30 CC-CORE .29 Acres Southeast Corner of 29th Ave. and Fiske Street.
9/23/2013	11/3/2013	C35029	Application #Z1300046COMP Amending Land Use Plan Map City's Comprehensive Plan from Office and Residential to CC-CORE 9.8 Acres SW Corner of 29th and Fiske Street.
9/27/2014	11/6/2014	C35155	Application #Z1300068COMP Amending Land Use Plan Map City's Comprehensive Residential 4-10 Neighborhood Retail 0.16 Acres located at 1924 East Boone Avenue.



Adoption Date	Effective Date	Ordinance Number	Nature of Amendment
11/17/2014	12/3/2014	C35156	Application Z1300069 amending Land Use Plan Map from Office to CC Core for 0.44 acres at Wellesley.
1/12/2015	1/26/2015	C35211	Application #Z1400055COMP Centers and Corridors Form Based Code Zoning Categories Hamilton Street Alley between Augusta Avenue and Nora Avenue on the north and Desmet Avenue on the south.
3/30/2015	3/30/2015	C35244	Application #Z1500003COMP Text Amendments to Chapter 4 Transportation, Adopting Changes to the Planned Bikeway Network Map (MAP TR-2).
11/13/2015	12/13/2015	C35309	Application Z1400064 to amend the Land Use Plan Map for two parcels from "Residential, 4 to 10 units per acre" to "CC Core". The size of the proposal is 13,800 square feet (0.31 acres) at 10th and 11th avenues and Perry.
11/13/2015	12/13/2015	C35307	Application #Z1400062COMP and amending the Land Use Plan Map of the City's Comprehensive Plan from "RESIDENTIAL 4-10" to "General Commercial" for 0.17 acres (7500 sf) located at 2829 N. Market.
11/13/2015	12/12/2015	C35308	Application Z1400063COMP to amend the Comprehensive Plan Land Use Map from "Residential 4-10" to "Office" for 0.69 acres located at 4610 S. Maple.
11/2/2015	12/16/2015	C35310	Application Z1400065. An ordinance amending the text of the City of Spokane Comprehensive Plan Chapter 3, Land Use, adopting a new policy entitled "LU 1.X Mobile Home Parks."
11/4/2016	12/28/2016	C35447	Application #Z1500085COMP amending the Land Use Plan Map from "Open Space" to "Centers and Corridors Core" for 1.9 acres southwest of the South Regal intersection with the Palouse Highway and amending the zoning map from "Residential Single Family" (RSF) to "Centers And Corridors Type 2 – District Center" (CC2-DC).
11/4/2016	12/28/2016	C35448	Application #Z1500078COMP amending the Land Use Plan Map from "Residential 15-30" to "Light Industrial" for 2.78 acres in 14 parcels north of the intersection of Ross Court and North Center Street and amending the Zoning Map from "Residential Multi-Family" (RMF) to "Light Industrial" (LI).
11/5/2018	12/14/2018	C35686	Application #Z18-253COMP, adding text to Chapter 2, Implementation, to include a reference to the Joint City Council-Administration Six-Year Strategic Plan.
11/5/2018	12/14/2018	C35687	Application #Z17-630COMP, amending the land use plan map from Residential 4-10 to Office for approximately 0.25 acres and amending the zoning map from Residential Single Family (RSF) to Office (O-35).
11/5/2018	12/14/2018	C35688	Application #Z17-623COMP, amending the land use plan map from Residential 15-30 to Neighborhood Retail for approximately 4,873 square feet, and amending the zoning map from Residential Multifamily (RMF) to "Neighborhood Retail (NR-35)".



Adoption Date	Effective Date	Ordinance Number	Nature of Amendment
11/5/2018	12/14/2018	C35689	Application #Z17-624COMP, amending the land use plan map from "Office" to "Commercial" for 10.76 acres, and amending the zoning map from "Office (O-70)" to "General Commercial (GC-70)."
11/19/2018	12/28/2018	C35690	Application #Z17-621COMP, amending the land use plan map from "Office" to "General Commercial" for approximately 0.68 acres, and amending the zoning map from "Office Retail (OR-150)" to "Community Business (CB-150)."
5/6/2019	5/6/2019	C35769	Application #Z19-070COMP, amending the Proposed Arterial Network Map in Chapter 4 (Map TR-12) to remove the designation of "urban major collector arterial" and "proposed urban major collector arterial" for Crestline Street between 37 th Avenue and Southeast Boulevard at 31 st Avenue.
12/9/2019	1/17/2020	C35838	Application #Z18-882COMP, amending the Land Use Plan Map from "Residential 15-30" to "General Commercial" for 0.12 acres and amending the Zoning Map from "RMF" to "GC-70."
12/9/2019	1/17/2020	C35839	Application #Z18-883COMP, amending the Land Use Plan Map from "Residential 15-30" to "Office" for 0.29 acres and amending the Zoning Map from "RMF" to "O-35."
12/9/2019	1/17/2020	C35840	Application #Z18-884COMP, amending the Land Use Plan Map from "Residential 4-10" to "Office" for 0.85 acres and amending the Zoning Map from "RSF" to "O-35."
12/9/2019	1/17/2020	C35841	City-sponsored application #Z18-958COMP, amending Chapter 3 to include a new policy encouraging transit-supported development near high-performance transit stops.
12/9/2019	1/17/2020	C35842	City-sponsored application #Z19-002COMP, amending Policy LU 1.8, General Commercial Uses, to clarify the establishment of new General Commercial uses in the City and modifying conditions under which those uses can be placed outside of Centers and Corridors.
11/23/2020	12/31/2020	C35972	Application #Z19-499COMP, amending the Land Use Plan Map from "Residential 4-10" to "General Commercial" for 0.85 acres and amending the Zoning Map from "RSF" to "GC-70."
11/23/2020	12/31/2020	C35976	Application #Z19-504COMP, amending the Land Use Plan Map from "Residential 4-10" to "Residential 15-30" for 2.2 acres and amending the Zoning Map from "RSF" to "RMF."
11/23/2020	12/31/2020	C35978	City-sponsored application #Z20-019COMP, amending the Bike Network Map (Map TR-5) as well as text in Appendix D, Transportation.
11/23/2020	12/31/2020	C35979	City-sponsored application #Z20-042COMP, amending the Comprehensive Plan Arterial Network Map (Map TR-12) in various locations throughout the city and amending the Official Arterial Street Map in SMC 12.080.040 accordingly.



City of Spokane Comprehensive Plan

Adoption Date	Effective Date	Ordinance Number	Nature of Amendment
11/23/2020	12/31/2020	C35980	City-sponsored application #Z20-045COMP, amending Chapter 4, Transportation, of the Comprehensive Plan to account for safety needs for at-grade railroad crossings.
12/14/2020	1/21/2021	C35974	Application #Z19-502COMP, amending the Land Use Plan Map from "Residential 4-10" to "Office" for 0.23 acres and from "Residential 4-10" to "Residential 10-20" for 0.39 acres as well as amending the Zoning Map from "RSF" to "O-35" and "RTF," respectfully.
11/29/2021	01/08/2022	C36139	Application #Z20-194COMP, amending the Land Use Plan Map from "Light Industrial" to "Centers & Corridors Core" for 2.5 acres as well as amending the Zoning Map from "LI" to "CC1-EC."
11/29/2021	01/08/2022	C36140	Application #Z20-206COMP, amending the Land Use Plan Map from "Residential 4-10" to "Residential 15-30" for 3.9 acres as well as amending the Zoning Map from "RSF" to "RMF."
11/29/2021	01/08/2022	C36141	Application #Z20-207COMP, amending the Land Use Plan Map from "Residential 4-10" to "General Commercial" for 0.16 acres as well as amending the Zoning Map from "RSF" to "CC2-DC."
11/29/2021	01/08/2022	C36142	Application #Z20-208COMP, amending the Land Use Plan Map from "Residential 10-20" to "Residential 15+" for 1.31 acres as well as amending the Zoning Map from "RTF" to "RHD-55."
11/29/2021	01/08/2022	C36143	Application #Z20-209COMP, amending the Land Use Plan Map from "Residential 10-20" to "Centers & Corridors Core" for 1.9 acres as well as amending the Zoning Map from "RTF" to "CC1-DC."
11/29/2021	01/08/2022	C36144	City-sponsored application #Z21-022COMP, amending the Bike Network Map (Map TR-5).
11/21/2022	01/05/2023	C36310	Application #Z21-280COMP, amending the Land Use Plan Map from "Residential 4-10" to "Residential 15-30" for 19.1 acres as well as amending the Zoning Map from "RSF" to "RMF-55".
11/21/2022	01/05/2023	C36311	Application #Z21-281COMP, amending the Land Use Plan Map from "Residential 10-20" to "General Commercial" for 1.6 acres as well as amending the Zoning Map from "RTF" to "CB-55".
11/21/2022	01/05/2023	C36312	Application #Z21-282COMP, amending the Land Use Plan Map from "Residential 4-10" to "Center and Corridor Transition Area" for 3.8 acres as well as amending the Zoning Map from "RSF" to "CC4-DC".
11/21/2022	01/05/2023	C36313	Application #Z21-283COMP, amending the Land Use Plan Map from "Residential 10-20" to "Residential 15-30" for 0.95 acres as well as amending the Zoning Map from "RTF" to "RMF".
11/21/2022	01/05/2023	C36314	Application #Z21-284COMP, amending the Land Use Plan Map from "Residential 4-10" to "Office" for 1.56 acres as well as amending the Zoning Map from "RSF" to "OR-35" and "O-35".
11/21/2022	01/05/2023	C36315	City-sponsored application #Z22-097COMP, amending the Bike Network Map (Map TR-5)
11/21/2022	01/05/2023	C36316	City-sponsored application #Z22-098COMP, amendment the Arterial Network Map (Map TR-12)



Adoption Date	Effective Date	Ordinance Number	Nature of Amendment
03/13/2023	3/13/2023	C36367	Proposal Z23-039COMP, Amending Appendix D, revising the Capital Facilities Plan to update the Transportation Impact Fee Project List to include additional projects.
07/31/2023	09/07/2023	C36414	Proposal Z23-112COMP, Building Opportunity for Housing, amending Chapter 3 and the Glossary to accommodate greater middle housing development in the city.



The Road Not Taken

*Two roads diverged in a yellow wood,
And sorry I could not travel both
And be one traveler, long I stood
And looked down one as far as I could
To where it bent in the undergrowth;*

*Then took the other, as just as fair,
And having perhaps the better claim,
Because it was grassy and wanted wear;
Though as for that the passing there
Had worn them really about the same,*

*And both that morning equally lay
In leaves no step had trodden black.
Oh, I kept the first for another day!
Yet knowing how way leads on to way,
I doubted if I should ever come back.*

*I shall be telling this with a sigh
Somewhere ages and ages hence:
Two roads diverged in a wood, and I,
I took the one less traveled by,
And that has made all the difference.*

--Robert Frost



May 21, 2001

Fellow Citizens:

Congratulations on a job well done!

Writing our new Comprehensive Plan has been an open, public process. Over the past six years, input from literally thousands of citizens culminated in three different growth alternatives that were then reviewed and analyzed for their impacts. The process has modeled collaboration and democracy in action. It is a living, flexible tribute to the power of citizen involvement and mutual respect, the very essence of healthy relationships. We should be proud of this.

It has been almost a year since the Draft Comprehensive Plan with the three growth alternatives was presented to the public for review and comment. In the end, the Centers and Corridors alternative emerged as the community's preferred land use pattern for the future. Since then, the Plan Commission and the City Council have spent an incredible amount of personal and professional time listening to citizen comments and adjusting the plan accordingly. I am pleased that the City Council has adopted the Centers and Corridors option, as amended.

Thank you to all the citizens who freely gave so much of their time to be a part of this vision for the future. Also, let us recognize the enormous efforts of the Plan Commission: volunteer citizens who gave hundreds of hours of their time to make this a better community.

In our efforts to modernize our planning standards, and to be more responsive to our rapidly changing economic and social conditions, this new plan provides a road map for moving our city forward to achieve its full potential. It is within Spokane's grasp to be known as the brightest star in the Intermountain West, with the highest standard of living, the lowest poverty, the finest quality of life, the healthiest environment, and the most abundant social capital of any city in the region.

This is not a dream – it is a promise to our children and grandchildren. It is a promise we must keep.

Sincerely,

John T. Powers, Jr.
Mayor, City of Spokane



Adoption

The City of Spokane began planning under the Washington State Growth Management Act (GMA) as of July 1, 1993. Based on nearly eight years of process, six years of meetings with hundreds of civic organizations, input from thousands of citizens, and countless hours of deliberations, the City Plan Commission recommended a new comprehensive plan to the City Council on January 17, 2001. After months of public hearings and study sessions with the City Plan Commission, the City Council adopted their revised version of this comprehensive plan on May 21, 2001.

This comprehensive plan addresses many facets of city life, including land use, transportation, capital facilities, housing, economic development, natural environment and parks, neighborhoods, social health, urban design and historic preservation, and leadership. It will guide future growth and development for the City of Spokane over the coming twenty years, with annual updates as needed. Under this new plan, the previous comprehensive plan is repealed, together with its companion plans such as the 1983 Land Use Plan and all prior neighborhood plans.



Acknowledgements

This comprehensive plan is the product of many, many people. The City Plan Commission, City Council and Mayor wish to specifically thank all of the hundreds of people who cared enough about the city's future to dedicate an enormous portion of their time and energy to creating this plan.

In addition to those who attended any of the public meetings during the Spokane Horizons process, the Horizons work group members were truly the backbone of the whole effort. Over 300 people met often weekly in topic work groups for nearly two years to write the foundations of what eventually became the comprehensive plan. They were supported in their efforts by planning staff, as well as Technical Committee members from various city departments and other local agencies. All the way along, the Horizons Executive Board shepherded the process, offering their advice, expertise and resources to ensure a high quality public participation process.

Appreciation is extended to all these people who have truly made a difference in Spokane's future.

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City of Spokane Comprehensive Plan

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Chapter 1

Introduction

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1.1 PURPOSE OF THE COMPREHENSIVE PLAN

What is Comprehensive Planning

Planning is a part of everyone's life. We make plans for our careers, vacations, families, and housing. Planning is how we increase the likelihood that these things will occur in ways we desire. Without plans, we face never-ending uncertainty about future events. Consequently, we end up reacting to one situation after another.

For similar reasons, communities make plans. In large urban areas where the landscape is highly complex and constantly changing, community plans shape the future in desirable ways. The city is a place where people have many varied needs, a place where citizens live, work, shop, and play. It is, therefore, a place where material goods, police and fire protection, sewers, water, transportation, recreation, and many other services must be provided.

Comprehensive Plan is the name given to identify the community's long-range plan for growth. It is comprehensive because it provides guidance for all aspects of the city's growth and development over a long period, typically twenty-years – an entire generation. The plan is a set of goals, policies, maps, illustrations, and implementation strategies that state how the city should grow physically, socially, and economically.

The Comprehensive Plan provides the overall scheme of city development – the major land uses, transportation systems, parks, recreation, and open spaces, and centers of shopping and employment. This plan establishes the framework for all other planning activities and documents. By law, decision-makers and managers in city government must follow the direction of the Comprehensive Plan.

The City of Spokane's Comprehensive Plan

When the state enacted the Growth Management Act (GMA) in 1990, it changed the purposes of comprehensive plans prepared under the GMA rules. Requirements to plan for housing and private utilities were added to the existing mandates to address land use, transportation, and capital facilities. In 2003, an additional requirement was added to include planning for shorelines. Chapter 14, Shorelines, was added in 2010. The GMA authorizes the inclusion of additional plan topics of specific local interest; the city chose to include economic development, social health, and five other planning subjects in its plan.

The Comprehensive Plan provides the following direction to city-elected officials and staff:

- Locations where growth should occur;
- Quantities and types of housing to shelter existing and future population;



- Transportation, public improvements, and public services that are desired;
- Ways to help create a healthy economic environment;
- Actions to protect the natural environment;
- Development patterns to provide cost-effective delivery of public services; and
- Timing and conditions for annexation.

GMA includes provisions to ensure that the city follows these Comprehensive Plan directives. First, the city must regulate land use and development consistent with the plan; the zoning code, subdivision code, environmental ordinances, and building code must follow the plan's intent. Second, the city must make capital budget decisions and capital project investments in conformance with the plan. These two GMA rules give the 2001 Comprehensive Plan a much higher level of importance in guiding the city's growth and development than previous editions of the plan.

1.2 LOCAL CONTEXT

Over the decades, Spokane has been shaped by its notable beginning. Capturing the attention of fur traders, miners, missionaries and those with the "westward-ho" spirit, Spokane soon found its place on the map. Prior to 1800, Spokane was a Native American encampment located near the falls of the Spokane River.

It was not long, however, before James N. Glover, the "Father of Spokane," recognized the beauty and potential of the unscathed Spokane area. He acquired land rights from the first settlers who had arrived in 1871 and eventually established a store where he and his wife worked and resided. Glover grew exceedingly involved in the young town and was elected mayor in 1883.

In 1881, a short time before Glover assumed office, the town was incorporated as "Spokan Falls;" an 1883 amendment changed the spelling to "Spokane Falls". A few years later in 1891, "Spokane" became the official city name when "Falls" was dropped. The city limits at that time extended north to Garland Avenue, south to 29th Avenue, east to Regal Street and west to "H" Street, to encompass a total of 20 square miles.

In the midst of name changes and growth, Spokane suffered its share of tragic events. In August of 1889, a great fire destroyed large portions of the city with losses totaling more than \$6 million. The need to rebuild the city served as the ideal opportunity to replace the old wood buildings with those made of stone and brick. Noted for their architectural and civic status, these buildings are still treasured by Spokane's citizens.



In 1911, Spokane citizens approved a one million dollar park bond, which was used to implement the city's first plan-- a park plan created by the world-famous landscape design firm, Olmsted Brothers. Implementation of the Olmsted plan increased Spokane's park size from 173 acres to 1,934 acres and firmly established Spokane's park system as one of the community's enduring assets.

Spokane grew rapidly in its early years, from a population of a mere 350 in 1880 to over 100,000 in 1910. To ensure that Spokane's beauty would be protected during the rapid growth period, the "City Beautiful" committee was formed as part of a nationwide planning movement. The committee devoted itself to making Spokane a desirable place to live by enhancing its natural and built environment, both of which were highly prized by Spokane's early settlers who proudly used these assets to "boost" their young community and attract growing numbers of people to it. One of the results of Spokane's City Beautiful movement was the creation of the Park Board in 1907.

After 1910, the city's growth slowed and even declined between 1960 and 1990. Fifty years following the mighty fire, the threat and formidable presence of war in the 1940s knocked at Spokane's door and made it a center for wartime activity. Over the next thirty years, Spokane continued to develop both commercially and industrially. A considerable number of housing developments further shaped Spokane's neighborhoods, gradually spreading into the unincorporated area of Spokane County where most of the new development began to take place.

In 1974, Spokane hosted EXPO '74, the World's Fair. An immediate success, the fair drew huge crowds throughout the summer. The intrigued crowds thronged through the EXPO site, which had only recently been cleared of the railroad lines that had once crowded the river front site. Today, the Great Northern Depot tower remains as a feature of the park and serves as a reminder of the integral role the railroad played in shaping Spokane.

Growth of the City

When the city was incorporated as "Spokan Falls" in 1881, it covered an area roughly the same size as the present Central Business District. Spokane's population in 1900 was over 36,000, nearly double that of a decade earlier. There were 300 business and industrial enterprises, 108 saloons, 56 churches, 2,500 telephones, and 42 miles of street railways. By 1920, the city's population had grown to over 104,000. Between 1920 and 1990, population grew at a much slower rate than earlier years. The population was 171,300 in 1980 and 177,165 in

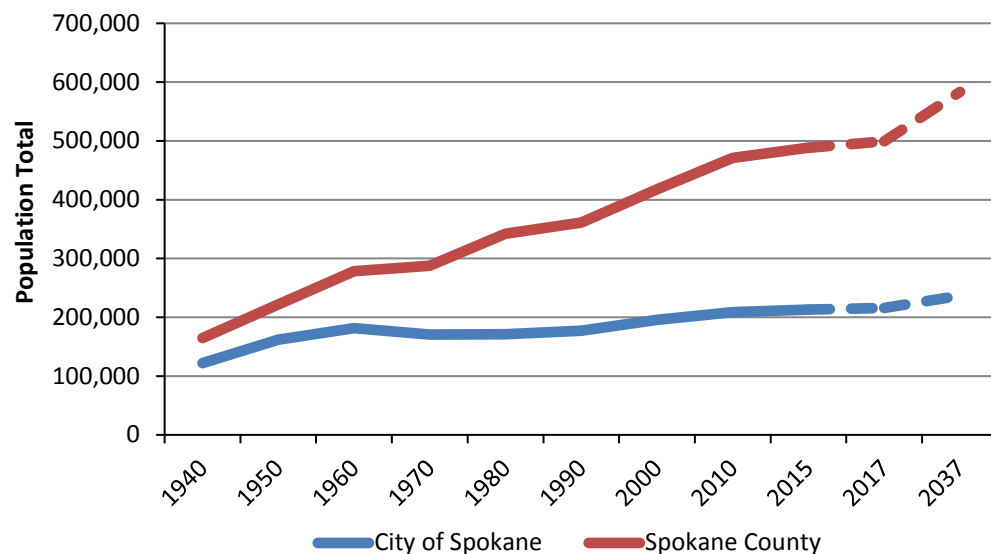


1990, a 3 percent increase over this ten-year period. During the years between 1990 and 1995, the city's population growth was more rapid, increasing to 188,800, an expansion of more than 1 percent per year. Since 1995, the population has remained relatively stable, decreasing to an estimated 188,300 in 1998. The Census reported the City of Spokane's population for the year 2010 at 208,916 and the Washington State Office of Financial Management has forecast the population for the year 2017 to be 215,839. The recent population numbers show an increase of 4,184 people over the five year period from 2010 to 2015.

Population

The growth alternatives presented in the draft comprehensive plan are based on projected growth for Spokane County for the next twenty years as decided by elected officials from all jurisdictions in the county.

Figure 1 – Population Growth in the City and County of Spokane



Geological History

Spokane has been patterned over time by a succession of geological episodes. More than 16 million years ago, vast lava flows forged the area, creating a great bedrock plain that extended in multiple directions. During the ice age approximately 12,000 years ago, lobes of large glaciers traveled from the north, barricaded a large river basin in western Montana, and formed a gigantic lake near modern-day Missoula. The lake was 7,600 square kilometers in area and approximately 600 meters deep.

The glaciers eventually began to retreat, which caused the ice dam to fracture, spilling huge walls of water 150 meters in height through Spokane and the surrounding region. Such events occurred more than a dozen times during the ice age, carving



out deep canyons and leaving small remnants of the original plain. The receding flood waters left mass deposits of sand and gravel in the bottom of canyons. These flat areas made ideal locations for settlement, and formed a large ground water aquifer. The aquifer is now identified as the Spokane Valley - Rathdrum Prairie Aquifer and serves as Spokane's water supply.

The aquifer carries between 1,325,000 and 2,460,000 cubic meters of water each day and provides domestic water supply to most of the Spokane urbanized area. Additionally, the aquifer exchanges significant amounts of water with the Spokane River. Most of the urbanized area is located in the Spokane River valley, enclosed north and south by steep hillsides. Prevailing winds and frequent winter temperature inversions tend to impound stagnant air and accumulated airborne pollutants near the ground's surface. Spokane is frequently in jeopardy of violating this country's strict air quality standards, a situation that has severe consequences for our municipality and its citizens. Automobile travel remains a significant producer of airborne pollutants, which attests to the comprehensive plan's devotion toward exploring other means of transportation and ways in which to reduce automobile usage.

Climate and Region

Located 18 miles west of the Idaho border and 110 miles south of the Canadian border, Spokane enjoys each of the four seasons. Spokane typically averages 16.25 inches of precipitation each year. Additionally, the area receives approximately 45 inches of snow and ice annually. The winds remain calm at an average of 8 mph.

Figure 2 – Average Monthly Temperatures for Spokane

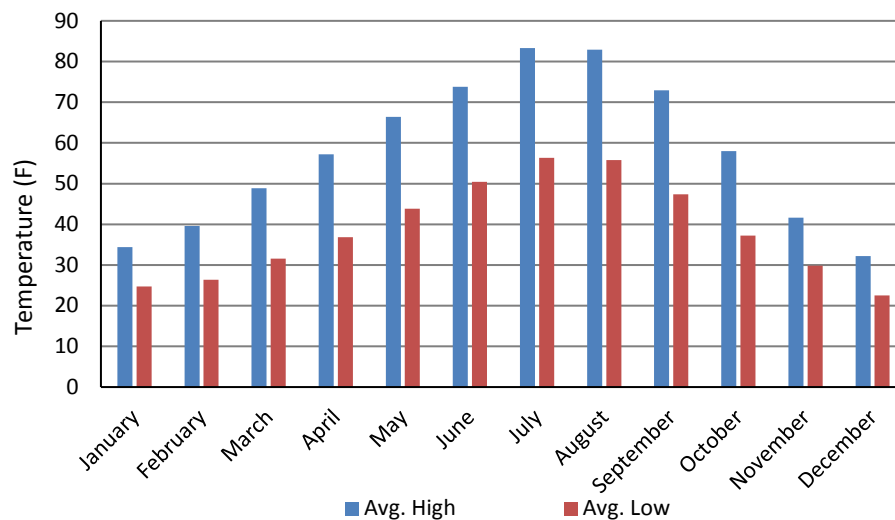
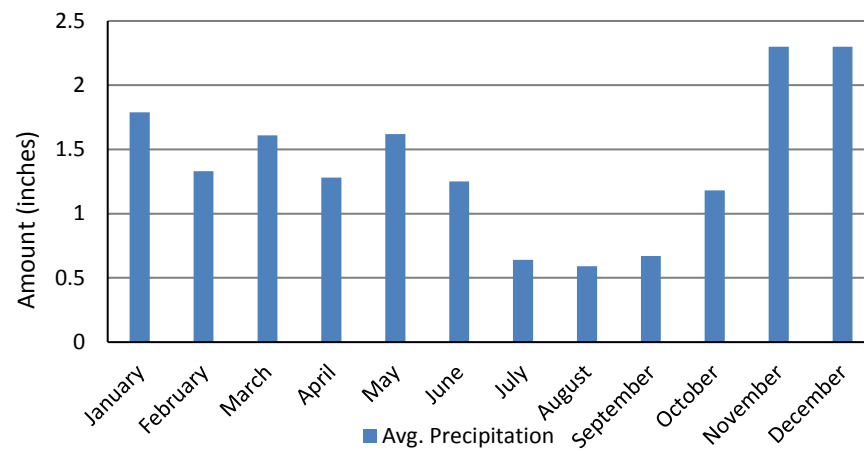


Figure 3 – Average Monthly Precipitation for Spokane





1.3 STATE REQUIREMENTS AND REGIONAL PLANNING

The Growth Management Act (GMA) was adopted in 1990 by the State Legislature in response to rapid population growth in the Puget Sound region on the western side of the state. A few years later, Spokane County also experienced unprecedented growth and was required to become part of growth management. The GMA goals are not listed in order of priority and are used exclusively for the purpose of guiding the development of comprehensive plans and development regulations. The following fourteen GMA goals are what the City of Spokane must achieve, and are consistent with the community's vision for its future.

- **Urban Growth-** Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- **Reduce Sprawl-** Reduce the inappropriate conversion of undeveloped land into sprawling, low density development.
- **Transportation-** Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
- **Housing-** Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
- **Economic Development-** Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.
- **Property Rights-** Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
- **Permits-** Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.
- **Natural Resource Industries-** Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries.



Encourage the conservation of productive forest and productive agricultural lands, and discourage incompatible uses.

- **Open Space and Recreation-** Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.
- **Environment-** Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
- **Citizen Participation and Coordination-** Encourage the involvement of citizens in the planning process and ensure the coordination between communities and jurisdictions to reconcile conflicts.
- **Public Facilities and Services-** Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
- **Historic Preservation-** Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.
- **Manage Shorelines Wisely-** Protect, preserve, and enhance the Spokane River and Latah Creek, which are designated as shorelines of statewide significance.

Countywide Planning Policies

The Growth Management Act (GMA) calls for coordinated planning efforts among jurisdictions within a county planning under GMA. In response to that requirement, the Spokane County Steering Committee of Elected Officials developed and adopted the Countywide Planning Policies (CWPPs) in December of 1994. Volume V, Appendix A includes the full text of the CWPPs. The CWPPs address nine subject areas and provide a framework for subsequent development and adoption of comprehensive plans by all thirteen jurisdictions within Spokane County. The policies address the following topics:

- The designation of urban growth areas (UGAs);
- Joint planning within urban growth areas;
- Promotion of contiguous and orderly development and provision of urban services;
- Parks and open spaces;



- Transportation;
- Siting of capital facilities of a countywide or statewide nature;
- Affordable housing;
- Economic development; and
- Fiscal impacts.

1.4 PLAN DEVELOPMENT PROCESS AND ADOPTION



Introduction

Spokane Horizons was the name of the City of Spokane's citizen participation process to develop the city's 2001 Comprehensive Plan. It involved all segments of the community in shaping the city's future. Started in the spring of 1995, the Spokane Horizons process was developed to fulfill the city's commitment to active, effective citizen participation as well as the Growth Management Act's (GMA) mandate for early and continuous citizen participation.

From the beginning of its GMA planning, the city made a commitment to provide early and frequent opportunities for the citizens of Spokane to be involved in making decisions that affect the community. Through the Spokane Horizons process, the community achieved consensus and charted a new course for Spokane's future. These aspirations are expressed in the following goals for this program:

Spokane Horizons Goals

- To stimulate broad citizen involvement in shaping the future of the community.
- To forge a new coalition of community-wide interests to broaden the investment within the community for planning Spokane's future.



- To build affective relationships among government, the community and neighborhoods, business and their constituents to empower citizens and provide a broader perspective on Spokane's future.
- To understand the public's expectations for growth management planning, including the content and products of the process.

Plan Adoption

By City Charter, the City Plan Commission has the responsibility to make planning recommendations to the City Council for consideration for adoption. The Plan Commission has the duty to conduct the citizen planning processes that produce planning proposals, to review the results of these processes, and to formulate recommendations to the City Council based on this public involvement.

Adoption by the City Council is the formal step that is necessary to make the Comprehensive Plan an official city document. Under the rules of the GMA, the City Council's action to adopt the plan must be based on the "early and continuous citizen participation" required by the GMA. This provision adds assurance that the plan represents the community's consensus about the city's growth and how that growth will promote citizens' quality of life interests.

The Comprehensive Plan is a dynamic product of the community's continually evolving needs and desires about its future. The plan is prepared by involved citizens, recommended by the City Plan Commission, and adopted by the City Council. By law, it can be revised no more than once a year. At some point in time, however, changes in planning laws or community needs may require the preparation of an entirely new plan.

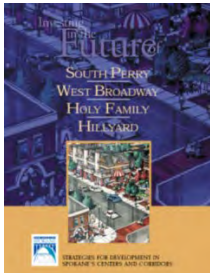
Citywide Vision

Spokane will be a city of people living and working together where diverse interests, including neighborhoods, business, education, and government, build upon the community's past accomplishments and heritage to ensure an exceptional sense of community, a healthy environment, and a high quality of life.



1.5 OVERVIEW OF PLANNING EFFORTS

In addition to annual amendments to the Comprehensive Plan and other long range planning efforts to ensure that adequate capital facilities are available in the future, the city has participated in additional planning efforts. The city has played both a lead and partnering role with many different groups and their planning efforts for the betterment of the community. Several of these efforts have been initiated and conducted by private groups with interests in certain specific areas of the city and surrounding areas. Examples of a few of these efforts include:



Pilot Centers and Corridors

Pilot Centers and Corridors: Four Centers and Corridors from the city's 2001 Comprehensive Plan were chosen as pilot projects to help develop and test the process of conducting specific plans for targeted areas of the city. The South Perry, West Broadway, Holy Family and Hillyard Center and Corridor areas were the first to be closely examined after the passage of the 2001 Comprehensive Plan. Stakeholder groups, facilitated by city staff, developed visions and strategies for future revitalization projects to ensure that these areas continue to be economically vibrant areas where future growth will continue to be focused.

Neighborhood Planning

Following the pilot Centers and Corridors processes, several other targeted planning efforts were conducted. The city facilitated stakeholder groups to plan for other Center and Corridors at the Grand District Center, Maxwell and Elm Employment Center, and Logan Neighborhood Center. Following those processes, several more neighborhoods have engaged in limited planning for their neighborhoods. These planning efforts continue.

Strategic Plans

The city would like to acknowledge several planning efforts that took place just prior to and after adoption of the 2001 Comprehensive Plan. Acknowledgment means only that the city recognizes these efforts. The Davenport District, Great Spokane River Gorge, and U-District plans contain a significant body of work detailing existing conditions, opportunities, and an outline for many actions designed to enhance these areas of the city. As visionary documents, they will help guide growth and development in these areas in the future. The city has not committed resources for action or project implementation of these plans, and the plans at this time are not intended for adoption as official policy of the City of Spokane. No legislative action has been taken to adopt changes to the Spokane Municipal Code, the Official Zoning Map, or the text or maps of the Comprehensive Plan related to these planning efforts. Implementation of these plans may require amendments to the Comprehensive Plan in the future.





Davenport District Strategic Action Plan

This effort was started in late 2001. The Downtown Spokane Partnership spearheaded a Strategic Action Plan for the district following the momentum begun by the Downtown Plan. During this time the "Davenport District" was selected as the name for the area surrounding the Davenport Hotel from Stevens Street on the east to Madison Street on the west. This plan presents a ten-year vision and action plan to guide the development and evolution of the Davenport District. The plan lays out an agenda for a series of immediate and long-term action items to enable the District to realize its full potential as an exciting district filled with arts, cultural, entertainment and living opportunities. The Strategic Plan is intended to be a flexible development tool and a working document that will change and adapt as the Davenport District evolves.

The Great Spokane River Gorge Strategic Master Plan:

A non-profit group "Friends of the Falls", aided by an award of technical assistance from the National Parks Service's Rivers, Trails & Conservation Assistance Program, spearheaded the development of a strategic master plan for an area that has been named the Great Spokane River Gorge or "Great Gorge Park". The area generally



follows the Spokane River Gorge west of Riverfront Park and includes parts of several neighborhoods. Some of the groups that worked with Friends of the Falls in the process include Spokane Parks Department, Spokane Tribe Culture Office, Avista Corporation, Summit Properties (now Kendall Yards), West Central Neighborhood, Peaceful Valley Neighborhood, Downtown Spokane Partnership, Northwest Museum of Arts & Culture, and the Friends of the Centennial Trail.



U-District Strategic Master Plan

Starting in 2003 and continuing through 2004, the city participated in a community effort to develop a strategic master plan around the idea of a University District. As stated in the U-District plan "The University District is a bold vision and plan to attract a critical mass of top students, staff and faculty, cutting-edge researchers, and creative entrepreneurs – all of which are the catalysts for increased commercialization of technology, growth in our health care industry, and overall economic prosperity for the region. It builds upon and incorporates existing plans, activities and assets — leveraging them into a strong economic engine that lays the foundation for Spokane's growth in the next century. It is time to forge Spokane's new destiny." Since the completion of the master plan numerous site and topic specific plans have been developed to further guide decision making and investment in the U-District.



These efforts include a market analysis, housing study, and investment strategy. Copies of these documents can be found on the University District's website.



Central City Line Strategic Overlay Planning

The Central City Line (CCL) is a proposal by the Spokane Transit Authority for a six-mile Bus Rapid Transit route connecting Browne's Addition to Spokane Community College by way of Downtown Spokane and the University District. The concept of the CCL has been in design by community partners for nearly 15 years. As part of ongoing planning for the CCL, the City of Spokane and Spokane Transit Authority are developing a Strategic Overlay Plan to identify transit-supported economic development opportunities and land use policy changes. The plan will examine a range of potential policy changes aimed at increasing ridership, maximizing economic opportunity, and helping to catalyze transit-supported development around the CCL. The process will give stakeholders and the public an opportunity to share their priorities and weigh in on these options. The plan will include recommendations for STA and City of Spokane actions to support CCL implementation and help increase the project's competitiveness for federal funding. The Strategic Overlay Plan process began in the summer of 2015, and is expected to be completed by summer 2016. The plan will include a review of existing plans and policies in the corridor, and will contain land use and policy recommendations (including economic development opportunities, parking and affordable housing) for key areas along the corridor.

West Plains Transportation Subarea Plan

The purpose of the West Plains Draft Transportation Subarea Plan was to coordinate the orderly provision of adequate transportation facilities to facilitate the anticipated and desired development in the area. The need for coordinated capital facility planning was identified shortly after annexations in the area by the Cities of Spokane and Airway Heights in 2012.

The West Plains has been the subject of a number of reports and studies over time. During the course of review of these studies and reports, meetings with stakeholders, and the Technical Advisory Committee for the Subarea Plan, it became evident that transportation presented the biggest opportunity for coordination and improvement, and with a focused vision for transportation, the communities could align their water and sewer improvements.

The process for developing the plan involved an intensive and rigorous public process. Over the course of more than a year, the City of Spokane used stakeholder interviews, public workshops, and Technical Advisory Committee meetings to develop and refine the Plan.

To meet the outcomes and recommendations, the plan provided a number of recommended transportation improvements cost estimates.



1.6 AMENDMENTS

The 2001 Comprehensive Plan was the result of a change in planning law when Washington adopted the Growth Management Act (GMA) in 1990. The GMA also requires the city to review and, if needed, update the Comprehensive Plan at certain time intervals.

Previous Amendments and Periodic Updates

The Comprehensive Plan was updated in 2006 to meet the changing needs of the community and to fulfill GMA requirements for comprehensive plan updates. The second update occurred in 2017, again to reflect changing community values and to comply with updated state law. The 2006 and 2017 updates, in addition to annual amendments to the plan, ensure that the Plan is consistent with changes to State and Federal laws and the desires of the community. The end of 2006 was the first of the State-required review periods. The city completed the second update in 2017, as required by the State. The Comprehensive Plan will likely experience many years of annual revisions before another entirely new plan is necessary.

New Amendments

The City of Spokane conducts an annual process to consider amendments to the Comprehensive Plan. The GMA specifies that amendments to a comprehensive plan cannot be made more frequently than once per year (with some exceptions). The purpose for this is two-fold: it gives the plan stability over time, avoiding spontaneous changes in response to development pressures, and it groups all proposed amendments into a common process for consideration, providing the opportunity to examine their collective effects on the plan. Proposed amendments to the Comprehensive Plan follow a prescribed process in the city's municipal code.





Chapter 2

Implementation

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2.1 CARRYING OUT THE PLAN

The Comprehensive Plan, as a community-wide plan, is implemented by the combined efforts of individuals, businesses, neighborhoods, civic groups, and local government. Many of the plan's policies reflect this shared responsibility for community action.

City government has the primary responsibility to implement the plan. Two key options for implementation available to the city are management of future development via the application of land use regulations and the allocation of public funds for physical improvements. The relationship of these activities to the Comprehensive Plan is specified in the State Growth Management Act, which states that regulations shall be consistent with the Comprehensive Plan, and capital budgeting and spending shall be in conformance with the Comprehensive Plan.

Consistent Regulations

The city created regulations to ensure that development occurs consistent with the goals and policies embodied in the Comprehensive Plan. These implementing regulations include zoning and subdivision ordinances, environmental laws, building codes, historic preservation laws, and design review procedures.

Zoning

The zoning code controls the type of activity and intensity of development. Zoning restricts the location of residences, stores, industry, and other land uses, along with requirements for building height, minimum lot size, and the amount of landscaping and parking that must be provided. Zoning districts, such as single-family residential or light industrial, keep land uses separated but can also set rules for combining many types of uses to create a "mixed-use" project or district.

The city's official zoning code is part of the Spokane Municipal Code, which includes all the local laws that citizens and the city government must follow. The zoning code consists of definitions, descriptions of zoning classifications and the uses allowed in each, dimensional standards for development, and maps that show how the zone classifications divide the entire city into land use districts. Since zoning is a device to implement the Comprehensive Plan, its rules must be consistent with the plan.

Subdivision

The manner in which parcels of land are divided into smaller parcels, or platting, is specified in the subdivision ordinance. Subdivision provisions relate primarily to procedures for dividing land. These procedures include review by public agencies to ensure that zoning standards (minimum lot size, for example), street access, public facilities, and other urban service requirements are provided. State subdivision law requires that local legislative bodies include appropriate provisions to ensure that



facilities specified in the plan will be available to serve the subdivision at the time of development.

Environmental Review

The State Environmental Policy Act (SEPA) ensures that environmental values are considered during decision-making by state and local agencies. SEPA gives agencies the tools to enable them to consider environmental information, including mitigation measures, before making a decision on a proposed plan or project. SEPA also includes provisions to involve the public, tribes, and interested agencies in most review processes prior to a final decision.

The environmental review process in SEPA works with other regulations to provide a comprehensive review of a proposal. Combining the review processes of SEPA and other laws reduces duplication and delay by combining study needs, combining comment periods and public notices, and allowing agencies, applicants, and the public to consider all aspects of a proposal at the same time. SEPA also gives agencies authority to condition or deny a proposal based on the agency's adopted SEPA policies and environmental impacts identified during SEPA review.

Design Review

One of the biggest concerns of the community is how the pieces of our urban environment fit together. Design Review addresses the “fit” and compatibility of a development within the context of its surrounding environment both visually and in terms of how well a project will function as a neighbor. Review of projects is based on urban design guidelines included as policies and illustrations within the Comprehensive Plan and can cover height, bulk, architectural elements, landscape, signing, lighting, points of access, and many other details of building and site development.

Design Review Board

The Design Review Board is comprised of citizens and practicing professionals who represent community interests, including a diversity of design and technical professions. Board members are nominated by the Mayor, appointed by City Council, and serve without compensation. The Board was established to do the following:

- improve communication and participation among developers, neighbors, and the city early in the design and siting of new development subject to design review under the Spokane Municipal Code;
- ensure that projects subject to design review under the Spokane Municipal Code are consistent with adopted design guidelines and help implement the city's comprehensive plan;
- advocate for the aesthetic quality of Spokane's public realm;



- encourage design and site planning that responds to context, enhances pedestrian characteristics, considers sustainable design practices, and helps make Spokane a desirable place to live, work, and visit;
- provide flexibility in the application of development standards as allowed through development standard departures; and
- ensure that public facilities and projects within the city's right-of-way wisely allocate the city's resources and serve as models of design quality.

Design Guidelines

Design guidelines are a primary tool in plan implementation to ensure that proposals are compatible in character with adjacent development. Guidelines are adopted as descriptions, photos, or illustrations of desired character, and they have the effect of public policy. Building materials, architectural details, site features, and relationship to the street and adjacent properties are common specification in design guidelines. Design guidelines can serve as education and information for developers and the general public and can be recommended to a decision-making authority by an advisory committee in regards to a specific project. They also can be required as a condition of a particular development by a decision-maker, such as the Hearing Examiner.

Building Codes

Building codes help ensure that development is safe and not a threat to public and personal health. These rules are applied when a property owner or tenant applies to the city for a building permit to gain approval to develop property including structures. During the permitting process the proposal is checked for compliance with other codes and regulations such as zoning, SEPA, the Americans with Disability Act, and rules for historic preservation.

Historic Preservation

The Comprehensive Plan recognizes the high value that citizens place on historic resources in Spokane. Policies express public desires regarding their preservation and how to manage changes to these resources as they are impacted by new development. Historic properties can range from individually listed commercial, governmental, or residential buildings to historic districts in both neighborhood and commercial areas.

A number of implementation tools are already in place. The Spokane Register of Historic Places lists significant properties over 50 years old that meet specific criteria, with the consent of the owner. Following designation on the register, through a contract with the owner, properties are subject to design review by the Spokane



Historic Landmarks Commission using federal rehabilitation standards, known as the Secretary of the Interior's Standards for Rehabilitation.

To encourage compliance, incentives are available for privately owned historic properties. Those incentives include the Federal Investment Tax Credit, which provides an income tax reduction for National Register listed, income-producing properties that have undergone a substantial rehabilitation; local Special Valuation, which reduces property tax; local Building Code Relief, which may allow deviation from building code requirements that directly impact important historic features of listed buildings; and the option of the donation of a Facade Easement, which may provide a one-time Federal Income Tax deduction based on the value of the donation.

A database of information of identified and potentially historic properties is also available and can be used as a planning tool by local government, developers, and elected officials to make informed decisions about actions that could affect historic resources.

Conforming Capital Budget and Spending

As communities grow, new schools, parks, libraries, streets, water and sewer lines, and similar urban facilities are needed to serve the expanding population. The Capital Facilities Program (CFP) is an official city document that lists all of the facility needs identified by each service provider for the future, including those required to support future population growth. The City Council adopts the program as the official outline of long-range spending on public improvements.

Transportation, water, wastewater, solid waste, fire, police, library, and parks facilities are planned in greater detail in the citywide Capital Improvement Program (CIP). The CIP lists the specific physical improvements, specifies a time for construction, and identifies the anticipated source of funds to pay for the project. In addition to ongoing needs for repair and maintenance, these lists of capital facilities include the immediate improvements necessary to support growth, in conformance with the Comprehensive Plan.

Capital Facilities and Concurrency

The CFP and CIPs outline the city's capital budgets and include projects needed to realize the proposals in the plan. The GMA's Concurrency rule ensures that those public facilities and services necessary to support development are adequate to serve the development without decreasing current service levels below locally established minimum standards, and available when the service demands of development occur. The basis for this rule is two-fold: new growth should pay its way without placing additional financial burden on existing citizens or future generations, and growth should not reduce the quality or types of urban services that current residents enjoy.



Concurrency is considered at the planning level and ensured at the project review level. During planning, the six-year CIP reflects City Council resolve to pursue funding for projects to meet the demands of new growth. The concurrency management system tracks current and future capital projects against land use trends and funding availability. At the project review level, developments generating new service demands can only be approved if adequate public facilities and services are available to meet the needs of the development.

Strategic Implementation

In addition to these regulatory tools city staff will implement the tenets of the plan in their projects and programs. Because the Comprehensive Plan is designed to help the community realize a shared vision of the future, as the community, environment, and legal framework changes over time so should the community's guiding document. To ensure that the Comprehensive Plan functions as a living document, evolving to meet the needs of the community, the Joint Administration-Council Strategic Plan will serve as a strategic implementation guide to help direct the actions and priorities of elected officials and city staff. The Strategic Plan is designed to direct attention to projects that implement the goals and policies of the Comprehensive Plan.



2.2 MONITORING AND EVALUATION

Throughout the life of the Comprehensive Plan, a monitoring and evaluation process is conducted periodically to assess the effectiveness of the goals and policies and to identify ideas that may need to be added or modified in order to produce a result consistent with the Growth Management Act (GMA), the community's original visions and values, and the changing needs and priorities of the community.

Many sources of information may be used during this process. Building permit records indicate whether or not new development activity is concentrating in designated centers, as described in the Comprehensive Plan. Departmental budgets, Six-Year CIP, and findings from the Concurrency Management System demonstrate whether adequate resources exist and if they are being allocated at a level sufficient to accomplish the plan's objectives. Quality of life factors are tracked over time as they relate to the goals and policies of the Comprehensive Plan – such as environmental quality, physical health, economic vitality, social conditions, housing availability, and other factors. Also, public participation in the annual Comprehensive Plan amendment process helps to identify unmet needs or new issues.



2.3 WORK PLAN MATRICES

Purpose of the Work Plan Matrices

Putting the Plan into action is one of the most important, and arguably most challenging, aspects of the comprehensive planning process. Without viable, realistic mechanisms for implementation, the community vision and goals outlined in the Comprehensive Plan will be difficult to realize. The implementation matrices serve as that mechanism, ensuring that city projects and initiatives are specifically targeted at achieving the goals stated in this Plan.

This section establishes a process to ensure the Plan functions as a living document, advancing the long range vision for the community, while also being responsive to changing conditions. The intended outcomes of these matrices are:

1. The strategic and coordinated execution of the goals and policies in the Plan.
2. Ensure the Plan is a living document, capable of responding to changing conditions and expanding information.
3. Information and progress on Plan implementation is documented and disseminated through bi-annual reports to the community (matrix update).

Projects and initiatives have been organized by their estimated time frames into short-term, mid-term, long-term and on-going priorities; these must be balanced with timing, funding, and staff resources prior to execution. Other than the classification of these policies into short-term, mid-term, long-term, and ongoing, they are in no order of priority. The matrices will also serve as short-, mid-, and long-term work plans as well as important tools for identifying activities intended to help achieve the long-term vision articulated throughout the Plan.

Structure of the Work Plan Matrices

The implementation matrices for Chapters 3-13 provide guidance about how to put the Plan to work and begin transforming ideas into action. The Plan has a long-term horizon, looking ahead to 2037, but the Implementation Plan focuses on near-term (1-2 years), and mid-term (3-5 years) actions that are necessary prerequisites to long-term results.

Four implementation matrices were created as tools to monitor and evaluate Plan implementation. Each matrix has a different focus to assist the user in quickly identifying information. The Master Matrix, located in Volume V, Appendix G of the Comprehensive Plan, lists every policy, notes closely related elements, provides examples of past implementation efforts, identifies future projects, describes whether the policy is ongoing or a one-time effort, and notes potential future projects or initiatives. The Related Elements column highlights other policies in the Plan that



share a similar focus. The Implementation Examples column highlights past projects that serve to implement the policy and is not meant to be an exhaustive list of every project the city has completed. The Future Projects column describes projects or initiatives that are anticipated to begin in the near or mid-term connected to the policy. Information from this matrix was further divided into three sub matrices; Ongoing, Near- and Mid-Term, and Future Implementation.

The Ongoing Implementation matrix is intended to provide a quick view of the work the city has done and continues to do, to realize the goals of the Plan. The policies in this matrix have been implemented to some degree, and have ongoing work associated with them. The policies found on this matrix comprise the majority of the policies in the Plan, which is an indication that the city has and continues to make good progress making the Plan a reality.

The Near- and Mid-term Implementation matrix is intended to provide a quick view of planned future projects. This work plan matrix highlights Related Elements and whether the implementation will be ongoing. The Near-term and Mid-term columns provide an anticipated timeline for project initiation.

The Future Implementation matrix provides a quick view of policies that still require implementation. Some policies may have next step strategies identified, while others may have strategies yet to be determined. The policies on this list have not been implemented and have no near-term implementation actions planned.

This chapter of the Plan should be viewed as an action plan and should be updated as progress occurs on these items. The iterative process of taking action, reporting on results, and updating the priorities is necessary to respond to change and to keep the plan current, while continuing to implement the Plan's overall policies.



CHAPTER 3 - LAND USE
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
LU 1 CITYWIDE LAND USE Offer a harmonious blend of opportunities for living, working, recreation, education, shopping, and cultural activities by protecting natural amenities, providing coordinated, efficient, and cost effective public facilities and utility services, carefully managing both residential and non-residential development and design, and proactively reinforcing downtown Spokane's role as a vibrant urban center.	LU 1.1	<u>Neighborhoods</u> Utilize the neighborhood concept as a unit of design for planning housing, transportation, services, and amenities.	LU 1.6 LU 3.2	6 neighborhoods still require planning efforts	X	X	X
	LU 1.6	<u>Neighborhood Retail Use</u> Direct new neighborhood retail use to Neighborhood Centers designated on the Land Use Plan Map.	TR 2 TR 9	Evaluate the possible expansion of neighborhood retail designations on the land use plan map. Look at better placement in ED policy to keep clear that this does not expand centers and corridors. See LU 3.2 below. (including but not limited to Historic/Legacy Commercial Structures)	X	X	
	LU 1.7	<u>Neighborhood Mini-Centers</u> Create a Neighborhood Mini-Center wherever an existing neighborhood retail area is larger than two acres.	TR 2 TR 9	Study Possible Expansion of Mini-Center use in Land Use.	X		X
	LU 1.8	<u>General Commercial Uses</u> Contain general commercial areas within the boundaries occupied by existing business designations and within the boundaries of designated Centers and Corridors.	TR 2 TR 6 TR 9	Look into how this policy will need to be modified to be compatible with historic/legacy retail in residential zones. City may examine the expansion of neighborhood retail designations.	X		X

CHAPTER 3 - LAND USE
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
LU 1 <u>CITYWIDE LAND USE</u> Offer a harmonious blend of opportunities for living, working, recreation, education, shopping, and cultural activities by protecting natural amenities, providing coordinated, efficient, and cost effective public facilities and utility services, carefully managing both residential and non-residential development and design, and proactively reinforcing downtown Spokane's role as a vibrant urban center.	LU 1.9	<u>Downtown</u> Develop city wide plans and strategies that are designed to ensure a viable, economically strong downtown area.	H 1.21 ED 3.10 DP 4 TR 2,4,6,8,9,11,15,18	Update Downtown Plan (Strategic Implementation)	X	X	
	LU 1.10	<u>Industry</u> Provide a variety of industrial locations and site sizes for a variety of light and heavy industrial development and safeguard them from competing land uses.	ED 2 TR 2,8,9,10,13	Enquire specifically regarding safe guarding.	X		X
LU 3 <u>EFFICIENT LAND USE</u> Promote the efficient use of land by the use of incentives, density and mixed-use development in proximity to retail businesses, public services, places of work, and transportation systems.	LU 3.2	Centers and Corridors Designate Centers and Corridors, (neighborhood scale, community or district scale, and regional scale), on the Land Use Plan Map that encourage a mix of uses and activities around which growth is focused.	TR 2 TR 5 TR 6 TR 9 TR 13	Centers and Corridors are already designated on the Land Use Plan Map. Future projects include:			
				Study Possible Update to Policy LU 1.5 - Office Uses and 1.6 - Neighborhood Retail, per focus group recommendation.			X
	LU 3.3	<u>Designating Centers and Corridors</u> Designate new Centers or Corridors in appropriate locations on the Land Use Plan Map through a city-approved planning process.		Evaluate the following areas for potential future Center Designations: a. Five Mile b. Northtown		X	X

CHAPTER 3 - LAND USE
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
LU 3 <u>EFFICIENT LAND USE</u> Promote the efficient use of land by the use of incentives, density and mixed-use development in proximity to retail businesses, public services, places of work, and transportation systems.	LU 3.4	<u>Planning for Centers and Corridors</u> Conduct a city-approved subarea planning process to determine the location, size, mix of land uses, and underlying zoning within designated Centers and Corridors. Prohibit any change to land use or zoning within suggested Centers or Corridors until a subarea planning process is completed.		Centers and Corridors Design Standards Update	X	X	
				Complete Planning for Centers w/no Center Land Uses a. Grand Blvd NC b. Lincoln and Nevada NC c. Shadle DC d. 57th and Regal DC e. N Nevada EC f. N Monroe Corridor (southern portion)		X	X
				Transition Zone Design Standards Update		X	
				Lincoln Heights District Center Master Plan - Implementation Planning		X	
				SubArea Planning for West Hills Neighborhood Center	X	X	
	LU 3.6	<u>Compact Residential Patterns</u> Allow more compact and affordable housing in all neighborhoods, in accordance with design guidelines.	CFU 4.1 TR 2 TR 7 TR 13	Infill Development recommendation implementation. Adoption of Mayor's Affordable Housing Task Force recommendations.	X	X	

CHAPTER 3 - LAND USE
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
LU 4 <u>Transportation</u> Promote a network of safe and cost effective transportation alternatives, including transit, carpooling, bicycling, pedestrian-oriented environments, and more efficient use of the automobile, to recognize the relationship between land use and transportation.	LU 4.1	<u>Land Use and Transportation</u> Coordinate land use and transportation planning to result in an efficient pattern of development that supports alternative transportation modes consistent with the Transportation Chapter, and makes significant progress toward reducing sprawl, traffic congestion, and air pollution.	Transportation Chapter	Central City Line Strategic Overlay Plan implementation strategies	X	X	
LU 5 <u>DEVELOPMENT CHARACTER</u> Promote development in a manner that is attractive, complementary, and compatible with other land uses.	LU 5.5	<u>Compatible Development</u> Ensure that infill and redevelopment projects are well-designed and compatible with surrounding uses and building types.	CFU 4.1 ED 2.1 DP 2.12	Infill Task Force Recommendation Implementation re: Context Sensitive Design Standards	X	X	
LU 7 <u>IMPLEMENTATION</u> Ensure that the goals and policies of the comprehensive plan are implemented.	LU 7.1	<u>Regulatory Structure</u> Develop a land use regulatory structure that utilizes a variety of mechanisms to promote development that provides a public benefit.			X		
				Compact Residential Single-Family Overlay (possibly in context of transition zone)		X	
				Smart Code Pilot Program		X	
				Lot Dimension Standards Update		X	
				Infill Taskforce Recommended Updates to Development Code		X	
				Possible Neighborhood Retail Expansion		X	
				Centers and Corridors Design Standards Update		X	

CHAPTER 3 - LAND USE
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
LU 9 <u>ANNEXATION</u> Support annexations that enhance effective and efficient government.	LU 9.4	<u>Community Impacts</u> Evaluate all annexations on the basis of their short and long-term community impacts and benefits.		Establish administrative guidelines for annexation for the Spokane Municipal Code	X	X	
				Study Possible Update to Policy LU 9.6 - Land Use and Zoning Designations Upon Annexation		X	

CHAPTER 4 - TRANSPORTATION

Near and Mid-Term Implementation

Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
TR 1	<u>Transportation Network For All Users</u> Design the transportation system to provide a complete transportation network for all users, maximizing innovation, access, choice, and options across the four seasons. Users include pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight, emergency vehicles, and motor vehicle drivers. Guidelines identified in the Complete Streets Ordinance and other adopted plans and ordinances direct that roads and pathways will be designed, operated, and maintained to accommodate and promote safe and convenient travel for all users while acknowledging that not all streets must provide the same type of travel experience. All streets must meet mandated accessibility standards. The network for each mode is outlined in the Master Bike Plan, Pedestrian Master Plan, Spokane Transit's Comprehensive Plan, and the Arterial Street Map.	LU 1.1 LU 4 H 1.11 N 4	Utilize relevant performance measures to track the City's progress in developing the transportation network for all users. Project selection multi-modal balance reviewed by public during annual adoption.	X		X
TR 9	<u>Promote Economic Opportunity</u> Focus on providing efficient and affordable multi-modal access to jobs, education, and workforce training to promote economic opportunity in the city's designated growth areas, develop "Great Streets" that enhance commerce and attract jobs.	LU 1.1 LU 4	Coordinate closely with STA and area colleges and universities to provide convenient, cost-efficient transit service for students. Coordinate with Visit Spokane and other groups to support bicycle tourism.	X	X	
TR 11	<u>Transit Operational Efficiency</u> Support efficient transit operations through street and transit stop designs on transit priority streets that comply with standards and include transit-supportive elements, such as shelters, lighting, and schedule information. Assist in implementing the STA Comprehensive Plan.	CFU 2.2	Prioritize STA fixed routes in city's snow removal planning and operations. Work with STA on transit system improvements.	X	X	X

CHAPTER 4 - TRANSPORTATION

Near and Mid-Term Implementation

Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
TR 14	<u>Traffic Calming</u> Use context-sensitive traffic calming measures in neighborhoods to maintain acceptable speeds, manage cut-through traffic, and improve neighborhood safety to reduce traffic impacts and improve quality of life.	LU 4 N 4	Maintain and improve the neighborhood traffic calming program. Explore implementing 20 mph residential speed limit standards.	X	X	
TR 16	<u>Right-Of-Way Maintenance</u> Keep facilities within the public rights-of-way well-maintained and clean year-round for the benefit of all while focusing on complete rehabilitation of streets on arterials, and maintenance work on both residential and arterial streets, using an integrated approach that incorporates all uses of the right of way to leverage dollars and gain greater community benefits.	LU 4	Develop public outreach strategies to educate business owners about the benefits of maintaining sidewalks. Develop partnerships to assist neighborhoods facilitate snow removal and other right-of-way maintenance needs. Develop a strategy to identify and address general right-of-way maintenance.	X	X	X
TR 17	<u>Paving Existing and Unpaved Streets</u> Identify and prioritize resources for paving existing dirt and gravel streets and alleyways to reduce air pollution and prioritize infill and economic development.	CFU 2.2	Collaborate with local and regional agencies and citizens to prioritize roadways and alleyways to be paved. Work with City Council to revisit the threshold required to form a Local Improvement District to fund new paving.	X	X	
TR 18	<u>Parking</u> Develop and administer vehicle parking policies that appropriately manage the demand for parking based upon the urban context desired.	LU 4	Develop shared parking strategies. Consider parking maximum policies to limit how much parking is developed. Review and Update Unified Development Code as needed.	X	X	X

CHAPTER 4 - TRANSPORTATION

Near and Mid-Term Implementation

Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3- 5 years)
TR 20	<u>Bicycle/Pedestrian Coordination</u> Coordinate bicycle and pedestrian planning to ensure that projects that are developed to meet the safety and access needs of all users.	LU 4 N 4	Develop transportation-related educational programs for both non-motorized and motorized transportation users.	X		X

CHAPTER 5 - CAPITAL FACILITIES AND UTILITIES

Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
CFU 1 <u>ADEQUATE PUBLIC FACILITIES AND SERVICES</u> Provide and maintain adequate public facilities and utility services and reliable funding in order to protect investment in existing facilities and ensure appropriate levels of service.	CFU 1.1	<u>Level of Service</u> Adopt written level of service standards for each type of public facility or utility service, and provide capital improvements to achieve and maintain such standards for existing and future development.	LU 1.12 N 5.1 PRS 2.1 PRS 2.5 PRS 7.3 TR 3	Development of a fiscally-constrained 20-year capital improvement plan. Update the the entire chapter and best practices/LOS across the board.	X		X
	CFU 1.2	<u>Operational Efficiency</u> Require the development of capital improvement projects that either improve the city's operational efficiency or reduce costs by increasing the capacity, use, and/or life expectancy of existing facilities.	LU 1 LU 3.1 LU 3.7 LU 9.1 H 1.4 TR 19	Integrated Clean Water Plan and CSO Program to 2018 Policy direction is unclear and requires update for action.	X	X	
	CFU 1.3	<u>Maintenance</u> Require the maintenance, rehabilitation, and renovation of existing capital facilities.	H 2.2 ED 6.4 NE 12.2 N 6.4 PRS 4.1 TR 16	WTP: Updates to the Wastewater Treatment Plant (\$190); new clarifier and chemical bldg by 2020; treatment membrane by 2021. Policy direction is unclear and requires update for action. Have a committed funding source for facilities, in a comprehensive manner.	X		X

CHAPTER 5 - CAPITAL FACILITIES AND UTILITIES

Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
CFU 1 ADEQUATE PUBLIC FACILITIES AND SERVICES Provide and maintain adequate public facilities and utility services and reliable funding in order to protect investment in existing facilities and ensure appropriate levels of service.	CFU 1.4	<u>Use of Existing Structures</u> Require the use and adaptive reuse of existing buildings before new community facilities are constructed.	N 3.1 LU 3.1	100 yr-old Normandie stables being sold by Asset Mngmt to private developer. Driven by EPA and Ecology; plus volunteered action by City Policy direction is unclear and requires update for action.	X		X
	CFU 1.5	<u>Utility Construction Standards</u> Ensure that construction standards for public and private utilities are adequate to withstand the anticipated frequency and severity of natural and man-made hazards.	LU 5.1 LU 10.2 H 1.14 DP 3.10	Policy direction is unclear and requires update for action. Understanding of hazards, mitigation priorities and costs. Ensure strong networks and redundancy.	X		X
	CFU 1.8	<u>Intangible Costs and Benefits</u> Include intangible costs and benefits in any cost/benefit analysis when considering the development and life span of proposed capital facilities.	LU 5 LU 6.1 LU 6.8 H 1.13 N 3.2 DP 1.2 DP 2.2 DP 2.5 DP 2.6 DP 2.7 DP 2.11	Which intangibles? should a framework be created? Intangibles should go back to policies: aesthetics, other elements of comprehensive plan Policy direction is unclear and requires update for action.	X		X
	CFU 1.9	<u>Public Safety Capital Funding Plans</u> Strive to establish separate capital funding plans for police and fire services to ensure that capital requirements will be met without negative impact upon staffing and level of service.		Create 20 yr. plans for each of the utilities.	X		X

CHAPTER 5 - CAPITAL FACILITIES AND UTILITIES

Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
CFU 2 <u>CONCURRENCY</u> Ensure that those public facilities and services necessary to support development are adequate to serve the development and available when the service demands of development occur without decreasing current service levels below locally established minimum standards.	CFU 2.1	<u>Available Public Facilities</u> Consider that the requirement for concurrent availability of public facilities and utility services is met when adequate services and facilities are in existence at the time the development is ready for occupancy and use, in the case of water, wastewater and solid waste, and at least a financial commitment is in place at the time of development approval to provide all other public services within six years.	LU 1.12 LU 3.1 N 4.8 TR 2	Infill strategy supports efficient Land Use. General facilities charges for water/wastewater waived for efficient development practices. Re-write as an action statement, redundant with the goal.	X		
	CFU 2.2	<u>Concurrency Management System</u> Maintain a concurrency management system for all capital facilities.	LU 1.12 N 4.8 TR 3	Continue to create more robust modelling in capital facilities. Ensure all facilities are utilizing the same population projection numbers.	X		X
CFU 5 <u>ENVIRONMENTAL CONCERNS</u> Minimize impacts to the environment, public health, and safety through the timely and careful siting and use of capital facilities and utilities.	CFU 5.3	<u>Stormwater</u> Implement a Stormwater Management Plan to reduce impacts from urban runoff.	LU 1.12 LU 6.1 NE 1.2 NE 1.6 NE 4.3 TR 12	Amend the plan periodically, as needed. Look at all opportunities for dual benefit in regards to pervious surfaces. Look at a variety of ways to address stormwater.	X		X

CHAPTER 6 HOUSING

Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
H 1 <u>HOUSING CHOICE AND DIVERSITY</u> Provide opportunities for a variety of housing types that is safe and affordable for all income levels to meet the diverse housing needs of current and future residents.	H 1.1	<u>Regional Coordination</u> Coordinate the city's comprehensive planning with other jurisdictions in the region to address housing-related needs and issues.	LU - 1, 4.1, 8.3, 9.1 - CFU 1.8, 3 NE - 16.1 SH - 1.3, 1.5, 5.1 N - 8.5 TR - 2, 19	Development of Land Use Plan Map, Infill Housing Task Forces, Steering Committee of Electeds, Spokane Municipal Code, establishment of a housing trust fund	X	X	
	H 1.2	<u>Regional Fair Share Housing</u> Participate in a process that monitors and adjusts the distribution of low income housing throughout the region.	LU - 6.8 ED - 1.1, 1.3 SH - 1.3, 1.5, 2.2, 2.6, 2.9, 5.1	Comp Plan Major Update, Spokane Municipal Code, Community Development/CHHS Boards	X	X	
	H 1.4	<u>Use of Existing Infrastructure</u> Direct new residential development into areas where community and human public services and facilities are available.	LU - 1, 3, 4, 8.1 CFU - 1.1, 1.2, 2.2, 3.6, 4.1, 6.1 ED - 2.1 DP - 2.11, 2.12, 4.1 SH - 1.3, 5.1 N - 2.4 & 3.1	Development of Land Use Plan Map Target Investment Areas Infill Housing, MFTE and Incentives 2.0 Permit Fee/Impact Fee Waiver Program	X	X	
	H 1.5	<u>Housing Information</u> Participate in and promote the development of educational resources and programs that assist low and moderate-income households in obtaining affordable and suitable housing.	ED - 5 SH - 1.1, 1.4, 1.5, 1.6, 1.7, 2.2, 2.6, 5.1 N - 7.2	Establish Financing Resource Center, Develop a Communication Program CHHS is making 7 CDBG-assisted homes available for low-income homebuyers. Plan to provide relocation assistance for displaced residents, Just Cause Eviction, Affordable Housing Registry.		X	

CHAPTER 6 HOUSING

Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
H 1 <u>HOUSING CHOICE AND DIVERSITY</u> Provide opportunities for a variety of housing types that is safe and affordable for all income levels to meet the diverse housing needs of current and future residents.	H 1.9	<u>Mixed-Income Housing</u> Encourage mixed-income developments throughout the city.	LU - 1.9, 3.2, 3.6 SH - 1.7 & 2.2 ED - 3.10	MFTE re-evaluation, Affordable housing requirement for property the City sells.	X		
	H 1.10	<u>Lower-Income Housing Development Incentives</u> Support and assist the public and private sectors to develop lower-income or subsidized housing for households that cannot compete in the market for housing by using federal, state, and local aid.	LU - 1.9, 3.6, 3.7 CFU - 2.5 & 5.5 ED - 1.4 SH - 4.1, 5.1, 2.2 N - 2.3	Additional Incentives, Inclusionary Zoning, Affordable Housing Plan Library, MFTE, Incentives 2.0, identify grant funding to revitalize neighborhoods, incentivize landlords to meet housing quality standard	X	X	X
	H 1.11	<u>Access to Transportation</u> Encourage housing that provides easy access to public transit and other efficient modes of transportation.	LU - 1.1, 3.7, 4.1, 4.2 DP - 4.3 N - 2.1, 4.5, 4.7, 5.3	LINK, STA Overlay	X	X	
	H 1.12	<u>Affordable Housing Funding Sources</u> Support the development of affordable housing development funding sources.	ED - 1.4 SH - 1.1 SH - 1.3 SH - 1.7 SH - 5.1 SH - 5.2	Encourage continuation of document recording fees that support development of housing and services for low-income and homeless. Creation of a housing trust fund.	X	X	X

CHAPTER 6 HOUSING

Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
H 1 <u>HOUSING CHOICE AND DIVERSITY</u> Provide opportunities for a variety of housing types that is safe and affordable for all income levels to meet the diverse housing needs of current and future residents.	H 1.15	<u>Performance Standards</u> Create a flexible project review process that allows for the use of alternative standards, but only if their use results in a project that is equal or superior to using existing standards.	LU - 2.2 CFU - 6.3 DP - 2.2 DP - 2.4 SH - 3.2 SH - 5.3	Phase II Infill projects, establish a definition and set of standards for housing quality.	X	X	
	H 1.16	<u>New Manufactured Housing</u> Permit manufactured homes on individual lots in all areas where residential uses are allowed.		Update comprehensive plan language	X	X	
	H 1.18	<u>Distribution of Housing Options</u> Promote a wide range of housing types and housing diversity to meet the needs of the diverse population and ensure that this housing is available throughout the community for people of all income levels and special needs.	LU - 1.3 LU - 1.4 LU - 1.9 LU - 3.6 LU - 3.7 LU - 4.2 CFU - 2.5 ED - 2.4 N - 1.1 N - 2.3 SH - 2.2	Infill Housing Projects Housing Quality Taskforce project identification	X	X	
	H 1.20	<u>Accessory Dwelling Units</u> Allow one accessory dwelling unit as an ancillary use to single-family homes in all designated residential areas as an affordable housing option.	LU - 1.1 LU - 3.6 DP - 2.6 CFU - 4.1	Infill Comprehensive Plan revision SMC revision	X	X	

CHAPTER 6 HOUSING

Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
H 2 <u>HOUSING QUALITY</u> Improve the overall quality of the City of Spokane's housing.	H 2.4	<u>Linking Housing with Other Land Uses</u> Ensure that land use plans provide increased physical connection between housing, employment, transportation, recreation, daily-needs services, and educational uses.	LU - 1 LU - 3 LU - 4 LU - 5 LU - 10.1 ED - 2.1 SH - 2.4 NE - 13 N - 4.6 N - 5.3	Infill Housing Projects, Housing Quality Taskforce project identification	X	X	

CHAPTER 7- ECONOMIC DEVELOPMENT

Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
ED 1 <u>COOPERATIVE PARTNERSHIPS</u> Encourage cooperative partnerships to address the economic expansion of the city and region.	ED 1.1	<u>Economic Development Programs</u> Support and participate in regional economic development planning with the public and private sectors.	DP 3.1 SH 1.1 SMP 1.1	Approach economic development planning with an integrated approach. Update the CEZ and CEDS	X	X	X
	ED 1.3	<u>Economic Development Progress</u> Work with regional jurisdictions, community economic development organizations, the educational community, the business sector, neighborhood organizations, and citizens to periodically review the city's economic vitality and revise plans as needed.	NE 16.1 NE 16.2 SMP 5.3	Identify strategic outcomes Downtown Plan Monroe Target Area Tracking and monitoring target area progress and providing annual and quarterly reporting. Central City Line	X	X	X
	ED 1.4	<u>Public-Private Partnerships</u> Continue to encourage public-private partnerships that advance economic development opportunities.	SH 1.5	Hillyard BID BROZ (Riverfront Park and Hillyard) Advisory Boards as needed.	X	X	
ED 2 <u>LAND AVAILABILITY FOR ECONOMIC ACTIVITIES</u> Ensure that an adequate supply of useable industrial and commercial property is available for economic development activities.	ED 2.1	<u>Land Supply</u> Ensure opportunities for locating a variety of desirable, livable wage industries in Spokane that are environmentally compatible with adjacent land uses and support a range of employment types.	LU 1.10 SMP 11.53 SMP 11.33	Stormwater solution for industrial property. Utilize incentives Historic Retail in residential zones	X	X	X

CHAPTER 7- ECONOMIC DEVELOPMENT

Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
ED 2 <u>LAND AVAILABILITY FOR ECONOMIC ACTIVITIES</u> Ensure that an adequate supply of useable industrial and commercial property is available for economic development activities.	ED 2.2	<u>Revitalization Opportunities</u> Provide incentives to encourage the revitalization and utilization of historic and older commercial and industrial districts for redevelopment.	DP DP 3.9 LU 3.1	Develop new incentives Review and revise current incentives Identify future target areas (long term)	X		X
	ED 2.3	<u>Reusable Buildings Inventory</u> Continue to maintain an inventory of historic and significant older buildings that could be redeveloped for economic activities rather than demolished.	LU 7.3 DP 3.1 SMP 7.2 SMP 7.3	Historic Retail in residential zones Work to establish new Districts in Sprague and Browne's	X	X	
	ED 2.4	<u>Mixed-Use</u> Support mixed-use development that brings employment, shopping, and residential activities into shared locations that stimulate opportunities for economic activity.	LU 1.9 H 1.7 H 1.8 H 1.9	In CY 2017, CHHS will pilot a program to restore upper-story housing in existing mixed-use buildings located in designated Centers & Corridors. District Revitalization	X	X	
ED 3 <u>STRONG, DIVERSE, AND SUSTAINABLE ECONOMY</u> Foster a strong, diverse, and sustainable economy that provides a range of employment and business opportunities.	ED 3.1	<u>Economic Growth</u> Stimulate economic growth by supporting the formation, retention, expansion, and recruitment of businesses.	CFU NE 10.3 SH 1.1 SH 3.1 DP 4.3	CHHS has allocated CDBG funds for economic development loans that create new jobs that can be filled by low-income workers. Update the Economic Development website and collateral materials.	X	X	

CHAPTER 7- ECONOMIC DEVELOPMENT

Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
ED 3 <u>STRONG, DIVERSE, AND SUSTAINABLE ECONOMY</u> Foster a strong, diverse, and sustainable economy that provides a range of employment and business opportunities.	ED 3.2	<u>Economic Diversity</u> Encourage economic diversity through a mix of small and large businesses that provide a healthy balance of goods-producing and service-producing jobs.	LU 1.10 SH 1.1 SH 3.1 DP 4.3 N 2	Work with CHHS committee to develop CDBG dollars for economic development purposes. Look to establish new public/private partnerships Identify new target areas Monroe Sprague Hillyard/Yard 5th Avenue	X	X	X
	ED 3.3	<u>Enterprise Opportunities</u> Continue to create economic development opportunities utilizing tools available to the city which will foster the growth of Spokane's economy.	NE 10.3 AMP 5.5	Refer to 3.2	X	X	X
	ED 3.4	<u>Value Added Business Strategy</u> Promote value added business practices as an economic strategy.	SH 1.1 SH 3.1	Katerra	X	X	
	ED 3.5	<u>Locally-Owned Businesses</u> Support opportunities to expand and increase the number of locally-owned businesses in Spokane.	SH 7.1 NE 10.2 SH 3.7	Update the Market Garden Ordinance	X	X	
	ED 3.6	<u>Small Businesses</u> Recognize the significant contributions of small businesses to the city's economy and seek to enhance small business opportunities.	SH 7.1 LU 1.6	Update the Market Garden Ordinance Strengthen technical assistance to Business Districts	X		X

CHAPTER 7- ECONOMIC DEVELOPMENT

Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
ED 3 <u>STRONG, DIVERSE, AND SUSTAINABLE ECONOMY</u> Foster a strong, diverse, and sustainable economy that provides a range of employment and business opportunities.	ED 3.10	<u>Downtown Spokane</u> Promote downtown Spokane as the economic and cultural center of the region.	LU 1.9 DP 4 DP 4.1 DP 4.2 DP 4.3 N 1.1 SH 3.1 N 1.1	Implement infill recommendations to promote market rate University District Bike / Ped bridge and surrounding development	X	X	
ED 4 <u>Income and Employment Opportunity</u> Enhance the economic future of the community by encouraging the creation of jobs that provide a livable wage and reduce income disparity.	ED 4.2	<u>Benchmark Indicators</u> Work with the private sector to establish benchmark indicators for employment and income levels, monitor progress toward reaching those levels, and prepare an annual status report on progress.	NE 16.1 NE 16.2 SMP 5.3	Update the chapter Develop performance measures, benchmarks and targets	X	X	
ED 5 <u>Education and Workforce Development</u> Improve Spokane's economy through a well-educated citizenry and a qualified labor force that is globally competitive and responds to the changing needs of the workplace.	ED 5.3	<u>Post-Secondary Education and Job Training</u> Support continued efforts of the educational community to contribute to the health of Spokane's economy through post-secondary plans, programs, and activities.		Partner with work force training organization to apply for EPA Work Force Training Grant.	X	X	
	ED 5.8	<u>Library as Educational Resource</u> Fund the library system at a level adequate to improve the education level of Spokane's workforce.	SH 1.1 SH 3.1	Levy renewal	X	X	

CHAPTER 7- ECONOMIC DEVELOPMENT

Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
ED 6 <u>Infrastructure</u> Implement infrastructure maintenance and improvement programs that support new and existing business and that reinforce Spokane's position as a regional center	ED 6.3	<u>Communication Facilities and Networks</u> Support the expansion and development of sophisticated communication facilities and networks required by industries that use advanced technology.	CFU 5.7	STA High Performance Transit Network	X	X	X
	ED 6.4	<u>Infrastructure Maintenance</u> Maintain infrastructure at safe and efficient levels.	N 6 PRS 4.1 SH 3.5	Creation of additional districts and / or increase existing benefit level	X	X	
ED 8 <u>Quality of Life and the Environment</u> Improve and protect the natural and built environment as assists that attract economic development opportunities and enhance the City of Spokane's quality of life.	ED 8.5	<u>Contaminated Site Clean-Up Responsibilities</u> Facilitate the clean-up of contaminated sites.	LU 3.1 NE 1.1 SMP 10.1 SMP 10.2 SMP 10.8 SMP 11.6	Ongoing assessment and clean-up Develop strategy for site selection Select new sites Local Revolving Loan Fund	X	X	X

CHAPTER 8 URBAN DESIGN & HISTORIC PRESERVATION

Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
DP 1 <u>Pride and Identity</u> Enhance and improve Spokane's visual identity and community pride.	DP 1.1	<u>Landmark Structures, Buildings, and Sites</u> Recognize and preserve unique or outstanding landmark structures, buildings, and sites.	LU 7.3 PRS 1 NE 7 NE 15.1 NE 17.1 N 6.1	Overlays pertaining to historic districts	X	X	
	DP 1.2	<u>New Development in Established Neighborhoods</u> Encourage new development that is of a type, scale, orientation, and design that maintains or improves the character, aesthetic quality, and livability of the neighborhood.	LU 1.1 LU 1.3 LU 1.6 LU 3.5 CFU 1.4 CFU 1.8 SH 2.3 N 4.4 N 6	Core versus fringe designations for RSF Smaller scale multi-family zoning Evaluate potential incentives to encourage this, such as FAR bonuses for public amenities downtown and centers and corridors.	X	X	
	DP 1.4	<u>Gateway Identification</u> Establish and maintain gateways to Spokane and individual neighborhoods consisting of physical elements and landscaping that create a sense of place, identity, and belonging.	SH 3 N 8 NE 14 NE 15.5 SH 6.4	Neighborhood gateway development as resources become available, per neighborhood plans.	X	X	

CHAPTER 8 URBAN DESIGN & HISTORIC PRESERVATION
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
DP 2 <u>Urban Design</u> Design new construction to support desirable behaviors and create a positive perception of Spokane.	DP 2.2	<u>Design Guidelines and Regulations</u> Adopt regulations and design guidelines consistent with current definitions of good urban design.	SH 6 TR 13 TR 15	Consider revising design standards in code for residential uses.	X	X	
	DP 2.5	<u>Character of the Public Realm</u> Enhance the livability of Spokane by preserving the city's historic character and building a legacy of quality new public and private development that further enriches the public realm.	LU 1 LU 2 NE 14 SH 6 TR 13 TR 15	Happiness and / or visual preference survey Tie incentives to the quality of the built environment as it interfaces with the public realm.	X	X	
	DP 2.8	<u>Design Review Process</u> Apply design guidelines through a review process that relies on the expertise of design professionals and other community representatives to achieve design performance that meets or exceeds citizens' quality of life expectations.		Additional Design Review Board Process Updates	X	X	

CHAPTER 8 URBAN DESIGN & HISTORIC PRESERVATION

Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
DP 2 <u>Urban Design</u> Design new construction to support desirable behaviors and create a positive perception of Spokane.	DP 2.9	<u>Permit Process</u> Integrate the design review process with other permitting processes to increase efficiency and create a better outcome.		Additional Design Review Board Process Updates		X	
	DP 2.11	<u>Improvements Program</u> Facilitate improvements such as sidewalks, street improvements, street trees, sewers, and parks in neighborhoods and commercial areas designated for higher density development.	N 4 TR 5 TR 6 TR 7 TR 13			X	X
	DP 2.12	<u>Infill Development</u> Encourage infill construction and area redevelopment that complement and reinforce positive commercial and residential character.	LU 1	Implementation of infill report recommendations Evaluate code changes (cottage housing) Existing Neighborhood Commercial structures in residential areas		X	

CHAPTER 8 URBAN DESIGN & HISTORIC PRESERVATION
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
DP 2 <u>Urban Design</u> Design new construction to support desirable behaviors and create a positive perception of Spokane.	DP 2.13	<u>Parking Facilities Design</u> Minimize the impacts of surface parking on the neighborhood fabric by encouraging the use of structured parking with active commercial storefronts containing retail, service, or office uses, and improve the pedestrian experience in less intensive areas through the use of street trees, screen walls, and landscaping.	LU 2 SH 6 TR 13 TR 18	Potential integrated parking structures incentives Evaluate codifying active edges on parking structures	X		X
	DP 2.16	<u>On-Premises Advertising</u> Ensure that on-premises business signs are of a size, number, quality, and style to provide identification of the business they support while contributing a positive visual character to the community.	ED 3.7	Sign code revisions for constitutional compliance	X	X	

CHAPTER 8 URBAN DESIGN & HISTORIC PRESERVATION
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
DP 2 <u>Urban Design</u> Design new construction to support desirable behaviors and create a positive perception of Spokane.	DP 2.18	<u>Bus Benches and Shelters Advertising</u> Continue to identify and implement ways to provide bus benches and control transit stop advertising.		Look at expanding the downtown streetscape infrastructure program to include bus benches throughout the city.	X		X
DP 3 <u>Preservation</u> Preserve and protect Spokane's historic districts, sites, structures, and objects.	DP 3.2	<u>Historic Preservation Plan</u> Encourage public understanding and support of Spokane's historic heritage by educating the public of the goals of the Historic Preservation Plan.	ED 2.3 NE 15.3 NE 15.4	Continue major outreach efforts online through social media presence and our office website. Currently undertaking a mid-century modern inventory and historic context study of the mid-century movement in Spokane in 2016/17 in order to educate the public about the recent past and it's importance to our history.	X	X	
DP 4 <u>Downtown Center Viability</u> Create a vital, livable downtown by maintaining it as the region's economic and cultural center and preserving and reinforcing its historic and distinctly urban character.	DP 4.1	<u>Downtown Residents and Workers</u> Encourage investments and create opportunities that increase the number of residents and workers in downtown Spokane.	LU 1.1 LU 1.9 LU 3.2 LU 3.5 H 1.21 DP 2.7 N 1.1 N 2 TR 2	2017 MFTE Incentive Review & Reaffirmation Infill - development of public parking structures and incentives	X	X	

CHAPTER 8 URBAN DESIGN & HISTORIC PRESERVATION
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
DP 5 <u>Local Determination</u> Make neighborhoods attractive, safe places by encouraging residents to express their design and development values.	DP 5.2	<u>Neighborhood Involvement in the City Design Review Process</u> Encourage the neighborhoods to participate in the city's design review process.	N 8 LGC 1.3 LGC 3	Look at the noticing process Ongoing training of the DRB FAQ sheet for neighborhoods on how to make effective comments to the DRB	X	X	

CHAPTER 9 NATURAL ENVIRONMENT
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-3 years)	Mid Term (3-6 years)
NE 1 <u>Water Quality</u> Protect the Spokane Valley - Rathdrum Prairie Aquifer and other water sources so they provide clean, pure water.	NE 1.1	<u>Aquifer Study</u> Continue to study the aquifer and utilize strategies to remedy all sources or activities of contamination.	CFU 5	Continue to participate in cooperative efforts with other local public entities.	X		
	NE 1.2	<u>Stormwater Techniques</u> Encourage the use of innovative stormwater techniques that protect ground and surface water from contamination and pollution.	LU 1.12 CFU 5	Continue sampling our drinking water pursuant to state and federal requirements from the Safe Drinking Water Act. Update LID standards to incorporate canister technology.	X		
NE 2 <u>Sustainable Water Quantity</u> Ensure all aquifers and water sources are not diminished below sustainable recharge or flow levels.	NE 2.1	<u>Water Conservation</u> Support a water conservation program that decreases household, commercial, industrial, and agricultural water use.	CFU 5.2	Participate in the Watershed Plan. Continue participation in implementation of local Watershed Plans. Continue implementation of Water Stewardship Program. Water billing practices to encourage conservation. User-Oriented Water Use Utility Rates	X		

CHAPTER 9 NATURAL ENVIRONMENT
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-3 years)	Mid Term (3-6 years)
NE 2 <u>Sustainable Water Quantity</u> Ensure all aquifers and water sources are not diminished below sustainable recharge or flow levels.	NE 2.2	<u>Landscaping Requirements</u> Use incentives in landscape requirements that encourage application of drought tolerant native trees and plants.		Develop an incentive program to further encourage planting of drought tolerant native plants in landscape requirements.	X		
NE 3 <u>Shorelines</u> Protect the natural state of shorelines while providing community access that does not negatively impact riparian habitats, fragile soils, and native vegetation.			Shoreline Master Program	SMP and CAO Updates Non-motorized boat access at Glover Field.	X		
NE 4 <u>Surface Water</u> Provide for clean rivers that support native fish and aquatic life and that are healthy for human recreation.	NE 4.1	<u>Watershed Plan</u> Continue to support and further develop watershed plans for all watersheds that are associated with the geographic boundaries of the city.	Shoreline Master Program CFU 5.4	SMP and CAO Updates. Participate in the Watershed Plan. Continue participation in implementation of local Watershed Plans.	X		
	NE 4.3	<u>Impervious Surface Reduction</u> Continue efforts to reduce the rate of impervious surface expansion in the community.		Other proposed LID incentives: recognition/awards, reductions to minimum parking spaces required.	X		

CHAPTER 9 NATURAL ENVIRONMENT
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-3 years)	Mid Term (3-6 years)
NE 6 <u>Native Species Protection</u> Protect and enhance diverse and healthy native species, such as plants, trees, animals, and fungi, for present and future generations and respect the ecological necessity of bio-diversity.	NE 6.4	<u>Fish and Wildlife Protection</u> Continue to identify and protect those fish and wildlife and their habitats, which are identified as a priority by citizens and scientific experts.	PRS 1 SMP 4	SMP and CAO Updates TLC Mycelia Program for PCB clean-up.	X		
	NE 6.5	<u>Protection of Adjacent Wildlife Habitats</u> Coordinate with adjacent jurisdictions and agencies to designate, protect, and acquire wildlife habitats that abut or straddle the city limits or urban growth boundary.	PRS 1 SMP 4	SMP and CAO Updates	X		
NE 7 <u>Natural Land Form</u> Preserve natural land forms that identify and typify our region.	NE 7.1	<u>Land Form Identification</u> Define, identify, and map natural land forms that typify our region and warrant protection.		Update CAO	X		

CHAPTER 9 NATURAL ENVIRONMENT
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-3 years)	Mid Term (3-6 years)
NE 8 <u>Agricultural Lands</u> Preserve land and provide opportunities for farming that generates produce for local markets and supports the farming economy.	NE 8.1	<u>Agricultural Lands of Local Importance</u> Designate areas of the city that have been used traditionally for agricultural purposes, have at least Soils Conservation Services Class II soils or designated prime agriculture lands, and are at least one acre in size as agricultural lands of local importance.	SMP 11.50 & 11.51 LU 1.11	Critical Area Ordinance Updates	X		
NE 11 <u>Natural Areas</u> Designate a network of natural areas (natural areas and connecting corridors) throughout Spokane that supports native habitats and natural land forms.	NE 11.1	<u>Identification of Natural Areas</u> Identify natural areas throughout the city, based on neighborhood input, existing city-owned conservation lands, wildlife habitats, steep slopes, wetlands, riparian areas, adjacency to county nature spaces, and proximity to state parks.		Working with WSDOT on Children of the Sun Trail/ Fish Lake Trail.	X		

CHAPTER 9 NATURAL ENVIRONMENT
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-3 years)	Mid Term (3-6 years)
NE 12 <u>URBAN FOREST</u> Maintain and enhance the urban forest to provide good air quality, reduce urban warming, and increase habitat.	NE 12.1	<u>Street Trees</u> Plant trees along all streets.	PRS 2.4	Add residential requirement. Pursue development of a local tree planting and education non-profit such as Friends of Trees or Plant Amnesty.	X		
	NE 12.4	<u>Forest Inventory Database</u> Maintain an inventory of the urban forest in the city's Geographic Information System.		Food Forest inventory (fruits/nuts, etc.) Create an Urban Forest Management Plan Canopy coverate alanlysis	X		
NE 15 <u>NATURAL AESTHETICS</u> Retain and enhance nature views, natural aesthetics, sacred areas, and historic sites that define the Spokane region.	NE 15.1	<u>Protection of Natural Aesthetics</u> Protect and enhance nature views, natural aesthetics, sacred areas, and historic sites within the growing urban setting.		Children of the Sun Trail Fish Lake Trail	X		

CHAPTER 9 NATURAL ENVIRONMENT
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-3 years)	Mid Term (3-6 years)
NE 16 <u>Quality of Life</u> Compile social, natural environment, and economic indicators of a healthy Spokane community on an annual basis, and compare them to prior years in order to assess Spokane's progress.	NE 16.1	<u>Quality of Life Indicators</u> Coordinate with other groups and agencies to develop quality of life indicators based upon what others have previously identified.	ED 4.2	Food Forest Inventory	X		
	NE 16.2	<u>Benchmark Adoption</u> Develop quality of life benchmarks based on identified indicators that the community wants to obtain over time.	ED 4.2	Continue to participate in the Community Indicators Initiative.	X		
NE 17 <u>Natural Environment Education</u> Educate children and the community on how to improve Spokane's natural environment.	NE 17.1	<u>Protection and Recognition</u> Develop a program that formally recognizes activities, development, businesses, groups, and people that contribute to the protection and improvement of Spokane's natural environment.		Sources in City to disseminate information affecting programs/education Partner with local Tribes	X		

CHAPTER 9 NATURAL ENVIRONMENT
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-3 years)	Mid Term (3-6 years)
NE 17 <u>Natural Environment Education</u> Educate children and the community on how to improve Spokane's natural environment.	NE 17.3	<u>Environmental Education for Children</u> Educate children about the interrelationship between people and nature so that an understanding and respect for human impacts and the benefits of nature is developed.		Sources in City to disseminate information affecting programs/education Partner with local Tribes	X		
NE 18 Energy Conservation Promote the conservation of energy in the location and design of residential, service, and workplaces.	NE 18.1	<u>Innovative Development</u> Encourage innovative residential development techniques that produce low energy consumption per housing unit.		LEED - City to follow protocol, not necessarily attain certification. GMA Requirement	X		
NE 19 <u>Flood Hazards Management</u> Protect life and property from flooding and erosion by directing development away from flood hazard areas.	NE 19.5	<u>Public Awareness and Education</u> Develop a public awareness and education program for residents living within flood plains.		Develop an education program			

CHAPTER 10 - SOCIAL HEALTH
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
SH 1 <u>FUNDING MECHANISMS TO SUPPORT SOCIAL HEALTH</u> Utilize all funding mechanisms that will help to develop the infrastructure, support, and staffing necessary to provide affordable, accessible opportunities for arts, culture, recreation, education, and health and human services to all citizens, with particular attention to the needs of youth, the elderly and those with special needs.	SH 1.5	<u>Public/Private Partnerships</u> Encourage public/private partnerships that complement each other as a means to provide coordinated, centrally located services.	N 3.1	Implementation of Spokane Matters District projects.		X	
	SH 1.6	<u>Vacant Buildings</u> Promote and assist non-profit organizations in purchasing and renovating vacant properties in order to provide sites for additional community-related facilities.	N 3.1	CHHS will begin to target, acquire, and renovate foreclosed and vacant homes for affordable homeownership. Will use HUD funds and partner with developers. Home rehab through partnerships, partner with Real Estate Agencies to identify vacant, abandoned, and substandard homes, Aquisition Rehab Program.		X	
SH 8 <u>FOOD ACCESS AND SECURITY</u> Ensure that all citizens have convenient access to healthy food.	SH 8.1	<u>Local Food Production</u> Promote the development of home and community gardens, farmers' or public markets, and other small-scale collaborative initiatives in order to provide citizens with a diverse choice of locally-based food products.	CFU 5.2 ED 3.4 ED 3.9 NE 10.3 TR 2	Review and analyze current SMC for opportunities to support the building of urban agricultural structures. Analyze the impacts of lowering water rates for the different classifications of growing food.	X	X	

CHAPTER 10 - SOCIAL HEALTH
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
SH 8 <u>FOOD ACCESS AND SECURITY</u> Ensure that all citizens have convenient access to healthy food.	SH 8.2	<u>Community Gardens</u> Enable the establishment and maintenance of community gardens on city property, as appropriate.	NE 4.3	Research the feasibility for food landscaping on City land and the infrastructure requirements to support it. City to provide Project Hope with small lot for urban garden in 2017.	X	X	
	SH 8.3	<u>Access to Fresh Produce</u> Develop incentive programs to encourage convenience stores, and ethnic food markets, especially those located in areas with limited access to full-service grocery stores, to carry fresh produce.	NE 10.1	Map the food deserts in the City. Study tax incentives to encourage grocery store sitings in food deserts.			X
	SH 8.4	<u>Urban Agriculture</u> Recognize urban agriculture as a strategic asset for community development, neighborhood beautification, and public health.	LU 1.11 NE 8.3 SMP 11.50 SMP 11.51 NE 4.3	Analyze the impacts of developing a no net loss of agricultural land policy in the city.	X		X

CHAPTER 11 - NEIGHBORHOODS

Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
N 1 <u>THE DOWNTOWN NEIGHBORHOOD</u> Recognize downtown Spokane as the primary economic and cultural center of the region and improve its viability as a desirable neighborhood in which to live and conduct business.	N 1.1	<u>Downtown Development</u> Develop downtown Spokane as the primary economic and cultural center of the region and provide a variety of housing, recreation, and daily service opportunities that attract and retain neighborhood residents.	LU 1.9 LU 3.2 H 1.21 ED 3.10 DP 4 TR 2 TR 4 TR 6 TR 8 TR 9 TR 11 TR 15 TR 18	Update Downtown Plan Continued Target Area Development 2017 MFTE Incentive Review & Reaffirmation Continued Target Area Development	X	X	
N 2 <u>NEIGHBORHOOD DEVELOPMENT</u> Reinforce the stability and diversity of the city's neighborhoods in order to attract long-term residents and businesses and to ensure the city's residential quality, cultural opportunities, and economic vitality.	N 2.1	<u>Neighborhood Quality of Life</u> Ensure that neighborhoods continue to offer residents transportation and living options, safe streets, quality schools, public services, and cultural, social, and recreational opportunities in order to sustain and enhance the vitality, diversity, and quality of life within neighborhoods.	LU 1.1 LU 4.2 SH 3.8 H 1.11 DP 5.1 TR 2 TR 7 TR 13 TR 14 TR 16 TR 18	Infill Housing Projects	X	X	
	N 2.2	<u>Neighborhood Centers</u> Develop neighborhoods that enable citizens to live, work, shop, socialize, and receive other essential services within their neighborhood.	LU 1.1 LU 1.6 LU 3.2	Complete planning process for existing neighborhood centers and identify and plan for new centers where appropriate. East Sprague revitalization	X	X	X

CHAPTER 11 - NEIGHBORHOODS

Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
N 4 <u>TRAFFIC AND CIRCULATION</u> Provide Spokane residents with clean air, safe streets, and quiet, peaceful living environments by reducing the volume of automobile traffic passing through neighborhoods and promoting alternative modes of circulation.	N. 4.3	<u>Traffic Patterns</u> Alter traffic patterns and redesign neighborhood streets in order to reduce non-neighborhood traffic, discourage speeding, and improve neighborhood safety.	LU 1.1 LU 4	Continue implementing traffic calming measures where needed and appropriate and consider incorporating traffic calming features, as needed, in new street and street reconstruction projects.	X	X	
	N. 4.6	<u>Pedestrian and Bicycle Connections</u> Establish a continuous pedestrian and bicycle network within and between all neighborhoods.	LU 1.1 LU 4 PRS 3		X	X	X
	N 4.8	<u>Sidewalk Program</u> Develop a sidewalk program to maintain, repair, or build new sidewalks in existing neighborhoods and require sidewalks in new neighborhoods concurrent with development.	LU 1.12 DP 2.11 NE 13	Develop and implement a financing strategy to maintain, repair, or build new sidewalks in existing neighborhoods.			X
N 5 <u>OPEN SPACE</u> Increase the number of open gathering spaces, greenbelts, trails, and pedestrian bridges within and/or between neighborhoods.	N 5.3	<u>Linkages</u> Link neighborhoods with an open space greenbelt system or pedestrian and bicycle paths.	LU 4.4 TR 1 TR 2 TR 5 TR 13 TR 15 PRS 3.1 PRS 3.2		X	X	X

CHAPTER 11 - NEIGHBORHOODS

Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
N 7 <u>SOCIAL CONDITIONS</u> Promote efforts that provide neighborhoods with social amenities and interaction and a sense of community.	N 7.1	<u>Gathering Places</u> Increase the number of public gathering places within neighborhoods.	PRS 1.4 LU 1.13	Explore the potential for expansion of the neighborhood retail designation, as appropriate, in neighborhoods that lack a neighborhood center.	X		X
N 8 <u>NEIGHBORHOOD PLANNING PROCESS</u> Ensure a sense of identity and belonging for each neighborhood throughout the city and the adjacent Urban Growth Area through a neighborhood planning process that is all-inclusive, maintains the integrity of neighborhoods, implements the comprehensive plan, and empowers neighborhoods in their decision-making.	N 8.1	<u>Inclusive Neighborhood Planning</u> Ensure that neighborhood planning is conducted through the cooperation and contributions of all interested parties, including institutions, organizations, and individuals of all ages, whether resident, property owner, business owner, or employee.	LU 7.4 DP 5.1 DP 5.2 LGC 3		X	X	X

CHAPTER 11 - NEIGHBORHOODS

Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
N 8 <u>NEIGHBORHOOD PLANNING PROCESS</u> Ensure a sense of identity and belonging for each neighborhood throughout the city and the city's Urban Growth Area through a neighborhood planning process that is all-inclusive, maintains the integrity of neighborhoods, implements the comprehensive plan, and empowers neighborhoods in their decision-making.	N 8.2	<u>Neighborhood Planning Process</u> Ensure that the neighborhood planning process carries out the city's firm commitment to neighborhood planning, involves simultaneous consideration of city and neighborhood goals and strategies, and includes representatives of both the city and neighborhood working together.	LU 7.4 DP 5.1 DP 5.2 LGC 3	Continue Neighborhood Planning Process with remaining neighborhoods that have not yet planned. Minnehaha Shiloh Hills Latah Valley Northwest Audubon/Downriver Balboa/South Indian Trail	X	X	X
	N 8.3	<u>City Participation in Neighborhood Planning</u> Require neighborhoods to coordinate and consult with the City of Spokane Planning and Development Services when conducting neighborhood planning.	LU 7.4 DP 5.1 DP 5.2 LGC 3		X	X	X

CHAPTER 12 - PARKS & OPEN SPACE

Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
PRS 4 <u>MAINTENANCE PROGRAM</u> Recognize and update Spokane's existing park resources by continuing the park preventative maintenance program.	PRS 4.1	<u>Maintenance Management Program</u> Implement a maintenance management program that will project maintenance, facility, and replacement costs.	CFU 1.3 H 2.2 ED 6.4 NE 12.2 SH 7.2 N 6.4 TR 16	Develop maintenance program	X	X	
	PRS 4.3	<u>Park Sign Plan</u> Implement and maintain a park sign plan that standardizes all park signs, including entrance, direction, and rules signs.		Develop a Park Signage Plan	X	X	
PRS 7 <u>PARKS SERVICE QUALITY</u> Provide a parks and recreation system that is enjoyable, efficient, financially responsible, and a source of civic pride.	PRS 7.5	<u>Evaluations</u> Conduct periodic monitoring of the Spokane Parks and Recreation Department services, facilities, and programs through staff, participant, and public evaluations.	CFU 2.2	Create/Update a "Parks and Open Space Report Card" and/or dashboard item(s) for the website that track measurable successes Develop Parks/Open Space Action Plan	X	X	

CHAPTER 3 - LAND USE

Ongoing Implementation

Goal	Policy #	Policy
LU 1 CITYWIDE LAND USE Offer a harmonious blend of opportunities for living, working, recreation, education, shopping, and cultural activities by protecting natural amenities, providing coordinated, efficient, and cost effective public facilities and utility services, carefully managing both residential and non-residential development and design, and proactively reinforcing downtown Spokane's role as a vibrant urban center.	LU 1.1	<u>Neighborhoods</u> Utilize the neighborhood concept as a unit of design for planning housing, transportation, services, and amenities.
	LU 1.2	<u>Districts</u> Identify districts as the framework for providing secondary schools, larger park and recreation facilities, and more varied shopping facilities.
	LU 1.3	<u>Single-Family Residential Areas</u> Protect the character of single-family residential neighborhoods by focusing higher intensity land uses in designated Centers and Corridors.
	LU 1.4	<u>Higher Density Residential Areas</u> Direct new higher density residential uses to Centers and Corridors designated on the Land Use Plan Map.
	LU 1.5	<u>Office Uses</u> Direct new office uses to Centers and Corridors designated on the Land Use Plan Map.
	LU 1.6	<u>Neighborhood Retail Use</u> Direct new neighborhood retail use to Neighborhood Centers designated on the Land Use Plan Map.
	LU 1.7	<u>Neighborhood Mini-Centers</u> Create a Neighborhood Mini-Center wherever an existing Neighborhood Retail area is larger than two acres.
	LU 1.8	<u>General Commercial Uses</u> Contain General Commercial areas within the boundaries occupied by existing business designations and within the boundaries of designated Centers and Corridors.
	LU 1.9	<u>Downtown</u> Develop city wide plans and strategies that are designed to ensure a viable, economically strong downtown area.
	LU 1.10	<u>Industry</u> Provide a variety of industrial locations and site sizes for a variety of light and heavy industrial development and safeguard them from competing land uses.
	LU 1.11	<u>Agriculture</u> Designate areas for Agriculture lands that are suited for long-term agricultural production.
	LU 1.12	<u>Public Facilities and Services</u> Ensure that public facilities and services systems are adequate to accommodate proposed development before permitting development to occur.
	LU 1.13	<u>Parks and Open Space</u> Develop funding mechanisms, incentives, and other methods to procure land for formal parks and/or natural open space in existing and new neighborhoods based upon adopted standards of the Comprehensive Plan.
	LU 1.14	<u>Nonconforming Uses</u> Avoid the creation of large areas of nonconforming uses at the time of adoption of new development regulations.

CHAPTER 3 - LAND USE

Ongoing Implementation

Goal	Policy #	Policy
LU 1 <u>CITYWIDE LAND USE</u> Offer a harmonious blend of opportunities for living, working, recreation, education, shopping, and cultural activities by protecting natural amenities, providing coordinated, efficient, and cost effective public facilities and utility services, carefully managing both residential and non-residential development and design, and proactively reinforcing downtown Spokane's role as a vibrant urban center.	LU 1.15	<u>Airfield Influence Areas</u> Prohibit the siting of land uses that are incompatible with aviation operations in the Airfield Influence Areas designated on Comprehensive Plan maps, and contain residential Comprehensive Plan designations and zoning in the Airfield Influence Areas to their existing locations not allowing for expansion or increases in residential density.
LU 2 <u>PUBLIC REALM ENHANCEMENT</u> Encourage the enhancement of the public realm.	LU 2.1	<u>Public Realm Features</u> Encourage features that improve the appearance of development, paying attention to how projects function to encourage social interaction and relate to and enhance the surrounding urban and natural environment.
	LU 2.2	<u>Performance Standards</u> Employ performance and design standards with sufficient flexibility and appropriate incentives to ensure that development is compatible with surrounding land uses.
LU 3 <u>EFFICIENT LAND USE</u> Promote the efficient use of land by the use of incentives, density and mixed-use development in proximity to retail businesses, public services, places of work, and transportation systems.	LU 3.1	<u>Coordinated and Efficient Land Use</u> Encourage coordinated and efficient growth and development through infrastructure financing and construction programs, tax and regulatory incentives, and by focusing growth in areas where adequate services and facilities exist or can be economically extended.
	LU 3.2	<u>Centers and Corridors</u> Designate Centers and Corridors (neighborhood scale, community or district scale, and regional scale) on the Land Use Plan Map that encourage a mix of uses and activities around which growth is focused.
	LU 3.5	<u>Mix of Uses in Centers</u> Achieve a proportion of uses in Centers that will stimulate pedestrian activity and create mutually reinforcing land uses.
	LU 3.6	<u>Compact Residential Patterns</u> Allow more compact and affordable housing in all neighborhoods, in accordance with design guidelines.
	LU 3.7	<u>Maximum and Minimum Lot Sizes</u> Prescribe maximum, as well as minimum, lot size standards to achieve the desired residential density for all areas of the city.
	LU 3.8	<u>Shared Parking</u> Encourage shared parking facilities for business and commercial establishments that have dissimilar peak use periods.

CHAPTER 3 - LAND USE

Ongoing Implementation

Goal	Policy #	Policy
LU 4 <u>TRANSPORTATION</u> Promote a network of safe and cost effective transportation alternatives, including transit, carpooling, bicycling, pedestrian-oriented environments, and more efficient use of the automobile, to recognize the relationship between land use and transportation.	LU 4.1	<u>Land Use and Transportation</u> Coordinate land use and transportation planning to result in an efficient pattern of development that supports alternative transportation modes consistent with the Transportation Chapter and makes significant progress toward reducing sprawl, traffic congestion, and air pollution.
	LU 4.2	<u>Land Uses That Support Travel Options and Active Transportation</u> Provide a compatible mix of housing and commercial uses in Neighborhood Centers, District Centers, Employment Centers, and Corridors.
	LU 4.4	<u>Connections</u> 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	<u>Block Length</u> 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.
LU 5 <u>DEVELOPMENT CHARACTER</u> Promote development in a manner that is attractive, complementary, and compatible with other land uses.	LU 5.1	<u>Built and Natural Environment</u> Ensure that developments are sensitive to the built and natural environment (for example, air and water quality, noise, traffic congestion, and public utilities and services), by providing adequate impact mitigation to maintain and enhance quality of life.
	LU 5.2	<u>Environmental Quality Enhancement</u> Encourage site locations and design features that enhance environmental quality and compatibility with surrounding land uses.
	LU 5.3	<u>Off-Site Impacts</u> Ensure that off-street parking, access, and loading facilities do not adversely impact the surrounding area.
	LU 5.4	<u>Natural Features and Habitat Protection</u> Ensure development is accomplished in a manner that protects significant natural features and wildlife habitat.
	LU 5.5	<u>Compatible Development</u> Ensure that infill and redevelopment projects are well-designed and compatible with surrounding uses and building types.
LU 6 <u>ADEQUATE PUBLIC LANDS AND FACILITIES</u> Ensure the provision and distribution of adequate public lands and facilities throughout the city.	LU 6.1	<u>Advance Siting</u> Identify, in advance of development, sites for parks, open space, wildlife habitat, police stations, fire stations, major stormwater facilities, schools, and other lands useful for public purposes.
	LU 6.2	<u>Open Space</u> Identify, designate, prioritize, and seek funding for open space areas.

CHAPTER 3 - LAND USE

Ongoing Implementation

Goal	Policy #	Policy
LU 6 <u>ADEQUATE PUBLIC LANDS AND FACILITIES</u> Ensure the provision and distribution of adequate public lands and facilities throughout the city.	LU 6.3	<u>School Locations</u> Work with the local school districts to identify school sites that are located to serve the service area and that are readily accessible for pedestrians and bicyclists.
	LU 6.4	<u>School and City Cooperation</u> Continue the cooperative relationship between the city and school officials.
	LU 6.5	<u>Schools as a Neighborhood Focus</u> Encourage school officials to retain existing neighborhood school sites and structures because of the importance of the school in maintaining a strong, healthy neighborhood.
	LU 6.6	<u>Shared Facilities</u> Continue the sharing of city and school facilities for neighborhood parks, recreation, and open space uses.
	LU 6.8	<u>Siting Essential Public Facilities</u> Utilize a process for locating essential public facilities that incorporates different levels of public review depending on facility scale and location.
	LU 6.9	<u>Facility Compatibility with Neighborhood</u> Ensure the utilization of architectural and site designs of essential public facilities that are compatible with the surrounding areas.
LU 7 <u>IMPLEMENTATION</u> Ensure that the goals and policies of the comprehensive plan are implemented.	LU 7.1	<u>Regulatory Structure</u> Develop a land use regulatory structure that utilizes a variety of mechanisms to promote development that provides a public benefit.
LU 8 <u>URBAN GROWTH AREA</u> Maintain an urban growth area that includes areas and densities sufficient to accommodate the city's allocated population, housing and employment growth for the succeeding twenty-year period, including the accommodation of the medical, governmental, educational, institutional, commercial, and industrial facilities related to such growth, but that does not exceed the areas necessary to accommodate such growth.	LU 8.1	<u>Role of Urban Growth Area</u> Limit urban sprawl by encouraging development in urban areas where adequate public facilities already exist or where such facilities can be more efficiently provided.
	LU 8.2	<u>Joint Planning in Urban Growth Area</u> Plan with Spokane County for the unincorporated portions of the Urban Growth Area.
	LU 8.3	<u>Review of Urban Growth Area</u> Review the Urban Growth Area boundary in accordance with the requirements of the Growth Management Act and Countywide Planning Policies relative to the current Office of Financial Management's twenty-year population forecast, and make adjustments, as warranted, to accommodate the projected growth.
LU 9 <u>ANNEXATION</u> Support annexations that enhance effective and efficient government.	LU 9.1	<u>Annexation Boundaries</u> Encourage annexations that create logical boundaries and reasonable service areas within the adjacent Urban Growth Area, where the city has demonstrated the fiscal capacity to provide services.

CHAPTER 3 - LAND USE
Ongoing Implementation

Goal	Policy #	Policy
LU 9 <u>ANNEXATION</u> Support annexations that enhance effective and efficient government.	LU 9.2	<u>Peninsula Annexation</u> Encourage and assist property owners in existing unincorporated “peninsulas” in the city’s urban growth area to annex to the city.
	LU 9.3	<u>City Utilities</u> Require property owners requesting city utilities to annex or sign a binding agreement to annex when requested to do so by the city.
	LU 9.4	<u>Community Impacts</u> Evaluate all annexations on the basis of their short and long-term community impacts and benefits.
	LU 9.5	<u>Funding Capital Facilities in Annexed Areas</u> Ensure that annexations do not result in a negative fiscal impact on the city.
	LU 9.6	<u>Land Use and Zoning Designation Upon Annexation</u> Recognize the interests of the residents of the annexing area and, in the absence of specific policies and standards adopted by the city, honor the intent of adopted county plans and ordinances for areas proposed to be annexed.
	LU 9.7	<u>City Bonded Indebtedness</u> Require property owners within an annexing area to assume a share of the city’s bonded indebtedness.
LU 10 <u>JOINT PLANNING</u> Support joint growth management planning and annexation requests, which best meet the Comprehensive Plan’s development goals and policies.	LU 10.1	<u>Land Use Plans</u> Prepare land use plans in cooperation with Spokane County for the Urban Growth Area to ensure that planned land uses are compatible with adopted city policies and development standards at the time of annexation.
	LU 10.2	<u>Consistent Development Standards</u> Require utilities, roads, and services in the adjacent Urban Growth Area to be built to city standards.
	LU 10.3	<u>Special Purpose Districts</u> Confer with affected special purpose districts and other jurisdictions to assess the impact of annexation prior to any annexation.

CHAPTER 4 - TRANSPORTATION

Ongoing Implementation

Policy #	Policy
TR 1	<u>Transportation Network For All Users</u> Design the transportation system to provide a complete transportation network for all users, maximizing innovation, access, choice, and options across the four seasons. Users include pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight, emergency vehicles, and motor vehicle drivers. Guidelines identified in the Complete Streets Ordinance and other adopted plans and ordinances direct that roads and pathways will be designed, operated, and maintained to accommodate and promote safe and convenient travel for all users while acknowledging that not all streets must provide the same type of travel experience. All streets must meet mandated accessibility standards. The network for each mode is outlined in the Master Bike Plan, Pedestrian Master Plan, Spokane Transit's Comprehensive Plan, and the Arterial Street Map.
TR 2	<u>Transportation Supporting Land Use</u> 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.
TR 3	<u>Transportation Level of Service (LOS)</u> Set and maintain transportation level of service standards that align desired growth patterns with optimal choices of transportation modes.
TR 4	<u>Transportation Demand Management Strategies (TDM)</u> Evaluate TDM strategies to optimize transportation options within the context of Complete Streets. Use TDM strategies to gain efficiencies in the transportation system to reduce demand for auto travel.
TR 5	<u>Active Transportation</u> Identify high-priority active transportation projects to carry on completion/upgrades to the active transportation network.
TR 6	<u>Commercial Center Access</u> Improve multi-modal transportation options to and within designated district centers, neighborhood centers, employment centers, corridors, and downtown as the regional center.
TR 7	<u>Neighborhood Access</u> Require developments to have open, accessible, internal multi-modal transportation connections to adjacent properties and streets on all sides.
TR 8	<u>Moving Freight</u> 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.
TR 9	<u>Promote Economic Opportunity</u> Focus on providing efficient and affordable multi-modal access to jobs, education, and workforce training to promote economic opportunity in the city's designated growth areas, develop "Great Streets" that enhance commerce and attract jobs.
TR 10	<u>Transportation System Efficiency & Innovation</u> Develop and manage the transportation system to function as efficiently as possible while exploring innovative opportunities and technologies.

CHAPTER 4 - TRANSPORTATION

Ongoing Implementation

Policy #	Policy
TR 11	<u>Transit Operational Efficiency</u> Support efficient transit operations through street and transit stop designs on transit priority streets that comply with standards and include transit-supportive elements, such as shelters, lighting, and schedule information. Assist in implementing the STA Comprehensive Plan.
TR 12	<u>Prioritize & Integrate Investments</u> Prioritize investments based on the adopted goals and priorities outlined in the comprehensive plan.
TR 13	<u>Infrastructure Design</u> Maintain and follow design guidelines (including national guidelines such as MUTCD, NACTO, AASHTO) reflecting best practices that provide for a connected infrastructure designed for our climate and potential emergency management needs, and respecting the local context. Local context may guide signage and elements such as traffic calming, street furniture, bicycle parking, and community spaces. Accessibility guidelines and emergency management needs will be maintained.
TR 14	<u>Traffic Calming</u> Use context-sensitive traffic calming measures in neighborhoods to maintain acceptable speeds, manage cut-through traffic, and improve neighborhood safety to reduce traffic impacts and improve quality of life.
TR 15	<u>Activation</u> Build great streetscapes and activate public spaces in the right-of-way to promote economic vitality and a sense of place, with a focus on the designated Centers and Corridors identified in the Land Use chapter.
TR 16	<u>Right-Of-Way Maintenance</u> Keep facilities within the public rights-of-way well-maintained and clean year-round for the benefit of all while focusing on complete rehabilitation of streets on arterials, and maintenance work on both residential and arterial streets, using an integrated approach that incorporates all uses of the right of way to leverage dollars and gain greater community benefits.
TR 17	<u>Paving Existing and Unpaved Streets</u> Identify and prioritize resources for paving existing dirt and gravel streets and alleyways to reduce air pollution and prioritize infill and economic development.
TR 18	<u>Parking</u> Develop and administer vehicle parking policies that appropriately manage the demand for parking based upon the urban context desired.
TR 19	<u>Plan Collaboratively</u> 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.
TR 20	<u>Bicycle/Pedestrian Coordination</u> Coordinate bicycle and pedestrian planning to ensure that projects are developed to meet the safety and access needs of all users.

CHAPTER 5 - CAPITAL FACILITIES AND UTILITIES

Ongoing Implementation

Goal	Policy #	Policy
CFU 1 <u>ADEQUATE PUBLIC FACILITIES AND SERVICES</u> Provide and maintain adequate public facilities and utility services and reliable funding in order to protect investment in existing facilities and ensure appropriate levels of service.	CFU 1.1	<u>Level of Service</u> Adopt written level of service standards for each type of public facility or utility service, and provide capital improvements to achieve and maintain such standards for existing and future development.
	CFU 1.2	<u>Operational Efficiency</u> Require the development of capital improvement projects that either improve the city's operational efficiency or reduce costs by increasing the capacity, use, and/or life expectancy of existing facilities.
	CFU 1.3	<u>Maintenance</u> Require the maintenance, rehabilitation, and renovation of existing capital facilities.
	CFU 1.4	<u>Use of Existing Structures</u> Require the use and adaptive reuse of existing buildings before new community facilities are constructed.
	CFU 1.5	<u>Utility Construction Standards</u> Ensure that construction standards for public and private utilities are adequate to withstand the anticipated frequency and severity of natural and man-made hazards.
	CFU 1.6	<u>Management Plans</u> Establish and maintain management plans for capital facilities whose level of service standards could be affected by future growth and development.
	CFU 1.7	<u>Funding</u> Identify and pursue all practical and equitable ways to fund the capital improvement projects necessary to serve existing and future development.
	CFU 1.8	<u>Intangible Costs and Benefits</u> Include intangible costs and benefits in any cost/benefit analysis when considering the development and life span of proposed capital facilities.
	CFU 1.9	<u>Public Safety Capital Funding Plans</u> Strive to establish separate capital funding plans for police and fire services to ensure that capital requirements will be met without negative impact upon staffing and level of service.
CFU 2 <u>CONCURRENCY</u> Ensure that those public facilities and services necessary to support development are adequate to serve the development and available when the service demands of development occur without decreasing current service levels below locally established minimum standards.	CFU 2.1	<u>Available Public Facilities</u> Consider that the requirement for concurrent availability of public facilities and utility services is met when adequate services and facilities are in existence at the time the development is ready for occupancy and use, in the case of water, wastewater and solid waste, and at least a financial commitment is in place at the time of development approval to provide all other public services within six years.
	CFU 2.2	<u>Concurrency Management System</u> Maintain a concurrency management system for all capital facilities.

CHAPTER 5 - CAPITAL FACILITIES AND UTILITIES

Ongoing Implementation

Goal	Policy #	Policy
CFU 2 <u>CONCURRENCY</u> Ensure that those public facilities and services necessary to support development are adequate to serve the development and available when the service demands of development occur without decreasing current service levels below locally established minimum standards.	CFU 2.4	<u>Impact Fees</u> Include impact fees as one possible mechanism to fund capital improvements, so new growth and development activity that has an impact upon public facilities pays a proportionate share of the cost of the relevant facilities.
	CFU 2.5	<u>Exemptions from Impact Fees</u> Exempt development activities with broad public purposes from growth-related impact fees.
	CFU 2.6	<u>Funding Shortfalls</u> Reassess the land use element whenever probable funding falls short of meeting existing needs in order to ensure that development patterns and level of service standards remain consistent with financing capabilities related to capital facilities plans.
	CFU 2.7	<u>Utility Permits</u> Consider utility permits simultaneously with the proposals requesting service and, when possible, approve utility permits when the project to be served is approved.
CFU 3 <u>COORDINATION</u> Promote contiguous, orderly development and provision of urban services through the regional coordination of land use and public services related to capital facilities and utilities.	CFU 3.1	<u>Special Purpose Districts</u> Enter into agreements with special purpose districts within the adjacent Urban Growth Area (UGA) to address the provision of urban governmental services and public facilities.
	CFU 3.2	<u>Utility Installations</u> Facilitate the coordination of public and private utility activities by giving interested utilities timely notification of road projects that would afford them an opportunity for utility installation and maintenance.
	CFU 3.3	<u>Utilities Coordination</u> Work with adjacent planning jurisdictions and private utility providers to develop a process that ensures consistency between each jurisdiction's utilities element and regional utility plans, as well as coordinated and timely siting of regional and countywide utility facilities.
	CFU 3.4	<u>Natural and Man-Made Disasters</u> Continue to participate in a coordinated regional plan for the provision of public services in the event of natural or man-made disasters.
	CFU 3.5	<u>Uniformity of Standards</u> Collaborate with Spokane County to ensure that the City of Spokane's engineering, land use and related level of service standards are applied throughout the adjacent Urban Growth Area (UGA).
	CFU 3.6	<u>Limitation of Services Outside Urban Growth Area</u> Limit the provision of water and sewer service by the City of Spokane outside Urban Growth Areas (UGAs) to areas where exceptions apply.

CHAPTER 5 - CAPITAL FACILITIES AND UTILITIES

Ongoing Implementation

Goal	Policy #	Policy
CFU 4 <u>SERVICE PROVISION</u> Provide public services in a manner that facilitates efficient and effective delivery of services and meets current and future demand.	CFU 4.1	<u>Compact Development</u> Promote compact areas of concentrated development in designated centers to facilitate economical and efficient provision of utilities, public facilities, and services.
	CFU 4.2	<u>Access to Utility Easements</u> Require that subdivision and building regulations protect and preserve access to utility easements.
	CFU 4.3	<u>Underground Utilities</u> Require new utility lines to be installed underground and encourage the conversion of existing overhead distribution lines to underground lines unless it is not physically feasible.
CFU 5 <u>ENVIRONMENTAL CONCERNS</u> Minimize impacts to the environment, public health, and safety through the timely and careful siting and use of capital facilities and utilities.	CFU 5.1	<u>On-Site Wastewater Disposal</u> Prohibit on-site septic wastewater disposal within the adjacent Urban Growth Area.
	CFU 5.2	<u>Water Conservation</u> Encourage public and private efforts to conserve water.
	CFU 5.3	<u>Stormwater</u> Implement a Stormwater Management Plan to reduce impacts from urban runoff.
	CFU 5.4	<u>Ground Water</u> Protect, preserve, and enhance ground water resources through proactive, aggressive measures.
	CFU 5.5	<u>Waste Reduction and Recycling</u> Provide integrated, efficient, and economical solid waste management services in a manner that encourages and promotes waste reduction and recycling and minimizes environmental and public health impacts.
	CFU 5.6	<u>Power-Frequency Magnetic Fields</u> Encourage electrical utilities to base their facility siting decisions on the most recent findings concerning the health impacts of power-frequency magnetic fields.
	CFU 5.7	<u>Telecommunication Structures</u> Use existing structures to support telecommunication facilities before new towers or stand-alone facilities are constructed.
CFU 6 <u>MULTIPLE OBJECTIVES</u> Use capital facilities and utilities to support multiple interests and purposes.	CFU 6.1	<u>Community Revitalization</u> Provide capital facilities and utility services strategically in order to encourage and support the development of Centers and Corridors, especially in deteriorated areas of the city.
	CFU 6.2	<u>Economic Development</u> Make capital improvements that stimulate employment opportunities, strengthen the city's tax base, and attract private investment to target areas.
	CFU 6.3	<u>Joint Use of Public Sites</u> Encourage the acquisition of sites for public and quasi-public purposes that are of sufficient size to meet current and future needs and allow for joint use.

CHAPTER 6 HOUSING

Ongoing Implementation

Goal	Policy #	Policy
H 1 <u>HOUSING CHOICE AND DIVERSITY</u> Provide opportunities for a variety of housing types that is safe and affordable for all income levels to meet the diverse housing needs of current and future residents.	H 1.1	<u>Regional Coordination</u> Coordinate the city's comprehensive planning with other jurisdictions in the region to address housing-related needs and issues.
	H 1.2	<u>Regional Fair Share Housing</u> Participate in a process that monitors and adjusts the distribution of low income housing throughout the region.
	H 1.4	<u>Use of Existing Infrastructure</u> Direct new residential development into areas where community and human public services and facilities are available.
	H 1.5	<u>Housing Information</u> Participate in and promote the development of educational resources and programs that assist low and moderate-income households in obtaining affordable and suitable housing.
	H 1.6	<u>Fair Housing</u> Promote compliance with fair housing laws.
	H 1.9	<u>Mixed-Income Housing</u> Encourage mixed-income developments throughout the city.
	H 1.10	<u>Lower-Income Housing Development Incentives</u> Support and assist the public and private sectors to develop lower-income or subsidized housing for households that cannot compete in the market for housing by using federal, state, and local aid.
	H 1.11	<u>Access to Transportation</u> Encourage housing that provides easy access to public transit and other efficient modes of transportation.
	H 1.12	<u>Affordable Housing Funding Sources</u> Support the development of affordable housing development funding sources.
	H 1.13	<u>Siting of Subsidized Low-Income Housing</u> Set clear site selection criteria for publicly subsidized housing to minimize geographic concentrations of publicly subsidized housing projects in neighborhoods with a high percent of minority or low-income households.
	H 1.14	<u>Building, Fire, Infrastructure, and Land Use Standards</u> Review periodically and, when needed, revise building, fire, infrastructure, and land use standards and requirements to ensure community standards are implemented and that new or rehabilitated housing remains affordable.
	H 1.15	<u>Performance Standards</u> Create a flexible project review process that allows for the use of alternative standards, but only if their use results in a project that is equal or superior to using existing standards.

CHAPTER 6 HOUSING

Ongoing Implementation

Goal	Policy #	Policy
H 1 <u>HOUSING CHOICE AND DIVERSITY</u> Provide opportunities for a variety of housing types that is safe and affordable for all income levels to meet the diverse housing needs of current and future residents.	H 1.16	<u>New Manufactured Housing</u> Permit manufactured homes on individual lots in all areas where residential uses are allowed.
	H 1.17	<u>Partnerships to Increase Housing Opportunities</u> Create partnerships with public and private lending institutions to find solutions that increase opportunities and reduce financial barriers for builders and consumers of affordable and lower-income housing.
	H 1.18	<u>Distribution of Housing Options</u> Promote a wide range of housing types and housing diversity to meet the needs of the diverse population and ensure that this housing is available throughout the community for people of all income levels and special needs.
	H 1.20	<u>Accessory Dwelling Units</u> Allow one accessory dwelling unit as an ancillary use to single-family homes in all designated residential areas as an affordable housing option.
	H 1.21	<u>Development of Single-Room Occupancy Housing</u> Allow development of single-room occupancy units in downtown Spokane and in other areas where high-density housing is permitted.
	H 1.24	<u>Taxes and Tax Structure</u> Support state consideration of property tax reform measures that provide increased local options that contribute to housing choice and diversity.
H 2 <u>HOUSING QUALITY</u> Improve the overall quality of the City of Spokane's housing.	H 2.1	<u>Housing Rehabilitation</u> Provide assistance for housing rehabilitation beyond housing maintenance code requirements if the assistance is supportive of general community development activity and is on a voluntary basis.
	H 2.2	<u>Property Responsibility and Maintenance</u> Assist in and promote improved and increased public and private property maintenance and property responsibility throughout the city.
	H 2.3	<u>Housing Preservation</u> Encourage preservation of viable housing.
	H 2.4	<u>Linking Housing with Other Land Uses</u> Ensure that land use plans provide increased physical connection between housing, employment, transportation, recreation, daily-needs services, and educational uses.
	H 2.5	<u>Housing Goal Monitoring</u> Provide a report annually to the City Plan Commission that monitors progress toward achieving the housing goals and includes recommended policy change if positive direction toward achieving the housing goals is not occurring.

CHAPTER 7- ECONOMIC DEVELOPMENT

Ongoing Implementation

Goal	Policy #	Policy
ED 1 <u>COOPERATIVE PARTNERSHIPS</u> Encourage cooperative partnerships to address the economic expansion of the city and region.	ED 1.1	<u>Economic Development Programs</u> Support and participate in regional economic development planning with the public and private sectors.
	ED 1.2	<u>Support of Economic Development Organizations</u> Continue to support Greater Spokane Incorporated, Visit Spokane, Spokane Public Facilities District, Workforce Development, Business Improvement Districts, Public Development Authorities and others in their efforts to reinforce and strengthen the Spokane economy.
	ED 1.3	<u>Economic Development Progress</u> Work with regional jurisdictions, community economic development organizations, the educational community, the business sector, neighborhood organizations, and citizens to periodically review the city's economic vitality and revise plans as needed.
	ED 1.4	<u>Public-Private Partnerships</u> Continue to encourage public-private partnerships that advance economic development opportunities.
ED 2 <u>LAND AVAILABILITY FOR ECONOMIC ACTIVITIES</u> Ensure that an adequate supply of useable industrial and commercial property is available for economic development activities.	ED 2.1	<u>Land Supply</u> Ensure opportunities for locating a variety of desirable, livable wage industries in Spokane that are environmentally compatible with adjacent land uses and support a range of employment types.
	ED 2.2	<u>Revitalization Opportunities</u> Provide incentives to encourage the revitalization and utilization of historic and older commercial and industrial districts for redevelopment.
	ED 2.3	<u>Reusable Buildings Inventory</u> Continue to maintain an inventory of historic and significant older buildings that could be redeveloped for economic activities rather than demolished.
	ED 2.4	<u>Mixed-Use</u> Support mixed-use development that brings employment, shopping, and residential activities into shared locations that stimulate opportunities for economic activity.
ED 3 <u>STRONG, DIVERSE, AND SUSTAINABLE ECONOMY</u> Foster a strong, diverse, and sustainable economy that provides a range of employment and business opportunities.	ED 3.1	<u>Economic Growth</u> Stimulate economic growth by supporting the formation, retention, expansion, and recruitment of businesses.
	ED 3.2	<u>Economic Diversity</u> Encourage economic diversity through a mix of small and large businesses that provide a healthy balance of goods-producing and service-producing jobs.
	ED 3.3	<u>Enterprise Opportunities</u> Continue to create economic development opportunities utilizing tools available to the city which will foster the growth of Spokane's economy.
	ED 3.4	<u>Value Added Business Strategy</u> Promote value added business practices as an economic strategy.

CHAPTER 7- ECONOMIC DEVELOPMENT

Ongoing Implementation

Goal	Policy #	Policy
ED 3 <u>STRONG, DIVERSE, AND SUSTAINABLE ECONOMY</u> Foster a strong, diverse, and sustainable economy that provides a range of employment and business opportunities.	ED 3.5	<u>Locally-Owned Businesses</u> Support opportunities to expand and increase the number of locally-owned businesses in Spokane.
	ED 3.6	<u>Small Businesses</u> Recognize the significant contributions of small businesses to the city's economy and seek to enhance small business opportunities.
	ED 3.7	<u>Home-Based Businesses</u> Encourage opportunities for teleworking and home businesses that are compatible with residential neighborhoods.
	ED 3.8	<u>Technology-Based Industries</u> Encourage the development of advanced and emerging technology - based industries.
	ED 3.9	<u>Regional Marketplace</u> Support strategies to expand regional markets for local services and products.
	ED 3.10	<u>Downtown Spokane</u> Promote downtown Spokane as the economic and cultural center of the region.
ED 4 <u>Income and Employment Opportunity</u> Enhance the economic future of the community by encouraging the creation of jobs that provide a livable wage and reduce income disparity	ED 4.1	<u>Livable Wage</u> Encourage the recruitment of businesses that pay wages at least commensurate with the cost of living and that provide health and retirement benefits.
	ED 4.2	<u>Benchmark Indicators</u> Work with the private sector to establish benchmark indicators for employment and income levels, monitor progress toward reaching those levels, and prepare an annual status report on progress.
	ED 4.3	<u>Income Equity</u> Cooperate with other community agencies and organizations to address income equity and employment opportunities within the Spokane economy.
ED 5 <u>Education and Workforce Development</u> Improve Spokane's economy through a well-educated citizenry and a qualified labor force that is globally competitive and responds to the changing needs of the workplace.	ED 5.1	<u>K-12 Education</u> Work cooperatively with local schools to help maintain and enhance the quality of K-12 education in the city's schools.
	ED 5.2	<u>Youth Programs</u> Cooperate with educational institutions and businesses to provide young people with exposure to a wide variety of employment and business opportunities.
	ED 5.3	<u>Post-Secondary Education and Job Training</u> Support continued efforts of the educational community to contribute to the health of Spokane's economy through post-secondary plans, programs, and activities.
	ED 5.4	<u>Program Evaluation</u> Support efforts to introduce new, high quality programs into the curricula of area technical schools, community colleges, colleges, and universities that address the changing needs of businesses and employees.

CHAPTER 7- ECONOMIC DEVELOPMENT

Ongoing Implementation

Goal	Policy #	Policy
ED 5 <u>Education and Workforce Development</u> Improve Spokane's economy through a well-educated citizenry and a qualified labor force that is globally competitive and responds to the changing needs of the workplace.	ED 5.5	<u>Communication Links</u> Encourage greater communication between the city, educational and training providers, businesses, employees, and residents to meet community educational and job-training needs.
	ED 5.6	<u>Employer Training Support</u> Encourage employers to support continuing education and training for their employees.
	ED 5.8	<u>Library as Educational Resource</u> Fund the library system at a level adequate to improve the education level of Spokane's workforce.
ED 6 <u>Infrastructure</u> Implement infrastructure maintenance and improvement programs that support new and existing business and that reinforce Spokane's position as a regional center	ED 6.1	<u>Infrastructure Projects</u> Promote infrastructure projects that enhance the city's quality of life and business climate.
	ED 6.2	<u>Public Investment in Designated Areas</u> Use capital facility funds to promote economic vitality in those areas designated for economic development or mixed-use.
	ED 6.3	<u>Communication Facilities and Networks</u> Support the expansion and development of sophisticated communication facilities and networks required by industries that use advanced technology.
	ED 6.4	<u>Infrastructure Maintenance</u> Maintain infrastructure at safe and efficient levels.
ED 7 <u>Regulatory Environment and Tax Structure</u> Create a regulatory environment and tax structure that encourage investment, nurture economic activity, and promote a good business climate	ED 7.1	<u>Collaborative Nurturing of the Business Climate</u> Work with the business community, labor, economic development organizations and residents to maintain a good business climate.
	ED 7.4	<u>Tax Incentives for Land Improvement</u> Support a tax structure that encourages business investment and construction where infrastructure exists, especially in centers or other target areas for development.
	ED 7.5	<u>Tax Incentives for Renovation</u> Use tax incentives and investments to encourage revitalization, modernization, or rehabilitation of deteriorated residential and commercial properties and buildings for new economic activity.
	ED 7.6	<u>Development Standards and Permitting Process</u> Periodically evaluate and improve the City of Spokane's development standards and permitting process to ensure that they are equitable, cost-effective, timely and meet community needs and goals.

CHAPTER 7- ECONOMIC DEVELOPMENT

Ongoing Implementation

Goal	Policy #	Policy
ED 8 <u>Quality of Life and the Environment</u> Improve and protect the natural and built environment as assists that attract economic development opportunities and enhance the City of Spokane's quality of life.	ED 8.1	<u>Quality of Life Protection</u> Protect the natural and built environment as a primary quality of life feature that allows existing businesses to expand and that attracts new businesses, residents, and visitors.
	ED 8.2	<u>Sustainable Economic Strategies</u> Promote sustainable economic strategies.
	ED 8.3	<u>Recreation and Tourism Promotion</u> Promote the region's outdoor amenities, recreational opportunities and tourism.
	ED 8.4	<u>Environmental Protection Business Opportunities</u> Encourage businesses that specialize in environmental protection.
	ED 8.5	<u>Contaminated Site Clean-Up Responsibilities</u> Facilitate the clean-up of contaminated sites.

CHAPTER 8 URBAN DESIGN & HISTORIC PRESERVATION

Ongoing Implementation

Goal	Policy #	Policy
DP 1 <u>Pride and Identity</u> Enhance and improve Spokane's visual identity and community pride.	DP 1.1	<u>Landmark Structures, Buildings, and Sites</u> Recognize and preserve unique or outstanding landmark structures, buildings, and sites.
	DP 1.2	<u>New Development in Established Neighborhoods</u> Encourage new development that is of a type, scale, orientation, and design that maintains or improves the character, aesthetic quality, and livability of the neighborhood.
	DP 1.3	<u>Significant Views and Vistas</u> Identify and maintain significant views, vistas, and viewpoints, and protect them by establishing appropriate development regulations for nearby undeveloped properties.
	DP 1.4	<u>Gateway Identification</u> Establish and maintain gateways to Spokane and individual neighborhoods consisting of physical elements and landscaping that create a sense of place, identity, and belonging.
DP 2 <u>Urban Design</u> Design new construction to support desirable behaviors and create a positive perception of Spokane.	DP 2.1	<u>Definition of Urban Design</u> Recognize current research that defines urban design and identifies elements of a well designed urban environment.
	DP 2.2	<u>Design Guidelines and Regulations</u> Adopt regulations and design guidelines consistent with current definitions of good urban design.
	DP 2.3	<u>Design Standards for Public Projects and Structures</u> Design all public projects and structures to uphold the highest design standards and neighborhood compatibility.
	DP 2.5	<u>Character of the Public Realm</u> Enhance the livability of Spokane by preserving the city's historic character and building a legacy of quality new public and private development that further enriches the public realm.
	DP 2.6	<u>Building and Site Design</u> Ensure that a particular development is thoughtful in design, improves the quality and characteristics of the immediate neighborhood, and responds to the site's unique features, including topography, hydrology, and microclimate - and considers intensity of use.
	DP 2.7	<u>Historic District and Sub-Area Design Guidelines</u> Utilize design guidelines and criteria for sub-areas and historic districts that are based on local community participation and the particular character and development issues of each sub-area or historic district.
	DP 2.8	<u>Design Review Process</u> Apply design guidelines through a review process that relies on the expertise of design professionals and other community representatives to achieve design performance that meets or exceeds citizens' quality of life expectations.

CHAPTER 8 URBAN DESIGN & HISTORIC PRESERVATION

Ongoing Implementation

Goal	Policy #	Policy
DP 2 <u>Urban Design</u> Design new construction to support desirable behaviors and create a positive perception of Spokane.	DP 2.10	<u>Business Entrance Orientation</u> Orient commercial building entrances and building facades toward the pedestrian sidewalks and pathways that lead to adjoining residential neighborhoods.
	DP 2.12	<u>Infill Development</u> Encourage infill construction and area redevelopment that complement and reinforce positive commercial and residential character.
	DP 2.13	<u>Parking Facilities Design</u> Minimize the impacts of surface parking on the neighborhood fabric by encouraging the use of structured parking with active commercial storefronts containing retail, service, or office uses, and improve the pedestrian experience in less intensive areas through the use of street trees, screen walls, and landscaping.
	DP 2.14	<u>Town Squares and Plazas</u> Require redevelopment areas and new development to provide appropriately scaled open space such as town squares, plazas, or other public or private spaces that can be used as the focus of commercial and civic buildings.
	DP 2.15	<u>Urban Trees and Landscape Areas</u> Maintain, improve, and increase the number of street trees and planted areas in the urban environment.
	DP 2.16	<u>On-Premises Advertising</u> Ensure that on-premises business signs are of a size, number, quality, and style to provide identification of the business they support while contributing a positive visual character to the community.
	DP 2.17	<u>Billboards</u> Prohibit new construction of billboards and eliminate existing billboards over time.
	DP 2.18	<u>Bus Benches and Shelters Advertising</u> Continue to identify and implement ways to provide bus benches and control transit stop advertising.
	DP 2.19	<u>Off-Premises Advertising</u> Identify and implement ways to control various forms of off-premises advertising.
	DP 2.20	<u>Telecommunication Facilities</u> Control the visual impact of telecommunication facilities.
	DP 2.21	<u>Lighting</u> Maximize the potential for lighting to create the desired character in individual areas while controlling display, flood and direct lighting installations so as to not directly and unintentionally illuminate, or create glare visible from adjacent properties, residential zones or public right-of-way.

CHAPTER 8 URBAN DESIGN & HISTORIC PRESERVATION

Ongoing Implementation

Goal	Policy #	Policy
DP 3 <u>Preservation</u> Preserve and protect Spokane's historic districts, sites, structures, and objects.	DP 3.1	<u>Historic Preservation</u> Establish historic preservation as a high priority within city programs.
	DP 3.2	<u>Historic Preservation Plan</u> Encourage public understanding and support of Spokane's historic heritage by educating the public of the goals of the Historic Preservation Plan.
	DP 3.3	<u>Identification and Protection of Resources</u> Identify historic resources to guide decision making in planning.
	DP 3.4	<u>Reflect Spokane's Diversity</u> Encourage awareness and recognition of the many cultures that are an important and integral aspect of Spokane's heritage.
	DP 3.5	<u>Landmarks Commission</u> Maintain and utilize the expertise of the Landmarks Commission in decision making by the City Council, City Plan Commission, City Parks Board, and other city agencies in matters of historic preservation.
	DP 3.6	<u>Publicly-Owned Historic Structures and Infrastructure</u> Require a critical review of a project prior to the removal or destruction of any publicly-owned building, structure, or site that is listed on, or is eligible for listing on the local, state, or national historic registers.
	DP 3.7	<u>Protection of Archaeological and Historic Sites</u> Ensure that archaeological and historic sites are identified and protected.
	DP 3.8	<u>Legislative Reform</u> Support city legislative priorities that promote historic preservation wherever possible.
	DP 3.9	<u>Redevelopment Incentives</u> Provide incentives to property owners to encourage historic preservation.
	DP 3.10	<u>Zoning Provisions and Building Regulations</u> Utilize zoning provisions, building regulations, and design standards that are appropriate for historic districts, sites, and structures.
	DP 3.11	<u>Rehabilitation of Historic Properties</u> Assist and cooperate with owners of historic properties to identify, recognize, and plan for the use of their property to ensure compatibility with preservation objectives.
	DP 3.12	<u>Reuse of Historic Materials and Features</u> Encourage the deconstruction and reuse of historic materials and features when historic buildings are demolished.
	DP 3.13	<u>Historic Districts and Neighborhoods</u> Assist neighborhoods and other potential historic districts to identify, recognize, and highlight their social and economic origins and promote the preservation of their historic heritage, cultural resources, and built environment.

CHAPTER 8 URBAN DESIGN & HISTORIC PRESERVATION

Ongoing Implementation

Goal	Policy #	Policy
DP 4 <u>Downtown Center Viability</u> Create a vital, livable downtown by maintaining it as the region's economic and cultural center and preserving and reinforcing its historic and distinctly urban character.	DP 4.1	<u>Downtown Residents and Workers</u> Encourage investments and create opportunities that increase the number of residents and workers in downtown Spokane.
	DP 4.2	<u>Street Life</u> Promote actions designed to increase pedestrian use of streets, especially downtown, thereby creating a healthy street life in commercial areas.
	DP 4.3	<u>Downtown Services</u> Support development efforts that increase the availability of daily needed services in downtown Spokane.
DP 5 <u>Local Determination</u> Make neighborhoods attractive, safe places by encouraging residents to express their design and development values.	DP 5.1	<u>Neighborhood Participation</u> Encourage resident participation in planning and development processes that will shape or re-shape the physical character of their neighborhood.
	DP 5.2	<u>Neighborhood Involvement in the City Design Review Process</u> Encourage the neighborhoods to participate in the city's design review process.

CHAPTER 9 NATURAL ENVIRONMENT
Ongoing Implementation

Goal	Policy #	Policy
NE 1 <u>Water Quality</u> Protect the Spokane Valley - Rathdrum Prairie Aquifer and other water sources so they provide clean, pure water.	NE 1.1	<u>Aquifer Study</u> Continue to study the aquifer and utilize strategies to remedy all sources or activities of contamination.
	NE 1.2	<u>Stormwater Techniques</u> Encourage the use of innovative stormwater techniques that protect ground and surface water from contamination and pollution.
	NE 1.3	<u>Regional Water Board</u> Continue to support the regional watershed group in their efforts to conduct aquifer planning, allocating, monitoring, and study responsibilities for the entire watershed.
	NE 1.4	<u>Water Quality Report</u> Prepare an annual water quality report that identifies the year's water quality and quantity and compares these to prior years.
	NE 1.5	<u>Mining Activities</u> Prohibit open pit mining that exposes the aquifer or ground water to potential contamination.
	NE 1.6	<u>Natural Water Drainage</u> Identify and preserve areas that have traditionally provided natural water drainage.
	NE 1.7	<u>Wellhead Protection</u> Allow only non-polluting land uses within the water recharge zones of the public water wells.
	NE 1.8	<u>Toxic Dumping Restrictions</u> Retain and enforce laws against dumping toxic fluids where they may reach the aquifer.
	NE 1.9	<u>Sewer Requirement</u> Ensure that every developed property in the city and the adjacent urban growth area is served by sewer to minimize aquifer contamination.
NE 2 <u>Sustainable Water Quantity</u> Ensure all aquifers and water sources are not diminished below sustainable recharge or flow levels.	NE 2.1	<u>Water Conservation</u> Support a water conservation program that decreases household, commercial, industrial, and agricultural water use.
	NE 2.2	<u>Landscaping Requirements</u> Use incentives in landscape requirements that encourage application of drought tolerant native trees and plants.
	NE 2.3	<u>Native Tree and Plant Protection</u> Preserve native vegetation in parks and other publicly owned lands in the design and construction of new public facilities.
NE 3 <u>Shorelines</u> Protect the natural state of shorelines while providing community access that does not negatively impact riparian habitats, fragile soils, and native vegetation.		

CHAPTER 9 NATURAL ENVIRONMENT
Ongoing Implementation

Goal	Policy #	Policy
NE 4 <u>Surface Water</u> Provide for clean rivers that support native fish and aquatic life and that are healthy for human recreation.	NE 4.1	<u>Watershed Plan</u> Continue to support and further develop watershed plans for all watersheds that are associated with the geographic boundaries of the city.
	NE 4.3	<u>Impervious Surface Reduction</u> Continue efforts to reduce the rate of impervious surface expansion in the community.
NE 5 <u>Clean Air</u> Work consistently for cleaner air that nurtures the health of current residents, children and future generations.	NE 5.2	<u>Facility Review</u> Review and determine public benefits in comparison to the environmental impacts of new and existing public or private facilities that negatively impact the region's air quality and health of its citizens.
	NE 5.3	<u>Packaging Reduction</u> Create and support legislation, education, and other means that reduce product packaging so that waste disposal is decreased.
	NE 5.5	<u>Alternative Transportation Incentives</u> Encourage employers of all sizes to develop employee incentive programs that reward the use of alternative transportation.
NE 6 <u>Native Species Protection</u> Protect and enhance diverse and healthy native species, such as plants, trees, animals, and fungi, for present and future generations and respect the ecological necessity of bio-diversity.	NE 6.1	<u>Native and Non-Native Adaptive Plants and Trees</u> Encourage the use of and development of standards for using native and non-native adaptive plants and trees in landscape designs for public and private projects.
	NE 6.3	<u>Habitat Network</u> Identify and purchase Habitat Network.
	NE 6.4	<u>Fish and Wildlife Protection</u> Continue to identify and protect those fish and wildlife and their habitats, which are identified as a priority by citizens and scientific experts.
	NE 6.5	<u>Protection of Adjacent Wildlife Habitats</u> Coordinate with adjacent jurisdictions and agencies to designate, protect, and acquire wildlife habitats that abut or straddle the city limits or urban growth boundary.
NE 7 <u>Natural Land Form</u> Preserve natural land forms that	NE 7.1	<u>Land Form Identification</u> Define, identify, and map natural land forms that typify our region and warrant protection.
NE 7 <u>Natural Land Form</u> Preserve natural land forms that identify and typify our region.	NE 7.4	<u>Unstable Slope Protection</u> Continue to designate unstable slopes as not suitable for development.
	NE 7.5	<u>Slope Protection</u> Integrate the protection of slopes with wildlife corridor and nature space designations and acquisitions.

CHAPTER 9 NATURAL ENVIRONMENT
Ongoing Implementation

Goal	Policy #	Policy
NE 7 <u>Natural Land Form</u> Preserve natural land forms that identify and typify our region.	NE 7.6	<u>Geologically Hazardous Areas</u> Continue to classify, designate, and protect Geologically Hazardous Areas as identified in the Critical Areas Ordinance.
	NE 7.7	<u>Wetlands</u> Enforce regulations that achieve no overall net loss in acreage and functions of the remaining wetland base and, over the long term, increase the quantity and quality of wetlands in the city.
NE 8 <u>Agricultural Lands</u> Preserve land and provide opportunities for farming that generates produce for local markets and supports the farming economy.	NE 8.1	<u>Agricultural Lands of Local Importance</u> Designate areas of the city that have been used traditionally for agricultural purposes, have at least Soils Conservation Services Class II soils or designated prime agriculture lands, and are at least one acre in size as agricultural lands of local importance.
	NE 8.2	<u>Compatible Agricultural Activities</u> Allow agricultural activities adjacent to urban uses without compromising farmers' rights to farm their land.
NE 10 <u>NATURAL ENVIRONMENT AND EMPLOYMENT</u> Create employment that enhances the natural environment.	NE 10.1	<u>Environment Supporting Businesses</u> Provide incentives for businesses that employ local people.
NE 11 <u>Natural Areas</u> Designate a network of natural areas (natural areas and connecting corridors) throughout Spokane that supports native habitats and natural land forms.	NE 11.1	<u>Identification of Natural Areas</u> Identify natural areas throughout the city, based on neighborhood input, existing city-owned conservation lands, wildlife habitats, steep slopes, wetlands, riparian areas, adjacency to county nature spaces, and proximity to state parks.
	NE 11.5	<u>Spokane River Gorge</u> Pursue the Spokane River Gorge as a natural area and maintain this place as one of our region's greatest resources.
NE 12 <u>URBAN FOREST</u> Maintain and enhance the urban forest to provide good air quality, reduce urban warming, and increase habitat.	NE 12.1	<u>Street Trees</u> Plant trees along all streets.
	NE 12.2	<u>Urban Forestry Programs</u> Participate in the Spokane County Conservation District for urban forestry programs, protection, and maintenance.
	NE 12.3	<u>Protection Techniques</u> Use incentives and acquisition to protect forested areas both on publicly and privately owned land.
	NE 12.4	<u>Forest Inventory Database</u> Maintain an inventory of the urban forest in the city's Geographic Information System.
	NE 12.5	<u>Tree Replacement Program</u> Do not allow tree removal in the public right-of-way without a program for tree replacement.

CHAPTER 9 NATURAL ENVIRONMENT
Ongoing Implementation

Goal	Policy #	Policy
NE 13 <u>CONNECTIVITY</u> Create a citywide network of paved trails, designated sidewalks, and soft pathways that link regional trails, natural areas, parks, sacred and historical sites, schools, and urban centers.	NE 13.1	<u>Walkway and Bicycle Path System</u> Identify, prioritize, and connect places in the city with a walkway or bicycle path system.
	NE 13.2	<u>Walkway and Bicycle Path Design</u> Design walkways and bicycle paths based on qualities that make them safe, functional, and separated from automobile traffic where possible.
	NE 13.3	<u>Year-Round Use</u> Build and maintain portions of the walkway and bicycle path systems that can be used year-round.
NE 14 <u>PLAZA DESIGN WITH NATURAL ELEMENTS</u> Develop or revitalize plazas using local nature elements, including water, vegetation, wildlife, and land forms.	NE 14.2	<u>New Plaza Design</u> Develop plazas with native natural elements and formations, such as basalt, Missoula flood stones, stream patterns, river character, native trees, and plants that attract native birds.
NE 15 <u>NATURAL AESTHETICS</u> Retain and enhance nature views, natural aesthetics, sacred areas, and historic sites that define the Spokane region.	NE 15.1	<u>Protection of Natural Aesthetics</u> Protect and enhance nature views, natural aesthetics, sacred areas, and historic sites within the growing urban setting.
	NE 15.5	<u>Nature Themes</u> Identify and use nature themes in large scale public and private landscape projects that reflect the natural character of the Spokane region.
NE 16 <u>Quality of Life</u> Compile social, natural environment, and economic indicators of a healthy Spokane community on an annual basis, and compare them to prior years in order to assess Spokane's progress.	NE 16.1	<u>Quality of Life Indicators</u> Coordinate with other groups and agencies to develop quality of life indicators based upon what others have previously identified.
	NE 16.2	<u>Benchmark Adoption</u> Develop quality of life benchmarks based on identified indicators that the community wants to obtain over time.
NE 17 <u>Natural Environment Education</u> Educate children and the community on how to improve Spokane's natural environment.	NE 17.1	<u>Protection and Recognition</u> Develop a program that formally recognizes activities, development, businesses, groups, and people that contribute to the protection and improvement of Spokane's natural environment.
	NE 17.3	<u>Environmental Education for Children</u> Educate children about the interrelationship between people and nature so that an understanding and respect for human impacts and the benefits of nature is developed.
NE 18 Energy Conservation Promote the conservation of energy in the location and design of residential, service, and workplaces.	NE 18.1	<u>Innovative Development</u> Encourage innovative residential development techniques that produce low energy consumption per housing unit.

CHAPTER 9 NATURAL ENVIRONMENT
Ongoing Implementation

Goal	Policy #	Policy
<u>NE 19</u> <u>Flood Hazards Management</u> Protect life and property from flooding and erosion by directing development away from flood hazard areas.	NE 19.1	<u>Channel Migration Zone Management</u> Determine the channel migration zone of streams and rivers in the city that have a history of flooding.
<u>NE 19</u> <u>Flood Hazards Management</u> Protect life and property from flooding and erosion by directing development away from flood hazard areas.	NE 19.2	<u>100-Year Flood Plain Reassessment</u> Conduct a reassessment of the 100-year flood plain in areas with a history of flooding.
	NE 19.4	<u>Discourage Development in 100-Year Flood Plain</u> Discourage development and redevelopment of habitable structures that are within the 100-year flood plain.
	NE 19.6	<u>Downstream Impacts Consideration</u> Consider the downstream impacts created by development, erosion control devices, and public works projects within or adjacent to rivers and streams.

CHAPTER 10 - SOCIAL HEALTH

Ongoing Implementation

Goal	Policy #	Policy
SH 1 <u>FUNDING MECHANISMS TO SUPPORT SOCIAL HEALTH</u> Utilize all funding mechanisms that will help to develop the infrastructure, support, and staffing necessary to provide affordable, accessible opportunities for arts, culture, recreation, education, and health and human services to all citizens, with particular attention to the needs of youth, the elderly and those with special needs.	SH 1.1	<u>Invest in Social Health</u> Allocate funds to arts and human services in sufficient amounts to guarantee ongoing support for these programs to achieve their full potential.
	SH 1.2	<u>Commitment to Youth</u> Allocate resources at a consistent and meaningful level to provide access to youth-related programs.
	SH 1.3	<u>Equitable Funding</u> Coordinate with public and private agencies at the local, state, and federal level and with recipients to design a structure for funding and decision-making that recognizes the significant presence of social services of a regional nature within the City of Spokane.
	SH 1.4	<u>Accessibility</u> Improve communication with and access to public recreational, cultural, and educational facilities or programs.
	SH 1.8	<u>Volunteerism</u> Promote volunteerism as a way to involve citizens in meeting the needs of their neighbors, stretch City of Spokane funding resources, and build a sense of pride in the community.
SH 2 <u>FACILITIES FOR SPECIAL NEEDS POPULATIONS</u> Enable and encourage development patterns and uses of public and private property that are responsive to the facility requirements of special needs populations.	SH 2.3	<u>Compatible Design of Special Needs Facilities</u> Ensure that facilities that accommodate special needs populations blend in with the existing visual character of the neighborhood in which they are located.
	SH 2.4	<u>Co-Location of Facilities</u> Encourage a land use pattern that allows convenient access to daily goods and services, especially for those persons with limited mobility and/or transportation options.
	SH 2.5	<u>Family Day Care Providers' Home Facilities</u> Allow use of a residential dwelling as a family day care provider's home facility in all areas where housing exists or is permitted.
SH 3 <u>ARTS AND CULTURAL ENRICHMENT</u> Support community image and identity through the arts and accessible art activities.	SH 3.1	<u>Support for the Arts</u> Encourage public and private participation in and support of arts and cultural events in recognition of their contribution to the physical, mental, social, and economic wellbeing of the community.
	SH 3.2	<u>Neighborhood Arts Presence</u> Provide the regulatory flexibility necessary to support and encourage an arts presence at the neighborhood level.
	SH 3.4	<u>One Percent for Arts</u> Encourage private developers to incorporate an arts presence into buildings and other permanent structures with a value of over \$25,000 by allocating one percent of their project's budget for this purpose.
	SH 3.8	<u>Community Festivals</u> Support celebrations that enhance the community's identity and sense of place.

CHAPTER 10 - SOCIAL HEALTH

Ongoing Implementation

Goal	Policy #	Policy
SH 4 <u>DIVERSITY AND EQUITY</u> Develop and implement programs for all city residents from a diverse range of backgrounds and life circumstances to that all people feel welcome and accepted, regardless of race, religion, creed, color, sex, national origin, marital status, familial status, domestic violence victim status, age, sexual orientation, gender identity, honorably discharged veteran or military status, refugee status, criminal history, the presence of any sensory, mental or physical disability as defined by the Americans with Disabilities Act and/or the Washington State Law Against Discrimination, or the receipt of, or eligibility for the receipt of, funds from any housing choice or other subsidy program or alternative source of income.	SH 4.1	<u>Universal Accessibility</u> Ensure that neighborhood facilities and programs are universally accessible.
	SH 4.2	<u>Cultural Competency and Education</u> Encourage programs and events that foster understanding and appreciation of the diversity of the community and region.
SH 5 <u>PUBLIC BENEFIT USES</u> Create policy framework, laws, and regulations that expand and develop wellness programs, affordable and accessible health and human services, child and adult day care, and other public benefit uses.	SH 5.1	<u>Coordination of Human Services</u> Coordinate with public and private agencies and other appropriate entities to evaluate existing needs, facilities, and programs relative to health and human services, and develop regionally equitable and comprehensive programs and service delivery systems.
	SH 5.3	<u>Space for Public Benefit Uses</u> Provide regulatory and tax incentives and flexibility that encourage builders, developers, and businesses to make space available in their project for public benefit uses.
SH 6 <u>SAFETY</u> Create and maintain a safe community through the cooperative efforts of citizens and city departments, such as Planning and Development, Police, Fire, Community, Housing and Human Services, Parks and Recreation, and Neighborhood Services.	SH 6.1	<u>Crime Prevention through Environmental Design Themes</u> Include the themes commonly associated with Crime Prevention Through Environmental Design (CPTED) in the normal review process for development proposals.
	SH 6.2	<u>Natural Access Control</u> Use design elements to define space physically or symbolically to control access to property.
	SH 6.3	<u>Natural Surveillance</u> Design activities and spaces so that users of the space are visible rather than concealed.
	SH 6.4	<u>Territorial Reinforcement</u> Employ certain elements to convey a sense of arrival and ownership and guide the public through clearly delineated public, semi-public, and private spaces.
	SH 6.5	<u>Project Design Review</u> Include the crime prevention principles of CPTED in any analysis of projects that come before the Design Review Board.
	SH 6.7	<u>Community Oriented Policing Services</u> Continue to support the operation and administration of neighborhood-based Community Oriented Policing Services (C.O.P.S.).

CHAPTER 10 - SOCIAL HEALTH
Ongoing Implementation

Goal	Policy #	Policy
SH 8 <u>FOOD ACCESS AND SECURITY</u> Ensure that all citizens have convenient access to healthy food.	SH 8.1	<u>Local Food Production</u> Promote the development of home and community gardens, farmers' or public markets, and other small-scale collaborative initiatives in order to provide citizens with a diverse choice of locally-based food products.
	SH 8.2	<u>Community Gardens</u> Enable the establishment and maintenance of community gardens on city property, as appropriate.
	SH 8.4	<u>Urban Agriculture</u> Recognize urban agriculture as a strategic asset for community development, neighborhood beautification, and public health.

CHAPTER 11 - NEIGHBORHOODS

Ongoing Implementation

Goal	Policy #	Policy
N 1 <u>THE DOWNTOWN NEIGHBORHOOD</u> Recognize downtown Spokane as the primary economic and cultural center of the region and improve its viability as a desirable neighborhood in which to live and conduct business.	N 1.1	<u>Downtown Development</u> Develop downtown Spokane as the primary economic and cultural center of the region and provide a variety of housing, recreation, and daily service opportunities that attract and retain neighborhood residents.
N 2 <u>NEIGHBORHOOD DEVELOPMENT</u> Reinforce the stability and diversity of the city's neighborhoods in order to attract long-term residents and businesses and to ensure the city's residential quality, cultural opportunities, and economic vitality.	N 2.1	<u>Neighborhood Quality of Life</u> Ensure that neighborhoods continue to offer residents transportation and living options, safe streets, quality schools, public services, and cultural, social, and recreational opportunities in order to sustain and enhance the vitality, diversity, and quality of life within neighborhoods.
	N 2.2	<u>Neighborhood Centers</u> Develop neighborhoods that enable citizens to live, work, shop, socialize, and receive other essential services within their neighborhood.
	N 2.4	<u>Neighborhood Improvement</u> Encourage revitalization and improvement programs to conserve and upgrade existing properties and buildings.
	N. 2.5	<u>Neighborhood Arts</u> Devote space in all neighborhoods for public art, including sculptures, murals, special sites, and facilities.
N 3 <u>NEIGHBORHOOD FACILITIES</u> Maximize the usefulness of existing neighborhood facilities and services while minimizing the impacts of major facilities located within neighborhoods.	N 3.2	<u>Major Facilities</u> Use the siting process outlined under "Adequate Public Lands and Facilities" (LU 6) as a guide when evaluating potential locations for facilities within city neighborhoods, working with neighborhood councils and/or interest-specific committees to explore mitigation measures, public amenity enhancements, and alternative locations.
N 4 <u>TRAFFIC AND CIRCULATION</u> Provide Spokane residents with clean air, safe streets, and quiet, peaceful living environments by reducing the volume of automobile traffic passing through neighborhoods and promoting alternative modes of circulation.	N 4.1	<u>Neighborhood Traffic Impact</u> Consider impacts to neighborhoods when planning the city transportation network.
	N 4.2	<u>Neighborhood Streets</u> Refrain, when possible, from constructing new arterials that bisect neighborhoods and from widening streets within neighborhoods for the purpose of accommodating additional automobiles.
	N. 4.3	<u>Traffic Patterns</u> Alter traffic patterns and redesign neighborhood streets in order to reduce non-neighborhood traffic, discourage speeding, and improve neighborhood safety.

CHAPTER 11 - NEIGHBORHOODS

Ongoing Implementation

Goal	Policy #	Policy
N 4 <u>TRAFFIC AND CIRCULATION</u> Provide Spokane residents with clean air, safe streets, and quiet, peaceful living environments by reducing the volume of automobile traffic passing through neighborhoods and promoting alternative modes of circulation.	N. 4.4	<u>Neighborhood Business Traffic</u> Ensure that the size of a neighborhood business is appropriate for the size of the neighborhood it serves so that trips generated by non-local traffic through the neighborhood are minimized.
	N. 4.5	<u>Multimodal Transportation</u> Promote a variety of transportation options to reduce automobile dependency and neighborhood traffic.
	N. 4.6	<u>Pedestrian and Bicycle Connections</u> Establish a continuous pedestrian and bicycle network within and between all neighborhoods.
	N. 4.7	<u>Pedestrian Design</u> Design neighborhoods for pedestrians.
	N 4.9	<u>Pedestrian Safety</u> Design neighborhoods for pedestrian safety.
N 5 <u>OPEN SPACE</u> Increase the number of open gathering spaces, greenbelts, trails, and pedestrian bridges within and/or between neighborhoods.	N 5.3	<u>Linkages</u> Link neighborhoods with an open space greenbelt system or pedestrian and bicycle paths.
N 6 <u>THE ENVIRONMENT</u> Protect and enhance the natural and built environment within neighborhoods.	N 6.1	<u>Environmental Planning</u> Protect the natural and built environment within neighborhoods.
	N 6.2	<u>Code Enforcement</u> Enforce the city codes for public nuisances impacting neighborhood properties.
	N 6.4	<u>Maintenance of City Property</u> Ensure that city land, property, and infrastructure within neighborhoods are adequately maintained to protect the public health, safety, and welfare.
N 7 <u>SOCIAL CONDITIONS</u> Promote efforts that provide neighborhoods with social amenities and interaction and a sense of community.	N 7.1	<u>Gathering Places</u> Increase the number of public gathering places within neighborhoods.
	N 7.2	<u>City Hall Outreach</u> Encourage City Hall outreach efforts in neighborhoods.

CHAPTER 11 - NEIGHBORHOODS

Ongoing Implementation

Goal	Policy #	Policy
<p>N 8 <u>NEIGHBORHOOD PLANNING PROCESS</u> Ensure a sense of identity and belonging for each neighborhood throughout the city and the adjacent Urban Growth Area through a neighborhood planning process that is all-inclusive, maintains the integrity of neighborhoods, implements the comprehensive plan, and empowers neighborhoods in their decision-making.</p>	N 8.1	<u>Inclusive Neighborhood Planning</u> Ensure that neighborhood planning is conducted through the cooperation and contributions of all interested parties, including institutions, organizations, and individuals of all ages, whether resident, property owner, business owner, or employee.
	N 8.2	<u>Neighborhood Planning Process</u> Ensure that the neighborhood planning process carries out the city's firm commitment to neighborhood planning, involves simultaneous consideration of city and neighborhood goals and strategies, and includes representatives of both the city and neighborhood working together.
	N 8.3	<u>City Participation in Neighborhood Planning</u> Require neighborhoods to coordinate and consult with the City of Spokane Planning and Development Services when conducting neighborhood planning.
	N 8.4	<u>Consistency of Plans</u> Maintain consistency between neighborhood planning documents and the comprehensive plan.
	N 8.6	<u>Neighborhood Planning Recommendations</u> Consider recommendations from neighborhood planning in the context of the city as a whole.
	N 8.7	<u>Agreement for Joint Planning</u> Agree with the county, affected neighborhoods, and interested stakeholders on a consistent process for developing neighborhood plans within the city's unincorporated Urban Growth Area.
	N 8.8	<u>Neighborhood Planning Outside the City</u> Use the City of Spokane and Spokane County planning processes when conducting planning in neighborhoods within the city's unincorporated UGA.
	N 8.9	<u>Consistency of Plans Outside the City</u> Maintain consistency between the city's unincorporated UGA neighborhood plans and the City of Spokane and Spokane County Comprehensive Plans.

CHAPTER 12 - PARKS & OPEN SPACE

Ongoing Implementation

Goal	Policy #	Policy
PRS 1 <u>PRESERVATION AND CONSERVATION</u> Assure the preservation and conservation of unique, fragile, and scenic natural resources, and especially non-renewable resources.	PRS 1.1	<u>Open Space System</u> Provide an open space system within the urban growth boundary that connects with regional open space and maintains habitat for wildlife corridors.
	PRS 1.2	<u>River Corridors</u> Protect river and stream corridors as crucial natural resources that need to be preserved for the health, enjoyment and responsible use and access of the community, consistent with the Shoreline Master Program.
	PRS 1.4	<u>Property Owners and Developers</u> Work cooperatively with property owners and developers to preserve open space areas within or between developments, especially those that provide visual or physical linkages to the open space network.
	PRS 1.5	<u>Open Space Buffers</u> Preserve and/or establish areas of open space buffer to provide separation between conflicting land uses.
PRS 2 <u>PARK AND OPEN SPACE SYSTEM</u> Provide a park system that is an integral and vital part of the open space system and that takes advantage of the opportunities for passive and active recreation that a comprehensive open space system provides.	PRS 2.1	<u>Amenities within City Boundaries</u> Provide open space and park amenities that serve all residents, as determined by the level of service standards.
	PRS 2.2	<u>Access to Open Space and Park Amenities</u> Provide for linkages and connectivity of open space and park amenities.
	PRS 2.3	<u>Parks and Recreation Amenities</u> Continue to develop Parks and Recreation amenities that enhance the local economy.
	PRS 2.4	<u>Urban Forestry Program</u> Support a comprehensive urban forestry program.
	PRS 2.5	<u>Park Funding</u> Consider all potential funding sources to maintain the adopted level of service standards for parks.
	PRS 2.6	<u>Capital Improvement Program</u> Prepare and update annually a six-year capital improvement program for implementation of the Parks, Recreation, and Open Spaces Plan.
	PRS 2.7	<u>Cultural and Historic Parks</u> Encourage the preservation of and showcase the cultural and historic character of the parks and the park system.
PRS 3 <u>BICYCLE AND PEDESTRIAN CIRCULATION</u> Work with other agencies to provide a convenient and pleasant open space-related network for pedestrian and bicyclist circulation throughout the City of Spokane.	PRS 3.1	<u>Trails and Linkages</u> Provide trails and linkages to parks in accordance with the City adopted plans.
	PRS 3.2	<u>Trail Corridor Development</u> Include landscaping, revegetation, and reforestation in trail corridor development where appropriate and desirable to provide a pleasant trail experience, compatible with adjacent uses.

CHAPTER 12 - PARKS & OPEN SPACE

Ongoing Implementation

Goal	Policy #	Policy
PRS 4 <u>MAINTENANCE PROGRAM</u> Recognize and update Spokane's existing park resources by continuing the park preventative maintenance program.	PRS 4.1	<u>Maintenance Management Program</u> Implement a maintenance management program that will project maintenance, facility, and replacement costs.
	PRS 4.2	<u>Park Circulation Patterns</u> Improve park circulation patterns for motorists, bicyclists, equestrians, and pedestrians.
	PRS 4.3	<u>Park Sign Plan</u> Implement and maintain a park sign plan that standardizes all park signs, including entrance, direction, and rules signs.
PRS 5 <u>RECREATION PROGRAM</u> Assure an indoor and outdoor recreation program, which provides well-rounded recreational opportunities for citizens of all ages and abilities.	PRS 5.1	<u>Recreation Opportunities</u> Provide and improve recreational opportunities that are easily accessible to all citizens of Spokane.
	PRS 5.3	<u>Special Programs</u> Support special population participants in Spokane Parks and Recreation Department programs.
	PRS 5.4	<u>Community Outreach</u> Promote parks and recreation programs, services, and facilities through an effective community outreach program, utilizing a variety of communication methods.
	PRS 5.5	<u>Indoor Recreational Facilities and Programs</u> Provide facilities and programs that afford the public the opportunity to participate in a broad range of indoor recreational activities.
	PRS 5.6	<u>Outdoor Recreational Facilities</u> Provide facilities and programs that allow the public the opportunity to participate in a broad range of outdoor recreational activities.
	PRS 5.7	<u>City Golf Courses</u> Continue to provide for and maintain the public golf courses in Spokane.

CHAPTER 12 - PARKS & OPEN SPACE

Ongoing Implementation

Goal	Policy #	Policy
PRS 7 <u>PARKS SERVICE QUALITY</u> Provide a parks and recreation system that is enjoyable, efficient, financially responsible, and a source of civic pride.	PRS 7.1	<u>Quality of Service</u> Provide high quality of service to the community in all parks and recreation programs, services, and facilities.
	PRS 7.3	<u>Standards and Policies</u> Maintain open communication and collaborative planning processes that help define service levels based on good management practices while providing quality service to the public.
	PRS 7.4	<u>Volunteers</u> Encourage and recruit volunteers to serve on advisory boards for program and facility design, leadership in program offering, and community service labor.
	PRS 7.5	<u>Evaluations</u> Conduct periodic monitoring of the Spokane Parks and Recreation Department services, facilities, and programs through staff, participant, and public evaluations.
	PRS 7.6	<u>Action Plan</u> Develop an action plan to ensure elements of the Roadmap to the Future master plan are implemented.
	PRS 7.7	<u>Public Participation</u> Ensure that decisions regarding the city's park and open space system encourage the full participation of Spokane's citizenry.

CHAPTER 13 LEADERSHIP, GOVERNANCE, & CITIZENSHIP

Ongoing Implementation

Goal	Policy #	Policy
LGC 1 <u>DECISION PROCESS</u> Make substantive planning decisions through an open public process in which the outcome of that process is expressed in the decision of elected officials.	LGC 1.1	<u>City Council Direction</u> Begin each planning activity with formal Spokane City Council direction and a commitment to the process's outcome.
	LGC 1.2	<u>Resource Allocation</u> Commit sufficient resources to planning activities in order to ensure that those activities engage the public and produce sound results.
	LGC 1.3	<u>Citizen Participation</u> Employ a variety of techniques and venues to ensure a broad representation of the citizenry in planning activities.
	LGC 1.4	<u>Documentation Trail</u> Incorporate a documentation trail into the public record of each planning activity, tracing the public input to its ultimate expression in the final decision.
LGC 2 <u>CITIZEN-DIRECTED DECISIONS</u> Encourage citizens to become engaged in public process opportunities.	LGC 2.1	<u>Leadership Training</u> Encourage citizens to become engaged in public process opportunities.
	LGC 2.2	<u>Civics Education Throughout Life</u> Encourage the development of responsible citizenship and a knowledge of civics.
	LGC 2.3	<u>Broad Community Representation</u> Strengthen the connection between city residents and city government by maintaining geographic diversity, cultural variety, and a wide range of community philosophies on boards and commissions.
	LGC 2.4	<u>Boards and Commissions</u> Recognize the credibility and value of City of Spokane boards and commissions by emphasizing the value of recommendations that are forwarded to decision-making bodies.
LGC 3 <u>PLANNING THROUGH NEIGHBORHOOD COUNCILS</u> Utilize the neighborhood councils and the Community Assembly as a way for the public to participate in planning activities and bring proposals through the City Plan Commission to the City Council.	LGC 3.1	<u>Forum for Citizens</u> Use neighborhood councils as one of many forums for citizens to bring issues and/or problems to the City of Spokane for debate and to express their preferences for resolution.
	LGC 3.2	<u>Roles, Relationships, and Responsibilities</u> Maintain the role, relationship, and responsibility of the neighborhood councils relative to City of Spokane activities as expressed in the City of Spokane Charter.
	LGC 3.3	<u>Collaboration and Problem Solving</u> Create opportunities that foster successful collaboration among the neighborhoods.

CHAPTER 13 LEADERSHIP, GOVERNANCE, & CITIZENSHIP

Ongoing Implementation

Goal	Policy #	Policy
LGC 4 <u>CITIZEN AND GOVERNMENT COMMUNICATION</u> Maintain open two-way communication between the city and its citizens through a variety of avenues.	LGC 4.1	<u>Dissemination of Public Information</u> Use city cable television, websites, email, and other current technologies for dissemination of information on city and neighborhood activities.
	LGC 4.2	<u>Respect for Service Customers</u> Treat all citizens with respect in order to reinforce public trust.
LGC 5 <u>YOUTH CITIZENSHIP</u> Value youth citizenship as the foundation of the community's future and ensure that young citizens are informed about the community, invited into community-building processes, and given the opportunity to contribute their insights and diversity into community dialogue.	LGC 5.1	<u>Youth Participation</u> Support and promote participation strategies that provide opportunities for young people to engage in decision-making.
	LGC 5.2	<u>Young People as Citizens</u> Share community resources, including public space and facilities, with young citizens.
	LGC 5.3	<u>Strategic Networking</u> Create effective advocacy in the interests of young people by building and maintaining alliances with a broad range of human resources, community interests, local government and the private sector.



Chapter 3

Land Use

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3.1 INTRODUCTION



Planning History

Spokane has a long history of planning. The first subdivision regulations were adopted in 1906, and the first zoning ordinance passed in 1929. The City Plan Commission was established by a City Charter amendment in 1917 to, “investigate and make recommendations to the City Council on all matters pertaining to the living conditions of the city, and betterment of facilities, for doing public and private business therein, the elimination of slums, the

correction of unhealthful housing conditions to further its growth along consistent, comprehensive and permanent plans.”

From these early beginnings, planning in Spokane has continued to grow in significance and usefulness. The first land use plan, a report including maps and policies, was adopted in 1968 as the official guide for development in Spokane. A new land use plan was adopted in 1983. Between 1982 and 1995, neighborhood plans were adopted for fifteen city neighborhoods, encompassing approximately 70 percent of the city’s geography. In 2001 the first GMA compliant Comprehensive Plan was adopted by the City Council which superseded those previous plans. In addition to annual amendments, that plan went through a full update in 2006. All of these plans, including portions of the neighborhood plans mentioned above, continue to serve as foundation materials for the city’s Comprehensive Plan.

In addition to these efforts, there have been many significant planning accomplishments since the adoption of the 2001 Comprehensive Plan. They include the Arterial Street Map Update, the Parks and Open Spaces Plan Update, the Fast Forward Spokane Downtown Plan Update, the 2015 Pedestrian Master Plan, and the Shoreline Master Plan.



3.2 VISION AND VALUES

Spokane volunteers working to develop the 2001 Comprehensive Plan identified important themes in relation to Spokane's current and future growth. A series of visions and values was crafted for each element of the Comprehensive Plan that describes specific performance objectives. From the Visions and Values document, adopted in 1996 by the City Council, the Comprehensive Plan's goals and policies were generated.

Land use is defined as the general location of various uses of land, population density, and building intensities.

Vision

"Growth will be managed to allow a mix of land uses that fit, support, and enhance Spokane's neighborhoods, protect the environment, and sustain the downtown area and broaden the economic base of the community."

Values

"The things that are important to Spokane's future include:

- Acquiring and preserving the natural areas inside and outside the city;
- Controlling urban sprawl in order to protect outlying rural areas;
- Developing and maintaining convenient access and opportunities for shopping, services, and employment;
- Protecting the character of single-family neighborhoods;
- Guaranteeing a variety of densities that support a mix of land uses; and
- Utilizing current residential lots before developing raw land."

3.3 GOALS AND POLICIES

Goals and policies provide direction for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane. The land use goals and policies establish a framework for future growth and development of the city.

Much of the future growth will occur within concentrated areas in Neighborhood Centers, District Centers, Employment Centers and Corridors designated on the Land Use Plan Map. While this growth occurs in Centers and Corridors, established single-family residential neighborhoods will remain largely unchanged.



The Centers and Corridors contain a mix of uses, including higher density housing centered around or above retail and commercial establishments, office space and public and semi-public activities (parks, government and schools). In addition to these uses, areas designated as Employment Centers emphasize a strong employment component such as major offices or light industrial uses. Street patterns within the Centers and surrounding neighborhoods enable residents to walk or bicycle for their daily service needs and to access each center's transit stop. Higher density housing within and around the Centers supports business in the Center and allows for enhanced transit service between Centers, along Corridors and to the downtown area. Center designations on the Land Use Plan Map may change to reflect neighborhood planning decisions.

Other important directives of the land use goals and policies include:

- limiting commercial and higher density development outside Centers and Corridors to support growth and development of Centers and Corridors;
- directing new higher density housing to Centers and Corridors and restricting this type of development in single-family areas; and
- using design guidelines to ensure that commercial buildings and higher density housing are compatible with existing neighborhood character in and around Centers and Corridors.

LU 1 CITYWIDE LAND USE

Goal: Offer a harmonious blend of opportunities for living, working, recreation, education, shopping, and cultural activities by protecting natural amenities, providing coordinated, efficient, and cost effective public facilities and utility services, carefully managing both residential and non-residential development and design, and proactively reinforcing downtown Spokane's role as a vibrant urban center.

Policies

LU 1.1 Neighborhoods

Utilize the neighborhood concept as a unit of design for planning housing, transportation, services, and amenities.



Discussion: Neighborhoods

generally should have identifiable physical boundaries, such as principal arterial streets or other major natural or built features. Ideally, they should have a



geographical area of approximately one square mile and a population of around 3,000 to 8,000 people. Many neighborhoods have a Neighborhood Center that is designated on the Land Use Plan Map. The Neighborhood Center, containing a mix of uses, is the most intensive activity area of the neighborhood. It includes higher density housing mixed with neighborhood-serving retail uses, transit stops, office space, and public or semi-public activities, such as parks, government buildings, and schools.

A variety of compatible housing types are allowed in a neighborhood. The housing assortment should include higher density residences developed in the form of small scale apartments, townhouses, duplexes, and rental units that are accessory to single-family homes, as well as detached single-family homes.

A coordinated system of open space, nature space, parks, and trails should be furnished with a neighborhood park within walking distance or a short transit ride of all residences. A readily accessible elementary school should be available for neighborhood children. Neighborhood streets should be narrow and tree-lined with pedestrian buffer strips (planting strips) and sidewalks. They should be generally laid out in a grid pattern that allows easy access within the neighborhood. Alleys are used to provide access to garages and the rear part of lots. Pedestrian amenities like bus shelters, benches, and fountains should be available at transit stops.

LU 1.2 Districts

Identify districts as the framework for providing secondary schools, larger park and recreation facilities, and more varied shopping facilities.

Discussion: Districts generally are composed of logical and contiguous groupings of several neighborhoods having a population of 30,000 to 60,000 people. Within a district, the size and scale of schools, parks, and shopping facilities are larger because they serve a larger portion of the city. For example, within a district, there is usually a centrally located high school, one or two well-located middle schools, and one or more well-located community parks.



The core area of the district, known as the District Center, is usually located at the intersection of arterial streets. District Centers offer a wide range of retail and service activities including general merchandising, small specialty shops, personal and professional services, offices, food, and entertainment. They should also include plazas, green space, and a civic green or park to provide a focal point for the Center. Urban design guidelines of the Comprehensive Plan or a neighborhood plan are used



to guide architectural and site design to promote compatible mixed land uses. Housing density should decrease as the distance from the District Center increases.

LU 1.3 Single-Family Residential Areas

Protect the character of single-family residential neighborhoods by focusing higher intensity land uses in designated Centers and Corridors.

Discussion: The city's residential neighborhoods are one of its most valuable assets. They are worthy of protection from the intrusion of incompatible land uses. Centers and Corridors provide opportunities for complementary types of development and a greater diversity of residential densities. Complementary types of development may include places for neighborhood residents to work, shop, eat, and recreate. Development of these uses in a manner that avoids negative impacts to surroundings is essential. Creative mechanisms, including design standards, must be implemented to address these impacts so that potential conflicts are avoided.

LU 1.4 Higher Density Residential Uses

Direct new higher density residential uses to Centers and Corridors designated on the Land Use Plan Map.

Discussion: Higher density housing of various types is the critical component of a center. Without substantially increasing population in a center's immediate vicinity, there is insufficient market demand for goods and services at a level to sustain neighborhood-scale businesses. Higher density residential uses in Centers range from multi-story condominiums and apartments in the middle to small-lot homes at the edge. Other possible housing types include townhouses, garden apartments, and housing over retail space.

To ensure that the market for higher density residential use is directed to Centers, future higher density housing generally is limited in other areas. The infill of Residential 15+ and Residential 15-30 residential designations located outside Centers are confined to the boundaries of existing multi-family residential designations where the existing use of land is predominantly higher density residential.

LU 1.5 Office Uses

Direct new office uses to Centers and Corridors designated on the Land Use Plan Map.

Discussion: Office use of various types is an important component of a Center. Offices provide necessary services and employment opportunities for residents of a Center and the surrounding neighborhood. Office use in Centers may be in multi-



story structures in the core area of the Center and transition to low-rise structures at the edge.

To ensure that the market for office use is directed to Centers, future office use is generally limited in other areas. The Office designations located outside Centers are generally confined to the boundaries of existing Office designations. Office use within these boundaries is allowed outside of a Center.

The Office designation is also located where it continues an existing office development trend and serves as a transitional land use between higher intensity commercial uses on one side of a principal arterial street and a lower density residential area on the opposite side of the street. Arterial frontages that are predominantly developed with single-family residences should not be disrupted with office use. For example, office use is encouraged in areas designated Office along the south side of Francis Avenue between Cannon Street and Market Street to a depth of not more than approximately 140 feet from Francis Avenue.

Drive-through facilities associated with offices such as drive-through banks should be allowed only along a principal arterial street subject to size limitations and design guidelines. Ingress and egress for office use should be from the arterial street. Uses such as freestanding sit-down restaurants or retail are appropriate only in the Office designation located in higher intensity office areas around downtown Spokane.

Residential uses are permitted in the form of single-family homes on individual lots, upper-floor apartments above offices, or other higher density residential uses.

LU 1.6 Neighborhood Retail Use

Direct new neighborhood retail use to Neighborhood Centers designated on the Land Use Plan Map.

Discussion: To ensure that neighborhood retail use is attracted to Centers, future neighborhood retail development is directed to the Centers. Neighborhood Retail areas located outside Centers are confined to the boundaries of the Neighborhood Retail designations.

The Neighborhood Retail designation recognizes the existence of small neighborhood-serving businesses in locations that are not larger than two acres and that lie outside of designated Centers. These locations are usually found along arterial streets, typically at the intersection of two arterials. In neighborhoods that are not served by a Center, existing neighborhood businesses provide nearby residents access to goods and services.

No new Neighborhood Retail locations should be designated outside of a Center. Further, business expansion at existing locations should be contained within the



boundaries of the existing designation. Business infill within these boundaries is allowed.

Businesses that are neighborhood-serving and pedestrian-oriented are encouraged in Neighborhood Retail locations. Buildings should be oriented to the street and provide convenient and easily identifiable sidewalk entries to encourage pedestrian access. Parking lots should not dominate the frontage and should be located behind or on the side of buildings. Drive-through facilities, including gas stations and similar auto-oriented uses, tend to provide services to people who live outside the surrounding neighborhood and should be allowed only along principal arterials and be subject to size limitations and design guidelines.

Residential uses are permitted in these areas. Residences may be in the form of single-family homes on individual lots, upper-floor apartments above business establishments, or other higher density residential uses.

LU 1.7 Neighborhood Mini-Centers

Create a Neighborhood Mini-Center wherever an existing Neighborhood Retail area is larger than two acres.

Discussion: The Neighborhood Mini-Center designation recognizes the existence of small neighborhood-serving businesses in locations that are two to five acres in size that lie outside Centers and Corridors designated on the Land Use Plan Map. However, some designated Neighborhood Mini-Centers are over five acres in size because they are based on pre-existing zoning designations. Similar to Neighborhood Retail, the Neighborhood Mini-Center designation consists of small, freestanding businesses usually sited at the intersection of or along arterial streets. Another characteristic of this designation is the greatly restricted potential for redevelopment of the surrounding area to support a full Neighborhood Center. Consequently, the Mini-Center designation limits mixed-use development to the boundaries of the existing Mini-Center designation.

Mini-Center locations are encouraged to become small, mixed-use centers with higher density residential use as a major component. Residential use adds market demand for neighborhood business and enables enhanced transit service to these locations. Shared-use parking arrangements are encouraged to increase the development intensity of the site for both residential and commercial uses.

This designation allows the same uses as the Neighborhood Retail designation. No new drive-through facilities, including gas stations and similar auto-oriented uses, should be allowed except along principal arterial streets where they should be subject to size limitations and design guidelines. Buildings should be oriented to the street



to encourage walking by providing easy pedestrian connections. Parking lots should not dominate the frontage and should be located behind or on the side of buildings.

New Mini-Center locations may be established through a neighborhood planning process. They should be separated by at least one-mile from other neighborhood serving business areas and should not exceed five acres in size. To provide convenient accessibility from the surrounding neighborhood, new Mini-Centers should be located at the intersection of arterial streets.

LU 1.8 General Commercial Uses

Direct new General Commercial uses to Centers and Corridors designated on the Land Use Plan Map.

Discussion: General Commercial areas provide locations for a wide range of commercial uses. Typical development in these areas includes freestanding business sites and larger grouped businesses (shopping centers). Commercial uses that are auto-oriented and include outdoor sales and warehousing are also allowed in this designation. Land designated for General Commercial use is usually located at the intersection of or in strips along principal arterial streets. In many areas such as along Northwest Boulevard, this designation is located near residential neighborhoods.

To address conflicts that may occur in these areas, zoning categories should be implemented that limit the range of uses, and site development standards should be adopted to minimize detrimental impacts on the residential area. New General Commercial areas should not be designated in locations outside Centers and Corridors. Existing commercial strips should be contained within their current boundaries with no further extension along arterial streets allowed.

However, recognizing existing investments, and given deference to existing land-use patterns, exceptions to the containment policy may be allowed for limited expansions adjacent to existing General Commercial areas located outside Centers and Corridors. The factors to consider in such adjacent expansions include: maintaining the minimum depth from an arterial street necessary for the establishment or expansion of a general commercial neighborhood business; avoiding intrusion where incompatible into established neighborhoods; and implementing transitional land uses with the intent of protecting neighborhood character.

Areas designated General Commercial within Centers and Corridors are encouraged to be developed in accordance with the policies for Centers and Corridors. Through a neighborhood planning process for the Center, these General Commercial areas will be designated in a land use category that is appropriate in the context of a Center and to meet the needs of the neighborhood.



Residential uses are permitted in these areas. Residences may be in the form of single-family homes on individual lots, upper-floor apartments above business establishments, or other higher density residential uses.

Policy LU 1.8 amended by Ordinance C35842 on January 17, 2020.

LU 1.9 Downtown

Develop city wide plans and strategies that are designed to ensure a viable, economically strong downtown area.

Discussion: Downtown Spokane, designated as the Regional Center, is a top community priority. Its wellbeing influences the entire region via employment, revenue generation, and transit. It should be a thriving Regional Center with a diversity of activities and a mix of uses so that it is alive and vibrant night and day. The mix of uses must include residential (high, medium and low-income), office, entertainment, retail, and parking. It should be developed as a unique collection of businesses, neighborhoods and open spaces with a vision and a plan to which all stakeholders contribute. Major land use changes within the city should be evaluated to identify potential impacts on Downtown.

LU 1.10 Industry

Provide a variety of industrial locations and site sizes for a variety of light and heavy industrial development and safeguard them from competing land uses.

Discussion: Planned industrial locations should be free from critical areas, not subject to conflicting adjacent land uses, readily accessible to adequate transportation, utility, and service systems, and convenient to the labor force.

Commercial and office uses have historically been permitted in most areas that are designated for industrial use. Continuation of this practice may lead to the displacement of the vital industrial lands needed for the economic vitality of the city. The industrial lands inventory in the city and the urban growth area should be evaluated to determine which industrial lands should be preserved for exclusive industrial use and which areas should continue to allow commercial use.

In most cases, residential use is not appropriate in the Industrial designation because of off-site impacts generated by industrial uses and the lack of residential amenities in these areas. However, river-oriented residential use is allowed in areas along the Spokane River where residents can take advantage of the river amenity. Residential uses should be carefully designed to be compatible with industrial uses. This compatibility may be maintained by using slope to other means or separate uses, and through buffers, landscaping, setbacks, fencing or other appropriate measures. The



intent is to avoid conflicts between residential and industrial uses permitted in these areas.

LU 1.11 Agriculture

Designate areas for Agriculture lands that are suited for long-term agricultural production.

Discussion: The Agriculture designation is applied to agricultural lands of local importance in the Urban Growth Area. These areas have historically been farmed, contain highly productive agricultural soils (at least SCS Class II soils or designated prime agriculture lands as defined by the Natural Resource Conservation Service [NRCS] United States Department of Agriculture), and have large enough parcel sizes for productive farming. These areas have been determined in consultation with soil scientists from the National Resource Conservation Service. They are expected to remain Agriculture for at least the next twenty years. Uses planned for Agriculture areas include: farming, green house farming, single-family residence, and minor structures used for sales of agricultural products produced on the premises. Caretakers' quarters associated with the agricultural activity may be permitted as an accessory use when a single-family residence is located on the parcel.

Uses adjacent to designated Agriculture lands, both inside and outside the city, should be compatible with farm uses. This compatibility may be maintained by limiting uses or density, by using slope or other means to separate uses, and through buffers, setbacks, fencing or other appropriate measures. Another method of lessening conflicts between uses is to give notice to nearby properties that agricultural operations will take place nearby. The Growth Management Act requires that local governments include a notice on subdivisions, development permits and building permits within 500 feet of an Agriculture area that incompatible uses may occur on nearby land (per RCW 36.70A.060.b). A third way of reducing conflicts between uses is a right to farm law. This type of law gives farmers some protection against nuisance lawsuits when conducting traditional agricultural activities. While these laws are common in counties, they are uncommon in cities. Spokane should study whether such a law could work successfully within the city.

To protect and preserve Agriculture designated land, clustering of residential building sites shall be required as part of the subdivision approval process. Through the planned unit development (PUD) process, land in the Agriculture designation may be developed at a density of up to 10 units per acre. Clustering the allowable units is required so that structures located on Agriculture designated parcels are situated in a manner that preserves as much land as possible for the agricultural operation.



A transfer of development rights program or purchase of development rights program should be developed to encourage the preservation of Agriculture lands inside the Urban Growth Area.

LU 1.12 Public Facilities and Services

Ensure that public facilities and services systems are adequate to accommodate proposed development before permitting development to occur.

Discussion: Chapter 5, Capital Facilities and Utilities, ensures that necessary public facilities and services are available at the time a development is ready for occupancy without decreasing current service levels below locally established minimum standards.

When development or redevelopment occurs, it is also important that adequate provision is made for stormwater drainage facilities, paved streets, sidewalks, street lighting, traffic and access control, circulation, off-street parking and loading facilities, transit, bicycle and pedestrian facilities, and other public improvements made necessary by individual developments.

See Chapter 5 – Capital Facilities and Utilities for more information on public facilities and services.

LU 1.13 Parks and Open Spaces

Develop funding mechanisms, incentives, and other methods to procure land for formal parks and/or natural open space in existing and new neighborhoods based upon adopted standards of the Comprehensive Plan.



LU 1.14 Nonconforming Uses

Avoid the creation of large areas of nonconforming uses at the time of adoption of new development regulations.

Discussion: Whenever land use regulations such as allowable use or building area are modified by the City during the course of a normal public process, the potential exists for current buildings and uses that were previously allowed to now no longer be acceptable. These uses are then considered “nonconforming” and can result in significant challenges to residents, business owners, and developers who wish to modify or expand those uses. The city should seek to limit the amount of these nonconforming uses created by any land use or building regulation changes in the future.



LU 1.15 Airfield Influence Areas

Prohibit the siting of land uses that are incompatible with aviation operations in the Airfield Influence Areas designated on Comprehensive Plan maps, and contain residential Comprehensive Plan designations and zoning in the Airfield Influence Areas to their existing locations not allowing for expansion or increases in residential density.

Discussion: Aviation facilities are a functionally and economically vital part of the community. The Federal Aviation Administration's Federal Aviation Regulations (FAR) Part 77, Objects Affecting Navigable Airspace, establishes standards for determining obstructions to the airspace necessary for safe aircraft operations. Part 77 regulations define a set of airspace protection surfaces referred to as "imaginary surfaces" which may not be penetrated by any structures or natural features. However, the height of development is not the only characteristic that can cause it to be incompatible with aviation facilities. Areas surrounding these facilities are impacted by noise and safety concerns. RCW 36.70.547 General Aviation Airport mandates; "Every county, city, and town in which there is located a general aviation airport that is operated for the benefit of the general public, whether publicly owned or privately owned public use, shall, through its comprehensive plan and development regulations, discourage the siting of incompatible uses adjacent to such general aviation airport." Air Field operators prepare and maintain Master Plans with the guidance of the Federal Aviation Administration (FAA) or the Department of Defense (DOD). The Master Plans are used to identify Airfield Influence Areas based on their proximity to an airfield, air traffic patterns, relative risk of an accident or current or anticipated levels of aviation generated noise. The Airfield Influence Areas are designated on Comprehensive Plan maps.

Residential uses and uses generally associated with residential uses such as schools and religious institutions are highly sensitive to aviation operation impacts. Other uses that concentrate a large number of people in a small area, endanger critical community infrastructure or create hazards for air traffic are also incompatible. Because of their low building occupancies and similar impacts on adjoining properties, industrial uses are generally considered to be compatible with aviation facilities. In order to avoid an increase in potential conflicts between residents and airfield operations no additional land within the Airfield Influence Areas shall be designated for residential uses or other uses that have a high congregation of people. Existing residential designations shall not be changed to a higher density designation. Residential uses are prohibited in Commercial and Industrial designations. Existing Industrial designations are to be preserved and industrial uses that complement aviation facilities encouraged. Airfield Overlay Zones found in the city's development code shall only allow commercial and industrial uses that do not conflict with aircraft operations.



LU 1.16 Mobile Home Parks

Designate appropriate areas for the preservation of mobile and manufactured home parks.

Discussion: Manufactured and/or mobile home parks provide affordable housing to many city residents. In many cases, they provide the opportunity of home ownership to households which cannot afford to purchase other types of housing. When existing manufactured home parks are redeveloped, many homeowners are unable to move their homes to other sites. Additionally, redeveloped mobile and manufactured home parks are generally not replaced by new parks within the city, resulting in a net loss of this type of housing.

LU 2 PUBLIC REALM ENHANCEMENT

Goal: Encourage the enhancement of the public realm.

Policies

LU 2.1 Public Realm Features

Encourage features that improve the appearance of development, paying attention to how projects function to encourage social interaction and relate to and enhance the surrounding urban and natural environment.

Discussion: The “public realm” is the public or private area where people interact with their surroundings or other people. The “public realm” is affected by the appearance, use, and attractiveness of development and how it functions. It is important to design buildings to maintain compatibility with surrounding development, and to design sites that provide for pathways, attractive and functional landscaping, properly proportioned open spaces, and other connecting features that facilitate easy access between public and private places.

LU 2.2 Performance Standards

Employ performance and design standards with sufficient flexibility and appropriate incentives to ensure that development is compatible with surrounding land uses.

Discussion: Performance and design standards should address, among other items, traffic and parking/loading control, structural mass, open space, green areas, landscaping, and buffering.

In addition, they should address safety of persons and property, as well as the impacts of noise, vibration, dust, and odors. An incentive system should be devised that grants bonuses, such as increased building height, reduced parking, and increased density, in exchange for development that enhances the public realm.



LU 3 EFFICIENT LAND USE

Goal: Promote the efficient use of land by the use of incentives, density and mixed-use development in proximity to retail businesses, public services, places of work, and transportation systems.

Policies

LU 3.1 Coordinated and Efficient Land Use

Encourage coordinated and efficient growth and development through infrastructure financing and construction programs, tax and regulatory incentives, and by focusing growth in areas where adequate services and facilities exist or can be economically extended.

Discussion: Future growth should be directed to locations where adequate services and facilities are available. Otherwise, services and facilities should be extended or upgraded only when it is economically feasible to do so.

The Centers and Corridors designated on the Land Use Plan Map are the areas of the city where incentives and other tools should be used to encourage infill development, redevelopment and new development. Examples of incentives the city could use include assuring public participation, using public facilities and lower development fees to attract investment, assisting with project financing, zoning for mixed-use and higher density development, encouraging rehabilitation, providing in-kind assistance, streamlining the permit process, providing public services, and addressing toxic contamination, among other things.

LU 3.2 Centers and Corridors

Designate Centers and Corridors (neighborhood scale, community or district scale, and regional scale) on the Land Use Plan Map that encourage a mix of uses and activities around which growth is focused.

Discussion: Suggested Centers are designated where the potential for Center development exists. Final determination is subject to a sub-area planning process.

Neighborhood Center

Neighborhood Centers designated on the Land Use Plan Map have a greater intensity of development than the surrounding residential areas. Businesses primarily cater to neighborhood residents, such as convenience businesses and services. Drive-through facilities, including gas stations and similar auto-



oriented uses tend to provide services to people living outside the surrounding neighborhood and should be allowed only along principal arterials and be subject to size limitations and design guidelines. Uses such as a day care center, a church, or a school may also be found in the Neighborhood Center.

Businesses in the Neighborhood Center are provided support by including housing over ground floor retail and office uses. The highest density housing should be focused in and around the Neighborhood Center. Density is high enough to enable frequent transit service to a Neighborhood Center and to sustain neighborhood businesses. Housing density should decrease as the distance from the Neighborhood Center increases. Urban design guidelines for Centers and Corridors, located in the Spokane Municipal Code, are used to guide architectural and site design to promote compatible, mixed land uses, and to promote land use compatibility with adjoining neighborhoods.

Buildings in the Neighborhood Center are oriented to the street. This encourages walking by providing easy pedestrian connections, by bringing activities and visually interesting features closer to the street, and by providing safety through watchful eyes and activity day and night. Parking lots should not dominate the frontage of these pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding neighborhoods. Parking lots should be located behind or on the side of buildings as a rule.

To promote social interaction and provide a focal point for the center, a central gathering place, such as a civic green, square, or park, should be provided. To identify the Center as the major activity area of the neighborhood, it is important to encourage buildings in the core area of the Neighborhood Center to be taller. Buildings up to three stories are encouraged in this area.

Attention is given to the design of the circulation system so pedestrian access between residential areas and the Neighborhood Center is provided. To be successful, Centers need to be integrated with transit. Transit stops should be conveniently located near commercial and higher density residential uses, where transit service is most viable.

The size and composition of Neighborhood Centers, including recreation areas, vary by neighborhood, depending upon location, access, neighborhood character, local desires, and market opportunities. Neighborhood Centers should be separated by at least one mile (street distance) or as necessary to provide economic viability. As a general rule, the amount of commercial space and percent devoted to office and retail should be proportional to the number of housing units in the neighborhood. The size of individual commercial business buildings should be limited to assure that the business is truly neighborhood serving. The size of the Neighborhood Center,



including the higher density housing surrounding the Center, should be approximately 15 to 25 square blocks. The density of housing should be about 32 units per acre in the core of the Neighborhood Center and may be up to 22 units per acre at the perimeter.

The following locations are designated as Neighborhood Centers on the Land Use Plan Map:

- Indian Trail and Barnes;
- South Perry;
- Grand Boulevard/12th to 14th;
- Garland;
- West Broadway;
- Lincoln and Nevada; and
- Fort George Wright Drive and Government Way.

District Center

District Centers are designated on the Land Use Plan Map. They are similar to Neighborhood Centers, but the density of housing is greater (up to 44 dwelling units per acre in the core area of the center) and the size and scale of schools, parks, and shopping facilities are larger because they serve a larger portion of the city. As a general rule, the size of the District Center, including the higher density housing surrounding the Center, should be approximately 30 to 50 square blocks.

As with a Neighborhood Center, new buildings are oriented to the street and parking lots are located behind or on the side of buildings whenever possible. A central gathering place, such as a civic green, square, or park is provided. To identify the District Center as a major activity area, it is important to encourage buildings in the core area of the District center to be taller. Buildings up to five stories are encouraged in this area.

The circulation system is designed so pedestrian access between residential areas and the District Center is provided. Frequent transit service, walkways, and bicycle paths link District Centers and the downtown area.

The following locations are designated as District Centers on the Land Use Plan Map:

- Shadle – Alberta and Wellesley;
- Lincoln Heights – 29th and Regal;



- Southgate;
- 57th and Regal;
- Grand District;
- Five Mile – Francis and Ash (*suggested Center, with final determination subject to a sub-area planning process described in LU 3.4*); and
- NorthTown – Division and Wellesley (*suggested Center, with final determination subject to a sub-area planning process described in LU 3.4*).

Employment Center

Employment Centers have the same mix of uses and general character features as Neighborhood and District centers but also have a strong employment component. The employment component is expected to be largely non-service related jobs incorporated into the Center or on land immediately adjacent to the Center.

Employment Centers vary in size from 30 to 50 square blocks plus associated employment areas. The residential density in the core area of the Employment Center may be up to 44 dwelling units per acre. Surrounding the Center are medium density transition areas of up to 22 dwelling units per acre.

The following locations are designated as Employment Centers on the Land Use Plan Map:

- East Sprague – Sprague and Napa;
- North Foothills Employment Center;
- Maxwell and Elm;
- Holy Family;
- North Nevada, between Westview and Magnesium; and
- Trent and Hamilton.

Corridors

Corridors are areas of mixed land use that extend no more than two blocks in either direction from the center of a transportation corridor.

Within a Corridor there is a greater intensity of development in comparison to the surrounding residential areas. Housing at a



density up to 44 units per acre and employment densities are adequate to support frequent transit service. The density of housing transitions to a lower level (up to 22 units per acre) at the outer edge of the Corridor. A variety of housing styles, apartments, condominiums, row houses, and houses on smaller lots are allowed. A full range of retail services, including grocery stores serving several neighborhoods, theaters, restaurants, dry-cleaners, hardware stores, and specialty shops are also allowed. Low intensity, auto-dependent uses (e.g., lumber yards, automobile dealers, and nurseries) are prohibited.

Corridors provide enhanced connections to other Centers, Corridors, and downtown Spokane. To accomplish this, it is important to make available safe, attractive transit stops and pedestrian and bicycle ways. The street environment for pedestrians is much improved by placing buildings with multiple stories close to the street with wide sidewalks and street trees, attractive landscaping, benches, and frequent transit stops. Parking lots should not dominate the frontage of these pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding neighborhoods. Parking lots should be located behind or on the side of buildings whenever possible.

The following locations are designated as Corridors on the Land Use Plan Map:

- North Monroe Street;
- Hillyard Business Corridor; and
- Hamilton Street Corridor.

Regional Center

Downtown Spokane is the Regional Center and is the primary economic, cultural and social center of the region. With the creation and development of the University District on the east end of Downtown, it is also a major academic hub with the collaboration of multiple institutions of higher education. Downtown contains the highest density and intensity of land use, and continues to be a targeted area for additional infill housing opportunities and neighborhood amenities to create a more livable experience.

The following location is designated as the Regional Center on the Land Use Plan Map:

- Downtown Spokane

LU 3.3 Designating Centers and Corridors

Designate new Centers or Corridors in appropriate locations on the Land Use Plan Map through a city-approved planning process.



Discussion: The Comprehensive Plan recognizes that Centers and Corridors are the most appropriate location for commercial and higher density residential uses. In some areas of the city, there may be a need to designate a new Center or Corridor. The exact location, boundaries, size, and mix of land uses in a Center or Corridor should be determined through a city-approved sub-area planning process that is inclusive of all interested stakeholders, including business and property owners, and the affected neighborhood(s). This process may be initiated by the city, or at the request of a neighborhood or private interest.

LU 3.4 Planning for Centers and Corridors

Conduct a city-approved subarea planning process to determine the location, size, mix of land uses, and underlying zoning within designated Centers and Corridors. Prohibit any change to land use or zoning within suggested Centers or Corridors until a subarea planning process is completed.

Discussion: Suggested Centers and Corridors are those that have been newly designated and do not have any underlying Center and Corridor land use or zoning. Land use and zoning, as well as the size, location and intensity of the land use for all Centers and Corridors should be determined through a sub-area planning process that is inclusive of all stakeholders. Any such process shall include consultation and coordination with property owners and the neighborhood in which the Center or Corridor is located. This process may be initiated by the city, or at the request of a neighborhood or private interest. Center and Corridor planning should consider the following factors:

- existing and planned commercial and residential densities and development conditions;
- amount of commercial land needed to serve the neighborhood;
- public facilities, available utilities and infrastructure, and service capacity for residential and commercial development;
- capital facility investments and access to public transit; and
- other characteristics of a Center as provided in this plan, or as further refined.

The subarea planning process should result in a determination of the boundaries of the designated Center or Corridor, the land use mix and intensities of use, and the identification of any changes to the Land Use Map within the designated Center or Corridor.



LU 3.5 Mix of Uses in Centers

Achieve a proportion of uses in Centers that will stimulate pedestrian activity and create mutually reinforcing land uses.

Discussion: Neighborhood, District, and Employment Centers are designated on the Land Use Plan Map in areas that are substantially developed. New uses in Centers should complement existing on-site and surrounding uses, yet seek to achieve a proportion of uses that will stimulate pedestrian activity and create mutually reinforcing land use patterns. Uses that will accomplish this include public, core commercial/office and residential uses.

All Centers are mixed-use areas. Some existing uses in designated Centers may fit with the Center concept; others may not. Planning for Centers should first identify the uses that do not fit and identify sites for new uses that are missing from the existing land use pattern. Ultimately, the mix of uses in a Center should seek to achieve the following minimum requirements:

TABLE LU 1 – MIX OF USES IN CENTERS		
Land Use	Neighborhood Center	District and Employment Center
Public	10 percent	10 percent
Commercial/Office	20 percent	30 percent
Higher-Density Housing	40 percent	20 percent

Note: All percentage ranges are based on site area, rather than square footage of building area.

This recommended proportion of uses is based on site area and does not preclude additional upper floors with different uses.

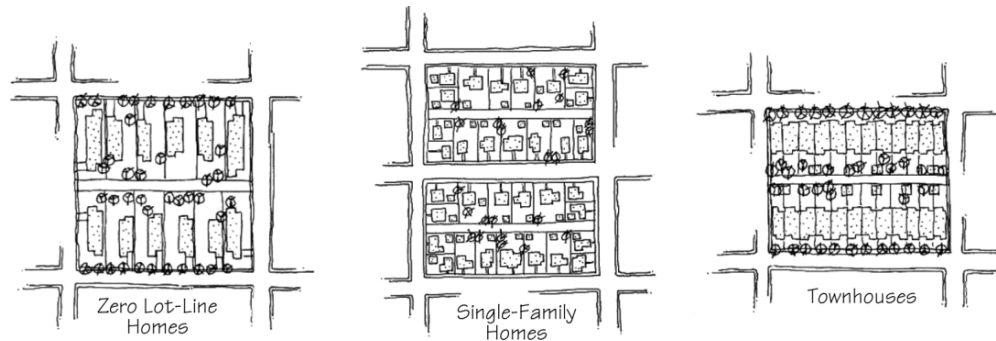
The ultimate mix of land uses and appropriate densities should be clarified in a site-specific planning process in order to address site-related issues such as community context, topography, infrastructure capacities, transit service frequency, and arterial street accessibility. Special care should be taken to respect the context of the site and the character of surrounding existing neighborhoods. The 10 percent public use component is considered a goal and should include land devoted to parks, plazas, open space, and public facilities.



LU 3.6 Compact Residential Patterns

Allow more compact and affordable housing in all neighborhoods, in accordance with design guidelines.

Discussion: Compact and affordable housing includes such choices as townhouses, accessory dwelling units (granny flats), live-work housing, triplexes, zero-lot line, starter, small-lot, and row houses.



LU 3.7 Maximum and Minimum Lot Sizes

Prescribe maximum, as well as minimum, lot size standards to achieve the desired residential density for all areas of the city.

Discussion: One of the ways to use the remaining usable land more efficiently is to increase the overall housing density. Increased density promotes efficient and cost-effective provision of city facilities, services, and transportation systems and enables the provision of affordable housing.

LU 3.8 Shared Parking

Encourage shared parking facilities for business and commercial establishments that have dissimilar peak use periods.

Discussion: Many businesses have different hours of the day during which they are most busy. Whereas a movie theater is occupied during the evening hours, an office building flourishes during the day. In this type of situation, there is an opportunity for shared parking. Shared parking lots consume less land and are a more efficient use of land compared to the construction of separate parking areas for each individual business.



LU 4 TRANSPORTATION

Goal: Promote a network of safe and cost effective transportation alternatives, including transit, carpooling, bicycling, pedestrian-oriented environments, and more efficient use of the automobile, to recognize the relationship between land use and transportation.

Policies

LU 4.1 Land Use and Transportation

Coordinate land use and transportation planning to result in an efficient pattern of development that supports alternative transportation modes consistent with the Transportation Chapter and makes significant progress toward reducing sprawl, traffic congestion, and air pollution.

Discussion: The GMA recognizes the relationship between land use and transportation. It requires a transportation element that implements, and is consistent with, the land use element. The transportation element must forecast future traffic and provide information on the location, timing, and capacity needs of future growth. It must also identify funding to meet the identified needs. If probable funding falls short of needs, the GMA requires the land use element to be reassessed to ensure that needs are met.

LU 4.2 Land Uses That Support Travel Options and Active Transportation

Provide a compatible mix of housing and commercial uses in Neighborhood Centers, District Centers, Employment Centers, and Corridors.



Discussion: This provides opportunities for people to use active forms of transportation to get to work and shopping, enables less reliance on automobiles, reduces commuting times and distances, makes mass transit more viable, and provides greater convenience for area residents while supporting physical activity.

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.

LU 4.6 Transit-Supported Development

Encourage transit-supported development, including a mix of employment, residential, and commercial uses, adjacent to high-performance transit stops.

Discussion: People are more likely to take transit to meet their everyday travel needs when transit service is frequent, at least every 15 minutes. Mixed-use development in these areas will enable less reliance on automobiles for travel, reduce parking needs, and support robust transit ridership. Land use regulations and incentives will encourage this type of development along high-performance transit corridors.

Transit-supported development should be encouraged through the application of development incentives, enhanced design measures, streetscape standards, parking standards, and potential changes in density and use. Each of these measures should be developed through a sub-area planning (or similar) process as each high-performance transit line is planned and developed. These sub-area planning processes should include neighborhood and stakeholder involvement and public participation processes to ensure that site-specific and neighborhood-context issues are addressed and benefits are maximized.

Policy LU 4.6 added by Ordinance C35841 on January 17, 2020.



LU 5 DEVELOPMENT CHARACTER

Goal: Promote development in a manner that is attractive, complementary, and compatible with other land uses.

Policies

LU 5.1 Built and Natural Environment

Ensure that developments are sensitive to the built and natural environment (for example, air and water quality, noise, traffic congestion, and public utilities and services), by providing adequate impact mitigation to maintain and enhance quality of life.

LU 5.2 Environmental Quality Enhancement

Encourage site locations and design features that enhance environmental quality and compatibility with surrounding land uses.

Discussion: Ensure the provision of adequate landscaping and other site design features that enhance the compatibility of development with the surrounding area.

LU 5.3 Off-Site Impacts

Ensure that off-street parking, access, and loading facilities do not adversely impact the surrounding area.

Discussion: Off-street parking, access, and loading facilities are usually associated with the development of higher density residential, office, and commercial uses. These features often have major impacts on single-family residential areas. The impacts are most significant when these facilities are next to or intrude between homes. When these facilities are accessory to a higher density residential or nonresidential use, they should be developed according to the same policies and zoning regulations as govern the primary use. New parking lots should also have the same zoning classification as the primary use. In addition, these facilities should be developed to minimize adverse impacts to adjacent properties. All parking lots should be paved. Parking lots and loading areas should have appropriate buffers to fully screen them from adjacent, less intensive uses. Access to business and higher density residential sites should be controlled to avoid impacts on adjacent uses, pedestrian movement, and street functions.

LU 5.4 Natural Features and Habitat Protection

Ensure development is accomplished in a manner that protects significant natural features and wildlife habitat.



Discussion: Natural areas include environmentally sensitive areas, critical areas and buffers, trail corridors, areas with difficult topography, stands of trees, wildlife habitat, and other natural features. To encourage conservation of natural features and habitat protection, development regulations should be established that allow clustering of development at higher densities than otherwise allowed (consistent with overall density allowed for the site). If the minimum density cannot be achieved by clustering of development, exceptions to minimum residential density requirements may be permitted.

LU 5.5 Compatible Development

Ensure that infill and redevelopment projects are well-designed and compatible with surrounding uses and building types.

LU 6 ADEQUATE PUBLIC LANDS AND FACILITIES

Goal: Ensure the provision and distribution of adequate, public lands and facilities throughout the city.

Policies

LU 6.1 Advance Siting

Identify, in advance of development, sites for parks, open space, wildlife habitat, police stations, fire stations, major stormwater facilities, schools, and other lands useful for public purposes.

Discussion: Attempts should be made to obtain or secure (e.g., by obtaining the right of first refusal) such sites as early as possible in the development of an area to ensure that the facilities are well located to serve the area and to minimize acquisition costs.

LU 6.2 Open Space

Identify, designate, prioritize, and seek funding for open space areas.

Discussion: The open space land use map designation consists of three major categories:

Conservation Open Space: Conservation Open Space includes areas that are publicly owned, not developed, and designated to remain in a natural state. It is intended to protect areas with high scenic value, environmentally sensitive conditions, historic or cultural values, priority animal habitats, and/or passive recreational features. It is expected that improvements in these areas would be limited to those supporting preservation or some passive recreation activities, like soft trails and wildlife viewpoints.



Potential Open Space: Potential Open Space includes areas that are not currently publicly owned, not developed, and designated to remain in a natural state. The purpose and types of improvements in this category are the same as the Conservation Open Space category. Public acquisition of land designated Potential Open Space is encouraged and may be accomplished by outright purchase, nature space tax incentives, Spokane County Conservation Futures funds, and other methods. Restrictions on the use of land designated Potential Open Space may not occur until the city or Spokane County acquires sufficient interest to prevent development of the lands. Otherwise, uses allowed in the Residential 4-10 designation may be allowed on land designated Potential Open Space.

Open Space: Open Space includes major publicly or privately owned open space areas, such as golf courses, major parks and open space areas, and cemeteries. These areas usually have facilities for active and passive recreation and include paved and unpaved roads, parking lots, hard surface trails, and buildings and facilities that support activities occurring in the open space area.

LU 6.3 School Locations

Work with the local school districts to identify school sites that are located to serve the service area and that are readily accessible for pedestrians and bicyclists.

Discussion: Schools are among the most important public facilities society provides for its citizens. Not only are they the centers of learning for children, but they serve as important focal points for all kinds of neighborhood activities. Their libraries and auditoriums often serve as neighborhood meeting places. The health and vitality of a neighborhood school is invariably a clear indicator of the health and vitality of the neighborhood itself.

An elementary or middle school should be centrally located within its service area to allow children to walk to school. The school should be located within or close to a designated center.

A high school should be centrally located within its service area so as to be easily accessible to vehicular and pedestrian traffic. High schools tend to generate high levels of traffic from student drivers, school personnel, and interscholastic events. To accommodate the higher levels of traffic, high schools should be located on an arterial street. They should also be located within or close to a designated Center.

Most of Spokane is served by School District 81. Mead School District 354 serves an area within the northern city limits, and Cheney School District 360 covers an area within the city limits in the southwest. The Mead, Cheney and Nine Mile School Districts also serve citizens within the Urban Growth Area.



LU 6.4 City and School Cooperation

Continue the cooperative relationship between the city and school officials.

Discussion: The city has a modest role to play in school planning. Public schools are operated by local school districts and governed by state and federal laws and regulations. State funds provide the bulk of school finances. Some funds come from the federal government. School districts raise the rest from local property taxes. State laws set standards for service levels and facility development, such as site size and enrollment. They also specify funding methods. These laws thus perform much of the role of a functional plan for schools. School districts complete the remaining tasks of planning.

Nevertheless, there are important things the city can do. Through good planning, the city can ensure that the environments around existing and future school sites are conducive to their needs. The safety needs of school children and the need for school buildings to be appropriately accessible to their service areas should be considered. The city can certainly continue to work closely with school officials and neighborhoods to serve citizens.

In addition, the Growth Management Act requires cities and school districts to cooperate in capital facility planning. Future school sites are among the types of “lands needed for public purposes,” which must be identified in a city’s comprehensive plan. If a school district is to collect impact fees for new schools, the school facilities must be reflected in the city’s Capital Facility Program (CFP).

Consideration should also be given to joint planning, which could include prioritization of sites for future school construction and preservation of historic sites.

LU 6.5 Schools as a Neighborhood Focus

Encourage school officials to retain existing neighborhood school sites and structures because of the importance of the school in maintaining a strong, healthy neighborhood.

LU 6.6 Shared Facilities

Continue the sharing of city and school facilities for neighborhood parks, recreation, and open space uses.

LU 6.7 Sharing and Programming Planning

Develop a joint plan for the city and school districts serving Spokane for sharing and programming school sites for common activities.



LU 6.8 Siting Essential Public Facilities

Utilize a process for locating essential public facilities that incorporates different levels of public review depending on facility scale and location.

Discussion: The Growth Management Act requires local governments to include a process for identifying and siting essential public facilities. Essential public facilities include those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities, and as defined in RCW 47.06.140, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020.

In 2002, Spokane County adopted the Spokane County Regional Siting Process for Essential Public Facilities. It includes a siting review process, location analysis, and requirements for public involvement and is incorporated into city land use regulations. The Spokane Municipal Code (SMC) references that siting process.

LU 6.9 Facility Compatibility with Neighborhood

Ensure the utilization of architectural and site designs of essential public facilities that are compatible with the surrounding area.

Discussion: It is important that essential public facilities enhance or improve the environment in which they are proposed. Cost considerations should be balanced with attempts to construct buildings and site features that are compatible with their surroundings.

LU 7 IMPLEMENTATION

Goal: Ensure that the goals and policies of the Comprehensive Plan are implemented.

Policies

LU 7.1 Regulatory Structure

Develop a land use regulatory structure that utilizes a variety of mechanisms to promote development that provides a public benefit.

Discussion: Incentives are one of the tools that can be used to encourage development that is beneficial to the public. For instance, a development may be allowed a higher residential density, greater lot coverage, or increased building height if there is a dedication of open space for public use or some other development feature that results in a direct benefit to the public.



The regulations should be predictable, reliable, and adaptable to changing living and working arrangements brought about by technological advancements. They should also be broad enough to encourage desirable development and/or redevelopment.

LU 7.2 Continuing Review Process

Develop a broad, community-based process that periodically re-evaluates and directs city policies and regulations consistent with this chapter's Vision and Values.

LU 7.3 Historic Reuse

Allow compatible residential or commercial use of historic properties when necessary to promote preservation of these resources.

Discussion: Preservation of historic properties is encouraged by allowing a practical economic use, such as the conversion of a historic single-family residence to a higher density residential or commercial use. A public review process should be required for conversions to a use not allowed in the underlying zoning district. Special attention should be given to assuring that the converted use is compatible with surrounding properties and the zone in which the property is located. Recommendations from the Historic Landmarks Commission and the Historic Preservation Officer should be received by any decision-maker before a decision is made regarding the appropriateness of a conversion of a historic property.

LU 7.4 Sub-Area Planning Framework

Use the Comprehensive Plan for overall guidance and undertake more detailed sub-area and neighborhood planning in order to provide a forum for confronting and reconciling issues and empowering neighborhoods to solve problems collectively.

LU 8 URBAN GROWTH AREA

Goal: Maintain an Urban Growth Area that includes areas and densities sufficient to accommodate the city's allocated population, housing and employment growth for the succeeding twenty-year period, including the accommodation of the medical, governmental, educational, institutional, commercial, and industrial facilities related to such growth, but that does not exceed the area necessary to accommodate such growth.



Policies

LU 8.1 Role of Urban Growth Areas

Limit urban sprawl by encouraging development in urban areas where adequate public facilities already exist or where such facilities can be more efficiently provided.

Discussion: New growth should be directed to urban areas to allow for more efficient and predictable provision of adequate public facilities, to promote orderly transition of governance for urban areas, to reduce development pressure on rural lands, and to encourage redevelopment of existing urban areas.

LU 8.2 Joint Planning in Urban Growth Area

Plan with Spokane County for the unincorporated portions of the Urban Growth Area.

Discussion: Work with Spokane County toward adoption of consistent land use designations and development standards, as well as identifying and preserving natural environment features, in unincorporated Urban Growth Areas in recognition that Urban Growth Areas are the city's future annexation areas and will become the city's responsibility upon annexation.

LU 8.3 Review of Urban Growth Area

Review the Urban Growth Area boundary in accordance with the requirements of the Growth Management Act and Countywide Planning Policies relative to the current Office of Financial Management's twenty-year population forecast and make adjustments, as warranted, to accommodate the projected growth.

Discussion: The City of Spokane and Spokane County should coordinate their periodic reviews of the Urban Growth Area, reviewing the densities permitted within the city to determine the extent to which the urban growth occurring within Spokane County has located in the city and within the unincorporated portions of the Urban Growth Area.

The review process should include conducting an inventory of the buildable land supply using the latest available data gathering and mapping techniques, including geographical information system (GIS) or newer technology.

Additional information on the Urban Growth Area is included in Volume V, Appendix A – "Countywide Planning Policies".



LU 9 ANNEXATION

Goal: Support annexations that enhance effective and efficient government.

Policies

LU 9.1 Annexation Boundaries

Encourage annexations that create logical boundaries and reasonable service areas within the adjacent Urban Growth Area, where the city has demonstrated the fiscal capacity to provide services.

Discussion: Rapid development and population growth frequently occur just outside city boundaries where property is less expensive and zoning laws may be less restrictive. Developments on the city's fringe create increased traffic congestion and the need for improved urban governmental services, including police and fire protection. These problems cross boundary lines and increase the city's cost of providing urban governmental services without corresponding revenues to cover the increased costs. The Growth Management Act seeks to reduce urban sprawl by encouraging development in urban areas where adequate public facilities already exist or where such facilities can be more efficiently provided and facilitates the annexation of urban areas through the coordinated comprehensive planning process it mandates.

As the city annexes territory, it should be guided by the following objectives:

- preservation of natural neighborhoods and communities;
- use of physical boundaries, including but not limited to bodies of water; highways, and land contours;
- creation and preservation of logical service areas; and
- adjustment of impractical municipal boundaries.

State requirements for the annexation process are included in RCW 35.13.

LU 9.2 Peninsula Annexation

Encourage and assist property owners in existing unincorporated "peninsulas" in the adjacent Urban Growth Area to annex to the city.

Discussion: Unincorporated "peninsulas" are land areas of any size that are located outside of the city limits that have at least eighty percent of their boundaries contiguous to the city. RCW 35.13.182 et seq., allows the cities to resolve to annex such areas (in existence before June 30, 1994) subject to referendum for forty-five days after passage following the adoption of the annexation ordinance.



LU 9.3 City Utilities

Require property owners requesting city utilities to annex or sign a binding agreement to annex when requested to do so by the city.

LU 9.4 Community Impacts

Evaluate all annexations on the basis of their short and long-term community impacts and benefits.

Discussion: If the annexation includes proposed development, consideration of the proposal should include an analysis of the short and long-term impacts on the neighborhood and city in terms of all services required.

LU 9.5 Funding Capital Facilities in Annexed Areas

Ensure that annexations do not result in a negative fiscal impact on the city.

Discussion: In general, property owners in annexing areas should fund the public facility improvements necessary to serve the area in a manner that is consistent with applicable City of Spokane policies and regulations. If the city determines that an area to be annexed to Spokane requires public facility improvements to correct health and safety related problems, the property owners within the annexed area should fund these improvements. If an area annexed to Spokane has public facilities that do not meet city standards and the property owners or residents want to improve the facilities to meet city standards, the property owners should fund those improvements, or the proportion of those improvements, that do not have a citywide benefit. Public facility improvements within annexed areas that have a citywide benefit should be considered for funding through city revenues as part of the city's capital facilities and improvements planning processes.

LU 9.6 Land Use and Zoning Designations upon Annexation

Recognize the interests of the residents of the annexing area and, in the absence of specific policies and standards adopted by the city, honor the intent of adopted county plans and ordinances for areas proposed to be annexed.

Discussion: Spokane County's land use and zoning designations for the area are generally converted to the city Comprehensive Plan Land Use Plan Map and Official Zoning Map designations that are the most similar concurrently with an annexation.

LU 9.7 City Bonded Indebtedness

Require property owners within an annexing area to assume a share of the city's bonded indebtedness.

Discussion: When property is annexed to the city, it becomes subject to all city laws. It is also assessed and taxed in the same way as the property already in the city. As a



result, annexed areas are required to help pay for the outstanding indebtedness of the city approved by voters prior to the effective date of the annexation.

LU 10 JOINT PLANNING

Goal: Support joint growth management planning and annexation requests which best meet the Comprehensive Plan’s development goals and policies.

Policies

LU 10.1 Land Use Plans

Prepare land use plans in cooperation with Spokane County for the Urban Growth Area to ensure that planned land uses are compatible with adopted city policies and development standards at the time of annexation.

LU 10.2 Consistent Development Standards

Require utilities, roads, and services in the adjacent Urban Growth Area to be built to city standards.

Discussion: Interlocal agreements are a mechanism that should be used to apply these standards to the Urban Growth Area. Requiring these facilities to be built to city standards will assure that they meet city standards at the time of annexation of these areas to the city.

LU 10.3 Special Purpose Districts

Confer with affected special purpose districts and other jurisdictions to assess the impact of annexation prior to any annexation.

Discussion: Where possible, boundaries should be mutually resolved by the jurisdictions involved before any final action is taken on a formal annexation petition.

LU 10.4 Long Range Urban Growth Area Planning

Establish a forty-year planning horizon to address eventual expansion of UGAs beyond the twenty-year boundary required by the Growth Management Act.

Discussion: The purpose of the longer planning period is to ensure the ability to expand urban governmental services and avoid land use barriers to future expansion of the twenty-year UGA boundary. Within the Urban Reserve areas, densities and land use patterns should be established that do not preclude later subdivision to urban densities.

To identify Urban Reserve areas, it is necessary for the city and Spokane County to work together to identify the amount of land necessary to support the next 40 years of growth. Factors that need to be considered include the ability to provide public



services and facilities and carrying capacity issues, such as water quantity and air quality.

3.4 DESCRIPTION OF LAND USE DESIGNATIONS

Much of the future growth will occur in District Centers, Employment Centers, Neighborhood Centers, and Corridors. A key component of each of these focused growth areas is higher density housing centered around or above service and retail facilities. This enables residents near the Center or Corridor to walk or bicycle for their daily needs. Higher density housing also provides economic support for the businesses and allows for more efficient transit service along the Corridor and between mixed-use Centers and downtown Spokane.

Focusing growth results in a more compact urban form with less land being used at the fringe of the city. It provides city residents with more housing and transportation choices. New policies, regulations, and incentives allow mixed-use in designated Centers and Corridors and assure that these areas are designed to be compatible with surrounding lower density residential areas.

The land use designations and their general characteristics are as follows:

Neighborhood Center: The Neighborhood Center contains the most intensive activity area of the neighborhood. In addition to businesses that cater to neighborhood residents, activities such as a day care center, church, or school may be found in the Center. Size and composition of the Center varies depending upon location, access, neighborhood character, local desires, and market opportunities. Important elements to be included in the Center are a civic green, square or park, and a transit stop. Buildings fronting on the square or green should be at least two or three stories in height with housing located above ground floor retail and office uses. Building height is stepped-down and density of housing is lower as distance from the Center increases. The circulation system is designed to facilitate pedestrian access between residential areas and key neighborhood components.

District Center: District Centers are similar to Neighborhood Centers except they are larger in scale and contain more intensive residential and commercial activities. Size and composition of the Center vary depending upon location, access, neighborhood character, local desires, and market opportunities. District Centers are usually located at the intersection of principal arterial streets or major transit hubs. To enhance the pedestrian environment, plazas, green space, or a civic green serve as an integral element of the district center. Higher density housing is found both within and surrounding the District Center to help support business and transit. A circulation system, which facilitates pedestrian access between residential areas and the District Center, is provided. District Centers and downtown Spokane are linked by frequent transit service, walkways, and bikeways.



Employment Center: Employment Centers have the same mix of uses and general character features as Neighborhood and District Centers but also have a strong employment component. The employment component is expected to be largely non-service related jobs incorporated into the Center or on land immediately adjacent to the Center. Employment Centers vary in size from thirty to fifty square blocks plus associated employment areas.

Corridor: The Corridor concept focuses growth along transportation corridors, such as a major transit line. It is intended to allow improved transit service to daily activities. Housing and employment densities are increased along the Corridor to support frequent transit service and business. Usually, Corridors are no more than two blocks in depth along either side of the Corridor. Safe, attractive transit stops and pedestrian and bicycle ways are provided. A variety of housing styles—apartments, condominiums, row houses, and houses on smaller lots—are located in close proximity to the Corridor. Important elements include multi-story buildings fronting on wide sidewalks with street trees, attractive landscaping, benches, and frequent transit stops. A full range of services are provided including grocery stores serving several neighborhoods, theaters, restaurants, drycleaners, hardware stores, and specialty shops.

Regional Center (Downtown): Downtown Spokane is a thriving neighborhood with a diversity of activities and a mix of uses. A variety of goods and services are available. The range of activities includes cultural, governmental, hospitality, and residential uses. It serves as the primary economic and cultural center of the region. Emphasis is on providing new housing choices and neighborhood services for downtown residents, in addition to enhancing economic, cultural, and social opportunities for the city and region. The Plan for a New Downtown adopted by the City Council in March 1999 serves as the plan for the Downtown Planning Area.

Center & Corridor Core: This designation allows commercial, office, and residential uses in designated Centers and Corridors. The type, intensity, and scale of uses allowed shall be consistent with the designated type of Center or Corridor. This Comprehensive Plan designation will be implemented with the Land Use Code for Centers and Corridors.

Center & Corridor Transition: These areas are intended to provide a transition of mixed uses (office, small retail, and multi-family residential) between the Center & Corridor Core designations and existing residential areas. Office and retail uses are required to have residential uses on the same site. This Comprehensive Plan designation will be implemented with the Land Use Code for Centers and Corridors, Center and Corridor Type 4.



Heavy Industrial: This designation is intended to accommodate heavier industrial uses at locations where there is no interaction with residential uses.

Light Industrial: This designation is intended for those lighter industrial uses, which produce little noise, odor, or smoke. River-oriented residential use is permitted in the Light Industrial designation.

General Commercial: The General Commercial designation includes a wide range of commercial uses. Everything from freestanding business sites or grouped businesses (shopping centers) to heavy commercial uses allowing outdoor sales and warehousing are allowed in this designation. Higher density residential use is also allowed. Commercial designated land is usually located at the intersection of or in strips along principal arterial streets. In locations where this designation is near residential areas, zoning categories should be implemented that limit the range of uses that may have detrimental impacts on the residential area. Existing commercial strips are contained at their current boundaries with no further expansion allowed.

Neighborhood Retail: The Neighborhood Retail designation recognizes the existence of small neighborhood-serving businesses in locations that are not larger than two acres and that lie outside designated centers and corridors. These locations are usually found along arterial streets, typically at the intersection of two arterials. In neighborhoods that are not served by a center or corridor, existing neighborhood businesses provide nearby residents access to goods and services.

To encourage the creation of mixed-use environments that attract growth in centers, no new neighborhood retail locations should be designated outside of a Center. Further, business expansion at existing locations should be contained within the boundaries occupied by the existing designation. Business infill within these boundaries is also allowed.

Businesses that are neighborhood-serving and pedestrian-oriented are encouraged in Neighborhood Retail locations. Buildings should be oriented to the street and provide convenient and easily identifiable side-walk entries to encourage pedestrian access. Parking lots should not dominate the frontage and should be located behind or on the side of buildings. Drive-through facilities, including gas stations and similar auto-oriented uses tend to provide services to people who live outside the surrounding neighborhood and should be allowed only along principal arterials. Residential uses should be permitted in these areas. Residences may be in the form of single-family homes on individual lots, upper-floor apartments above business establishments, or other higher density residential uses.

Neighborhood Mini-Center: This designation allows the same uses as Neighborhood Retail. Higher density residential use is encouraged in these areas.



The Neighborhood Mini-Center designation recognizes the existence of small neighborhood-serving businesses in locations that are two to five acres in size that lie outside Centers and Corridors designated on the Land Use Plan Map. Similar to Neighborhood Retail, the Neighborhood Mini-Center designation consists of small, freestanding businesses usually sited at the intersection of or along arterial streets. Another characteristic of this designation is the greatly restricted potential for redevelopment of the surrounding area to support a full neighborhood center. Consequently, the Mini-Center designation limits mixed-use development to the boundaries of the existing Mini-Center designation.

Mini-Center locations are encouraged to become small, mixed-use centers with residential use as a major component. Residential use adds market demand for neighborhood business and enables enhanced transit service to these locations. Shared-use parking arrangements are encouraged to increase the development intensity of the site for both residential and commercial uses.

This designation allows the same uses as the Neighborhood Retail designation. No new drive-through facilities, including gas stations and similar auto-oriented uses, should be allowed except along principal arterial streets. Buildings should be oriented to the street to encourage walking by providing easy pedestrian connections. Parking lots should not dominate the frontage and should be located behind or on the side of buildings.

Office: The Office designation usually indicates freestanding small office sites and larger sites with two or more buildings located along arterial streets or intersections or as a buffer adjacent to residential areas. Higher intensity office areas should be located around downtown Spokane.

Institutional: The Institutional designation includes uses such as middle and high schools, colleges, universities, and large governmental facilities. The Institution designation on the Land Use Plan Map is a general boundary. It is intended to show where institutional uses are located without defining specific boundaries of institutional development.

Residential 15+: This designation allows higher density residential use at a density of 15 or more units per acre or more.

Residential 15-30: This designation allows higher density residential use at a density of 15 to 30 units per acre.

Residential 10-20: This designation allows single-family residences or two-family residences on individual lots or attached (zero-lot line) single-family residences. The allowed density is a minimum of 10 and a maximum of 20 units per acre. Allowed structure types are single-family residences or two-family residences on individual



lots or attached (zero-lot line) single-family residences. Other residential structure types may be permitted through approval of a Planned Unit Development or other process identified in the development regulations.

Residential 4-10: This designation allows single-family residences, and attached (zero-lot line) single-family residences. The allowed density is a minimum of four units and a maximum of ten units per acre. Allowed structure types are single-family residences, attached (zero-lot line) single-family residences, or two-family residences in appropriate areas. Other residential structure types may be permitted through approval of a Planned Unit Development or other process identified in the development regulations.

Agriculture: The Agriculture designation is applied to agricultural lands of local importance in the Urban Growth Area. Uses planned for Agriculture areas include: farming, green house farming, single-family residence, and minor structures used for sales of agricultural products produced on the premises. Caretakers' quarters associated with the agricultural activity may be permitted as an accessory use when a single-family residence is located on the parcel.

Conservation Open Space: The Conservation Open Space land use category includes areas that are publicly owned, not developed, and designated to remain in a natural state. The purpose of this category is to protect areas with high scenic value, environmentally sensitive conditions, historic or cultural values, priority animal habitat, and/or passive recreational features. It is expected that improvements would be limited to those supporting preservation or some passive recreation activities, like soft trails and wildlife viewpoints.

Potential Open Space: The Potential Open Space land use category identifies areas that are not currently publicly owned, not developed, and designated to remain in a natural state. The purpose and types of improvements in this category are the same as the Conservation Open Space category.

Open Space: This designation includes major publicly or privately owned open space areas, such as golf courses, major parks and open space areas, and cemeteries. These areas usually have facilities for active and passive recreation and include paved and unpaved roads, parking lots, hard surface trails, and buildings and facilities that support activities occurring in the Open Space area.

Mining: Mining areas are primarily devoted to sand, gravel, rock or clay production. Related products such as concrete, asphalt and brick are also produced.

The following table, LU 2, "Description of Land Use Designations," provides the names of the Land Use Map designations, a description of the typical land uses found in each designation, and some of the applicable development standards. The table is



followed by the Land Use Plan Map which shows the location of the various land use designations that are described in the following table:

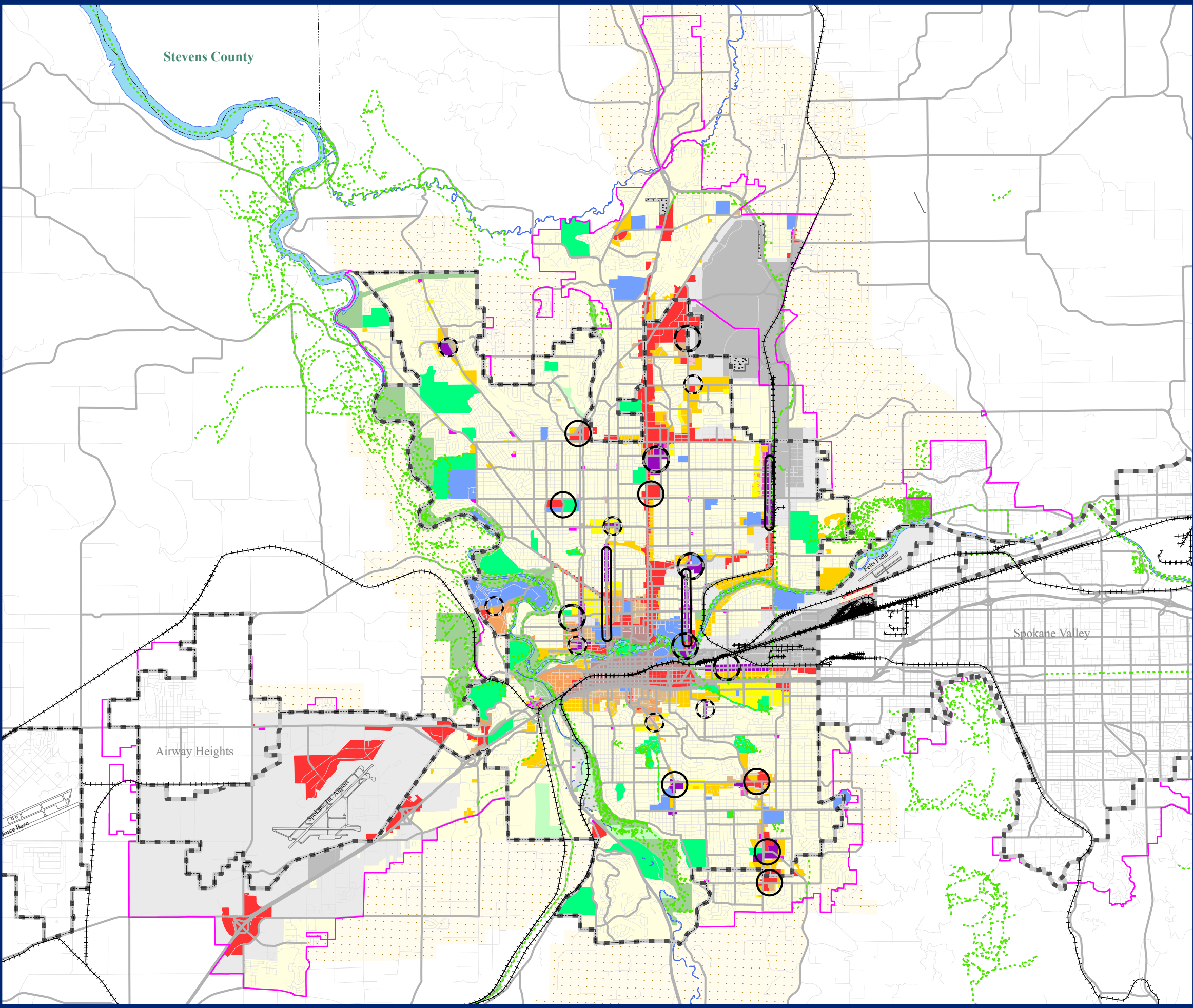
TABLE LU 2 – DESCRIPTION OF LAND USE DESIGNATIONS			
Land Use Designations	Typical Land Use	Density (Units per Acre)	
		Minimum	Maximum
Heavy Industrial	Heavier Industrial uses. No residential uses.	-	-
Light Industrial	Light industrial uses, limited commercial and residential uses.	-	-
General Commercial	Commercial and residential uses, warehouses.	-	-
Regional Center (Downtown)	Variety of goods, services, cultural, governmental, hospitality, and residential uses. Downtown plan provides detail of planning for this area.	-	-
Neighborhood Retail	Neighborhood-Serving Business and residential use. Maximum containment area of two acres.	-	30
Neighborhood Mini-Center	Same uses as Neighborhood Retail.	-	30
Office	Offices and residential use.	-	-
Institutional	Includes uses such as middle and high schools, colleges, universities, and large governmental facilities.	Same standards as designation in which institution is located or as allowed by discretionary permit approval.	
Residential 15+	Higher density residences.	15	-
Residential 15-30	Higher density residences.	15	30
Residential 10-20	Attached or detached single-family and two-family residences.	10	20
Residential 4-10	Attached or detached single-family residences.	4	10
Agriculture	Agricultural lands of local importance.	-	-
Conservation Open Space	Areas that are publicly owned, not developed and designated to remain in a natural state.	-	-
Potential Open Space	Areas that are not currently publicly owned, not developed and expected to remain in a natural state.	-	-
Open Space	Major publicly or privately owned open space areas such as golf courses, major parks and open space areas, and cemeteries.	-	-



TABLE LU 2 – DESCRIPTION OF LAND USE DESIGNATIONS

Land Use Designations	Typical Land Use	Density (Units per Acre)	
		Minimum	Maximum
Neighborhood Center	Neighborhood-oriented commercial uses, offices, mixed-type housing, parks, civic uses in a master-planned, mixed-use setting.	15	32 in the core, 22 at the perimeter
District Center	Community-oriented commercial uses, offices, mixed-type housing, parks, civic uses in a master-planned, mixed-use setting.	15	44 in the core, 22 at the perimeter
Corridor	Community-oriented commercial uses, mixed-type housing in a master-planned, mixed-use setting.	15	44 in the core, 22 at the perimeter
Employment Center	Major employment uses, community-oriented commercial uses, mixed-type housing in a master-planned, mixed-use setting.	15	44 in the core, 22 at the perimeter
Center & Corridor Core	Commercial, office and residential uses consistent with type of designated Center and Corridor.	-	-
Center & Corridor Transition	Office, small retail, and multi-family residential uses. Office and retail uses are required to have residential uses on the same site.	-	-





Land Use Plan Map

Map LU 1

Legend

Land Use Plan Categories

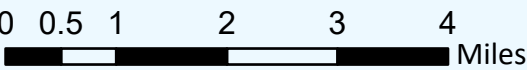
- | | |
|-------------------------|---------------------|
| Conservation Open Space | Neighborhood Retail |
| Open Space | Mini Center |
| Potential Open Space | CC Transition |
| Agriculture | CC Core |
| Residential 4-10 | General Commercial |
| Residential 10-20 | Downtown |
| Residential 15-30 | Light Industrial |
| Residential 15+ | Heavy Industrial |
| Institutional | Mining |
| Office | |

Center and Corridor Types

- Neighborhood Center
- District Center or Corridor
- Employment Center

Base Map Layers

- | | |
|--|-------------------------------|
| County Adopted Urban Growth Area | Interstate Highway |
| Municipal Boundary | Arterials |
| County Boundary | Trails |
| Rivers | Proposed Light Rail |
| City Urban Reserve | Proposed North/South Corridor |
| Approximate Airport Property SIA and Felts Field | |



Source: GIS
Date: 01/2023




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






Airfield Influence Areas

Map LU 2

Legend

 Airfield Influence Areas

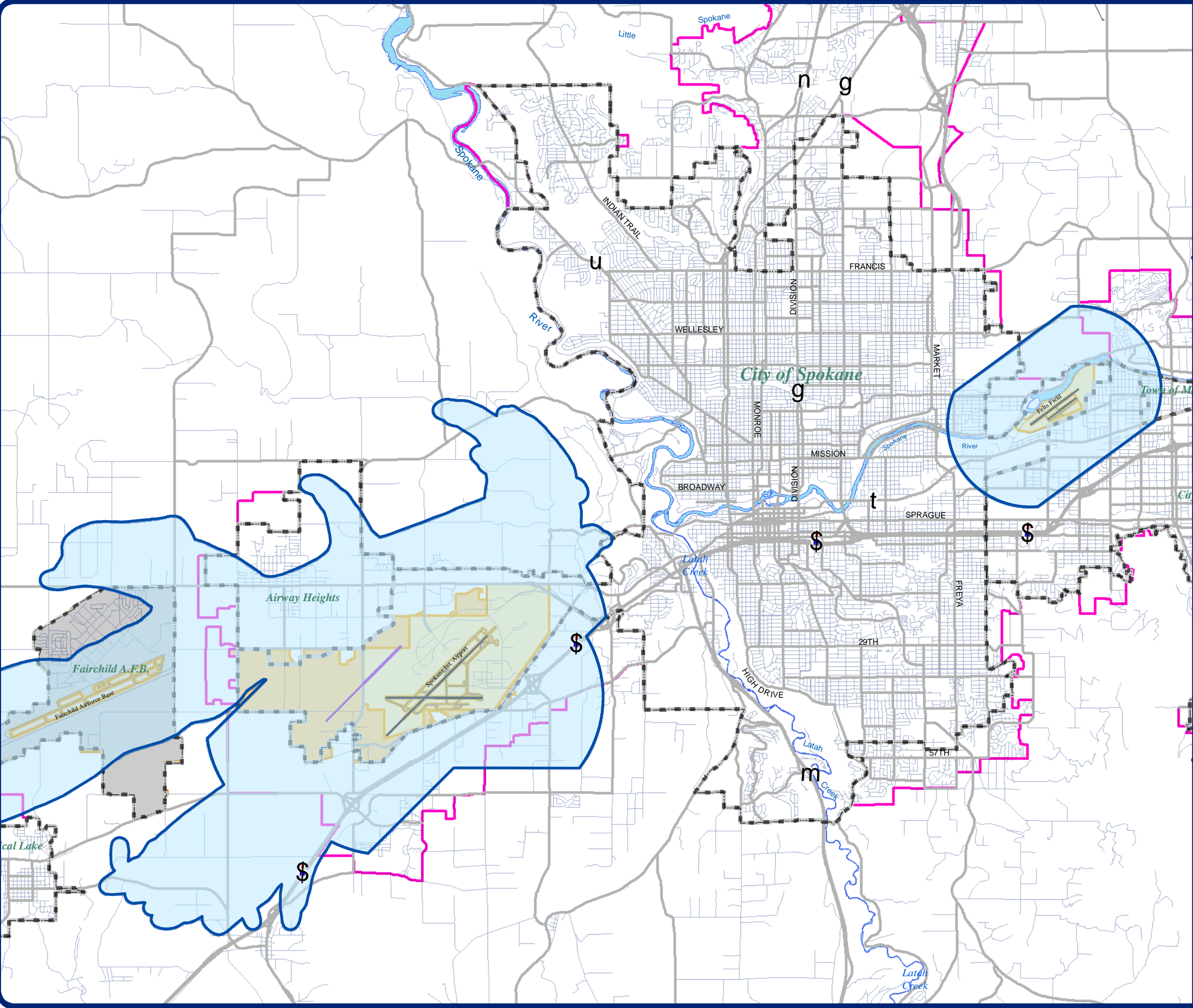
Base Map Layers

- | | |
|--|--|
|  County Adopted Urban Growth Area |  Interstate Highway |
|  City Limits |  Arterials |
|  County Boundary |  Railroads |
|  FAFB Boundary |  Runways |
|  Airport Property |  Planned Runway |
|  Rivers and Streams | |

Source: GIS
Date: 07/2017



THIS IS NOT A LEGAL DOCUMENT:
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Chapter 4

Transportation

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4.1 INTRODUCTION

2017 Transportation Chapter Update

The last major update of the city's long range / 20 year transportation plan occurred as part of the development of the 2001 Comprehensive Plan. The first steps of the 2017 update were to review the adopted plan and the implementation of strategies it recommended over the past 16 years. Overall, the theme of the transportation plan has largely stayed the same.

Items that were the focus of the 2017 update include:

- Recognition and incorporation of new plans and studies completed since 2001. A full list of these plans and studies is found in Volume V.
 - Pedestrian Master Plan adopted in November of 2015.
 - The Bicycle Master Plan last adopted in 2008 and amended in 2015 is updated with new bicycle facility classifications and an updated bike facility map.
- Review of available funding sources, land development, land use changes, and circumstances that determine if new changes in the transportation system are needed or warranted, and to what extent could be afforded.
 - Updated and prioritized the 20-year transportation capital project lists.
 - Created an open and transparent project prioritization tool to assist in capital programming based upon the goals of this chapter and the rest of the Comprehensive Plan.
 - Incorporated the resources provided by the vote of the public from a new twenty-year property tax levy for Improved and Integrated Streets approved in November of 2014.
- Further detailed ongoing efforts for developing a multi-modal transportation system.
- Inclusion of a system that outlines the steps for integrating transportation planning with other utility needs within the right of way. This integrated infrastructure planning process is branded as "LINK Spokane" and incorporates the goals of the 2014 Integrated Clean Water Plan.
- The framework and guidance for the update to the city's Street Design Standards.

Despite the many updates to the 2001 Transportation Chapter, it continues to be relevant today as part of the 2017 Comprehensive Plan. The Vision, Values, Goals, and Policy have been incorporated into this document in Volume V, Appendix D, Part 7 to provide background, content, and further clarification of the intent of the visions, goals, and policies contained herein.



Regional Context

While this plan focuses on the city's transportation system, Spokane's regional setting is important. Spokane is the state's second largest city, and is the financial, cultural, and retail center for the "Inland Northwest", a large area of Washington, Idaho, and western Montana. In addition, Spokane is only 92 miles south of the US-Canada border (Map TR 1).

Institutional Coordination

There are many entities involved in the planning for the region's and the area around the city including the Washington State Department of Transportation, Spokane Transit Authority, the City of Millwood, the City of Airway Heights, the City of Spokane Valley, Spokane International Airport, Spokane County and the Spokane Regional Transportation Council. With continued growth expected throughout the region, the city must collaborate effectively to maximize investment efficiencies and identify solutions beyond what the City of Spokane can accomplish alone to meet the transportation needs of residents and employees in the region.

Transportation: Shaping Spokane's Future

In planning for Spokane's transportation future, citizens discussed the many components of Spokane's transportation system, including the automobile, bicycling, walking and transit. Citizens also recognized that transportation has key relationships to other planning efforts such as land use, urban design, neighborhood character, and social health. They acknowledged that transportation needs to be viewed not just as a way for people to move about the city but also as something that shapes the city and the lives of its residents.

This transportation plan is planning for Spokane's future—not just for the people or conditions of today but for those 20 years in the future. The plan considers the changing demographics, transportation needs and desires, and lifestyles expected in future years. It recognizes the need to look to the future and not limit the flexibility of tomorrow's transportation options by what is done today.

Key Themes

The key themes expressed by the citizenry in 2001 were not very different from what was heard by participants during this update. Key themes from the 2001 Transportation Chapter:

- citizens want viable transportation choices;
- transportation has a key relationship to community quality of life;
- transportation and land use are closely connected;
- the true costs of driving are complex and high; and
- design is important to transportation.



Several themes emerged during the update to the transportation chapter and the updated Vision, Values, Policies, and Actions. The key themes from this update that closely align with the 2001 plan include:

Making Spokane a City of Transportation Choices

- Provide viable transportation choices.
- Continue creating active transportation infrastructure (Bicycle and Pedestrian).

Health and Safety

- Promote health through transportation choices.
- Leverage investments to enhance public safety and promote positive health outcomes.
- Right size appropriate streets to enhance safety.
- Build active transportation choices back into our daily lives.

Livable Streets

- Match street design to the adjacent land use.
- Enhance neighborhood livability and mobility.
- Livable streets are:
 - safe and convenient for all users;
 - economically active in centers and along corridors;
 - designed for live, work, play; and
 - multi-purpose and multi-functional.

The following additional themes from this update begin to set a slightly different direction than the 2001 plan.

Integration – Maximize Public Benefits / Fiscal Responsibility

- Leverage transportation investments to meet multiple objectives (e.g. new stormwater systems combined with transportation projects, permeable bike lanes, separated sidewalks, improvements in Combined Sewer Overflow systems).
- Improve the movement of goods without sacrificing livability.
- Improve maintenance efficiency.
- Support economic development efforts and foster vibrant districts.
- Save households money.

Fix it First

- Maintain our existing transportation assets and continue to address the maintenance backlog.
- Enhance and optimize existing infrastructure before expanding the system.



Balanced Transportation Approach

Mobility choice improves our health and connections to our neighbors, promotes economic prosperity through connecting people to goods, services, and jobs, and serves as the backbone for vibrant communities. This balanced approach can safely move all users of the transportation system, while demonstrating fiscally responsible use of resources and adding lasting value to Spokane's neighborhoods, adjacent land uses and open spaces, and the broader transportation system.

In order to achieve a vision that lives within a future with limited funds for transportation, this plan outlines an approach to creating a balanced transportation system that accommodates many needed uses within the right of way. The balanced transportation approach continues to further a goal expressed in the 2001 Comprehensive Plan, which stated a priority to design transportation systems that protect and serve the pedestrian first as everyone is a pedestrian at some time in their daily travel. One question that the Link Spokane process seeks to address going forward is how an integrated infrastructure approach can be used to build, maintain or repurpose our streets to achieve a balanced multi-modal approach while addressing other needs of the space within the right of way. While the automobile will continue to be a part of the transportation system in the Spokane region, the city is examining opportunities to include other uses and users of the streets in their design – ensuring the size and design of the street is sized appropriately to the surrounding land use and transportation context. As Figure TR 1 below illustrates, the city is moving away from the more conventional approach to transportation planning and towards a more comprehensive approach that considers the multiple desires and outcomes expected of a modern transportation system.

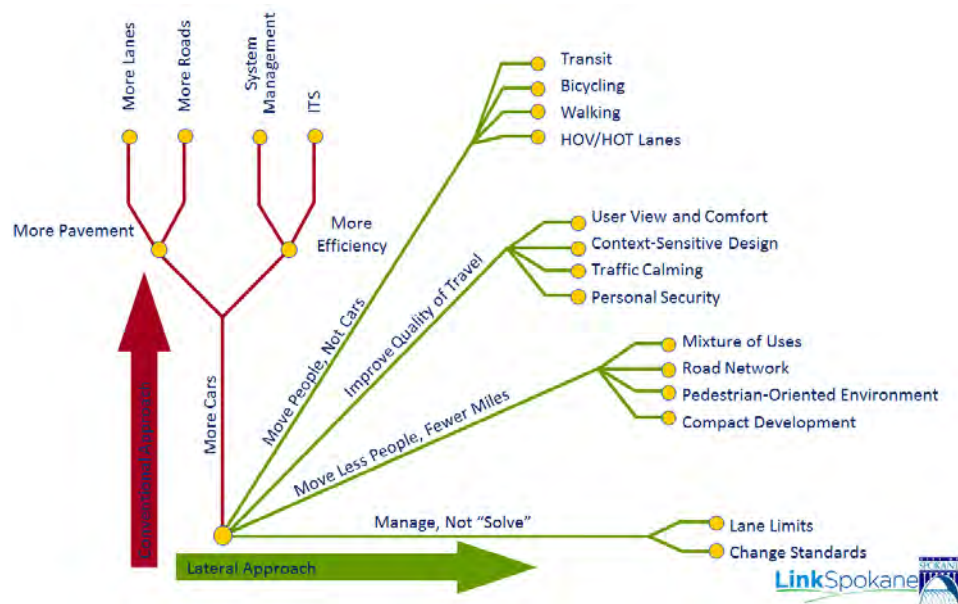


Figure TR 1. A Balanced Approach to Transportation Planning



City Building Context: Neighborhoods, Centers, and Corridors

Community context is a critical component in determining how to select transportation initiatives. Future growth will continue to occur in areas with vacant land and within concentrated areas in neighborhood centers, district centers, employment centers and corridors designated on the land use plan map. While this growth occurs in centers and corridors, established single-family residential neighborhoods will remain largely unchanged. The following contextual components were significant in the development of a policy and implementation framework for Spokane to use moving forward.

Interrelationship of Transportation and Land Use

In addition to transportation, land use policies and development patterns play a critical role in shaping cities. Land use patterns and how they interact with transportation infrastructure have significant influence on travel behaviors. For example, a compact neighborhood in which daily needs are met in a close proximity is conducive to walking or transit use, while neighborhoods where destinations are spread out typically result in a reliance on driving. As such, it is important that land use and transportation policies and decisions are developed in a mutually supportive fashion.

To realize its transportation goals, Spokane must take advantage of opportunities for development in walkable areas that are currently well-served by transit, such as within and around downtown, where commuting via alternative modes of transportation is a reasonable and attractive option. In addition, locating new housing and employment opportunities in areas near diverse transportation options will help to facilitate alternative transportation use. This will continue to be a challenge, as current projections show residential growth being spread throughout the urban area (Map TR 2).

As Spokane grows (Map TR 3), the transportation system will face increased demand. In many areas of the city there are limited opportunities to expand vehicular right of way without significant disruption and cost. As such, strategic investments must be made to serve a growing population and employee base, while maintaining the quality of life sought out by residents.

LINK Spokane / Integrated Infrastructure Planning

Spokane was incorporated in 1881 and there is infrastructure that is nearing the end of its life. This includes:

- streets, Water, Sewer, Storm water, Sewer Overflow; and
- public and private Utilities.



The presence of inadequate services may hinder redevelopment in parts of the city. This is where an integrated approach to infrastructure comes in. An integrated streets approach considers:

- pavement, sidewalk, and infrastructure condition;
- multi-modal transportation components—bike lanes, pedestrian improvements;
- mass transit;
- public & private utility infrastructure;
- economic Development opportunities; and
- storm water management to get to a Cleaner River Faster.
 - Prioritize work that has a greater impact on pollutants.
 - Where possible remove pollutants closest to the source.
 - Implementation of cost-effective & innovative technologies.
 - Right-size planned projects and existing facilities to reduce carrying costs and requiring “green” technologies and new stormwater solutions be included.
 - Holistic integration with other critical infrastructure.
 - Solve multiple problems.
 - Better streets, new water mains, better parks.

Infrastructure Planning Context

In the recent past, the city had followed a fairly linear process in striving to maintain consistency from Vision to Project Implementation (Figure TR 2).

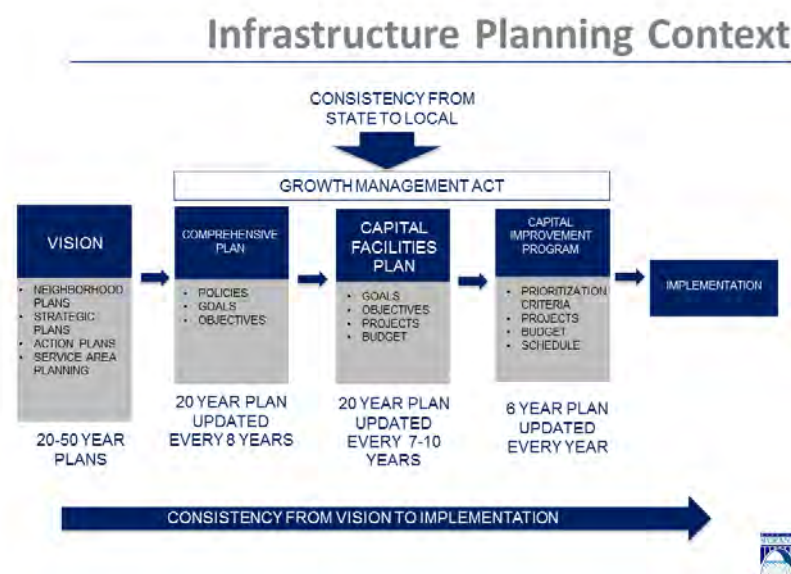


Figure TR 2. Infrastructure Planning Context



However, the question remains, as shown in Figure TR 3, can we, as a city, deliver infrastructure in a more integrated manner? This question leads directly to the development of a stronger integration framework to save money, time, and disruption.

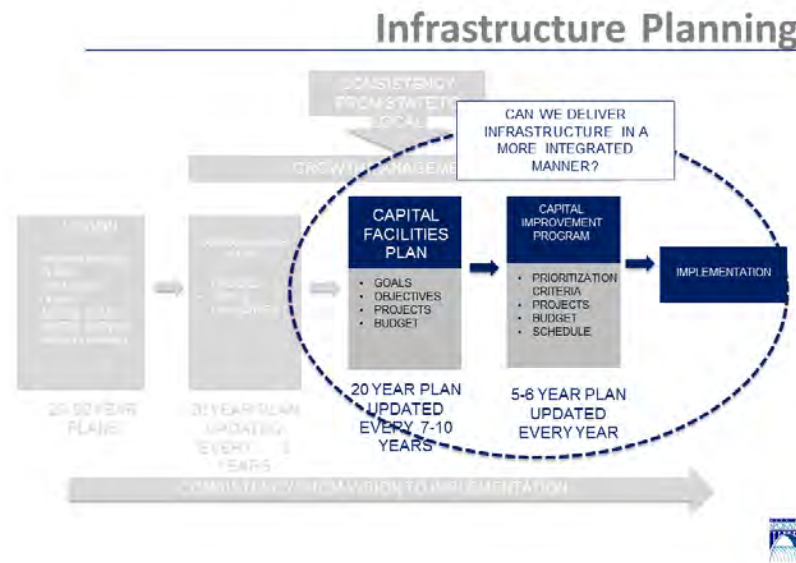


Figure TR 3. Integrated Infrastructure Delivery

Integration Framework

The City of Spokane is in the process of refining its approach to transportation and utility infrastructure planning and management to ensure compliance with state and local laws while improving fiscal efficacy and maintaining a high-level of service for customers. Spokane's future investments support the goals of the Comprehensive Plan and ensure that the Land Use plan for the city can be implemented to support the desired growth and development goals.



Integration of work doesn't stop with our streets. The City has used this approach to design wastewater and stormwater improvements that address several pollutants at once and also leave the area better than it was before the project. In Underhill Park, the City built a 1.5 million-gallon underground storage tank to tackle overflows to the River from combined wastewater and stormwater sewers. When the project was complete, the area had a new parking lot and improved grassy fields for the neighborhood. The project helped to meet a regulatory requirement while also creating a neighborhood benefit. To accommodate these approaches, the City organized its finances differently too, with the City's utilities also contributing towards street work to minimize disruption and to ensure a quality protective "lid" to below ground infrastructure. Integration really is about working together to get better outcomes at a better price.

Integration sits at the center of the city's approach to infrastructure projects. This is a holistic approach to public works projects that considers how the city can accomplish multiple objectives within a single project.

But what does that really mean?

Consider Figure TR 4, a three-dimensional view of the street. Included in that view are those traditional surface transportation pieces like sidewalks, bike lanes, and vehicle travel lanes. But that view also includes below-ground connectivity for utilities—everything from water, sewage, and stormwater management to natural gas, electricity, and telecommunications.

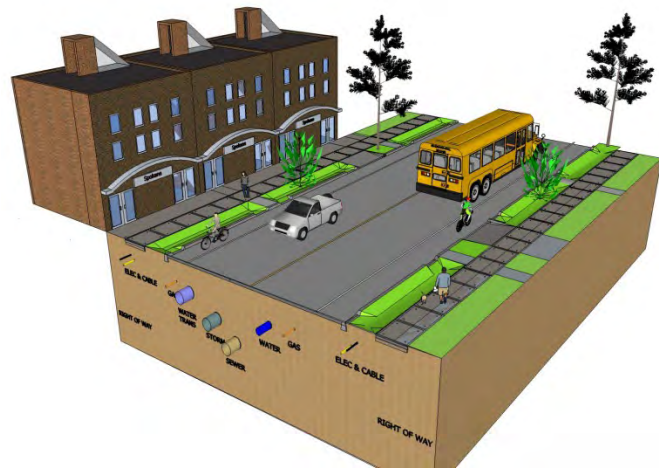


Figure TR 4. Three-Dimensional View of the Street

Under an integrated approach, the city considers all the work that needs to be done along a street—above and below ground—and works to integrate all needs into a single project that is more efficient and affordable and best serves the surrounding land uses.

Opportunity for Innovation

Much of the structure for the Integrated Framework identified is just good infrastructure planning – clearly linking community vision with a process to help realize it. Four innovations stand out as a way for Spokane to innovate above and beyond the status quo, including:

1. Annual City Infrastructure Budget (i.e., "live within your means") – Set an annual infrastructure budget, with predictable annual increases, and deliver projects on budget;



2. Leveraging Infrastructure Funding – Leverage multiple funding sources to deliver projects in an economically efficient fashion;
3. Integrated Infrastructure Planning (Figure TR 5) – Utilize an integrated infrastructure strategy to prioritize projects based on budget and community goals as well as identify opportunities for integrated delivery; and
4. Integrated Project Delivery – Significant cost savings can be realized by a more coordinated and integrated delivery approach for projects with similar characteristics (i.e., geography).

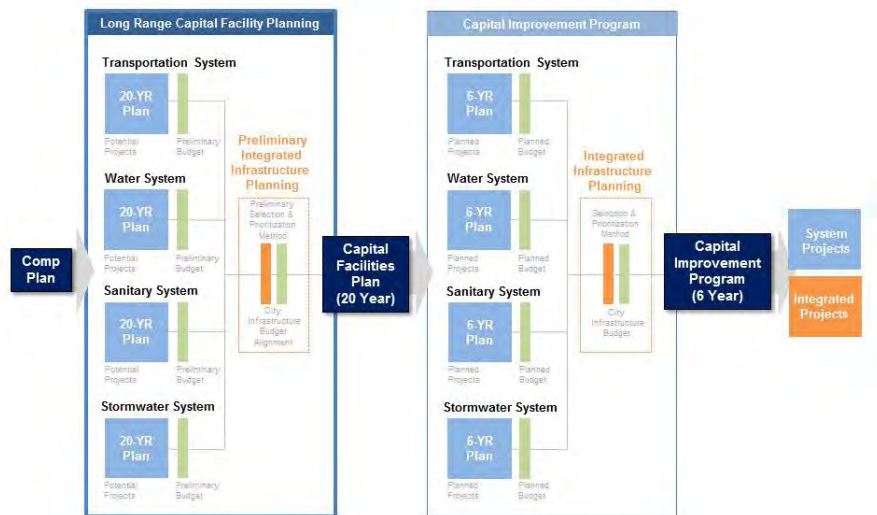


Figure TR 5. Integrated Infrastructure Planning

Done well, these innovations allow Spokane to more cost effectively achieve capital facility plan objectives while providing more predictable infrastructure investments – all benefiting the city’s ability to achieve the desired vision of its Comprehensive Plan.

4.2 VISION AND VALUES

Vision

"Spokane will have a well-maintained multi-modal transportation system that provides safe and efficient mobility for all, supports economic and community vitality, and promotes a healthy, livable community that respects property and the environment."

Values

"From the 2001 Comprehensive Plan, the community identified the following important elements of Spokane's future:

- Ensuring mobility and access within the city;
- Maintaining the ability to access quickly the outdoors from the city;
- Decreasing north-south congestion;
- Increasing the variety and public awareness of transportation choices;
- Developing and maintaining good public transit;
- Maintaining roads;
- Developing and maintaining pedestrian-oriented neighborhoods; and
- Developing convenient access to the downtown area, increasing parking, bus service, light rail, and satellite parking with shuttles, and improving the pedestrian environment."

In addition, in 2016 the community identified the following as important to Spokane's future:

Well-maintained multi-modal transportation system:

- year-round accessibility for all people and goods,
- inclusivity, and
- diversity.

Safe and efficient mobility for all:

- safety, including protecting vulnerable users,
- valuing individual time, and
- enhancing personal choice.

Economic and community vitality:

- economic vitality,
- protecting personal rights,
- equitable, and
- technological innovation.



A healthy, livable community

- environmental justice,
- environmental conservation,
- enhancing the quality of life,
- sustainable, and
- stewardship.



4.3 GOALS, POLICIES, AND ACTIONS

Goals

Since 2001, the Transportation Chapter Goals and Policies section has led off with a Policy stating that transportation decisions are made based on the needs of people using the priority of designing to protect and serve pedestrians first, next consider the needs of public transit and non-motorized modes, and then consider the needs of automobile users. The Discussion section clarified that this is general guidance to be used on a case-by-case basis where pedestrians will not always come first and automobiles last. It is not an anti-automobile policy, but is intended to lead to increased transportation choices, lessen the negative impacts of automobiles as our population increases, and reduce vehicle congestion. It recognized that we are all pedestrians at some point in our moving from point A to point B, and that when traveling outside a vehicle, people, particularly those most vulnerable, need to be safe and comfortable. It recognized that we are auto-dominated and need to improve transportation choices. This policy has served us well since 2001 and has led to noticeable improvements in pedestrian, transit, and bicycle mobility. It has helped to establish design and priority guidance for future projects such as the Complete Streets and Crosswalk Ordinances, the comprehensive Pedestrian and Bicycle and Trail Plans, and funding mechanisms such as the apportionment of part of the TBD Vehicle Tab Fee funds toward pedestrian improvements. The intent of this policy has been retained in this updated Transportation Chapter.

Today, and in our projected future, we must give increasing consideration in our transportation decision making to the need for upgrading the utility systems beneath our roadways and also to project attributes that support economic development. This has led to adoption of an integrated approach to street project design taking all needs, both the components above grade (including sidewalks, streetscapes, crosswalks, bike lanes, transit, and the vehicle roadway) and the utilities below, plus economic development benefits, into consideration in a balanced manner. Thus prioritization of projects has grown more complicated, and to help us make better project decisions we have adopted a Project Evaluation Matrix that helps us more objectively rank projects based on how well they score on a number of specific performance measures which align closely with the Goals and Policies in this chapter.

With the intent of fostering balance and integration, we have chosen not to reflect any priority in these Goals and Policies. Goals are designated A through G and Policies are designated as TR 1 through TR 23 for convenience in referencing only. All Goals B through G contribute toward meeting Goal A: "Promote a Sense of Place", and often the Policies contribute toward meeting more than one goal.





Figure TR 6. City of Spokane Transportation Chapter Goals

TR GOAL A: PROMOTE A SENSE OF PLACE

Promote a sense of community and identity through the provision of context-sensitive transportation choices and transportation design features, recognizing that both profoundly affect the way people interact and experience the city.

INTENT

The term “sense of place” is often used to describe the prevailing character or atmosphere of an individuals’ relationship with a place. It describes those qualities and characteristics that make a place special or unique, and that makes people feel connected to a location. The cultural identity and heritage of a place, through the degree to which it contains visual reminders of its past through preservation, can also help to create a sense of place.

Transportation systems can facilitate a good sense of place by including design features that are sensitive to the context of the place and are tied to surrounding land uses with appropriate streetscape features and elements that meet local community expectations. Unique design features have the ability to set a street or segment of a street apart, helping to create an environment for economic vitality and innovation. Application of place-making design elements should be used in connection with planned land uses and in coordination with stakeholders.

TR GOAL B: PROVIDE TRANSPORTATION CHOICES

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

INTENT

The objective is to support the desires of the community to have transportation options by providing options for commuting, recreation and short trips using transit and active modes like walking and biking, as well as other choices such as rideshare, carpooling, taxi/for hire services, and private vehicles.

Traditional transportation activities focus on the design and construction of facilities—yet travel behavior and mode choice are determined by a broader set of factors. The city shall continue to create new, and improve the existing multi-modal system, in order to accommodate the safe and efficient movement of all people. Effective transportation system management measures should be utilized to support safe and efficient travel for all users.

TR GOAL C: ACCOMMODATE ACCESS TO DAILY NEEDS AND PRIORITY DESTINATIONS

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

INTENT

Land use type, mix, intensity, and distribution - as a result of on-going development of the city - greatly influences travel choices and decisions on connectivity, placement and investments of transportation facilities. Harmonize the key relationship between the places where people live, work, learn, access essential services, play, and shop and their need to have access to these places. Transportation investments should help drive economic development, energize activity centers, provide greater food security for residents, and produce quality places/neighborhoods/communities that retain value through time. Creating prosperous and walkable neighborhoods that offer opportunities for people to meet and connect means thinking of streets as people places as much as vehicle spaces.

Spokane recognizes that transportation needs and travel choices may change over time as new alternatives become available. Other modes become viable when land uses are planned in a way that connects to multiple travel options and the distance between daily needs are closer. Coordinating appropriate transportation options and land uses is important. Transportation facilities should be maintained and improved in a manner that equitably serves Spokane.



TR GOAL D: PROMOTE ECONOMIC OPPORTUNITY

Implement projects that support and facilitate economic vitality and opportunity in support of the city's land use plan objectives.

INTENT

The city acknowledges that goods movement is critical to Spokane's economic vitality and well-being. An efficient multi-modal system accommodates the needs for the safe and efficient movement of people and goods on every level – from major industrial areas, to identified centers and corridors, to key neighborhood economic centers.

TR GOAL E: RESPECT NATURAL & COMMUNITY ASSETS

Protect natural, community, and neighborhood assets to create and connect places where people live their daily lives in a safe and healthy environment.

INTENT

Transportation facilities and infrastructure inherently affect the natural environment and character of neighborhoods, business districts, parks, and other community amenities. As such, Spokane recognizes the importance of evaluating transportation projects using objective criteria to reflect community standards and desires.

The city looks to improve livability in residential settings by protecting communities and neighborhoods by encouraging context-appropriate landscaping and beautification of transportation facilities, and improving health and safety for all.

TR GOAL F: ENHANCE PUBLIC HEALTH & SAFETY

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

INTENT

Promote healthy communities in Spokane by implementing a transportation system that provides for the ability to reduce auto mode share, increases the number of active travelers and transit riders of all ages and abilities, and improves safety in all neighborhoods. Work with the Spokane Regional Health District and other agencies to promote active lifestyles through educational and encouragement programs and safe and accessible routes for active travelers of all ages and abilities in all neighborhoods. Consider the needs of all roadway users when applying traffic-calming measures. Implementing safety efforts should be done in a comprehensive



manner to safeguard against shifting traffic problems from one neighborhood to another.

Spokane will seek to improve safety through the use of supporting federal and state programs, documents, and policies such as: FHWA Towards Zero Deaths (TZD), the FHWA Highway Safety Improvement Program (HSIP), and Washington State Department of Transportation's (WSDOT) Target Zero: Strategic Highway Safety Plan.

Spokane recognizes the importance of evaluating transportation projects using objective criteria to reflect community standards. An environmental justice approach strives to avoid decisions that can have a disproportionate adverse effect on the environmental and human health of traditionally underserved neighborhoods and vulnerable populations compared to the population as a whole.

TR GOAL G: MAXIMIZE PUBLIC BENEFITS AND FISCAL RESPONSIBILITY WITH INTEGRATION

Design and maintain a fiscally efficient, environmentally responsible, and socially equitable transportation system that serves its users through coordinated planning and budgeting with other partners and utilities.

INTENT

The City of Spokane recognizes that transportation has a major effect on the environment and that environmental and fiscal stewardship must be a central focus in establishing and maintaining a transportation system that serves both today's users and future generations.

The 2014 Street Levy identified several key elements:

- Street repair needs are perpetual and ongoing investment is critical to maintain our system.
- The City will prioritize projects using an integrated approach that considers all needs in the right of way.
- The City will use a pay-as-you-go approach in maintaining streets.

"The City will focus these dollars on improvements on arterials, including both complete rehabilitation of streets and maintenance work, and will use an integrated approach that incorporates all uses of the right of way to leverage dollars and gain greater community benefits."

The intent is to upgrade the arterial roadway system to an average of "good" condition and maintain them there throughout the 20 years. Work would include everything from major reconstruction to sealing cracks. Other dollars, including



those generated through the vehicle license tab fee, would be dedicated to repairs on residential and other non-arterial streets, and pedestrian improvements.

Spokane will emphasize investments for context-sensitive roadway projects – maintenance, preservation, right-sizing – equitably across the city by seeking funding from a variety of sources and pursuing opportunities for system maintenance revenue for arterials, residential streets, and sidewalks. In addition, the city will remain good stewards of the transportation system by seeking out ways to use cost saving strategies and efficiencies for the best use of the available funds.

Policies and Actions

TR 1 Transportation Network For All Users

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

Key Actions

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



- ii. Implement the city's ADA Transition Plan, Pedestrian Plan and Bicycle Plan with a new focus on broader user groups.

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 3 Transportation Level-Of-Service (LOS)

Set and maintain transportation level of service standards that align desired growth patterns with optimal choices of transportation modes.

The City of Spokane's transportation level of service standards differ between (1) areas targeted for growth and where transportation mode choices are available and (2) areas not targeted for growth and that have fewer transportation mode choices. These level of service standards apply to all modes—vehicle, transit, bicycle, and pedestrian. In order to encourage development where it is desired, reduced level of service for vehicles, potentially leading to increased congestion, is permitted in center and corridor areas where growth is being encouraged and where multimodal transportation choices exist. Reducing level of service in these areas has several benefits. Lowering the vehicle level of service in these areas reduces the cost of the infrastructure required to serve these areas. Another benefit is that it will lower vehicle speeds, which is compatible with the concept of these focused growth areas. In addition, higher availability of non-private vehicle modes of transportation in these areas is expected to balance overall transportation needs.



Key Actions

- a. Maintain and refine processes to ensure that future developments contribute to mitigation of impacts on local transportation system demand.
- b. Ensure that transportation networks adequately serve existing and projected growth by performing periodic review and monitoring. Incorporate Travel Demand Management strategies into mitigation alternatives in order to maintain acceptable level of services and maximize transportation resources.
- c. Measure throughput in terms of number of people passing through an intersection, not vehicles.
- d. Partner with Spokane Transit Authority (STA) to meet their established LOS.

TR 4 Transportation Demand Management Strategies (TDM)

Evaluate TDM strategies to optimize transportation options within the context of Complete Streets. Use TDM strategies to gain efficiencies in the transportation system to reduce demand for auto travel.

Key Actions

- a. Implement the city's and county's Commute Trip Reduction Plan and explore expansion of reduction plans such as the Growth and Transportation Efficiency Centers (GTEC) plan.
- b. Partner with the Spokane Regional Health District (SRHD) to continue (and explore expansion of) programs such as the Walk.Bike.Bus program and pursue funding for additional programs on which to collaborate.
- c. Develop partnerships to provide commercial districts with maps identifying multi-modal travel options (transit lines, bike routes, etc.).
- d. Partner with public (SRTC) and private sector partners to collect and monitor travel pattern data, assess TDM effectiveness and track changes in commute patterns.
- e. Coordinate closely with major employers and Spokane County Commute Trip Reduction Program to identify and implement effective TDM measures including incentives for non-SOV commute trips.
- f. Incorporate TDM strategies and context sensitive solutions in development projects that impact the city's right-of-way. Design-based TDM measures may include:
 - i. ensuring designs reflect the adopted pedestrian and bicycle plans;
 - ii. ensuring adequate pedestrian, bicycle and transit facilities are addressed in any current codes as well as any anticipated requirements above and beyond the master plan;
 - iii. providing bikeshare/carshare facilities on site for use by the public;
 - iv. orienting development to the street and allowing for a clear path from the front door to pedestrian and transit facilities;



- v. managing parking in a way that reflects the surrounding land uses and available transit services;
 - vi. participation in neighborhood programs/promotions; and
 - vii. develop partnerships to provide innovative access to information.
- g. Encourage developers who are seeking LEED certification to pursue all points available related to alternative transportation credits.
- h. Encourage the expansion of carshare programs in high-density residential areas.
- i. Encourage the development and expansion of a bikeshare system.
- j. Encourage transportation alternatives through events such as Walk to School Day, or Bike to Work Day.

TR 5 Active Transportation

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

Key Actions

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



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

TR 6 Commercial Center Access

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

Key Actions

- a. Maintain Street Design Standards and Guidelines to support pedestrian activity and pedestrian-supportive amenities such as shade trees, multi-modal design, street furniture, and other similar amenities.



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

TR 7 Neighborhood Access

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

Key Actions

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

TR 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.



- e. Support intermodal freight transfer facilities (land to air, rail to roadway, interstate trucking to local delivery).

TR 9 Promote Economic Opportunity

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

Key Actions

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

TR 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 11 Transit Operational Efficiency

Support efficient transit operations through street and transit stop designs on transit priority streets that comply with standards and include transit-supportive elements, such as shelters, lighting, and schedule information. Assist in implementing the STA Comprehensive Plan.

Key Actions

- a. Work with STA on transit system improvements, prioritizing improvements along the designated High Performance Transit Network and coordinating pedestrian and bicycle facilities around designated transit stops and stations.
- b. Reference STA's standard plans for the design of all transit stops.
- c. Provide appropriate right-of-way, paving and wiring for High Performance Transit Network improvements.
- d. Prohibit parking within transit stop zones.
- e. Prioritize STA fixed routes in city's snow removal planning and operations.

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 13 Infrastructure Design

Maintain and follow design guidelines (including national guidelines such as MUTCD, NACTO, AASHTO) reflecting best practices that provide for a connected infrastructure designed for our climate and potential emergency management needs, and respecting the local context. Local context may guide signage and elements such as traffic calming, street furniture, bicycle parking, and community spaces. Accessibility guidelines and emergency management needs will be maintained.



Key Actions

- a. Require that Urban Context streets be designed to provide a pleasant environment for walking and other uses of public space, including such elements as shade trees; plantings; well-designed benches, trash receptacles, news racks, and other furniture; pedestrian-scaled lighting fixtures as appropriate; wayfinding signage; integrated transit shelters; public art; and other amenities.
- b. Maintain street design guidelines reflecting best practices to implement designs that effectively manage traffic flow, reduce the need for street expansions, and make roadways safe for all road users, while ensuring designs correspond with local context.
- c. Collaborate with key agencies to plan the locations of arterials, ensuring compatibility with and satisfy the needs of existing and future land uses.

TR 14 Traffic Calming

Use context-sensitive traffic calming measures in neighborhoods to maintain acceptable speeds, manage cut-through traffic, and improve neighborhood safety to reduce traffic impacts and improve quality of life.

Key Actions

- a. Work with neighborhood councils and other interested and concerned groups to identify, assess, and respond to unique traffic issues and needs.
- b. Maintain and improve the neighborhood traffic calming program.
- c. Explore implementing lower residential speed limit standards.
 - i. Many communities, including Seattle, Portland, Washington DC and Tucson, among others, are adopting 20 mph for some or all residential streets.
- d. Implement / review adopted neighborhood plans.

TR 15 Activation

Build great streetscapes and activate public spaces in the right-of-way to promote economic vitality and a sense of place, with a focus on the designated Centers and Corridors identified in the Land Use chapter.

Key Actions

- a. Maintain ability for businesses to utilize excess sidewalk capacity for seating as long as an accessible walk route is provided and the sidewalk's use and design is in conformance with the neighborhood plan.
- b. Encourage local organizations to develop fun and engaging programming in the community.



TR 16 Right-of-Way Maintenance

Keep facilities within the public rights-of-way well-maintained and clean year-round for the benefit of all while focusing on complete rehabilitation of streets on arterials, and maintenance work on both residential and arterial streets, using an integrated approach that incorporates all uses of the right of way to leverage dollars and gain greater community benefits.

Key Actions

- a. Continue to maintain and improve as needed a process for identifying and prioritizing maintenance needs to keep the arterial roadway system at an average of a "good" condition.
- b. Develop and maintain a process for keeping priority (arterial, plus other priority streets) streets and sidewalks clear of debris (including snow) and well maintained for the benefit of pedestrians, bicyclists, and drivers.
- c. Develop a strategy to identify and address general right-of-way maintenance, including noxious weed control and removal.
- d. Increase the understanding and awareness of whose responsibility it is to maintain pedestrian buffer strips, sidewalks, medians, traffic circles and other streetscape right of way elements to improve the maintenance of these elements.
- e. Develop public outreach strategies to educate business owners about the benefits of maintaining sidewalks.
- f. Develop and institute a process for identifying and repairing broken and uneven sidewalks in conjunction with the responsible adjacent land owner.
- g. Develop partnerships to assist neighborhoods facilitate snow removal and other right-of-way maintenance needs.

TR 17 Paving Existing Unpaved Streets

Identify and prioritize resources for paving existing dirt and gravel streets and alleyways to reduce air pollution and prioritize infill and economic development.

Key Actions

- a. Collaborate with local and regional agencies and citizens to prioritize roadways and alleyways to be paved.
- b. Work with City Council to revisit the threshold required to form a Local Improvement District to fund new paving.

TR 18 Parking

Develop and administer vehicle parking policies that appropriately manage the demand for parking based upon the urban context desired.



Key Actions

- a. Conduct outreach to businesses to educate them on the benefits of a smart parking management approach.
- b. Implement recommendations from area parking studies such as the Downtown Parking study and the U-District Parking Study.
- c. Provide the option of reducing parking supply requirements for development that is designed close to transit and in a manner that supports transit.
- d. Develop a system for reducing on-site parking requirements, whereby developers can instead adopt TDM practices such as subsidized transit passes for residents or employees, provision of bicycle parking, or other Commute Trip Reduction practices.
- e. Require that bicycle parking and bicycle corrals are designed and sited according to the city-specified standards as illustrated in the City of Spokane Bicycle Parking Application.
- f. Review parking minimums to ensure they are not resulting in a disconnect in the amount of parking provided and land use goals.
- g. Consider parking maximum policies to limit how much parking is developed.
- h. Enforce on-street parking in areas where there are spill over parking from neighboring development to ensure that driveways are not blocked.
- i. Develop shared parking strategies to explore:
 - i. Where parking is already overprovided, new businesses do not need to create additional supply, but rather can share existing supply.
 - ii. Ways to incentivize integrated parking.
 - iii. Ways to incentivize collaboration among private businesses to co-share parking, particularly in neighborhood districts.
 - iv. The development of preferred parking districts in areas where on-street parking is difficult for residents to ensure residents are given priority. Charge for parking of non-residents that do not have a parking permit.

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.



- 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.

TR 20 Bicycle/Pedestrian Coordination

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

Key Actions

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



TR 21 Safe & Healthy Community Education & Promotion Campaigns

Promote healthy communities by providing a transportation system that protects and improves environmental quality and partner with other agencies to implement innovative and effective measures to improve safety that combine engineering, education, evaluation, and enforcement.

Key Actions

- a. Develop educational campaigns that promote alternatives to driving alone for the purpose of reducing environmental impacts and travel costs.
- b. Develop partnerships with local agencies to implement public safety campaigns aimed at driver, pedestrian, and bicyclist awareness of and respect for each other. Campaigns should focus on maintaining safe speeds, practicing safe behaviors on the road, and calling attention to vulnerability of some road users.
- c. Develop partnerships to educate residents on the economic and health benefits of active transportation.
- d. Provide education on the transportation needs of the entire community, the benefits of transportation alternatives, and the rights and responsibilities of sharing the road.

TR 22 Law Enforcement & Emergency Management

Partner with other agencies to bolster enforcement efforts to protect the safety of all users, particularly the most vulnerable, while identifying and addressing emergency management needs

Key Actions

- a. Develop partnerships with local fire departments, law enforcement, and emergency management providers to incorporate quantitative based targeted decision-making with the purpose of prioritizing efforts towards the greatest need between commercial motor vehicle (CMV) enforcement, traffic patrols, and education.
- b. Work with local and regional partners and emergency management providers to maintain reliable mobility and access for emergency management needs.
- c. Identify locations for targeted enforcement efforts throughout the city in partnership with the Police Department, City Council, and Community Assembly.
- d. Work with the Police Department to integrate greater understanding and enforcement of pedestrian and bicycle regulations into officers' regular duties and activities.



- e. Educate residents on their rights and responsibilities as roadway users, regardless of mode choice.
- f. Develop a red light and speed enforcement placement model to ensure that the city's automated enforcement program does everything it can to protect Spokane residents.

TR 23 Effective and Enhanced Public Outreach

Assess the effect of potential transportation projects on gathering places or destinations such as schools, community centers, businesses, neighborhoods, and other community bodies by consulting with stakeholders and leaders that represent them. These effects are to be mitigated as possible in collaboration with stakeholders.

Key Actions

- a. Develop community engagement plans for projects to ensure opportunity is provided for all potentially impacted parties to make concerns known.
- b. Provide multiple opportunities for stakeholders to provide input on projects (before they are planned, while they are being scoped or planned and during design).
- c. When significant changes or impacts are anticipated as a result from a proposed project, a community advisory group may be established to ensure representative stakeholders have a role in mitigating impacts.



4.4 MODAL ELEMENTS

The Transportation Element of the Spokane Comprehensive Plan integrates all transportation modes to ensure Spokane is a place that provides residents with multiple travel options. To reach the City of Spokane's Transportation Vision and achieve the transportation goals, protection of the environment is essential. Protection addresses the specific impacts transportation has on air and water quality and noise pollution, as well as transportation's more general impacts on Spokane's quality of life and sense of place. This chapter reviews high level concepts that impact the use of various transportation modes, and reviews the multiple networks – existing and planned – that utilize the roadway system simultaneously.

Centers and Corridors

To establish active destination centers and lively corridors that bring together residents of Spokane via multiple modes of transportation, a few key objectives must be considered. Density, transit access, and walkability are important factors to introduce alternative modes of transportation, encourage development fitting for Spokane's character, and facilitate economic development in these identified areas.

Bikeability and Walkability

Establishing a well-connected pedestrian and bicycle network of bicycle facilities, sidewalks, and recreational paths is essential for creating a lively environment. In neighborhoods, pedestrian and bicycle networks connect people to residences, schools, and local retail destinations without being forced to walk along the street. Such networks are critical for the success of activity centers and active corridors as they allow for high levels of non-motorized traffic to remain safe while soliciting local businesses and completing shorter trips.

Along some corridors, vehicle speed, sidewalk conditions, and lack of crossing opportunities create a barrier to bikeability and walkability. In these cases, traffic calming and sidewalk improvements are necessary tools to activate bicycle and pedestrian space.

Density

The quantity of people concentrated in an area has a significant impact on the levels of activity and liveliness of an area. Centers where people can "live, work and play," are often successful due to the density that accompanies these spaces. While not all neighborhoods must be dense, specific centers and corridors, such as downtown Spokane, could benefit from increasing the number of residents and destinations. Infill development in these areas should be encouraged as much as possible. By adding residences to already active areas where jobs and recreational opportunities are located, Spokane can encourage the use of alternative modes of transportation such as walking, bicycling, and transit.



Transit

Facilitating transit access has the significant potential for helping large volumes of people to reach their destinations without a car, especially when linking neighborhood communities to major destinations. Increasing transit service, frequency, span and coverage are key tools that can improve ridership, these are typically costly ongoing investments. There are also smaller capital investments that can be made to improve transit. Transit shelters and real-time information availability are noted as desired improvements that can be used to improve ridership. These improvements focus on the ridership experience, by providing riders with a comfortable place to wait, as well as with information to allow people to make the most of their time.

Demand-Side Approaches

TDM measures help to increase efficiency within the transportation system by collectively working to change how, when, where, and why people travel. Supporting alternative modes - cycling, walking, transit, and carpooling - gives employees, residents, and visitor's incentives to reduce reliance on the single-occupant vehicles. TDM approaches can be an important, cost-effective solution to overall transportation challenges, both reducing vehicular impact and parking demand, while improving the accessibility and success of a new development. A successful TDM approach typically includes a variety of strategies. These strategies work together to achieve a more sustainable transportation system by making the most of the existing infrastructure.

Incorporating TDM strategies in a new development serves not only to make better use of transportation infrastructure, but also to reduce the demand for new roadway capacity. It can also result in better place-making and community building; TDM can help make developments and neighborhoods more attractive places to live, work, and visit. Workplaces and developments that have a vested interest in making places more accessible to employees and residents often emerge as vibrant, walkable neighborhoods with desirable amenities.

Many of the transportation demand management strategies listed below have synergistic effects (i.e., a combination of strategies will be more effective together than individually). Results, such as mode split changes or reductions in traffic or parking demand, vary depending not only on the context, but also on how strategies are implemented in relation to one another.

The city should continue to improve upon TDM strategies that are already being used in the region and continue to explore implementation of other TDM strategies covered in Volume V. TDM strategies appendix.



Pedestrian Network

Pedestrian Priority Zones

The Pedestrian Master Plan establishes Pedestrian Priority Zones to guide investments to areas with the greatest potential to support walking access to destinations such as employment, schools, parks, and transit stops. Priority zones were identified using an analysis of pedestrian demand and deficiency. Identification of these zones will help the City target investments in pedestrian infrastructure such as sidewalks, curb ramps, and pedestrian crossings.

Walking is the most fundamental transportation choice -- the starting place for all journeys, even as people walk to their cars, transit, or bicycle to move between the places they visit throughout the day. Due to the importance of walking and the fact that nearly all Spokane residents walk at some point the importance of focusing on and improving the walking environment has been a focus of the transportation update effort that culminated in the 2015 Pedestrian Plan.

Like many cities, Spokane had spent a majority of its attention over the last 60 years on planning and design solutions that focused on improving motor vehicle access and mobility. Street and intersection designs have come to accommodate higher motor vehicle speeds and traffic volumes that tried to limited delay. Furthermore, the probability of choosing transit or walking as a primary mode is reduced by missing or deteriorated sidewalks, a lack of high quality crossings on higher speed and volume streets such as arterial streets, and long trip distances along curvilinear streets.

The city created and adopted the Pedestrian Plan in 2015 to ensure that the pedestrian realm of a multi-modal transportation system was addressed as the city continues to pursue implementation of its Complete Streets ordinance.

The pedestrian plan vision and goals are included here to ensure that they are integrated into the overall transportation chapter. These goals are also used to guide the content of the street design standards. These pedestrian plan and pedestrian needs are further criteria used when prioritizing capital projects and ranking these priorities in the 20 year capital project list.

Pedestrian Master Plan Goals

Five goals guide the continued enhancement of the pedestrian environment in Spokane.

- **Goal 1 Well Connected and Complete Pedestrian Network** - Provide a connected, equitable and complete pedestrian network within and between Centers and Corridors and Pedestrian Priority Zones that includes sidewalks, connections to trails, and other pedestrian facilities, while striving to provide barrier-free mobility for all populations.
- **Goal 2 Maintenance and Repair of Pedestrian Facilities** - Provide maintenance for and improve the state of repair of existing pedestrian facilities.



- **Goal 3 Year-Round Accessibility** - Address the impacts of snow, ice, flooding, debris, vegetation and other weather and seasonal conditions that impact the year-round usability of pedestrian facilities.
- **Goal 4 Safe and Inviting Pedestrian Settings** - Create a safe, walkable city that encourages pedestrian activity and economic vitality by providing safe, secure, and attractive pedestrian facilities and surroundings.
- **Goal 5 Education** - Educate citizens, community groups, business associations, government agency staff, and developers on the safety, health, and civic benefits of a walkable community.

Project Identification/Pedestrian Improvement Methodology

The Pedestrian Priority Zones (Map TR 4) provide guidance for identifying high priority areas for future pedestrian improvements. The Pedestrian Priority Zones were identified using the pedestrian needs analysis. The Pedestrian Needs Analysis compares pedestrian demand indicators with existing pedestrian infrastructure, and is used to compare different locations to help make data-driven decisions that are equitable and fair. This is only one tool to assist with prioritizing locations for pedestrian projects; it should not be used as the sole determinant for making decisions. An integrated approach that includes availability and stipulations of funding, community support, and cost sharing opportunities with other planned projects will be considered in the decision making process. Pedestrian projects and other street projects are identified in the Six-Year Comprehensive Street Program which is updated annually.

Adopted Pedestrian Master Plan – Ordinance C35315

The adopted City of Spokane Pedestrian Master Plan was adopted by City Council on November 2, 2015. The document includes the following sections:

- Existing Guiding Documents;
- Best Practices for Pedestrian-Friendly Design;
- Pedestrian Needs Analysis;
- Crash Analysis;
- Programmatic Recommendations;
- Project Identification / Pedestrian Improvement Methodology; and
- Potential Funding Sources.

Americans with Disabilities Act (ADA) Transition Plan

The Americans with Disabilities Act Self Evaluation Update and Transition Plan Update establishes the City of Spokane's ongoing commitment to provision of equal access to all of its public programs, services, and activities for citizens with disabilities. In order to develop this plan, the City of Spokane completed a comprehensive evaluation of its facilities and programs to determine what barriers might exist for individuals with disabilities. This Update will be used to help guide future planning



and implementation of necessary accessibility improvements. The city will update the plan every five years, and the plan is available on the city's website here:

<https://my.spokanecity.org/accessibility/>.

Bicycle Network

The Spokane Bicycle Master Plan creates a vision for enhancing bicycling opportunities for all residents of Spokane. Its goals are to establish actions intended to make Spokane a more bicycle-friendly city. Communities that embrace active living principles provide healthy environments for its citizenry and are more economically vital.

Riding a bicycle is the most efficient form of personal transport. The city recognizes this, and recent planning efforts have focused on finding a way to make cycling safe, accessible, convenient, and attractive.

Spokane is working towards a bicycle network that meets all of these requirements while continuing to accommodate a variety of transportation options. With the vision of creating such a system, citizens, city staff and community leaders created the Master Bike Plan, a living document that will provide guidance and serve as a reference as this vision becomes reality.

Bicycle Master Plan Policies

The following policies provide a path for the Bike Master Plan to benefit the community as a whole:

- **BMP 1:** Continually increase the bicycle mode share for all trips.
- **BMP 2:** Complete and maintain connected bikeways that provide safe transportation for Spokane cyclists throughout the city.
- **BMP 3:** Provide convenient and secure short-term and long-term bike parking to connect people to popular destinations and transit throughout Spokane and encourage employers to provide shower and locker facilities.
- **BMP 4:** Increase bicycling by educating people using all transportation modes about the benefits of bicycling to the entire community. Enhance the safety of people riding bicycles through effective law enforcement, education and detailed crash analysis.
- **BMP 5:** Develop a collaborative program between a variety of city departments and agencies and several outside organizations to secure funding and implement the Bike Master Plan through capital project delivery as well as community planning processes.



2017 Bike Master Plan Update

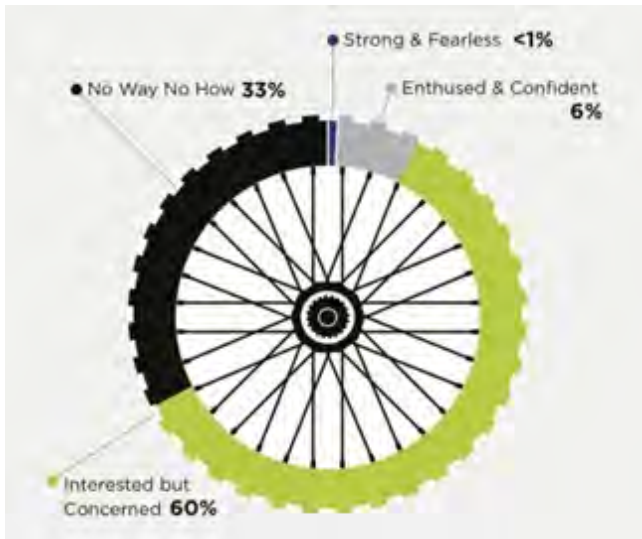


Figure TR X. Categories of Bicyclists

The update to the Bike Master Plan is designed around a bicycle network that is more appealing to the “interested but concerned” category as the target market for increasing cycling for transportation. The type of facilities to support the “interested but concerned” riders are typically in lower traffic speed environments, and where the separation between bicycles and motor vehicles can be increased, such as in buffered bicycle lanes on arterials, cycle tracks, neighborhood greenways, or on lower-speed, non-arterial streets.

Through research done by the City of Portland in 2005, four categories were proposed to help identify and understand the needs of cyclists and non-cyclists. The “Four Types of Transportation Cyclists” categorizes cyclists based on the conditions in which they are willing to ride a bicycle:

- **Strong & Fearless:** Representing the smallest portion of the population, this group is willing to ride on roads regardless of the speed and volume of traffic or the facilities provided.
- **Enthusied & Confident:** Representing a larger portion of the population than the Strong & Fearless category, this group is comfortable riding in the road next to cars, but appreciates designated bicycle facilities.
- **Interested but Concerned:** Representing the largest segment of the population. This group likes to ride bicycles, but do not ride regularly due to safety concerns. They generally will not ride on higher volume and higher speed roads such as arterials without facilities that buffer them from automobile traffic. These riders perceive traffic, safety, and other issues as significant barriers to bicycling.
- **No Way No How:** This category typically represents about a third of the population. This group does not bicycle due to a lack of interest or ability.

Bikeway Network Definition

Implementation of this Plan will establish roughly a 300-mile network of bikeways throughout the city of Spokane. This Bikeway Network is composed of all of the



locations throughout the city where specific improvements have either already been made or are proposed in the future to accommodate bicycles.

Almost all Bikeway Network segments will have some type of visible cue (i.e. a bike lane, a bike route sign, a pavement marking, a trail, etc.) to indicate that accommodations have been made for bicyclists. While the network will provide primary routes for bicycling, it is important to note that, by law, bicyclists are permitted to use all roadways in Spokane (except limited access freeways or where bicycles are otherwise prohibited). Therefore, the Bikeway Network will serve as a core system of major routes that can be used to safely access all parts of the city and other parts of the transportation system.

Table TR 1 identifies the type of bicycle facilities identified in the Bicycle Master Plan.

TABLE TR 1 – BICYCLE FACILITY CLASSIFICATIONS	
Class	Description
Shared Roadway	A Shared Roadway designation is typically found on important roadways where bicycle lanes may not be feasible. The High and Moderate designation provides an indication of the level of traffic and/or conflict the cyclist can expect to experience.
Bike Lane (High or Moderate Traffic)	A bike lane is identified by on-street striping. Buffered bike lanes are also included in this category. The High and Moderate designation provides an indication of the level of traffic and/or conflict the cyclist can expect to experience. The actual design will depend on the roadway width and traffic conditions. A 5 foot bike lane with a 2 foot buffer is preferred.
Neighborhood Greenways	Neighborhood Greenways are low-volume and low-speed streets that have been optimized for bicycle and pedestrian travel. Neighborhood Greenway treatments can be applied at several different intensities, which should be identified in detail during project design.
Bike-Friendly Routes	A bike-friendly route is a low-volume route marked by bicycle signage and/or the use of shared lane markings. These routes are attractive to beginning and intermediate level riders.
Shared Use or Multi-Use Path	A shared use or multiuse path is an off-street facility designed for certain non-motorized uses. These paths have a minimum width of ten feet to accommodate two-way traffic. These paths are often identified by signs and barriers preventing auto-traffic from using the path

Spokane's Bikeway Network

Map TR 5 shows the future bikeway network along with proposed facility types.



Shared Use Paths

Spokane features five major transportation pathways or trails that are shared by pedestrians and bicyclists. These are the Children of the Sun, Ben Burr, Fish Lake, Spokane Valley-Millwood, and Centennial trails. These facilities serve both a recreational and transportation function for pedestrians and bicyclists.

Children of the Sun

The Children of the Sun trail is the pedestrian and bicycle trail provided through the North Spokane Corridor that will connect neighborhoods along the corridor to other trails along the route. This trail will connect neighborhoods to other major trails including the Centennial Trail, Tuffy's Trail in the Chief Gary Park neighborhood, the Ben Burr Trail, and the eventual Spokane Valley-Millwood Trail. The facility may also provide connections from the Ben Burr Trail to the west to the east along the I-90 corridor, connecting to new pedestrian and bicycle bridges over I-90.

Ben Burr Trail

The one-mile Ben Burr Trail connects Liberty and Underhill Parks in East Central Spokane. It follows the path of an old railway line. The trail features a pedestrian/bicycle bridge spanning Altamont Street, which was a project financed through federal Community Development funds. Future expansion may include a link into Underhill Park to the south and a link to the Health Sciences Campus and the Centennial Trail to the north.

Fish Lake Trail

The Spokane Parks and Recreation Department owns a railroad right-of-way between the City of Spokane and Fish Lake. The Fish Lake Trail leaves West Spokane (southeast corner of Government Way and Sunset Highway) and runs south through open forest to reach Queen Lucas Lake, which is 1.5 miles north of the trail's ultimate planned destination, Fish Lake Regional Park. The remaining 2.5 miles of the trail will cross active railroad tracks and connect to Fish Lake Park and Cheney's trail. A safe way to get people across the tracks is needed. Most likely bridges will be the safest solution, although expensive at a cost of approximately \$6 million. Upon completion of this gap, two bridges over active rail lines will join this trail to 3.5 paved miles of the Columbia Plateau Trail, serving as a corridor for commuting and recreation between Spokane and the college town of Cheney.

Spokane Valley-Millwood Trail

The Spokane Valley-Millwood trail will connect on both ends to the Centennial Trail, providing a loop and access for residents of Spokane and Spokane Valley to the non-motorized network of trails in Spokane. The trail will use the abandoned Great Northern Railway right-of-way that is now owned by Spokane County and run adjacent to active freight tracks. A great example of an urban pathway, the project will connect to schools, parks, business districts, transit facilities, neighborhoods,



Spokane Community College, and a regional mall. Currently used by walkers, joggers, and mountain bikers, the project will provide a paved trail with adjacent soft surface area for walking and running.

Centennial Trail

The 39-mile Centennial Trail parallels the Spokane River from Nine Mile to the Idaho border. The trail continues in Idaho through Post Falls and Coeur d'Alene. Currently, the trail has several gaps within the city of Spokane. Gaps include:

- Mission Avenue - Crossing Mission Avenue and continuing east on Upriver Drive is a safety challenge requiring special design attention. Mission Avenue is a major east/west four-lane arterial over the Spokane River. From Mission Park, Centennial Trail users are faced with BNSF railroad track crossing, a challenging pedestrian crossing and a tight right turn to deteriorating sidewalks next to congested west-bound traffic to reach Upriver Drive.
- Summit Blvd to Pettet Drive – Currently an on-street segment, this segment will ultimately connect to the shared-use path along Pettet Drive constructed in 2016.
 - Future alignment plans called for the construction of a high-deck bridge over the Spokane River from to the property formerly owned by the Sisters of the Holy Names. This would remove much of the on-street section of the Centennial Trail next to Summit Blvd and Pettet Drive.

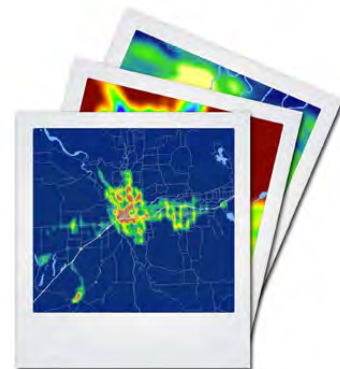
Transit Network

The Spokane Transit Authority (STA) is the Spokane region's municipal corporation set up to provide public transportation services within the Spokane County Public Transportation Benefit Area. STA's latest long range Comprehensive Plan titled "Connect Spokane" originally adopted in 2010 was developed after extensive public feedback and in cooperation with the jurisdictions STA serves.

STA's ongoing shorter term planning process called STA Moving Forward is a 10-year planning effort that outlines the High Performance Transit network and the next phase of the transit system implementation strategy of Connect Spokane.

Connect Spokane

A COMPREHENSIVE PLAN
FOR PUBLIC TRANSPORTATION



Adopted 2010
Revised 2015



Based on years of input from citizens and technical preparation, STA's plan aims to largely maintain the existing transit system while adding more resources where needed to improve service levels throughout the region. With more jobs and people on the way, the community has consistently told Spokane Transit that it is ready to continue building the transit network to support a growing population and economy.

Every major planning document in the Spokane region calls for improvements in transit services to support development and enhance transportation options. The Metropolitan Transportation Plan, Horizon 2040, explicitly calls for many of the projects contained in the STA Moving Forward Implementation Plan. The City of Spokane's Comprehensive Plan calls for more transit to support the Centers and Corridors focused land use plan. STA has coordinated closely with the city to develop an improvement plan that aligns with the city's land use and transportation goals.

By adding transit service where it is needed, constructing park and ride lots, and enhancing the speed and reliability of transit service, this plan is estimated to increase ridership of STA's fixed route system by more than 3.3 million rides a year by 2024, more than a 30% increase over today.

The STA Moving Forward plan proposes the implementation of two full High Performance Transit lines, improved night and weekend service, service expansion to new areas, new commuter service, new or expanded park and rides/transit centers, new shelters and passenger amenities among other improvements. Spokane Transit has taken steps to improve the quality of service by investing in real-time vehicle tracking technologies to help customers make better travel decisions, preserving the quality and cleanliness of its fleet and facilities and making incremental improvements within the financial means currently anticipated.

Spokane Transit is proposing to maintain and expand the regional transit system by adding more transit routes and service and improving fixed route bus, paratransit and vanpool services. This new service will result in increased ridership and economic vitality for the region.

High Performance Transit Network

The High Performance Transit Network (HPTN) (Map TR 6) is a network of corridors providing all-day, two-way, reliable, and frequent service which offers competitive speeds to the private automobile and features improved amenities for passengers. The HPTN defines a system of corridors for heightened and long-term operating and capital investments.

High Performance Transit Principles

1. **Pedestrian Support.** More than any other service type, HPT extends the range of the pedestrian.



2. **Ubiquity.** HPT service should attempt to serve the greatest number of people possible and the greatest number of destinations possible.
3. **Activity Centers.** HPT should connect the region's cities and centers of population and jobs as much as possible.
4. **System Effectiveness.** The HPTN should improve the effectiveness of the transportation system.
5. **Appropriate Scale.** The HPTN should be fiscally responsible and scaled appropriately to the region's current and long-term needs given competing demands for scarce public resources.
6. **Mode Neutrality.** Service quality, not mode technology, is the defining feature of HPT.
7. **Permanence.** HPT features permanence of investments.
8. **Integration.** HPT should integrate and provide connections with other modes and transport services.
9. **Competitive.** HPT should make desired connections better than competing modes whenever possible.

High Performance Transit Corridors

Map TR 6 identifies the proposed routes of the High Performance Transit Network as of 2016. Short descriptions of some of the corridors are found below.

Cheney Corridor

Implementation of High Performance Transit between Cheney and Downtown Spokane will enhance service on the West Plains by improving the frequency, hours of service, passenger amenities and the operation of an enhanced bus along the path of current Route 66 Cheney. Additionally, the West Plains Transit Center would be constructed and existing Route 62 Medical Lake would be modified to serve the Transit Center, creating all-day connections between Cheney, Airway Heights and Medical Lake without having to go to Downtown Spokane.

Central City Line

The creation of the Central City line will move more people without more cars, help grow the Central City economy and optimize financial investments in Central City infrastructure. Running from Browne's Addition through Downtown Spokane and Gonzaga University to Spokane Community College, the Central City line will provide frequent service, expand the hours of service, provide improved passenger amenities and operate with electrically powered buses. This line will allow more transit options throughout the region for people who don't need to travel through downtown to reach their destination. Additionally, the Central City Line will change transit operations at the downtown Plaza. The line will not dwell for five minutes at the Plaza, like most routes do today, but load passengers and continue on. Operating the line with high frequency enables an enhanced network where fewer routes travel downtown and dwell at the Plaza. The adopted route is shown in Map TR 7.



High Performance Transit Corridors in Transition

North Monroe-South Regal Line

This line would be created by piecing together some of Spokane Transit's most successful routes to create a line that directly connects north and south Spokane. Supporting several planned and existing transit and pedestrian oriented places, this line would feature frequent service, expanded hours and improved passenger amenities. As this line develops, or as grant funding becomes available, this line will be eligible for full High Performance Transit enhancements.

North Division Line

The enhancement of existing Route 25 Division would add needed capacity by increasing the size of the buses and improve reliability of the route. The busiest route in the system would also see some interim passenger amenity improvements until a study regarding how full High Performance Transit would be implemented on Division is complete. In the interim, Route 25 will shift away from laying over at the Plaza, improving reliability and enhancing transit operations at the Plaza.

Freight Network

One of the objectives of the Freight Element (as identified in the Washington State Freight Mobility Plan) is the development of an urban goods movement system that supports jobs, the economy, and clean air for all; and provides goods delivery to residents and businesses. Map TR 8 identifies the primary routes used by freight and estimated total tonnage along those routes in 2015.

<http://www.wsdot.wa.gov/Freight/FGTS/>

Arterial Network

The City of Spokane has identified a Heavy Haul Arterial Network (Map TR 9) to support commerce and freight and goods movement within and through the city. These arterial routes require roadway designs in line with the function of carrying the highest volumes of truck traffic. In addition, the Spokane Municipal Code provides a map of truck routes throughout the city to guide trucks for local delivery. This network establishes corridors within the city's transportation network to support freight and goods movement through the city and to areas supporting industrial uses, warehousing and trucking operations. The needs of vehicles supporting local goods delivery will be balanced with the context of the areas to be served.

The state highways and local arterials supporting the industrial areas and freight related business often have design needs that are different than areas serving non-industrial or trucking uses.

The arterial network serving current and future industrial uses and zoned industrial areas will see upgrades or brand new facilities as needed in areas such as "The Yard" in the Hillyard neighborhood and expansion of the arterial network serving the West



Plains. The industrial corridor along the Trent Ave. corridor in the eastern portion of the city has been served by major reconstruction of the Freya Street corridor and the Havana Street Bridge over regional rail. Future facility improvements will continue to increase the network connectivity in this heavy industrial area.

Recent and current arterial projects specifically serving freight include facilities such as:

- Havana Street Bridge connection from Broadway to Trent.
- Martin Luther King, Jr Road - wide load detour route from Trent to Riverside.
- Washington State Department of Transportation projects:
 - North Spokane Corridor;
 - Highway 2;
 - US 195 Safety Improvements; and
 - Trent Bridge Replacement.

North Spokane Corridor

The North Spokane Corridor (NSC) is a multi-modal freeway and pedestrian/bicycle corridor that will bring US-395 through metropolitan Spokane to I-90. The vehicular portion of this major infrastructure project will provide an alternative route for freight and vehicles using local arterials travelling North and South through Spokane.

The bulk of the remaining design on the project will occur from 2017 through 2023 with the facilities construction being completed within the Washington State 2027-2029 biennium, according to the state adopted budget plan.

This project improves mobility by allowing motorists and freight to move north and south through metropolitan Spokane, from I-90 to US 395 at Wandermere. Once complete, the NSC will decrease travel time, fuel usage, and congestion, while improving safety by reducing collisions on local arterials.

When fully complete, the North Spokane Corridor is slated to be a 60-mile per hour, 10.5 mile-long north/south limited access facility; that connects to I-90 on the south end (just west of the existing Thor/Freya Interchange) and connects to existing US 2 (at Farwell Road) and US 395 (at Wandermere) on the north end.

Interchanges are located along the corridor from south to north, at: Interstate 90, Trent Avenue (SR 290), Wellesley Avenue, Francis/Freya Street, Parksmith Drive, US 2, and US 395 at Wandermere.

Bridge Inventory

The city's bridge inventory is maintained as prescribed by the US Department of Transportation, Federal Highway Administration (FHWA). The FHWA establishes the standards for bridge inspection and maintains the National Bridge Inventory (NBI), a database of all the bridges in the Country. All bridges are inspected on a regular



schedule, which is typically once every two years and the information is forwarded on to the FHWA.

The City Street Department inspects and maintains the city's 66 bridges, which includes 43 vehicular and 23 pedestrian facilities. The records of the inspections, maintenance activities, load limits and any design plans are filed in the Bridge Office. Map TR 10 identifies the location of all bridges within the City of Spokane.

Rail Network

Freight rail service is provided by the Burlington Northern Santa Fe Railroad (BNSF) and the Union Pacific Railroad (UP). Combined, the two railroads operate close to 100 trains per day in and through Spokane. BNSF traffic is generally oriented east/west between Seattle, Tacoma, and Portland, with destinations in the Midwest, South, and Southeast. BNSF has a Spokane Intermodal Facility located just south of E Trent Ave off of North Fancher Road. The Everett to Spokane line, which passes through the Cascade Tunnel under Stevens Pass, is BNSF's primary route for intermodal traffic.

UP operates trains through Spokane with traffic generally oriented north/south, to and from Canada. Map TR 5, "Regional Freight and Goods, Airports, and Railroads," shows the location of railroad lines, as well as regional freight and goods routes and airports.

Factors that could significantly affect future rail volumes include:

- **New bulk exports.** The most significant near-term development facing Washington's rail system is the introduction of additional coal traffic that would be exported from the Pacific Northwest to Asia. The source of this coal would be the Powder River Basin, which now has an excess of production capacity following declines in domestic demand.
- **Shifting modal economics between rail and truck.** The modal economics of ground transportation are in flux. Some developments will tend to increase the relative mode share of rail, while other developments will tend to decrease the relative share of rail.
- **Fluctuating fuel costs and potential conversion to alternative sources of energy.** Presently, fuel comprises more than 20 percent of rail operating costs and more than 40 percent of motor carrier costs, making transportation costs very sensitive to fuel prices. The advent of low cost natural gas offers a potential savings on an equivalent energy basis of as much as 70 percent. For example, rapidly falling costs of liquefied natural gas, which is now approximately one-third the cost of diesel fuel, have encouraged a new look at using this fuel for powering trains. In 2013 BNSF reported that it will begin testing a small number of locomotives using LNG. While the incentive to



convert is strong at present, technological hurdles for both railroads and long-haul truckers are substantial.

Air Network

Air cargo consists of both air freight, which includes all non-mail items shipped in the belly of passenger planes and on planes dedicated to freight, and air mail. Air freight makes up approximately 90 percent of total air cargo volume in Washington.

The Spokane International Airport (GEG or “the Airport”) is the second busiest airport in the State of Washington in terms of passenger and cargo service. GEG is designated as a primary commercial service airport by the Federal Aviation Administration (FAA) because more than .05% of the total U.S. passengers board flights at the Airport. In addition to the many buildings and systems in place to support the passenger and cargo service, airport facilities support general aviation, and military activity. The Airport manages a nearby business and industrial park which supports airport-compatible development. Fairchild Air Force Base (FAFB), home of the 92nd Air Refueling Wing, is located four miles to the west.

The Airport is located in an area often referred to as the West Plains within Spokane County. The Airport is located within a large area of industrial zoned lands that the region is focusing on expansion of aerospace, logistic warehousing, and other manufacturing and industrial uses.

GEG serves scheduled and charter commercial passenger airlines, scheduled and charter commercial freight airlines, military users, and general aviation. The Airport offers non-stop service to destinations across the Western, Midwestern, and Central United States, and onward connections to the rest of the country and the world.

Service Area

The extent of the Airport’s service area, the area from which it draws users, varies by user type. General aviation and military users have more options within the region than scheduled commercial airlines. The service area for scheduled commercial airline service is known as the catchment area. Other airports in the region do not have passenger terminals or associated facilities. As a result, the catchment area includes eastern Washington, northern Idaho, western Montana, and southern British Columbia, Canada. The service area for corporate and business users is large on account of GEG’s runway length, instrument approach procedures, and proximity to population centers. For light general aviation, the service area is smaller as a result of competition from smaller general aviation airports such as Felts Field that are specifically tailored to general aviation users.

Roadway Access Considerations

GEG is connected to its service area via interstate, U.S., and state highways, including Interstate 90 and U.S. Highway 2. Major roadways tying into the system of highways



include Airport Drive, Flint Road, Spotted Road and Geiger Boulevard. Primary access into and out of the Airport's Business Park area is provided by Flightline Boulevard, Pilot Drive, and Spotted Road.

Airport management has identified three concerns pertaining to existing and future vehicle access and circulation. The first concern is that peak traffic volumes on eastbound U.S. Highway 2 cause delays to left-turning traffic at the Spotted Road intersection. Vehicle accidents along U.S. Highway 2 have elevated the safety concerns in this area. The second concern is that Geiger and Flightline Boulevards routinely experience congestion associated with heavy truck traffic. The third concern is that development of the planned new runway at the Airport could result in the need to realign roadways that provide access to GEG, which could influence terminal building development.

Summary of Major Improvements

Major landside improvement projects at GEG are expected to occur during the long-term, and several street access projects are being conducted by other organizations. Airport-specific landside improvement projects include the following.

By 2020:

- Construct a separate commercial vehicle pick-up and drop-off lane, improve signage access road signage, and street side and median landscaping.
- Relocate and expand the parking garage office.
- Relocate 280 rental car spaces to Parking Garage One.
- Construct access and internal roadways within the Airport Business Park.
- Continued safety improvements and project support on surface roads.

By 2030:

- Construct additional surface parking as needed between inbound and outbound Airport Drive.

Beyond 2030:

- Realign Hayford Road to accommodate new runway.
- Combine inbound and outbound Airport Drive at Spotted Road; and construct an overpass.
- Realign Airport Drive to access new midfield terminal, provide additional infill space for parking, improve terminal complex circulation.
- Preserve a corridor to connect new midfield terminal with potential regional high performance transit.



Auto Network

The city's street network has tremendous influence on the livability, economic health and quality of life on the overall city as well as its neighborhoods. For example, citizens' concerns regarding the impacts of transportation on neighborhoods and the need for viable transportation choices are often related to the design and development of the street network.

Spokane's street system in large portions of the city is largely built out and further network development is often constrained by topography, natural features, and existing mature development. The primary emphasis for the managing the automobile modal element is to operate the system as safely and efficiently as possible. A limited number of intersection improvements are planned to increase efficiency, remove bottlenecks, and address multi-modal congestion at these locations. Intersection operational improvements are designed to balance traffic flow with impacts to the other modes. These projects generally include additional left- or right-turn lanes along with raised crossings and refuge islands to improve safety for pedestrians. Traffic flow improvements also include the installation of new signals and improved signal timing and coordination with other traffic control.

Street Network Classification

The City of Spokane's street network consists of the arterial system and local access streets. Arterial streets are designed to serve two primary functions: provide access to the land uses adjacent to the street and to provide mobility through the city. Local access streets primary role is to provide access to land and adjacent land uses such as residential or commercial uses, in lieu of mobility.

Arterial Classification

Arterial streets (TR Map 12) are classified into categories according to the function they are intended to perform. Arterial classification is based on the degree to which the arterial is to provide either mobility or access to land. For example, some arterials should be designed and constructed for the primary purpose of moving traffic with little or no access to adjacent land. The primary purpose of other arterials is to provide more access to adjacent land with less mobility as a result.

Table TR 2 identifies the various roadway classes and descriptions for Spokane, as defined by the FHWA¹.

¹ US Department of Transportation, Federal Highway Administration. "Highway Functional Classification Concepts, Criteria and Procedures". (2013)



TABLE TR 2 – ARTERIAL STREET CLASSIFICATIONS

Class	Description
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 as 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.



State Highways and Highways of Statewide Significance

State Highways, which are owned by the State and managed by WSDOT, greatly influence regional traffic patterns and adjacent land uses. These highways connect communities to one another throughout the Inland Northwest. To serve traffic at higher speeds and meet mobility and safety goals, access to limited access corridors is restricted and regulated in accordance with RCW 47.05. The State Highways that are within or adjacent to Spokane are designated as part of the Highways of Statewide Significance (HSS) (Map TR 11). In addition, the State identifies highways that are part of the Washington State Freight and Goods Transportation System (RCW 47.06A.020).

HSS include interstate highways and other State routes needed to connect major communities in the State. The State uses the designation to allocate and direct funding. The HSS system was mandated by the 1998 legislature through enactment of House Bill 1487 and codified into RCW 47.06.140.

When these highways enter the city of Spokane, it is expected that some of the mobility benefits (higher speeds, fewer cross-streets, signals) found outside the city limits will be traded for greater access opportunities (additional cross-streets, business frontage access, etc.).

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 195/16th, reconnection of Inland Empire Way to US 195, construction of Lindeke from Thorpe to 16th, improvement of Marshall Road from Thorpe to 44th, 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.



WSDOT Corridor Sketch Initiative

The Corridor Sketch Initiative is a new way for the Washington State Department of Transportation to work jointly with partners to capture and document consistent baseline information about each transportation corridor around the state in order to inform future investment decisions. A corridor sketch will contain information that describes the characteristics of each corridor, its current and future function, as well as its performance expectations. The corridor sketches will ultimately identify cost-effective strategies for future consideration. A corridor sketch is not a substitute for detailed planning and analysis, nor is it a list of investments or projects. The Corridor Sketch Initiative provides an opportunity for enhanced collaboration with WSDOT's partners to achieve a common understanding and to develop a set of strategies for all state highways.

Forecasts & Growth

The Growth Management Act (GMA) requires that this plan support the land uses envisioned in the Comprehensive Plan (RCW 36.70A.070(6)(a)(i), RCW 36.70A.070(6)(a)(iii)(E), WAC 365-196-430(2)(f).) The land uses have been incorporated into the regional travel demand model that is maintained by the Spokane Regional Transportation Council. The model provides a traffic forecast that is typically 20-25 years into the future, depending on the horizon year selected by the region. At this time the model forecasts traffic in 2040.

The traffic forecasts have been compared against existing volumes in select parts of the city to see where capacity failures may occur. This analysis is done at the intersection level in order to match with the city's level of service standards. This analysis resulted in the list of capacity-oriented projects that are funded through the Transportation Impact Fee program. The projects include construction of new arterials, signals, roundabouts and intersection turn lanes. The impact fee projects are summarized in Volume V.

Level-of-Service Standards

Transportation Level of Service (LOS) standards for arterial streets are a required element of city Comprehensive Plans. They are discussed in RCW 36.70A.070 and in further detail in the city's adopted *Transportation Concurrency Level of Service Standards* Administrative Policy and Procedure.

For vehicles, LOS is a qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, as defined in the TRB Highway Capacity Manual. The City of Spokane requires analysis of control delay for each movement at two-way stop unsignalized intersections and aggregated average control delay for signalized intersections and all-way stop intersections. This measure



is then equated to a letter value, LOS A through LOS F. with the exception noted in the concurrency section, this standard applies to both the AM and PM peak hours.

Locally Owned Facilities

The following levels of service apply to the city-owned arterials shown on Map TR 12:

- LOS F, not to exceed 120 seconds of intersection delay at all the following signalized arterial intersections:
 - Within the Downtown and the area bound by and including the Spokane River, Maple Street, 5th Avenue and Sherman Street; and
 - Within zones that implement Centers and Corridors.
- LOS E at all other signalized arterial intersections along Principal arterials, Minor arterials, or Collector arterials.
- LOS E at all unsignalized intersections. Individual approach movements are analyzed at all unsignalized intersections with two-way stop-controlled (TWSC). The average of all movements is analyzed at all-way stop-controlled (AWSC) intersections. The department may allow a lower level of service at unsignalized intersections based on major and minor movement queue length, traffic volume, delay and volume to capacity ratio.

State Highways

State highways can be divided into two categories: Highways of Statewide Significance (HSS) and Regionally Significant Highways (non-HSS). HSS routes in the City of Spokane include I-90 (including ramp terminals), US 2, US 395 and US 195. Non-HSS routes in Spokane include SR 290 and SR 291. The following levels of service apply to the state-owned arterials shown on Map TR 11:

- LOS D for all arterial intersections on HSS routes as established by the 2007-2026 Highway System Plan (Appendix G). When a development affects an intersection where the LOS is already below the applicable threshold, the pre-development LOS will be used instead.
- LOS D for all arterial intersections on Non-HSS routes as established by the 2007-2026 Highway System Plan (Appendix G). Typically the level of service for non-HSS routes is defined by the MPO/RTPO in the Metropolitan Transportation Plan. However, since this MPO/RTPO standard has not been set, the LOS for the HSS routes will apply. When a development affects an intersection where the LOS is already below the applicable threshold, the pre-development LOS will be used instead.

Non-Motorized LOS

The city has adopted a level-of-service for non-motorized facilities based on a percent of network completed. This level-of-service standard is used for concurrency purposes only.



Concurrency

Concurrency was established as part of the 1990 Growth Management Act and is addressed in WAC 365-196-840. The purpose of concurrency is to assure that those public facilities and services necessary to support development are adequate to serve that development at the time it is available for occupancy and use, without decreasing service levels below locally established minimum standards.

This section is intended to provide a brief overview of the city's transportation concurrency system. The city has a separate adopted *Transportation Concurrency Level of Service Standards* Administrative Policy and Procedure that describes the transportation concurrency system in detail.

The city's concurrency system has historically focused solely on vehicular traffic. But it is now being expanded to include non-motorized transportation modes and corresponding improvement projects. This is encouraged by state regulations such as RCW 36.70A.108 and WAC 365-196-840(4)(b).

Vehicle Policy

Concurrency applies to all of service apply to the city-owned arterials shown on Map TR 13, with the exception of the HSS routes (Map TR 12). Per RCW 37.70A.070 (6)(C) HSS routes are not subject to concurrency.

LOS for vehicular concurrency purposes will be evaluated during the PM peak hour of traffic. This does not preclude the city from requesting analysis of other time periods for purposes of safety, operational or SEPA concerns.

For locations where an adequate LOS cannot be maintained with development, the city has historically used intersection improvement or capacity adding projects to meet concurrency. However, there are other options allowed under WAC 365-196-840(6)(i). The city intends to expand the use of transportation strategies to mitigate development which may include increased public transportation service, ride sharing programs, demand management or other strategies as approved by the city.

Non-Motorized Policy

The department shall perform a concurrency test for non-motorized transportation on an annual basis at the end of construction season.

The pedestrian policy will be based on miles of sidewalk completion each year. The city will set a target for total mileage and also for high priority sidewalk added per year. High priority sidewalk will be sidewalk built within those areas defined in the city's pedestrian plan.

The bicycle policy will be based on percentage of bicycle network completion each year. Map TR 5 shows the city's bicycle plan. The city will set a target for annual



percentage completed of this future bicycle network and evaluate whether that target is being met.

Pavement Management

Currently Spokane has nearly 2100 lane miles of paved streets and more is often added with new development. Arterial streets account for approximately 760 of the total lane miles. The Street Department manages its pavements by regularly assessing their condition and performing routine maintenance as far as budget constraints will allow. City streets are visually inspected to document their existing condition. After roads are inspected, a condition index is calculated from 0-100. Generally, streets rated 70-100 are considered "Good." One of our goals is to keep "good" streets in "good" condition. When roads begin to fail, they fail quickly and the costs to repair them increases dramatically. While it might be tempting to fix all "failed" streets first, it would be so expensive no money would be left for preventive maintenance or rehabilitation of "fair" to "good" streets.

Passenger Rail Network

Passenger rail service is provided by Amtrak's Empire Builder route, which provides service between Seattle, Portland, and Chicago. The Amtrak station is located on West First Avenue in downtown Spokane.



4.5 IMPLEMENTATION

20 Year Transportation Project Lists

One of the major goals of the transportation plan is to create a prioritized project list that guides transportation system investments and timing of projects over the life of the plan. The project lists include subjects for future study, arterial reconstruction, arterial maintenance, pedestrian, bicycle, trail, and projects that change capacity for all modes including those that are coordinated with future transit system investments.

This plan includes discussion of projects that the city may partner with other entities or that may be funded or constructed by entities other than the city. Projects where the funding methods have not been completed or where another entity may be the lead agency, while shown on the Arterial Map, are intentionally not included in the following 20 year project lists that are intended to be the focus of city funded or lead projects. Examples include new roadways shown on the arterial map and new or different transit facilities shown on the transit map that the city may seek to partner with WSDOT, the Spokane International Airport, Spokane Transit, or private developers to complete.

Transportation system project lists were prioritized based upon a scoring matrix tool that uses the following six transportation plan goals as the major Evaluation Categories. The source of the projects within the plan included:

- The projects listed in the previous version of the transportation chapter of the Comprehensive Plan.
- Adopted Neighborhood and Sub-Area Plans.
- The Downtown Plan & the U-District Plan.
- The Spokane Regional Transportation Council – Horizon 2040.
 - Transportation Plans for jurisdictions surrounding the city.
 - Spokane Airports Master Plan.
- Spokane Transit Authority – Connect Spokane & STA Moving Forward
 - High Performance Transit Network / Central City Line.
- City Bicycle and Pedestrian Plan.
 - Spokane Area Safe Routes to School.
- City Transportation Impact Fee Project List.
- Joint West Plains Transportation Study.
- WSDOT Plans and Projects.
 - North Spokane Corridor, Route Development Plans, Washington Transportation Plan.
- Current Arterial Pavement Conditions and Utility Conditions.



20 Year Integrated Project Funding Strategy

When forecast availability of funding is available to include new projects within the annually updated 6 Year Capital Program, the highest priority projects are reviewed to determine which projects are the best fit for the overall program. Projects that rank high in the possibility of integration with other public utility needs and that do not conflict with the constructability of the other projects already in the 6 Year Capital Program are reviewed for inclusion by the Plan Commission and for final action annually by the City Council. Projects are evaluated to ensure that their possible construction effects are not geographically concentrated within any one area of the city.

All of the sources of funding are covered in detail in the 6 Year Capital Street Program. Major new sources of funding to implement the Transportation Plan come from the integrated strategy which is summarized below:



Integrated Clean Water Plan / Clean River Initiatives (Combined Sewer Overflow)

The Integrated Clean Water Plan allows the city to meet its regulatory requirements related to water quality in the Spokane River and Lake Spokane. The city is subject to regulatory requirements across its range of stormwater, CSO, and municipal wastewater treatment services. All these requirements come from the Clean Water Act and are regulated through a National Pollutant Discharge Elimination System (NPDES) permit for CSOs and municipal wastewater treatment, existing and potential future total maximum daily load (TMDL) limits, and the Eastern Washington Phase II NPDES Municipal Stormwater Permit.



The Integrated Clean Water Plan specifies that as part of the city's long term effort to reduce pollution to the rivers, stormwater removal systems (Green Infrastructure) are to be incorporated into street projects. This helps to reduce the amount of stormwater in the Combined Sewer Overflow system and reduces the amount of water to be treated at water reclamation facilities or that flows straight to a

river. These projects use different technologies and often involve using street right of

way for either storage facilities or piping to move water from a source to a treatment facility. This combination of treatment techniques achieves greater pollution reduction than would have been possible if these water investments were implemented just to meet regulatory requirements. When these projects are coordinated and integrated with transportation projects the public is able to have multiple system improvements while disrupting the local area only once.

The project prioritization matrix methodology includes project integration criteria and seeks to achieve and maximize several community benefits with every project. Benefits emphasized in the Clean Water Plan include environmental outcomes, community benefits such as improved streets, parks, and natural areas, economic development potential, operations and maintenance considerations, and life-cycle costs.

Maintenance and street sweeping can also reduce stormwater pollution. Each year, thousands of cubic yards of material are collected from the streets and prevented from entering the stormwater and combined sewer systems.

Examples of projects incorporating or testing new Green Infrastructure / Storm Water systems include:

- Havana Street Rebuild including stormwater improvements and dedicated bicycle lanes using permeable pavement;
- 37th Avenue stormwater pipe upsizing; and
- Crestline Complete Street construction.

2014 Street Levy

In November of 2014, the citizens of Spokane approved a 20-year levy lid lift as outlined in City Resolution "RES 2014-0085" for improved and integrated streets. This new levy replaced the 2004 10-Year Street Bond with a longer term funding source.

This pay-as-you go source recognized that street repair needs are perpetual and ongoing investment was critical to maintain the system. The Levy specified that the city would prioritize projects using an integrated approach that considers all needs in the right of way including transportation and utility needs. Levy dollars are to be focused on improvements to the arterials system including both complete rehabilitation of streets and maintenance work.

2014 Water and Sewer System Utility Contribution

The city is leveraging the dollars from the 2014 Street Levy with matching funds from the other city utilities and state and federal sources for a total annual investment of around \$20 million a year into our arterial system.



The city is approaching its work in the right of way in an “integrated” fashion, considering all uses of the street right of way with each project. The effort focuses on incorporating public and private utility work, stormwater management, economic development opportunities, and facilities to support multiple modes of transportation from vehicles to bikes and pedestrians to mass transit and freight mobility. To support that integrated approach, the city has committed an annual \$5 million investment in maintaining the condition of the street from the city’s utilities, which use city right-of-way to serve customers.

Financial Outlook Projection

The transportation system Capital financial outlook was based on a look at 18-20 years (depending on data availability) of the City of Spokane historical finances. Existing funding sources included:

- Transportation Improvement Board (TIB);
- Freight Mobility Strategic Improvement Board (FMSIB);
- Highway Safety Improvement Program (HSIP);
- Safe Routes to School (SRTS) and Bike/Ped;
- Spokane Regional Transportation Council (STRC);
- Real Estate Excise Tax (REET); and
- Paths & Trails.

New sources for the next 20-years include the previously mentioned Street levy and the sewer system utility contribution.

Tables TR 3 and TR 4 identify the projected high and low ends of expected revenue (TR 3) and projected project costs (TR 4). As the plan is implemented these estimates will guide future decision making during project scoping and selection.

TABLE TR 3 – PROJECTED REVENUE		
Revenue Source	Low	High
Local Funds (Levy, Utility, REET)	\$265,000,000	\$275,000,000
Grant Funds	\$50,000,000	\$70,000,000
TOTAL	\$315,000,000	\$345,000,000

TABLE TR 4 – PROJECTED PROJECT COSTS		
Revenue Source	Low	High
Integrated	\$270,000,000	\$350,000,000



TABLE TR 4 – PROJECTED PROJECT COSTS

Revenue Source	Low	High
Other Capital (bridges, stand-alone bike/ped projects, capacity impact fee projects)	\$85,000,000	\$125,000,000
TOTAL	\$355,000,000	\$475,000,000

20 Year Project Prioritization

The 20 Year transportation project lists were prioritized based upon a scoring matrix tool that uses the following six transportation plan goals as the major Evaluation Categories. Within each evaluation category measurable criteria are used to score how well each project fits the criteria. Each measurable criteria column is then added to give a total project score. The higher the total score of the project the higher priority the project has in the 20 Year Transportation Plan. Details on the project list prioritization process are found in Volume V and include the scoring criteria, rankings, and planning-level cost estimates. Condensed versions of those tables can be found below in Tables TR 5 – TR 8.

Financially Constrained Project List

Based on the projected revenue and projected costs identified in Tables TR 3: Projected Revenue and TR 4: Projected Project Costs, Table TR 5: Integrated Street Rebuilds identifies a financially constrained project list for the next 20 years. Projects outside the financially constrained list are greyed out in Table TR 5. These projects will remain on the list, and may receive future funding depending on circumstances.

In developing the financially constrained lists, it was necessary to make assumptions regarding future available funds based on best available data in 2017. The number of projects to be considered financially constrained will necessarily change based upon actual future funding.

Transportation Goals Used as Evaluation Categories

In developing the prioritization matrix, the city settled on using and expanding on the goals established for this transportation chapter update.

- TR Goal B: Provide Transportation Choices.
- TR Goal C: Accommodate Access to Daily Needs and Priority Destinations.
- TR Goal D: Promote Economic Opportunity.
- TR Goal E: Respect Natural & Community Assets.
- TR Goal F: Enhance Public Health & Safety.
- TR Goal G: Maximize Public Benefits and Fiscal Responsibility with Integration.



Project Categories

Within the prioritization matrix, projects are organized as follows:

- **Integrated Street Rebuilds (Table TR 5):**
 - Projects typically include full depth reconstruction, integration of storm water, water, and sewer repair and or replacement. Addition of or repair of all transportation modes are included in the scope of these projects, including incorporating transit.
- **Maintenance / Overlays:**
 - These projects are part of the 20-Year Arterial Strategy to keep the “Good” streets in good condition and manage the poor streets until they can be fully rebuilt.
- **Active Transportation Projects (Table TR 6):**
 - Pedestrian, bicycle, and trails that are part of the transportation system.
- **Capacity Improvement Project List (Table TR 7):**
 - Motorized capacity projects including new roadway segments to improve connectivity, intersection modifications including new signals and Intelligent Transportation Systems (ITS) to move goods and people more efficiently.
- **Bridges (TR 8):**
 - Bridges provide key surface links between downtown and the surrounding area, supporting the city’s ability to maintain and build upon its economic strength.

20-Year Arterial Strategy

The 20-year Arterial Strategy includes the following implementation approaches tied to the Transportation Plan goals:

- Integrated Street Rebuilds;
- Maintenance / Overlays; and



- Everything Has Its Place.

20-Year Goal:
Improved Arterial
System for All



Integrated Street Rebuilds

Rebuilding streets in an integrated fashion including Green Infrastructure and adding multi-modal transportation modes as outlined in the Transportation Plan. The prioritization matrix process provides the majority of the guidance on how these streets are selected into the 6 Year Capital Street Program. The goal of these projects is to:

- Do all the work that's needed when you rebuild – ensure that all infrastructure is prepared for the next 20 years.
- Include underground utilities:
 - Water & sewer;
 - Electric & natural gas; and
 - Communications & data including telephony, cable, signal systems.
- Manage stormwater.
- Bike Facilities as called for in the Master Bike Plan (MBP).
- Pedestrian needs.
- Transit system improvements.

TABLE TR 5 – INTEGRATED STREET REBUILDS

ID	Project Name	Project Location	Project Description
1	Main Ave.	Monroe to Wall	Full depth reconstruction, SW repair, structural sidewalk mitigation, stripe bike lanes, redo lighting (parking funds).



TABLE TR 5 – INTEGRATED STREET REBUILDS

ID	Project Name	Project Location	Project Description
2	Sprague	Howard to Browne	Full depth reconstruction, SW repair, structural sidewalk, stripe bike lanes, redo lighting (parking funds).
3	Spokane Falls Blvd.	Post to Division	Full depth reconstruction, SW repair, structural sidewalk, redo lighting (parking funds).
4	1st Ave.	Wall to Bernard	Full depth reconstruction, SW repair, structural sidewalk, redo lighting (parking funds).
5	27th Ave.	SE Blvd to Ray	Full depth reconstruction, SW repair.
6	Howard St.	SFB to Riverside	Full depth reconstruction, SW repair, structural sidewalk, redo lighting (parking funds).
7	Howard St.	Sprague to 4th	Full depth reconstruction, SW repair, structural sidewalk, redo lighting (parking funds).
8	Washington	SFB to 4th	Full depth reconstruction, SW repair, structural sidewalk, redo lighting (parking funds).
9	Main Ave.	Cedar to Monroe	Full depth reconstruction, SW repair, structural sidewalk.
10	Maxwell	Maple to Monroe	Full depth reconstruction, SW repair.
11	4th Ave.	Jefferson to Division	Full depth reconstruction, SW repair.
12	Mallon	Monroe to Howard	Full depth reconstruction, SW repair.
13	Monroe	Maxwell to Indiana	Full depth reconstruction, SW repair.
14	Post St.	Main to 3rd	Full depth reconstruction, SW repair, structural sidewalk, redo lighting.
15	Belt	Garland to Rowan	Full depth reconstruction, new sidewalk, SW repair, crosswalks, bike lane.
16	Stevens	SFB to 4th	Full depth reconstruction, SW repair, structural sidewalk, redo lighting.
17	Cedar	11th to 15th	Full depth reconstruction, SW repair, bike lane.
18	Broadway Ave.	Cedar to Post	Full depth reconstruction, SW repair.
19	Riverside Ave.	Hemlock to Maple	Full depth reconstruction, SW repair.
20	Cowley St.	4th to Rockwood	Full depth reconstruction, SW repair, add sidewalk.
21	Summit Blvd. - Mission	A St. to Pettit	Full depth reconstruction, SW repair.
22	Boone	Maple to Monroe	Full depth reconstruction, SW repair.
23	Howard St.	Mallon to Maxwell	Full depth reconstruction, SW repair.



TABLE TR 5 – INTEGRATED STREET REBUILDS

ID	Project Name	Project Location	Project Description
24	Indiana Ave.	Ash to Monroe	Full depth reconstruction, SW repair, bike lanes.
25	Wellesley	Division to Nevada	Full depth reconstruction, SW repair.
26	Boone	Summit Blvd to Ash	Full depth reconstruction, SW repair.
27	Maple-Walnut	5th to 11th	Full depth reconstruction, SW repair.
28	Rowan	Division to Nevada	Full depth reconstruction, SW repair.
29	SE Blvd	29th to 31st	Full depth reconstruction, SW repair.
30	Monroe	Garland to Wellesley	Full depth reconstruction, SW repair.
31	Havana	Broadway to Sprague	Full depth reconstruction, SW repair.
32	Freya (Phase 1)	Wellesley to Francis	Full depth reconstruction, SW repair.
33	Rowan	Crestline to Market	Full depth reconstruction, SW repair.
34	17th Ave.	Grand to Upper Terrace	Full depth reconstruction, SW repair.
35	Boone	Washington to Division	Full depth reconstruction, SW repair.
36	Howard St.	Maxwell to Buckeye	Full depth reconstruction, SW repair.
37	Havana	3rd to Hartson	Full depth reconstruction, SW repair.
38	Nevada	Magnesium to Holland	Full depth reconstruction, SW repair.
39	Havana	Sprague to 3rd	Full depth reconstruction, SW repair.
40	14th Ave.	Bernard to Grand	Full depth reconstruction, SW repair.
41	Frederick	Freya to Havana	Full depth reconstruction, SW repair.
42	Bernard - Ben Garrett – Grove	9th to 14th	Full depth reconstruction, SW repair.
43	Freya Paving	37th to 42nd	Full depth reconstruction, SW repair.
44	Hartson	Freya to Havana	Full depth reconstruction, SW repair.
45	Wellesley	Crestline to Haven	Full depth reconstruction, SW repair.
46	Freya Paving	17th to 29th	Full depth reconstruction, SW repair.
47	Wellesley	Driscoll to A St.	Full depth reconstruction, SW repair.
48	Freya	Upriver to Euclid	Full depth reconstruction, SW repair.
49	Sharp-Atlantic	Boone to Pearl	Full depth reconstruction, SW repair.
50	Empire / Garland	Crestline to Market	Full depth reconstruction, SW repair.
51	Summit Blvd.	Boone to Broadway	Full depth reconstruction, SW repair.
52	Rowan	Assembly to Driscoll	Full depth reconstruction, SW repair.
53	Cedar - High Dr.	15th to 29th	Full depth reconstruction, SW repair.



TABLE TR 5 – INTEGRATED STREET REBUILDS

ID	Project Name	Project Location	Project Description
54	Central Ave.	Wall to Division	Full depth reconstruction, SW repair.
55	Summit Blvd.	A St. to Boone	Full depth reconstruction, SW repair.
56	14th Ave.	Monroe to Grand	Full depth reconstruction, SW repair.
57	Freya	Wellesley to Euclid	Full depth reconstruction, SW repair.
58	Indiana Ave.	Monroe to Division	Full depth reconstruction, SW repair.
59	Bernard	29th to High Drive	Full depth reconstruction, SW repair.
60	Sunset Blvd.	Hwy 2 to Rustle	Full depth reconstruction, SW repair.
61	14th Ave.	Cedar to Monroe	Full depth reconstruction, SW repair.
62	Illinois	Perry to Market	Full depth reconstruction, SW repair.
63	Lincoln	Division to Nevada	Full depth reconstruction, SW repair.
64	Belt	NW Blvd to Montgomery	Full depth reconstruction, SW repair.
65	25th Ave.	Bernard to Grand	Full depth reconstruction, SW repair.
66	Empire	Nevada to Crestline	Full depth reconstruction, SW repair.
67	Milton-14 th	16th to Lindeke	Full depth reconstruction, SW repair.
68	Rockwood Blvd.	Grand to Cowley	Full depth reconstruction, SW repair.
69	Wellesley	Nevada to Crestline	Full depth reconstruction, SW repair.
70	Rowan	Nevada to Crestline	Full depth reconstruction, SW repair.
71	6th-7th Ave.	Inland Empire to Walnut St.	Full depth reconstruction, SW repair.
72	Perry	Wellesley to Euclid	Full depth reconstruction, SW repair.
73	Empire	Division to Nevada	Full depth reconstruction, SW repair.
74	Wellesley	Freya to Havana	Full depth reconstruction, SW repair.
75	Strong Rd.	Five Mile to Cedar	Full depth reconstruction, SW repair.
76	Cozza Dr.	Division to Nevada	Full depth reconstruction, SW repair.
77	Lindeke St. - 16 th	Sunset Blvd to 195	Full depth reconstruction, SW repair.
78	Qualchan Dr.	Cheney Spokane to 195	Full depth reconstruction, SW repair.
79	Rustle-Garden Springs	Sunset to City limits (near Assembly)	Full depth reconstruction, SW repair.

Maintenance

As a part of the adoption of the Street Levy the goal was to bring the system wide average pavement condition to a "Good" condition. This recognized that while some of the system would be improved to an "Excellent" condition after a full rebuild other



parts of the system would need to be maintained without either needing or being able to be fully rebuilt within the next 20 years. This would include grind/overlay projects, pothole and sub-grade repair, skin patching, utility cut patching, and crack sealing to prolong street pavement life.

Keep the “good” streets “good”:

- This is MOST important.
- Invest in streets to keep them from deteriorating to the point of rapid decline.
- Select streets based on prescribed schedule & visual inspection.
- Increase dollars spent in this area over time.

Keep “poor” streets together until they can be rebuilt:

- Road condition is priority.
- Improve the ride until it can be rebuilt.
- Mostly grind and overlay work.
- Include 1-2 projects each year.

Selecting grind and overlay to manage poor streets, reviewing:

- Pavement condition.
- Traffic volumes.
- Pedestrian demand and bike facilities.
- Location in a Center or Corridor or Target Area.
- Location on a transit route.
- Completion of a larger corridor.
- Geographic diversity.

Active Transportation Projects

With a move towards more integrated project delivery, many of the planned active transportation projects will be implemented along with street rebuilds and annual maintenance activities. However, there will always be some stand-alone active transportation projects that are a priority for the city and its residents, such as the recently completed Ben Burr Trail. For those projects, a portion of the federal funding received, along with grant funding, will be used to complete these projects. The pursuit and development of the active transportation projects listed below in Table TR 6 will be opportunity driven, and thus the projects are not ranked. For many of these projects, a study determining feasibility and alignment will be the necessary first step. It should be noted that not all of these projects will be completed in the next 20-years.



TABLE TR 6 – ACTIVE TRANSPORTATION PROJECTS

ID	Project Name	Project Location
1	Downtown Bike Share Program	Downtown & U District.
2	Thornton Murphy Park Pathway and Crossing Improvement	Ray/23rd to 27th/Fiske.
3	Hillyard / NSC Pedestrian Bridge Study	NSC
4	Southeast Sports Complex Pathway	Regal to Altamont.
5	Centennial Trail - Boone to Pettet Dr.	Connect from Boone to Pettet Dr.
6	Downtown Structural Sidewalk Repair	Various locations downtown.
7	Ben Burr Under SFB Bridge	Builds the Ben Burr connection underneath the SFB Bridge.
8	Centennial Trail to Fish Lake Connection	Connect from Sandifur Memorial Bridge to the Fish Lake Trailhead.
9	Centennial Trail / Mission Ave Ped Bridge	Make Crossing Improvements at Mission Ave.
10	Spokane Valley/Millwood Trail	Western leg from Greene St. to Felts Field.
11	Everett Street Greenway	Division to Market.
12	Elm Street Greenway	Summit Parkway to NW Blvd.
13	Canon Pool Area - Sidewalk Infill	Elm, Sinto, Oak, Cannon as needed.
14	N Monroe Area Sidewalk Infill	Gaps on Madison, Euclid.
15	Fort George Wright Sidewalk	South side from River Ridge Blvd. to SFCC entrance.
16	Stairway Repair and Replacement	Various locations.
17	N Hillyard Area - Sidewalk Infill	Haven, Bismarck, Regal, as needed.
18	S Hillyard Area - Sidewalk Infill	Haven west side, Rich, Regal.
19	East Sprague Area Sidewalk Infill	Gaps on Helena, Madelia.
20	34th-35th Avenue Greenway	Arthur to Regal.
21	Indian Trail Pathway	Lowell to Kathleen.
22	US 2 - Shared Use Path - Spotted to Frontage Road	North Side of US 2 b/w Sunset Frontage Rd and Spotted Rd.
23	US 2 - Shared Use Path - Assembly to Frontage Road	Sunset Blvd Corridor between Assembly and the west end of Sunset Frontage Rd.
24	Division Sidewalk Weile to Lincoln	Gaps on eastside of Division from Weile to Cozza.
25	North River Drive Sidewalk	Construct sidewalk on the south side of North River Dr.
26	Cook Street Greenway	SE Blvd to 49 th .
27	US 2 - Shared Use Path - Spotted to Flint	North Side of US 2 b/w Spotted Rd and Flint Rd.



TABLE TR 6 – ACTIVE TRANSPORTATION PROJECTS

ID	Project Name	Project Location
28	US 2 - Shared Use Path - Flint to Hazelwood	North side of US 2 b/w Flint and Hazelwood.
29	Division sidewalk Cozza to Lincoln	Gaps on west side of Division from Cozza to Lincoln.
30	Division sidewalk Rhoades to Houston	Gaps on westside of Division from Rhoades to Houston.
31	33rd Avenue Greenway	High Drive to Arthur.
32	East Central Comm Center Area - Sidewalk Infill	Lee, Stone, Cook, Napa.
33	North Hill (Garland) Sidewalk Infill	Lincoln, Rockwell, Lacrosse, Longfellow.
34	Arthur Street Greenway	
35	21st Avenue Greenway	Cedar to Rockwood Blvd.
36	Havana Sidewalk	Gaps from Havana to 3 rd .
37	Holy Family Area - Sidewalk Infill	Central, Standard, as needed.
38	Belt St Sidewalk	East side Wellesley to Longfellow.
39	US 195 Shared Use Path	Spokane-Cheney commercial area to Meadowlane.
40	Trolley Trail Acquisition and Improvement	Complete the Trolley Trail from the northern terminus of the publicly owned trail (running from Assembly northeast for 1.5 miles) to Milton Street.
41	17th Avenue Greenway	Cedar to Rockwood Blvd.
42	Hartson Ave Sidewalk Infill	Gaps from Regal to Freya.
43	Rowan Ave. Sidewalk	North side Napa to Crestline.
44	Greene/Upriver Area - Sidewalk Infill	West of Greene, Jackson, Market, Carlisle.
45	Alberta St. Sidewalk	East side gaps from Wellesley to Francis.
46	Francis Sidewalk Gaps	Sutherlin to Winston (both sides).
47	Alberta-Cochran Sidewalk	Infill from NW Blvd to Gordon.
48	Driscoll Blvd. Sidewalk	Alberta to Garland.
49	Alberta St. Sidewalk	East side from Driscoll to Longfellow.
50	Perry St. Sidewalk	East side Bridgeport to Empire.
51	Cliff Dr. Sidewalk	Gaps from Bernard to Grand.
52	Alberta St. Sidewalk	West side from Driscoll to Garland.
53	Perry St. Sidewalk	East side Empire to Wellesley.
54	Helena St. Sidewalk	Both sides Rowan to Olympic.



TABLE TR 6 – ACTIVE TRANSPORTATION PROJECTS

ID	Project Name	Project Location
55	Fish Lake Trail Gap I	Sandifur Bridge to Fish Lake Trailhead.
56	Fish Lake Trail Gap II	Queen Lucas Lake to Fish Lake Regional Park.

Capacity Improvement Projects

The GMA authorizes impact fees for adding needed capacity for streets and roads. The fees must be based on, and used for, specific improvement projects in the Transportation Plan. The projects must be “system improvements” that provides additional system capacity service and benefits to the community, and not “project improvements” that provide service and benefits only to the individual development. Table TR 7 is a snapshot in time and will change based on the city’s needs over time based on actual and forecasted growth.

TABLE TR 7 – CAPACITY IMPROVEMENT PROJECTS

Region	Project Name	Project Location
D	5th Ave / Sherman St	Intersection - install new traffic signal.
D	Trent / Hamilton intersection	Modifications due to new traffic patterns with NSC.
D	Downtown Bike Share	Paid bike share program.
D	D Bicycle Improvements	Stripe bike facilities on arterials.
D	D Pedestrian Improvements	Install pedestrian facilities on arterials.
D	Ash Street 2-way from Broadway to Dean	Convert Ash St. to a 2-way street to allow access to Maple St. Bridge SB.
NW	Assembly St / Francis Ave (SR291)	Intersection - construct roundabout.
NW	Indian Trail Rd - Kathleen to Barnes	Widening - construct to 5-lane section.
NW	Francis/Alberta	Modify NB and SB lanes to allow protected phasing.
NW	Francis/Maple	Add WBR lane.
NW	NW Bicycle Improvements	Stripe bike facilities on arterials.
NW	NW Pedestrian Improvements	Install pedestrian facilities on arterials.
S	29th Ave / Freya St	Stripe EBL and WBL turn lanes, and widen for NB and SB left turn lane. Keep 4-way stop.
S	29th Ave TWLTL	Between Martin and Stone.
S	37th Ave / Freya St	Construct traffic signal.
S	37th Ave / Ray St	Construct traffic signal and WBR channelization.



TABLE TR 7 – CAPACITY IMPROVEMENT PROJECTS

Region	Project Name	Project Location
S	Ray-Freya Preferred Alternative	Study scope within general area of 17 th Ave. to 57 th Ave. and from Crestline St. to Freya St.
S	44th Ave. from Crestline to Altamont	New collector road section.
S	44th/Regal	Widen northbound approach to 2 lanes.
S	Freya / Palouse Hwy.	Roundabout (or turn lanes).
S	S Bicycle Improvements	Stripe bike facilities on arterials.
S	S Pedestrian Improvements	Install pedestrian facilities on arterials.
NE	Lincoln Rd. / Nevada St.	Intersection Improvements - construct separate eastbound and westbound left-turn lanes; include west leg widening and construction of 5-lane east of Nevada 1000'.
NE	Hamilton St. Corridor - Desmet Ave. to Foothills Ave.	Segment Improvements - Construct traffic signal modifications to accommodate protected or protected/permitted signal phasing. New signal at Desmet.
NE	Mission/Havana	Signal.
NE	Nevada / Magnesium	left turn phasing, additional lanes
NE	Greene/Ermina	New signal to accommodate SCC access for transit and future NSC (mostly funded by STA)
NE	NE Bicycle Improvements	Stripe bike facilities on arterials.
NE	NE Pedestrian Improvements	Install pedestrian facilities on arterials.
W	US 2 / Deer Heights Signal	New signal.
W	21 st Avenue: Deer Heights to Flint/Granite	Segment - construct new 3-lane arterial.
W	Deer Heights Road: south end to 18th/21st	Segment - construct new 2-lane arterial.
W	12 th Avenue: Deer Heights to Flint/Granite	Segment - construct new 2-lane arterial.
W	US 2 Bike Path	Bike path from Deer Heights to Sunset Hill.
W	W Bicycle Improvements	Stripe bike facilities on arterials.
W	W Pedestrian Improvements	Install pedestrian facilities on arterials.



Bridges

The Spokane River has served as an industrious focal point for hundreds of years. Because the river and Spokane Falls drew people to gather at its banks, bridges became requisite and have played a major role in Spokane's economic vitality for over 100 years. Freight transfer into and through Spokane is facilitated by six key bridges. These bridges provide key surface links between downtown, the heart of our economic engine, and the surrounding area. All bridges listed in Table TR 8 are showing their age, portions of some of these bridges have deteriorated to the point that the City of Spokane has had to restrict traffic to maintain safety standards.

TABLE TR 8 – BRIDGE PROJECT LIST	
Project Name	Year Built
Post Street Bridge	1917
Latah Bridge	1913
Mission Street Bridge	1909
Greene Street Bridge	1955
Hatch Bridge	1919

20-Year Residential Strategy

Non-Arterial Street Maintenance

Non-Arterial streets traditionally have fewer maintenance and new construction funds available than Arterial streets. Federal and State funding sources are normally not available, leaving the local community as the sole source for maintenance or rebuilding local streets. The City Council formed a local Transportation Benefit District (TBD) to generate revenue for the repair and maintenance of non-arterial streets.

The TBD governing board (currently the City Council) established a Citizen's Transportation Advisory Board (CTAB) as per resolution "RES 2010-0002". The TBD Board recognized that successful implementation of the city's TBD required transparency and accountability regarding the revenue generated by the vehicle tab fee as well as the projects on which these funds are spent. The volunteer citizens of the CTAB are responsible for the review of transportation projects under consideration for TBD funding and make recommendations to the TBD governing board.



Railroad Crossing Projects

There are many at-grade rail crossings within the city. Most of these already have warning devices and gates installed to provide increased protection for vehicles, cyclists, and pedestrians on the road. However, there are a few arterial crossing locations that could use further improvements, as funding becomes available. These locations are already equipped with warning lights and bells. However, due to increased traffic on the roadway or on the rail line, the locations listed in table TR-9 would benefit from additional safety measures.

TABLE TR 9 – RAILROAD CROSSING PROJECT LIST	
Project Name	Needed Improvements
Havana Street crossing of UP (n/o Sprague Avenue)	Widen crossing for sidewalk, install gates, update preemption equipment and track circuit for the adjacent traffic signal
Freya Street crossing of UP (n/o Sprague Avenue)	Install gates, update preemption equipment and track circuit for the adjacent traffic signal
Mission Street crossing of BNSF (e/o Perry Street)	Install gates, update preemption equipment and track circuit for the adjacent traffic signal

Notes: UP = Union Pacific Railroad. BNSF = Burlington Northern and Santa Fe Railroad.



4.6 FUTURE CONDITIONS

In addition to the proposed projects and policies presented in this plan, there are several noteworthy technological, demographic, and societal changes that are anticipated to have significant impacts on the future of transportation systems. This section reviews some of these trends and tries to provide insight on how these may change transportation needs in the future.

Technological

Ride Sourcing

Transportation network companies (TNC) are providing ride sourcing options with apps such as Uber and Lyft, which have introduced a new dynamic to the transportation system. They provide a quick and relatively affordable alternative for completing short trips, adding another tool to facilitate alternatives to car ownership.

TNC's have seen rapid growth, increasing operations by 360% from 2013-2014, and are expected to continue in an upwards trajectory².

Impacts of Autonomous Vehicles

In recent years, the anticipation and questions around autonomous vehicles have intensified. As transportation technology continues to rapidly evolve, major benefits such as improved safety, increased mobility, and maximized efficiency are on the horizon. However, autonomous vehicles will bring several challenges for jurisdictions as technology integrates with existing infrastructure and human drivers.

Though it is expected that safety will be improved as a result of automation limiting accidents, it will take decades for roadways to become fully automated, potentially resulting in friction between autonomous and human drivers in the near future. In addition, there are concerns of negative impacts autonomous vehicles may have on VMT and emission levels as a result of empty cars travelling to cheaper parking areas away from the owners' destination, which would also add to local congestion. As technology has the potential to increase the capacity of existing roadways and intersections through more efficient signal timing and tighter vehicle spacing, reducing congestion concerns, it may encourage individuals to utilize their own vehicles more often and as an alternative to transit services. Planning ahead and implementing policies to curtail VMT in the presence of autonomous vehicles can prevent such concerns from materializing. Potential system features that could be set up to prevent increases in VMT include the following:

- Pay per mile;
- Facilitating and encouraging the sharing economy;

² SOURCE: Reuters // Uber, Lyft, Sidecar sites, compiled by <http://quoted.thezebra.com/>



- Establish autonomous vehicles as support for transit and active modes, not a replacement; and
- Ensure high quality transit is available, especially along major corridors, as quality will be more important than ever to encourage ridership.

In addition, though automation will bring many benefits assuming negative impacts are curtailed, it may not bring the same level of benefits related to improved public health, economic development, and quality of life, as seen with active transportation. Modal balance of the transportation system will be as important in the future as it is today for residents.

Parking is another key component of the transportation system that is likely to be impacted as autonomous vehicles emerge. A system of shared autonomous vehicles could reduce, or perhaps even eliminate, the need for parking. This presents tremendous opportunity, because of the significant amount of land underutilized by being dedicated to parking, which negatively impacts walkability and the overall vibrancy of an area. If predictions of lowered parking demands materialize, cities and developers could rapidly eliminate or reduce the amount of parking in projects, opening the door to projects that bring along the benefits of density, availability of more affordable housing, and walkability. With technology expected to evolve to complete autonomous capability in the next decade, and 100% autonomous penetration as soon as 2045, cities like Spokane may consider creating dramatically less parking for the future, especially when considering the long term costs and life span of parking structures³.

As these technologies begin to emerge, Spokane should not only update infrastructure technologies to maximize capacity and safety of the network, but also look ahead to address potential challenges of managing new technologies as they may impact VMT levels and other travel patterns.

Economic

Expected Increases in Delivery Freight

Shoppers are making fewer trips to stores, instead opting to shop from their keyboard. The digital footprint will continue to grow, and more goods are likely to come directly to residences. This may result in an increased number of delivery vehicles making their way into urban neighborhoods.

Role of the Sharing Economy

Technology has enabled the growth of the sharing economy. There are mobile applications that enable ride sourcing as previously described, short term car rentals

³ Morgan Stanley. (2013). "Autonomous Cars: Self-Driving the New Auto Industry Paradigm." Retrieved from: <http://orfe.princeton.edu/~alaik/SmartDrivingCars/PDFs/Nov2013MORGAN-STANLEY-BLUE-PAPER-AUTONOMOUS-CARS%EF%BC%9A-SELF-DRIVING-THE-NEW-AUTO-INDUSTRY-PARADIGM.pdf>



such as ZipCar, and temporary home or auto sharing opportunities such as Airbnb and Turo. These new markets provide alternatives to traditional auto ownership and may result in changes to transportation behaviors.

Demographics⁴

People Driving Less Overall

VMT per capita is not increasing like it has in the past, suggesting that people are more open to alternatives to driving in congested conditions than before. While lower gas prices and a rebounding economy led to an uptick in total vehicle miles traveled (VMT) in 2015, vehicle miles traveled per capita rose at a slower rate than total driving, and remains over 6% off its 2004 high.

Younger Generations Are Driving Less

Younger age groups are exhibiting strong preferences for alternative modes and methods of transportation, suggesting that vehicle ownership and driving trends may not stay as it has been in the past. Millennials are more likely than previous generations to use transit, walk, and bike, and less likely to drive.

Decreased Licensing Rates

Younger generations are waiting longer to obtain drivers licenses. This trend showcases that driving is not as important to young people today as it was in the past. Between 1998 and 2008, the proportion of teenagers with a license dropped by 28%. In addition, only 79% of individuals between the ages of 20-24 had a driver's license in 2011, compared to 92% of individuals within that same age group in 1983.

Renewed Desire to Live in Urban Areas

With today's technology, millennials have grown accustomed to having the world at their fingertips. As cities resurface as centers of economic energy and vitality, millennials are opting to live in urban areas over the suburbs of rural communities, with 62% of millennials indicating they prefer to live in the type of mixed-use communities found in urban centers, where they can be close to shops, restaurants, and employers. Millennials are currently living in urban areas at a higher rate than any other generation. As a result, for the first time since the 1920's, growth in U.S. cities outpaces growth outside of them.

Demand for Transit is Up

Nationwide, transit ridership has increased consistently since 2010. Though this may be tied to the Great Recession, other trends suggest that younger generations are actively relying on alternatives to driving.

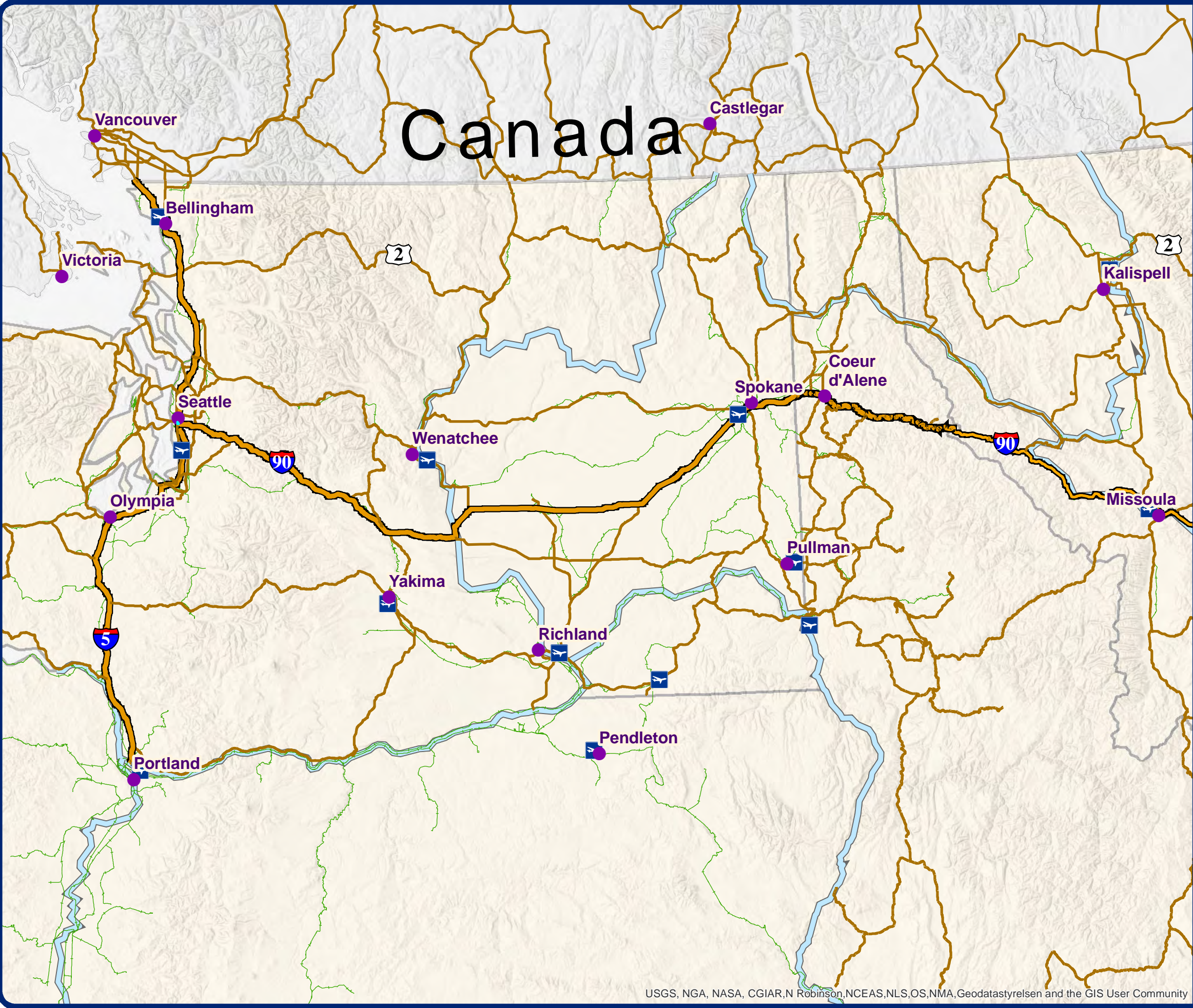
⁴ SOURCES: <http://www.nielsen.com/us/en/insights/news/2014/millennials-prefer-cities-to-suburbs-subways-to-driveways.html> // <http://gizmodo.com/millennials-will-live-in-cities-unlike-anything-weve-se-1716074100> // : <http://usa.streetsblog.org/2014/09/02/behind-fhwass-dubious-vmt-announcement-and-call-for-highway-investment/> // : <https://www.washingtonpost.com/news/wonk/wp/2014/10/14/the-many-reasons-millennials-are-shunning-cars/>



More Single Households

Younger generations are waiting longer than before to get married and have children. This means that housing preferences and travel patterns observed in family households are not emerging as strongly as before.





Canada

Regional Map

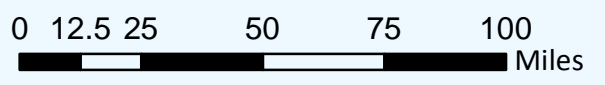
Map TR1

Legend

- Major Cities
- Airports

Roadways

- Interstate
- Highways
- Major Rail Lines
- Rivers



Source: GIS
Date: 07/2017

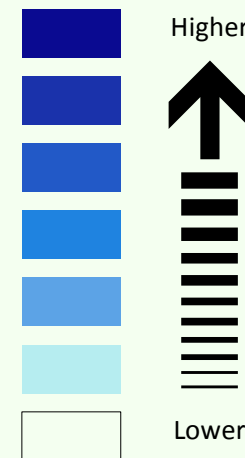


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Housing Unit Density Change

Map TR 2

Legend Housing Unit Density (2010-2040)



Base Map Layers

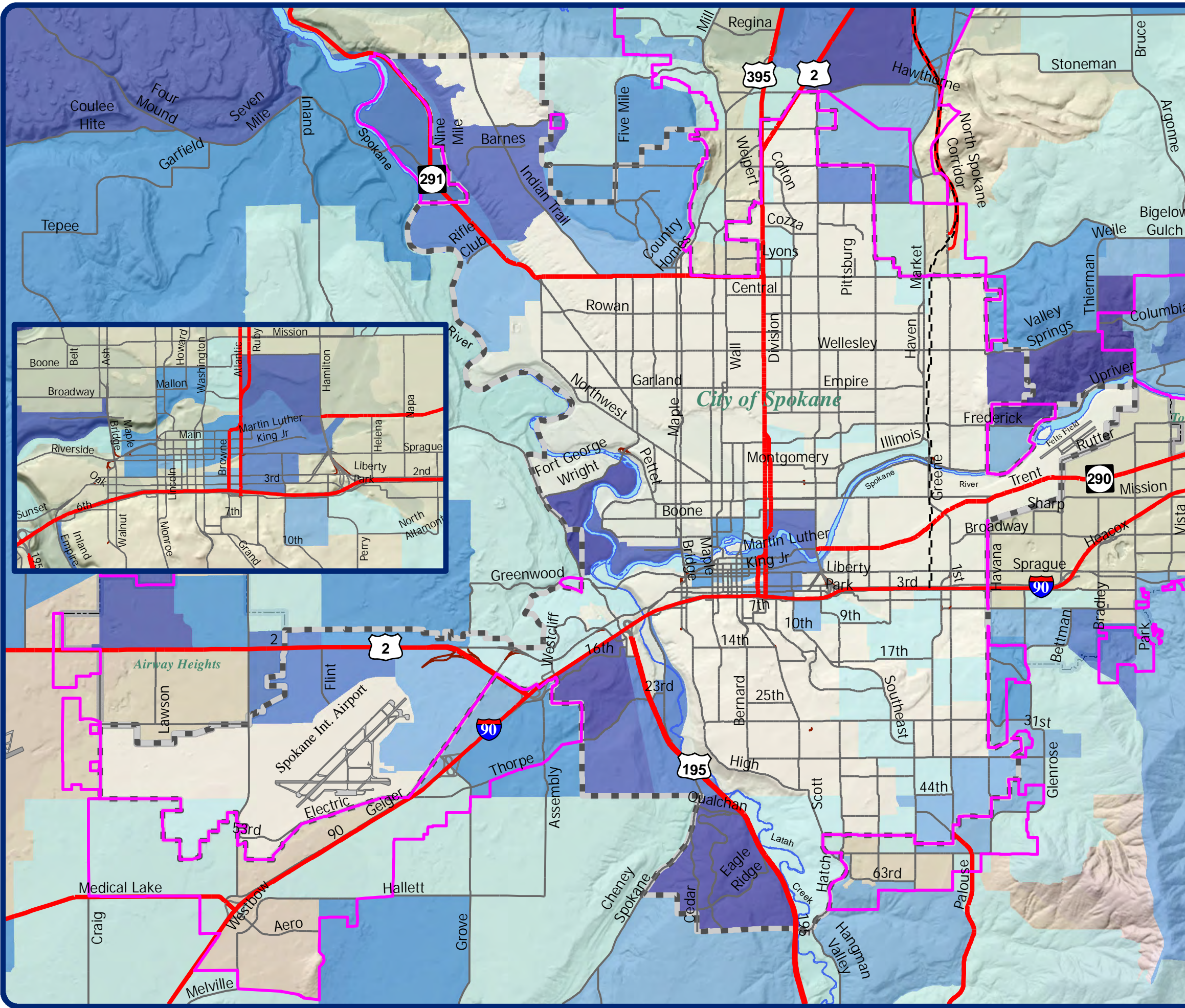
- County Adopted Urban Growth Area
- Municipal Boundary
- County Boundary
- Rivers
- State Routes
- Arterials
- Future North Spokane Corridor



Source: GIS
Date: 07/2017

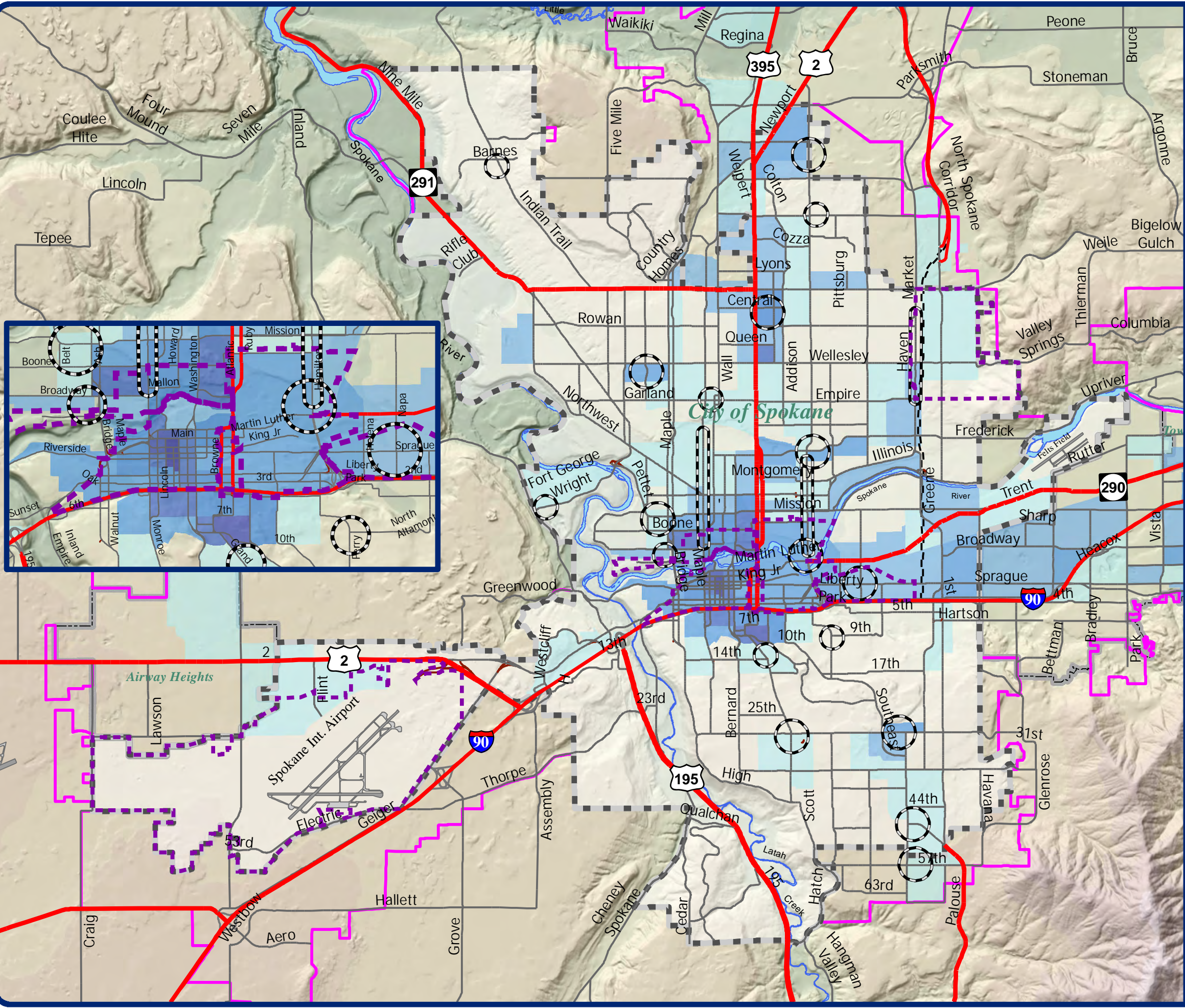


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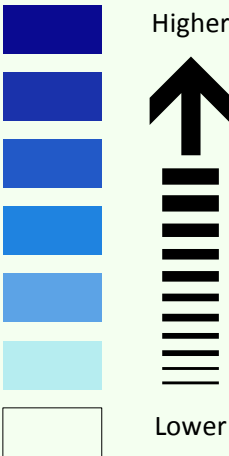
Employment Density Change

Map TR 3



Legend

Employment Density (2010-2040)



Base Map Layers

- County Adopted Urban Growth Area
- Municipal Boundary
- County Boundary
- Rivers
- State Routes
- Arterials
- Future North Spokane Corridor
- Centers & Corridors
- Targeted Growth Areas



Source: GIS
Date: 07/2017



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Composite Needs Map: Pedestrian Priority Zones

Map TR 4

Legend



Base Map Layers

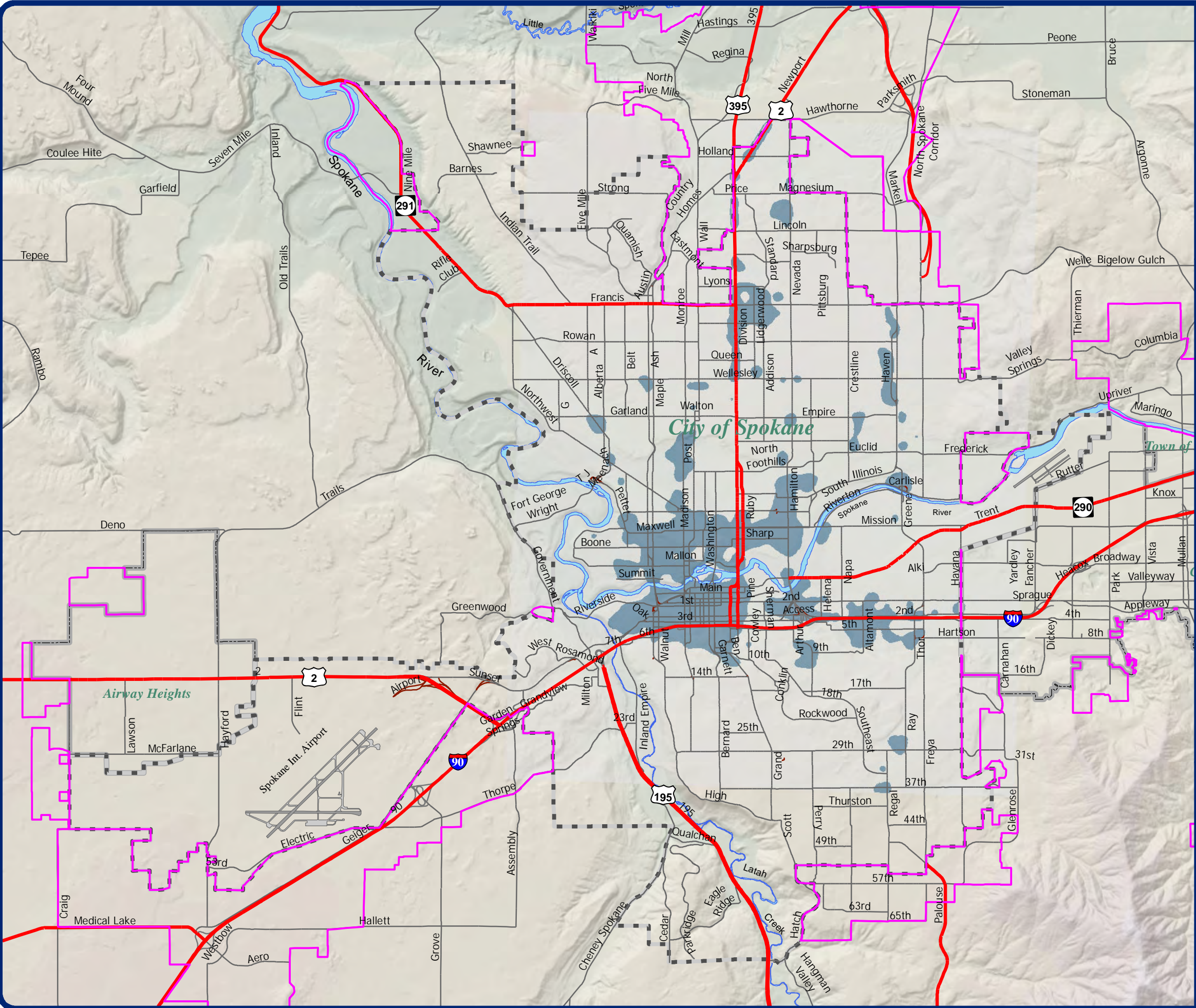
- County Adopted Urban Growth Area
- Municipal Boundary
- County Boundary
- Rivers
- State Routes
- Arterials
- Future North/South Corridor



Source: GIS
Date: 07/2017



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Proposed Bike Network Map

Map TR 5

Future_Bike_Network

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

Base Map Layers

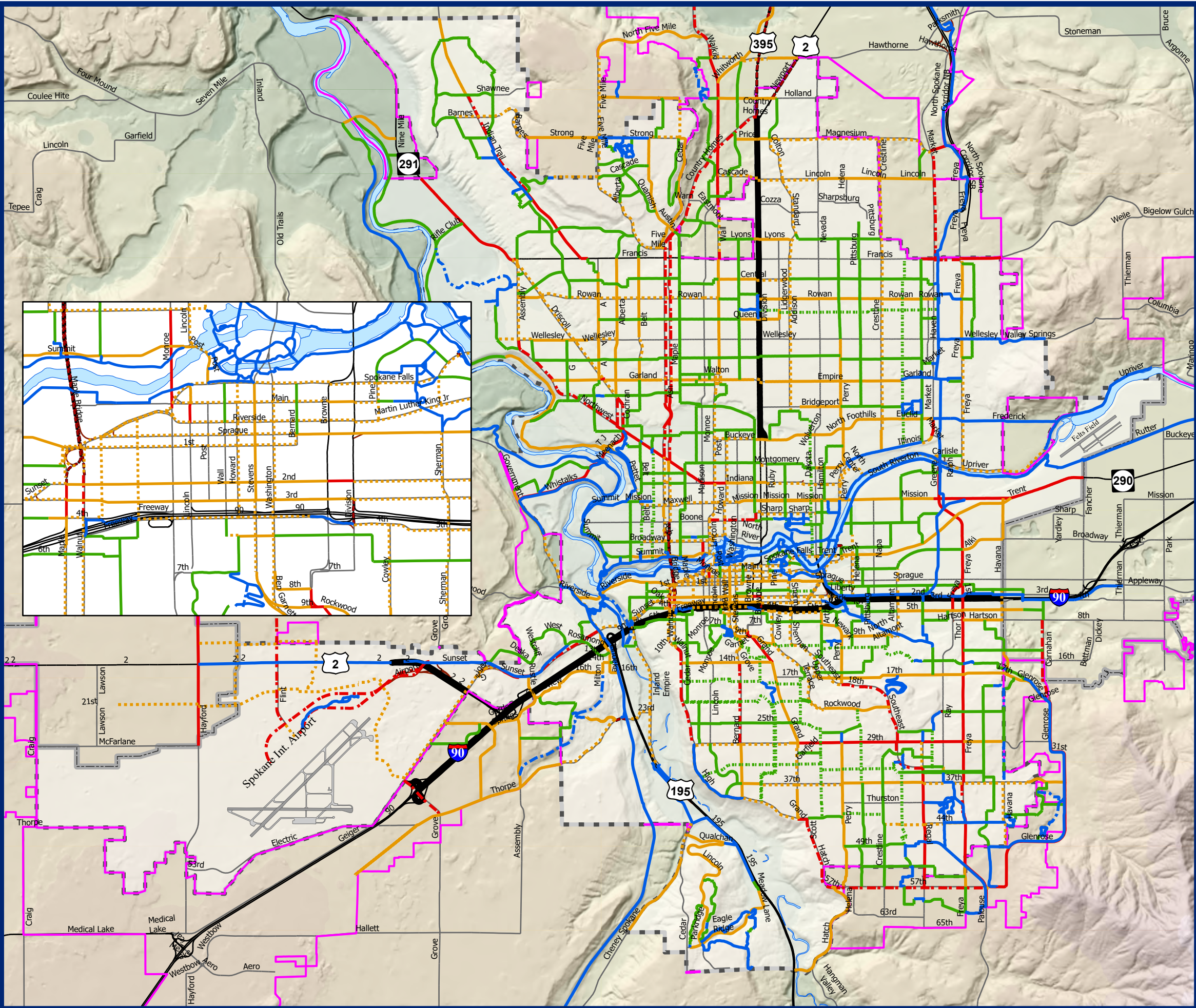
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- Municipal Boundary
- Rivers
- State Routes
- Arterials
- Future North/South Corridor



Source: GIS
Date: 01/2023



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STA: High Performance Transit Network

Map TR 6

Legend

High Performance Transit Network

— High Performance Transit Network

Base Map Layers

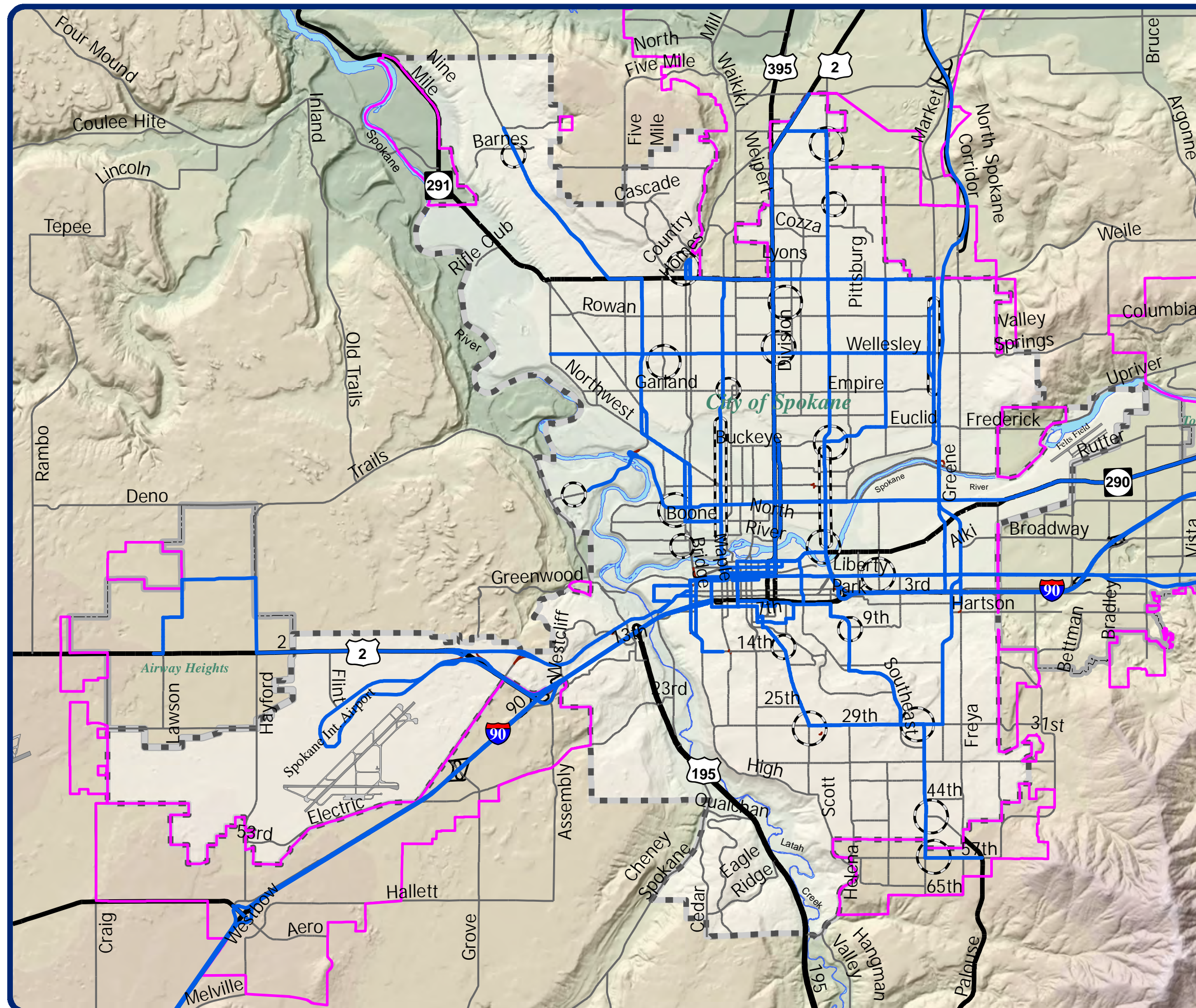
- | | |
|----------------------------------|-----------------------------|
| County Adopted Urban Growth Area | State Routes |
| Municipal Boundary | Arterials |
| County Boundary | Future North/South Corridor |
| Rivers | Centers & Corridors |

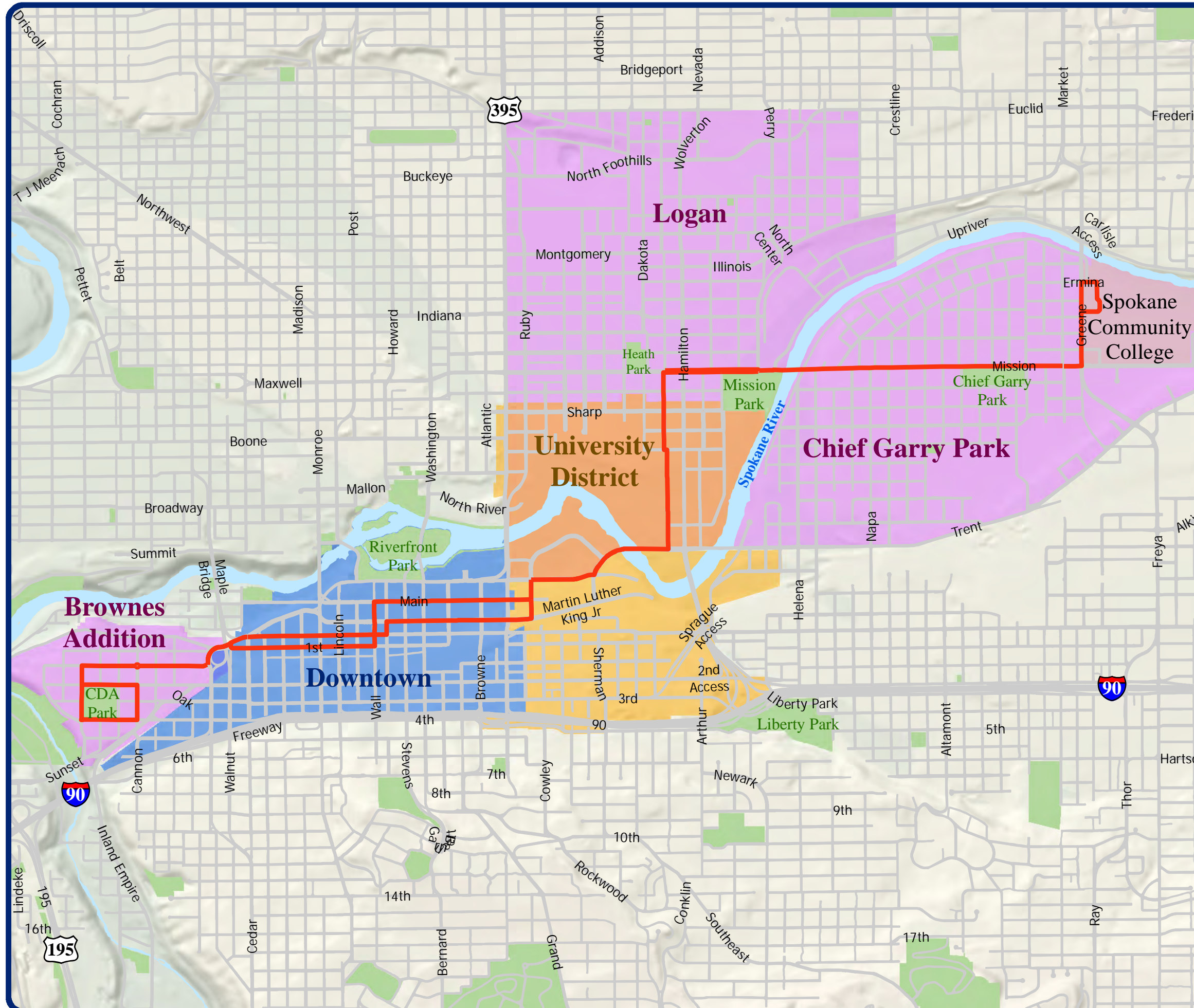


Source: GIS
Date: 07/2017



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Central City Line Route

Map TR 7

Legend

Central City Line

Base Map Layers

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

0.25 0.125 0 0.25 0.5 Miles

Source: GIS
Date: 07/2017



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Freight & Goods Tonnage Volume

Map TR 8

Legend

Freight and Goods Transportation

- T-1: more than 10 million tons per year
- T-2: 4 million to 10 million tons per year
- T-3: 300,000 to 4 million tons per year
- T-4: 100,000 to 300,000 tons per year
- T-5: at least 20,000 tons in 60 days and less than 100,000 tons per year

Base Map Layers

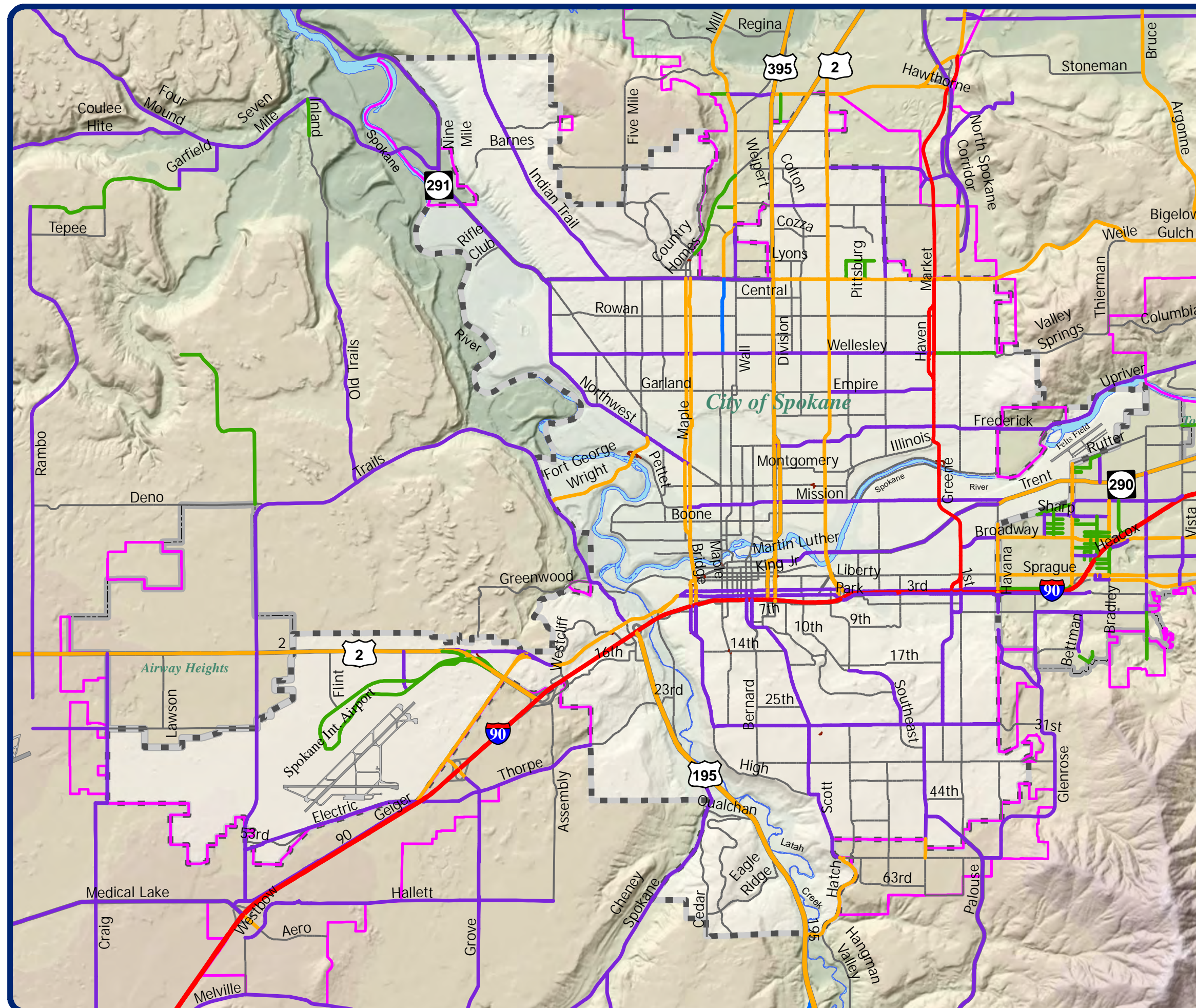
- County Adopted Urban Growth Area
- Municipal Boundary
- County Boundary
- Rivers
- State Routes
- Arterials

1 0.5 0 1 2 Miles

Source: GIS
Date: 07/2017



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



Heavy Haul Network

Map TR 9

Legend

- Future NSC/395

Heavy Haul Routes

Heavy Haul

State Route

City Zoning

Heavy Industrial

Light Industrial

Railroad

Main Track

Spur Track

Base Map Layers

County Adopted Urban Growth Area

Municipal Boundary

County Boundary

Rivers

State Routes

Arterials

Future North/South Corridor

Source: GIS
Date: 07/2017

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Bridge Inventory Map

Map TR 10

Legend

Bridge Type

- ★ Vehicular Bridge
- ★ Pedestrian Bridge
- ★ Railroad Bridge

Base Map Layers

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

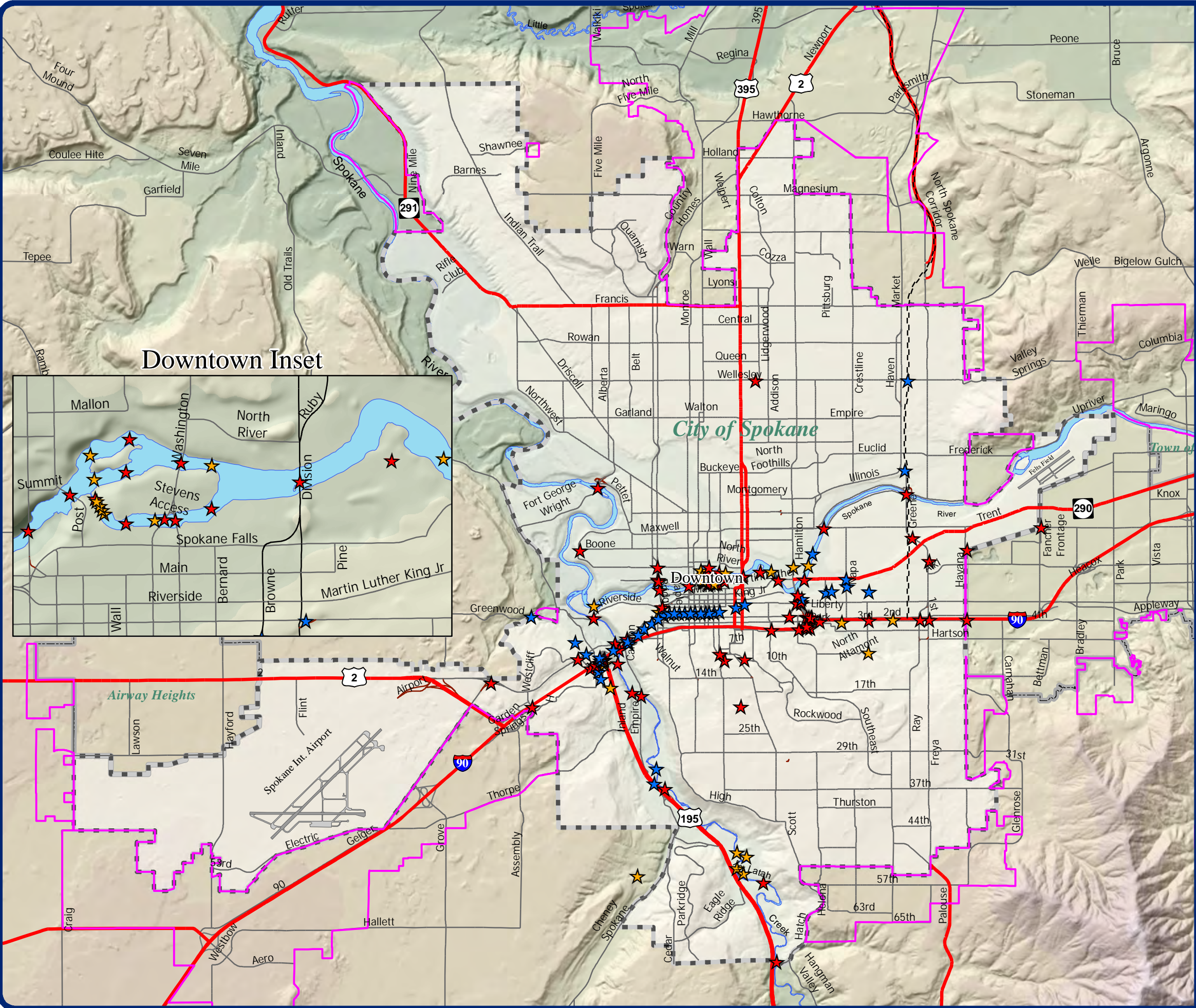


Source: GIS
Date: 07/2017



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Downtown Inset



State Owned Facilities

Map TR 11

Legend

- Highways of Statewide Significance
- Other State Highways

Base Map Layers

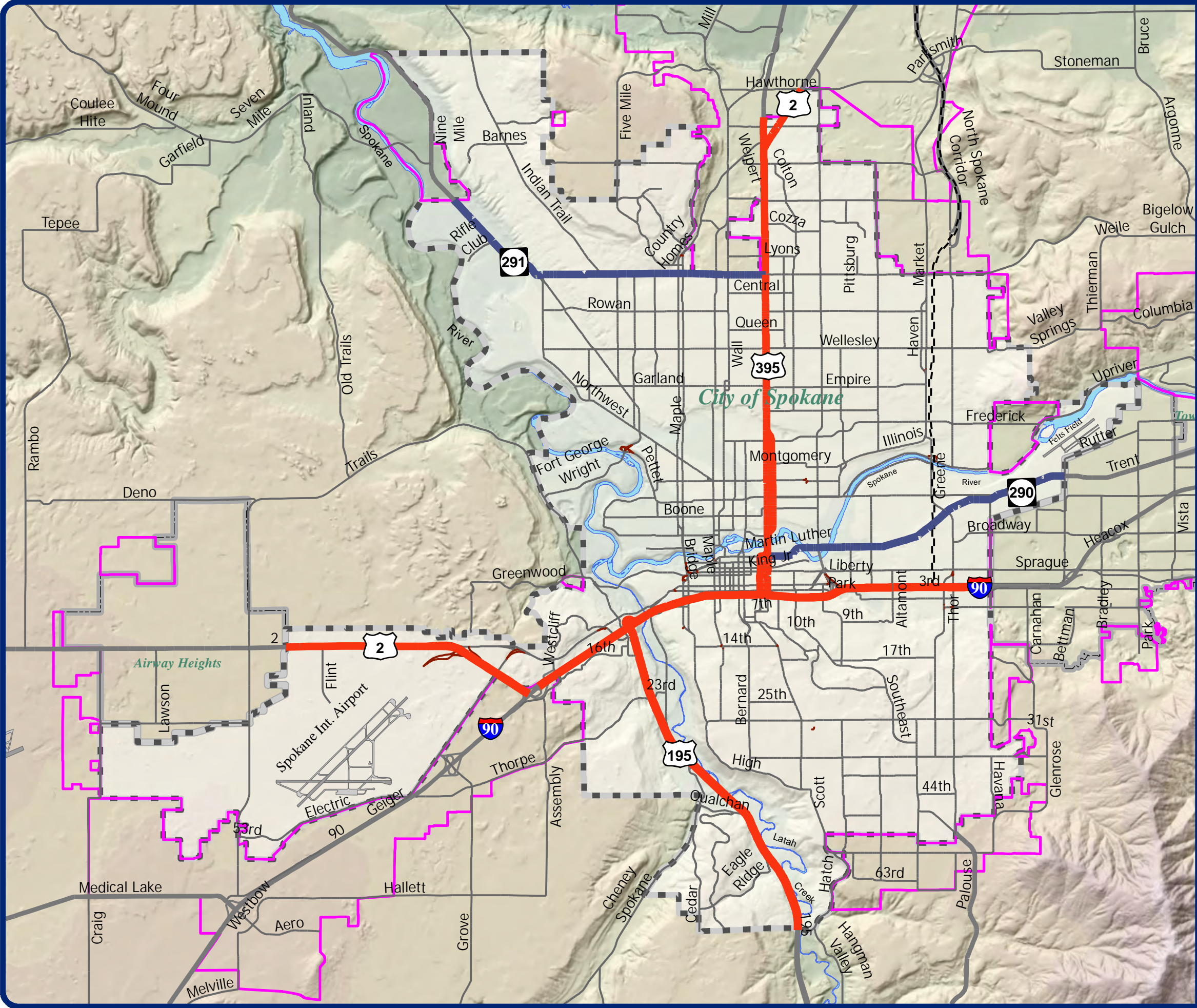
- County Adopted Urban Growth Area
- Municipal Boundary
- County Boundary
- Rivers
- State Routes
- Arterials
- Future North/South Corridor

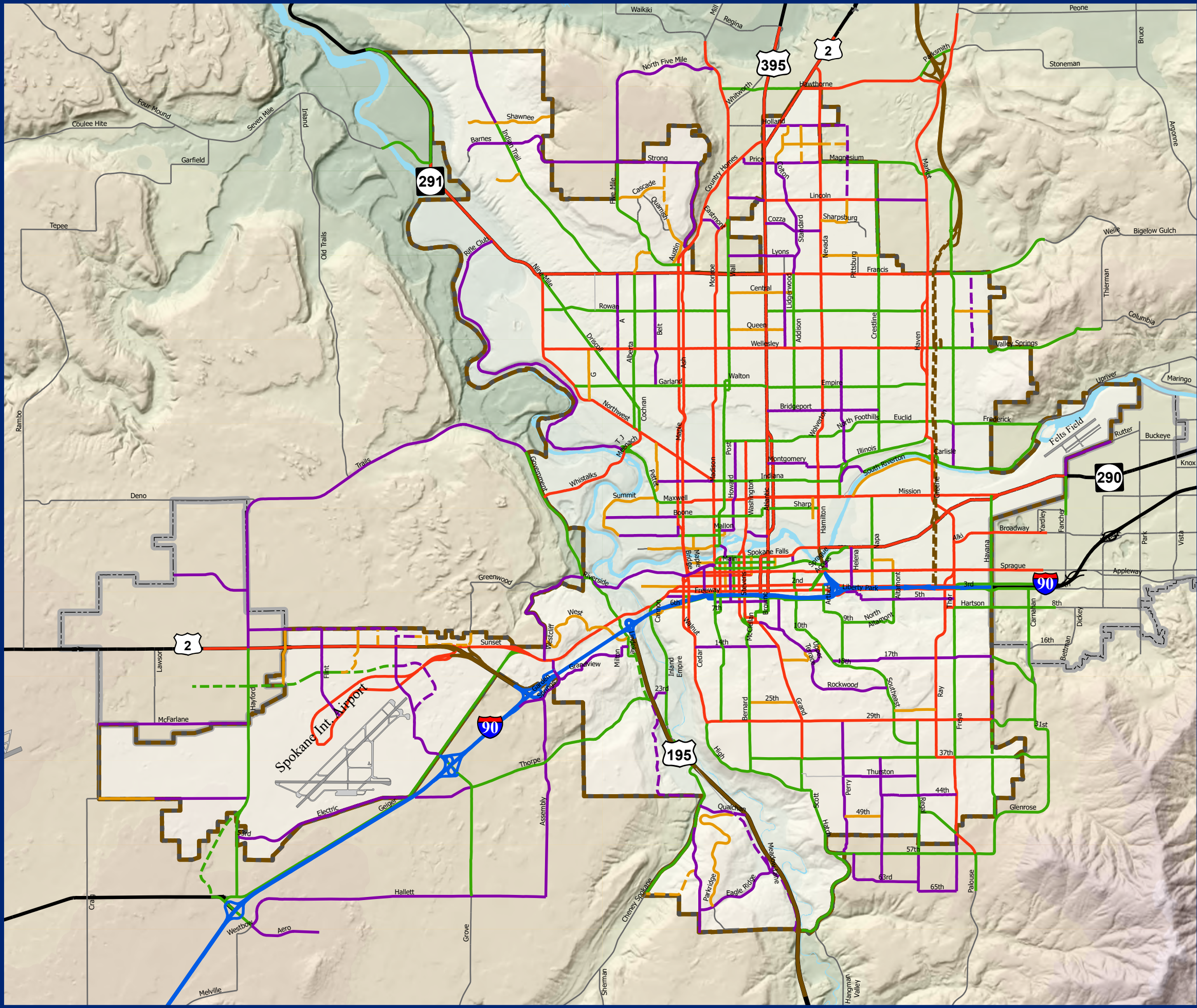


Source: GIS
Date: 07/2017



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Arterial Network Map

Map TR 12

Legend

Arterial Network

- Proposed Urban Minor Collector
- Proposed Urban Major Collector
- Proposed Urban Minor Arterial
- Proposed Urban Principal Arterial
- Proposed Urban Freeways and Expressways
- Urban Local Access
- Urban Minor Collector
- Urban Major Collector
- Urban Minor Arterial
- Urban Principal Arterial
- Urban Other Freeways and Expressways
- Urban Interstate
- Full Interchange - Existing
- Partial Interchange - Existing
- Full Interchange - Proposed
- Partial Interchange - Proposed

Base Map Layers

- Municipal Boundary
- County Boundary
- Rivers



Source: GIS
Date: 01/2023



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Chapter 5

Capital Facilities and Utilities

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5.1 INTRODUCTION

Capital facilities and utilities provide services that are essential to a community and its ability to grow in the future. Capital facilities consist of facilities owned by public entities, such as water and sewer systems and fire and police stations. Utilities consist of electrical lines, telecommunication lines, and gas lines. The purpose of this chapter is to guide the coordination of anticipated growth and development of these crucial services.

Background and Key Issues

The services provided by capital facilities and utilities are essential to the health, safety, and welfare of community residents. Both current and future residents should be assured that service capacity is adequate to meet demand. In this regard, it is particularly important to ensure that efforts to provide for future growth do not degrade or diminish services to existing users. Even more fundamentally, the location of capital facilities and utilities (where service is available) should be coordinated with community plans to support and foster development where it is desired.



In an age of scarce fiscal and environmental resources, it is important that capital facilities and utilities be provided efficiently. Efficiencies can be gained through greater coordination among service providers and jurisdictions, more predictable and orderly patterns of development, and by using capital facilities and services to serve multiple purposes. Careful planning of capital facilities and utilities is needed to achieve such efficiencies.

The GMA provides very specific guidance as to the planning of capital facilities and utilities, stating directly that growth should be focused in areas where existing capacity and facilities already exist, as well as the requirement for “concurrency,” wherein utilities and services must be provided concurrently with development (see Volume V, Appendix C for more information). Developed pursuant to these requirements, the City of Spokane’s planning for capital facilities and utilities is a complicated process that involves ongoing collaboration among numerous departments and agencies. It includes the Capital Facilities Goals and Policies, the Capital Facilities Program (CFP), as well as the Citywide Capital Improvement Program (CIP). Not all capital facilities and utilities are owned and operated by the City of Spokane. Some are owned and operated by private companies, while others are owned and operated by different public entities, such as school districts. Furthermore, the geographical boundaries of service providers rarely correspond to the city’s borders, which change continually through annexation.





Capital Facilities Goals and Policies

The Goals and Policies of this chapter are the city's main guidelines for implementation of long term capital improvements. This chapter provides broad goals and specific policies as well as levels of service for the provision of adequate public facilities and services to support the current and future population and employment growth within the adjacent urban growth area. The plan provides policy guidance for the Capital Facilities Program.

Capital Facilities Plan

The Capital Facilities Plan (CFP) establishes the city's long-range work program for capital facilities, carries out the intent of the comprehensive plan, and gives further direction to implement the plan (see Volume V, Appendix C for the CFP). The CFP contains an inventory of existing and proposed capital facilities, establishes level of service (LOS) standards, identifies long-range facility service capacities and projected deficiencies, and outlines the actions necessary to meet such deficiencies. If a department has prepared a separate plan that provides a more detailed analysis of these elements, the CFP will adopt them by reference and direct the reader to those plans. Also adopted by reference is the Citywide Capital Improvement Program (CIP); a CFP implementation tool.

The CIP specifically identifies public facilities that will be needed within the next six years. The CIP also fulfills the GMA requirement for a six-year financing plan, outlining the amount of funding required and its source. The Citywide CIP is reviewed for consistency with the Comprehensive Plan and is updated by the Plan Commission and adopted by the City Council annually.

The CFP includes some general information regarding parks (see Volume V, Appendix C). However, additional information on Spokane parks, as well as goals and policies guiding both parks and recreational facilities, are included in Chapter 12 of the Comprehensive Plan. Planning goals and policies related to transportation are contained in Chapter 4, Transportation.



5.2 VISION AND VALUES

Spokane volunteers working on the Comprehensive Plan identified important themes in relation to Spokane's current and future growth. A series of visions and values was crafted for each element of the Comprehensive Plan that describes specific performance objectives. From the Visions and Values document, adopted in 1996 by the City Council, the Comprehensive Plan's goals and policies were generated.

Capital facilities and utilities are services and facilities that support the physical development and growth of the city.

Vision

"Public facilities and utilities will be provided concurrently with a growing population to meet the safety, utility, transportation, educational, and cultural needs of residents."

Values

"The things that are important to Spokane's future include:

- Developing police and fire services that accompany growth;
- Ensuring good parks, schools, libraries, and streets in the neighborhoods;
- Continuing to provide facilities for cultural and entertainment opportunities;
- Providing services and facilities as growth occurs; and
- Maintaining quality education and avoiding overcrowding in the schools."



5.3 GOALS AND POLICIES

Goals and policies provide specificity for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane.

CFU 1 ADEQUATE PUBLIC FACILITIES AND SERVICES

Goal: Provide and maintain adequate public facilities and utility services and reliable funding in order to protect investment in existing facilities and ensure appropriate levels of service.

Policies

CFU 1.1 Level of Service

Adopt written level of service standards for each type of public facility or utility service, and provide capital improvements to achieve and maintain such standards for existing and future development.

Discussion: Urban governmental services and public facilities for which level of service standards should be in place include fire, police, parks and recreation, libraries, public wastewater, public water, solid waste disposal and recycling, transportation, and schools. (CWPP 3.1). The level of service shall be defined as the optimum level of service desired from a service provider, which may differ from the current level of service.

CFU 1.2 Operational Efficiency

Require the development of capital improvement projects that either improve the city's operational efficiency or reduce costs by increasing the capacity, use, and/or life expectancy of existing facilities.

Discussion: Increased use of existing facilities proposes a more intense development pattern, and maximization of existing utility capacity, before the physical extension of services to more consumers.

CFU 1.3 Maintenance

Require the maintenance, rehabilitation, and renovation of existing capital facilities.

CFU 1.4 Use of Existing Structures

Require the use and adaptive reuse of existing buildings before new community facilities are constructed.

Discussion: New uses should consider the existing character of the area.



CFU 1.5 Utility Construction Standards

Ensure that construction standards for public and private utilities are adequate to withstand the anticipated frequency and severity of natural and man-made hazards.

CFU 1.6 Management Plans

Establish and maintain management plans for capital facilities whose level of service standards could be affected by future growth and development.

CFU 1.7 Funding

Identify and pursue all practical and equitable ways to fund the capital improvement projects necessary to serve existing and future development.

CFU 1.8 Intangible Costs and Benefits

Include intangible costs and benefits in any cost/benefit analysis when considering the development and life span of proposed capital facilities.

Discussion: Siting decisions should be based on more than the standard fiscal analysis. In order to evaluate fully the impacts and consequences, these decisions should also be informed by considerations such as the preservation of neighborhood character and environmental quality.

CFU 1.9 Public Safety Capital Funding Plans

Strive to establish separate capital funding plans for police and fire services to ensure that capital requirements will be met without negative impact upon staffing and level of service.

CFU 2 CONCURRENCY

Goal: Ensure that those public facilities and services necessary to support development are adequate to serve the development and available when the service demands of development occur without decreasing current service levels below locally established minimum standards.

Policies

CFU 2.1 Available Public Facilities

Consider that the requirement for concurrent availability of public facilities and utility services is met when adequate services and facilities are in existence at the time the development is ready for occupancy and use, in the case of water, wastewater and solid waste, and at least a financial commitment is in place at



the time of development approval to provide all other public services within six years.

Discussion: Public facilities are those public lands, improvements, and equipment necessary to provide public services and allow for the delivery of services. They include, but are not limited to, streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, solid waste disposal and recycling, fire and police facilities, parks and recreational facilities, schools and libraries.

It must be shown that adequate facilities and services are available before new development can be approved. While occupancy and use imply an immediate need for water, wastewater and solid waste services, other public services may make more sense to provide as the demand arises. For example, a certain threshold of critical mass is often needed before construction of a new fire station, school, library, or park is justified. If these facilities and services do not currently exist, commitments for services may be made from either the public or the private sector.

CFU 2.2 Concurrency Management System

Maintain a concurrency management system for all capital facilities.

Discussion: A concurrency management system is defined as an adopted procedure or method designed to ensure that adequate public facilities and services needed to support development and protect the environment are available when the service demands of development occur. The following facilities must meet adopted level of service standards and be consistent with the concurrency management system: fire protection, police protection, parks and recreation, libraries, public wastewater (sewer and stormwater), public water, solid waste, transportation, and schools.

The procedure for concurrency management includes annual evaluation of adopted service levels and land use trends in order to anticipate demand for service and determine needed improvements. Findings from this review will then be addressed in the Six-Year Capital Improvement Plans, Annual Capital Budget, and all associated capital facilities documents to ensure that financial planning remains sufficiently ahead of the present for concurrency to be evaluated.

The City of Spokane must ensure that adequate facilities are available to support development or prohibit development approval when such development would cause service levels to decline below standards currently established in the Capital Facilities Program.

In the event that reduced funding threatens to halt development, it is much more appropriate to scale back land use objectives than to merely reduce level of service standards as a way of allowing development to continue. This approach is necessary



in order to perpetuate a high quality of life. All adjustments to land use objectives and service level standards will fall within the public review process for annual amendment of the Comprehensive Plan and Capital Facilities Program.

CFU 2.3 Phasing of Services

Develop and implement a phasing schedule for the provision of services within the Urban Growth Area that is reflected in six-year capital improvement plans and strategically coordinates planned service levels with anticipated land use and development trends.

Discussion: This schedule should set guidelines for prioritizing the provision of service. Exceptions to this will only be granted to address public health concerns.

It can be more cost-effective and less disruptive to provide service capacity in excess of current service demands if it extends the useful life of the facility in terms of accommodating future growth. Therefore, this program should also require that transmission, distribution, and storage facilities in newly developing areas be sized to serve future growth as well as immediate needs. For example, water and sewer main sizes and storage reservoirs should be designed to meet both current and anticipated future fire flow and domestic supply needs.

Insofar as this process anticipates demand from future development, it should also describe and implement mechanisms to ensure an equitable allocation of the costs incurred. Fees and billing mechanisms should be in place - for example latecomer fees and special connection fees – to cover costs of oversized mains or related facilities, and hook-up fees so new users share in the cost of system-wide facilities. However, costs associated with project-specific improvements (such as pump stations for low lying property) should be paid for by those who benefit from the improvement.

Facility phasing serves to integrate the concurrency requirements of the GMA with the environmental assessment requirements of the State Environmental Policy Act (SEPA). This, in turn, provides a high level of predictability for both developers and the community regarding what type of development is permitted and what infrastructure is provided to support that development.

CFU 2.4 Impact Fees

Include impact fees as one possible mechanism to fund capital improvements, so new growth and development activity that has an impact upon public facilities pays a proportionate share of the cost of the relevant facilities.

Discussion: The GMA includes provisions that allow the City of Spokane to charge impact fees relative to both new public facilities that are necessitated by new



development and previously constructed system improvements that serve the new growth and development activity (RCW 82.02.050 - .090). However, impact fees may be collected and spent only for the public facilities that are addressed in the capital facilities program. These facilities must be system improvements designed to provide service to the community at large, as opposed to project improvements that provide service only for a particular development project.

CFU 2.5 Exemptions from Impact Fees

Exempt development activities with broad public purposes from growth-related impact fees.

Discussion: Development activities with broad public purposes may include low-income housing, special needs housing, transit, and childcare facilities. Exemptions are contingent on the impact fees for such development activity being paid from public funds other than impact fee accounts. (RCW 82.02.060.2).

CFU 2.6 Funding Shortfalls

Reassess the land use element whenever probable funding falls short of meeting existing needs in order to ensure that development patterns and level of service standards remain consistent with financing capabilities related to capital facilities plans.

Discussion: The GMA requires consistency and conformity between plans and budgets so that development does not occur before there are adequate services to support it. In this regard, the land use element, capital facilities plan element, and financing plan within the capital facilities plan element should be coordinated and consistent.

In the event that reduced funding threatens to halt development, it is much more appropriate to scale back land use objectives than to reduce level of service standards as a way of allowing development to continue. This approach is necessary in order to perpetuate a high quality of life. All adjustments to land use objectives and service level standards will fall within the public review process for annual amendment of the comprehensive plan and Capital Facilities Program.

CFU 2.7 Utility Permits

Consider utility permits simultaneously with the proposals requesting service and, when possible, approve utility permits when the project to be served is approved.

Discussion: It is important to process permits and approvals for utility facilities in a fair and timely manner in order to foster predictability and help ensure reliable private utility service.



CFU 3 COORDINATION

Goal: Promote contiguous, orderly development and provision of urban services through the regional coordination of land use and public services related to capital facilities and utilities.

Policies

CFU 3.1 Special Purpose Districts

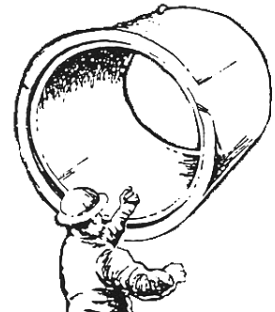
Enter into agreements with special purpose districts within the adjacent Urban Growth Area (UGA) to address the provision of urban governmental services and public facilities.

Discussion: Interlocal agreements between jurisdictions and special purpose districts relating to the provision of urban governmental services and public facilities should address such topics as fiscal impacts, revenue sharing, use of existing facilities, and level of service standards.

CFU 3.2 Utility Installations

Facilitate the coordination of public and private utility activities by giving interested utilities timely notification of road projects that would afford them an opportunity for utility installation and maintenance.

Discussion: The goal of such coordination should be to reduce the disruption of public streets and the negative economic and visual impacts incurred when developing utilities. To further this effort, the City of Spokane should encourage joint use of transportation rights-of-way and utility corridors where possible. In addition, utility service providers should receive copies of all six-year street programs on an annual basis.



CFU 3.3 Utilities Coordination

Work with adjacent planning jurisdictions and private utility providers to develop a process that ensures consistency between each jurisdiction's utilities element and regional utility plans, as well as coordinated and timely siting of regional and countywide utility facilities.

Discussion: Local criteria for siting utilities should address locations and densities of projected growth and land use, public service obligations, optimal siting for effective service, and design considerations (WAC 365-196-420.2.f). Both public and private utility providers should coordinate their facilities planning so that future development does not obstruct utility corridors, as described in the CWPP's. Land use plans should



also take into consideration any possible environmental or health issues associated with regional utility corridors.

CFU 3.4 Natural and Man-Made Disasters

Continue to participate in a coordinated regional plan for the provision of public services in the event of natural or man-made disasters.

CFU 3.5 Uniformity of Standards

Collaborate with Spokane County to ensure that the City of Spokane's engineering, land use and related level of service standards are applied throughout the adjacent Urban Growth Area (UGA).

Discussion: Regardless of which jurisdiction administers development in the unincorporated portions of the city's UGA, it is imperative that engineering standards, land use patterns and development densities correspond to city standards so that services may be provided by the city in an efficient and cost effective manner once those lands are annexed by the city.

CFU 3.6 Limitation of Services Outside Urban Growth Areas

Limit the provision of water and sewer service by the City of Spokane outside Urban Growth Areas (UGAs) to areas where exceptions apply.

Discussion: It is appropriate for the City of Spokane to extend or expand water and sewer services outside UGAs in those limited circumstances shown to be necessary to protect basic public health and safety and the environment and when such services are financially supportable at rural densities and do not permit urban development. (RCW 36.70A.110(4)). The intent of this policy is to provide for connection and/or expansion of the city's public utility infrastructure outside Urban Growth Areas in limited situations consistent with the Growth Management Act and the County Wide Planning Policies for Spokane County, where the long term viability of the city and the health and safety of residents of the rural areas are balanced with maintaining the character of the rural areas and sound planning principles.

Provision of services outside the Urban Growth Area shall meet the following requirements:

A. City of Spokane Sewer Service

1. **Sewer Service Connections.** Sewer Service Connections to property outside UGAs will be approved only if the connection is to existing infrastructure with surplus capacity, and one or both of the following conditions for exception exists:



- a. The Spokane Regional Health District or the Washington State Department of Health has determined that an existing development poses an immediate threat to public health or safety.
 - b. A written commitment for service to a vested development was made by the City of Spokane prior to the adoption of the City of Spokane's Comprehensive Plan under RCW 36.70A.
 - c. Contingent upon mutual agreement of the City Council and the Board of County Commissioners, sewer service outside designated urban growth areas may be allowed for the purpose of protecting the sole source Aquifer, subject to additional conditions and as allowed by state law.
 - 2. Sewer Main Extensions. Any mains extended outside UGAs after May 31, 2001, shall be for the overall operational benefit and efficiency of the City of Spokane's sewer utility system. Such extensions shall be for transmission purposes only with no connections allowed except for as allowed in 1. (a.), (b.), and (c.) above.
- B. City of Spokane Water Service. Expansion of City of Spokane water service outside a UGA may be allowed in the following limited cases:
- 1. Water Service Connections. Service connections outside a UGA may be allowed only under the following conditions:
 - a. Connections required under 2.(a), (b), (c), and (d) below;
 - b. Connections may be allowed to parcels directly adjacent to a main if the parcel existed and the main was installed prior to May 31, 2001, or the main is located along a UGA boundary.
 - 2. Water Main Extensions
 - a. The Spokane Regional Health District or Washington State Department of Health has determined that an existing development poses an immediate threat to public health or safety.
 - b. A written commitment for service to a vested development was made by the City of Spokane prior to the adoption of the City of Spokane's Comprehensive Plan under RCW 36.70A.



- c. The main may supply services to premises used to provide public services typically provided by government-owned facilities which are allowed outside a UGA. A public service may include, but is not limited to, law enforcement, fire protection, public utilities, schools, libraries, parks and recreation services.
 - d. The main may supply service to a Rural Cluster Development approved by the County within an area zoned Urban Reserve subject to the platted streets directly bordering each lot meeting city Standards and sewer mains being installed in these platted streets concurrent with water main installations. If conditions 1 and 2 in Section A are not met, the sewer mains shall be "dry lines" until connections are allowed by State Law and orders to connect are issued by the city as addressed in Section C.
 - e. All costs associated with the extension of water infrastructure subject to this policy will be borne by the proponent.
 - f. Any water infrastructure extended or located outside a UGA after May 31, 2001, shall be for the overall operational benefit and efficiency of the City of Spokane's water utility system. Such extensions shall be for transmission purposes only with no connections allowed except for as allowed in (a), (b), (c), (d), and (e) above.
- C. General Provisions. All owners of property outside UGAs that are allowed to connect to the city's utilities shall sign a binding agreement to annex when requested to do so by the city. In the case of connections to the Water Utility only, the binding agreement shall also provide that the property owner agrees to connect to the City of Spokane's sewer system at the property owner's sole expense when requested to do so by the city. In addition, all exceptions shall be considered within the context of overall cumulative impacts on capacity and level of service obligations in accordance with the city's Capital Facilities Program, Six-Year Capital Improvement Plans and Concurrency Management System. Except for the limited exceptions addressed herein, the rural population allocation shall be accommodated without reliance on the extension of public services.

This policy does not limit the city's authority to impose additional conditions, require a developer agreement that includes a requirement for payment of



mitigation fees, or modify existing conditions on extensions of water or sewer service outside of urban growth areas.

In all cases, water or sewer service can be extended only if:

1. It can be done in a timely and reasonable manner; and,
2. Ground water resources and the sole source Aquifer can be protected by concurrently connecting the premise to a public sewer or reasonable accommodations are made to connect to a public sewer as soon as allowed by law; and,
3. A developer agreement incorporating mitigation requirements is approved by City Council.

See City of Spokane Water System Plan.

CFU 4 SERVICE PROVISION

Goal: Provide public services in a manner that facilitates efficient and effective delivery of services and meets current and future demand.

Policies

CFU 4.1 Compact Development

Promote compact areas of concentrated development in designated centers to facilitate economical and efficient provision of utilities, public facilities, and services.

Discussion: Infill and dense development should be encouraged where excess capacity is available since compact systems are generally less expensive to build and maintain.



CFU 4.2 Access to Utility Easements

Require that subdivision and building regulations protect and preserve access to utility easements.

Discussion: In order to facilitate timely repair and reduce the duration of power outages, it is important that access to electrical, cable, and telephone transmission facilities be available and unobstructed at all times.



CFU 4.3 Underground Utilities

Require new utility lines to be installed underground and encourage the conversion of existing overhead distribution lines to underground lines unless it is not physically feasible.



Discussion: Running utility lines underground is often an effective approach to minimizing power outages that result from natural hazards. Underground utilities also improve the community's visual character by removing unsightly poles and lines. These potential benefits, therefore, should be weighed heavily against service requirements and the cost of burying new electrical, cable, and telephone lines underground. Wherever feasible, public and private utility providers should also be encouraged to convert existing overhead distribution lines to underground lines whenever major road construction projects afford such an opportunity.

CFU 5 ENVIRONMENTAL CONCERNS

Goal: Minimize impacts to the environment, public health, and safety through the timely and careful siting and use of capital facilities and utilities.

Policies

CFU 5.1 On-Site Wastewater Disposal

Prohibit on-site septic wastewater disposal within the adjacent Urban Growth Area.

Discussion: Activities above the aquifer and in the aquifer recharge area must be regulated in order to protect the area's water supply. Potential pollution can be reduced by requiring new development to be sewered. Existing on-site disposal should be eliminated and appropriate treatment of wastewater provided.

CFU 5.2 Water Conservation

Encourage public and private efforts to conserve water.

Discussion: Water conservation is an important way to protect the environment, reduce the demands placed on the sewer system, and retain sufficient water availability to support future growth and development. Conservation can be accomplished through a variety of approaches that include: conservation-oriented rate structures, plumbing codes that require low-water-use fixtures, systemic improvements that result in the reduction of unaccounted for or unmetered water losses, a community-wide conservation education program, or promotion of low-water-use landscaping and low-water-use irrigation systems for home and garden.



CFU 5.3 Stormwater

Implement a Stormwater Management Plan to reduce impacts from urban runoff.

Discussion: The impacts of flooding and erosion can be reduced or eliminated by regulating the type, location, and design of development through thoughtful site plans and careful construction practices. Drainage plans should be designed to control and reduce the flow of stormwater, retain natural drainage functions and patterns, avoid habitat loss, and protect the quality of both surface water and ground water. In addition, the City of Spokane should work continuously toward the reduction of existing combined sewer overflows wherever technically, economically, and environmentally appropriate.

CFU 5.4 Ground Water

Protect, preserve, and enhance ground water resources through proactive, aggressive measures.

Discussion: Ground water can be protected through watershed and wellhead protection programs and comprehensive monitoring that is coordinated with other regional efforts. In addition, permit processes should be designed to avoid or mitigate land uses and activities that reduce ground water quality or increase the quantity of ground water above normal levels. Management and monitoring strategies should acknowledge the physical link between surface water and ground water and emphasize prevention and control of pollutants at the source. Sewer lines should be maintained or repaired to prevent leakage into ground water and surface waters, as well as to prevent excessive infiltration into the system. When necessary, the City of Spokane should acquire land or development rights if there is property that must be kept undeveloped to protect a vulnerable ground or surface water resource.

CFU 5.5 Waste Reduction and Recycling

Provide integrated, efficient, and economical solid waste management services in a manner that encourages and promotes waste reduction and recycling and minimizes environmental and public health impacts.

Discussion: In addition to using recycled products, the City of Spokane should continue to encourage residents and businesses to reduce waste and recycle. Recycling should be recognized for its potential to provide employment opportunities and contribute to affordable housing through resource-efficient construction materials and the reuse of demolition debris.



The city shall coordinate its efforts with regional planning for solid waste reduction and disposal.

CFU 5.6 Power-Frequency Magnetic Fields

Encourage electrical utilities to base their facility siting decisions on the most recent findings concerning the health impacts of power-frequency magnetic fields.

Discussion: The electrical utility should be encouraged to consider incorporating methods of reducing exposure to power-frequency magnetic fields into its utility system design, lines, and substations.

CFU 5.7 Telecommunication Structures

Use existing structures to support telecommunication facilities before new towers or stand-alone facilities are constructed.

Discussion: Since urban land is at a premium, it should be consumed as efficiently and effectively as possible. For this reason, it is the policy of the City of Spokane to minimize the number of wireless communication support towers and to encourage the co-location of antenna arrays of more than one wireless communication service provider on a single support tower. In addition, existing structures such as buildings or water towers should be fully utilized as support sites for telecommunication facilities before new towers are built. To assist in the implementation of this policy, the city will pursue all reasonable strategies to promote co-location agreements between multiple wireless communication service providers.

CFU 6 MULTIPLE OBJECTIVES

Goal: Use capital facilities and utilities to support multiple interests and purposes.

Policies

CFU 6.1 Community Revitalization

Provide capital facilities and utility services strategically in order to encourage and support the development of Centers and Corridors, especially in deteriorated areas of the city.

Discussion: Public investment often needs to be the first step toward revitalization of a community. Once the public sector takes steps to rehabilitate and improve dilapidated and deteriorated areas of the city, this inspires the confidence that encourages private investment to follow.

In the past, construction of capital infrastructure facilities (roads, sewers, water lines, and parks) at the edge of the city limits and beyond has facilitated sprawl and



accommodated its impacts. This practice in turn drained away resources needed to meet the service requirements of the inner city neighborhoods. A good rule of thumb for the future is to spend a higher than proportionate share of all capital dollars in central city neighborhoods in order to bring infrastructure back into the older parts of the city where the need for revitalization is greatest. In this way, the economic viability and desirability of the city center can be restored, creating a cycle of enhancement that becomes sustainable.

CFU 6.2 Economic Development

Make capital improvements that stimulate employment opportunities, strengthen the city's tax base, and attract private investment to target areas.

Discussion: Service provision can be used as an important economic development tool. Availability of unique or high quality services can serve as an incentive that encourages redevelopment of areas not otherwise seen as desirable locations. This, in turn, increases the tax base for the entire city.

CFU 6.3 Joint Use of Public Sites

Encourage the acquisition of sites for public and quasi-public purposes that are of sufficient size to meet current and future needs and allow for joint use.

Discussion: Location and design of community facilities should encourage maximum flexibility, utility, and multiple uses as a cost-effective alternative to single-use buildings and sites. For example, many programs may share space in one building at different times of the day. Also, stormwater facilities could be integrated with recreation and open space areas.





Chapter 6

Housing

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6.1 INTRODUCTION



This chapter addresses the housing needs and issues of the City of Spokane. The housing chapter includes topics such as affordable housing, the provision of housing choices, and the overall quality of housing.

The purpose of this chapter is to provide a coordinated set of goals, guidelines, and policies to direct future growth and development in the City of Spokane. Citizens developed the guiding content of this chapter in order to raise the “quality of life” for the current and future

population. They recognized that housing satisfies the basic human need for shelter. Although many market factors affect the ability of the private sector to provide affordable housing, many local government actions - which include land use policies, development regulations, infrastructure finance, and permitting processes - impact housing affordability.

The housing chapter, along with the other chapters of the Comprehensive Plan, provides the framework for the kind of growth and redevelopment that Spokane desires. The housing chapter outlines the direction that the city wishes to pursue in order to accommodate the housing needs of the population through the year 2037 and beyond. While housing is just one piece of the multifaceted landscape of Spokane, housing conditions have a direct impact upon the area’s quality of life and future economic growth.



The strong links between housing and social needs and services are reinforced by the social health chapter, which covers the provision of special needs housing and social service programs.

The land use chapter also addresses housing issues within its discussions concerning housing densities, types, and locations. Other land development issues, such as capacity for residential development and the land uses that are allowed near housing, are also discussed.

Finally, the direction this chapter provides needs to be monitored and adjusted when necessary. The last policy outlines a process for monitoring and reporting progress toward achieving the desired housing goals. This basic monitoring process provides data for future plan adjustments.



6.2 VISION AND VALUES

Spokane volunteers working on the Comprehensive Plan identified important themes in relation to Spokane's current and future growth. A series of visions and values was crafted for each element of the Comprehensive Plan that describes specific performance objectives. From the Visions and Values document, adopted in 1996 by the City Council, the Comprehensive Plan's goals and policies were generated.

Housing refers to housing availability, affordability, and mix.

Vision

"Affordable housing of all types will be available to all community residents in an environment that is safe, clean, and healthy. Renewed emphasis will be placed on preserving existing houses and rehabilitating older neighborhoods."

Values

"The things that are important to Spokane's future include:

- Keeping housing affordable;
- Encouraging home ownership;
- Maintaining pride in ownership;
- Developing a good mix of housing types;
- Encouraging housing for the low-income and homeless throughout the entire city;
- Preserving existing houses; and
- Rehabilitating older neighborhoods."



6.3 GOALS AND POLICIES

Goals and policies provide specificity for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane. Additional supporting materials for this chapter are located in the Draft Comprehensive Plan/EIS, Volume 2, Chapter 20, Housing.

H 1 HOUSING CHOICE AND DIVERSITY

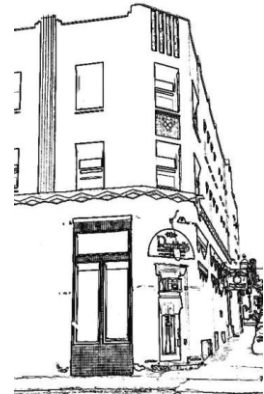
Goal: Provide opportunities for a variety of housing types that is safe and affordable for all income levels to meet the diverse housing needs of current and future residents.

Policies

H 1.1 Regional Coordination

Coordinate the city's comprehensive planning with other jurisdictions in the region to address housing-related needs and issues.

Discussion: It is critical to maximize the effectiveness of scarce public resources in improving housing opportunities throughout the region with coordination and management programs across jurisdictional boundaries.



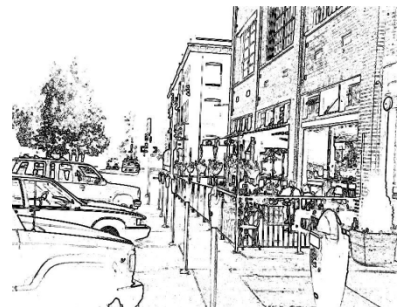
H 1.2 Regional Fair Share Housing

Participate in a process that monitors and adjusts the distribution of low-income housing throughout the region.

Discussion: An issue within the greater Spokane region is the distribution of affordable housing for all income groups. Areas that continue to accommodate large shares of the low-income housing market have higher demands to satisfy social health and service needs. A regional process that periodically monitors progress toward achieving the region's housing goals and makes adjustments to policy, programs, and land use plans helps bring about the desired distribution of housing cost diversity.

H 1.3 Employer-Sponsored Housing

Provide incentives for employers to sponsor or develop affordable housing in proximity to their place of employment.



Discussion: Housing should be available near employment areas in order to provide transportation options, to increase accessibility to employment for those most in need and least able to afford personal vehicle transportation, and to create shorter trips.

H 1.4 Use of Existing Infrastructure

Direct new residential development into areas where community and human public services and facilities are available.

Discussion: Using existing services and infrastructure often reduces the cost of creating new housing. New construction that takes advantage of existing services and infrastructure conserves public resources that can then be redirected to other needs such as adding amenities to these projects.

H 1.5 Housing Information

Participate in and promote the development of educational resources and programs that assist low and moderate-income households in obtaining affordable and suitable housing.

Discussion: A lack of financial literacy or how to obtain housing and home financing is often an impediment to finding and maintaining suitable housing. A place such as a resource center where financing assistance is available and home purchasing techniques are taught can help households find suitable housing.

H 1.6 Fair Housing

Promote compliance with fair housing laws.

Discussion: Provide information to the general public about their rights and obligations under the fair housing laws and the grievance procedures available in case of violation. The city should document and forward violations of state and federal civil rights laws related to housing to the appropriate authorities.



H 1.7 Socioeconomic Integration

Promote socioeconomic integration throughout the city.

Discussion: Socioeconomic integration includes people of all races, color, religion, sex, national origin, handicap, disability, economic status, familial status, age, sexual orientation, or other arbitrary factors. Often, housing affordability acts as a barrier to integration of all socioeconomic groups throughout the community.



H 1.8 Affordable Housing Requirement

Include a percentage of affordable housing within all new developments that include housing.

Discussion: Requiring that affordable housing be incorporated in every new housing development helps reverse the economic segregation trends within the city. This has the positive effect of integrating households of varying incomes. Housing types such as smaller homes on smaller lots or townhouse structures should be allowed to accommodate this requirement. This housing should be priced so that it is available to households that earn up to eighty percent of the countywide median household income.

H 1.9 Mixed-Income Housing

Encourage mixed-income developments throughout the city.

Discussion: Mixed-income housing provides housing for people with a broad range of incomes on the same site, development, or immediate neighborhood. Mixed-income housing provides socio-economic diversity that enhances community stability and ensures that low-income households are not isolated in concentrations of poverty.

H 1.10 Lower-Income Housing Development Incentives

Support and assist the public and private sectors to develop lower-income or subsidized housing for households that cannot compete in the market for housing by using federal, state, and local aid.

Discussion: When addressing the housing needs of lower-income households, public funding, incentive programs, and technical help may be needed in order for housing development projects to be successful. Local incentives to lower or subsidize the cost of developing new housing may include density bonuses, fee exemptions, priority permit processing, property tax deferral, increased options in housing types, and inclusionary zoning requirements.



H 1.11 Access to Transportation

Encourage housing that provides easy access to public transit and other efficient modes of transportation.

Discussion: Transportation is the second largest expenditure after housing and can range from 10 to 25 percent of household expenditures. Examining where housing is



located and the associated transportation costs may provide a more realistic evaluation of housing affordability in the future.

H 1.12 Affordable Housing Funding Sources

Support the development of affordable housing development funding sources.

Discussion: Lower-income housing development funding sources may include but are not limited to a community land trust, trust fund, mortgage revenue bonds, levies, or low-income housing tax credits.

H 1.13 Siting of Subsidized Low-Income Housing

Set clear site selection criteria for publicly subsidized housing to minimize geographic concentrations of publicly subsidized housing projects in neighborhoods with a high percent of minority or low-income households.

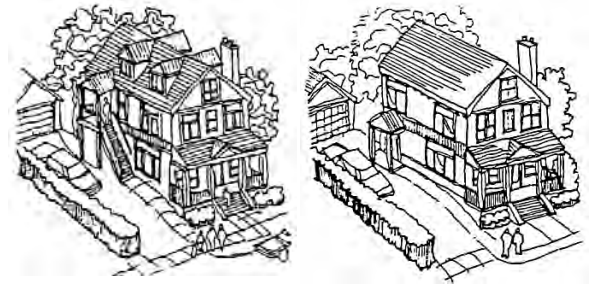


See Chapter 7, Policy ED 7.6 for information on permitting related, in part, to housing provision.

H 1.14 Building, Fire, Infrastructure, and Land Use Standards

Review periodically and, when needed, revise building, fire, infrastructure, and land use standards and requirements to ensure community standards are implemented and that new or rehabilitated housing remains affordable.

Discussion: City standards need to be reviewed periodically to ensure that they are efficient, cost effective, reflect current technology, and maintain the goal of affordable housing.



H 1.15 Performance Standards

Create a flexible project review process that allows for the use of alternative standards, but only if their use results in a project that is equal or superior to using existing standards.

Discussion: Often several ways of achieving a standard exist. Health and safety concerns must be preserved but flexibility in how to achieve the desired standard is needed. A review process should be available to address a proposed development



practice that is different from the existing development standards. When the proposed development practice is demonstrated to achieve the same ends as those prescribed in the existing development standards, the procedure should be approved. Different methods should be allowed when the results of the development practice achieve identical results in comparison to the prescribed standards. In many cases, allowing alternative development methods to be used can reduce development costs.

H 1.16 New Manufactured Housing

Permit manufactured homes on individual lots in all areas where residential uses are allowed.

Discussion: Courts have ruled against discriminatory ordinances which restrict the location of Uniform Building Code compliant manufactured housing. Manufactured housing cannot be regulated differently than on-site built housing.

H 1.17 Partnerships to Increase Housing Opportunities

Create partnerships with public and private lending institutions to find solutions that increase opportunities and reduce financial barriers for builders and consumers of affordable and lower-income housing.

H 1.18 Distribution of Housing Options

Promote a wide range of housing types and housing diversity to meet the needs of the diverse population and ensure that this housing is available throughout the community for people of all income levels and special needs.



Discussion: A variety of housing types should be available in each neighborhood. Diversity includes styles, types, size, and cost of housing. Many different housing forms can exist in an area and still exhibit an aesthetic continuity. Development of a diversity of housing must take into account the context of the area and should result in an improvement to the existing surrounding neighborhood.

H 1.19 Senior Housing

Encourage and support accessible design and housing strategies that provide seniors the opportunity to remain within their neighborhoods as their housing needs change.



Discussion: Accessory dwelling units, condominiums, and existing home conversions within centers are examples of other arrangements that reduce maintenance worries and increase access to services.



H 1.20 Accessory Dwelling Units

Allow one accessory dwelling unit as an ancillary use to single-family homes in all designated residential areas as an affordable housing option.

Discussion: Accessory dwelling units (ADUs) increase the amount and variety of available affordable housing. Increasing the variety of housing can help to satisfy changing family needs and the trend of smaller households. ADUs help provide an avenue for seniors, single parents, and families with grown children to remain in their homes and neighborhoods while obtaining extra income, security, companionship and services. Often ADUs allow a more efficient use of existing housing and infrastructure.

Accessory dwelling units should be built in a manner that does not adversely affect the neighborhood. They should be designed to be physically and visually compatible with surrounding structures.

H 1.21 Development of Single-Room Occupancy Housing

Allow development of single-room occupancy units in downtown Spokane and in other areas where high-density housing is permitted.

Discussion: Single-room occupancy (SRO) housing contains units for occupancy by one person. These units may contain food preparation areas, sanitary facilities, or both. Due to their small size, SRO units are less expensive to rent than regular apartments, so they often serve as the only affordable housing option for many lower-income individuals. Maintaining and increasing the supply of SRO housing is an important part of the lower-income housing market.

H 1.22 Special Needs Housing

Encourage the retention, inclusion, and development of special needs and assisted living housing.

Discussion: Both the Growth Management Act and Countywide Planning Policies require that essential public facilities be fairly and equitably distributed. This applies within jurisdictions, as well as between neighboring jurisdictions. This policy does not apply to criminal or prerelease transitional housing.



H 1.23 Distribution of Special Needs Housing

Include units that are affordable for low-income special need families in all housing developments.



Discussion: Adequate housing for special needs populations is in very short supply. New units required within housing developments help fill this need while also helping to distribute the supply of special needs housing throughout the community.

H 1.24 Taxes and Tax Structure

Support state consideration of property tax reform measures that provide increased local options that contribute to housing choice and diversity.

Discussion: Other methods of taxing land have shown different effects on the long-term use of land. Local options for property taxation methods furnish increased tools to guide the health and development of the region.

Providing tax relief for low-income housing improvements is one way to encourage community revitalization. Tax increment financing is also a tool for housing improvement in target areas. Taxing land based upon the current use of residential property rather than taxing land on the basis of the highest and best use can help preserve lower-income housing. Developing a tax structure that does not hinder home and land improvements will encourage community revitalization.

H 2 HOUSING QUALITY

Goal: Improve the overall quality of the City of Spokane's housing.

Policies

H 2.1 Housing Rehabilitation

Provide assistance for housing rehabilitation beyond housing maintenance code requirements if the assistance is supportive of general community development activity and is on a voluntary basis.



H 2.2 Property Responsibility and Maintenance

Assist in and promote improved and increased public and private property maintenance and property responsibility throughout the city.

Discussion: Recognition of "good" property owners can help set the standard for others to follow. The city should lead by example and maintain its property to community standards, at a minimum.

Additionally, the city should continue to support and fund the repair and rehabilitation of single-



family and multifamily housing using federal, state, and local funding sources. Emergency code compliance loans are another method of maintaining standards.

When other methods of maintaining minimum community standards fail, a strong code enforcement program is needed to protect surrounding property owners. Enforcement of city codes should not depend solely on complaints filed by neighbors but should be driven by the city's awareness of a violation.

H 2.3 Housing Preservation

Encourage preservation of viable housing.

Discussion: Housing that is susceptible to redevelopment is often serving lower-income households and is an important part of the housing mix within the city. Future sub-area plans should preserve existing viable housing outside of designated center or corridor environments where redevelopment and intensification are encouraged. Often the housing that is destroyed cannot be replaced by new housing elsewhere at the same cost level. Sub-area plans should permit the transfer of unused development rights from low-income housing to eligible sites elsewhere in the planning area or the city as a preservation strategy.

Information about soon-to-be-demolished housing should be made available to the public, such as on the internet, so that concerned housing-related groups can determine if there are alternatives to demolition when the structure is worth preserving. Options might include purchase of the property or relocation of the housing.

H 2.4 Linking Housing With Other Uses

Ensure that plans provide increased physical connection between housing, employment, transportation, recreation, daily-needs services, and educational uses.

Discussion: The location of housing in relation to other land uses is a part of what determines the quality of housing. The desirability and viability of housing changes for different segments of the community, based on an area's mix of land uses. As complementary land uses become spread further apart, transportation options decrease while transportation costs increase. These added transportation costs reduce the amount of household income available for housing and other household needs. This affects lower-income households first. In urban areas, basic services, such as grocery stores, public transportation, and public parks, should be available within a mile walk of all housing.



H 2.5 Housing Goal Monitoring

Provide a report annually to the City Plan Commission that monitors progress toward achieving the housing goals and includes recommended policy change if positive direction toward achieving the housing goals is not occurring.

Discussion: Using readily available datasets as a basis for a simple set of indicators can illustrate progress that has been made to achieve housing goals and policies and provide assistance in determining what actions are needed to implement the goals and policies and whether revisions to the policies are needed. The public can provide feedback about the indicators that are most important to them.





Chapter 7

Economic Development

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7.1 INTRODUCTION

Economic development is the sustained, concerted actions of policy makers and communities that promote the standard of living and economic health of a specific area. The economy plays a key role in the quality of life within the city. A strong economy provides economic opportunities to all citizens through the creation of jobs and business opportunities and by creating a tax base that provides schools, police, fire protection, parks and other community facilities, services, and amenities.

At one time, economic development was principally the province of the private sector, including utilities, railroads, banks, and business organizations, such as chambers of commerce. Government programs were associated with distressed or underdeveloped areas of the country. In more recent years, economic development has become a critical function of local government.

State and local partnerships are a crucial component in the promotion of long-term economic growth. The city has developed strategies based on local economic conditions. These efforts should continue to be pursued and additional strategies developed. It is also imperative that the public, private, and nonprofit sectors remain involved if the full potential of state and local development strategies are to be realized. By forming partnerships, everyone can work toward a common vision.

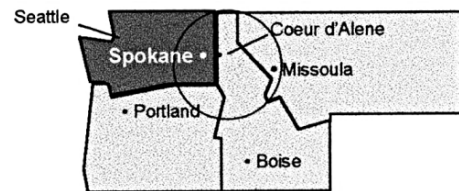
Spokane Profile

Spokane serves as the regional hub of a 36-county, multi-state area known as the Inland Northwest. This region encompasses parts of Washington, Idaho, Montana, and Oregon. As a regional trade center, the Spokane market area extends into British Columbia and Alberta, Canada.

An international airport, major rail hub, interstate highway, and proximity to the Columbia and Snake River systems reinforce Spokane's position as a distribution center.

The Spokane economy has diversified significantly in the past 30 years, moving from a strong heritage of natural resource-related timber, agriculture, and mining to an economy that includes high-tech and service companies. As a share of citywide employment, the largest local industries are health care, retail trade, and hospitality. The financial and professional services industries, manufacturing, as well as wholesale trade still play a strong role in the region's economy. Spokane's convention and tourism industry continues to grow into a major component as well.

The Inland Northwest



Downtown Spokane is the preeminent office concentration in the region and a major employment center for financial and business services, hospitality facilities, retail activity, and education.

Downtown is home to Spokane's entertainment center, convention facilities, a majority of Spokane's hotel rooms, numerous restaurants and shops, and Riverfront Park. The University District, located east of downtown, houses Gonzaga University; the Spokane campuses of Washington State University, Eastern Washington University, Whitworth University, University of Washington and Spokane Community Colleges; and Ignite Northwest, formerly SIRTl, which facilitates innovative business start-ups.

Shaping Our Economic Future

The City of Spokane's Role in Economic Development

The City of Spokane plays a major role in economic development by allocating land for manufacturing and commercial uses, connecting water and sewer systems to business sites, providing tax credits and incentives, and completing advance planning to accommodate growth. Building upon economic strengths and unique advantages, examples of activities with economic benefits undertaken by the city include providing an efficient transportation system for all users, encouraging high quality schools, providing affordable housing for all income levels, ensuring efficient permit processes, and providing parks and recreational activities that improve Spokane's quality of life.

The decisions of individuals and firms, which are influenced by government actions, drive market growth. Most jobs and investments are generated by private businesses. Spokane must also contend with economic forces beyond local control, such as changes in the regional, national, and international economies. The city can, however, plan to take advantage of favorable trends and lessen the impact of unfavorable trends by anticipating and responding to these changes.



To achieve these ends, it is critical that the city continue to support and participate in partnerships to promote economic development. Singular leadership and unilateral policy-making is seldom effective. Economic development strategies need to be developed in partnership with the public and private sectors at the state and local levels. In addition, state and community leadership should transcend political



changes and elections as successful development requires time to produce observable results. Partner organizations work to reinforce and strengthen the Spokane economy. Greater Spokane Incorporated (GSI), which serves as Spokane's economic development organization and chamber of commerce; the Spokane Public Facilities District; Visit Spokane; Business Improvement Districts; and Public Development Authorities are all examples of organizations working toward a more prosperous Spokane.

7.2 VISION AND VALUES

Spokane volunteers working on the Comprehensive Plan identified important themes in relation to Spokane's current and future growth. A series of visions and values was crafted for each element of the Comprehensive Plan that describes specific performance objectives. From the Visions and Values document, adopted in 1996 by the City Council, the Comprehensive Plan's goals and policies were generated.

The city's role in economic development involves providing public sector advocacy and investment in support of quality job creation and retention, diversification, and wage levels. The city's Comprehensive Plan lays the foundation for economic development.

Vision

"Spokane will enjoy a quality of life for everyone that includes a diversified economic base that provides a livable wage, a healthy natural environment, and an economically vibrant downtown. Spokane's quality of life will be built on a partnership of diverse interests, including education, business, government, and neighborhoods."

Values

"The things that are important to Spokane's future include:

- Encouraging livable wage jobs;
- Developing a viable, economically strong downtown area;
- Developing a variety of job opportunities that include professional and industrial as well as service opportunities;
- Ensuring that economic growth pays its appropriate share for costs of new services needed; and
- Encouraging economic development that values the environment as a component of our quality of life."



7.3 GOALS AND POLICIES

Goals and policies provide specificity for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane.

ED 1 COOPERATIVE PARTNERSHIPS

Goal: Encourage cooperative partnerships to address the economic expansion of the city and region.

Policies

ED 1.1 Economic Development Programs

Support and participate in regional economic development planning with the public and private sectors.

Discussion: The city plays a key role in providing leadership to ensure that the economic development plans and policies of the city and other organizations intended to strengthen the economy are coordinated, implemented, and monitored.

ED 1.2 Support of Economic Development Organizations

Continue to support Greater Spokane Incorporated, Visit Spokane, Spokane Public Facilities District, Workforce Development, Business Improvement Districts, Public Development Authorities and others in their efforts to reinforce and strengthen the Spokane economy.

Discussion: Successful economic development requires commitment by government, education, and business organizations. Membership and support of these organizations encourages coordination of economic development activities among diverse groups.

ED 1.3 Economic Development Progress

Work with regional jurisdictions, community economic development organizations, the educational community, the business sector, neighborhood organizations, and citizens to periodically review the city's economic vitality and revise plans as needed.

Discussion: Economic development indicators need to be considered when evaluating economic vitality. Example indicators include wages; per capita personal and median household income; percentage of population below poverty level; business formation, expansion, and retention; economic base; and education.



ED 1.4 Public-Private Partnerships

Continue to encourage public-private partnerships that advance economic development opportunities.

Discussion: Partner with the private sector to extend infrastructure for development; provide incentives; and support the creation of quality affordable housing for the workforce in proximity to areas targeted for economic growth.

ED 2 LAND AVAILABILITY FOR ECONOMIC ACTIVITIES

Goal: Ensure that an adequate supply of useable industrial and commercial property is available for economic development activities.

Policies

ED 2.1 Land Supply

Ensure opportunities for locating a variety of desirable, livable wage industries in Spokane that are environmentally compatible with adjacent land uses and support a range of employment types.

Discussion: The City of Spokane encourages development of economic enterprises in locations suited for those uses based upon available public facilities, land capability, neighboring uses, and an orderly development pattern. These areas are identified in Chapter 3, Land Use.

To ensure that the economy can reasonably be sustained over the next 20 years, an adequate supply and variety of land must be available to attract new employers and to allow existing businesses to expand. Preplanning for specific areas of industrial and commercial development or employment centers allows the city to target funds for infrastructure improvements.

Strategies to enhance the city's ability to attract new industry include:

- establish and maintain an urban land atlas that identifies and contains information on available land that can be developed or redeveloped and that offers information on public/private development opportunities;
- prepare and maintain a market analysis of available infill sites;
- encourage aggregation of small industrial parcels to form larger sites;
- identify available vacant or underutilized public land;
- align public investment with economic activity and opportunity;
- identify potential areas for city-initiated SEPA Planned Actions; and



- Aggressively seek funding to extend services to designated developable lands to attract new commercial and industrial development.

ED 2.2 Revitalization Opportunities

Provide incentives to encourage the revitalization and utilization of historic and older commercial and industrial districts for redevelopment.

Discussion: Redevelopment of abandoned or underutilized sites where infrastructure and services are available and adequately sized may provide a wider range of opportunities for business location.

Traditional commercial areas, Centers and Corridors, and adjacent industrial areas provide the opportunity to target revitalization investments as well as nearby job training and employment, adding tax revenues to the city, and catalyzing revitalization efforts.



ED 2.3 Reusable Buildings Inventory

Continue to maintain an inventory of historic and significant older buildings that could be redeveloped for economic activities rather than demolished.

Discussion: In addition to vacant and underutilized sites that are suitable for redevelopment, rehabilitation of an historic or significantly older building or cluster of buildings is another option for business location. While the public facilities servicing historic or older commercial areas may need updating to meet newer life safety code requirements, maintaining an inventory of older buildings can help potential businesses identify structures that meet their needs.

ED 2.4 Mixed-Use

Support mixed-use development that brings employment, shopping, and residential activities into shared locations that stimulate opportunities for economic activity.



ED 3 STRONG, DIVERSE, AND SUSTAINABLE ECONOMY

Goal: Foster a strong, diverse, and sustainable economy that provides a range of employment and business opportunities.

Policies

ED 3.1 Economic Growth

Stimulate economic growth by supporting the formation, retention, expansion, and recruitment of businesses.

Discussion: Business start-up, retention, expansion, and recruitment activities foster economic growth. The city should explore and pursue opportunities to create an environment where new businesses can start and existing businesses can grow and develop.

ED 3.2 Economic Diversity

Encourage economic diversity through a mix of small and large businesses that provide a healthy balance of goods-producing and service-producing jobs.

Discussion: Encourage a range of industry size and types to provide economic stability during economic shifts.

ED 3.3 Enterprise Opportunities

Continue to create economic development opportunities utilizing tools available to the city which will foster the growth of Spokane's economy.

ED 3.4 Value Added Business Strategy

Promote value added business practices as an economic strategy.

Discussion: Many communities seek to improve their local economies by quantitative increases in business activities: making more, selling more, and attracting more visitors. However, many innovative communities and businesses are creating more jobs by using a qualitative strategy known as "adding value". For example, the Spokane region's natural resource based industries such as timber and agriculture remain a foundation of the local economy and provide business opportunities. Rather than merely extracting and exporting natural resources such as logs and wheat, businesses can "add value" to those resources by manufacturing by-products such as furniture and bread. Other business practices also add value: manufacturing better products rather than more products and creating more interesting experiences and activities to encourage visitors to stay in our area longer. Increasing the production of local by-products and improving the quality of products would generate more local jobs and spending, spur exportation, and potentially reduce the need to import goods-producing materials from other locales.



ED 3.5 Locally-Owned Businesses

Support opportunities to expand and increase the number of locally-owned businesses in Spokane.

Discussion: Locally-owned businesses help to provide economic stability and a positive business environment. Locally-owned industries tend to have a stake in the community, leading to more involved corporate citizenship.

ED 3.6 Small Businesses

Recognize the significant contributions of small businesses to the city's economy and seek to enhance small business opportunities.

Discussion: Considerable potential for new economic growth exists in encouraging small business startups and enabling them to expand. The city should continue to support and work with partner organizations to remove barriers and promote the startup and expansion of small business.

ED 3.7 Home-Based Businesses

Encourage opportunities for teleworking and home businesses that are compatible with residential neighborhoods.

Discussion: More people are working from their homes, a trend that results from shifts in the economy toward services, corporate downsizing, and improved telecommunications. Teleworking and appropriate home-based businesses can produce many benefits and new business opportunities such as information technology development, reduced traffic congestion, and reduced air pollution.

Development regulations should minimize the potential for negative impacts from home businesses by limiting signs, maintaining the residential appearance of neighborhoods, requiring adequate parking while ensuring that parking and traffic generation fits into the neighborhood and is not excessive, limiting truck deliveries, and appropriately managing other potential adverse impacts.

ED 3.8 Technology-Based Industries

Encourage the development of advanced and emerging technology-based industries.

Discussion: Because of the continued expansion of technology-based industries and the higher paying jobs associated with them, advanced-technology firms can potentially create new jobs while increasing wealth. The most urgent need of the tech industry is a highly skilled workforce. The city should provide an environment that attracts a quality workforce looking for a community that exhibits a high quality of life by designating areas for high-tech business development, especially in centers, that include supportive infrastructure and state-of-the-art communication facilities.



ED 3.9 Regional Marketplace

Support strategies to expand regional markets for local services and products.

Discussion: Expanding the opportunities to export goods and services to other areas of the region and world brings more money into the local economy.



ED 3.10 Downtown Spokane

Promote downtown Spokane as the economic and cultural center of the region.

Discussion: Continue to support our economic partners in revitalizing downtown retail activity, expanding job opportunities in the public and private sectors, attracting recreational, arts, and entertainment and tourist businesses, and developing downtown housing.

ED 4 INCOME AND EMPLOYMENT OPPORTUNITY

Goal: Enhance the economic future of the community by encouraging the creation of jobs that provide a livable wage and reduce income disparity.

Policies

ED 4.1 Livable Wage

Encourage the recruitment of businesses that pay wages at least commensurate with the cost of living and that provide health and retirement benefits.

Discussion: A portion of Spokane's population is underemployed due to the relatively few high paying, high skill jobs. Encouraging employment opportunities that provide fulltime and/or high paying jobs with competitive benefits programs helps to elevate Spokane's employment level.

ED 4.2 Benchmark Indicators

Work with the private sector to establish benchmark indicators for employment and income levels, monitor progress toward reaching those levels, and prepare an annual status report on progress.

Discussion: The city should continue to support the work of Eastern Washington University and other community partners in their efforts to track Spokane's economic, demographic and community vitality indicators.

ED 4.3 Income Equity

Cooperate with other community agencies and organizations to address income equity and employment opportunities within the Spokane economy.



ED 5 EDUCATION AND WORKFORCE DEVELOPMENT

Goal: Improve Spokane's economy through a well-educated citizenry and a qualified labor force that is globally competitive and responds to the changing needs of the workplace.

Policies

ED 5.1 K-12 Education

Work cooperatively with local schools to help maintain and enhance the quality of K-12 education in the city's schools.

ED 5.2 Youth Programs

Cooperate with educational institutions and businesses to provide young people with exposure to a wide variety of employment and business opportunities.



ED 5.3 Post-Secondary Education and Job Training

Support continued efforts of the educational community to contribute to the health of Spokane's economy through post-secondary plans, programs, and activities.

Discussion: The city should support continued efforts of the educational community to provide adult education, vocational education, job training, and higher education including research, within the region that meet the needs of businesses, employees, and residents.

ED 5.4 Program Evaluation

Support efforts to introduce new, high quality programs into the curricula of area technical schools, community colleges, colleges, and universities that address the changing needs of businesses and employees.

ED 5.5 Communication Links

Encourage greater communication between the city, educational and training providers, businesses, employees, and residents to meet community educational and job-training needs.

ED 5.6 Employer Training Support

Encourage employers to support continuing education and training for their employees.



ED 5.7 Employment Opportunities for Special Needs Populations

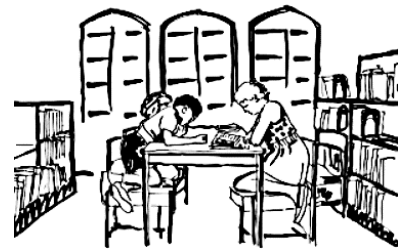
Support efforts to provide training and employment opportunities for special needs populations.

Discussion: Special needs populations include everyone from children and the elderly to persons with disabilities and persons of low-income. Local training and employment programs will help to ensure that all segments of the population can participate in and support the local economy.

ED 5.8 Library as Educational Resource

Fund the library system at a level adequate to improve the educational level of Spokane's workforce.

Discussion: The city should maintain adequate accessibility to the library system to allow residents to improve their level of education. Increasing or maintaining adequate hours of operation and resources available at the library would provide more choices and opportunities for personal education. In addition to a vast array of digital and print materials that aid citizens in furthering their education, library computers provide those who do not own a computer the ability to access electronically delivered information, including training, classes, and employment opportunities. Onsite library experts help citizens navigate the library's vast entrepreneurial resources – assisting in areas such as market analysis, job application assistance, and digital skills training. Libraries can help every citizen upgrade their current skills or develop new ones in order to qualify for higher-paying jobs.



ED 6 INFRASTRUCTURE

Goal: Implement infrastructure maintenance and improvement programs that support new and existing business and that reinforce Spokane's position as a regional center.

Policies

ED 6.1 Infrastructure Projects

Promote infrastructure projects that enhance the city's quality of life and business climate.

Discussion: Basic services and facilities are necessary for a community to enter the competitive arena for new investment.

Expenditures to maintain and right-size adequate infrastructure and community services are necessary and indicate a city's commitment to its quality of life. Citywide infrastructure improvements and community services keep the city and its commerce running efficiently.



ED 6.2 Public Investment in Designated Areas

Use capital facility funds to promote economic vitality in those areas designated for economic development or mixed-use.

Discussion: The city can focus growth by the discretionary use of capital facilities funds in those areas targeted for increased economic vitality, such as designated centers and corridors, industrial areas, and targeted investment areas. The city will continue to provide infrastructure improvements to these areas to induce private development and work cooperatively with area economic development agencies to ensure that economic development plans are consistent with achieving this goal.

ED 6.3 Communication Facilities and Networks

Support the expansion and development of sophisticated communication facilities and networks required by industries that use advanced technology.

ED 6.4 Infrastructure Maintenance

Maintain infrastructure at safe and efficient levels.

Discussion: Streets, sewers, water delivery, gas and electric power distribution, communication systems, and solid waste disposal all effect how efficiently companies conduct their business. Maintaining existing infrastructure in proper working order is imperative for efficient business operation.



ED 7 REGULATORY ENVIRONMENT AND TAX STRUCTURE

Goal: Create a regulatory environment and tax structure that encourage investment, nurture economic activity, and promote a good business climate.

Policies

ED 7.1 Collaborative Nurturing of the Business Climate

Work with the business community, labor, economic development organizations and residents to maintain a good business climate.

ED 7.2 Revenue Sources

Ensure that tax revenue sources are stable, allocate costs equitably within the community, do not penalize certain types of businesses, and attract and retain businesses.

Discussion: To maintain a healthy economy and a good business climate, the city should try to impose taxes and fees that reflect the needs and priorities of the community as expressed in the Comprehensive Plan.

ED 7.3 State Tax Changes

Lobby the state legislature for changes in state tax laws to allow more options or mechanisms to be available as incentives to business investment.

ED 7.4 Tax Incentives for Land Improvement

Support a tax structure that encourages business investment and construction where infrastructure exists, especially in centers or other target areas for development.



ED 7.5 Tax Incentives for Renovation

Use tax incentives and investments to encourage revitalization, modernization, or rehabilitation of deteriorated residential and commercial properties and buildings for new economic activity.

Discussion: The city can use tax incentive programs and investment of public funds in urban amenities and infrastructure in those areas that are targeted for economic growth. Spokane's historic preservation program and others provide many benefits to property owners through tax reduction incentives and tax credits.



ED 7.6 Development Standards and Permitting Process

Periodically evaluate and improve the City of Spokane's development standards and permitting process to ensure that they are equitable, cost-effective, timely, and meet community needs and goals.

ED 8 QUALITY OF LIFE AND THE ENVIRONMENT

Goal: Improve and protect the natural and built environment as assets that attract economic development opportunities and enhance the City of Spokane's quality of life.

Policies

ED 8.1 Quality of Life Protection

Protect the natural and built environment as a primary quality of life feature that allows existing businesses to expand and that attracts new businesses, residents, and visitors.

Discussion: Good schools, infrastructure and public services, high quality neighborhoods, an attractive community appearance, many natural areas, a variety of recreational opportunities, and clean air and water attract both businesses and residents. These benefits act as economic development tools and must be protected in order to continue functioning as attractions to potential businesses and residents.

ED 8.2 Sustainable Economic Strategies

Promote sustainable economic strategies.

Discussion: Sustainable economic strategies are those that strive to achieve economic development in a manner that minimizes physical, social and environmental impacts.



ED 8.3 Recreation and Tourism Promotion

Promote the region's outdoor amenities, recreational opportunities and tourism.

Discussion: Recreational and tourism business opportunities abound in the Spokane region because of the geographical location and abundance of lakes, streams, and mountains. The Spokane River and Spokane Falls, in particular, are key outdoor recreation and tourism resources for the city.

ED 8.4 Environmental Protection Business Opportunities

Encourage businesses that specialize in environmental protection.

Discussion: As environmental concerns continue to emerge, business opportunities in the environmental protection industry increase. Examples of new industries include paper and plastic recycling and the conversion of industrial byproducts into useful materials.

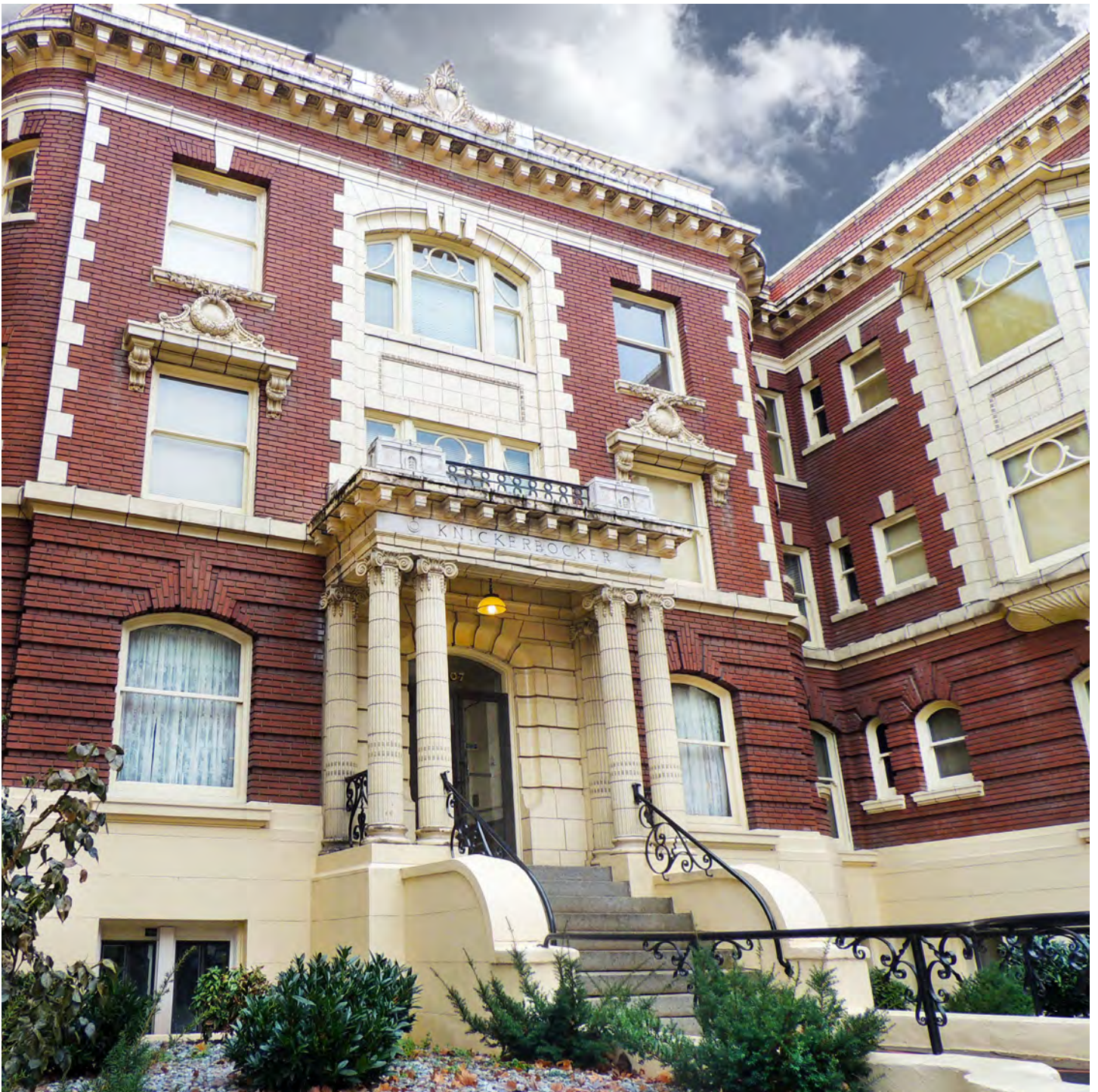
ED 8.5 Contaminated Site Clean-Up Responsibilities

Facilitate the targeted clean-up of contaminated sites.

Discussion: The city can improve the environment and its ability to attract new business as well as increase its supply of available land by continuing to offer clean up and redevelopment assistance for environmentally contaminated sites that are desirable for redevelopment.

See Goal NE 10 of Chapter 9, Natural Environment, for more information on the environment as it can affect business and economic development.





Chapter 8

Urban Design and Historic Preservation

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8.1 INTRODUCTION

As long ago as the early 1900s and the emergence of the ideals of the City Beautiful Movement, there has been recognition that a city's design and character play a significant role in its ability to function, meet the needs of its citizens, and foster quality of life.

The City of Spokane has a great foundation to stand on in this respect. Its design and character come from a landscape that offered the resources to allow the city to grow and prosper. Chief among these is the Spokane River and Falls, which have influenced every phase of its history, beginning in prehistoric times as an important center of trade and fishing and up through the rise of industry and commerce. Through periods of rapid growth and the fire of 1889, the city retains an impressive legacy of historic structures that tell the story of Spokane's social, economic and architectural history. Growth and development in more recent times have resulted in a city that has been recognized for its success in urban revitalization and historic preservation.



The following goals and policies are intended to protect and enhance Spokane's unique, authentic character with the tools of Urban Design and Historic Preservation. It is significant that this Chapter combines Urban Design and Historic Preservation, drawing on principles that support good planning in both areas. These include the importance of public input, design review, and planning that honors authentic character.



8.2 VISION AND VALUES

Spokane volunteers working on the comprehensive plan identified important themes in relation to Spokane's current and future growth. A series of visions and values was crafted for each element of the Comprehensive Plan that describes specific performance objectives. From the Visions and Values document, adopted in 1996 by the City Council, the Comprehensive Plan's goals and policies were generated.

Urban design and historic preservation involves the city's form and function, subdivision design, street character, and identification and preservation of historic resources, including buildings, sites, and districts.

Vision

"The qualities that make Spokane unique, including the historic and cultural fabric, neighborhoods, downtown area, parks and green spaces, and tree-lined streets, will be maintained and improved."

Values

"The things that are important to Spokane's future include:

- Maintaining Spokane's "comfortable feel," size, neighborhoods, and friendliness;
- Maintaining the downtown area as the center of the region in order to ensure the city's economic and cultural health;
- Having downtown Spokane be distinctive and urban by using its architectural heritage and splendor;
- Maintaining the natural beauty that makes Spokane distinctive, including the parks, waterways, tree-lined streets, and green areas;
- Preserving the historic buildings, historic fabric, and cultural heritage that provide Spokane with its character;
- Ensuring that new buildings in historic areas complement their surroundings;
- Developing Spokane to be an attractive, clean city in which people take pride; and
- Supporting neighborhoods and their associated business districts."



8.3 GOALS AND POLICIES

Goals and policies provide specificity for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane. Additional materials for this chapter are located in the Draft Comprehensive Plan/EIS Volume 2, Chapter 22, Urban Design and Historic Preservation.

DP 1 PRIDE AND IDENTITY

Goal: Enhance and improve Spokane's visual identity and community pride.

Policies

DP 1.1 Landmark Structures, Buildings, and Sites

Recognize and preserve unique or outstanding landmark structures, buildings, and sites.

Discussion: Landmarks are structures or sites that provide focal points of historic or cultural interest. Preservation of them, even when not located within historic districts, celebrates the uniqueness of the particular area. Development that is compatible with and respects these landmarks enhances the richness and diversity of the built and natural environments while reinforcing the landmark structures and sites.



DP 1.2 New Development in Established Neighborhoods

Encourage new development that is of a type, scale, orientation, and design that maintains or improves the character, aesthetic quality, and livability of the neighborhood.

Discussion: New development should be compatible with the context of the area and result in an improvement to the surrounding neighborhood.



DP 1.3 Significant Views and Vistas

Identify and maintain significant views, vistas, and viewpoints, and protect them by establishing appropriate development regulations for nearby undeveloped properties.

Discussion: The protection of identified important views and vistas of both natural and man-made features of the



environment, and improving and making safe the actual viewpoints are important for preserving the character of the city. The preservation of these features provides the citizens with orientation, visual relief, and a sense of uniqueness and place, helps create a city identity, and instills a sense of pride in its citizens.

DP 1.4 Gateway Identification

Establish and maintain gateways to Spokane and individual neighborhoods consisting of physical elements and landscaping that create a sense of place, identity, and belonging.



Discussion: Special gateways to neighborhoods or sub-areas are a cost-effective means to instill pride in an area. This can be the “seed” that causes increased investment and overall revitalization of an area.

See Policy LU 6.1 in Chapter 3, Land Use, for more information on Public Lands as they relate to this Goal.

DP 2 URBAN DESIGN

Goal: Design new construction to support desirable behaviors and create a positive perception of Spokane.

Policies

DP 2.1 Definition of Urban Design

Recognize current research that defines urban design and identifies elements of a well-designed urban environment.

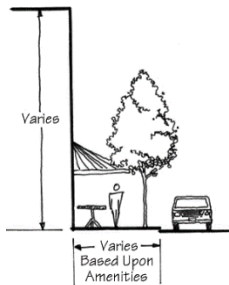
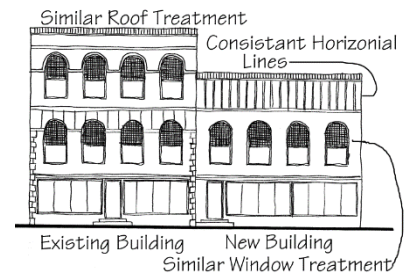
Discussion: It is generally recognized that good urban design includes the following: a quality that makes a place distinct, recognizable, and memorable; visual cues that help people get oriented quickly and navigate easily; enclosure or definition of streets, sidewalks, and other public spaces that are visually defined by buildings, walls, trees and other elements; human scale; transparency so people can recognize what lies beyond the edge of a street or other public space; linkage, or continuity of form between buildings and streets; complexity; coherence, or complimentary visual elements that help bind the area; and a clean, well-maintained appearance.



DP 2.2 Design Guidelines and Regulations

Adopt regulations and design guidelines consistent with current definitions of good urban design.

Discussion: The city should use development standards that encourage creativity while ensuring compatibility with the surrounding area and enhancing local character. Maintaining or enhancing the neighborhood's character, livability, and property value is a benefit to the residents of an area and provides business owners with some assurance of community stability. Adopted standards that are adhered to, even when some flexibility is included, offer protection and instill confidence in established and prospective residents and business owners.



Design guidelines should be understandable, enforceable, predictable, and consistent in order to measure and evaluate proposed development. Effective design guidelines include graphic depiction and written text that are clear, understandable, and unambiguous. They function specifically to guide the physical development of projects that require design review. The desire is to create and maintain an attractive and efficient city.

Options such as form based codes and a design review process should be utilized to ensure that new development is compatible with its neighbors and will meet the city's urban design goals.

DP 2.3 Design Standards for Public Projects and Structures

Design all public projects and structures to uphold the highest design standards and neighborhood compatibility.

Discussion: The development of public projects and structures can have an impact on surrounding areas. The perception that this has not been considered has resulted in neighborhood opposition to projects, in spite of potential benefits. In order to mitigate the perceived negative impacts on a neighborhood, the city must serve as an example by building its facilities to make a positive visual and functional contribution to the neighborhood, rather than just trying to mitigate negative impacts.

DP 2.4 Design Flexibility for Neighborhood Facilities

Incorporate flexibility into building design and zoning codes to enable neighborhood facilities to be used for multiple uses.

Discussion: Neighborhood public facilities are often developed to serve a particular purpose. This can be the result of code requirements that preclude the ability to utilize the facilities for other purposes. Enabling flexibility in the application of the



standards could better maximize the utility and cost effectiveness of neighborhood public facilities.

DP 2.5 Character of the Public Realm

Enhance the livability of Spokane by preserving the city's historic character and building a legacy of quality new public and private development that further enriches the public realm.

DP 2.6 Building and Site Design

Ensure that a particular development is thoughtful in design, improves the quality and characteristics of the immediate neighborhood, responds to the site's unique features - including topography, hydrology, and microclimate - and considers intensity of use.

Discussion: New and remodeled projects can have a major impact on a specific area. Site placement, setbacks, landscaping, intensity of use, and other design considerations should be compatible with the visual character of the surrounding environment. This applies to all new commercial, public, multifamily structures, high density single-family projects, and exterior remodels of existing commercial structures. An accessory structure should be of a lesser square footage and volume and should utilize materials and colors less dominant than the principal structure.

DP 2.7 Historic District and Sub-Area Design Guidelines

Utilize design guidelines and criteria for sub-areas and historic districts that are based on local community participation and the particular character and development issues of each sub-area or historic district.

Discussion: Designated historic districts are unique areas that play a special role in preserving Spokane's character. Each tells a particular story which is illustrated by a set of identified, contributing historic resources. These areas are often catalysts for redevelopment and revitalization. The character of historic districts is fragile and can be lost through large scale change or the cumulative effects of smaller changes. The relationship between historic buildings, streetscapes, and landscape features within historic districts helps define the historic character and should be considered when planning or permitting development or infill. Those areas that have been designated as local historical districts and sub-areas or special areas, such as centers and corridors and downtown Spokane, may need specific guidelines that supplement and augment the citywide general guidelines if it is determined that this is feasible or desired. Local input and the existing characteristics of an historic district or sub-area are the basis for design guidelines used for the evaluation of specific projects in that particular area.



DP 2.8 Design Review Process

Apply design guidelines through a review process that relies on the expertise of design professionals and other community representatives to achieve design performance that meets or exceeds citizens' quality of life expectations.

Discussion: The Design Review process is an opportunity for board members, citizens and staff to identify the valued features of the surrounding district or neighborhood. Board discussion and recommendations should help ensure that new developments will be sensitively designed to protect these characteristics. In addition, the Design Review process should reference any adopted district plans in order to help ensure that new development can be designed to benefit from, and contribute to, the district's potential. Design guidelines provide the direction needed to reach design solutions that meet the intent of the Comprehensive Plan, adopted plans, and adopted codes.

DP 2.9 Permit Process

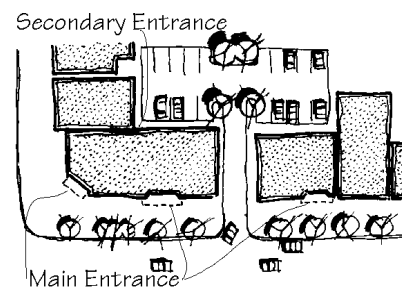
Integrate the design review process with other permitting processes to increase efficiency and create a better outcome.

Discussion: Reducing the time involved in the permit process not only saves investment time and money but may result in better cooperation between the public and city government.

DP 2.10 Business Entrance Orientation

Orient commercial building entrances and building facades toward the pedestrian sidewalks and pathways that lead to adjoining residential neighborhoods.

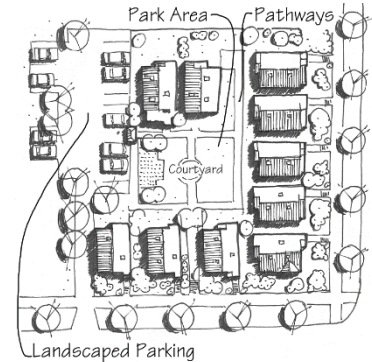
Discussion: Orienting the business entrance toward sidewalks and pathways and placing parking lots in a location other than between the entrance and the sidewalk demonstrates the business owner's commitment to the pedestrians instead of only to the motoring public.



DP 2.11 Improvements Program

Facilitate improvements such as sidewalks, street improvements, street trees, sewers, and parks in neighborhoods and commercial areas designated for higher density development.

Discussion: Increased density in established areas should be commensurate with upgrading and/or provision of the necessary public facilities and improvements in order to avoid a detrimental impact on the character of and investment in the area. The provision of these necessary facilities and improvements is in the public interest of maintaining a high quality of life.

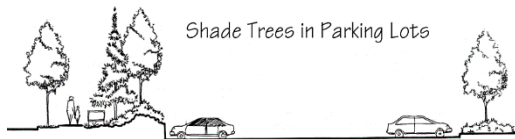


DP 2.12 Infill Development

Encourage infill construction and area redevelopment that complement and reinforce positive commercial and residential character.

Discussion: Infill construction can benefit the community when done in a manner that improves and does not detract from the livability of the neighborhood and the desirable design character of the area.

DP 2.13 Parking Facilities Design



Minimize the impacts of surface parking on the neighborhood fabric by encouraging the use of structured parking with active commercial storefronts containing retail, service, or office uses, and improve the pedestrian experience in less intensive areas through the use of street trees, screen walls, and landscaping.

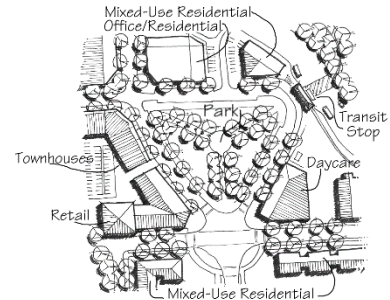
Discussion: Walkability is a key element for neighborhood and especially downtown vitality. Active and dynamic building fronts and attractive streetscapes contribute to that environment. Thus, the development of alternatives, such as parking within buildings with active storefronts and/or increased landscaping and screening of surface lots, creates a more pleasant atmosphere for both visitors to and neighbors of commercial centers. Landscape standards for parking lots could include incentives such as reduced parking requirements. .

DP 2.14 Town Squares and Plazas

Require redevelopment areas and new development to provide appropriately scaled open space such as town squares, plazas, or other public or private spaces that can be used as the focus of commercial and civic buildings.



Discussion: The inclusion of open space improves the appearance of and gives identity to a particular area. Open spaces should be located with consideration for Crime Prevention through Environmental Design (CPTED) principles, surrounding uses that ensure natural surveillance, and opportunities to positively activate these spaces for extended hours.



DP 2.15 Urban Trees and Landscape Areas

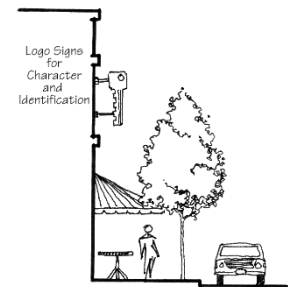
Maintain, improve, and increase the number of street trees and planted areas in the urban environment.

Discussion: Street trees and planted landscape areas are important urban design elements. Studies have shown that tree lined streets support strong retail environments and increase the value of residential neighborhoods. Located between the curb and sidewalk, street trees provide enclosure and shade that help create comfortable, walkable sidewalks that have a sense of place. Landscape standards should be designed to save large trees in newly developed or redeveloped areas. The city could establish incentives, such as reduced building setback deviations for tree planting and replacement.

DP 2.16 On-Premises Advertising

Ensure that on-premises business signs are of a size, number, quality, and style to provide identification of the business they support while contributing a positive visual character to the community.

Discussion: On-premises signs provide an important public function by identifying sources of desired goods and services. Cities where business signs provide identification of on-premises businesses without degrading the visual environment are noted for their high quality community character. Collectively, the effectiveness of business signs is enhanced when they are not too large, too numerous, or too distracting in visual character.



On-premises signs should be of high quality and managed in all urban environments to reduce visual clutter, which contributes to a distracting and unsafe experience for motorists and visual blight for citizens, especially in proximity to living environments. Business signs in residential settings should relate to the smaller scale and lower-intensity activity of these environments. Sign area and design guidelines should reflect the relative intensity of commercial arterials as well as any unique district character, such as an historic neighborhood. Exclusively residential areas should be



free of business signs entirely, except for small, unobtrusive signs to identify legal home occupations.

DP 2.17 Billboards

Prohibit new construction of billboards and eliminate existing billboards over time.

Discussion: Visual quality of the urban environment is one of the distinguishing characteristics of communities. The reputation of some cities is based largely on their good or bad visual image. Because of its scale or location, off-premises advertising, including billboards, can be among the biggest contributors to negative imagery. This advertising detracts from the surrounding setting and distracts the attention of motorists. To avoid extreme financial hardship to owners of existing billboard structures, eventual elimination by amortization is encouraged.

DP 2.18 Bus Benches and Shelters Advertising

Continue to identify and implement ways to provide bus benches and control transit stop advertising.

Discussion: Bus benches and shelters at the more heavily used transit stops provide a valuable service to bus riders because they provide a place to sit while waiting for the bus. Advertising such as scrolling displays on bus shelter walls or other forms of electronic advertising or printed media can be tastefully integrated into bus shelter design.

DP 2.19 Off-Premises Advertising

Identify and implement ways to control various forms of off-premises advertising.

Discussion: Off-premises signs that are often located in the public right-of-way also add visual clutter to streetscapes in all environments and are particularly intrusive in residential settings. Signboards placed “temporarily” at the street edge shall comply with the City of Spokane adopted sign regulations.

DP 2.20 Telecommunication Facilities

Control the visual impact of telecommunication facilities.

Discussion: Telecommunication facilities, including wireless communication support towers, can be visually obtrusive. For this reason, efforts should be made to place them as efficiently and as effectively as possible, thus minimizing the total number of such sites. For example, maximum use should be made of existing structures that can support unobtrusive co-located telecommunication facilities before new stand-alone facilities are constructed for this purpose. Also, the city should require



telecommunication sites to utilize visually unobtrusive technology, landscaping and screening techniques whenever possible.

DP 2.21 Lighting

Maximize the potential for lighting to create the desired character in individual areas while controlling display, flood and direct lighting installations so as to not directly and unintentionally illuminate, or create glare visible from adjacent properties, residential zones or public right-of-way.

Discussion: Lighting is an often overlooked design element that can have a dramatic positive effect on the form, mood, quality, and character of an area. Lighting contributes to the convenience of the user and increases the safety and security of a site, the street, and surrounding properties during night hours. It can highlight structural details and enhance the visual character of the urban form. However, careless use of outdoor lighting damages the aesthetics of the night and the nighttime environment, decreasing security and safety or creating hazards through reduced contrast or increased glare and distraction. While lighting can help establish an attractive, distinctive and safe environment, care should be taken to ensure that it does not detract from the character of an area.

Additional policies related to this goal are found in Chapter 3, Land Use and Chapter 4, Transportation.

DP 3 PRESERVATION

Goal: Preserve and protect Spokane’s historic districts, sites, structures, and objects.

Policies

DP 3.1 Historic Preservation

Establish historic preservation as a high priority within city programs.

Discussion: Historic preservation has traditionally received less funding and fewer resources than any other city department. An increase in funding and an accompanying increase in connecting preservation with city functions of economic development and planning ensures that these policies are enacted. Well-funded and staffed historic preservation programs result in measurable economic development and community revitalization.

DP 3.2 Historic Preservation Plan

Encourage public understanding and support of Spokane’s historic heritage by educating the public of the goals of the Historic Preservation Plan.



Discussion: The plan promotes public understanding and support of the diversity of Spokane's heritage. It continues to be an effective historic and cultural resource management tool as a supporting document to the Comprehensive Plan.

DP 3.3 Identification and Protection of Resources

Identify historic resources to guide decision making in planning.

Discussion: Historic inventories and registers are the foundation of good community planning. Maintain an inventory of historic properties and the Spokane Register of Historic Places and continue to nominate historic properties to the local, state, and national historic registers.

DP 3.4 Reflect Spokane's Diversity

Encourage awareness and recognition of the many cultures that are an important and integral aspect of Spokane's heritage.

Discussion: Historic preservation must reflect the diversity of Spokane's past. The city must be proactive in including the many cultures and traditions of Spokane's heritage in historic preservation planning and activities.

DP 3.5 Landmarks Commission

Maintain and utilize the expertise of the Landmarks Commission in decision making by the City Council, City Plan Commission, City Parks Board, and other city agencies in matters of historic preservation.

Discussion: The City of Spokane and Spokane County established the Landmarks Commission in 1981 to advise them in matters of historic preservation. Their link with other government processes needs to be strengthened. More effort is needed to seek the counsel of the Landmarks Commission before decisions are made.

DP 3.6 Publicly-Owned Historic Structures and Infrastructure

Require a critical review of a project prior to the removal or destruction of any publicly-owned building, structure, or site that is listed on, or is eligible for listing on the local, state, or national historic registers.

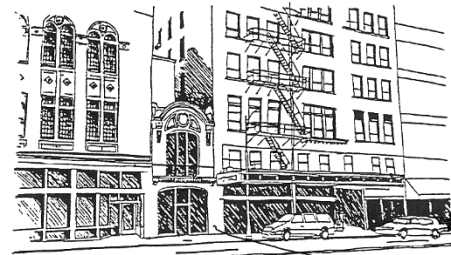
Discussion: Spokane County and the City of Spokane are major owners of local cultural and historic resources. Many of these resources are public buildings or elements of the public infrastructure, such as bridges, streets, street features (granite curbs and brick gutters), and park landscapes. The city and county should demonstrate the importance of historic preservation by critically evaluating any public projects for their impacts to historic resources, including archaeology.



DP 3.7 Protection of Archaeological and Historic Sites

Ensure that archaeological and historic sites are identified and protected.

Discussion: Significant archaeological and historic sites must first be identified and designated historic if established criteria are met, and then protected through the city and state permit processes. Identification and designation distinguishes the properties that meet criteria for historic significance from all other older properties. When new sites are discovered, the city will attempt to ensure they are appropriately preserved, as required by state law.



Compatible Structure in Vacated Alleyway

DP 3.8 Legislative Reform

Support city legislative priorities that promote historic preservation wherever possible.

Discussion: Because historic preservation is important and provides significant benefits to the City of Spokane, city legislative priorities should support historic preservation. The City of Spokane has especially benefited from, and should support, continued authorization of the federal Investment Tax Credit Program, and the state-enabled, locally administered Special Valuation Program. These programs assist a wide range of property owners, attract millions of dollars in private investment each year, and help raise the property tax base in a permanent and sustainable way.

DP 3.9 Redevelopment Incentives

Provide incentives to property owners to encourage historic preservation.

Discussion: Incentives play an important role in encouraging the preservation and reuse of historic buildings, and maximizing substantial economic and quality of life benefits. The city should retain existing local incentives (historic designation, specialized technical Design Review assistance, Special Valuation, a historic marker program, conditional use permits, and fee waivers) and look for new ways to encourage preservation with incentives.

DP 3.10 Zoning Provisions and Building Regulations

Utilize zoning provisions, building regulations, and design standards that are appropriate for historic districts, sites, and structures.

Discussion: Regulations are tools that can and should be used to promote preservation and renovation rather than demolition. City Departments such as Building, Planning and Development, Engineering, Parks and Recreation, and Streets should include Historic Preservation in their plans, policies, regulations and



operations. Examples include retaining favorable zoning options (Historic Conditional Use Permits and Historic District Overlay Zones), and encouraging the use of form-based codes and special building codes like the historic building sections of the International Building Code (IBC) and International Existing Building Code (IEBC) in development projects involving historic properties and historic districts.

DP 3.11 Rehabilitation of Historic Properties

Assist and cooperate with owners of historic properties to identify, recognize, and plan for the use of their property to ensure compatibility with preservation objectives.

Discussion: Assisting owners to identify and designate historic properties and publicly recognizing the owners of historic properties are steps that serve to stimulate and reinforce historic preservation. Public agencies can cooperate with owners to provide for the preservation and maintenance of historic and cultural resources.

DP 3.12 Reuse of Historic Materials and Features

Encourage the deconstruction and reuse of historic materials and features when historic buildings are demolished.

Discussion: When a historic building is demolished, many materials and architectural features (such as doors, fixtures, corbels, flooring, tile, or moldings) can be salvaged and reused through careful deconstruction, rather than full demolition. As such, the rehabilitation and reuse of a building is strongly encouraged over the demolition of the historic building and the construction of a new structure.

DP 3.13 Historic Districts and Neighborhoods

Assist neighborhoods and other potential historic districts to identify, recognize, and highlight their social and economic origins and promote the preservation of their historic heritage, cultural resources, and built environment.

Discussion: Identifying the social and cultural resources of an area is necessary for protection and guides decision-making in resource planning and management, and environmental review. The conservation of neighborhoods of historic character, preservation of historically significant resources, and their inclusion into historic districts are encouraged. Outstanding historic structures should be preserved when neighborhoods are redeveloped and rehabilitated.



DP 4 DOWNTOWN CENTER VIABILITY

Goal: Create a vital, livable downtown by maintaining it as the region's economic and cultural center and preserving and reinforcing its historic and distinctly urban character.

Policies

DP 4.1 Downtown Residents and Workers

Encourage investments and create opportunities that increase the number of residents and workers in downtown Spokane.

Discussion: Increasing the number of residents and workers in the downtown area provides the necessary number of patrons to maintain a healthy business climate, which increases the tax base, making more funds available for the provision of public facilities and services. More people in downtown Spokane can increase street level activity and can lessen crime by having more "eyes-on-the-street." Supporting investments and opportunities is not only a benefit to developers and property owners, but to the general public as well, which can enjoy a safer, thriving business district.

DP 4.2 Street Life

Promote actions designed to increase pedestrian use of streets, especially downtown, thereby creating a healthy street life in commercial areas.

Discussion: Providing activities and reasons for people to be on the street heightens the sense of excitement, improves a sense of safety, encourages diversity, and increases social interaction essential to healthy community life.

DP 4.3 Downtown Services

Support development efforts that increase the availability of daily needed services in downtown Spokane.

Discussion: The availability of services and facilities, such as dry cleaners, health clubs, grocery stores, restaurants, and pharmacies make living downtown more convenient, lessens dependence on automobile transportation, and helps support the critical mass of residents necessary to create a vibrant downtown.



DP 5 LOCAL DETERMINATION

Goal: Make neighborhoods attractive, safe places by encouraging residents to express their design and development values.

Policies

DP 5.1 Neighborhood Participation

Encourage resident participation in planning and development processes that will shape or re-shape the physical character of their neighborhood.

Discussion: It is in the best interest of the broader community to maximize the desirability and stability of the city's individual neighborhoods. Neighborhood residents are the best equipped to determine what neighborhood design details and elements represent the particular characteristics of their specific area. As an example, residents are able to identify neighborhood features that are valued so they can be protected or enhanced as changes occur. This might include new development subject to review by the Design Review Board or updates to codes and policies that may affect a neighborhood.

DP 5.2 Neighborhood Involvement in the City Design Review Process

Encourage neighborhoods to participate in the city's design review process.

Discussion: The design review process should be accessible to neighborhoods to allow involvement and input into the deliberations. For projects subject to the design review process, neighborhoods can provide input to the Design Review Board and project proponents regarding a specific development project's design issues. To enable neighborhood participation, city staff will endeavor to ensure that the neighborhood councils or steering committees are adequately informed of upcoming design review meetings regarding projects that are being proposed to be developed within their particular neighborhood.





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Natural Environment

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9.1 INTRODUCTION

This chapter addresses the natural environment of Spokane and the surrounding region. The natural environment element includes topics such as rivers, wetlands, the urban forest, nature areas, the aquifer, clean air, shorelines, trails, energy, agricultural lands, the economy, and wildlife.

Goals and policies address restoration, protection, and enhancement of the natural environment, as well as guiding incentives, regulations, future plans, and public investments. These measures aim to bring back and maintain all that can be great in Spokane: clean rivers and streams, healthy air, natural areas with native vegetation, trails, sacred and historic sites, trees, native land forms, and citizens who understand the impacts of growth on the natural environment and the opportunities to make positive changes.

Natural Setting

Spokane enjoys an extensive natural environment for an urban area. Not many other cities have the amount of nature space and the presence of native plants and animals as Spokane. Spokane must continue to protect and enhance the natural environment in order to maintain and improve this region's quality of life.



9.2 VISION AND VALUES

Citizen volunteers working on the Comprehensive Plan identified important themes in relation to Spokane's current and future growth. A series of visions and values was crafted for each element of the Comprehensive Plan that describes specific performance objectives. The Comprehensive Plan's goals and policies were generated from the Visions and Values document, adopted in 1996 by the City Council.

The natural environment is identified by its conservation areas, parks (natural places), topography, geology, views and vistas, habitat corridors, environmental quality, and natural energy benefits.

Vision

"Spokane will be responsible stewards of the environment to ensure clean air and water and healthy trees and parks. Residents will have convenient access to natural and recreational areas inside and outside the city."

Values

"The things that are important to Spokane's future include:

- Protecting and replanting street trees, trees in parks, and private trees;
- Guaranteeing good clean air and water;
- Preserving the natural environment outside the city;
- Maintaining a close connection to the outdoors, recreation, and nature areas;
- Using alternatives to personal automobiles to save energy and protect the environment;
- Recognizing the uniqueness of the four seasons and the climate;
- Recycling;
- Being responsible stewards of the environment;
- Keeping areas where wildlife live;
- Maintaining the availability of open space, golf courses, and trails;
- Maintaining tree-lined streets and the natural beauty; and
- Preserving the Spokane River and Latah Creek."



9.3 GOALS AND POLICIES

Goals and policies provide specificity for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane.

NE 1 WATER QUALITY

Goal: Protect the Spokane Valley - Rathdrum Prairie Aquifer and other water sources so they provide clean, pure water.

Policies

NE 1.1 Aquifer Study

Continue to study the aquifer and utilize strategies to remedy all sources or activities of contamination.

Discussion: All studies and strategies shall be based on the best scientific information available. Focus on moving land use activities that have the potential for groundwater pollution away from being over the aquifer.



NE 1.2 Stormwater Techniques

Encourage the use of innovative stormwater techniques that protect ground and surface water from contamination and pollution.

Discussion: The city is engaged in a process to ensure that stormwater runoff does not negatively impact surface and ground water sources. As part of this process, the city has adopted amendments to the municipal code that encourage and incentivize the use of low-impact mitigation tools, such as swales or rain gardens. The city should also ensure that identified techniques do not negatively impact adjacent properties, consider homeowner protections, and are coordinated regionally.

NE 1.3 Regional Water Board

Continue to support the regional watershed group in their efforts to conduct aquifer planning, allocating, monitoring, and study responsibilities for the entire watershed.

NE 1.4 Water Quality Report

Prepare an annual water quality report that identifies the year's water quality and quantity and compares these to prior years.

NE 1.5 Mining Activities

Prohibit open pit mining that exposes the aquifer or ground water to potential contamination.



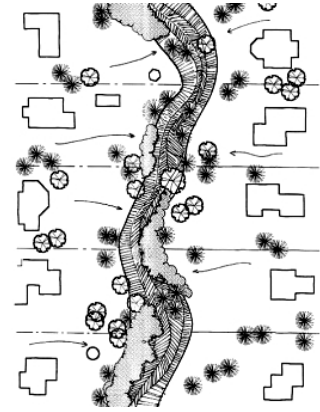
NE 1.6 Natural Water Drainage

Identify and preserve areas that have traditionally provided natural water drainage.

Discussion: Natural drainage areas should be preserved or acquired to accommodate future stormwater runoff and protect surface and ground water.

NE 1.7 Wellhead Protection

Allow only non-polluting land uses within the water recharge zones of the public water wells.



NE 1.8 Toxic Dumping Restrictions

Retain and enforce laws against dumping toxic fluids where they may reach the aquifer.

NE 1.9 Sewer Requirement

Ensure that every developed property in the city and the adjacent urban growth area is served by sewer to minimize aquifer contamination.

NE 2 SUSTAINABLE WATER QUANTITY

Goal: Ensure all aquifers and water sources are not diminished below sustainable recharge or flow levels.

Policies

NE 2.1 Water Conservation

Support a water conservation program that decreases household, commercial, industrial, and agricultural water use.

Discussion: Although the city is not facing any apparent water shortages, prudent use of water should be practiced until more is known about the capacity of the aquifer. Benchmark standards should be established to monitor water consumption and aquifer capacity. Further, water billing practices should be revised to encourage water conservation. Opportunities to recycle water in industrial coolant activities and the use of treated water for non-food irrigation purposes should be explored.

NE 2.2 Landscaping Requirements

Use incentives in landscape requirements that encourage application of drought tolerant native trees and plants.



NE 2.3 Native Tree and Plant Protection

Preserve native vegetation in parks and other publicly owned lands in the design and construction of new public facilities.

NE 3 SHORELINES

Goal: Protect the natural state of shorelines while providing community access that does not negatively impact riparian habitats, fragile soils, and native vegetation.

Policies pertaining to shoreline management are located in Chapter 14, Shoreline Master Program.

NE 4 SURFACE WATER

Goal: Provide for clean rivers that support native fish and aquatic life and that are healthy for human recreation.

Policies

NE 4.1 Watershed Plan

Continue to support and further develop watershed plans for all watersheds that are associated with the geographic boundaries of the city.

Discussion: Coordinate with all interested agencies, jurisdictions, and citizens groups in the development of watershed plans.

NE 4.2 Zero Pollution Industrial Parks

Develop zero pollution industrial parks that focus on manufacturing activities that recycle wastes within their facilities or through adjoining industries in the park.

NE 4.3 Impervious Surface Reduction

Continue efforts to reduce the rate of impervious surface expansion in the community.

Discussion: Impervious surfaces do not allow stormwater to naturally percolate into the soil and recharge ground and surface waters, and cause an increased amount of stormwater runoff that can affect adjacent properties or water bodies. Mitigating the negative effects of increased stormwater often requires expensive engineered solutions. Some impervious surfaces are contaminated with substances that are carried with stormwater to ground and surface waters. Increases in impervious surface area do not need to accompany all growth; the alternative is to grow more efficiently and effectively. This can be accomplished by maintaining natural drainage patterns, increased use of pervious surface materials in development, vertical



development, and higher housing densities (which decreases the amount of impervious surfaces per person).

NE 5 CLEAN AIR

Goal: Work consistently for cleaner air that nurtures the health of current residents, children and future generations.

Policies

NE 5.1 Clean Heating Sources

Encourage the use of heating sources that do not negatively affect Spokane's air quality.

Discussion: As a member of the Spokane Regional Clean Air Agency (SRCAA), the city should support SRCAA's efforts to maintain clean air for Spokane's residents.

NE 5.2 Facility Review



Review and determine public benefits in comparison to the environmental impacts of new and existing public or private facilities that negatively impact the region's air quality and health of its citizens.

Discussion: As a periodic activity, monitoring and evaluation of such facilities and operations as the Waste to Energy Plant, Regional Solid Waste Compost Facility, the Nelson Service Center should be conducted to ensure that they are the best solutions for the community's well-being.

NE 5.3 Packaging Reduction

Create and support legislation, education, and other means that reduce product packaging so that waste disposal is decreased.

NE 5.4 Profit from Waste

Recruit industries that can make use of and profit from Spokane's solid waste in a manner that minimizes or mitigates environmental impacts.

NE 5.5 Vegetation

Plant and preserve vegetation that benefits local air quality.

Discussion: Plants provide life-essential oxygen. The amount of trees required to mitigate local air pollution should be studied. Plant areas of the city that are most impacted by air pollution with native plants.



Additional policies that may have an effect on air quality are included in Chapter 3, Land Use; Chapter 4, Transportation; and Chapter 5, Capital Facilities and Utilities.

NE 6 NATIVE SPECIES PROTECTION

Goal: Protect and enhance diverse and healthy native species, such as plants, trees, animals, and fungi, for present and future generations and respect the ecological necessity of bio-diversity.

Policies

NE 6.1 Native and Non-Native Adaptive Plants and Trees

Encourage the use of and development of standards for using native and non-native adaptive plants and trees in landscape designs for public and private projects.

Discussion: The benefits of using native vegetation in project designs include water conservation and increased habitat. An example of an incentive for this practice is to provide design assistance to applicants in the development of native landscape plans.

NE 6.2 Citizen Recognition

Recognize citizens who use native plantings in their yards.

Discussion: A program for formal acknowledgment of citizens who practice native landscaping could be created by the city's Urban Forestry Committee. Certificates of appreciation and recognition by the media are potential forms of acknowledgement.

NE 6.3 Habitat Network

Identify, preserve or purchase, and maintain existing and potential links between wildlife habitat areas in order to form a network of wildlife habitats.

NE 6.4 Fish and Wildlife Protection

Continue to identify and protect those fish and wildlife and their habitats which are identified as a priority by citizens and scientific experts.

NE 6.5 Protection of Adjacent Wildlife Habitats

Coordinate with adjacent jurisdictions and agencies to designate, protect, and acquire wildlife habitats that abut or straddle the city limits or urban growth boundary.



NE 7 NATURAL LAND FORM

Goal: Preserve natural land forms that identify and typify our region.

Policies

NE 7.1 Land Form Identification

Define, identify, and map natural land forms that typify our region and warrant protection.

Discussion: Some of the natural land forms in the Spokane region include the following: pine forests, Mount Spokane skyline, aquifer springs, Palouse hills, scablands, Spokane River falls and rapids, basalt cliffs, Missoula flood stones, granite hillsides, basalt ponds and wetlands, camas fields, and shrub steppe drylands.

NE 7.2 Land Form Protection

Purchase lands that contain natural land forms or protect them with incentives, clustering, or transfer of development rights.

Discussion: The city should consider the protection of natural land forms in the decision criteria for public land purchase.

NE 7.3 Rock Formation Protection

Identify and protect basalt rock formations that give understanding to the area's geological history, add visual interest to the landscape, and contribute to a system of connected conservation lands.

Discussion: Two primary tools for rock formation protection are acquisition with funding sources, such as Conservation Futures, and encouraging to developers to protect a site's natural features.

NE 7.4 Unstable Slope Protection

Continue to designate unstable slopes as not suitable for development.

Discussion: Ground stability is an increasingly critical issue as landforms exceed 30 percent slope. Only proposals that demonstrate the ability for safe development without harming current or future occupants of the site or neighboring properties should be allowed. In most instances, the expertise of a licensed geo-technical engineer is required to make this proof.



NE 7.5 Slope Protection

Integrate the protection of slopes with wildlife corridor and natural area designations and acquisitions.



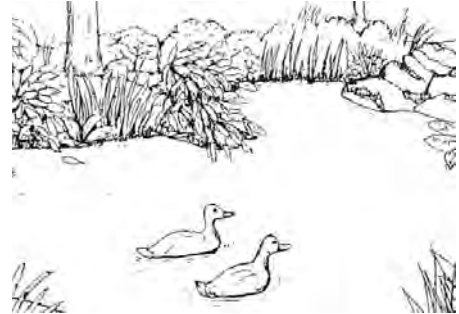
NE 7.6 Geologically Hazardous Areas

Continue to classify, designate, and protect Geologically Hazardous Areas as identified in the Critical Areas Ordinance.

NE 7.7 Wetlands

Enforce regulations that achieve no overall net loss in acreage and functions of the remaining wetland base and, over the long term, increase the quantity and quality of wetlands in the city.

Discussion: Wetland policies and regulations should be monitored to ensure the function and values of wetlands are being fully protected.



NE 8 AGRICULTURAL LANDS

Goal: Preserve land and provide opportunities for farming that generates produce for local markets and supports the farming economy.

Policies

NE 8.1 Agricultural Lands of Local Importance

Designate areas of the city that have been used traditionally for agricultural purposes, have at least Soils Conservation Services Class II soils or are designated prime agriculture lands, and are at least one acre in size as agricultural lands of local importance.

NE 8.2 Compatible Agricultural Activities

Allow agricultural activities adjacent to urban uses without compromising farmers' rights to farm their land.

Discussion: Preservation of agricultural activity within a broader urban setting poses potential operational, environmental, and lifestyle conflicts. The designation of agricultural lands within the city should address the allowed agricultural activities to ensure urban compatibility, particularly at the immediate interfaces with urban uses.



NE 9 SUSTAINABLE ECONOMY

Goal: Enhance the natural environment to support a thriving sustainable economy.

Policies

NE 9.1 Environment and the Economy

Identify, preserve, and enhance the natural environment elements that define Spokane's quality of life and help sustain the economy.

Discussion: High environmental quality is one of the area's assets and reasons for businesses to locate or expand in Spokane. For many people, the area's natural setting and environmental resources are their primary reason to live here.

NE 10 NATURAL ENVIRONMENT AND EMPLOYMENT

Goal: Create employment that enhances the natural environment.

Policies

NE 10.1 Environment Supporting Businesses

Provide incentives for businesses that restore and benefit the natural environment while providing jobs for local residents.

NE 10.2 Local Business Support

Support and provide incentives for businesses that employ local people, use local materials, and sell their products and/or services locally.

Discussion: Using local resources and selling products/services locally preserves existing businesses and saves in transportation costs and impacts.

NE 10.3 Economic Activity Incentives

Identify and provide incentives for economic activities that combine the goals and principles of economy, ecology, and social equity.



NE 11 NATURAL AREAS

Goal: Designate a network of natural areas (natural areas and connecting corridors) throughout Spokane that supports native habitats and natural land forms.

Policies

NE 11.1 Identification of Natural Areas

Identify natural areas throughout the city, based on neighborhood input, existing city-owned conservation lands, wildlife habitats, steep slopes, wetlands, riparian areas, adjacency to county natural areas, and proximity to state parks.

NE 11.2 Corridor Links

Identify corridors that link natural areas.

NE 11.3 Acquisition Techniques

Acquire natural areas and connecting corridors using acquisition techniques to create a network of natural areas.

Discussion: Ideas for acquisition beyond outright purchase include tax incentives, Spokane County Conservation Futures funds, volunteer fund drives or donations of lands, transfer of development rights, clustering of development, development set asides, easements or contribution requirements, and application of grant funding.

NE 11.4 Natural Area Paths

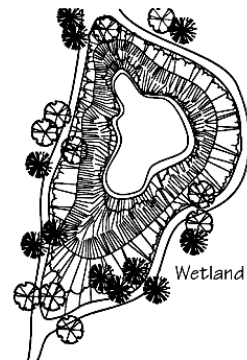
Develop soft, permeable, low impact paths in natural areas.

Discussion: In the process of developing new paths, identify existing soft pathways. New pathways should be located away from environmentally sensitive portions of the natural areas.

NE 11.5 Spokane River Gorge

Pursue the Spokane River Gorge as a natural area and maintain this place as one of our region's greatest resources.

Discussion: The Spokane River Gorge is a natural connection between Riverfront Park, Latah Creek, Indian Canyon, and Riverside State Park. The historical significance of the Gorge to native and early pioneering cultures should be emphasized in how the area is protected. Various historical and cultural experiences should be developed without harming the riparian habitat.



NE 12 URBAN FOREST

Goal: Maintain and enhance the urban forest to provide good air quality, reduce urban warming, and increase habitat.

Policies

NE 12.1 Street Trees

Plant trees along all streets.

Discussion: Installing street trees along all residential and arterial streets is the easiest and most cost effective way to secure the environmental benefits of urban forestry. Street trees planted in buffer strips between the curb and sidewalk should be included in every street project or private development.



NE 12.2 Urban Forestry Programs

Participate in the Spokane County Conservation District for urban forestry programs, protection, and maintenance.

NE 12.3 Protection Techniques

Use incentives and acquisition to protect forested areas both on publicly and privately owned land.

NE 12.4 Forest Inventory Database

Maintain an inventory of the urban forest in the city's Geographic Information System.

NE 12.5 Tree Replacement Program

Do not allow tree removal in the public right-of-way without a program for tree replacement.

Discussion: The city should adopt a practice of “no net loss” in street trees. Permits to remove street trees should only be granted when they are determined by the city to be sick, damaged, or near the end of life. Removal for life, safety, or other emergencies is the determination of public safety officials.



NE 13 CONNECTIVITY

Goal: Create a citywide network of paved trails, designated sidewalks, and soft pathways that link regional trails, natural areas, parks, sacred and historical sites, schools, and urban centers.

Policies

NE 13.1 Walkway and Bicycle Path System

Identify, prioritize, and connect places in the city with a walkway or bicycle path system.

Discussion: At a minimum, this system shall include connection to the regional trails, natural areas, soft path networks, community parks, sacred and historic sites, schools, the downtown area, and community and neighborhood centers.

NE 13.2 Walkway and Bicycle Path Design

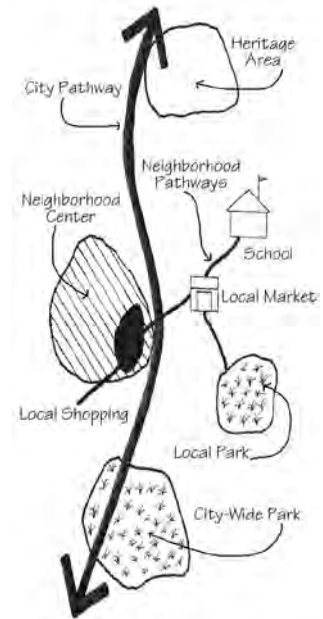
Design walkways and bicycle paths based on qualities that make them safe, functional, and separated from automobile traffic where possible.

NE 13.3 Year-Round Use

Build and maintain portions of the walkway and bicycle path systems that can be used year-round.

NE 13.4 Winter Trail Network

Link soft trails, parks, and golf courses with the walkway and bicycle path system to develop a winter trail network.



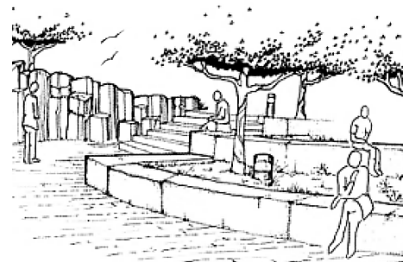
NE 14 PLAZA DESIGN WITH NATURAL ELEMENTS

Goal: Develop or revitalize plazas using local nature elements, including water, vegetation, wildlife, and land forms.

Policies

NE 14.1 Plaza Inventory and Improvements

Inventory existing plazas that lack nature elements and that are not used actively and identify natural element features that will improve them.



NE 14.2 New Plaza Design

Develop plazas with native natural elements and formations, such as basalt, Missoula flood stones, stream patterns, river character, native trees, and plants that attract native birds.

NE 15 NATURAL AESTHETICS

Goal: Retain and enhance nature views, natural aesthetics, sacred areas, and historic sites that define the Spokane region.

Policies

NE 15.1 Protection of Natural Aesthetics

Protect and enhance nature views, natural aesthetics, sacred areas, and historic sites within the growing urban setting.

Discussion: Consult with local Native Americans and historians to establish criteria and identify features to be protected. Standards for protection should then be adopted to implement the protection program.

NE 15.2 Natural Aesthetic Links

Link local nature views, natural aesthetics, sacred areas, and historic sites with the trail and path system of the city.



NE 15.3 Community Education

Educate the community on the meaning of sacred and historic sites so that they value their protection and enhancement.

NE 15.4 Naming Culturally Historic Sites

Identify local nature views, natural aesthetics, sacred areas, and historic sites that define the Spokane region with the original names local historic cultures gave to them.

Discussion: The city's Park Board could assist in realizing this policy by considering both Indian and non-Indian names for city park properties such as Wyakin Park, the ecological park in northwest Spokane.

NE 15.5 Nature Themes

Identify and use nature themes in large scale public and private landscape projects that reflect the natural character of the Spokane region.



Discussion: Nature themes for Spokane include: pine forests, the Mount Spokane skyline, aquifer springs, Palouse hills, scab lands, Spokane Falls, basalt cliffs, Missoula flood stones, granite hillsides, basalt ponds and wetlands, native plants, Spokane River, the gorge with basalt rapids, camas fields, and shrub steppe drylands. An example of this policy application is the Northwest Museum of Arts & Culture (MAC) grounds.

NE 16 QUALITY OF LIFE

Goal: Compile social, natural environment, and economic indicators of a healthy Spokane community on an annual basis, and compare them to prior years in order to assess Spokane's progress.

Policies

NE 16.1 Quality of Life Indicators

Coordinate with other groups and agencies to develop quality of life indicators based upon what others have previously identified.

Discussion: Spokane Community Indicators is one existing community process that monitors natural environment quality of life indicators.

NE 16.2 Benchmark Adoption

Develop quality of life benchmarks based on identified indicators that the community wants to obtain over time.

NE 17 NATURAL ENVIRONMENT EDUCATION

Goal: Educate children and the community on how to improve Spokane's natural environment.

Policies

NE 17.1 Protection and Recognition

Develop a program that formally recognizes activities, development, businesses, groups, and people that contribute to the protection and improvement of Spokane's natural environment.

Discussion: An effective recognition program is based on a collaborative effort of the city, media, environmental groups, business organizations, and neighborhoods.

NE 17.2 Natural Environment Sources

Create a central source within city government to disseminate information on anything affecting the city's natural environment, programs to enhance the natural environment, and environmental education opportunities.



NE 17.3 Environmental Education for Children

Educate children about the interrelationship between people and nature so that an understanding and respect for human impacts and the benefits of nature is developed.

NE 18 ENERGY CONSERVATION

Goal: Promote the conservation of energy in the location and design of residential, service, and workplaces.

Policies

NE 18.1 Innovative Development

Encourage innovative residential development techniques that produce low energy consumption per housing unit.

Discussion: Examples include attached single-family and multifamily, solar enhancing site orientation, earth sheltering, and the use of renewable energy sources.

Additional policies related to energy conservation as it relates to housing location are included in Chapter 3, Land Use.

NE 19 FLOOD HAZARDS MANAGEMENT

Goal: Protect life and property from flooding and erosion by directing development away from flood hazard areas.

Policies

NE 19.1 Channel Migration Zone Management

Determine the channel migration zone of streams and rivers in the city that have a history of flooding.

Discussion: Constraining a stream or river from its natural course or meander can often lead to erosion or flooding.

NE 19.2 100-Year Flood Plain Reassessment

Conduct a reassessment of the 100-year flood plain in areas with a history of flooding.

Discussion: Observations and subsequent measurements have provided evidence that a more detailed analysis of the various flood plain boundaries is necessary.



NE 19.3 Land Acquisition/Home Relocation Program

Consider the purchase of homes and lands that are in the 100-year flood plain and maintain those areas as natural area corridors.

NE 19.4 Discourage Development in 100-Year Flood Plain

Discourage development and redevelopment of habitable structures that are within the 100-year flood plain.

Discussion: In order to function correctly as a relief valve for a flooding area, 100-year flood plains should remain free of new development.

NE 19.5 Public Awareness and Education

Develop a public awareness and education program for residents living within flood plains.

NE 19.6 Downstream Impacts Consideration

Consider the downstream impacts created by development, erosion control devices, and public works projects within or adjacent to rivers and streams.

Discussion: Public works projects like bridges, and erosion control devices like riprap, can negatively impact downstream properties.





Chapter 10

Social Health

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10.1 INTRODUCTION

"A healthy city is one that is continually creating and improving those physical and social environments and strengthening those community resources which enable people to mutually support each other in performing all the functions of life and achieving their maximum potential." – Trevor Hancock



The concept of "health" has historically been associated with issues surrounding physical health. However, the healthy communities movement defines health beyond traditional health issues and also considers social and community health. A city's role in improving the health and well-being of individuals, families, and communities requires addressing the factors that influence or cause health-related behaviors, such as: resource allocation, the physical environment, housing choices, quality education, efficient

public transportation, employment options, a rehabilitation-based criminal justice system, cultural and recreational opportunities, and accessible health systems through local policies that enhance equity.

Scope of the Chapter

In the Comprehensive Plan, the aspects of a healthy community that are specifically related to housing, natural environment, transportation, and economic development are addressed in the chapters devoted solely to those topics. This chapter addresses the more qualitative aspects that support Spokane's social fabric.

With a full range of choices and opportunities, Spokane can maximize its human resources by enhancing each person's ability to achieve their full potential in the community. Implementation of these ideas need not be expensive if it builds on the assets that already exist. This is a values-driven approach that uses what we have to get where we want to go. When residents are adequately housed, productive, safe, healthy, caring, and civil, the city is prosperous, energetic, supportive, and livable.

The policies in this chapter support a key underlying assumption that social health is strongly related to a sense of community. People feel a greater attachment to place if they



associate it with meaningful experiences. When they can shop, work, play, and learn near where they live, people are provided with the opportunity to communicate and develop a positive relationship with their neighbors. These relationships should promote justice, equity, and an inclusive environment for all people, regardless of race, religion, creed, color, sex, national origin, marital status, familial status, domestic violence victim status, age, sexual orientation, gender identity, honorably discharged veteran or military status, refugee status, the presence of any sensory, mental or physical disability as defined by the Americans with Disabilities Act and/or the Washington State Law Against Discrimination, or the receipt of, or eligibility for the receipt of, funds from any housing choice or other subsidy program or alternative source of income. For this reason, the social health chapter includes policies that encourage diversity in each neighborhood.



10.2 VISION AND VALUES

Spokane volunteers working on the Comprehensive Plan identified important themes in relation to Spokane's current and future growth. A series of visions and values was crafted for each element of the Comprehensive Plan that describes specific performance objectives. From the Visions and Values document, adopted in 1996 by the City Council, the Comprehensive Plan's goals and policies were generated.

Social health addresses youth, families, senior citizens, people with disabilities, education, public safety, recreation, the arts, quality housing, and cultural opportunities.

Vision

"Spokane will be a safe and nurturing community that provides a diversity of social, recreational, educational, and cultural opportunities for all ages. A strong, positive identity for Spokane will be furthered by constructive community events and activities."

Values

"The things that are important to Spokane's future include:

- Providing recreational and educational opportunities for all youth;
- Assuring that Spokane remains a great place to raise a family;
- Treasuring the youth and elders alike;
- Maintaining quality education and avoiding overcrowding in the schools;
- Maintaining a diversity of opportunities for higher education;
- Eliminating and keeping out drug and gang-related criminal activities;
- Implementing neighborhood and community oriented policing;
- Expanding and diversifying cultural opportunities, such as arts, sports, entertainment, and ethnic opportunities;
- Continuing community events that contribute to Spokane's community identity, such as Hoopfest, Bloomsday, and Pig-Out in the Park; and
- Assuring that access to recreational opportunities is not lost as growth occurs."



10.3 GOALS AND POLICIES

Goals and policies provide specificity for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane.

SH 1 FUNDING MECHANISMS TO SUPPORT SOCIAL HEALTH

Goal: Utilize all funding mechanisms that will help to develop the infrastructure, support, and staffing necessary to provide affordable, accessible opportunities for arts, culture, recreation, education, and health and human services to all citizens, with particular attention to the needs of youth, the elderly and those with special needs.

Policies

SH 1.1 Invest in Social Health

Allocate funds to arts and human services in sufficient amounts to guarantee ongoing support for these programs to achieve their full potential.

Discussion: Arts and cultural programs are a powerful economic development tool in their ability to enhance Spokane's image and thereby entice new businesses to locate here. For these reasons, the city supports the Spokane Arts Commission's efforts to promote and enhance the arts in Spokane. The Community, Housing and Human Services Department and Spokane Arts Fund each contribute substantially to the social health of the city. For this reason, it is essential to establish a consistent funding base that supports program stability. This is especially important for leveraging external dollars. To that end, general fund monies shall be allocated annually to support these functions.

The Spokane City Council has named human services as one of its nine priorities. Community, Housing and Human Services' budget supports local non-profit organizations that provide services such as child and adult day care, family support services, emergency services, and support services for special needs populations and the elderly. The Spokane Arts Fund supports the Arts Commission through a Memorandum of Understanding, and is the City of Spokane's main proponent for arts and cultural opportunities in the community. Arts staffing levels must be adequate to also pursue and administer state, federal and private grants. In addition, the Arts allocation must be sufficient to provide sub-grants to local arts organizations, and matching money for public and private arts funding.

SH 1.2 Commitment to Youth

Allocate resources at a consistent and meaningful level to provide access to youth-related programs.



Discussion: Youth are critical to the future of the city. The entire community should share in supporting their growth and development. By their involvement in civic and neighborhood activities, youth see the impact of their own actions and recognize the difference they make.

Youth success is supported by far more than what happens in a classroom. The physical environment in which youth are raised plays a key role as well. Stable housing, personal and community safety, affordable transit, convenient access to school, health care, and other destinations and safe, welcoming places for interaction with peers and mentors all add up to a youth-supportive environment.

SH 1.3 Equitable Funding

Coordinate with public and private agencies at the local, state, and federal level and with recipients to design a structure for funding and decision-making that recognizes the significant presence of social services of a regional nature within the City of Spokane.

Discussion: The region's special needs populations tend to concentrate in the City of Spokane, especially mental health clients, those with developmental disabilities, and persons involved with substance abuse treatment programs. The city's Community, Housing, and Human Services Department works closely with social service providers within the city to coordinate services and allocate funding. For this reason, the city must have an active voice in regional decision making processes that address service delivery and allocation of money for services and facilities of regional or countywide significance. In addition, cost-sharing agreements should address the disproportionate presence of special needs populations in any particular jurisdiction.

SH 1.4 Accessibility

Improve communication with and access to public recreational, cultural, and educational facilities or programs.

Discussion: For those in need, reduced rates should be available via private sponsorship or public subsidy for one-time access or membership cards.

SH 1.5 Public/Private Partnerships

Encourage public/private partnerships that complement each other as a means to provide coordinated, centrally located services.

SH 1.6 Vacant, Condemned and Real Estate Owned Buildings

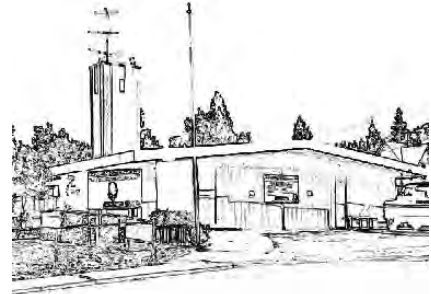
Promote and assist non-profit organizations in purchasing and renovating vacant, condemned and/or Real Estate Owned properties in order to provide sites for additional community-related facilities and/or affordable housing to meet the diverse housing needs of our current and future residents.



SH 1.7 Surplus City Real Property

Establish a dedicated reserve fund within the City of Spokane's general fund to cover the cost of leasing any unused city-owned building and/or property that has been determined surplus to non-profit organizations.

Discussion: The Spokane City Council should consider making surplus city property not anticipated for sale available to non-profit organizations for cultural, community, charitable, or civic purposes, according to a sliding scale based on ability to pay, and the relative merit of or need for the intended use for the property. Relevant non-profit organizations receive notification of the disposition hearing on surplus property through the manner outlined in the City of Spokane Charter and RCW 39.33.020.



If a city department has a reimbursable ownership interest in the subject property at the time the City Council decides to donate or lease said property, that department will be compensated from a dedicated reserve fund within the general fund that has been set aside for this purpose.

The goal is to facilitate the delivery of needed programs and services throughout the community. The chosen use must reflect either broad community values, such as the need for more affordable housing, or needs that have been identified by the specific neighborhood.

SH 1.8 Volunteerism

Promote volunteerism as a way to involve citizens in meeting the needs of their neighbors, stretch City of Spokane funding resources, and build a sense of pride in the community.



SH 2 FACILITIES FOR SPECIAL NEEDS POPULATIONS

Goal: Enable and encourage development patterns and uses of public and private property that are responsive to the facility requirements of special needs populations.

Policies

SH 2.1 Care Facilities

Distribute care facilities fairly and equitably throughout all neighborhoods.



Discussion: There is a need, as well as a legal obligation, to distribute essential public facilities fairly and equitably throughout and between all jurisdictions. Facilities of regional/countywide and/or local significance include:

- adult day care,
- child care,
- long-term care facilities, and
- other special need care facilities.



SH 2.2 Special Needs Temporary Housing

Disperse special needs temporary housing evenly throughout all neighborhoods.

Discussion: All efforts must be made to ensure that these special needs housing facilities are evenly dispersed throughout all of the city's neighborhoods. Examples of the types of facilities for which this can be an issue include:

- emergency shelters,
- foster care facilities,
- group homes,
- transitional housing, and
- homeless shelters.



SH 2.3 Compatible Design of Special Needs Facilities

Ensure that facilities that accommodate special needs populations blend in with the existing visual character of the neighborhood in which they are located.

Discussion: Neighborhood residents will be more likely to accept a residential care or treatment facility if it contributes to the consistency and appeal of the neighborhood's visual character.



SH 2.4 Co-Location of Facilities

Encourage a land use pattern that allows convenient access to daily goods and services, especially for those persons with limited mobility and/or transportation options.

SH 2.5 Family Day Care Providers' Home Facilities

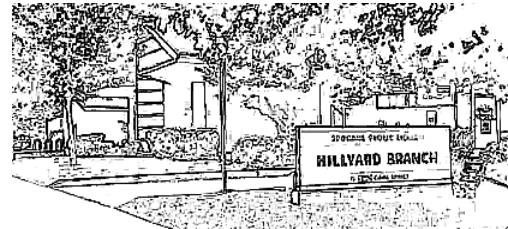
Allow use of a residential dwelling as a family day care provider's home facility in all areas where housing exists or is permitted.



Discussion: Zoning regulations that relate to family day care providers' home facilities cannot be any more restrictive than conditions imposed on any other residential dwelling in the same zone. However, certain procedures and conditions may be required insofar as they relate specifically to use of the property as a day care facility, as outlined in RCW 36.70A.450.

SH 2.6 Joint-Use Facilities

Provide for the joint use of facilities that clusters services for child or adult day care, health care, human services, libraries, schools, and cultural, recreational, and educational programs, as needed.



SH 2.7 Exceptions to Fair Housing

Regulate residential structures occupied by persons who pose a direct proven threat to the health or safety of other individuals or whose tenancy would result in substantial physical damage to the property of others through appropriate and necessary means to protect the public health, safety and welfare.

Discussion: Institutional housing facilities serving individuals in a residential setting who are not subject to fair housing laws, such as the Federal Fair Housing Act and the State Housing Policy Act, but who pose a significant and serious risk to the public health, safety and welfare may be subject to local zoning regulations, per 42 U.S.C. §3604(t)(9). Such a determination must rely on competent and substantial evidence rather than fear, ignorance, or prejudice. These facilities are often difficult to site, but are essential to successful re-entry and rehabilitation. Therefore, siting these housing facilities is an important function of government.

Development regulations identify requirements for on-site supervision, and spacing requirements sufficient to adequately separate uses from each other and buffer vulnerable sites such as schools, day care facilities, parks, community centers, libraries, places of worship and school bus stops. Strategies for public involvement range from initial notification to the option of a public hearing before the Hearing Examiner. The siting process will follow the guidelines in place for siting of essential public facilities.

See Chapter 3, Land Use, for policies related to the siting of facilities for special needs populations and Chapter 6, Housing for policies related to fair housing.



SH 3 ARTS AND CULTURAL ENRICHMENT

Goal: Support community image and identity through the arts and accessible art activities.

Policies

SH 3.1 Support for the Arts

Encourage public and private participation in and support of arts and cultural events in recognition of their contribution to the physical, mental, social, and economic wellbeing of the community.



Discussion: Arts are valued for their ability to entertain, inspire, challenge, and enrich us. In addition, artists make a significant contribution to the local economy as small businesses. The full array of artists and arts organizations includes written, visual, musical, traditional, and performing arts.

There is substantial potential for city departments to provide in-kind support for community cultural events. The arts organization could then use this in-kind contribution as a match for private funding. In addition, the city could make a public statement about the importance of arts by providing seed money for an arts endowment fund. In return for contributions, private entities could receive tax or development incentives.

SH 3.2 Neighborhood Arts Presence

Provide the regulatory flexibility necessary to support and encourage an arts presence at the neighborhood level.

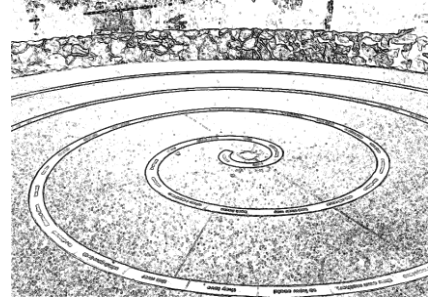
Discussion: A neighborhood level arts presence adds to neighborhood character and identity, contributes to and diversifies the neighborhood economy, and makes the arts more accessible to neighborhood residents. In order to do this, regulations must allow for such things as artist galleries, live-work spaces, and studios in neighborhoods and must provide for parking and home business standards that support “arts incubator” projects in neighborhoods. Regulations should also encourage the presence of street fairs and market places that include performance and display space for street artisans, thereby lending a festival atmosphere to the neighborhood. Joint use of neighborhood facilities can expand on this arts presence by creating increased opportunities for arts education and performance space.

SH 3.3 Public Art Incentives

Provide incentives such as bonus densities or increases in floor-area ratio and lot coverage to encourage the use of public art in commercial, industrial, and mixed-use developments.



Discussion: The City of Spokane desires an aesthetic environment and use of arts in public and private development as a way to connect with local history, reinforce neighborhood identity, and strengthen a sense of belonging. A design committee or art selection committee should review any proposed public artwork, as outlined in the Municipal Art Plan.



SH 3.4 One Percent for Arts

Encourage private developers to incorporate an arts presence into buildings and other permanent structures with a value of over \$25,000 by allocating one percent of their project's budget for this purpose.

SH 3.5 Tax Increment Financing

Support the use of tax increment financing for the arts.

Discussion: One of the more creative applications of revenues from tax increment financing (TIF) views public art as a form of infrastructure. There are several good models for implementation of this strategy for funding the arts. One approach includes a partnership between the city's Arts Commission and the development corporation who receives and manages TIF revenues. The Arts Commission administers the public arts projects for the development corporation and the city.

SH 3.6 Life-Long Learning

Work in partnership with artists, arts organizations, ethnic, cultural, musical and community associations, and education institutions to foster opportunities for life-long cultural exploration for all citizens.

Discussion: Cultural programs can provide important opportunities for learning and enjoyment to people of all ages and circumstances. Creative delivery options could include poetry and graphic art on railroad viaducts and transit and bus shelters, presentations at major public events, and the treatment of information on public flyers and billing statements.



SH 3.7 Support Local Artists

Solicit local artists to design or produce functional and decorative elements for the public realm, whenever possible.



Discussion: City departments should take advantage of every opportunity for local artists to design solutions or create some of the components of public projects. An example would be street amenities such as benches, lighting, and gates.

SH 3.8 Community Festivals

Support celebrations that enhance the community's identity and sense of place.

Discussion: Community-wide festivals are valuable assets to Spokane for many reasons. They serve as valuable community-building forums that strengthen community identity and establish that identity among the tourist trade. Currently successful examples include Hoopfest, Bloomsday, and Pig Out in the Park. The City of Spokane will continue to support community festivals in any way possible, in recognition of the opportunity they provide to build community.

SH 4 DIVERSITY AND EQUITY

Goal: Develop and implement programs for all city residents from a diverse range of backgrounds and life circumstances so that all people feel welcome and accepted, regardless of race, religion, creed, color, sex, national origin, marital status, familial status, domestic violence victim status, age, sexual orientation, gender identity, honorably discharged veteran or military status, refugee status, criminal history, the presence of any sensory, mental or physical disability as defined by the Americans with Disabilities Act and/or the Washington State Law Against Discrimination, or the receipt of, or eligibility for the receipt of, funds from any housing choice or other subsidy program or alternative source of income.

Policies

SH 4.1 Universal Accessibility

Ensure that neighborhood facilities and programs are universally accessible.

Discussion: Community-based programs and facilities should be physically, operationally, financially, and culturally accessible to all those who desire to participate. Specific barriers to accessibility may include physical aspects, such as architectural design or building location, hours of operation, public transit routes, income eligibility requirements, and the need for interpretation due to language barriers or hearing, speech, or visual impairment.

SH 4.2 Cultural Competency and Education

Encourage programs and events that foster understanding and appreciation of the diversity of the community and region.

Discussion: Cultural activities provide an excellent forum in which to share with each other our diverse insights into and experiences of life. This exchange adds a rich



texture that improves everyone's quality of life, and helps us to understand, appreciate, and value each other.

Chapter 6, Housing, includes policies related to the mix of housing types, as they relate to social health.

SH 5 PUBLIC BENEFIT USES

Goal: Create policy framework, laws, and regulations that expand and develop wellness programs, affordable and accessible health and human services, affordable and ADA-accessible housing, child and adult day care, and other public benefit uses.

Policies

SH 5.1 Coordination of Human Services

Coordinate with public and private agencies and other appropriate entities to evaluate existing needs, facilities, and programs relative to health and human services, and develop regionally equitable and comprehensive programs and service delivery systems.

Discussion: Community-based partners in this coordination process may include social service agencies, legal service providers, schools, libraries, community centers, and neighborhood groups. Efforts should be directed toward issues related to persons who are homeless, disabled, in low-income brackets, reentering the community following release from incarceration, and others in need. Of particular concern are the impacts of deinstitutionalization and the inequities and inefficiencies of service delivery, which can result when location of service provision, geographic distribution of consumers, and funding and programmatic decision-making become disassociated from one another. Cooperation will result in improved coordination, reduced duplication of services, and increased efforts to access and leverage any funds available to the respective entities that support these efforts.

SH 5.2 Neighborhood-Level Health and Human Services

Provide financial, regulatory, and tax incentives for business and property owners, service providers, and developers in order to increase the number of neighborhood and district centers where health and dental clinics, and human services are available.



Discussion: Access to health and dental care, and human services, is a fundamental aspect of social health. Therefore, facilities and staffing should be sufficient to enable all citizens to obtain health and human services at the neighborhood level, preferably within walking distance

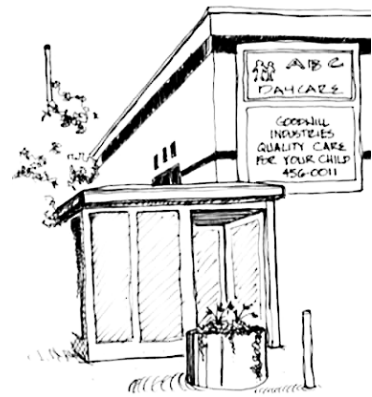
of their home. There are a number of ways the City of Spokane can provide financial support for neighborhood-based health and human services. By adequately funding the Community Housing and Human Services Department, the city provides both the matching money necessary to access outside funding as well as staff whose technical assistance can help non-profit organizations obtain federal, state and private funding for which they are eligible. These efforts should specifically focus on projects that support the location of human services in neighborhood and district centers.



SH 5.3 Space for Public Benefit Uses

Provide regulatory and tax incentives and flexibility that encourage builders, developers, and businesses to make space available in their project for public benefit uses.

Discussion: Any of the following uses qualify as a public benefit use, so long as they are available to the general public: child and/or adult day care; health and human services, such as employment counseling and walk-in clinics; recreation facilities; educational or vocational activities; community meeting rooms; and art galleries or museums.



SH 6 SAFETY

Goal: Create and maintain a safe community through the cooperative efforts of citizens and city departments, such as Planning and Development, Police, Fire, Community, Housing and Human Services, Parks and Recreation, and Neighborhood Services.

Policies

SH 6.1 Crime Prevention Through Environmental Design Themes

Include the themes commonly associated with Crime Prevention Through Environmental Design (CPTED) in the normal review process for development proposals.



Discussion: The CPTED concept packages quality planning and design standards into a development tool that supports public safety. Certain themes commonly associated with the CPTED approach include:

- **Activities vs. Locations:** Create a presence of normal activity, which dominates the tone of acceptable behavior and ownership for any given space.
- **Elimination of Anonymous Spaces-** Employ methods that create a perception of territorial ownership in public spaces, such as artwork (as approved by the Arts Commission) on bus shelters, underpasses, and parking lots, as one means to reduce vandalism.
- **Friendly Streetscapes-** Encourage on-street parking (as opposed to expansive parking lots), narrower streets, crosswalks, and sidewalks.
- **Lighting-** Design lighting to specifically support safety, identification, environmental integration, beautification, attraction, and recreation.
- **Variety of Uses-** Include a variety of uses in the same building, which helps to ensure that someone is around the building more frequently; e.g., residential and commercial uses in the same building.
- **Natural Barriers-** Provide natural barriers, such as distance or terrain, to separate conflicting activities.
- **Pedestrian Amenities-** Encourage public interaction and create street activity by providing pedestrian amenities, such as sturdy seating and pedestrian-level lighting in parking lots, walkways, entrances, and exits.
- **Property Maintenance-** Create the impression that someone is monitoring a property by consistently maintaining the property in a way that conveys a pride of ownership.

SH 6.2 Natural Access Control

Use design elements to define space physically or symbolically to control access to property.

Discussion: Examples of acceptable natural or symbolic elements include visually permeable fences, low walls, prickly shrubbery and canopy trees, signs, pavement, art, and vegetative or fenced screening. These tools can be used effectively to notify an intruder that they have entered someone's space. The idea is to create a safe environment that still has a people-friendly feel to it. The goal is to discourage access control methods that feel institutional, ranging from labor-intensive organized methods, such as guards, or overt mechanical devices, such as locks and gates. Through application of restraint, it is possible to limit access and declare ownership without sacrificing aesthetics.



SH 6.3 Natural Surveillance

Design activities and spaces so that users of the space are visible rather than concealed.

Discussion: Activity patterns can be influenced through the design of parking, building orientation, and elements such as windows and landscaping, which encourage visibility and public interaction. It is usually more efficient and cost-effective for people who know their neighbors to assert ownership over their personal and public space than to expect this level of oversight from an outside presence such as a police patrol. Also, people's behavior often corresponds to the quality and character of their environment. For example, people tend to rise to the expectations of a humane environment, whereas an impersonal or anonymous environment suggests that people may not need to be accountable for their actions.



SH 6.4 Territorial Reinforcement

Employ certain elements to convey a sense of arrival and ownership and guide the public through clearly delineated public, semi-public, and private spaces.

Discussion: Examples of elements that can be used to indicate the location of defensible space include sidewalks, pavement, lighting, landscaping, signage, art, low walls, fencing, and changes in elevation. Public spaces are those intended for all to use, semi-private spaces are intended for specific users or uses, and private space is intended for private use by businesses, tenants, and homeowners.



SH 6.5 Project Design Review

Include the crime prevention principles of CPTED in any analysis of projects that come before the Design Review Board.

Discussion: Design review for crime prevention should result in recommendations that encourage voluntary, creative solutions rather than mandates, which require specific actions.

SH 6.6 Neighborhood Role

Encourage neighborhood residents to apply CPTED principles in their consideration of development issues within their own particular neighborhood.



Discussion: Information on CPTED principles should be available to citizens who are interested in proactive steps they can take to make their neighborhood a safer place to live, work, shop, and play.

SH 6.7 Community Oriented Policing Services

Continue to support the operation and administration of neighborhood-based Community Oriented Policing Services (C.O.P.S.).

Discussion: Spokane's Community Oriented Policing Services (C.O.P.S.) is an international model for successful community mobilization and neighborhood level problem solving. This prime example of neighbors helping neighbors is a very effective way to improve neighborhood safety, a key aspect of social health. C.O.P.S. Substations also provide vital venues for decentralized, neighborhood-based collaborative outreach between agencies.

SH 7 CRIMINAL JUSTICE

Goal: Provide evidence based criminal justice services that use police, prosecutors, courts, public defenders, treatment and supervision to reduce crime and recidivism while supporting victims.

Policies

SH 7.1 Racial Equity in the Criminal Justice System

Implement cost-effective, research-based, smart justice reforms to eliminate racial disproportionality in arrests, sentencing and incarceration.

SH 7.2 Disproportional incarceration of individuals with Mental or Cognitive Disabilities

Implement cost-effective, research-based, smart justice reforms and funding that utilize comprehensive assessment and placement at non-jail facilities for community members who suffer from mental or cognitive disabilities and can be safely housed outside a jail.

SH 7.3 Therapeutic Courts and Jail Diversion Center

Expand the use of therapeutic courts and non-jail alternatives to increase the provision of treatment and rehabilitation in order to reduce recidivism.

Discussion: Therapeutic courts oversee the treatment and rehabilitation of those who suffer from mental illness or addiction. Studies consistently show that therapeutic courts are more effective than their traditional counterparts at reducing recidivism. Incarceration is both costly and largely ineffective at rehabilitation. Non-jail alternatives, including diversion, keep people employed and housed. Developing a jail diversion center and law



enforcement assisted diversion program are important next steps in decreasing recidivism.

SH 7.4 Coordination with Spokane Regional Law and Justice Council

Develop Levels of Service for Therapeutic Courts and Diversionary Services in coordination with the Spokane Regional Law and Justice Council.

SH 8 FOOD ACCESS AND SECURITY

Goal: Ensure that all citizens have convenient access to healthy food.

Policies

SH 8.1 Local Food Production

Promote the development of home and community gardens, farmers' or public markets, and other small-scale collaborative initiatives in order to provide citizens with a diverse choice of locally-based food products.

SH 8.2 Community Gardens

Enable the establishment and maintenance of community gardens on city property, as appropriate.

Discussion: Creative approaches to managing community gardens must be considered in order to maintain the gardens once they are established. Such approaches may include support and/or management from educational institutions or volunteer community organizations.

SH 8.3 Access to Fresh Produce

Develop incentive programs to encourage convenience stores – especially those located in areas with limited access to full-service grocery stores, to carry fresh produce.

SH 8.4 Urban Agriculture

Recognize urban agriculture as a strategic asset for community development, neighborhood beautification, and public health.





Chapter 11

Neighborhoods

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11.1 Introduction

The Future of Spokane's Neighborhoods

The neighborhoods chapter contains goals and policies that set the direction for citywide neighborhood growth and development. They establish basic principles that apply to all neighborhoods, ensuring an overall growth pattern that represents the interests and desires of the entire community.

Policies pertaining to neighborhood design and preservation are included in Chapter 8, Urban Design and Historic Preservation, DP 6, Neighborhood Qualities, and DP 7, Local Determination. Policies pertaining to land use can be found in Chapter 3, Land Use, LU 3.2, Centers and Corridors, LU 3.3, Planned Neighborhood Centers, LU 3.4, Planning for Centers and Corridors, and LU 3.5 Mix of Uses in Centers.



This chapter's goals and policies are intended to enable Spokane to be a cohesive network of individual neighborhoods by providing residents with a wide range of choices of housing locations and options; the preservation of distinctive neighborhood character; attractive and safe streetscapes; transportation options; quality schools; inviting gathering places; proximity to a variety of public services; cultural, social, recreational, and entertainment opportunities; and finally, a sense of place and community – a city citizens can proudly call home – a city of neighborhoods.



11.2 Vision and Values

Spokane volunteers working to develop the 2001 Comprehensive Plan identified important themes in relation to Spokane's current and future growth. A series of visions and values was crafted for each element of the Comprehensive Plan that describes specific performance objectives. From the Visions and Values document, adopted in 1996 by the City Council, the Comprehensive Plan's goals and policies were generated.

Vision

"Spokane's neighborhoods will be safe, inclusive, diverse, and livable with a variety of compatible services. Existing neighborhoods will be preserved or enhanced and new distinctive neighborhoods, including the downtown area, will be established so that a sense of community is promoted."

Values

"The things that are important to Spokane's future include:

- Preserving or enhancing older neighborhoods that make Spokane unique;
- Developing new neighborhoods that have individual character and identity;
- Encouraging the development of neighborhoods that feel like small towns, that provide a variety of compatible services, and that have schools and community centers;
- Preserving or enhancing inner city neighborhoods;
- Recognizing downtown Spokane as a mixed-use neighborhood with a diversity of housing; and
- Ensuring safe, relaxing, attractive, livable, enjoyable, economically diverse neighborhoods."



11.3 Goals and Policies

Goals and policies provide specificity for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane. Additional materials for this chapter are located in the Draft Comprehensive Plan/EIS, Volume 2, Chapter 25, Neighborhoods.

N 1 THE DOWNTOWN NEIGHBORHOOD

Goal: Recognize downtown Spokane as the primary economic and cultural center of the region and improve its viability as a desirable neighborhood in which to live and conduct business.

Policies

N 1.1 Downtown Development

Develop downtown Spokane as the primary economic and cultural center of the region and provide a variety of housing, recreation, and daily service opportunities that attract and retain neighborhood residents.

Discussion: Enhancing downtown Spokane as a vital and desirable neighborhood in which to live attracts a diverse and stable resident population. The vitality of the downtown neighborhood is key to the success of preserving the quality of life in city neighborhoods, particularly those neighborhoods that are close to the city core. Healthy neighborhoods provide the downtown area with a market support base for its retail, services, restaurants, and entertainment sectors.

N 2 NEIGHBORHOOD DEVELOPMENT

Goal: Reinforce the stability and diversity of the city's neighborhoods in order to attract long-term residents and businesses and to ensure the city's residential quality, cultural opportunities, and economic vitality.

Policies

N 2.1 Neighborhood Quality of Life

Ensure that neighborhoods continue to offer residents transportation and living options, safe streets, quality schools, public services, and cultural, social, and recreational opportunities in order to sustain and enhance the vitality, diversity, and quality of life within neighborhoods.

Discussion: Spokane enjoys a rich variety of living opportunities within its individual neighborhoods, each with its unique character. Maintaining and enhancing our neighborhood assets is key to providing stability within neighborhoods and Spokane citizens with a prolonged sense of pride.



N 2.2 Neighborhood Centers

Develop neighborhoods that enable citizens to live, work, shop, socialize, and receive other essential services within their neighborhood.

Discussion: Mixed-use Neighborhood Centers in designated areas throughout the city provide neighborhood services as well as economic and cultural opportunities that are centrally located, easily accessible, and affordable.

N 2.3 Special Needs

Ensure that neighborhood-based services are available for special needs and located in proximity to public transit routes in order to be accessible to local residents.



Discussion: Special needs services can include child/adult care services, long-term care for special needs, special needs housing, and other related services which recognize self-direction and participation by all residents and/or recipients of the services.

N 2.4 Neighborhood Improvement

Encourage revitalization and improvement programs to conserve and upgrade existing properties and buildings.



N 2.5 Neighborhood Arts

Devote space in all neighborhoods for public art, including sculptures, murals, special sites, and facilities.

Additional information on Neighborhood Centers is found in Chapter 3, Land Use. Additionally, policies related to housing options – including neighborhoods and Neighborhood Centers – are included in Chapter 6, Housing.

N 3 NEIGHBORHOOD FACILITIES

Goal: Maximize the usefulness of existing neighborhood facilities and services while minimizing the impacts of major facilities located within neighborhoods.

Policies

N 3.1 Multipurpose Use of Neighborhood Buildings

Work with neighborhoods to develop a strategy for the multipurpose use of existing structures and the extension of services within neighborhoods for neighborhood activities.



Discussion: Rather than constructing new buildings for neighborhood services and activities, the city should make better use of existing buildings and parks. The city should extend facility hours, hire additional staff, or provide the opportunity for neighborhood volunteers to staff the facilities. The City of Spokane and neighborhoods can also partner with private resources to acquire needed space for neighborhood activities such as performances, exhibitions, classes, and neighborhood meetings.

N 3.2 Major Facilities

Use the siting process outlined under "Adequate Public Lands and Facilities" (LU 6) as a guide when evaluating potential locations for facilities within city neighborhoods, working with neighborhood councils and/or interest-specific committees to explore mitigation measures, public amenity enhancements, and alternative locations.



Discussion: Traffic and noise are just two negative impacts of locating a major facility within a neighborhood. The city needs to examine the benefits of centralizing these large facilities so that neighborhoods are not negatively impacted. The city can look to mitigation measures or a public amenity in exchange for major facility siting. In addition, the fact that property is city-owned is not a sufficient reason for choosing a site for a large facility, and alternative locations should be explored. The Land Use Policy 6.11, "Siting Essential Public Facilities," describes the siting process contained in the "Spokane County Regional Siting Process for Essential Public Facilities." This process should also be applied to siting decisions relative to essential public facilities of a local nature within neighborhoods, such as libraries, schools, and community centers.

N 4 TRAFFIC AND CIRCULATION

Goal: Provide Spokane residents with clean air, safe streets, and quiet, peaceful living environments by reducing the volume of automobile traffic passing through neighborhoods and promoting alternative modes of circulation.

Policies

N 4.1 Neighborhood Traffic Impact

Consider impacts to neighborhoods when planning the city transportation network.

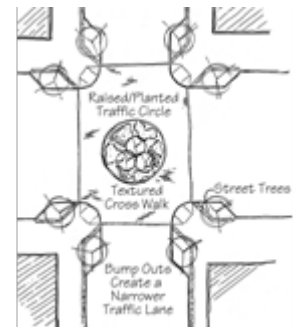


Discussion: City growth has impacted many older, established neighborhoods, particularly those that are close to the city core. The primary impact to these established neighborhoods is from traffic passing through them from new developments. Streets are often widened to accommodate the additional traffic, which produces more traffic, air pollution, and safety concerns.

N 4.2 Neighborhood Streets

Refrain, when possible, from constructing new arterials that bisect neighborhoods and from widening streets within neighborhoods for the purpose of accommodating additional automobiles.

Discussion: Though designed to increase convenience to outlying housing, the addition of major arterials is compromising older neighborhoods. In addition to increasing traffic congestion, reducing air quality, and posing safety hazards, arterials that pass through neighborhoods physically divide, disrupt, and diminish the character and social fabric of the neighborhood.



N 4.3 Traffic Patterns

Alter traffic patterns and redesign neighborhood streets in order to reduce non-neighborhood traffic, discourage speeding, and improve neighborhood safety.

Discussion: When arterials become congested, drivers look for alternative routes and often use neighborhood streets for short-cuts. This habit has increased the volume of automobile traffic in city neighborhoods and has caused increased safety, noise, and air pollution concerns for neighborhood residents. To help deter the inappropriate use of neighborhood streets by non-neighborhood traffic, the city should take steps to alter traffic patterns and redesign neighborhood streets by implementing a program that includes large street trees, bicycle lanes, sidewalks, traffic circles, stop signs, and narrower streets.

N 4.4 Neighborhood Business Traffic

Ensure that the size of a neighborhood business is appropriate for the size of the neighborhood it serves so that trips generated by non-local traffic through the neighborhood are minimized.

Discussion: Neighborhood businesses should be of the size and type to fit neighborhood character and to serve the needs of neighborhood residents. Larger businesses within neighborhoods often attract community and regional traffic. By limiting the size of businesses within neighborhoods, fewer trips are generated through the neighborhood by non-local traffic.



N 4.5 Multimodal Transportation

Promote a variety of transportation options to reduce automobile dependency and neighborhood traffic.

N 4.6 Pedestrian and Bicycle Connections

Establish a continuous pedestrian and bicycle network within and between all neighborhoods.

N 4.7 Pedestrian Design

Design neighborhoods for pedestrians.

Discussion: Neighborhoods become more stable, desirable living environments through the use of basic community building design principles that include more transportation options, convenience, safety, social interaction, and aesthetically pleasing streetscapes.



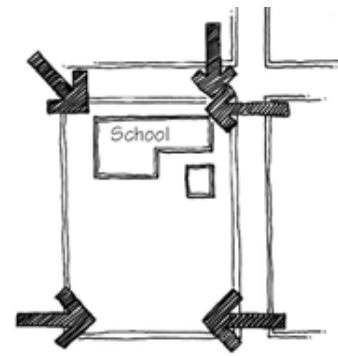
N 4.8 Sidewalk Program

Develop a sidewalk program to maintain, repair, or build new sidewalks in existing neighborhoods, and require sidewalks in new neighborhoods, concurrent with development.

N 4.9 Pedestrian Safety

Design neighborhoods for pedestrian safety.

Discussion: Pedestrian safety can be achieved through such means as adequate pedestrian lighting and landscape design, sidewalk systems, pathways, building access that is visible from the street, and open views.



N 4.10 School Walking and Bus Routes

Coordinate with local school districts, private schools, and colleges to determine which bus and walking routes to and from neighborhood schools provide the highest degree of pedestrian safety.

Additional policies related to transportation as it affects neighborhoods are included in Chapter 4, Transportation.



N 5 OPEN SPACE

Goal: Increase the number of open gathering spaces, greenbelts, trails, and pedestrian bridges within and/or between neighborhoods.

Policies

N 5.1 Future Parks Planning

Utilize neighborhood groups to work with the City of Spokane Parks and Recreation Department to locate land and develop financing strategies that meet the level of service standards for neighborhood parks and/or open space.

Discussion: Parks, squares, or other open space within neighborhoods provide neighborhood families with areas for recreation and gives neighbors the opportunity to gather and socialize, reinforcing a sense of home and community. A public-private collaboration to find supplemental funding for parks on an individual neighborhood basis is a possible way to ensure that neighborhoods have adequate open space. Another use of open space is for the development of community gardens, which can also serve as a tool for developing a sense of community.

N 5.2 Parks and Squares in Neighborhood Centers

Include a park and/or square in each neighborhood center.

N 5.3 Linkages

Link neighborhoods with an open space greenbelt system or pedestrian and bicycle paths.

Discussion: Linking neighborhoods allows for reduced automobile use and increased opportunities for alternative forms of transportation.



N 6 THE ENVIRONMENT

Goal: Protect and enhance the natural and built environment within neighborhoods.

Policies

N 6.1 Environmental Planning

Protect the natural and built environment within neighborhoods.

Discussion: Efforts must continue to be made to preserve the environment when introducing new projects into established neighborhoods, when developing new neighborhoods, and as a daily exercise in maintaining a clean living environment for health, safety, and aesthetic purposes.



N 6.2 Code Enforcement

Enforce the city codes for public nuisances impacting neighborhood properties.

Discussion: It is the duty of local government to pursue compliance with codes with a proactive code enforcement program.

See Policy LGC 6.1, Enforcement of Land Use and Development Codes. Refer to the Spokane Municipal Code, Section 10.08.010, "Litter and Rubbish," and Section 10.08.030, "Nuisance," for applicable regulations.

N 6.3 Open Space and Nature Corridors

Identify and protect nature and wildlife corridors within and between neighborhoods.

N 6.4 Maintenance of City Property

Ensure that city land, property, and infrastructure within neighborhoods are adequately maintained to protect the public health, safety, and welfare.

Discussion: It is imperative that the city maintains its property within neighborhoods at a level that serves as a good example to citizens. Properly caring for city property protects the health, safety, and welfare of its citizens while improving aesthetic values and quality of life.



N 7 SOCIAL CONDITIONS

Goal: Promote efforts that provide neighborhoods with social amenities and interaction and a sense of community.

Policies

N 7.1 Gathering Places

Increase the number of public gathering places within neighborhoods.

Discussion: Increasing the number of public gathering places in neighborhoods encourages neighborhood socialization, resulting in a more cohesive and safe neighborhood. A park, plaza, or a favorite retail establishment within a mixed-use neighborhood center can serve as a gathering place. Sites outside a center, such as a neighborhood park, church, or community center are also suitable for neighborhood meetings and social gatherings.

N 7.2 City Hall Outreach

Encourage City Hall outreach efforts in neighborhoods.

Discussion: Outreach efforts might include such activities as providing neighborhoods with public information regarding neighborhood and city announcements, newsletters, or other information. The city will work with neighborhoods to determine the need, if any, and the preferred venue for outreach activities.

N 8 NEIGHBORHOOD PLANNING PROCESS

Goal: Ensure a sense of identity and belonging for each neighborhood throughout the city and the adjacent Urban Growth Area through a neighborhood planning process that is all-inclusive, maintains the integrity of neighborhoods, implements the comprehensive plan, and empowers neighborhoods in their decision-making.

Policies

N 8.1 Inclusive Neighborhood Planning

Ensure that neighborhood planning is conducted through the cooperation and contributions of all interested parties, including institutions, organizations, and individuals of all ages, whether resident, property owner, business owner, or employee.

Discussion: The City of Spokane Planning and Development Services, Office of Neighborhood Services, Community Assembly, and Neighborhood Councils will participate in community outreach efforts to help ensure neighborhood representation during neighborhood planning. Sufficient resources will be used in



the process to allow accessible, full and fair participation by citizens, making special efforts to accommodate participation by everyone.

N 8.2 Neighborhood Planning Process

Ensure that the neighborhood planning process carries out the city's firm commitment to neighborhood planning, involves simultaneous consideration of city and neighborhood goals and strategies, and includes representatives of both the city and neighborhood working together.

Discussion: While many of the complex issues and opportunities facing the city can be effectively addressed at a citywide level, others need more specific solutions. In addition, neighborhoods may face issues and opportunities different from other parts of the city. Neighborhood planning helps to address individual neighborhood issues and opportunities in order to maintain and enhance the City of Spokane's quality of life.

The city is committed to continuing its long tradition of neighborhood planning activities that implement the comprehensive plan, even though the planning process is not static – it evolves over time to reflect both the need for additional neighborhood planning and city resources.

N 8.3 City Participation in Neighborhood Planning

Require neighborhoods to coordinate and consult with the City of Spokane Planning and Development Services when conducting neighborhood planning.

Discussion: It is important that neighborhoods coordinate with the city when developing their plans to ensure that the plans do not conflict with the comprehensive plan or federal, state, and/or local regulations. Only those neighborhoods that coordinated with the city will have reasonable assurance of neighborhood plan review, adoption, or action by the city. The city will provide staff to coordinate and consult with the neighborhoods to ensure that neighborhood goals, policies, and implementation measures are viable.

N 8.4 Consistency of Plans

Maintain consistency between neighborhood planning documents and the comprehensive plan.

Discussion: Neighborhood planning shall be conducted within the framework of the comprehensive plan, and further, the Growth Management Act requires that these plans be consistent with the comprehensive plan.



N 8.5 Neighborhood Planning Coordination

Require neighborhoods to coordinate planning and review of individual neighborhood plans so that neighborhood projects have minimal negative impacts on other neighborhoods.

Discussion: Neighborhoods need to work cooperatively with each other to ensure that visions and plans do not conflict. In the past, solutions to one neighborhood's traffic, safety, air pollution, noise, and design problems may have negatively impacted another neighborhood. Spokane should be defined as a city of neighborhoods with interwoven plans and policies.

N 8.6 Neighborhood Planning Recommendations

Consider recommendations from neighborhood planning in the context of the city as a whole.

Discussion: Incorporate neighborhood planning recommendations into city prioritization processes for capital expenditures or other decision-making, only after any required studies, analyses, review, public process, and proper procedure have been performed in a city-wide context.

N 8.7 Agreement for Joint Planning

Agree with the county, affected neighborhoods, and interested stakeholders on a consistent process for developing neighborhood plans within the city's unincorporated Urban Growth Area.

N 8.8 Neighborhood Planning Outside the City

Use the City of Spokane and Spokane County planning processes when conducting planning in neighborhoods within the city's unincorporated UGA.

Discussion: It is anticipated that neighborhood plans shall be completed for neighborhoods within the city's unincorporated UGA.

N 8.9 Consistency of Plans Outside the City

Maintain consistency between the city's unincorporated UGA neighborhood plans and the City of Spokane and Spokane County Comprehensive Plans.

Discussion: The city and county will work with these neighborhoods to help them develop a document that is consistent with both comprehensive plans, yet achieves the goals of the neighborhood. It is expected that this process will result in the development of one neighborhood plan, even though the neighborhood may be in both jurisdictions.





Chapter 12

Parks and Recreation

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12.1 INTRODUCTION

This chapter of the City of Spokane's Comprehensive Plan summarizes the Spokane Parks and Recreation "Roadmap to the Future" master plan document. The complete 2010 Roadmap to the Future master plan, or as amended, is available on the internet at spokaneparks.org.



The opportunity for relaxation, recreation, and the enjoyment of natural features and landscaping provided by parks and open spaces has long been recognized as important. In the past, the citizens of Spokane have encouraged and supported the development of a park system superior to that of most other cities. Today, changing recreational pursuits and changes to the demographic characteristics of our population make the provision of parks and open spaces even more challenging and important.

For the future, different work schedules, income levels, and lifestyles will have a profound impact on the way that parks and open space are provided. Because of reduced public budgets, many more recreational facilities and programs traditionally provided by public agencies are now being offered by private organizations. Scarce land has resulted in recreational facilities being located over and under freeways, on top of buildings, and in underground locations. Additionally, recreation planners are taking a much broader look at the way recreational opportunities are provided. Open spaces and park facilities are being integrated with other types of land uses rather than being provided as an isolated set of spaces or experiences.

This plan is intended to guide the public and private decisions that relate to the scope, quality, and location of leisure opportunities that meet the needs of the city's residents and visitors. It is not intended to be a blueprint for the acquisition and development of specific parks and recreation land or facilities. The Spokane Park Board, composed of ten members appointed by the mayor and a Council Liaison appointed by City Council, meets monthly and provides policy direction to the Spokane Parks and Recreation Department.



12.2 VISION AND VALUES

Spokane volunteers working on the Comprehensive Plan identified important themes in relation to Spokane's current and future growth. A series of visions and values was crafted for each element of the Comprehensive Plan that describes specific performance objectives. From the Visions and Values document, adopted in 1996 by the City Council, the Comprehensive Plan's goals and policies were generated.

Vision

"Spokane will acquire, operate, enhance, and protect a diverse system of parks, boulevards, parkways, urban forest, golf courses, and recreational, cultural, historical, and open space areas for the enjoyment and enrichment of all."

Values

"The things that are important to Spokane's future include:

- Providing and maintaining parks to serve all neighborhoods;
- Maintaining open spaces, golf courses, and trails;
- Being close to the outdoors, recreation, and nature;
- Providing recreation facilities and programs; and
- Maintaining linkages between parks, recreation facilities, and open spaces."



12.3 GOALS AND POLICIES

Goals and policies provide specificity for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane.

PRS 1 PRESERVATION AND CONSERVATION

Goal: Assure the preservation and conservation of unique, fragile, and scenic natural resources, and especially non-renewable resources.

Policies

PRS 1.1 Open Space System

Provide an open space system within the urban growth boundary that connects with regional open space and maintains habitat for wildlife corridors.

Discussion: The city should work with other park and open space providers to create a regional open space and green belt system. This may include coordination with local utilities for joint use of utility corridors for passive recreational uses.



PRS 1.2 River Corridors

Protect river and stream corridors as crucial natural resources that need to be preserved for the health, enjoyment and responsible use and access of the community, consistent with the Shoreline Master Program.

PRS 1.3 Funding for Open Space and Shoreline Land Acquisition

Purchase open space and shoreline land when they become available using funding sources available.

PRS 1.4 Property Owners and Developers

Work cooperatively with property owners and developers to preserve open space areas within or between developments, especially those that provide visual or physical linkages to the open space network.

Discussion: This should be a consideration during the approval process for subdivisions, planned contracts, and shoreline permits. The city should explore the use of regionally consistent incentives to protect open space. Incentives may include bonus densities, transfer of development rights, and tax abatement or deferment.



PRS 1.5 Open Space Buffers

Preserve and/or establish areas of open space buffer to provide separation between conflicting land uses.

PRS 1.6 Opportunity Fund

Create an "Opportunity Fund" to protect open space or acquire parkland, which would be lost if not immediately purchased.

PRS 2 PARK AND OPEN SPACE SYSTEM

Goal: Provide a park system that is an integral and vital part of the open space system and that takes advantage of the opportunities for passive and active recreation that a comprehensive open space system provides.

Policies

PRS 2.1 Amenities Within City Boundaries

Provide open space and park amenities that serve all residents, as determined by the level of service standards.

PRS 2.2 Access to Open Space and Park Amenities

Provide for linkages and connectivity of open space and park amenities.

Discussion: To maintain the viability and health of the city, residents should have equitable access to open space and park amenities. Design for the development of new or redevelopment of existing open space and park amenities should include consideration of sidewalks, trails, bicycle paths, and mass transit linkages.



PRS 2.3 Parks and Recreation Amenities

Continue to develop parks and recreation amenities that enhance the local economy.

Discussion: Parks and recreation amenities including trails, interpretive areas, plant materials, public squares, viewpoints, sports complexes, golf courses, sports fields, recreation opportunities, public gardens, entertainment venues, and interpretive signage, provide benefits to both residents and visitors.



PRS 2.4 Urban Forestry Program

Support a comprehensive urban forestry program.

Discussion: An urban forestry program includes an inventory of existing trees and all available tree locations and establishes goals for new and replacement tree planting and total canopy cover. The program could serve as a means to educate the public regarding the benefits of trees and their necessary maintenance. Citywide regulations and street standards that require establishing and maintaining plantings in traffic islands and planting strips and that allow large canopy street trees are recommended.

The City of Spokane should continue to work with the Spokane County Conservation District, which is a state-chartered agency established to promote education and preservation of natural resources. This cooperation avails the city of greater funding opportunities, encourages the sharing of staff expertise, and promotes tree planting programs on a countywide basis.

PRS 2.5 Park Funding

Consider all potential funding sources to maintain the adopted level of service standards for parks.

PRS 2.6 Capital Improvement Program

Prepare and update annually a six-year capital improvement program for implementation of the Parks, Recreation, and Open Spaces Plan.

PRS 2.7 Cultural and Historic Parks

Encourage the preservation of and showcase the cultural and historic character of the parks and the park system.

PRS 3 BICYCLE AND PEDESTRIAN CIRCULATION

Goal: Work with other agencies to provide a convenient and pleasant open space-related network for pedestrian and bicyclist circulation throughout the City of Spokane.

Policies

PRS 3.1 Trails and Linkages

Provide trails and linkages to parks in accordance with city adopted plans.

PRS 3.2 Trail Corridor Development

Include landscaping, revegetation, and reforestation in trail corridor development where appropriate and desirable to provide a pleasant trail experience, compatible with adjacent uses.



Discussion: Low Impact Development (LID) techniques should also be incorporated into trail corridor development when feasible. Land compatible design, natural drainage patterns, native landscaping, protection of natural features, and porous pavement are merely a few of the techniques that should be considered during trail corridor development.

PRS 4 MAINTENANCE PROGRAM

Goal: Recognize and update Spokane’s existing park resources by continuing the park preventative maintenance program.

Policies

PRS 4.1 Maintenance Management Program

Implement a maintenance management program that will project maintenance, facility, and replacement costs.

Discussion: The current Park Operations budget is part of the Park Fund budget. The maintenance management program should include six-year projections of maintenance and capital needs in addition to facility and equipment replacement costs. Typical elements include playground equipment, community buildings, pavilions, shelters, restrooms, park furniture, irrigation systems, turf/tree/shrub areas, aquatics centers, splash pads, sports facilities and infrastructure.

PRS 4.2 Park Circulation Patterns

Improve park circulation patterns for motorists, bicyclists, equestrians, and pedestrians.

PRS 4.3 Park Sign Plan

Implement and maintain a park sign plan that standardizes all park signs, including entrance, direction, and rules signs.

Discussion: This policy does not pertain to historic signs.

PRS 5 RECREATION PROGRAM

Goal: Assure an indoor and outdoor recreation program, which provides well-rounded recreational opportunities for citizens of all ages and abilities.

Policies

PRS 5.1 Recreation Opportunities

Provide and improve recreational opportunities that are easily accessible to all citizens of Spokane.



Discussion: Continue to support community-oriented special interest programs that are responsive to expressed demands, foster community support, and improve the health of the community.

PRS 5.2 Private Partnerships

Create public-private partnerships and develop incentives for community-oriented programs that are responsive to needs and foster participant support of all ages and abilities.

PRS 5.3 Special Programs

Support special population participants in Spokane Parks and Recreation Department programs.

PRS 5.4 Community Outreach

Promote parks and recreation programs, services, and facilities through an effective community outreach program, utilizing a variety of communication methods.

PRS 5.5 Indoor Recreational Facilities and Programs

Provide facilities and programs that afford the public the opportunity to participate in a broad range of indoor recreational activities.

Discussion: Indoor recreational activities may include fine arts, historical appreciation, performing arts, arts and crafts, fitness, swimming, and indoor athletics.

PRS 5.6 Outdoor Recreational Facilities

Provide facilities and programs that allow the public the opportunity to participate in a broad range of outdoor recreational activities.

PRS 5.7 City Golf Courses

Continue to provide for and maintain the public golf courses in Spokane.



PRS 6 COORDINATION AND COOPERATION

Goal: Encourage and pursue a climate of cooperation between government agencies, non-profit organizations, and private business in providing open space, parks facilities, and recreational services that are beneficial for the public.

Policies

PRS 6.1 Duplication of Recreational Opportunities

Facilitate cooperation and communication among government agencies, non-profit organizations, school districts, and private businesses to avoid duplication in providing recreational opportunities within the community.

PRS 6.2 Cooperative Planning and Use of Recreational Facilities

Conduct cooperative planning and use of recreational facilities with public and private groups in the community.

PRS 6.3 Joint Park and Open Space Planning

Ensure that parks, open space, and trails are planned and funded in coordination with Spokane County prior to allowing urban development within the city's Urban Growth Area (UGA), yet outside city limits.



PRS 7 PARKS SERVICE QUALITY

Goal: Provide a parks and recreation system that is enjoyable, efficient, financially responsible, and a source of civic pride.

Policies

PRS 7.1 Quality of Service

Provide high quality service to the community in all parks and recreation programs, services, and facilities.

PRS 7.2 Modern Management Practices

Employ state-of-the-art techniques in the park and recreation profession by providing staff training, labor-saving equipment, automatic systems, durable materials, effective facility design, and responsive leisure services.



PRS 7.3 Standards and Policies

Maintain open communication and collaborative planning processes that help define service levels based on good management practices while providing quality service to the public.

Discussion: Open communication with all citizens is important to the Spokane Park Board. Open monthly committee and board meetings are held for this purpose. Service levels are defined through this process that may also include neighborhood, community, and special interest group meetings.

PRS 7.4 Volunteers

Encourage and recruit volunteers to serve on advisory boards for program and facility design, leadership in program offering, and community service labor.

PRS 7.5 Evaluations

Conduct periodic monitoring of the Spokane Parks and Recreation Department services, facilities, and programs through staff, participant, and public evaluations.

PRS 7.6 Action Plan

Develop an action plan to ensure elements of the Roadmap to the Future master plan are implemented.

PRS 7.7 Public Participation

Ensure that decisions regarding the city's park and open space system encourage the full participation of Spokane's citizenry.





Chapter 13

Local Governance and Citizenship

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13.1 INTRODUCTION

Leadership, governance, and citizenship is a broad topic that explores the type of leadership, public participation, communication, accessibility, civic duty, and social responsibility needed for a healthy community. A prime opportunity for residents to practice citizenship is comprehensive planning, an activity that finds people's shared interests to build consensus on the community's future. Comprehensive planning presents one of the greatest challenges of citizenship, as people are asked to identify a future that is better for society as a whole rather than necessarily better for them as an individual. The achievement of this ideal results from a joint effort from elected leaders and active citizens. Spokane has already witnessed the tremendous impacts citizens can play in the realm of local government. The goals and policies that are included in this chapter serve as the basis for how leadership, governance, and citizenship will continue to be encouraged and perpetuated in Spokane.



13.2 VISION AND VALUES

Spokane volunteers involved in the planning process identified important themes in relation to Spokane's current and future growth. A series of visions and values was crafted for each element of the Comprehensive Plan that describes specific performance objectives. From the Visions and Values document, adopted in 1996 by the City Council, the Comprehensive Plan's goals and policies were generated.

Leadership, governance, and citizenship involves the role of government and type of leadership, participation, communication, accessibility, civic duty, and social responsibility.

Vision

"Spokane will be an informed community that is visionary, respectful, tolerant, and inclusive. Spokane's leadership will be open, empowering, and responsible to planning for future generations within the city and greater community."

Values

"The things that are important to Spokane's future include:

- Respecting the needs of the city and surrounding community;
- Ensuring high quality of life for future generations;
- Encouraging the strong, visionary, decisive, and dedicated leadership of elected officials;
- Encouraging leadership that listens and responds to people;
- Ensuring a government that is responsive to the financial limitations of the community and controls spending appropriately; and
- Guaranteeing that cost and benefits are distributed equitably among those receiving city services and amenities."



13.3 GOALS AND POLICIES

Goals and policies provide specificity for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane.

LGC 1 DECISION PROCESS

Goal: Make substantive planning decisions through an open public process in which the outcome of that process is expressed in the decision of elected officials.

Policies

LGC 1.1 City Council Direction

Begin each planning activity with formal Spokane City Council direction and a commitment to the process's outcome.

Discussion: City Council members, on behalf of their constituents, must assume ownership of the planning activity and assure its success. The first step is confirmation of the contract between the government and the governed, making sure the entire community is aware of this commitment. All participants need to know what is expected of the planning activity and what, if anything, are its limits.

LGC 1.2 Resource Allocation

Commit sufficient resources to planning activities in order to ensure that those activities engage the public and produce sound results.

LGC 1.3 Citizen Participation

Employ a variety of techniques and venues to ensure a broad representation of the citizenry in planning activities.

LGC 1.4 Documentation Trail

Incorporate a documentation trail into the public record of each planning activity, tracing the public input to its ultimate expression in the final decision.

LGC 2 CITIZEN-DIRECTED DECISIONS

Goal: Encourage citizens to become engaged in public process opportunities.

Policies

LGC 2.1 Leadership Training

Pursue and support a variety of public and private leadership training programs for the general public, elected officials and city staff.



Discussion: Community leadership training programs should focus on leadership in which individuals are informed about the community, instilled with a commitment to hold the community's trust, and given the skills to help build a healthier place.

LGC 2.2 Civics Education Throughout Life

Encourage the development of responsible citizenship and a knowledge of civics.

Discussion: Individual citizens participating in community planning activities bear a substantial responsibility for the success of these activities. It requires their exercise of initiative, discipline, thought, and communication. Increasing civic awareness through activities such as courses, lectures, webinars, and a strong public participation program can foster a more engaged citizenry.

LGC 2.3 Broad Community Representation

Strengthen the connection between city residents and city government by maintaining geographic diversity, cultural variety, and a wide range of community philosophies on boards and commissions.

LGC 2.4 Boards and Commissions

Recognize the credibility and value of City of Spokane boards and commissions by emphasizing the value of recommendations that are forwarded to decision-making bodies.

LGC 3 PLANNING THROUGH NEIGHBORHOOD COUNCILS

Goal: Utilize the neighborhood councils and the Community Assembly as a way for the public to participate in planning activities and bring proposals through the City Plan Commission to the City Council.

Policies

LGC 3.1 Forum for Citizens

Use neighborhood councils as one of many forums for citizens to bring issues and/or problems to the City of Spokane for debate and to express their preferences for resolution.



LGC 3.2 Roles, Relationships, and Responsibilities

Maintain the role, relationship, and responsibility of the neighborhood councils relative to City of Spokane activities as expressed in the City of Spokane Charter.

LGC 3.3 Collaboration and Problem Solving

Create opportunities that foster successful collaboration among the neighborhoods.

Discussion: It is important to establish structure and ground rules for public discussion of planning issues and other topics. Neighborhoods must collaborate in pursuit of the common good and avoid the pursuit of a particular interest to the detriment of other neighborhoods or the city at large.

LGC 4 CITIZEN AND GOVERNMENT COMMUNICATION

Goal: Maintain open two-way communication between the city and its citizens through a variety of avenues.

Policies

LGC 4.1 Dissemination of Public Information

Use city cable television, websites, email, and other current technologies for dissemination of information on city and neighborhood activities.

LGC 4.2 Respect for Service Customers

Treat all citizens with respect in order to reinforce public trust.

Discussion: Since citizens are the customers of city services, city employees who have contact with the public must be periodically trained in customer service techniques. One of the primary ways to increase trust is by officials and staff demonstrating respect for public opinion, valuing the involvement of all citizens in governmental decision processes, and treating all citizens as equals.



LGC 5 YOUTH CITIZENSHIP

Goal: Value youth citizenship as the foundation of the community's future and ensure that young citizens are informed about the community, invited into community-building processes, and given the opportunity to contribute their insights and diversity to the community dialogue.

Policies

LGC 5.1 Youth Participation

Support and promote participation strategies that provide opportunities for young people to engage in decision-making.

LGC 5.2 Young People as Citizens

Share community resources, including public space and facilities, with young citizens.

LGC 5.3 Strategic Networking

Create effective advocacy in the interests of young people by building and maintaining alliances with a broad range of human resources, community interests, local government and the private sector.

LGC 6 RESPONSIVE CITY GOVERNMENT

Goal: Increase public confidence in the city's responsiveness to the pursuit of community values through the day-to-day administration of land use and development codes.

Policies

LGC 6.1 Enforcement of Land Use and Development Codes

Utilize a violation-driven code enforcement system rather than a complaint-driven system to achieve compliance with land use and development codes.

Discussion: One of the fundamental principles of effective governance is to ensure responsiveness to the needs of citizens. Through the planning process, citizens express their desired quality of life and the features of the physical, social, and economic environments that characterize that quality of life. Land use and development codes are governmental tools to achieve those features. When violations of these codes occur, quality of life is damaged.





Chapter 14

Shorelines

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14.1 INTRODUCTION

Overview

The Shorelines Chapter contains goals and policies that set the direction for the preservation, restoration, use, modifications, and development of the shoreline areas of the Spokane River and Latah Creek within the City limits. Development of these goals and policies was one of several steps undertaken in the 2005-2008 update of the 1976 City of Spokane Shoreline Master Program (SMP). These goals and policies also supplement and are consistent with the goal and policies of the Comprehensive Plan Natural Environment Chapter (Chapter 9) of the Comprehensive Plan, Section NE 3, Shorelines.



Although the process to update the City's SMP did not begin until four years after the 2001 adoption of the Comprehensive Plan, an extensive public participation process was developed for the SMP update that was similar in scope to the Spokane Horizons process, the name of the City's citizen participation process to develop the Comprehensive Plan.

The SMP public participation plan established frequent opportunities throughout the update process for all

segments of the community to provide ideas and input on shoreline issues and opportunities, environment designations, goals and policies, restoration plan, and regulations at open houses, neighborhood council meetings, and other community events. Representatives from federal, state, and local public and private agencies and organizations, business owners, land owners, institutional representatives, members of the development, recreational, and environmental communities, and neighborhood council representatives volunteered many hours of their time and expertise to actively participate on various technical, stakeholder, and policy committees. In addition, appointed and elected officials worked tirelessly throughout the process to learn about shoreline issues and opportunities at workshops, study sessions, and in the field so that they could make well-informed recommendations and decisions about each aspect of the Shoreline Master Program.

The directives embodied in the goals and policies of this chapter are consistent with the general and special policy goals of the Washington State Shoreline Management Act as well as the planning goals of the Washington State Growth Management Act.



What is a Shoreline Master Program?

Under the Washington State Shoreline Management Act (SMA) of 1971, each city and county with "shorelines of the state" and "shorelines of state-wide significance" must adopt a Shoreline Master Program (SMP) that is based on state laws and rules but tailored to the specific geographic, economic, and environmental needs of the community. Under the Act, the City's Shoreline Master Program governs shoreline use, modification, and development activities along the Spokane River and Latah Creek within the City limits.

The SMP is essentially a shoreline comprehensive plan with a distinct environmental orientation applicable to shorelines within the City. The City's SMP contains goals, policies, use regulations, and development standards, together with maps, diagrams, charts, and other descriptive material and text developed in accordance with the SMA.

Washington State Shoreline Management Act

The Shoreline Management Act (SMA) of 1971 calls for "a planned, rational, and concerted effort, jointly performed by federal, state, and local governments, to prevent the inherent harm in an uncoordinated and piecemeal development of the state's shorelines." (RCW 90.58.020).

The SMA contains three broad policies (RCW 90.58.020):

- **Encourage Water-Dependent Uses-** Uses are preferred which are consistent with control of pollution and prevention of damage to the natural environment, or are unique to or dependent upon use of the states' shorelines.
- **Protect Shoreline Natural Resources-** The SMA seeks to protect the natural resources of the shorelines, including land and its vegetation and wildlife, and the water of the state and their aquatic life against adverse effects.
- **Promote Public Access-** The public's opportunity to enjoy the physical and aesthetic qualities of natural shorelines of the state shall be preserved to the greatest extent feasible consistent with the overall best interest of the state and the people generally.

State policy provides for the management of the shorelines of the state by planning for and fostering all reasonable and appropriate uses. Shoreline uses are given preference in the following order which:

- recognize and protect the statewide interest over the local interest;
- preserve the natural character of the shoreline;
- result in long term over short term benefit;



- protect the resources and ecology of the shoreline;
- increase public access to publicly owned areas of the shorelines;
- increase recreational opportunities for the public in the shoreline; and
- provide for any other element as defined in RCW 90.58.100 deemed appropriate or necessary.

In the implementation of this policy, the public's opportunity to enjoy the physical and aesthetic qualities of natural shorelines of the state shall be preserved to the greatest extent feasible consistent with the overall best interest of the state and the people generally. To this end, uses shall be preferred which are consistent with control of pollution and prevention of damage to the natural environment, or are unique to or dependent upon use of the state's shoreline.

The SMA is administered through a cooperative program between local governments and Ecology. Cities and counties are the primary regulators. Ecology acts primarily in a support and review capacity, but is required to approve certain kinds of permits (conditional use and variance permits) and must approve new or amended shoreline master programs.

Local governments may modify master programs to reflect changing local circumstances, new information, or improved shoreline management approaches. The Act places a strong emphasis on public participation in developing local shoreline programs and in the local permit process.



History of Shoreline Management in Spokane

Prior to the passage of the Shoreline Management Act, the City of Spokane had initiated its own intensive planning study of the Spokane River and Latah Creek waterfronts. Disturbed that the community's major natural asset had been so long neglected, Spokane's citizens had already set about, in 1966, to determine how best to reverse the damage.

That study culminated in the Riverfront Development Program, an ambitious commitment to recapture, over a 20 to 30-year period, the full value of an asset that had badly depreciated. Uninviting uses would be relocated, public access would be improved, discharge of untreated wastes into the river would cease, and future riverfront developments would honor their incomparable setting. The 1975 Riverfront Development Program provided much of the substance for Spokane's first SMP, adopted in 1976 and amended in 1982.

In 1988, the Spokane City Council requested that the City Plan Commission review the Riverfront Development Program and the Shoreline Master Program and prepare updates if necessary. Through a coordinated effort between the Plan Commission, a citizen committee, and City staff, a draft SMP was completed in 1994, but was never adopted by the City Council.

In 2005, The City of Spokane Planning Services Department received a grant from the Washington State Department of Ecology to update the 1976 SMP. The process included a comprehensive inventory and analysis of the Spokane River and Latah Creek and the development of shoreline environment designations and accompanying management policies; goals and policies for each of the ten elements of the SMP; regulations that address shoreline use, modifications, and development; and a restoration plan. The SMA, 1976 SMP, and 1994 draft SMP served as the framework upon which this updated SMP was developed.



14.2 SPOKANE'S SHORELINE MASTER PROGRAM

Overview

The shorelines of Spokane are among the City's most valuable, unique, and fragile natural resources. As Spokane continues to grow, development pressures within the City's shorelines are increasing, necessitating coordinated, planned shoreline management and development, as well as continuous cooperation between various federal, state, and local entities. Spokane is fortunate to have many shoreline areas in public ownership, creating a rich environment for citizens to recreate and enjoy the Spokane River and Latah Creek.

The objectives of the City of Spokane Shoreline Master Program (SMP) are to improve environmental quality, enhance public access and recreational opportunities, plan and coordinate development, raise development standards, and ensure that Spokane's greatest natural assets are carefully managed for the enjoyment of future generations. The program recognizes the interest of the people to be paramount while recognizing the state-wide interest. Preserving the long-term natural characteristics and resources is given preference over development of any kind.

Consistency and Conformity with Shoreline Management Act

This SMP is prepared in accordance with the Washington State Shoreline Management Act, and as such, is intended to preserve the public's opportunity to enjoy the physical and aesthetic qualities of the Spokane River and Latah Creek shorelines, consistent with the overall best interest of the state and the people generally.

Consistency with Plans and Regulations

The SMP goals and policies are adopted as part of the City's Comprehensive Plan and the Shoreline Regulations are incorporated into the City of Spokane Unified Development Code; these components are therefore consistent with the Plan, City development regulations, City of Spokane's Critical Areas Ordinances, and any other applicable City regulations. The SMP is also consistent with the Shoreline Master Programs of adjacent jurisdictions, and all other local, state, and federal laws pertaining to the shoreline areas. Development of the program included coordination among adjoining jurisdictions, public agencies, private businesses, recreational and environmental organizations, citizen groups, elected and appointed officials, City staff, and others with authority, interest, and expertise in the shorelines.

Shoreline Environments and Management Policies

In order to effectively protect shoreline resources and provide for appropriate development, a system of categorizing shoreline areas into environment designations and accompanying policies for managing shoreline uses, modification, and development within each designation is required by the Shoreline Management Act



Guidelines. The SMP environments were designated by analyzing data from a comprehensive inventory of the ecological conditions and physical character of the shorelines, which was performed at the beginning of the SMP update process. The analysis resulted in the designation of six environments that accurately reflect the characteristics of Spokane's shoreline areas. The boundaries of each environment were determined by using both man-made and environmental features as divisions between designations. The designations also support and are consistent with the vision and goals of the Comprehensive Plan.

Shoreline Goals and Policies

Shoreline goals and policies establish broad shoreline management directives. They are statements of intent by the City of Spokane that direct or authorize a course of action or specify criteria for regulatory or non-regulatory action. The policies serve as the basis for regulations that govern use, modifications, and development along the shorelines and provide direction for regional issues such as resource management, environmental protection, transportation, inter-governmental coordination and regional planning.

Shoreline policies provide a comprehensive foundation for the Shoreline Master Program regulations, which are more specific standards that are used to evaluate and regulate shoreline development proposals. The City of Spokane must evaluate permit applications in light of the shoreline policies and may approve a permit only after determining that the development conforms to the policies in the Shoreline Master Program.

Shoreline Regulations

The regulations implement the goals and policies of the SMP and contain requirements for shoreline uses, modifications, and development within the Shoreline Jurisdiction, whether or not a shoreline permit is required. The regulations also contain administrative procedures necessary to administer the requirements of the Shoreline Management Act and SMP. The regulations are in essence an overlay to the other regulations that pertain to the shoreline area, such as land use and zoning designations and critical areas regulations. In the event of a conflict with other applicable city policies or regulations governing the shorelines, the more restrictive regulation will always be used to evaluate and regulate a proposed project within the Shoreline Jurisdiction.

Restoration Plan

The restoration plan addresses degraded areas and impaired ecological functions identified in the inventory and analysis of the shorelines, one of the first tasks undertaken as part of the update process. The plan establishes overall goals and objectives for City-wide shoreline restoration efforts. The plan identifies and



prioritizes restoration opportunities and prescribes generalized treatment options for various restoration scenarios. The plan also identifies current and ongoing programs that contribute to achieving these goals, as well as additional projects or programs necessary for success.



Components

The City of Spokane Shoreline Master Program (SMP) is divided into four parts, each contained in different documents:

- **Shoreline Master Program Goals and Policies**

The SMP goals and policies are included in this Shorelines Chapter of the Comprehensive Plan. Sub-categories are:

- shoreline environments and management policies;
- general goals and policies; and
- goals and policies for the ten elements of the SMP.

Definitions for shoreline words and terms in the goals and policies section are located in Chapter 15, Glossary, of the City of Spokane Comprehensive Plan.

- **Shoreline Regulations**

Shoreline use, modification, and development regulations are contained in Chapter 17 E.060, Shoreline Regulations, of the Spokane Municipal Code (SMC).



Shoreline permit procedures are located in Chapter 17G.060 SMC, Land Use Application Procedures.

Definitions for shoreline words and terms in Chapter 17E.060 SMC, Shoreline Regulations, and Chapter 17G.060, Land Use Application Procedures are located in Chapter 17A.020 SMC, Definitions.

- **Restoration Plan**

The Restoration Plan is a stand-alone document, titled “Shoreline Restoration Plan.”

- **Background Information**

The City of Spokane Comprehensive Plan, Volume 3, contains background information pertaining to the SMP, including:

- shoreline Inventory and Analysis;
- cumulative Impacts Report;
- state Environmental Policy Act Checklist;
- record of Citizen Participation Activities
- SMP Submittal Checklist to the Department of Ecology; and
- other pertinent background information.



14.3 ENVIRONMENTS AND MANAGEMENT POLICIES

NATURAL ENVIRONMENT (NE)

Purpose

The purpose of the "natural" environment is to protect shoreline areas that are relatively free of human influence or that include intact or minimally degraded shoreline functions intolerant of human use. This environment allows only very low intensity uses in order to maintain the ecological functions and ecosystem-wide processes.

Designation Criteria

Assign a "natural" environment designation to shoreline areas if any of the following characteristics apply:

- the shoreline is ecologically intact and therefore currently performing an important, irreplaceable function or ecosystem-wide process that would be damaged by human activity;
- the shoreline is considered to represent ecosystems and geologic types that are of particular scientific and educational interest; or
- the shoreline is unable to support new development or uses without significant adverse impacts to ecological functions or risk to human safety.

This designation delineates those shoreline areas that provide valuable functions for the larger aquatic and terrestrial environments that are sensitive to human development. Such shoreline areas include largely undisturbed portions of shoreline areas such as wetlands, unstable bluffs, and ecologically intact shoreline habitats.

Ecologically intact shorelines can include both large (covering multiple properties) and small (within one property) areas which retain the majority of their natural shoreline functions. Generally, these are free of structural shoreline modification, structures, and intensive uses, and can include forested areas which have native vegetation, diverse plant communities, and large woody debris.

Management Policies

1. Give preference to uses that would not substantially degrade the ecological functions or natural character of the shoreline area.
2. Prohibit the following new uses in the shoreline area:
 - commercial,
 - industrial,
 - non-water oriented recreation, and



- Roads, utility corridors, and parking areas that can be feasibly located outside of "natural" designated shorelines.
- 3. Allow, as a conditional use, single-family residential development, provided the density and intensity of such use is limited as necessary to protect ecological functions and be consistent with the purpose of the environment.
- 4. Consider allowing very low intensity agricultural uses when such use is subject to appropriate limitations or conditions to assure the use does not expand or alter practices in a manner inconsistent with the purpose of this designation.
- 5. Allow scientific, historical, cultural, educational research uses, and low intensity water-oriented uses, provided that no significant ecological impact on the area will result.
- 6. Prohibit new development or significant vegetation removal which would reduce the capability of vegetation to perform normal ecological functions.
- 7. Prohibit the subdivision of property in a configuration that, to achieve its intended purpose, will require significant vegetation removal or shoreline modification that adversely impacts ecological functions.

URBAN CONSERVANCY ENVIRONMENT (UCE)

Purpose

The purpose of the "urban conservancy" environment is to protect and restore ecological functions of open space, flood plain and other sensitive lands where they exist in urban and developed settings, while allowing a variety of compatible uses.

Designation Criteria

Assign an "urban conservancy" environment designation to shoreline areas appropriate and planned for development that is compatible with maintaining or restoring the ecological functions of the area and that are not generally suitable for water-dependent uses if any of the following characteristics apply:

- they are suitable for water-related or water-enjoyment uses;
 - they are open space, flood plain or other sensitive areas that should not be more intensively developed;
 - they have potential for ecological restoration;
 - they retain important ecological functions, even though partially developed;
- or



- they have the potential for development that is compatible with ecological restoration.

Management Policies

1. Allow shoreline uses in the "urban conservancy" environment as follows:
 - Water-oriented uses should be given priority over non-water-oriented uses.
 - Primary allowed uses are those that preserve the natural character of the area or promote preservation of open space, flood plain, or sensitive lands either directly or over the long term.
 - Uses that result in restoration of ecological functions should be allowed if the use is otherwise compatible with the purpose of the urban conservancy environment and setting.
2. Establish standards for shoreline stabilization measures, vegetation conservation, water quality and shoreline modifications that ensure that new development does not result in a net loss of shoreline ecological functions or further degrade other shoreline values.
3. Implement, when feasible, public access and public recreation objectives if significant ecological impacts can be mitigated.

SHORELINE RESIDENTIAL ENVIRONMENT (SRE)

Purpose

The "shoreline residential" environment is designed to accommodate existing, small-lot residential development and accessory structures. The shoreline residential environment may also provide appropriate public access and recreational uses.

Designation Criteria

Assign a "shoreline residential" environment designation to shoreline areas if they are predominantly small-lot single-family or multi-family residential development or are planned and platted for such residential development.

Management Policies

1. Provide consistent and integrative regulatory standards that assure no net loss of ecological functions and that take into account the environmental limitations and sensitivity of the shoreline area, the level of infrastructure and services available, and other comprehensive planning considerations.
2. Provide public access and joint use for community recreational facilities in multi-family residential development, multi-lot residential development, and recreational developments.



3. Provide for adequate access, utilities, and public services to serve existing needs and planned future development.

LIMITED URBAN ENVIRONMENT (LUE)

Purpose

The purpose of the “limited urban” environment is to accommodate a range and mixture of water-oriented residential, commercial, and institutional uses at moderate intensity and density levels, while protecting existing ecological functions and restoring ecological functions in areas that have been previously degraded. Water-dependent utilities and industrial uses are also accommodated. In addition, this designation provides for appropriate physical and visual public access and recreation uses. This environment is suitable for residential development, while allowing for non-residential uses with height limitations and at a significantly lower scale of intensity than is found in the Intensive Urban Environment. This environment is intended for development that creates a unique urban waterfront environment, enhances aesthetic appeal, provides public access, and allows compatible uses.

Designation Criteria

Assign a “limited urban” environment designation to shoreline areas that are intended to accommodate further urban growth and infill development and that are appropriate for a mix of water-oriented residential, institutional, and limited commercial uses. Water-dependent utility and industrial uses may be accommodated. This environment may include a range and mix of uses similar to those found in the Intensive Urban Environment, but at a significantly lower scale of intensity. This environmental designation may serve as a transition between higher intensity and lower intensity environmental designations.

Management Policies

1. Prioritize shoreline uses in the “limited urban” environment as follows:
 - First priority should be given to water-dependent uses.
 - Second priority should be given to water-related and water-enjoyment uses.
2. Non-water oriented uses may also be allowed in limited situations where they do not conflict with or limit opportunities for water-oriented uses or on sites where there is no direct access to the shoreline. Such specific situations should be identified in a shoreline use analysis or special area planning as identified in WAC 173-26-200.
3. Essential public facility uses, such as utilities, should be allowed only if water-dependent or necessitated by economic feasibility or functionality requirements and adequate land is not available in the urban intensive environment designated areas.



4. Provide consistent and integrative regulatory standards that assure no net loss of ecological functions or processes.
5. Ensure that essential public facilities, such as utilities, are designed to the level of lowest impact and least disruption to the physical and visual environment whether above or below ground.
6. Provide public access and joint use for community recreational facilities in multi-family residential development, multi-lot residential development, and recreational developments.
7. Provide for adequate access, utilities, and public services to serve existing needs and planned future development.
8. Consider the potential for displacement of non-water oriented uses with water-oriented uses when analyzing full utilization of urban waterfronts and before considering expansion of such areas.
9. Assure no net loss of shoreline ecological functions as a result of new development, and where applicable, require that new development include environmental cleanup and restoration of the shoreline to comply with state and federal law.
10. Encourage the preservation and restoration of the natural character of the shoreline area.
11. Require, where feasible, visual and physical public access to the river in public and private development or redevelopment within the shoreline area.
12. Promote aesthetic considerations through the development of sign control regulations, appropriate development siting, screening, architectural standards, and maintenance of vegetative buffers.

INTENSIVE URBAN ENVIRONMENT (IUE)

Purpose

The purpose of the “intensive urban” environment is to ensure optimum, intensive public utilization of shorelines by providing high-intensity public use and managing development so that it enhances and maintains the shorelines for a variety of urban uses. Existing ecological functions within the shoreline area must be protected, and areas that have been previously degraded must be restored. Urban use of shorelines in this environment should be limited to water-oriented uses in developed areas with adequate building setbacks from the top of the riverbanks. Priority will be given to public access, both visual and physical. Pedestrian paths and cycle paths should connect to access points. Public ownership of land should be maintained and expanded along both riverbanks.

Designation Criteria

Assign the “intensive urban” environment designation to shoreline areas at the heart of the city that are appropriate and planned for a multiplicity of high-intensity water-oriented urban, residential, commercial, office, and industrial land uses. The density



and intensity of uses within this environment are balanced with a mix of open space and recreational and cultural facilities.

Management Policies

1. Prioritize shoreline uses in the “intensive urban” environment as follows:
 - First priority should be given to water-dependent uses.
 - Second priority should be given to water-related and water-enjoyment uses.
 - Non-water oriented uses should not be allowed except as part of mixed use (water-dependent, water-related, and/or water-enjoyment) developments.
 - Non-water oriented uses may also be allowed in limited situations where they do not conflict with or limit opportunities for water-oriented uses or on sites where there is no direct access to the shoreline. Such specific situations should be identified in a shoreline use analysis or special area planning.
2. Encourage full utilization of shoreline areas within the existing intensive urban environment before allowing further expansion of the environment boundaries.
3. Consider the potential for displacement of non-water oriented uses with water-oriented uses when analyzing full utilization of urban waterfronts and before considering expansion of such areas.
4. Encourage the redevelopment of degraded or poorly used intensive urban shoreline areas to accommodate future water-oriented uses.
5. Assure no net loss of shoreline ecological functions as a result of new development, and where applicable, require that new development include environmental cleanup and restoration of the shoreline to comply with state and federal law.
6. Require, where feasible, visual and physical public access to the river in public and private development or redevelopment within the shoreline area.
7. Promote aesthetic considerations through the development of sign control regulations, appropriate development siting, screening, architectural standards, and maintenance of vegetative buffers.
8. Retain and enhance the unique ecological and geologic features of the river, falls, banks, and limited adjacent greenbelt throughout the environment.



WASTEWATER TREATMENT PLANT ENVIRONMENT (WTPE)

Purpose

The purpose of the “wastewater treatment plant” environment is to create a unique designation that specifically corresponds with and addresses wastewater treatment plants. This designation focuses on providing this essential public facility while at the same time addressing the concerns of mitigation measures, aesthetic enhancements, location, and restoration opportunities.

Designation Criteria

This designation applies to Wastewater Treatment Plant properties within the Shoreline Jurisdiction.

Management Policies

1. Ensure the plant is meeting all applicable federal, state, and local standards for emissions and pollutants.
2. Assure no net loss of shoreline ecological functions as a result of Wastewater Treatment Plant improvements or expansion.
3. Mitigate aesthetic impacts to the surrounding environment through low impact design and, as much as feasible, restoration of the natural character of the shoreline area.
4. Allow expansion and major upgrades of the plant within the Shoreline Jurisdiction by conditional use only.
5. Locate future Wastewater Treatment Plant facilities, including pumping stations, outside of the Shoreline Jurisdiction, with the exception of outfall infrastructure, unless no other feasible option is available.
6. Re-designate a Wastewater Treatment Plant Environment to its surrounding designation(s) should the plant relocate.
7. Require improvements to and mitigation of the aesthetic aspects of the plant, including landscaping and odor reduction.



14.5 GOALS AND POLICIES

General Goal and Policies

This Shoreline Master Program contains one overarching, general goal and several general policies that apply to the whole program and which serve as the framework upon which the goals and policies for each shoreline element were developed. The general goal focuses on enhancing the City's shorelines through appropriate shoreline uses that improve the shoreline character.

A major general policy that supports this goal is state mandated and provides assurance that any new development or project in the shoreline will result in no net loss of shoreline ecological functions.

Goals and Policies for Shoreline Elements

In addition to the General Goal and Policies, the Act requires that the SMP identify and establish goals and policies for major shoreline "elements," or shoreline topics likely to arise in the City which the SMP must address. The SMP includes elements for Capital Facilities; Circulation; Conservation; Economic Development; Flood Hazard Reduction; Historic, Cultural, Scientific, and Educational; Public Access; Recreation; Restoration; and Shoreline Use.

Important directives of the goals and policies of the shoreline elements include:

- Planning for and coordinating development and activities that protect against adverse effects to the ecological health of the shoreline.
- Preserving existing natural resources, scenic vistas, and aesthetics and restoring degraded natural ecosystem processes and functions.
- Encouraging desirable public and private economic development with a minimum disruption of the natural character of the shorelines.
- Providing improved public access and recreational opportunities.
- Developing a safe, convenient, multimodal circulation system within the shoreline area to provide for the efficient movement of people.
- Protecting and restoring buildings, sites, and areas having historic, cultural, scientific, or educational values.
- Preventing and minimizing flood damage in shoreline areas.
- Providing and maintaining adequate public facilities and utilities in shoreline areas.



SMP 1 GENERAL GOAL AND POLICIES

Goal: Enhance the Spokane River and Latah Creek shorelines by establishing and implementing goals, policies, and regulations which promote a mixture of reasonable and appropriate shoreline uses that improve the City's character, foster its historic and cultural identity, and conserve environmental resources.

Policies

SMP 1.1 Coordinated Planning

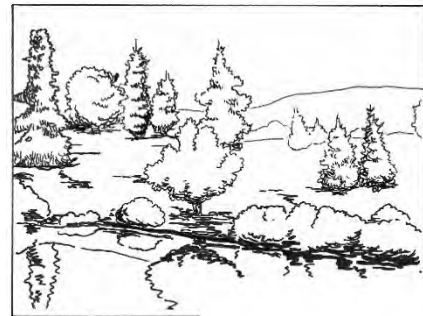
Coordinate shoreline planning between the City of Spokane, agencies with jurisdiction, adjoining jurisdictions, the State of Washington, and the State of Idaho into which the river basin extends.

SMP 1.2 Consistency with Other Plans and Programs

Ensure that the City of Spokane Shoreline Master Program is consistent with the Washington State Shoreline Management Act and Growth Management Act, the basic concepts, goals, policies, and land use plan of the City of Spokane Comprehensive Plan and development regulations, the City of Spokane Critical Areas Ordinances, and the Shoreline Master Programs of adjacent jurisdictions.

SMP 1.3 No Net Loss of Ecological Functions

Ensure that all shoreline uses and development are regulated in a manner that guarantees no net loss of shoreline ecological functions that are necessary to sustain shoreline natural resources.



SMP 1.4 Public Interest and Property Rights

Protect the interests of the public in attaining the goals of the Shoreline Master Program, while acknowledging and respecting private property rights.

SMP 1.5 Shoreline Designated Environments

Designate shoreline environments for the Spokane River and Latah Creek that are consistent with the Comprehensive Plan land uses, shoreline management practices, and ecological functions within each designated area.

SMP 1.6 Policy Priorities

Give preference to those shoreline activities which fulfill long range Comprehensive Plan goals and the Shoreline Management Act policy priorities, as listed and discussed below:



Because the Spokane River and Latah Creek are shorelines from which all people in the state derive benefit, the City gives preference to those uses which favor public activities and fulfill long range Comprehensive Plan goals.

It is the policy of the City of Spokane to provide for the management of its shorelines by planning for and fostering all reasonable and appropriate uses. The following policies are designed to ensure the development of the City's shorelines in a manner which will promote and enhance the public interest. These policies contemplate protecting against adverse effects to the public health, the land and its vegetation and wildlife, and the waters of the Spokane River and Latah Creek and their aquatic life.

The State Legislature has declared that the interest of all of the people shall be paramount in the management of shorelines of state-wide significance. The following order or policy preference shall apply to the shorelines within the City of Spokane:

- *Recognize and protect the state-wide interest over local interest.*

In developing the Shoreline Master Program and any amendment thereto, the City of Spokane should take into account State agencies' policies, programs, and recommendations; advice from experts in ecology, geology, aquaculture, wildlife, and other scientific fields pertinent to shoreline management; citizen opinions; and recognized special interest groups.

- *Preserve the natural character of the shoreline.*

Designate shoreline environments and use regulations to implement policies which encourage expansion or redevelopment of areas where intensive development already exists rather than allowing new development to extend into open space and undeveloped areas.

- *Allow uses that result in long-term over short-term benefit.*

The Spokane River and Latah Creek should be preserved for future generations. The City should evaluate the short term economic gain of a development relative to the long term impairment to the shoreline.

- *Protect the resources and ecology of the shoreline.*

All shoreline development should be located, designed, constructed, and managed to minimize adverse impacts to wildlife and aquatic resources (including spawning, nesting, rearing, and habitat areas and migratory routes), water quality, unique and fragile areas, geohydraulic processes,



scenic views and natural eco-systems. Development should preserve environmentally sensitive wetlands and critical areas for use as open space or buffers and encourage restoration of presently degraded shoreline and wetland areas.

- *Increase public access to publicly owned areas of the shorelines.*

Priority should be given to developing pathways and trails to shoreline areas, promoting linear access along the shorelines and to connect existing publicly owned parks, conservation areas, natural areas and golf courses, and encouraging upland parking.

- *Increase recreational opportunities for the public on the shoreline.*

Plan for and encourage development of facilities for recreational and public use of the shorelines.

In the implementation of the above policies, the public's opportunity to enjoy the physical and aesthetic qualities of the natural shorelines of the Spokane River and Latah Creek should be preserved to the greatest extent feasible consistent with the overall best interest of the State, City and the people generally. To this end, preferred uses are those which are consistent with control of pollution and prevention of damage to the natural environment, or are unique to or depend upon use of the shorelines.

Alterations of the natural condition of the shorelines of the City in those limited instances, when authorized, should be given priority for single-family residences, shoreline recreational uses including parks and other improvements facilitating public access to shorelines, industrial and commercial developments which are particularly dependent on their location on the shorelines, and other development that will provide an opportunity for substantial numbers of the people to enjoy the shorelines. City shorelines and wetlands should be appropriately classified, and these classifications should be revised when circumstances warrant, regardless of whether the change in circumstances occurs through man-made causes or natural causes.

Permitted uses in city shorelines should be designed and conducted in a manner to minimize, insofar as practical, any resultant damage to the ecology and environment of the shorelines area and any interference with the public's use of the water. (See RCW 90-58.020, Shoreline Management Act of 1971).



SMP 2 CAPITAL FACILITIES AND UTILITIES

Goal: Maintain and provide adequate public facilities and utility services within the shoreline environment while preserving and enhancing the natural environment and ecology of the shoreline.

Policies

SMP 2.1 Impacts to Shoreline

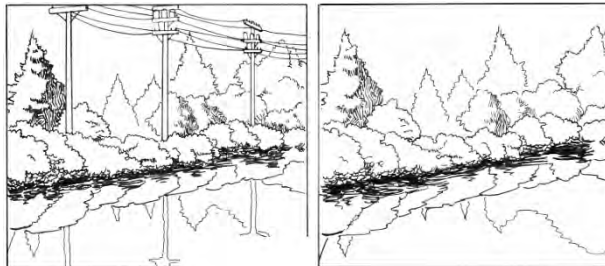
Assure no net loss of shoreline ecological functions as a result of the improvement, development, expansion, location, design, or maintenance of any facility or utility.

SMP 2.2 Location of Public Facilities and Utilities

Locate new public facilities and utilities, including, but not limited to, utility production, processing, distribution, and transmission facilities outside of the Shoreline Jurisdiction whenever possible and economically feasible.

SMP 2.3 Underground Placement

Require new utilities and facilities that must be located within the shoreline to be built underground if feasible, and utilize low impact, low profile design and construction methods to the maximum extent possible.



SMP 2.4 Preferred Locations Map

Map preferred locations for new utilities and public facilities with the cooperation of service providers.

SMP 2.5 Existing and Planned Utilities Data and Maps

Develop and maintain data and map layers of all existing and, when known, planned utilities.

SMP 2.6 Placement in Existing Rights-of-Way

Require new utilities and facilities to be located in existing rights-of way whenever possible.



SMP 2.7 Transportation and Parking Facilities

Plan, locate, and design proposed transportation and parking facilities where routes will have the least possible adverse effect on unique or fragile shoreline features, will not result in a net loss of shoreline ecological functions, or adversely impact existing or planned water dependent uses.

SMP 2.8 Conditions on Construction or Expansion

Allow construction or expansion of any facility or utility within the Shoreline Jurisdiction by conditional use only.

SMP 2.9 Conditions on Maintenance and Upgrades

Allow maintenance and upgrade activities that will result in significant shoreline impacts by conditional use only.

SMP 2.10 Location Preference

Give preference to established utility corridors and rights-of-way for upgrades and reconstruction of existing utilities and facilities, unless a more suitable location is available.

SMP 3 CIRCULATION

Goal: Develop a safe, convenient, and multimodal circulation system within the shoreline area to provide for the efficient movement of people without unduly disrupting the ecological functions of the shoreline environment.

Policies

SMP 3.1 Shoreline Access

Improve access to the shoreline by developing, where appropriate, pathways, trails and bikeways along and adjacent to the shoreline.

SMP 3.2 Access System

Ensure that a system of arterials, scenic drives, pathways, public transit routes, and bikeways adjacent to and within the shoreline areas provides appropriate access to the Spokane River and Latah Creek in a way that meets the needs and desires of the community as reflected in the Comprehensive Plan, while also preserving ecological function of the shorelines.

SMP 3.3 Access Streets on Landward Side of Development

Locate access streets serving shoreline businesses, industries, residences, and public facilities on the landward side of such developments.

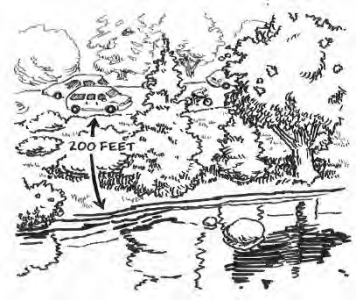


SMP 3.4 Consolidated Transportation Corridors

Encourage the consolidation of transportation corridors crossing the shoreline environment in order to minimize the number of crossings.

SMP 3.5 Location of New Streets

Locate new streets or street expansions that are part of the City of Spokane designated Regional Arterial Network outside of the Shoreline Jurisdiction, unless no other options are available or feasible.



SMP 3.6 Parking Facilities

Allow parking facilities in shoreline areas only as necessary to support permitted shoreline uses, and not as a primary use.

SMP 3.7 Parking Facility Impacts

Minimize the environmental and visual impacts of parking facilities.

SMP 3.8 Unused Public Rights-of-Way

Retain unused public rights-of-way within the shoreline area.

SMP 3.9 Dead-End Rights-of-Way as Access

Provide public visual or physical access to the shoreline through unused portions of rights-of-way that dead end in the shoreline area, when possible.



SMP 3.10 Signage Plan

Develop a signage plan for thoroughfares in the vicinity of the river or creek that point out shoreline attractions and access points.

SMP 3.11 Rail Line Connections

Allow new rail lines within the Shoreline Jurisdiction only for the purpose of connecting to existing rail lines or rights-of-way.

SMP 3.12 New Rail Lines in Existing Rail Corridors

Construct new rail lines within an existing rail corridor where possible.

SMP 3.13 Expansion of Rail Corridors

Allow the expansion of existing rail corridors within the Shoreline Jurisdiction.



SMP 3.14 Rail Lines and Public Access

Construct, where feasible, all new rail lines so that they do not compromise the public's ability to access the shoreline safely.

SMP 4 CONSERVATION

Goal: Conserve and manage the unique, fragile, and scenic natural elements of the Spokane River and Latah Creek shorelines for the continuing benefit and enjoyment of the community.

Policies

SMP 4.1 Preservation of Natural Resources

Preserve and properly utilize the natural resources of the shorelines, including scenic vistas, aesthetics, vegetation, and vital estuarine areas for fisheries and wildlife protection.

SMP 4.2 Non-Renewable Resources

Preserve, protect and restore unique and non-renewable resources or features such as wetlands, wildlife habitat, agricultural areas, and special natural areas.



SMP 4.3 Conservation of Critical Areas

Conserve to the maximum extent possible "critical areas" in accordance with the City's Critical Areas Ordinances.

SMP 4.4 Acquisition of Unique Shoreline Areas

Acquire and maintain, through conservation futures, donations, general funds, or other sources, shoreline areas containing natural elements especially worthy of preservation or especially attractive to the public, such as beaches, forest cover, trees, wildlife populations, vistas and other scenic features.

SMP 4.5 Native Plant Retention and Landscaping

Provide ongoing education and incentives that emphasize the retention of or landscaping with native plant communities in non-impaired or blighted areas as new development and redevelopment occurs.



SMP 4.6 Mitigation of Adverse Impacts

Require that new development or redevelopment avoid or mitigate negative impacts to steep banks, surface and ground water quality, ecological functions, wildlife habitat, vegetative cover, and erosion of the soil.

SMP 4.7 Incentives for Retention of Resource Lands

Retain existing agricultural resource lands, open space, and environmentally sensitive areas through the innovative use of incentives such as Transferable Development Rights.

SMP 5 ECONOMIC DEVELOPMENT

Goal: Encourage desirable public and private economic development along the shorelines that will enhance the quality of life for the residents of the City of Spokane with a minimum disruption of the natural character of the shorelines.

Policies

SMP 5.1 Development Priorities

Prioritize shoreline development as follows:

- *First priority is given to water-dependent uses.*
- *Second priority is given to water-enjoyment and water-related uses.*

SMP 5.2 Commercial and Recreational Development

Give priority to recreational development, both commercial and public, for access to and use of the water and shorelines.

SMP 5.3 Evaluation of Economic Gain

Require that the short-term economic gain or convenience of development be evaluated against the long-term and potentially costly impairments to the natural environments that could result.

SMP 5.4 Provisions for Shoreline Protection

Require that new development provide adequate provisions for the protection of water quality, erosion control, landscaping, aesthetic characteristics, drainage systems, aquatic and wildlife habitat, views, archaeological sites, and normal public use of the water.

SMP 5.5 Water-Enjoyment Areas

Develop a plan to identify and establish water-enjoyment areas, such as parks, viewpoints, promenades, beaches, and pathways as major city attractions.



SMP 5.6 Over-Water Construction

Prohibit construction over the water unless the use is water-dependent and needs to be located over the water.

SMP 5.7 Business Operations

Encourage shoreline industries and businesses to keep a well-maintained appearance and to operate their businesses in a manner that will not cause negative environmental impacts to the community.

SMP 5.8 Major Building Entrances

Encourage the inclusion of a major building entrance from the waterfront in public and private projects, so as to attract the public to the river and emphasize the building's river orientation.



SMP 6 FLOOD HAZARD REDUCTION

Goal: Prevent and minimize flood damage in shoreline areas to protect ecological functions, shoreline habitat, lives, and public and private property.

Policies

SMP 6.1 Shoreline Development

Prohibit development within the shorelines that would intensify flood hazards or result in cumulative significant adverse effects to other properties, as regulated by Chapter 17E.030, Floodplain Management, of the Spokane Municipal Code.

SMP 6.2 Coordinated Planning

Coordinate flood hazard reduction planning among the applicable agencies.

SMP 6.3 Vegetative Buffers

Maintain, protect, and restore natural vegetative buffers that are within the floodway of the Spokane River and Latah Creek that function to reduce flood hazards.

SMP 6.4 Development in Channel Migration Zones

Prohibit development within channel migration zones (CMZ) that interferes with the normal process of channel migration, consistent with Chapter 17E.030, Floodplain Management, of the Spokane Municipal Code.



SMP 6.5 Structural Flood Hazard Reduction Measures

Allow new structural flood hazard reduction measures only:

- *where demonstrated to be necessary, and when non-structural methods are infeasible and mitigation is accomplished; and*
- *landward of associated wetlands and buffer areas except where no alternative exists, as documented in a geotechnical analysis; and*
- *when consistent with current best management practices, using natural materials whenever feasible.*

SMP 6.6 Limited Removal of Gravel

Allow removal of gravel for flood control only if biological and geomorphological study demonstrates a long-term benefit to flood hazard reduction, no net loss of ecological functions, and extraction is part of a comprehensive flood management solution.

SMP 7 HISTORIC, CULTURAL, SCIENTIFIC, EDUCATIONAL

Goal: Preserve the historic, cultural, scientific or educational sites within the shoreline that reflect our community's unique heritage and create or contribute to our collective sense of place.

Policies

SMP 7.1 Cooperation and Consultation

Ensure constant cooperation and consultation with affected agencies, tribes, and the City of Spokane Historic Preservation Department for projects that could potentially impact cultural and historical resources.

SMP 7.2 Inventory of Sites

Work with tribal, state, federal and local governments as appropriate to maintain an inventory of all known significant local historic, cultural, and archaeological sites in observance of applicable state and federal laws protecting such information from public disclosure.

SMP 7.3 Sites and Structures

Identify, preserve, and manage shoreline sites and structures having historical, cultural, scientific or educational value, and endeavor to avoid, minimize, or mitigate any adverse impacts to these resources.



SMP 7.4 Development Impacts

Discourage public or private development and redevelopment activities from adversely impacting, destroying or destructively altering any site, area, or building having historical, cultural, scientific or educational value as identified on the local or national historic register.

SMP 7.5 Interpretive Signage

Encourage installation of new markers and/or interpretive signage reflecting the history and culture of the shorelines, as well as continued maintenance of existing historical and cultural markers throughout the shoreline area.



SMP 7.6 Site and Building Acquisition

Acquire sites and buildings with historic, cultural, scientific, or educational value through purchase, gifts, or donations.

SMP 7.7 Incentives for Property Donations

Identify incentives that enable landowners to donate property that has historic, cultural, scientific, or educational value to the City of Spokane.

SMP 7.8 Advance Notice of Plans

Encourage owners of property containing identified historic, cultural, scientific or educational sites to make substantial development plans known well in advance of the application, so that appropriate agencies may have ample time to assess the site and make arrangements to preserve such sites.

SMP 7.9 Site Inspection and Evaluation

Ensure early and continuous site inspection, consultation or evaluation by a professional archaeologist in coordination with affected Indian tribes for all permits issued in areas documented to contain archaeological resources.

SMP 7.10 Notification during Construction

Require developers and property owners to stop work and immediately notify the local government, Washington State Department of Archaeology and Historic Preservation and affected Indian tribes if archaeological resources are uncovered during construction activities.

SMP 7.11 Public Access and Educational Opportunities

Encourage private and public owners of historic sites to provide public access and educational opportunities at levels consistent with long-term protection of both historic values and shoreline ecological functions.



SMP 7.12 Open Space

Incorporate provisions for historic, cultural, scientific and educational site preservation, restoration and education with open space or recreation areas in site development plans whenever compatible and possible.

SMP 7.13 Adjacent Properties

Encourage proposed developments that are adjacent to an identified historic, cultural, scientific or educational site to be compatible with continued protection of the site.

SMP 8 PUBLIC ACCESS

Goal: Assure and develop appropriate and inviting physical and visual public access to and along the Spokane River and Latah Creek while caring for the indigenous shoreline characteristics.

Policies

SMP 8.1 Access Improvements

Improve access to publicly owned areas of the shorelines.

SMP 8.2 Access and Shoreline Ecological Functions

Assure that public access improvements result in no net loss of shoreline ecological functions.

SMP 8.3 Access in the Central Business District

Enhance public access to the river in the Central Business District shoreline area in the form of plazas, vistas, pedestrian ways, and promenades, or other means.

SMP 8.4 Access Frontage

Require public access frontage as part of each development project, unless such access is infeasible or unreasonable based on the intensity of the use.

SMP 8.5 Access Plan

Develop a plan for an integrated shoreline area public access system that identifies specific public needs and opportunities to provide public access.

SMP 8.6 Access Program

Create a program for the acquisition, maintenance, and enhancement of shoreline lands or easements for public access purposes.

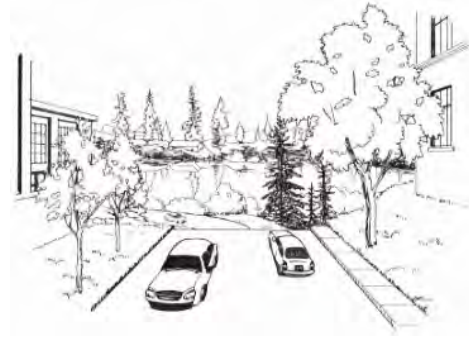


SMP 8.7 Shoreline Views

Minimize impacts to shoreline views through development regulations.

SMP 8.8 Use and Access Priorities

Give priority to water-dependent shoreline uses or physical public access when either is in conflict with maintenance of views from adjacent properties.



SMP 8.9 Appropriate Design of Access Measures

Require that public access measures have a design appropriate to the site, adjacent property, and general nature of the proposed development, while protecting and providing views.

SMP 8.10 Access for Utility Corridors and Facilities

Require utility providers to incorporate public access as part of the design of a utility corridor or facility when it is necessary to build the facility within the Shoreline Jurisdiction.

SMP 9 RECREATION

Goal: Expand, diversify and improve sites and facilities for both active and passive leisure and recreational opportunities along the shorelines while preserving the natural character of the shoreline and ensuring no net loss of ecological function.

Policies

SMP 9.1 Enjoyment of the Shorelines

Assure that shoreline recreational development is given priority and is primarily related to shoreline access and enjoyment and use of the water.

SMP 9.2 Linkages to Recreation Areas

Link shoreline parks, recreation areas, scenic drives, and public access points through the use of pedestrian and bicycle pathways and trails, open space, and parkways, in accordance with an approved trail plan.

SMP 9.3 Recreational Opportunities for All

Ensure that recreational planning takes into account the differences in use groups, physical capabilities, and interests among the public in order to provide opportunities for safe and convenient enjoyment of the shorelines.



SMP 9.4 Recreational Facilities and Impacts to Shorelines

Locate, design, and operate all recreational facilities, both commercial and public, so as not to create adverse impacts on environmental quality, natural features, and surrounding land and water uses.

SMP 9.5 Adequate Support Facilities

Create adequate support facilities such as parking areas, maintenance buildings, and rest rooms to meet shoreline recreational demands.

SMP 9.6 Motorized Equipment Restrictions

Restrict the use of motorized or radio-controlled recreational equipment to areas where no conflict with other uses and wildlife habitat exists.

SMP 9.7 Site Acquisition

Acquire public recreation and access sites through purchase or easements, as land becomes available.

SMP 9.8 Unique Areas and Vistas

Protect unique and special shoreline recreational areas and vistas.

SMP 10 RESTORATION

Goal: Restore or rehabilitate impaired or blighted areas along the shorelines to an ecologically functioning condition with an emphasis on native plant communities appropriate to the environmental designation.

Policies

SMP 10.1 Restoration Plan

Develop a restoration plan for the Spokane River and Latah Creek that:

- identifies degraded areas, impaired ecological functions, and potential restoration sites;*
- establishes restoration goals and priorities, including Shoreline Master Program goals and policies that provide for the restoration of impaired ecological functions;*
- acknowledges existing restoration projects, programs, and elements;*
- identifies additional projects and programs needed to achieve local restoration goals, and implementation strategies including identifying prospective funding sources;*



- *proposes timelines and establishes benchmarks for implementing restoration projects and programs;*
- *provides mechanisms or strategies to ensure that restoration projects and programs will be implemented according to plans and to appropriately review the effectiveness of the projects and programs in meeting the overall restoration goals;*
- *promotes community and property owner education, stewardship, and partnerships for restoration projects, programs, and activities;*
- *provides a native plant palette for the Spokane River and Latah Creek for preferred use in restoration projects and programs and that is required for all City property; and*
- *encourages and promotes partnerships with civic groups for design and implementation of restoration projects.*

SMP 10.2 Native Plant Restoration

Maintain and restore native plant communities within the Shoreline Jurisdiction in order to:

- *ensure no net loss of ecological functions;*
and
- *improve impaired ecological functions.*



SMP 10.3 Landscaping with Native Plants

Encourage the use of native plant communities for landscaping within the Shoreline Jurisdiction.

SMP 10.4 Incentives for Native Landscaping

Provide education for new projects to landscape with native vegetation within the Shoreline Jurisdiction.

SMP 10.5 Damaged Undeveloped Areas

Stabilize and restore undeveloped areas along the shoreline that have been eroded, burned, filled with improper material, or otherwise damaged.

SMP 10.6 Best Management Practices

Restore degraded shorelines, arrest the processes of erosion, sedimentation, and flooding, and enhance wildlife habitat through the use of best management practices and techniques.



SMP 10.7 Ecological Connectivity

Require ecological viability and connectivity through habitat islands and corridors in restoration efforts that encompass fish and wildlife areas.

SMP 10.8 Shoreline Restoration Fund

Allow contributions to the City of Spokane Shoreline Restoration Fund for required development mitigation when no feasible restoration opportunity exists on site.

SMP 10.9 City Stewardship

Ensure that the City of Spokane takes a primary stewardship role through restoration efforts that emphasize native plantings on city-owned and controlled land.

SMP 11 SHORELINE USE

Goal: Plan for and coordinate development that protects against adverse effects to the ecological health of the shoreline.

Section 1: Shoreline Modification Policies

General Shoreline Modifications

SMP 11.1 Structural Modifications

Allow structural shoreline modifications only where they are:

- *demonstrated to be necessary to support or protect an allowed primary structure or a legally existing shoreline use that is in danger of loss or substantial damage; and*
- *necessary for reconfiguration of the shoreline for mitigation or enhancement purposes.*

SMP 11.2 Modification Impacts and Limitations

Reduce the adverse effects of shoreline modifications and, as much as possible, limit shoreline modifications in number and extent.

SMP 11.3 Appropriate Modifications

Allow only shoreline modifications that are appropriate to the specific type of shoreline and environmental conditions for which they are proposed.

SMP 11.4 Modifications and Ecological Functions

Assure that shoreline modifications individually and cumulatively do not result in a net loss of ecological functions by:



- *giving preference to those types of shoreline modifications that have a lesser impact on ecological function; and*
- *requiring mitigation of identified impacts resulting from shoreline modifications.*

SMP 11.5 Shoreline Modification Regulations

Base shoreline modification regulations on scientific and technical information of reach conditions for the Spokane River and Latah Creek.

SMP 11.6 Enhancement of Impaired Ecological Functions

Plan for the enhancement of impaired ecological functions where feasible and appropriate, while accommodating permitted uses.

SMP 11.7 Measures to Protect Ecological Functions

Incorporate all feasible measures to protect ecological shoreline functions and ecosystem-wide processes as shoreline modifications occur.

SMP 11.8 Mitigation Sequencing

Avoid and reduce significant ecological impacts from shoreline modification activities through mitigation sequencing.

Piers and Docks

SMP 11.9 Limitations on Docks

Allow new docks only for public water-dependent uses, single-family residences, and public access and only where they will not pose a public safety hazard.

SMP 11.10 Restrictions on Dock Size

Restrict the size of new docks to the minimum necessary to serve a proposed water-dependent use.

SMP 11.11 Demonstrated Need

Permit new docks only when specific need is demonstrated, except for single-family residences.

SMP 11.12 Multiple Use and Expansion of Existing Docks

Encourage multiple use and expansion of existing docks over the addition and/or proliferation of new single dock facilities.

SMP 11.13 Joint Use or Community Docks

Require new residential development of more than two dwellings to provide joint use or community docks, rather than individual docks.



SMP 11.14 Design and Construction

Design and construct all piers and docks to avoid, minimize, and mitigate impacts to ecological processes and functions.

Shoreline Fill

SMP 11.15 Design and Location of Shoreline Fills

Design and locate shoreline fills so there will be no significant damage or erosion to:

- *existing ecological systems, wildlife habitat or natural resource;*
- *public uses of the shoreline; and*
- *channel migration, water quality, water currents, surface water drainage and flood water resulting in a hazard to life, property and natural resource systems.*

SMP 11.16 Fill Limitations

Allow fill waterward of the Ordinary High Water Mark, by conditional use only, for:

- *water-dependent uses;*
- *public access;*
- *cleanup and disposal of contaminated sediments as part of an interagency environmental clean-up plan;*
- *disposal of dredged material in accordance with Department of Natural Resource Standards and in accordance with other applicable local, state, and federal regulation;*
- *expansion or alteration of transportation facilities of statewide significance currently located on the shoreline; or*
- *mitigation action, environmental restoration, or shoreline enhancement projects.*



SMP 11.17 Fill Proposal Plan Requirement

Require a plan that addresses species removal, replanting, irrigation, erosion, and sedimentation control and other methods of riparian corridor protection with all fill proposals.

Shoreline Stabilization

SMP 11.18 New Structural Stabilization Measures

Prohibit new structural stabilization measures, except when necessity is demonstrated for the following:

- *existing primary structures;*
- *new non-water-dependent development, including single family residences;*
- *water-dependent development; or*
- *ecological restoration or toxic clean-up remediation projects.*

SMP 11.19 Design and Location of New Development

Require both new development and newly created parcels, particularly those located on steep slopes and bluffs, to be designed and located to prevent the need for future shoreline stabilization measures during the life of the project, based upon an engineering/geotechnical analysis and other studies as necessary.

SMP 11.20 Requirements for Needs Demonstration

Develop specific requirements for how to demonstrate need for structural stabilization measures where they are allowed.

SMP 11.21 Size Limitations on Stabilization Structures

Limit shoreline stabilization structures to the minimum size necessary.

SMP 11.22 Impacts to Sedimentation Transport

Require that impacts to sedimentation transport be avoided or minimized.

SMP 11.23 Adjacent or Down-Current Properties

Prohibit new development that would require shoreline stabilization that would cause significant impacts to adjacent or down-current properties and shoreline areas.



SMP 11.24 Public Access and Erosion Control Measures

Require public access, when feasible, as part of publicly funded shoreline erosion control measures.

SMP 11.25 Bulkhead Use

Allow bulkheads by conditional use only when other forms of shoreline stabilization are infeasible.

SMP 11.26 Restrictions on Bulkheads

Allow bulkheads only for controlling active erosion as a component of a shoreline stabilization project, where primary structures or infrastructure have the potential to be damaged.

SMP 11.27 Bulkheads and Shoreline Conservation

Locate, design, and maintain bulkheads in a manner that will conserve and enhance water quality, fish and wildlife habitats, natural shoreline features, and geohydraulic processes.

SMP 11.28 Use of Natural Materials

Encourage the use of natural materials rather than artificial materials in the construction of erosion controls.

SMP 11.29 Location of Shoreline Uses

Locate shoreline uses in a manner so that additional erosion controls and bulkheads are not likely to become necessary in the future.

Shoreline Dredging

SMP 11.30 New Development and Dredging

Site and design new development to avoid the need for new or maintenance dredging.

SMP 11.31 Dredging Restrictions

Prohibit dredging except when necessary for projects associated with the restoration of ecological functions and only by conditional use, or when associated with maintenance and operation dredging for existing hydroelectric facilities.

SMP 11.32 Disposal of Dredge Materials

Prohibit the disposal of dredge materials within river channel migration zones.



Section 2: Shoreline Use Policies

General Shoreline Use

SMP 11.33 Economic, Social, and Physical Needs

Ensure that shoreline uses satisfy the economic, social, and physical needs of the city.

SMP 11.34 Standards to Ensure Ecological Health

Assure no net loss of ecological functions through the use of specific standards for setbacks, buffers, density, and shoreline stabilization.

SMP 11.35 Visual and Physical Access in Development

Ensure that shoreline development includes, when feasible, visual and physical public access to the shorelines, while avoiding, minimizing, or mitigating negative impacts to the shoreline.



SMP 11.36 Shoreline Intrusions

Minimize man-made intrusions onto the shorelines which degrade the natural or planned character of the area.

SMP 11.37 Open Space and Wildlife Habitat Preservation

Encourage new development to contribute to the creation or preservation of open space and/or fish and wildlife habitat along the shorelines of the Spokane River and Latah Creek through the use of tools such as conservation futures, conservation easements, transferable development rights, and planned unit developments.

SMP 11.38 Uses that Minimize Shoreline Damage

Conduct uses in a manner that minimizes any resultant damage to the ecosystem and environment of the shoreline and any interference with public use of the water.

Commercial Use

SMP 11.39 Commercial Use Priorities

Give preference in the following order:

- *First priority is given to water-dependent commercial uses.*
- *Second priority is given to water-related and water-enjoyment commercial uses.*



SMP 11.40 Non-Water-Oriented Commercial Uses

Prohibit new non-water oriented commercial uses unless they are part of a mixed-use project or the use provides a significant public benefit, such as public access and ecological restoration.

SMP 11.41 Over-the-Water Commercial Use

Prohibit non-water dependent commercial uses over the water except in existing structures or in the limited instances where they are auxiliary to and necessary to support water-dependent uses.

SMP 11.42 Mitigation of Impacts to Shorelines

Require that public access and ecological restoration be considered as potential mitigation of impacts to shoreline resources and values for all water-related or water-dependent commercial development unless such improvements are demonstrated to be infeasible or inappropriate.

Industrial Use

SMP 11.43 Industrial Use Priorities

Give preference in the following order:

- *First priority is given to water-dependent industrial uses.*
- *Second priority is given to water-related industrial uses.*

SMP 11.44 Non-Water-Oriented Industrial Uses

Prohibit new non-water oriented industrial uses unless they are part of a mixed-use project or the use provides a significant public benefit.

SMP 11.45 Separation Requirement

Allow non-water oriented industrial uses only if the site is physically separated from the shoreline by another property or public right-of-way.

SMP 11.46 Industrial Use in Impaired Shoreline Areas

Encourage industrial uses and redevelopment to locate where environmental cleanup and restoration is needed and can be accomplished.

Residential Use

SMP 11.47 Single-Family Use Priority

Give priority to single-family residences only when they are developed in a manner consistent with pollution control and prevention of damage to the natural environment.



SMP 11.48 Over-Water Residences and Floating Homes

Prohibit new over-water residences and floating homes.

SMP 11.49 Subdivided Lots

Require new subdivided lots to be designed, configured, and developed to:

- *prevent the loss of ecological functions at full build-out;*
- *prevent the need for new shoreline stabilization or flood hazard reduction measures that would cause significant impacts to other properties or public improvements or a net loss of shoreline ecological functions; and*
- *be consistent with the applicable environment designations and standards.*

Agricultural Use

SMP 11.50 Protection of Agricultural Lands

Protect Comprehensive Plan-designated agricultural lands for continued agriculture use.

SMP 11.51 Agricultural Support Development

Assure that development in support of agricultural uses is:

- *consistent with the environmental designation; and*
- *located and designed to assure no net loss of ecological functions, with no significant adverse impacts on other shoreline resources and values.*

In-Stream Structures

SMP 11.52 Protection of Ecosystem-Wide Processes

Provide for the protection and preservation of ecosystem-wide processes, ecological functions, and cultural resources, including but not limited to, fish and fish passage, wildlife and water resources, shoreline critical areas, hydrogeological processes, and natural scenic vistas when siting in-stream structures.

SMP 11.53 Location Considerations

Consider the full range of public interests, watershed functions and processes, and environmental concerns when planning and locating in-stream structures, with special emphasis on protecting and restoring priority habitats and species.



Boating Facilities

SMP 11.54 Boating Facilities and Impacts to Shorelines

Locate and design boating facilities to minimize adverse effects upon geohydraulic processes, fragile shoreline features, natural wetlands, and aquatic and wildlife habitats.

SMP 11.55 Boating Facility Development



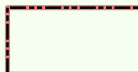
Assure no net loss of ecological functions as a result of the development of boating facilities that provide public recreational opportunities.



Shoreline Jurisdiction

Map SMP 1

Legend

-  Shoreline Districts
-  Ordinary High Water Mark
-  City Of Spokane

0 0.5 1 2 Miles

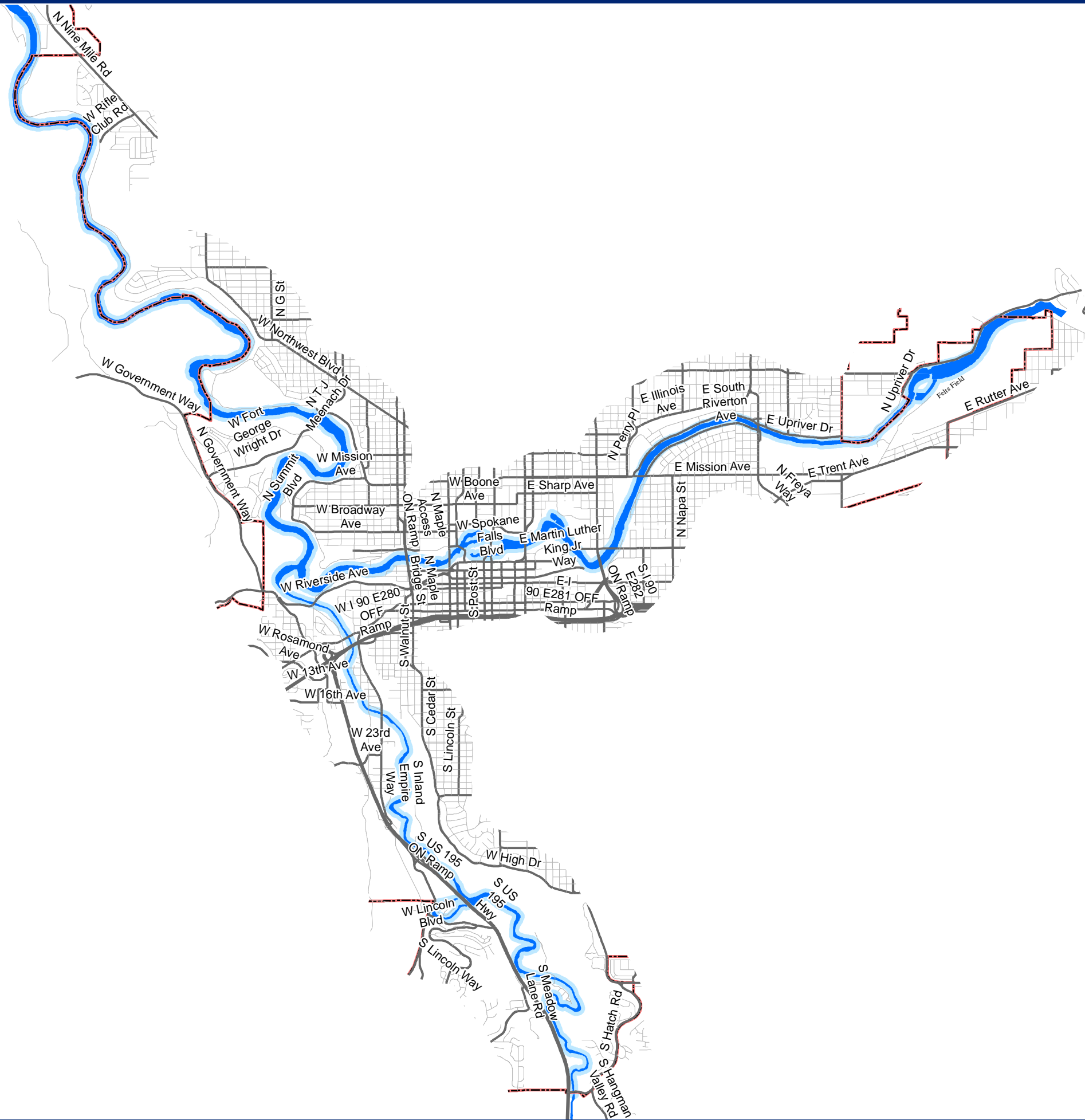


Source: GIS
Date: 8/17/2016



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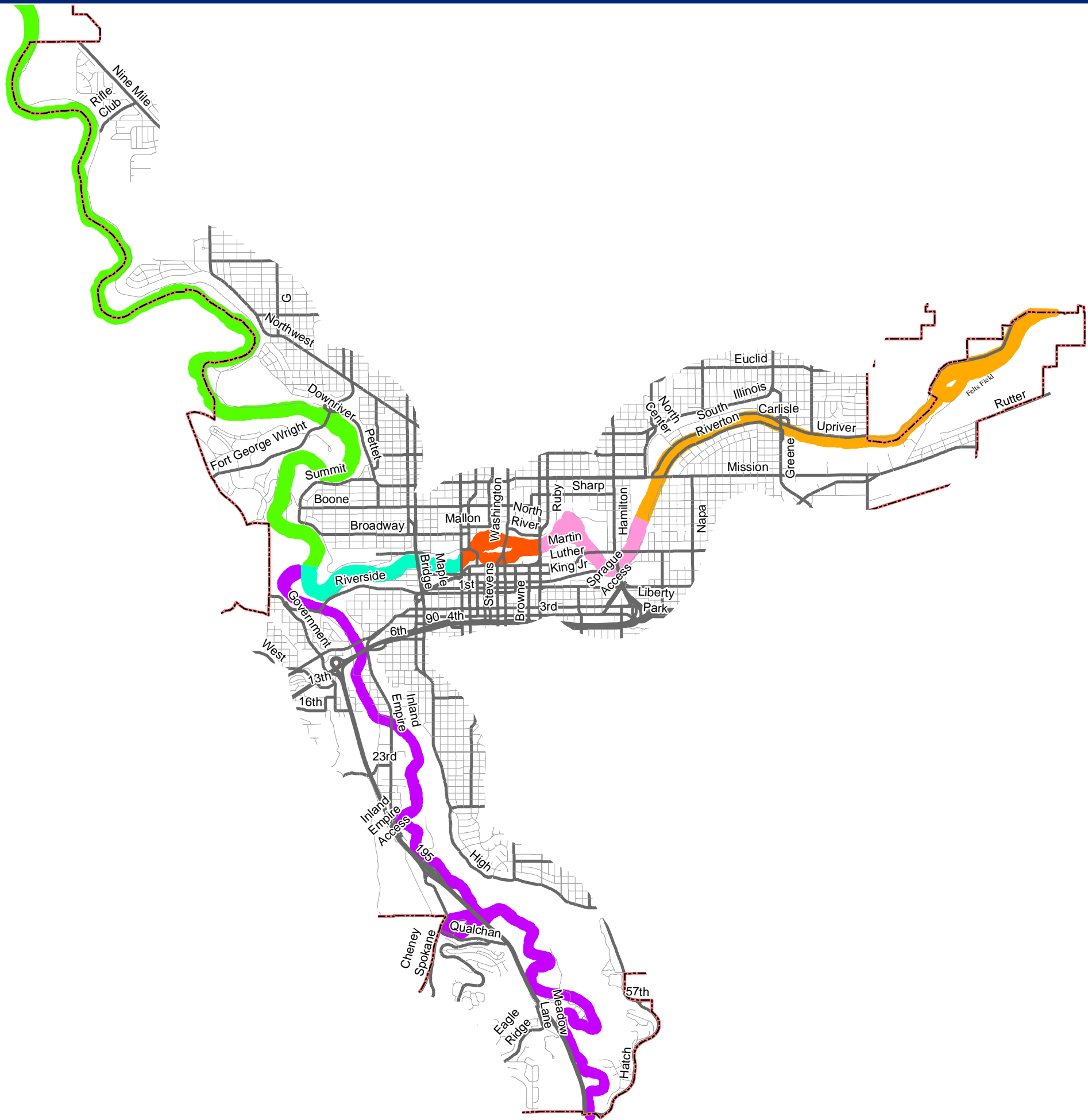
Shoreline Districts

Map SMP 2

Legend

Shoreline Districts

- Campus / U-District
- Downriver
- Downtown
- Great Gorge Park
- Latah Creek
- Upriver
- City Of Spokane



Source: GIS
Date: 8/17/2017



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


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Shoreline Environment Designations Downriver

Map SMP 3

Legend

Shoreline Designations

-  Limited Urban Environment
-  Natural Environment
-  Shoreline Residential Environment
-  Urban Conservancy Environment
-  Urban Intensive Environment
-  Wastewater Treatment Environment
-  Natural Environment - Unsurveyed
-  Urban Conservancy Environment - Unsurveyed
-  Ordinary High Water Mark
-  Parcels
-  City Of Spokane

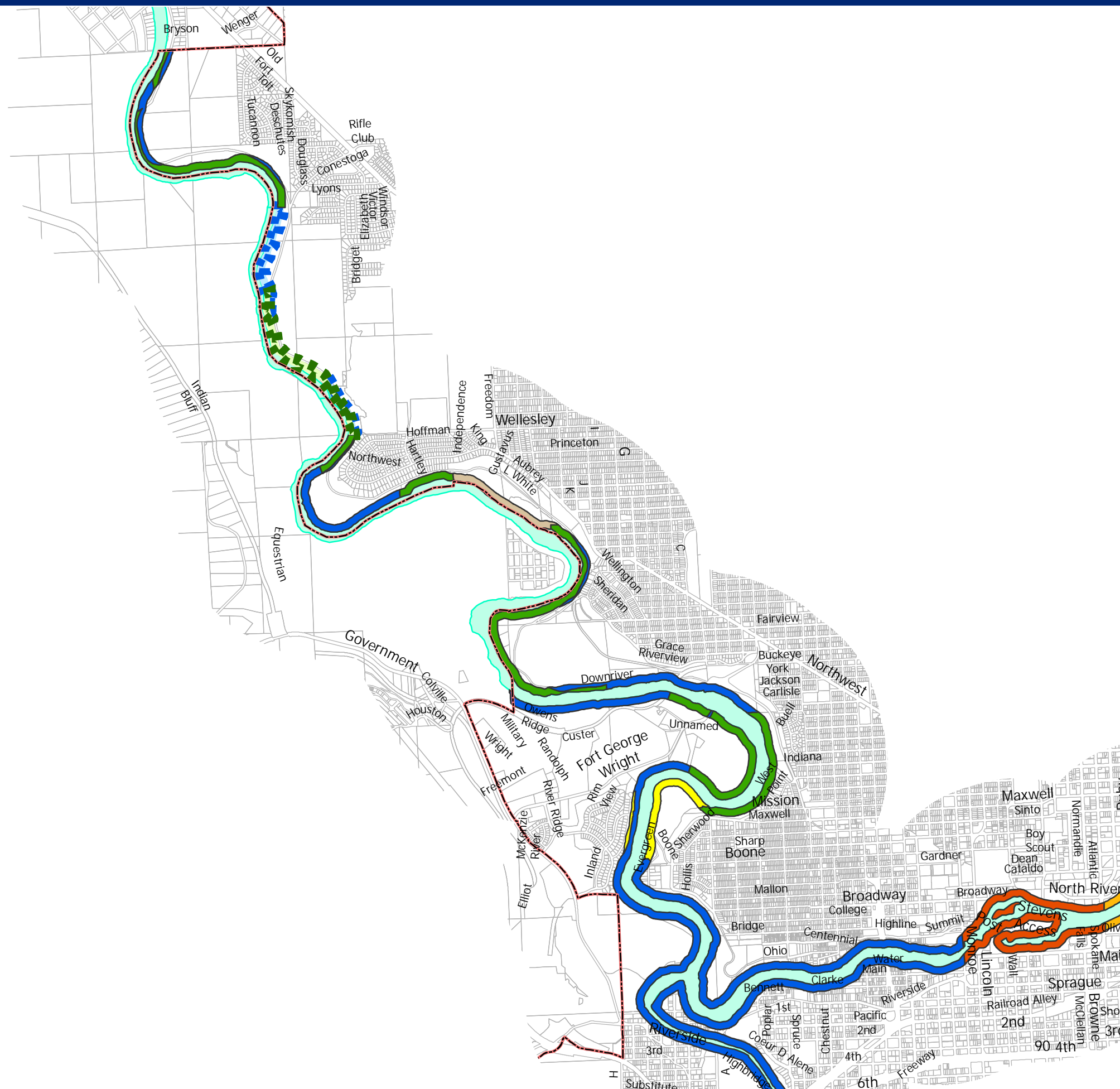
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Source: GIS
Date: 8/17/2016



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Shoreline Environment Designations Upriver

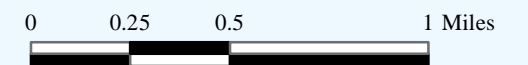
Map SMP 4



Legend

Shoreline Designations

-  Limited Urban Environment
-  Natural Environment
-  Shoreline Residential Environment
-  Urban Conservancy Environment
-  Urban Intensive Environment
-  Wastewater Treatment Environment
-  Natural Environment - Unserved
-  Urban Conservancy Environment - Unserved
-  Ordinary High Water Mark
-  Parcels
-  City Of Spokane



Source: GIS
Date: 8/17/2016



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Shoreline Environment Designations Latah

Map SMP 5

Legend

Shoreline Designations

-  Limited Urban Environment
-  Natural Environment
-  Shoreline Residential Environment
-  Urban Conservancy Environment
-  Urban Intensive Environment
-  Wastewater Treatment Environment
-  Natural Environment - Unsurveyed
-  Urban Conservancy Environment - Unsurveyed
-  Ordinary High Water Mark
-  City Of Spokane
-  Parcels

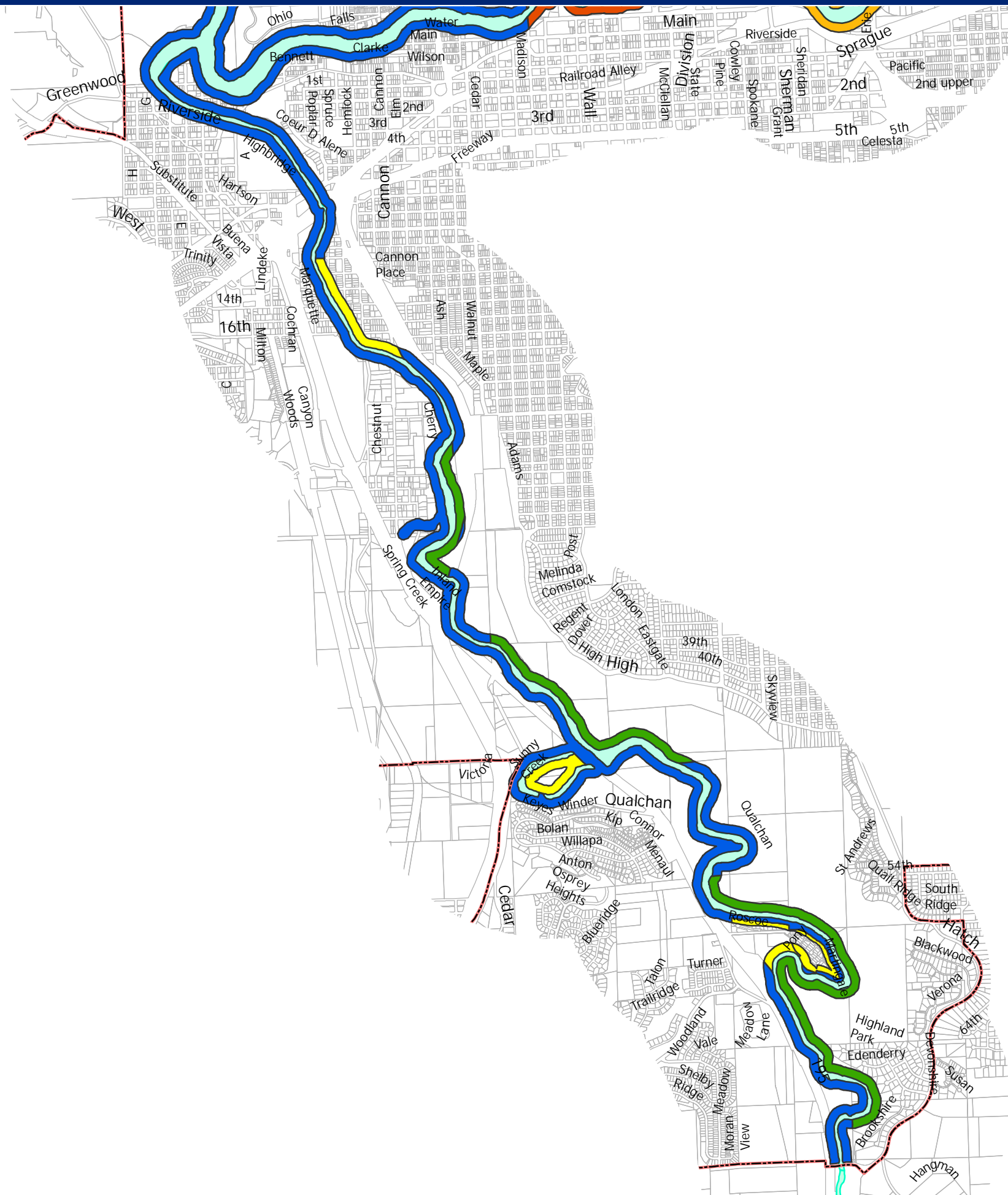


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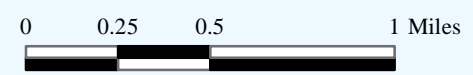
Shoreline Buffers Downriver

Map SMP 6

Legend

Shoreline Buffers

- 50 feet
- 60
- 75
- 100
- 150
- 200
- City Of Spokane
- Parcels

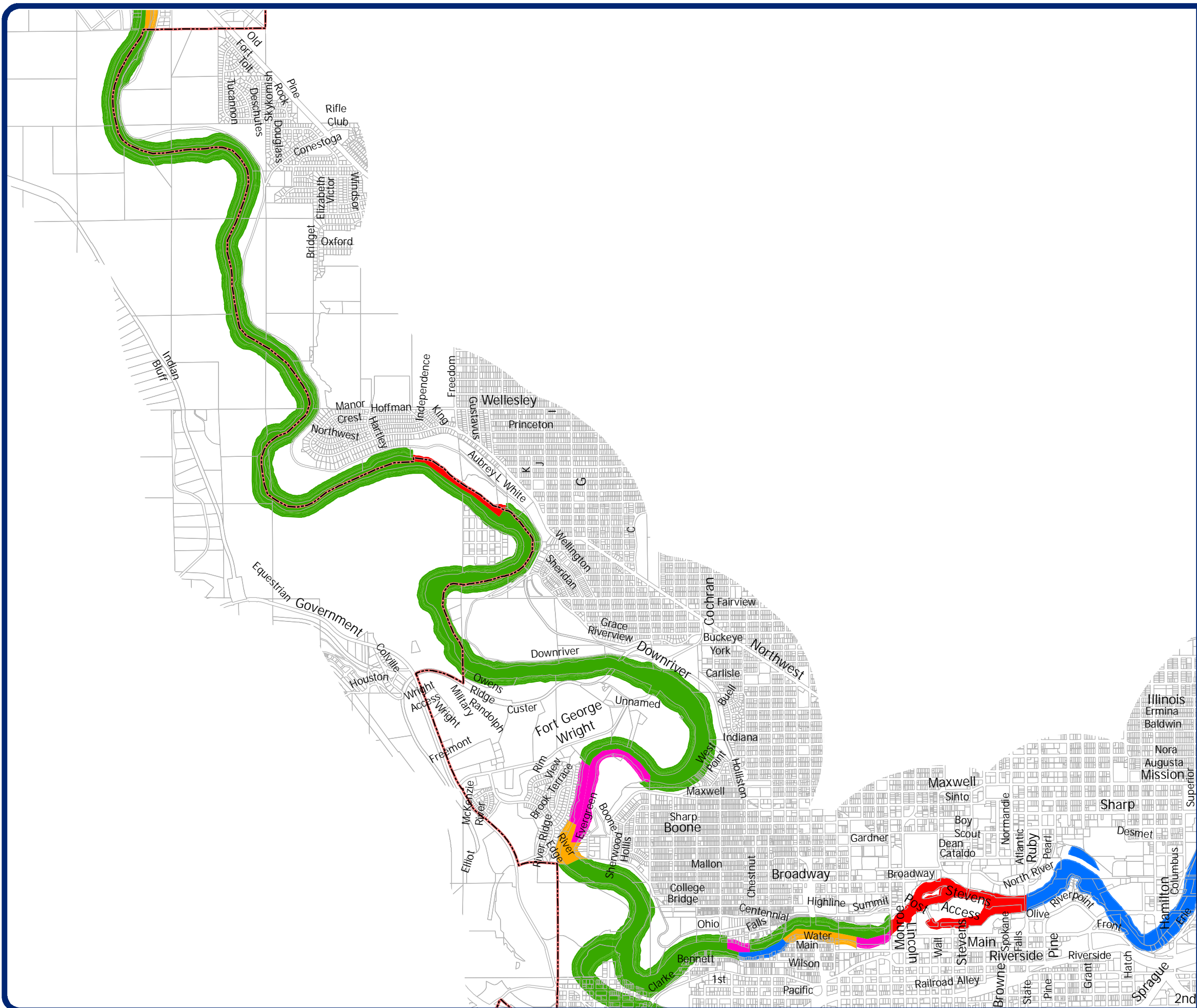


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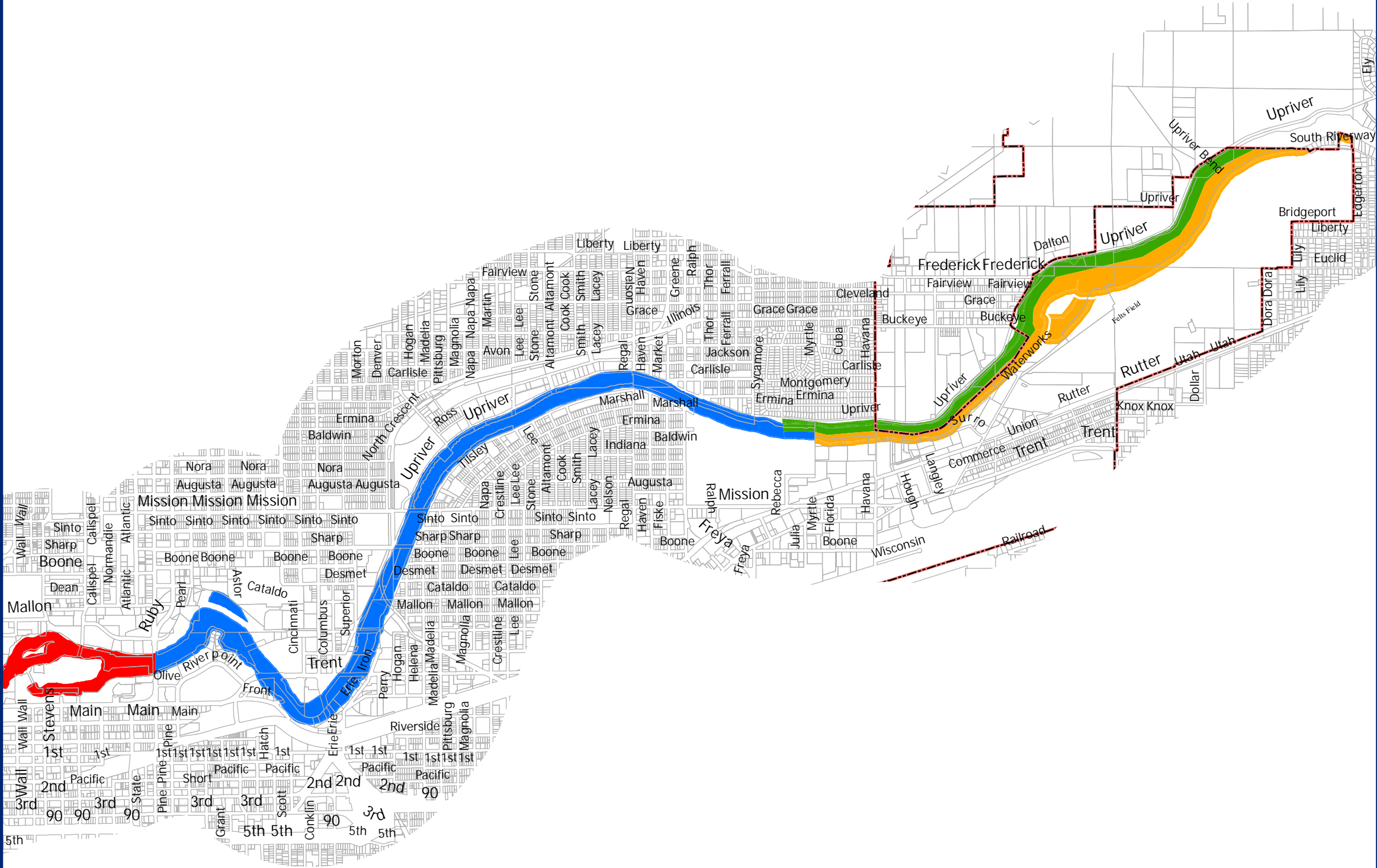
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Shoreline Buffers Upriver

Map SMP 7



Legend

Shoreline Buffers

50 feet

60

75

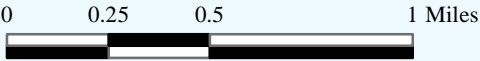
100

150

200

City Of Spokane

Parcels



Source: GIS
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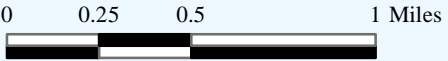


Shoreline Buffers Latah

Map SMP 8

Legend Shoreline Buffers

- 50 feet
- 60
- 75
- 100
- 150
- 200
- City Of Spokane
- Parcels

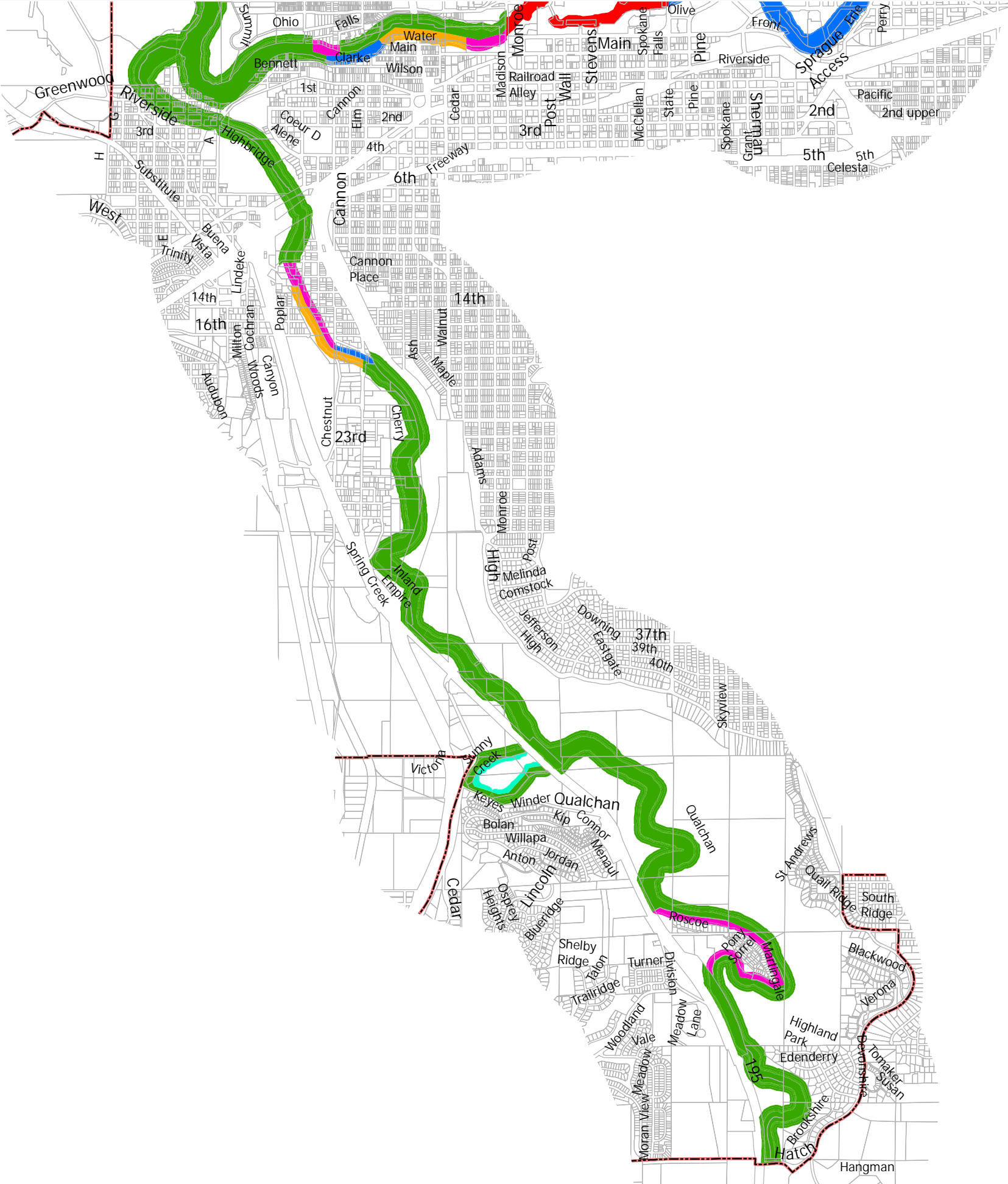


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Glossary

Glossary

The following terms are defined for the purpose of understanding the Comprehensive Plan. For any term not defined here it can be assumed that the Comprehensive Plan uses the term according to its definition in Webster's Dictionary.

A

Accessory Dwelling Unit (ADU)

A building or part of a building used as a residence which is subordinate to and the use of which is incidental to that of the primary owner-occupied attached or detached single-family residence.

Adequate Public Facilities

Facilities that have the capacity to serve development without decreasing levels of service below locally established minimums.

Adult Family

Home State licensed and funded residential care facility providing housing and care for two to six individuals, primarily serving the mentally ill, developmentally disabled, and elderly.

Affordable Housing

Adequate, appropriate shelter (including basic utilities) costing no more than 30 per-cent of a household's gross monthly income or up to 2.5 times the annual income. Standard is used by federal and state governments and the majority of lending institutions. See the following table:

Highest Income	<ul style="list-style-type: none">• A wide selection of housing types and locations is available.• Affordability is more a matter of choice - the choice of spending more than 30% of income.
Middle Income	<ul style="list-style-type: none">• Selection of housing types and locations is more limited.• Affordability is lowered - residents may need to spend more than 30 percent of their income on housing (market rate).• The cost of commuting may offset any savings in housing cost.
Low Income	<ul style="list-style-type: none">• Little selection of housing types and locations is available.• High competition for market-provided, quality affordable housing exists.• "Affordable" housing may require subsidized, or publicly assisted housing.• Commute costs are high when compared to wages/housing costs.
Lowest Income	<ul style="list-style-type: none">• Limited or no choice in housing types and locations exists.• Affordable housing requires subsidized housing.• Resident may receive additional public support (food stamps, health, and/or income).



Anonymous Space

Physical space that is susceptible to vandalism or other anti-social behavior because it doesn't seem to belong to anyone.

Aquifer

Any geological formation containing water, especially one which supplies the water for wells, springs, etc.

Aquifer Sensitive Area

The area or overlay zone from which runoff directly recharges the Spokane Valley - Rathdrum Prairie Aquifer, including the surface over the aquifer itself and the hillside areas adjacent to the aquifer.

Arterial

A street that provides for mobility within a community by collecting and routing traffic to and from traffic generators. A secondary function of an arterial is to provide for some access to adjacent land.

Artist Live-Work Space

See Live-Work Space.

Arts

Includes written, visual, musical, traditional and performing arts.

Arts Incubator Project

Uses resources to bring the arts into a community by persuading new and existing art organizations to relocate in the area. In some locations, artists are given access to underutilized facilities and provided technical and administrative services.

Available Public Facilities

Facilities or services necessary to support development are in place or that a financial commitment to provide the facilities or services is in place at the time of development approval so that public facilities and services are available within six years from the time of development approval.

Area Median Income (AMI)

The median income reported for a given area. For purposes of this document, the "area" refers to Spokane County.

B

Benchmark

A point of reference or standard that is used to monitor progress toward a desired goal or outcome.



Bicycle Lane

A portion of a roadway that has been designated by striping, signing, and pavement markings for the preferential and/or exclusive use of bicycles.

Bicycle Path

A bikeway physically separated from motorized traffic by an open space or barrier. Bicycle paths are entirely separated from the roadway but may be within the roadway right-of-way or within an independent right-of-way.

Bicycle Route

A marked or signed route that is intended to provide a route for bicyclists. Marked or signed bicycle routes occur generally along streets that have been developed with bicycle lanes and have frequently been developed to enable bicyclists to avoid fixed obstacles to bicycling.

Bikeway

Any road or path that in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicyclists or are to be shared with other vehicles.

Boulevard

Within the context of the transportation element of the comprehensive plan, the word "boulevard" has a special meaning: the transportation element applies the "boulevard" designation to arterials that are enhanced with special aesthetic qualities, serve as primary transportation routes between key locations, and are intended to be multimodal, with transit, bicycle, and pedestrian facilities. (Not all streets thought of as boulevards in the popular sense are designated as "boulevards" in the transportation element.)

Brownfield

Abandoned, idled, or under-used industrial and commercial land where expansion or redevelopment is complicated by real or perceived environmental contamination.

Buffer

A designated area of land that is either naturally vegetated or landscaped and maintained as open space in order to eliminate or minimize conflicts between adjacent land uses.

Built Environment

The part of the physical environment that has been developed for residential, commercial, industrial, public, or transportation uses.



C

Capital Facility

Those public lands, improvements, and equipment necessary to provide public services and allow for the delivery of utility services. They include, but are not limited to, streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks, fire and police facilities, recreational facilities, and schools.

Capital Facility Plan

A plan made up of goals and policies that guides the funding, timing, and placement of capital facilities.

Capital Facility Program (CFP)

A section of the comprehensive plan that outlines capital facilities inventories, levels of service, capacities, needed improvements, and potential costs.

Capital Improvement Program (CIP)

A document that outlines capital projects and dedicated funding sources over a six or twenty-year time frame. The six-year CIP is adopted by the City Council.

Central Business District (CBD)

An urban planning term used to identify the geography at the functional center of a city; typically, the center of the city's transportation systems and the place of greatest employment; often includes government offices, cultural facilities, large retailers, entertainment, professional offices, and high density housing; also known as "downtown" or "city center".

Central City

A heavily populated city at the core of a large metropolitan area.

Clustering

A development design technique that concentrates buildings on a portion of a site to allow the remaining land to be set aside from development.

Commercial

Businesses that sell some type of goods or services to the public, such as grocery stores, gas stations, barber shops, and restaurants.

Community Assembly

A coalition of independent neighborhood councils that serves as a forum for discussion of broad interests. Consists of a representative and one alternate from each neighborhood council.



Community Development Fund

Funds that are usually awarded to entitled cities for infrastructure improvements, public facilities programs, and emergency shelters for the homeless.

Commute Trip Reduction Program

State law requiring employers of 100 or more people to reduce the number of single occupancy vehicle trips to their work site.

Compatible Design

Architectural and street design that is sensitive to and harmonizes with the community and its character.

Concurrency

Requirement that adequate public facilities and services are available when the service demands of development occur. This definition includes the two concepts of "adequate public facilities" and "available public facilities."

Countywide Planning Policies (CWPPs)

Policies developed by the Spokane County Steering Committee of Elected Officials to guide the development of comprehensive plans.

Crime Prevention Through Environmental Design (CPTED)

A multidisciplinary strategy encompassing principles from planning, landscape architecture, architecture, and law enforcement to reduce crime, the fear of crime, and the opportunity for crime to occur in communities and the built environment.

Critical Area

Can include the following areas and ecosystems: wetlands, areas with a critical recharging effect on aquifers used for potable water, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas (such as landslide areas, earthquake fault zones, and steep slopes).

Cumulative Impacts

The combined, incremental effects of human activity on ecological or critical area functions and values. Cumulative impacts result when the effects of an action are added to or interact with other effects in a particular place and within a particular time. It is the combination of these effects, and any resulting environmental degradation, that should be the focus of cumulative impact analysis and changes to policies and permitting decisions.



D

Density

For population, density is the number of people per acre or square mile. For residential development, it is the number of housing units per acre of land.

Design Guidelines

Statements of desired performance that establish a qualitative, as opposed to quantitative, level of design attainment that is intended to be flexible, practical, performance based, and an effective means to accomplish the particular design objective.

Design Objective

Locally determined, general design purpose or objective, directly related to basic and generally accepted assumptions of good design, which serve to direct a course of action.

Design Review

Process that provides a forum where specified types of development proposals, or proposals seeking a flexible application of standards, are reviewed and evaluated based upon qualitative criteria that take into consideration such aspects as landscaping, pedestrian circulation, bulk, scale, and architectural context.

Design Standard

Prescribed, quantitative, minimum or maximum level of design attainment related to a specific physical element of a proposal.

Developable Land

Land that is suitable as a location for structures because it is free of hazards, contains access to services, and will not disrupt or adversely affect natural resource areas.

Development Standard

The minimum standard(s) for new development required by local government for the provision of roadways, fire and building safety improvements, and utilities.

District

An area composed of several neighborhoods that are defined by similar uses or activities.

E

Ecologic Function or Shoreline Ecological Function

The work performed or role played by the physical, chemical, and biological processes that contribute to the maintenance of the aquatic and terrestrial environments that constitute the shoreline's natural ecosystem. See WAC 173-26-200(2)(c). Functions include but are not limited to habitat diversity, food chain support, and water quality protection and enhancement for fish and wildlife; flood storage, conveyance and



attenuation; ground water recharge and discharge; erosion control; wave attenuation; protection from hazards; historical, archaeological, and aesthetic value protection; educational opportunities; and recreation. These beneficial roles are not listed in order of priority. Also referred to as functions or functions and values.

Ecosystem-Wide Processes

The suite of naturally occurring physical and geologic processes of erosion, transport, and deposition; and specific chemical processes that shape landforms within a specific shore-line ecosystem and determine both the types of habitat and the associated ecological functions.

Equitable Distribution

The allocation of population, essential public facilities, and affordable housing by the steering committee based on each jurisdiction's available land and its ability to provide urban govern-mental services and public facilities. The term, 'fair share,' is synonymous with equitable distribution.

Equivalent Residential Unit (ERU)

The average impervious area (area covered with residences, buildings, driveways) determined from all residential units in the city, providing a basis for comparing the runoff generated by one parcel with that generated by another.

Essential Public Facility

Includes those facilities that are typically difficult to site, such as airports, colleges, universities, correctional facilities, solid waste stations, major highways or freeways, and inpatient facilities, including substance abuse treatment facilities, mental health facilities, and group homes.

F

Fair Housing Act of 1968 (FHA)

Title VIII of the Civil Rights Act of 1968 (Fair Housing Act), as amended, prohibits discrimination in the sale, rental, and financing of dwellings, and in other housing-related transactions, based on race, color, national origin, religion, sex, familial status (including children under the age of 18 living with parents or legal custodians, pregnant women, and people securing custody of children under the age of 18), and disability.

Fair Housing Law

See Fair Housing Act of 1968.

Fair Share

See Equitable Distribution.



Family

For purposes of census tabulations, a family consists of a householder and one or more other persons living in the same household who are related to the householder by birth, marriage, or adoption (U.S. Census Bureau).

Family Day Care Provider

A child day care provider who regularly provides child day care for not more than twelve children in the provider's home in the family living quarters.

Focus 21

A regional economic growth strategy to generate 10,000 new higher paying jobs in Spokane and Kootenai Counties.

Foreign Trade Zone (FTZ)

Area located within the U.S., which is considered outside the U.S. Customs territory. Both small and large businesses can reap substantial benefits from operating within a FTZ; may include anywhere in an established general purpose site, or if that is not feasible, a sub-zone can be established at a specific location, such as a place of business.

G

General Commercial Area

Accommodates a variety of business, wholesale, warehouse, and light industrial uses which need not be confined to industrial zones.

Granny Flats

See Accessory Dwelling Unit.

Growth Management

A combination of techniques to channel growth into designated areas determined by the amount, type, and rate of development desired by the community.

Growth Management Act (GMA)

A series of laws passed by the Washington State Legislature in 1990-91 that require cities and counties to plan for and manage growth and development.

H

High Occupancy Vehicle (HOV)

A vehicle with two or more occupants.



Historic Preservation

The protection and/or rehabilitation of important historic and cultural aspects of the built and natural environment that have local, regional, statewide, or national historical significance.

Household

A household includes all the persons who occupy a housing unit. The occupants may be a single family, one person living alone, two or more families living together, or any other group of related or unrelated persons who share living arrangements (U.S. Census Bureau).

Household Income

The total of all the incomes of all the people living in a household.

I

Impervious Surface

A surface through which water cannot penetrate or pass. Roofs, sidewalks, and paved driveways are examples.

Impact Fees

A charge or fee assessed by the city which mitigates all or any portion of a direct impact, such as impacts to traffic conditions that occur as a result of new development.

Income Levels

See below:

- **Extremely Low-Income Family (30 percent of Area Median Income or 'AMI').** A family whose income is between 0 and 30 percent of the median income for the area, as determined by HUD with adjustments for smaller and larger families, except that HUD may establish income ceilings higher or lower than 30 percent of the median for the area on the basis of HUD's findings that such variations are necessary because of prevailing levels of construction costs or fair market rents, or unusually high or low family incomes.
- **Very Low-Income Families (50 percent of AMI).** Low-income families whose incomes do not exceed 50 percent of the median family income for the area, as determined by HUD with adjustments for smaller and larger families, except that HUD may establish income ceilings higher or lower than 50 percent of the median for the area on the basis of HUD's findings that such variations are necessary because of prevailing levels of construction costs or fair market rents, or unusually high or low family incomes.



- **Moderate-Income Family (80 percent of AMI).** Family whose income does not exceed 80 percent of the median income for the area, as determined by HUD with adjustments for smaller and larger families, except that HUD may establish income ceilings higher or lower than 80 percent of the median for the area on the basis of HUD's findings that such variations are necessary because of prevailing levels of construction costs or fair market rents, or unusually high or low family incomes.
- **Median Income (100 percent of AMI).** Not defined in the CFR.

Indicator

A factor or feature that can be measured and described by a number in order to gauge movement toward or away from a benchmark.

Industrial Development Bond (IDB)

Issued by state and local governments, typically through special authorities. They are issued in both the taxable and tax-exempt form. An IDB might be used to fund specific projects, such as the creation of a technology office center to be owned privately and leased to a large anchor tenant and several smaller high-tech firms.

Infill Development

Development of vacant lots and parcels within an already built up area.

Infrastructure

Streets, water and sewer lines, and other public facilities basic and necessary to the functioning of an urban area. Includes all facilities that people construct, operate, and maintain to support human activities.

Interlocal Agreement

An agreement between jurisdictions and service providers that defines duties and relationships for member entities.

J

Jurisdiction

The government of Spokane County and/or an incorporated city and/or town located within Spokane County.

L

Land Use

An activity or development pattern upon a specific parcel of land or general area of the city.



Land Use Plan

A coordinated composite of information, ideas, policies, programs, and activities related to existing and potential uses of land within a given area. It is the key element in a comprehensive plan for determining development for public and private land uses, such as residential, commercial, industrial, recreational, and agricultural activities.

Latecomer Agreements

Agreements that allow a property owner who has installed street or utility improvements to recover a portion of the costs of those improvements from other property owners who later develop property in the vicinity and use the improvements.

Level of Service (LOS)

An established minimum capacity of public facilities or services that must be provided per unit of demand or other appropriate measure of need.

Livable Wage

Sufficient income to provide the basic needs of a household relative to the cost of living of the area of residence. Basic needs include food, rent, utilities, transportation, clothing and household expenses, child care, health care, personal expenses, and savings.

Live-Work Space

Residential units that include areas for a craft or occupation. These include workshops, storefronts, and small offices.

Local Improvement District (LID)

A specific, legally established area, in which property owners agree to assess themselves for a public improvement such as street paving or sewer line installation. State law establishes the required procedure for forming an LID.

Loft-Style Housing

Housing designed in an open floor plan, often taking advantage of space that originally served as a warehouse.

Low-Income Household

A single person, family or unrelated persons living together whose adjusted income is less than eighty percent of the median family income, adjusted for household size, for the county where the project is located. RCW 43.185A.010.

Low-Income Housing

Economically feasible housing for families whose income level is categorized as low, using the standards set by the Department of Housing and Urban Development (HUD).



M

Major Facility

Larger public or private facility that provides services on a city, county, regional, or state level. Includes hospitals, large medical centers, universities, public maintenance facilities, larger nursing homes, or correctional facilities.

Manufactured Home

Structures with Department of Housing and Urban Development (HUD) label certifying that the structure is constructed in accordance with National Manufactured Housing Construction and Safety Standards Act of 1974 (as amended on August 22, 1981), which is a national, preemptive building code.

Mass Transit

Any type of transportation service for the general public, such as bus, mini-bus, or light rail.

Mitigation

Procedures to alleviate or reduce negative impacts to the environment from development.

N

Natural Access Control

Involves the use of natural or symbolic elements to define space and control who has access to property, as opposed to organized methods, such as guards, or mechanical means, such as locks and gates. Examples of natural or symbolic elements include visually permeable fences, prickly shrubbery, canopy trees, signs, pavement, art, and screening.

Natural and Built Environment

All elements of the environment. Broad categories include earth, air, water, plants and animals, transportation, land and shoreline use, energy and natural resources, public services, and utilities.

Natural Resource Land

Land not already characterized by urban growth, which has long-term significance for the commercial production of food or other agricultural products, timber, or the extraction of minerals.

Nature Space Corridor

A corridor that connects large areas of open space that contains native and non-native plants and wildlife.



Nature Space Path

Soft, permeable, low impact path.

Neighborhood

As used by most citizens, it is perceived to be a one to five block area around one's home where the most intimate social interaction occurs. For planning purposes, a neighborhood has historically been considered to be approximately one square mile.

Neighborhood Council

Council that is advisory to the City Council through boards, commissions, and the Community Assembly.

No Net Loss of Ecological Functions

Maintenance of the aggregate total of the city's shoreline ecological functions, including processes. (See definition of ecologic function.) The no net loss standard requires that the impacts of shoreline development and/or use, whether permitted or exempt, be identified and mitigated such that there are no resulting significant adverse impacts on shoreline ecological functions. Each project shall be evaluated based on its ability to meet the no net loss goal commensurate with the scale and character of the proposed development.

Nonconforming Use

A use or the amount of floor area of a use that was allowed by right when established or a use that obtained a required land use approval when established, that is now prohibited in the zone due to a subsequent change in the zone or zoning regulations.

Non-Water Oriented Use

A use that is not water-dependent, is not water-related, and is not water-enjoyment. Non-water oriented uses have little or no relationship to the shoreline and are not considered priority uses under the Shoreline Management Act. Any use that does not meet the definition of water-dependent, water-related or water-enjoyment is classified as non-water oriented.

O

Open Space

Undeveloped land, such as parks, recreational areas, natural areas, buffer areas, and other similar features, that is being used to balance the intensity of urban development.

Open Space Corridor

Lands within and between urban growth areas useful for recreation, wildlife habitat, trails, and connection of critical areas.



P

Parcel

A continuous quantity of land, in single ownership or under single control, and usually considered a unit for the purposes of development.

Parkway

The transportation element applies the “parkway” designation to arterials that, because of their geographical location, provide unusual recreational and/or scenic opportunities. Arterials designated as parkways require special design and construction treatment, such as street plantings, viewpoint turnouts, and/or restricted access.

Pedestrian Buffer Strip (PBS)

Also known as a planting strip. Provides a separation between curbs and sidewalks that allows for greater pedestrian safety, location for trees, and place for snow storage drainage. Can be landscaped with a variety of treatments.

Pedestrian Island

Area in the center of the street where pedestrians can pause before crossing additional lanes of traffic.

Permitting Process

An integral part of regulations and regulatory compliance. The process of paperwork that one must complete in coordination with the building and planning departments for all developments.

Planned Action

Early environmental planning that anticipates future projects, allowing streamlined environmental review.

Planned Unit Development (PUD)

A comprehensive land development project that is permitted some design flexibility from the underlying zoning standards, resulting in a development that will more closely fit the site and better fulfill the comprehensive plan goals than would otherwise be possible. The result is a more desirable development in the general public interest.

Planting Strip

See Pedestrian Buffer Strip.

Plat

A map or representation of a subdivision showing the division of a tract or parcel of land into blocks, streets and alleys, or other divisions and dedications.



Port District

Municipal corporations of a state, classified as special purpose districts, to build and operate facilities to foster trade and economic development. Port districts are units of local government guided by locally-elected port commissioners.

Public Access

The general public's ability to be in, on or traveling upon the water, get to the water's edge or have a view of the water and the shoreline.

Public Benefit Use

Any of the following uses or facilities shall qualify as a public benefit use, so long as they are available to the general public: child and/or adult day care, health and human services, recreation facilities, educational or vocational activities, community meeting rooms, and art galleries or museums.

Public Services

Includes fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.

Public Works Trust Fund

Makes low interest state loans available for repair and reconstruction of local public works systems. Interest rates depend on the amount of local participation. Eligible project categories include street and road, bridge, domestic water, storm sewer, and sanitary sewer system projects.

Q

Quasi-Public

Essentially public, as in services rendered, although under private ownership or control.

Raw Land

Land upon which no development has occurred.

R

Recharge Zone

The area or overlay zone from which runoff directly recharges the Spokane Aquifer, including the surface over the aquifer itself and the hillside areas immediately adjacent to the aquifer.

Regional

Countywide activities involving the jurisdictions and, when applicable, the special purpose districts within Spokane County; may also include adjacent counties in Washington State and/or Idaho State.



Regional Marketplace

The geographical area where goods and services are delivered. The Spokane Regional Marketplace includes the Inland Northwest, which encompasses parts of Montana, Oregon, Idaho, British Columbia, and Alberta, as well as eastern Washington.

Regional Utility Corridor

Land dedicated to the transmission of major utilities, such as water, sewer, electric, or gas lines.

Residences

See below:

- a) **Detached Single-Family** A housing unit that is free standing on a lot, separate from other housing units.
- b) **Attached Single-Family** Common wall dwellings such as townhouses or row houses where each dwelling unit occupies a separate lot. Each residence may not lie vertically over or under another residence.
- c) **Two-Family (Duplex)** Two residences with a common wall on a single lot. Each residence may lie vertically over or under another residence.
- d) **Multifamily** Three or more residences with common walls on a single lot. Each residence may lie vertically over or under another residence. Examples include apartment buildings and condominiums.

Revised Code of Washington (RCW)

Legislation that has been passed by the State of Washington and documented in the form of a code.

Right-of-Way (ROW) Streetscape Elements

Those physical improvements within the public right-of-way that provide both functional and aesthetic benefit to the city streetscape. Primary examples include pedestrian buffer strips, street trees and other PBS landscaping treatments, sidewalks, medians, and traffic circles.

S

Self-Enforcing Street Design

A design for streets that discourages drivers from speeding and increases the safety of pedestrians, bicyclists, and other individuals.

Setback

The distance between a building and the street line, side property, or rear property nearest to the building.



Sewer Construction Fund (SCF)

Local sewer funding program. Money comes from sewer service fees, capital recovery, and interest income accumulated throughout the year and used for upgrading and expanding collection and treatment facilities.

Shall

Indicates that an action specified in a policy statement is mandatory.

Shared Use Pathway

A separated pathway for bicyclists and other users, such as walkers, joggers, people with baby carriages, skaters, and others who are likely to use such pathways.

Shorelines of the State

The total of all "shorelines," as defined in RCW 90.58.030(2)(d), and "shorelines of statewide significance" within the state, as defined in RCW 90.58.030(2)(c).

Shoreline Master Program

The comprehensive use plan for a described area, and the use regulations together with maps, diagrams, charts, or other descriptive material and text, a statement of desired goals, and standards developed in accordance with the policies enunciated in RCW 90.58.020.

Should

Indicates that an action specified in a policy discussion is discretionary.

Six-Year Comprehensive Program

Updated annually, it provides a moving picture of current planning and projects. Addresses operation and maintenance costs and available capital.

Soft Trail

Non-paved trail that typically does not exceed a four-foot width.

Special Needs Housing

Housing designed to serve a special needs population.

Special Needs Population

Groups of individuals who, by reason of age, physical, mental, or other characteristics, require nontraditional living arrangements and, in some instances, are not able to operate a motorized vehicle.

Special Purpose District

A district created by act, petition, or vote by the residents within a defined area for a specific purpose with the power to levy taxes. Examples include water, fire, and school districts.



State Environmental Policy Act (SEPA)

Requires consideration of alternatives and mitigation of impacts to the environment from major projects and programs both public and private.

State Implementation Plan (SIP)

A plan developed by the state for an air quality control region that details what has to be done to assure compliance with air quality guidelines.

Steering Committee of Elected Officials

Established by interlocal agreement, the committee's body is composed of twelve elected officials from jurisdictions throughout Spokane County who have the responsibility of developing and carrying out the Countywide Planning Policies.

Stormwater

That portion of precipitation that does not naturally percolate into the ground or evaporate but flows via overland flow, interflow, pipes, and other features to a storm water drainage system.

Street Trees

Trees in pedestrian buffer strips lining a street. They can vary from small ornamental trees to a large trees providing overhanging canopies over the street.

Strip Commercial Development

Commercial development located parallel to or in "strips" adjacent to an arterial street.

Subdivision

Any land, vacant or improved, that is divided or proposed to be divided into two or more lots, parcels, sites, units, plots, condominiums, tracts, or interests for the purpose of offer, sale, lease, or development whether immediate or future. Subdivision includes re-subdivision and condominium creation or conversion.

Super Accessibility Zone

Areas where enhanced transit service makes living without owning an automobile more feasible, reasonable, and convenient.

Sustainable Economy

Long-term economic growth that maintains environmental and community health.

T

Tax Increment Financing

Funds originate from the tax money generated from an improvement or development greater than the tax generated by the site before the improvement or development. This



tax increment money is given to the city for their use in making street, water, and sewer improvements in the district.

Therapeutic Courts

Therapeutic courts are problem-solving courts that focus on the criminogenic needs of the offenders – those needs that lead to anti-social behavior. These courts hold offenders accountable for past behavior while addressing their needs for mental health and medical care, education, housing and other services while re-integrating them as productive members of the community.

Traffic Calming

Slowing or diverting traffic for increased traffic safety and improved neighborhood quality. Traffic calming usually involves physical changes to streets to reduce vehicle speeds and volumes and other disruptive effects of automobiles on neighborhoods.

Traffic Engineering

Provides design and coordination for the traffic control system to ensure the safe and efficient movement of traffic throughout the city. This is handled through the design and implementation of traffic signals, signing, and pavement parking.

Transitional Housing

Provides housing with the appropriate services to persons, including deinstitutionalized individuals with disabilities, homeless individuals with disabilities, and homeless families with children. Its purpose is to facilitate the movement of individuals and families to independent living within a time period established by the participating jurisdiction or project owner before occupancy.

Transportation Demand Management (TDM)

An approach to solving transportation problems by reducing the demand for travel rather than increasing the transportation system capacity for travel.

U

Urban Design

Design concepts that reinforce community-level theme and character and encourage innovation and creativity. Includes community, neighborhood, and product level design guidelines, streetscape and signage concepts, and urban development.

Urban Forest

The trees and other major vegetation of a city.

Urban Fringe

Area that is at or near the edge of the city limits where the development pattern changes from urban to suburban or rural.



Urban Growth Area (UGA)

Area that counties and cities designate for urban growth; urban levels of services are encouraged and supported. Growth can occur outside these areas as long as it is not urban in nature. Urban growth areas are to include areas and densities sufficient to permit the urban growth that is projected to occur for the succeeding 20-year period.

Urban Growth Boundary (UGB)

The boundary or line that divides urban growth areas from other areas such as rural and resource lands where urban growth is not encouraged, as designated by cities and counties under the requirements of GMA.

Urban Reserve Area

Lands outside UGAs that are reserved for future inclusion into a UGA.

Urban Sprawl

Scattered, poorly planned urban development that occurs particularly in urban fringe and rural areas and frequently invades land important for environmental and natural resource protection.

Utility

Enterprises or facilities serving the public by means of an integrated system of collection, transmission, distribution, and processing facilities through more or less permanent physical connections between the plant of the serving entity and the premises of the customer.

W

Washington Administrative Code (WAC)

The rules for administering the Revised Code of Washington (RCW).

Water-Dependent Use

A use or portion of a use which cannot exist in a location that is not adjacent to the water and which is dependent on the water by reason of the intrinsic nature of its operations. Examples of water-dependent uses may include, but should not be limited to, boat ramps for rescue watercraft, hydroelectric generating plants, and sewage treatment outfalls.

Water-Enjoyment Use

A recreational use or other use that facilitates public access to the shoreline as a primary characteristic of the use; or a use that provides for recreational use or aesthetic enjoyment of the shoreline for a substantial number of people as a general characteristic of the use and which through location, design, and operation ensures the public's ability to enjoy the physical and aesthetic qualities of the shoreline. In order to qualify as a water-enjoyment use, the use must be open to the general public and the shoreline-



oriented space within the project must be devoted to the specific aspects of the use that fosters shoreline enjoyment. Examples of water-enjoyment uses may include, but are not limited to, river and stream swimming beaches, fishing areas, boat ramp for recreation, parks, piers, view towers, restaurants, museums, aquariums, scientific/ecological reserves, resorts and convention centers, public markets, and interpretive centers and other improvements facilitating public access to shorelines of the state, PROVIDED, that such uses conform to the above water enjoyment specifications and the provisions of the entire SMP.

Water-Oriented Use

A use that is water-dependent, water-related, or water-enjoyment, or a combination of such uses.

Water-Related Use

A use or portion of a use which is not intrinsically dependent on a waterfront location but whose economic viability is dependent upon a waterfront location because:

- The use has a functional requirement for a waterfront location such as the arrival or shipment of materials by water or the need for large quantities of water; or
- The use provides a necessary service supportive of the water-dependent uses and the proximity of the use to its customers makes its services less expensive and/or more convenient.

Examples of water-related uses may include, but should not be limited to, warehousing, storage, or processing, where the goods are delivered to or shipped from the site by water.

Wellhead Protection Area

Designated area surrounding public water wells where protection from contaminants is required.

Will

Has the same meaning as the term “shall”.

Z

Zero-Lot Line

A structure placed on a lot in such a way that one exterior wall is on a property line.

Zoning

A map and ordinance text that divide a city or county into land use “zones” and specify the types of land uses, setbacks, lot size, and size restrictions for buildings within each zone.



ACRONYM GLOSSARY

AASHTO	American Association of State Highway and Transportation Officials
ACAD	Adjusted Commercial Acres of Demand
ADA	Americans with Disabilities Act
ADU	Accessory Dwelling Units
ALS	Advanced Life Support
APF	Aquifer Protection Fund
BLS	Basic Life Support
BNSF	Burlington Northern Sante Fe Railroad
BPA	Bonneville Power Administration
CBD	Central Business District
CFP	Capital Facilities Program
CIP	Capital Improvement Program
CMV	Commercial Motor Vehicle
COPS	Community Oriented Policing Services
CPTED	Crime Prevention Through Environmental Design
CSI	Corridor Sketch Initiative (a WSDOT program)
CSO	Combined Sewer Overflow
CSWMP	Comprehensive Solid Waste Management Plan
CTED	Office of Community, Development
CWPPs	Countywide Planning Policies
EDC	Economic Development Council
EIS	Environmental Impact Statement
EMS	Emergency Medical Services
EMT	Emergency Medical Technicians
ERU	Equivalent Residential Unit
FAFB	Fairchild Air Force Base
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTZ	Federal Trade Zone
GMA	Growth Management Act
GPCD	Gallons Per Capita Per Day
GTEC	Growth and Transportation Efficiency Centers
HCT	High Capacity Transit
HOV	High Occupancy Vehicle



HUD	Department of Housing and Urban Development
HSIP	Highway Safety Improvement Program
HSS	Highways of Statewide Significance
IDB	Industrial Development Bond
I/I	Infiltration/Inflow
ISO	Insurance Service Office
ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent Transportation System
JPA	Joint Planning Area
LEED	Leadership in Energy and Environmental Design
LID	Local Improvement District
LOS	Level of Service
LRT	Light Rail Transit
LUF	Land Utilization Factor
MDD	Maximum Day Demand
MGD	Million Gallons per Day
MIS	Major Investment Study
MUTCD	Manual on Uniform Traffic Control Devices
NACTO	National Association of City Transportation Officials
NRCS	Natural Resources Conservation Service
NRPA	National Recreation and Parks Association
NSC	North Spokane Corridor
PBS	Pedestrian Buffer Strip
PSB	Public Safety Building
PSI	Pounds Per Square Inch
PUD	Planned Unit Development
PWTF	Public Works Trust Fund
RCW	Revised Code of Washington
REET	Real Estate Excise Tax
REO	Real Estate Owned
ROW	Right-of-Way
RTP	Regional Transportation Plan
RUCP	Regional Utility Corridor Plan
SASF	State Arterial Street Fund
SAWTP	Spokane Advanced Wastewater Treatment Plant
SCAPCA	Spokane County Air Pollution Control Authority



SCF	Sewer Construction Fund
SCS	Soils Conservation Service
SEPA	State Environmental Policy Act
SIP	State Implementation Plan
SMA	Shoreline Management Act
SMP	Shoreline Master Program
SOV	Single Occupancy Vehicle
SPD	Spokane Police Department
SRF	State Revolving Fund
SRO	Single-Room Occupancy
SRTC	Spokane Regional Transportation Council
SRTMC	Spokane Regional Transportation Management Center
STA	Spokane Transit Authority
STP	Surface Transportation Project
STP-BRM	Surface Transportation Project-Bridge Replacement Monies
TDM	Transportation Demand Management
TEA-21	Transportation Efficiency Act for the 21st Century
TFSSS	Transportation Facilities and Services of Statewide Significance
TIA	Transportation Improvement Account
TIF	Tax Increment Financing
TZD	Towards Zero Deaths
UGA	Urban Growth Area
UGB	Urban Growth Boundary
UP	Union Pacific Railroad
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation
WSRB	Washington Survey and Rating Bureau
WTE	Waste to Energy
WUTC	Washington Utility and Transportation Commission



Volume V, Appendix A

Part I:

Summary of GMA and

Countywide Planning

Policies

City of Spokane Comprehensive Plan

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The following text presents the various planning goals and requirements set by the Growth Management Act of Washington as they relate to the various chapters and topics addressed in the Comprehensive Plan. Also included is a summary of the Countywide Planning Policies for Spokane County as they apply to the various chapters. Lastly, a full copy of the most current Countywide Planning Policies is included at the end of this appendix.

Land Use

GMA Land Use Planning Goals (RCW 36.70A.020)

The Washington State Growth Management Act (GMA) includes 13 goals, which were adopted to guide the development and adoption of comprehensive plans and development regulations. Most, if not all, of the GMA goals pertain to the land use element. Land use policies and implementing regulations influence transportation, housing, economic development, property rights, permits, natural resource industries, open space and recreation, environment, citizen participation and coordination, public facilities and services, and historic preservation. While all of these goals are important, the two goals that are most directly related to the land use element state:

- Urban growth. "Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner."
- Reduce sprawl. "Reduce the inappropriate conversion of undeveloped land into sprawling, low density development."

GMA Requirements for Land Use Planning (RCW 36.70A.070)

Land use is one of the mandatory elements of the Comprehensive Plan required pursuant to the GMA. As prescribed by the GMA, the land use chapter:

- Designates the proposed general distribution, general location, and extent of the uses of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, general aviation airports, public utilities, public facilities, and other land uses.
- Includes population densities, building intensities, and estimates of future population growth.
- Provides for protection of the quality and quantity of ground water used for public water supplies.
- Considers utilizing urban planning approaches that promote physical activity.
- Reviews drainage, flooding, and stormwater runoff in the area and nearby jurisdictions and provides guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state.

Countywide Planning Policies

The Countywide Planning Policies (CWPPs) were adopted by the Spokane Board of County Commissioners in 1994. There is not a separate chapter in the CWPPs that addresses the topic of land use. However, there are many policies that are required to be addressed in each jurisdiction's comprehensive plan land use element.

A key policy that advances the GMA goals that are cited above states: "Each jurisdiction shall plan for growth within Urban Growth Areas (UGAs) which uses land efficiently, adds certainty to capital facilities planning, and allows timely and coordinated extension of urban governmental services, public facilities and utilities for new development."

A common theme of the CWPPs is the relationship between land use and most other comprehensive plan topics. For example, policies call for consistency between the land use plan and the regional transportation system. Opportunities are to be provided for developments along corridors that support public transportation services. Master plans of major transportation facilities, such as airports, state highways, railroads, and major freight terminals, are to be included to ensure that they are reasonably accommodated and compatible with surrounding land uses. Policies also require that the land use element consider the intensity of development in the urban growth area and assure that the provision of public facilities and services is adequate to support that intensity. Another topic that is to be addressed in the land use element is the protection of neighborhood character. Policies are to be included to prevent neighborhoods from becoming segmented, fragmented, or degraded by growth.

For the full text of the Countywide Planning Policies, refer to the Countywide Planning Policies and Environmental Analysis for Spokane County document, adopted December 22, 1994, last amended December 14, 2004 by Resolution No. 96-1075.

Transportation

GMA Transportation Planning Goal (RCW 36.70A.020)

The Washington State Growth Management Act (GMA) includes 13 goals, which were adopted to guide the development and adoption of comprehensive plans and development regulations. The following is the GMA goal for transportation:

"Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans."

GMA Requirements for Transportation Planning (RCW 36.70A.070)

The GMA requires that comprehensive plans include a transportation element. Although the GMA includes specific requirements for the transportation element, flexibility is written into the GMA so that jurisdictions can tailor their transportation plans to their own visions, goals, and needs. Key aspects of the GMA regarding transportation include:

- Considering many types of transportation, including walking, bicycling, driving, transit, rail, and air.
- Ensuring that all elements in the comprehensive plan are consistent, particularly the land use and transportation elements.
- Coordinating planning between jurisdictions and ensuring consistency between city, county, and regional plans.
- Establishing regionally coordinated level of service standards for arterials and transit routes.

- Ensuring that level of service standards adopted in the transportation element are maintained.
- Identifying transportation facility and service needs, including actions and requirements to maintain levels of service standards.
- Ensuring that adequate transportation service is provided concurrent with (or within six years of) development.

Countywide Planning Policies

The Countywide Planning Policies and Environmental Analysis for Spokane County (CWPPs), adopted by the Spokane Board of County Commissioners in 1994, include transportation as one of the nine policy topics. The CWPPs overview of the GMA's requirements for transportation planning states:

"Regional transportation systems include major highways, airports and railroads, as well as bikeways, trails and pedestrian systems. The Growth Management Act (GMA) encourages a variety of efficient transportation systems in order to reduce sprawl while improving the efficient movement of people, goods and services. Therefore, close coordination is necessary between transportation planning and the land use element of each jurisdiction's comprehensive plan. The Growth Management Act (GMA), as well as other state and federal legislation, requires transportation planning to be conducted on a regional basis.

"According to RCW 36.70A, local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on the transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. The strategies could include increased public transportation services, ride-sharing programs, demand management strategies, and other transportation system management strategies."

Twenty-one CWPPs for transportation were adopted. The document's overview of the transportation policies states:

"The Countywide Planning Policies (CWPPs) propose that transportation planning in Spokane County be carried out by the Spokane Regional Transportation Council. Consequently, each jurisdiction's land use plan should be consistent with the regional transportation system.

"The policies recognize the need to preserve corridors capable of providing for high-capacity transportation such as commuter lanes, rail, or dedicated busways. Through their comprehensive plans, local jurisdictions will be responsible for planning for developments along these corridors that would support public transportation services.

"The Countywide Planning Policies also recognize the need to preserve our existing regional transportation system. New land developments would not be allowed to lower the adopted level of service of the existing transportation system. To accomplish this,

developments would be required to pay for transportation improvements at the time of construction or to identify other transportation strategies to offset the impacts. These strategies could include increased public transportation services, ride-sharing programs and other alternative programs.”

For the text of the 21 policies, consult the Countywide Planning Policies and Environmental Analysis for Spokane County, adopted December 22, 1994.

Capital Facilities and Utilities

GMA Capital Facilities and Utilities Planning Goals (RCW 36.70A.020)

The Washington State Growth Management Act (GMA) includes 13 goals that are intended to guide the content of comprehensive plans and development regulations. Following are the GMA goals that relate to capital facilities and utilities:

- Urban growth. “Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.”
- Economic development. “Encourage economic development throughout the state that is consistent with the adopted comprehensive plans . . . and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state’s natural resources, public services, and public facilities.”
- Public facilities and services. “Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.”

GMA Requirements for Capital Facilities and Utilities Planning (RCW 36.70A.070)

Capital facilities and utilities are two of the required elements of a comprehensive plan under the GMA. They are both combined into one chapter in this comprehensive plan.

Capital facilities elements must include at least the following (RCW 36.70A.070(3)):

- An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities.
- A forecast of the future needs for such capital facilities.
- The proposed locations and capacities of expanded or new capital facilities.
- At least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes.
- A requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent.

The utilities element must describe the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines (RCW 36.70A.070(4)). Local criteria for siting utilities should address locations and densities of projected growth and land use, public service obligations, optimal siting for effective service, and design considerations (WAC 365-195-320,2,f). The Washington Administrative Code further outlines recommendations for meeting requirements relative to capital facilities (WAC 365-195-315) and utilities (WAC 365-195-320).

Checks and Balances

This capital facilities and utilities element should function as a check on the practicality of achieving other elements of the plan. For example, in order to prevent new development's service demands from lowering the community's existing level of service, concurrency requirements demand that adequate public facilities be available when the service demands of development occur. Taken in conjunction with the transportation and land use goals and policies, the following goals and policies related to capital facilities and utilities complete the framework for implementation of the GMA requirements for concurrency, consistency, and conformity.

Countywide Planning Policies

The Countywide Planning Policies (CWPPs) adopted by the Spokane Board of County Commissioners require the capital facilities and utilities chapter to address the siting of public capital facilities, joint city and county planning within urban growth areas, and the promotion of contiguous and orderly development and provision of urban services to such development (RCW 36.70A.210(3)).

For the entire text of the policy topics that relate to capital facilities and utilities, consult the Countywide Planning Policies for Spokane County, adopted December 22, 1994.

Housing

GMA Housing Planning Goal (RCW 36.70A.020)

The Washington State Growth Management Act (GMA) includes 13 goals, which were adopted to guide the development and adoption of comprehensive plans and development regulations. Housing is a required element under the GMA, which contains the following housing goal:

"Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock."

GMA Requirement for Housing Planning (RCW 36.70A.070)

The GMA requires that each city prepare an inventory and analysis of existing and projected housing and that provisions are made for all economic segments of the community. The comprehensive plan must identify sufficient land for housing including, but not limited to, government assisted housing, housing for low-income families, manufactured housing, multifamily housing, group homes, and foster care facilities. Spokane County and its cities are required to plan cooperatively while accommodating the needs of the population.

Countywide Planning Policies

The Countywide Planning Policies (CWPPs), adopted by the Spokane Board of County Commissioners in 1994, include housing as one of the nine policy topics. The CWPPs overview of the GMA's requirements for housing planning states:

"Affordable housing applies to a wide range of housing types at varying costs which can meet the needs of a diverse community. The marketplace is generally capable of meeting the housing demands of the upper income segment of the population. Therefore, the primary focus of these policies is on mechanisms to increase the availability of affordable housing for middle- and lower-income households. Such mechanisms may include regulatory reform, inclusionary zoning, mixed use developments, incentives for increased housing densities and other incentives to encourage a variety of housing types to meet the needs of a diverse population."

"The affordable housing policies provide a framework by which each jurisdiction can help meet the overall housing needs of Spokane County in a fair, consistent and coordinated fashion. They direct each jurisdiction to accommodate a wide variety of development and housing types; they call for consistency in development regulations and standards within Urban Growth Areas (UGAs) and they encourage reform of regulations which are unnecessary or costly barriers to the provision of affordable housing."

For the text of the nine policies, consult Policy Topic 7, "Affordable Housing" within the Countywide Planning Policies and Environmental Analysis for Spokane County, originally adopted December 22, 1994.

Economic Development

GMA Economic Development Goal (RCW 36.70A.020)

The Washington State Growth Management Act (GMA) includes 13 goals, which were adopted to guide the development and adoption of comprehensive plans and development regulations. The GMA does not require, but rather encourages, that a separate economic development element be included in a jurisdiction's comprehensive plan or as part of the goals, policies, and strategies of each of the other elements. The following is the GMA economic development goal (Goal 5):

"Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities."

Refer to the Growth Management Act, RCW 36.70A.020, "Planning Goals," for description of each goal.

Countywide Planning Policies

The Countywide Planning Policies (CWPPs), adopted by the Spokane Board of County Commissioners in 1994, include economic development as one of the nine policy topics. As an introduction to the CWPPS,

the “Statement of Principles” lists several themes that emerged during the citizen participation process as being of concern to residents. These became the overriding principles that guided the development of the Countywide Planning Policies. One of the principles focuses on economic vitality and states:

“The economic vitality of Spokane County is brought about by a collaborative effort of the public and private sectors. A healthy economy maintains jobs, as well as creates job opportunities. Additionally, it provides the ability to access housing for all economic segments of the community. A jobs-based economy brings together the environmental and the economic implications of managed growth and seeks a balance, which will help secure a quality community for future generations.”

The CWPPs overview of the GMA’s requirements for economic development states:

“The Growth Management Act (GMA) establishes overall goals for economic development throughout the state and requires the topic to be addressed as part of the Countywide Planning Policies. The Growth Management Act (GMA) establishes the following as economic development goals for the State of Washington. RCW.36.70A.020(5).

- *Encourage economic development that is consistent with adopted comprehensive plans.*
- *Promote economic opportunity for all citizens of the state, especially for unemployed and disadvantaged persons.*
- *Encourage growth in areas experiencing insufficient economic growth.*
- *Ensure economic growth occurs within the capacities of the state’s natural resources, public services and public facilities.*

These goals, together with the Countywide Planning Policies, will provide guidance to individual jurisdictions as they develop the economic development elements of their comprehensive plans.

For the entire text of the economic development policies, consult the Countywide Planning Policies and Environmental Analysis for Spokane County, Topic 8, adopted December 22, 1994.

Urban Design and Historic Preservation

GMA Urban Design and Historic Preservation Planning Goals (RCW 36.70A.020)

The Washington State Growth Management Act (GMA) includes 13 goals, which were adopted to guide the development and adoption of comprehensive plans and development regulations. Although urban design and historic preservation have different points of emphasis, they have been grouped together in recognition of their similarities and overlap regarding improvement and preservation of quality of life. While Urban Design is not mentioned directly in the goals of the GMA, Goal 13 related to Historic Preservation states, “Identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance.”

Urban design encompasses issues that are addressed in other GMA goals. Design is a necessary element in accomplishing Goals 1 and 2 of reducing sprawl and encouraging development in urban areas, thus

enabling the efficient provision of public facilities and services. Promoting a variety of residential housing types, as directed by Goal 4, requires good urban design to ensure they are compatible with existing neighborhoods and are accepted by the residents of a particular area. Preservation of the environment and retention of open space for recreational opportunities, Goals 9 and 10, obviously are included in the emphasis of urban design principles of the preservation of a high quality of life.

Last, citizen participation, Goal 11, is the driving force behind the historic preservation and urban design efforts. Continued public participation in these efforts is necessary to ensure that inevitable growth does not cause a decline in the quality of life and those physical features valued by the citizens (RCW 36.70A.020).

Countywide Planning Policies

The Countywide Planning Policies of Spokane County (CWPPs) do not specifically mention urban design or historic preservation. However, similar to the GMA goals, there are policies that are more easily achieved and accepted through the practices of good urban design and historic preservation.

County policies direct jurisdictions to ensure compatibility of mixed density residential development. Good design is the necessary ingredient to make this type of development acceptable to the citizens of the neighboring areas. Achieving the intent of the county policies related to affordable housing is also facilitated by urban design standards that ensure architectural and functional compatibility. Urban design, along with historic preservation, are both means to realizing economic development and maintaining the integrity of downtown Spokane as a retail and cultural center.

Natural Environment

GMA Natural Environment Planning Goal (RCW 36.70A.020)

The Washington State Growth Management Act (GMA) includes 13 goals, which were adopted to guide the development and adoption of comprehensive plans and development regulations. The GMA does not require a natural environment element. Based on citizen input and the importance of the natural environment relationships with all other topics, Spokane has chosen to include a natural environment element. The following is the GMA environment goal (Goal 10):

"Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water."

Countywide Planning Policies

The Countywide Planning Policies (CWPPs), adopted by the Spokane Board of County Commissioners in 1994, do not include the environment as one of the nine policy topics. The environment is, however, mentioned in several areas of the CWPPs.

Six CWPPs under the Policy Topics of Urban Growth Areas (UGAs), Promotion of Contiguous and Orderly Development, Transportation, and Economic Development that reference or relate to the environment were adopted. To reinforce and add greater specificity to the GMA environment goal, the CWPPs also require certain specific actions.

For the text of the six policies, consult the CWPPs document, Countywide Planning Policies and Environmental Analysis for Spokane County, adopted December 22, 1994.

Social Health

GMA Social Health Planning Goals

While social health is not one of the elements required under the Washington State Growth Management Act (GMA), it falls within the provision for optional elements (RCW 36.70A.080). The social health chapter addresses a range of concepts identified as important by the citizens who participated with Spokane Horizons. For example, schools, libraries, and community centers are discussed as prime examples of public facilities that contribute to the social fabric of a healthy community. The chapter also complies with the GMA's requirement to discuss group homes and foster care facilities (RCW 36.70A.070(2)(c)) as well as the identification and siting of such essential public facilities as inpatient facilities, including substance abuse facilities, mental health facilities, and group homes (RCW 36.70A.200). Also included in this chapter are policies on the location of homes for the handicapped (RCW 36.70A.410) and family day care providers' home facilities (RCW 36.70A.450).

Countywide Planning Policies

In addition, the social health chapter incorporates requirements stated in the Countywide Planning Policies (CWPPs). For example, the Principle of Ethnic Diversity (CWPP, Statement of Principles) is covered under SH 4, the diversity goal. In addition to the information covered in the housing and capital facilities and utilities chapters, the social health chapter addresses those housing and essential public facilities issues that relate specifically to special needs populations. Maps SH 1 through SH 12 in the Draft Comprehensive Plan/EIS, Volume 2, identify the current locations of:

- Those essential public facilities that constitute inpatient facilities, including mental health facilities, and alcohol and substance abuse treatment facilities.
- Group homes, such as adult family homes, boarding and retirement homes, including assisted living facilities and congregate care facilities, nursing homes, transitional housing, emergency shelters, and facilities for the developmentally disabled.
- Foster care facilities.

These maps demonstrate the extent to which these facilities are fairly and equitably distributed throughout the City of Spokane. They also show whether or not the facilities are located either in areas of need or near similar facilities and public transportation. To identify relevant demographic trends, see the Draft Comprehensive Plan/EIS, Volume 2, Maps SH 17 through SH 23, for housing and population information from the 1990 U.S. Census. When compared with maps showing locations of such facilities countywide, this information also informs Steering Committee decisions related to population allocation between jurisdictions.

Specific policies in the social health chapter address particular requirements in the CWPPs, namely:

- SH 2.7 addresses the need to consider transportation, site design, and other service needs when evaluating potential locations for these particular essential public facilities. It also describes a

land use pattern that would promote accessibility to service and activity centers, jobs, and public transportation for special needs populations.

- SH 2.8 was written in recognition of federal and state fair housing mandates as they relate to the siting and development of housing for special needs populations.

Neighborhoods

GMA Neighborhoods Planning Goals (RCW 36.70A.020)

While neighborhoods is not one of the elements required under the Washington State Growth Management Act (GMA), it falls within the GMAs provision for optional elements (RCW 36.70A.080). The neighborhoods chapter addresses a range of principles for neighborhood growth identified by the citizens who participated in the Spokane Horizons planning process. These principles are incorporated into the neighborhoods' goals and policies, most of which support or relate to several of the broader goals of the GMA. The chapter contains goals and policies relating to the GMA goals of: (Goal 1) Reduce Sprawl, (Goal 3) Transportation, (Goal 4) Housing, (Goal 9) Open Space and Recreation, (Goal 10) Environment, (Goal 11) Citizen Participation and Coordination, (Goal 12) Public Facilities and Services, and (Goal 13) Historic Preservation. Refer to the Growth Management Act, RCW 36. 70A 020, Planning Goals, for a description of each goal.

Countywide Planning Policies

The neighborhoods chapter also addresses the protection of neighborhood character, one of the principles from the "Statement of Principles," which introduces the Countywide Planning Policies (CWPPs). These principles, identified by the Steering Committee of Elected Officials, embody the overall tone and viewpoint of the policies.

In addition, the neighborhoods chapter contains policies relating to the CWPP topics of Promotion of Contiguous and Orderly Development and Provision of Urban Services, Parks and Open Space, Transportation, Siting of Essential Public Facilities, Affordable Housing, and Economic Development. Refer to the Countywide Planning Policies and Environmental Analysis for Spokane County for the full content of each policy, adopted December 22, 1994.

Open Space and Recreation

GMA Open Space and Recreation Planning Goal (RCW 36.70A.020)

The Washington State Growth Management Act (GMA) encourages the retention of open space and the development of parks and recreational opportunities. The following is the GMA Open Space and Recreation goal (Goal 9):

"Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks."

Countywide Planning Policies

Within Urban Growth Areas (UGAs), the GMA requires open space corridors to be identified and authorizes their purchase for use as greenbelts, parks, or wildlife habitat. Although the GMA does not

expressly require Countywide Planning Policies (CWPPs) on parks and open space, the Steering Committee of Elected Officials chose to include it as a Countywide Planning Policy topic and address it in other CWPP topics. Policy topics include: Urban Growth Areas (UGAs), Promotion of Contiguous and Orderly Development, Parks and Open Space, and Fiscal Impacts.

For the text of these policies, consult the CWPPs document, Countywide Planning Policies for Spokane County, adopted December 22, 1994.

Leadership, Governance, and Citizenship

GMA Goals and Provisions

The Washington State Growth Management Act (GMA) includes 13 goals, which were adopted to guide the development and adoption of comprehensive plans and development regulations, provides the following specific direction:

RCW 36.70A.010 Legislative Findings

"The legislature finds that uncoordinated and unplanned growth, together with a lack of common goals expressing the public's interest in the conservation and the wise use of our lands, pose a threat to the environment, sustainable economic development, and the health, safety, and high quality of life enjoyed by residents of the state. It is in the public interest that citizens, communities, local governments, and the private sector cooperate and coordinate with one another in comprehensive land use planning. Further, the legislature finds that it is in the public interest that economic development programs be shared with communities experiencing insufficient economic growth."

GMA Leadership, Governance, and Citizenship Planning Goals (RCW 36.70A.020)

The GMA identifies thirteen specific goals, four of which substantively relate to the issues of leadership, governance, and citizenship. These include:

- Urban Growth. "Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner."
- Reduce Sprawl. "Reduce the inappropriate conversion of undeveloped land into sprawling, low density development."
- Citizen Participation and Coordination. "Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts."
- Public Facilities and Services. "Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current services levels below locally established minimum standards."

In addition, the GMA, in RCW 36.70A.140, gives explicit direction regarding public participation. It states that the City of Spokane "shall establish procedures providing for early and continuous public participation in the development and amendment of comprehensive land use plans and development regulations implementing such plans." Further, this passage instructs the decision-makers to "respond to

public comments” in making the final decisions. In other words, should give substantial weight to process recommendations to respect the outcome of the public participation process.

Countywide Planning Policies

The Countywide Planning Policies provide some limited direction relative to Leadership, Governance, and Citizenship. This direction primarily addresses needs for on-going coordination of planning activities and service provisions between adjoining governmental agencies, such as between the City of Spokane and Spokane County. This information can be found in the Countywide Planning Policies and Environmental Analysis for Spokane County: Policy Topic 2 Joint Planning within Urban Growth Areas (UGAs); Policy Topic 3 Promotion of Contiguous and Orderly Development; and Policy Topic 8 Economic Development.

Volume V, Appendix A

Part II:

Countywide Planning

Policies – Full Text

City of Spokane Comprehensive Plan

***Countywide
Planning Policies
for
Spokane County***

Originally Adopted:

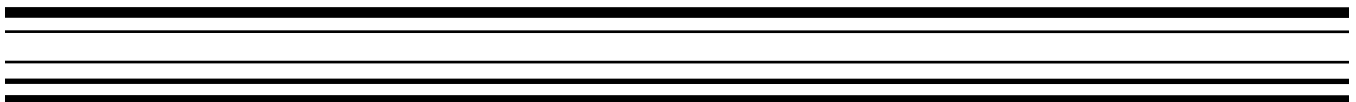
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COUNTYWIDE PLANNING POLICIES FOR SPOKANE COUNTY

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COUNTYWIDE PLANNING POLICIES FOR SPOKANE COUNTY

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December 17, 1996	96-1205
April 1, 1997	97-0297
September 30, 1997	97-0937
December 14, 2004.....	04-1075
October 21, 2008	08-0943
November 22, 2011	11-1025

Countywide Planning Policies for Spokane County Statement of Principles

Introduction

The Growth Management Act (GMA) mandates that each county develop Countywide Planning Policies (CWPPs) which shall serve as “ . . . *written policy statements used solely for establishing a countywide framework from which county and city comprehensive plans are developed and adopted . . .* ” The policies are intended to guide interaction between the cities, towns and county government and ensure consistency between individual jurisdictions’ comprehensive plans. While completing the Countywide Planning Policies ensures compliance with the legal mandates of GMA, it also offered the residents of Spokane County the opportunity to create a broad vision for the future of the community.

Developing the Countywide Planning Policies was an intense and lengthy process, which, as the title suggests, was truly a countywide effort. The process brought together a very special interest group, people who share the goal of protecting and enhancing those qualities that make Spokane County a unique and special place. This group was comprised of individuals from diverse backgrounds, including neighborhoods, the business community, technical experts, government officials and the general public. The Steering Committee of Elected Officials had the difficult task of balancing often conflicting ideas and developing policies which provide the greatest benefit for Spokane County and its citizens.

Throughout the 18 months of listening to residents and debating their ideas, several themes emerged which were discussed over and over again. These became the overriding principles that guided the development of the Countywide Planning Policies. Although they may not be expressly stated in any particular policy, their importance is reflected in the overall tone and viewpoint of the policies. The Countywide Planning Policies are intended to be read and interpreted in their entirety to better reflect the principles of the citizens and the themes that were discussed during community meetings.

These principles, identified by the Steering Committee, are summarized below with a brief explanation of their importance.

Citizen Participation

Citizen participation occurred throughout the process of formulating the Countywide Planning Policies. The Steering Committee intends to also involve citizens in every aspect of policy implementation. The Countywide Planning Policies specify numerous responsibilities that the Steering Committee will need to fulfill (e.g., specifying minimal levels of urban governmental services and revisiting them, as needed, determining a date for submittal of Urban Growth Area [UGA] proposals for new jurisdictions and review of UGA updates and/or changes for existing jurisdictions). Citizens will be encouraged to be involved in each of these tasks and others to ensure the vision contained in the policies is maintained in the future.

Protection of Neighborhood Character

Spokane County has well-established neighborhoods, each with its unique identity and character. For most citizens, neighborhood character is one of the primary ingredients in their perceived quality of life. Although growth in the region is inevitable, it is the intent of these policies to maintain neighborhood character and prevent neighborhoods from becoming segmented, fragmented or degraded by that growth.

Aquifer Protection

Most of the Spokane area is dependent upon the same large aquifer for its drinking water supply. Protection of that water supply is vital for both the economic and physical health of the area. Aquifer protection is identified in several specific policies, and numerous other policies support and strengthen that philosophy. For example, the policies call for the construction of infrastructure that will protect designated aquifers.

Ethnic Diversity

Spokane County does not currently have a wide diversity of peoples from differing ethnic, cultural or racial backgrounds. Early in the process of drafting the policies, the importance of encouraging ethnic diversity was recognized. Increased diversity is important to the area's quality of life and economic vitality as it links with the global economy.

Urban and Rural Character

The designation, review, and update of Urban Growth Areas (UGAs) is the most significant tool in the Countywide Planning Policies for managing growth. Within UGAs, lands will be developed with an urban character, while lands outside will remain rural or retain the character they have today. In urban areas, land will be used intensively and have adequate public facilities and services to support that intensity. In rural areas,

lower densities protect the rural character and avoid the need for extensive government services and facilities.

Economic Vitality

The economic vitality of Spokane County is brought about by a collaborative effort of the public and private sectors. A healthy economy maintains jobs, as well as creates job opportunities. Additionally, it provides the ability to access housing for all economic segments of the community. A jobs-based economy brings together the environmental and the economic implications of managed growth and seeks a balance, which will help secure a quality community for future generations.

Private Property Rights

Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

Policy Topic 1

Urban Growth Areas (UGAs)

INTRODUCTION

Overview of Growth Management Act (GMA) Requirements

The Growth Management Act (GMA) encourages development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner. The Growth Management Act (GMA) also establishes a goal to reduce the inappropriate conversion of undeveloped land into sprawling, low-density development. The concept of Urban Growth Areas (UGAs) is one of the primary tools to meet the goals of the Growth Management Act (GMA).

Each jurisdiction must propose an Urban Growth Area (UGA) within which urban growth shall be encouraged. The Board of County Commissioners has the final responsibility for designating Urban Growth Areas (UGAs). ‘Urban growth’ is defined as “. . . growth that makes intensive use of land for buildings, structures and other impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products or fiber, or the extraction of mineral resources” [RCW 36.70A.030(14)].

Urban Growth Areas (UGAs) will include sufficient land and densities to permit the urban growth that is projected to occur in the county for the next 20 years. Each city and town in the county must be included within an Urban Growth Area (UGA). Land outside city or town boundaries may also be included within Urban Growth Areas (UGAs) to accommodate the 20-year growth projection. Growth outside of the Urban Growth Areas (UGAs) can occur only if not urban in character. Urban Growth Area (UGA) designations are a required element of each jurisdiction’s comprehensive plan. Urban Growth Areas (IUGAs) must be adopted prior to development of each jurisdiction’s comprehensive plan.

Overview of Countywide Planning Policies

The Countywide Planning Policies provide the direction, process and framework to analyze, propose, modify, and eventually adopt Urban Growth Areas (UGAs). Urban

Growth Areas (UGAs) are the primary tool to control sprawl and ensure that adequate services and infrastructure are provided to developing areas. Urban Growth Areas (UGAs) must accommodate the 20-year growth projection and also include greenbelts and other open space. Each jurisdiction must also protect sensitive environmental and wildlife habitat areas.

A goal of the Growth Management Act (GMA) is for Urban Growth Areas (UGAs) to be consistently planned and designated throughout the county. The Steering Committee of Elected Officials has the responsibility of recommending how the population allocation and distribution will occur. The Steering Committee has also ensured consistency in Urban Growth Areas (UGAs) by specifying standards for Urban Growth Area (UGA) delineation and minimum levels of service for transportation, sewer, water, etc.

Lands outside of Urban Growth Areas (UGAs) will have low densities that can be sustained by minimal infrastructure improvements such as septic systems, individual wells and rural roads. When domestic water service can be provided in a timely and reasonable manner, individual wells should not be allowed. Growth outside of Urban Growth Areas (UGAs) should not alter the rural character, degrade the environment or create a need for urban services. However, areas outside of Urban Growth Areas (UGAs) must be adequately planned in order to accommodate future expansions of Urban Growth Areas (UGAs).

Overview of Urban Growth Area Designation Process

Urban Growth Area Designation Process for New Incorporated Cities:

1. The Steering Committee of Elected Officials will assign new incorporated cities an interim population allocation based on the Office of Financial Management population forecasts and previous allocations to the former unincorporated area.
2. The new city will conduct a land capacity analysis using the Land Quantity Methodology adopted by the Steering Committee.
 - a. The city will first determine land capacity inside its limits and then will examine the capacity of unincorporated UGA's adjoining the jurisdiction's boundary.
3. The new city will develop the Urban Growth Area proposal as part of its comprehensive planning process

- a. The proposed UGA shall be presented to the Steering Committee at a public meeting. The new city must justify its UGA proposal, showing how the interim population allocation will be accommodated.
 - b. The city must show how the area will be provide a full range of urban services within the 20-year time frame of the comprehensive plan.
 - c. All Urban Growth Areas lying adjacent to the new city should be analyzed and either proposed as the jurisdiction's UGA, a Joint Planning Area (JPA), or proposed to be removed from the UGA and converted to rural land.
 - d. The city will show its work by presenting its land capacity analysis, urban service analysis and other information as appropriate.
4. The Steering Committee will conduct a public hearing on the population allocation and the Urban Growth Area and/or the (or Joint Planning Area) proposal.
 - a. The Steering Committee will vote on the proposal and will forward a recommendation to the Board of County Commissioners via minutes from the public hearing.
5. The Board of County Commissioners may conduct a public hearing on the proposed Urban Growth Area, and/or the proposed Joint Planning Area, and population allocation. After the hearing, the Board will approve and adopt, modify or return the proposal to the city for revision and/or adoption.
 - a. The new city shall include the approved or modified UGA and/or the JPA in its comprehensive plan.
 - b. The new UGA or JPA will become an amendment to the Spokane County Comprehensive Plan by incorporation.

POLICIES

Urban

1. Urban Growth Areas (UGAs) are areas within which urban growth shall be encouraged and outside of which growth can occur only if it is not urban in nature. Urban Growth Areas (UGAs) shall include areas and densities sufficient to permit

the urban growth that is projected to occur in the county for the succeeding 20-year period [RCW 36.70A.110].

‘Urban growth’ refers to growth that makes intensive use of land for the location of buildings, structures and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products or fiber, or the extraction of mineral resources [RCW 36.70A.030(17)].

Urban growth should be located first in areas already characterized by urban growth that have existing public facility and service capacities to serve such development and second in areas already characterized by urban growth that will be served by a combination of both existing public facilities and services and any additional needed public facilities and services that are provided by either public or private sources. Further, it is appropriate that urban government services be provided by cities, and urban government services should not be provided in rural areas [RCW 6.70A.110(3&4)]. Rural governmental services may be provided in rural areas.

However, Urban Growth Areas may be established independent of incorporated areas. Within these independent Urban Growth Areas (UGAs), urban governmental services may be provided by other than cities. Some cities may rely on contracts from Spokane County for provision of urban services.

Urban Growth Areas (UGAs) include all lands within existing cities, including cities in rural areas.

2. The determination and proposal of an Urban Growth Area (UGA) outside existing incorporated limits shall be based on a jurisdiction’s ability to provide urban governmental services at the minimum level of service specified by the Steering Committee. Jurisdictions may establish higher level of service standards in their respective comprehensive plans.

The location of critical areas and natural resource lands should be a prime consideration in delineating Urban Growth Areas (UGAs). Whenever possible and practical, natural resource lands should not be included within Urban Growth Areas (UGAs) unless used as open space.

3. Each jurisdiction will initially determine land capacity by that particular jurisdiction’s ability to accommodate growth within current city limits or within

unincorporated areas of the county using the Department of Community, Trade and Economic Development's guidelines for designating Urban Growth Areas ("Issues in Designating Urban Growth Areas Part I -- *Providing Adequate Urban Area Land Supply*," March 1992, or as revised, and "The Art and Science of Designating Urban Growth Areas Part II -- *Some Suggestions for Criteria and Densities*," March 1992, or as revised). Jurisdictions shall use as primary criteria the availability and capacity of urban governmental services and public facilities.

In the event of incorporation of a new city or town, the population allocation should be evaluated and re-allocated as needed.

In determining how much additional population can be accommodated within an UGA, jurisdictions should first encourage new development in areas where all urban governmental services and public facilities currently exist and secondly encourage new development in areas where all urban governmental services and public facilities can be provided economically.

Each jurisdiction shall accommodate its fair share of population growth based on its ability to provide urban governmental services and public facilities. New fully contained communities and master planned resorts will be addressed through Spokane County's Comprehensive Plan and population allocation process.

4. Each jurisdiction shall submit Urban Growth Area (UGA) boundaries and/or revisions to the existing UGA to the Steering Committee, including:
 - a. justification in the form of its land capacity analysis and the ability to provide urban governmental services and public facilities;
 - b. the amount of population growth which could be accommodated and the analytical basis by which this growth figure was derived; and
 - c. how much unincorporated land is required to accommodate growth, including maps indicating the additional areas.
5. The Steering Committee shall analyze each jurisdiction's proposed Urban Growth Area (UGA) through the use of a multi-jurisdictional planning team and make recommendations to the Board of County Commissioners for Urban Growth Area (UGA) adoption or revision.

6. Whenever possible, Urban Growth Areas (UGAs) shall have identifiable physical boundaries and/or jurisdictional or special-purpose district boundaries.
7. Each municipality must document that urban governmental services will be provided within its existing city limits prior to the designation of an Urban Growth Area (UGA) outside of existing city limits. To propose an Urban Growth Area (UGA) designation outside of their existing city limits, municipalities must provide a full range of urban governmental services based on each municipality's capital facilities element of their Comprehensive Plan.
8. Jurisdictions shall provide for new commercial/industrial land uses within UGAs based on methodologies or criteria established by the Steering Committee in cooperation with the Spokane area business community and in conjunction with a citizen participation process. The Spokane County Comprehensive Plan will address future expansion of existing commercial/industrial land uses which may be located outside of Urban Growth Area (UGA) boundaries.
9. Within Urban Growth Areas (UGAs), lands that fall within planned high-capacity transportation corridors should be designated for sufficient intensity of land use to support the economic provision of multi-modal transportation.
10. Each jurisdiction's comprehensive plan shall, at a minimum, demonstrate the ability to provide necessary domestic water, sanitary sewer and transportation improvements concurrent with development. Small municipalities (those with a population of 1,000 or less) may utilize approved interim ground disposal methods inside of Urban Growth Areas (UGAs) until such time as full sanitary sewer services can be made available. Each jurisdiction should consider long-term service and maintenance requirements when delineating Urban Growth Areas (UGAs) and making future land use decisions.
11. Where applicable, comprehensive plans should contain land use policies which provide protection for the continued viability of Fairchild Air Force Base, Spokane International Airport, Felts Field, Deer Park Airport and other publicly owned airports within Spokane County.
12. Jurisdictions should work together to protect natural resource lands outside of Urban Growth Areas (UGAs) and to protect critical areas and open space within Urban Growth Areas (UGAs).

Rural

13. The County should identify Urban Reserve Areas and within those areas encourage densities and land use patterns that will be conducive to future urbanization.

Designated rural lands shall have low densities which can be sustained by minimal infrastructure improvements such as septic systems, individual wells, and rural roads, without altering the rural character, or creating the necessity for urban level of services.

Clustering of rural development may be permitted as a tool for the preservation of rural open space as long as it can be demonstrated that the rural character of the area can be maintained and that urban services are not required to serve the new development.

‘Rural’ will be characterized by one or more of the following.

- a. Opportunities exist for farming and forestry activities that do not qualify for natural resource land designation.
- b. The rural designation serves as a buffer for designated natural resource lands.
- c. Significant environmental constraints make the area generally unsuitable for intensive urban development.
- d. Major physical barriers exist to providing urban governmental services and public facilities at reasonable cost.
- e. The area is contiguous to other designated rural lands or natural resource lands.
- f. The area has outstanding scenic and/or historic value that can best be protected by rural land uses and densities.
- g. The area has limited public facilities, extension of urban governmental services is not planned or in-fill at higher densities is not feasible or necessary to meet regional needs.

14. Unplatted property should not be allowed to be developed to urban densities unless and until located within an Urban Growth Area (UGA) boundary or designated as a master planned resort.
15. Extension of urban governmental services outside of Urban Growth Areas (UGAs) should only be provided to maintain existing levels of service in existing urban like areas or for health and safety reasons, provided that such extensions are not an inducement to growth.

Urban Growth Area Revisions

Mandated Review of County-wide UGA

16. The Urban Growth Area boundaries shall be reviewed to accommodate the succeeding twenty years of projected growth, as required by RCW 36. 70A.130. The County Commissioners shall initiate the review process approximately three years prior to the required review deadline. This process shall re-evaluate population allocation, land quantity analysis and urban service delivery. Any jurisdiction through its representative on the Steering Committee of Elected Officials may request that the Board of County Commissioners initiate a review of the Urban Growth Area boundaries prior to the scheduled time.

Triggers for Review of the UGA

17. Review of the Urban Growth Area shall be required when:
 - a. Population growth within the UGA (cities plus unincorporated UGA combined) equals or exceeds fifty percent of the additional population capacity estimated for the UGA at the start of a twenty year planning period; or
 - b. Population growth within a city and its assigned, unincorporated UGA equals or exceeds fifty percent of the additional population capacity estimated for the city and its assigned UGA at the start of a twenty year planning period.
 - c. Population growth within all UGAs that have not been assigned to cities equals or exceeds fifty percent of the additional population capacity estimated for the unassigned UGAs at the start of a twenty year planning period.

The start of the twenty year planning period is defined as the initial adoption date of the comprehensive plan or the adoption date of a UGA update as required under RCW 36.70A.130(3).

The above review shall be consistent with the requirements of RCW.36.70A and the Countywide Planning Policies, and shall incorporate:

- an updated population capacity and land quantity analysis using the most recent residential capacity estimates and assumptions; and
- an evaluation of land use and capital facilities to determine land use and capital facility needs within the existing UGA and any proposed UGA expansion area.

18. Review of the Urban Growth Area to consider additional commercial or industrial land shall be required when:

- a. Commercial or industrial land consumption within the UGA (cities plus unincorporated UGA combined) equals or exceeds fifty percent of the developable commercial or industrial land supply within the UGA at the start of the twenty year planning period; or
- b. Commercial or industrial land consumption within a city and its assigned, unincorporated UGA equals or exceeds fifty percent of the developable commercial or industrial land supply within the city and its assigned, unincorporated UGA at the start of the twenty year planning period.
- c. Commercial or industrial land consumption within all UGAs that have not been assigned to cities equals or exceeds fifty percent of the developable commercial or industrial land supply within the unassigned UGAs at the start of the twenty year planning period.

The start of the twenty year planning period is defined as the initial adoption date of the comprehensive plan or the adoption date of a UGA update as required under RCW 36.70A.130(3).

The above review shall be consistent with the requirements of RCW.36.70A and the Countywide Planning Policies, and shall incorporate:

- the most recent commercial/industrial capacity estimates and assumptions; and

- an evaluation of land use and capital facilities to determine land use and capital facility needs within the existing UGA and any proposed UGA expansion area.

19. Individual jurisdictions may consider UGA revisions as a part of their annual Comprehensive Plan Amendment process. All proposed amendments will be reviewed in the following sequence and as depicted in Chart 1; *UGA/JPA Amendment Process*.

- Conditionally approved amendments must be forwarded to the Steering Committee of Elected Officials. The Steering Committee shall consider the amendments at a public hearing and then forward a recommendation to the Board of County Commissioners. The Steering Committee shall consider cumulative effects of all UGA proposals in making their recommendation.
- The Steering Committee of Elected Officials will review Urban Growth Area changes resulting from adoption of subarea plans and/or Comprehensive Plan Amendments for all jurisdictions once a year.
- The Board of Commissioners will consider the Steering Committee's UGA recommendations at a public hearing. The Board of County Commissioners shall consider cumulative effects of all UGA proposals in making their decision. Urban Growth Area revisions must be approved and adopted by the Board of County Commissioners.

UGA/JPA Amendment Process

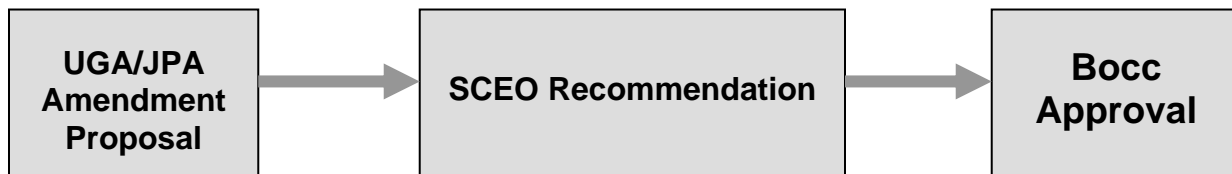


Chart 1: UGA / JPA Amendment Process

Policy Topic 2

Joint Planning within Urban Growth Areas (UGAs)

INTRODUCTION

Overview of Growth Management Act (GMA) Requirements

The Growth Management Act (GMA) requires the establishment of Urban Growth Areas (UGAs) and policies for joint county and city planning within Urban Growth Areas (UGAs). A goal of the Growth Management Act (GMA) is to encourage citizen involvement in the planning process and to ensure coordination between communities and jurisdictions to reconcile conflicts. Spokane County and each jurisdiction must plan jointly in the establishment of Urban Growth Areas (UGAs) and for future activity within those areas. RCW 36.70A.020 (Planning Goals), Goal # 11, states, “Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts”. RCW 36.70A.100 (Comprehensive Plans, Must be Coordinated) states, “the comprehensive plan of each county or city that is adopted pursuant to RCW 36.70A.040 shall be coordinated with, and consistent with, the comprehensive plans adopted pursuant to RCW 36.70A.040 of other counties or cities with which the county or city has, in part, common borders or related regional issues.” Finally, RCW 36.70A.210(3)(f) (Countywide Planning Policies), states that the Countywide Planning Policies must address “policies for joint county and city planning within urban growth areas.” The Spokane County Comprehensive Plan defines Joint Planning Areas as “*areas designated as Urban Growth Areas assigned to a city or town for future urban development but located in the unincorporated county where a coordinated planning process between the cities, towns and the County will be conducted.*”

Overview of Countywide Planning Policies

The Steering Committee of Elected Officials will be responsible to ensure joint planning within Urban Growth Areas (UGAs). The Steering Committee will specify standards for defining Urban Growth Areas (UGAs), minimum levels of service within Urban Growth Areas (UGAs), distribution of future growth, negotiating Urban Growth Area (UGA)

designations and making recommendations regarding Urban Growth Areas (UGAs) to the Board of County Commissioners.

POLICIES

1. The joint planning process should:
 - a. Include all jurisdictions adjacent to the Urban Growth Area and Special Purpose Districts that will be affected by the eventual transference of governmental services.
 - b. Recognize that Urban Growth Areas are potential annexation areas for cities.
 - c. Ensure a smooth transition of services amongst existing municipalities and emerging communities.
 - d. Ensure the ability to expand urban governmental services and avoid land use barriers to expansion; and
 - e. Resolve issues regarding how zoning, subdivision and other land use approvals in designated joint planning areas will be coordinated.
2. Joint planning may be accomplished pursuant to an interlocal agreement entered into between and/or among jurisdictions and/or special purpose districts.

Policy Topic 3

Promotion of Contiguous and Orderly Development and Provision of Urban Services

INTRODUCTION

Overview of Growth Management Act (GMA) Requirements

The Growth Management Act requires the adoption of Countywide Planning Policies concerning the promotion of contiguous and orderly development and the provision of urban services. The Growth Management Act (GMA) establishes a goal of encouraging development in urban areas where adequate public facilities and services exist or can efficiently be provided. Growth planning must ensure that needed facilities and services are adequate to serve new development without decreasing current service levels below locally established minimum standards. The Growth Management Act (GMA) requires that adequate urban governmental services and public facilities be available at the time growth occurs, commonly known as concurrency. Realistically, growth would go first to areas with existing public services and facilities and then into areas in which those urban governmental services and public facilities could be efficiently extended.

Overview of Countywide Planning Policies

The Countywide Planning Policies address four general areas.

1. The specification of minimum level of service standards.
2. The planning for utilities, open space corridors, critical areas, natural resource lands and water management.
3. The provision of urban governmental services and public facilities.
4. The distribution of future growth and population within the county.

The policies call for an analysis of the maximum capacity of regional capital facilities, development of minimum standards for urban governmental services within Urban Growth Areas (UGAs) and specification of minimum development and transportation standards to promote efficient land use.

In order to coordinate population and the distribution of services, the County and each city and town should accommodate its fair share of housing and essential public facilities needed for the region. Small cities and towns will serve as the focal point and function as the “urban center” for the surrounding area. The policies also recognize Fairchild Air Force Base as an urban center.

POLICIES

1. Each jurisdiction shall include policies in its comprehensive plan to address how urban development will be managed to promote efficiency in the use of land and the provision of urban governmental services and public facilities. The Steering Committee has accepted regional minimum level of service standards for urban governmental services with the exception of police protection within Urban Growth Areas (UGAs). Local jurisdictions may choose higher standards. In its comprehensive plan, each jurisdiction shall include, but not be limited to, level of service standards for:
 - a. fire protection;
 - b. police protection;
 - c. parks and recreation;
 - d. libraries;
 - e. public sewer;
 - f. public water;
 - g. solid waste disposal and recycling;
 - h. transportation; and

- i. schools. (Spokane County has not proposed a Level of Service for school districts to be adopted as part of the Comprehensive Plan. Individual school districts determine their own Level of Service Standards. However, if any jurisdiction within Spokane County or Spokane County chooses to implement impact fees for schools at any future time, each school district must develop a capital facilities plan consistent with the GMA.)

The Levels of Service are as follows:

FACILITY	LEVEL OF SERVICE STANDARD (LOS)
Domestic Water	<p>Domestic Water Supply - Minimum Levels of Service for storage capacity and flow shall be consistent with the Washington State Department of Health requirements and the Spokane County Coordinated Water System Plan requirements (where applicable).</p> <p>System Design – Minimum Levels of Service for pipe sizing, flow rate, and systematic grid development shall be consistent with the Washington State Department of Health requirements and the Coordinated Water System Plan requirements (where applicable).</p> <p>Fire Flow – Fire flow rate and duration as well as fire hydrant specifications and spacing shall be consistent with local fire authority requirements or the Fire Code, which ever is more stringent.</p>
Sanitary Sewer	<p>Incorporated areas will be provided with wastewater collection and transport systems in accordance with the adopted sewer concurrency requirements of the jurisdiction. Unincorporated urban growth areas will be provided with wastewater collection and transport systems in accordance with the requirements for sewer concurrency as set forth in Spokane County’s Development Regulations. Collection systems and transport systems will be designed for peak flow conditions so that overflows, backups, and discharges from the system do not occur under normal operating situations. Specific design criteria shall conform to the requirements of the Washington State Department of Ecology and local regulations. Wastewater collection and transport systems will convey wastewater to centralized wastewater treatment facilities. Centralized wastewater treatment and effluent</p>

	disposal facilities will be planned, designed, and constructed to provide effluent that does not adversely impact the quality of surface or ground water of the State of Washington. Planning and design for wastewater treatment and effluent disposal facilities will be based on 20 year projections of population growth and current water quality criteria as established by the Washington State Department of Ecology. <i>(Centralized wastewater treatment facilities shall be a part of a sewage system owned or operated by a city, town, municipal corporation, county, political subdivision of the state or other approved ownership consisting of a collection system and necessary trunks, pumping facilities and means of final treatment and disposal and approved or under permit from the Washington State Department of Ecology.)</i>
Transportation	Maintain travel corridor time as established by Spokane Regional Transportation Council.
Stormwater	Flooding of property outside designated drainage-ways, de-facto drainage-ways, easements, flood zones or other approved drainage facilities, during the design precipitation or runoff event prescribed in the standards of the governing local agency or jurisdiction, shall be prevented within the reasonable probability afforded by such standards. Impact to buildings and accessory structures shall be avoided to the maximum extent practicable by evaluating the effects of a 100-year rain event, and implementing measures to ensure that the runoff attendant to such event is directed away from such buildings and accessory structures. Any stormwater discharge to surface or ground waters must meet federal, state and local requirements for water quality treatment, stormwater runoff and infiltration.
Law Enforcement	Each jurisdiction shall specify in its Comprehensive Plan a level of police protection that addresses the safety of its citizens.
Libraries	Each jurisdiction will specify its own level of service.
Parks	Each jurisdiction will specify its own level of service.

COUNTYWIDE PLANNING POLICIES FOR SPOKANE COUNTY

Solid Waste	Solid waste processing will meet Federal and State regulations, including maintaining any required facilities licenses.
Street Cleaning	Each jurisdiction within the non-attainment area shall develop and use a street cleaning plan, coordinating with Spokane County Air Pollution Control Authority (SCAPCA) as the oversight agency, to meet mandated Particulate Matter dust standards. Each jurisdiction's street cleaning plan will describe the programs and methods to be used to reduce particulate matter emissions from paved surfaces. Each plan shall address but not be limited to the following: 1) Street sweeping frequency and technology to be employed. 2) Factors for determining when and where to initiate street sweeping following a sanding event, with the goals of expeditious removal when safety and mobility requirements have been satisfied. 3) Sanding reduction goal. 4) Sanding materials specifications to be employed. 5) Locations, application rates and circumstances for use of chemical de-icers and other sanding alternatives. 6) Identification of priority roadways (over 15,000 average daily traffic count).
Public Transit	Jurisdictions within the Public Transit Benefit Area (PTBA) shall have policies consistent with the level of service adopted by the Spokane Transit Authority Board of Directors.
Fire and Emergency Services	Urban areas jurisdictions in excess of 5,000 population, or once a population of 5,000 persons is achieved, shall be served by Fire District with at least a (<i>Washington Survey and Rating Bureau of Insurance Services Office</i>) Class 6 Insurance Rating or better. For the purposes of GMA minimum Levels of Service, Class 6 or better shall be based on the ISO Grading Schedule for municipal fire protection, 1974 edition, as amended, by using the fire district, fire service communication, and fire safety control portions of the grading schedule. The total deficiency points identified in these portions of the ISO or Washington Survey and Rating Bureau schedule shall not exceed 1,830 points. All jurisdictions, regardless of size, shall ensure that new development has a Fire Flow and hydrant placement per the International Fire Code adopted by that jurisdiction. Urban

	areas must be within 5 road miles of an operating fire station that provides service with a “Class A” pumper, unless structures are equipped with fire sprinkler(s) that are rated in accordance with the edition of the International Fire Code adopted by the jurisdiction, and is located within 5 road miles of an operating fire station that provides service with a Class “A” rated pumper. Urban areas shall be served by a state certified basic life support (BLS) agency. Urban areas should be served by an operating basic life saving unit within 5 miles; and an operating advanced life support unit within 6 miles or 10 minutes response time for those jurisdictions with urban areas in excess of 5,000 population; and basic life support and advanced life support transport service.
Public Schools	To be determined by individual school district CFP.

2. Each jurisdiction and other providers of public services should use compatible information technologies to monitor demand for urban governmental and regional services and the efficiency of planning and services delivery.
3. Each jurisdiction shall include policies in its comprehensive plan to ensure that obstructions to regional transportation or utility corridors are not created. In addition, each jurisdiction should include policies in its comprehensive plan to ensure sustainable growth beyond the 20-year planning horizon.
4. Each jurisdiction shall include policies in its comprehensive plan to provide open space corridors within the expanding urban landscape.
5. All jurisdictions shall coordinate plans that classify, designate and protect natural resource lands and critical areas.
6. Each jurisdiction should establish programs or projects that demonstrate and identify the elements which ensure compatibility of mixed density residential developments (for example, single-family, town houses, duplexes, condominiums, apartments).
7. Each jurisdiction’s comprehensive plan shall include, at a minimum, the following policies to address adequate fire protection.

- a. Limit growth to areas served by a fire protection district or within the corporate limits of a city providing its own fire department.
 - b. Commercial and residential subdivisions and developments and residential planned unit developments shall include the provision for road access adequate for residents, fire department or district ingress/egress and water supply for fire protection.
 - c. Development in forested areas must provide defensible space between structure and adjacent fuels and require that fire-rated roofing materials be used.
8. The Steering Committee shall recommend to the Board of County Commissioners the allocation of population to jurisdictions based, in part, on each jurisdiction's contribution to regional housing goals and the ability to serve special-needs populations.
 9. Wellhead protection plans should be coordinated with water purveyors and implemented and updated as needed, by local jurisdictions. Each jurisdiction should encourage and pursue strategies within its jurisdiction for water resource management, which will sustain projected growth rates and protect the environment.
 10. Each jurisdiction shall include provisions in its comprehensive plan for distribution of essential public facilities.
 11. Recognize Fairchild Air Force Base as an urban center with a major influence on the regional economy.
 12. Each jurisdiction in its comprehensive plan should provide policies that support the compatible incorporation of utilities, greenbelts and open space within common corridors.
 13. Each jurisdiction shall plan for growth within Urban Growth Areas (UGAs) which uses land efficiently, adds certainty to capital facilities planning and allows timely and coordinated extension of urban governmental services, public facilities and utilities for new development. Each jurisdiction shall identify intermediate growth areas (6 to 10 year increments) within its Urban Growth Area (UGA) or establish policies which direct growth consistent with land use and capital facility plans.

Policy Topic 4 Parks and Open Space

INTRODUCTION

Overview of Growth Management Act (GMA) Requirements

The Growth Management Act (GMA) encourages the retention of open space and the development of parks and recreational opportunities. Within Urban Growth Areas (UGAs), the Growth Management Act (GMA) requires open space corridors to be identified and authorizes their purchase for use as greenbelts, parks or wildlife habitat. (RCW 36.70A.160).

Although the Growth Management Act (GMA) does not expressly require Countywide Planning Policies on parks and open space, the Steering Committee of Elected Officials chose to include it as a Countywide Planning Policy topic.

Overview of Countywide Planning Policies

Included in the policies for Parks and Open Space are the following.

1. Utilize open space corridors between major developments.
2. Identify and protect large open space areas of regional significance.
3. Develop parks and retain open space to lessen the impact of high density land uses.
4. Utilize utility corridors as open space and for recreational opportunities.

POLICIES

1. The County and each jurisdiction shall establish policies, standards and regulations to plan for and acquire parks and open space that fall outside a municipality's corporate boundary and within its Urban Growth Area (UGA).
2. All jurisdictions should cooperate to identify and protect regional open space lands, natural areas and corridors of environmental, recreational and aesthetic significance to form a functionally and physically connected system which balances passive and active recreational uses. Each jurisdiction shall identify open space corridors within and between urban growth areas. (RCW 36.70A.160).

All jurisdictions shall identify implementation, management, preservation and conservation strategies, through both regulatory and non-regulatory techniques, to protect identified lands and corridors, to sustain their open space benefits and functions. Implementation and management strategies should include collaboration and coordination with land trusts and other land preservation organizations.

3. Each jurisdiction shall require the development of parks and open space as a means to balance the impacts associated with higher density development.
4. Each jurisdiction should encourage cooperation with both utilities and users for the purpose of including compatible passive recreational and open space uses with existing utilities or when siting new utilities.
5. Each jurisdiction shall make appropriate provisions for parks and recreation areas.

Policy Topic 5 Transportation

INTRODUCTION

Overview of Growth Management Act (GMA) Requirements

Regional transportation systems include major highways, airports and railroads, as well as bikeways, trails and pedestrian systems. The Growth Management Act (GMA) encourages a variety of efficient transportation systems in order to reduce sprawl while improving the efficient movement of people, goods and services. Therefore, close coordination is necessary between transportation planning and the land use element of each jurisdiction's comprehensive plan. The Growth Management Act (GMA), as well as other state and federal legislation, requires transportation planning to be conducted on a regional basis.

According to RCW 36.70A, local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on the transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. The strategies could include increased public transportation services, ride-sharing programs, demand management strategies and other transportation system management strategies.

Overview of Countywide Planning Policies

The Countywide Planning Policies propose that transportation planning in Spokane County be carried out by the Spokane Regional Transportation Council. Consequently, each jurisdiction's land use plan should be consistent with the regional transportation system.

The policies recognize the need to preserve corridors capable of providing for high-capacity transportation such as commuter lanes, rail or dedicated busways. Through

their comprehensive plans, local jurisdictions will be responsible for planning for developments along these corridors that would support public transportation services.

The Countywide Planning Policies also recognize the need to preserve our existing regional transportation system. New land developments would not be allowed to lower the adopted level of service of the existing transportation system. To accomplish this, developments would be required to pay for transportation improvements at the time of construction or to identify other transportation strategies to offset the impacts. These strategies could include increased public transportation services, ride-share programs and other alternative programs.

POLICIES

1. Regional transportation planning shall be conducted by the Spokane Regional Transportation Council (SRTC). The SRTC shall coordinate with local jurisdictions and the Spokane Transit Authority (STA) to ensure that the regional transportation plan and local jurisdictions' land use plans are compatible and consistent with one another.
2. The regional transportation plan shall be developed in accordance with federal and state planning requirements in order to ensure that:
 - a. coordinated, comprehensive and consistent transportation plans are adopted;
 - b. air quality is evaluated and maintained; and
 - c. the Spokane metropolitan area maintains eligibility for federal and state funding programs.
3. The regional transportation plan shall include, in addition to state and federal mandates:
 - a. alternative modes of transportation to the automobile, including public transportation, pedestrian facilities, bikeways and air and rail facilities;
 - b. an evaluation of the general environmental and economic impacts of the plan;
 - c. coordination with land uses to reduce transportation demands;

- d. standards for accessibility to major institutions, manufacturing and industrial centers and air and rail terminals;
 - e. incorporation of utility easements into transportation corridors;
 - f. provisions for special-needs populations; and
 - g. access management to regional arterials.
4. Comprehensive plans shall include, where applicable, the master plans of identified major transportation facilities to ensure that they are reasonably accommodated and compatible with surrounding land uses. Such facilities shall include, but not be limited to, airports, state highways, railroads and major freight terminals.
5. Local jurisdictions shall develop and adopt land use plans that have been coordinated through the Spokane Regional Transportation Council (SRTC) to ensure that they preserve and enhance the regional transportation system. These plans may include high capacity transportation corridors and shall fulfill air quality conformity and financial requirements of the Federal Transportation Laws and Regulations, the Clean Air Act Amendments of 1990 and the Growth Management Act (GMA).
6. Local jurisdictions shall designate within land use plans areas that can support public transportation services. These areas shall include existing as well as new development. Each jurisdiction's land use plan, the regional transportation plan and the Spokane Transit Authority's (STA) Long Range Transit Plan shall support, complement and be consistent with each other.
7. In the long term, growth and change will necessitate the designation of specific transportation corridors which can support high capacity transportation. These corridors shall:
- a. be identified for the specific purpose of preserving the right-of-way necessary to implement a high-capacity transportation system and to provide a development density that will support such a system;
 - b. be recognized in each jurisdiction's comprehensive plan and development regulations. These plans and codes should provide the authority to establish high-capacity transportation activity centers and urban villages having a land use pattern of mixed use density and intensities;
-

- c. be incorporated into capital facilities programs to provide a unified approach for preserving the character and quality of neighborhoods;
 - d. be evaluated to identify both interim and ultimate transportation strategies for each corridor;
 - e. encourage capital infrastructure investment to facilitate high-capacity transportation and supporting land uses; and
 - f. be supported through a public education process.
8. The regional transportation plan and comprehensive plan of each jurisdiction shall include roads, air and rail service that accommodates the need for freight and goods movement.
- Plans should identify specific routes that are, or could be, subject to available funding, designed and constructed utilizing a regional standard for heavy truck traffic to serve the movement of goods from industrial and rural areas to the market. Future land uses requiring heavy freight movement should be encouraged to locate along these routes.
9. Recognizing the need to maintain existing rail lines for shipments of commodities, which reduces the impacts of shipping commodities by roads, local jurisdictions should protect rail facilities to the extent possible.
10. Each jurisdiction should coordinate its housing and transportation strategies to support existing, or develop new, public multi-modal transportation systems.
11. Each jurisdiction shall address land use designations and site design requirements that are supportive of and compatible with public transportation, for example:
- a. pedestrian scale neighborhoods and activity centers;
 - b. mixed use development; and
 - c. pedestrian friendly and nonmotorized design.

12. Each jurisdiction should support the use of telecommunications technologies for telecommuting, teleshopping and video conferencing as alternatives to vehicle travel.
13. Each jurisdiction's transportation facilities shall be planned within the context of countywide, multi-county and bi-state air, land and water resources and shall not cause or contribute to exceeding federal or state environmental quality standards.
14. Each jurisdiction shall strive, through transportation system strategies, to optimize the use of and maintain existing roads to minimize the construction costs and impacts associated with roadway facility expansion.
15. In accordance with regional minimum level of service standards specified by the Steering Committee, each jurisdiction shall establish roadway standards, level of service standards and methodologies and functional road classification schemes to ensure consistency throughout the region and to support the use of alternative transportation modes.
16. Each jurisdiction shall address energy consumption/conservation by:
 - a. designing transportation improvements for alternatives to the single-occupant vehicle;
 - b. locating and adopting design standards for new development to support pedestrian or nonmotorized travel;
 - c. providing regulatory and financial incentives to promote efforts of the public and private sector to conserve energy; and
 - d. reducing the number of vehicle miles traveled and number of vehicle trips.
17. The transportation element of each jurisdiction's comprehensive plan, where transit service exists, will include level of service standards for transit routes and services. Each jurisdiction will coordinate the level of service standards with all adjacent jurisdictions and appropriate agencies.

18. Each jurisdiction shall use its adopted level of service standards to evaluate concurrence for long-range transportation planning, development review and programming of transportation investments.
19. The annual process to update and approve the Six-Year Transportation Improvement Program (TIP) by the Spokane Regional Transportation Council (SRTC) shall be used to prioritize regional transportation improvements and programming regional transportation revenues.
20. Transportation elements of comprehensive plans shall reflect the preservation and maintenance of transportation facilities as a high priority to avoid costly replacement and to meet public safety objectives in a cost effective manner.
21. Each jurisdiction, Spokane Regional Transportation Council (SRTC) and other transportation agencies shall identify significant regional and/or countywide land acquisition needs for transportation and establish a process for prioritizing and siting the location of transportation corridors and facilities.

Policy Topic 6

Siting of Capital Facilities of a Countywide or Statewide Nature

INTRODUCTION

Overview of Growth Management Act (GMA) Requirements

Public capital facilities of a county or statewide nature generally have characteristics which typically make them difficult to site. Such characteristics may include, for example, the number of jurisdictions served by the facility, the size of the facility or the facility's potential impacts such as noise, odor, traffic or pollution.

The Growth Management Act (GMA) recognizes those difficulties typically encountered in attempts to find locations for 'essential public facilities,' such as airports, colleges and universities, correctional facilities, solid waste stations, major highways or freeways, inpatient substance abuse treatment and mental health facilities and group homes. The Growth Management Act (GMA) requires that Countywide Planning Policies address the need to site these necessary facilities throughout the county in an equitable manner and specifically prohibits local comprehensive plans and development regulations from precluding these uses from their communities.

Overview of Countywide Planning Policies

The Countywide Planning Policies stress the necessity of active citizen involvement in siting decisions and the need to carefully consider transportation, site design and other service needs when evaluating potential locations for essential public facilities. Finally, the policies encourage major institutions such as colleges and hospitals to develop 'master plans' that can be adopted as elements of local comprehensive plans.

POLICIES

1. Each jurisdiction should encourage regional institutional facilities to prepare a master plan to be adopted as an amendment to the jurisdiction's comprehensive plan.

Preparation of the master plan should include a public participation process and the plan should be compatible and consistent with the jurisdiction's comprehensive plan.

2. Locate essential public facilities based on the Spokane County Regional Siting Process for Essential Public Facilities, adopted February 4, 2003.
3. Each jurisdiction shall make provisions in its comprehensive plan for essential public facilities consistent with the Spokane County Regional Siting Process for Essential Public Facilities.
4. Each jurisdiction should identify in its comprehensive plan protective measures to prevent incompatible land uses from encroaching upon essential public facilities.
5. Each jurisdiction's comprehensive plan shall identify those specific local facilities that are essential public facilities consistent with the Spokane County Regional Siting Process for Essential Public Facilities. The comprehensive plan shall also identify public funding priorities for these facilities to better recognize the significance of each facility's service(s) and its relationship to the local area's growth and development.

Policy Topic 7

Affordable Housing

INTRODUCTION

Overview of Growth Management Act (GMA) Requirements

The Growth Management Act (GMA) stresses the importance of housing by requiring local governments to include it as an element in their comprehensive plans and requiring that affordable housing be addressed in Countywide Planning Policies. Goals within the Growth Management Act (GMA) encourage the availability of affordable housing to all economic segments of the population and preservation of existing housing stock. The Growth Management Act (GMA) goals also promote a variety of residential densities and housing types, discourage urban sprawl and encourage a fair and efficient permit process for development.

The Growth Management Act (GMA) does not define the term ‘affordable housing,’ but its use in the Act indicates that it should be broadly construed to refer to a wide range of housing types at varying costs capable of meeting the needs of all economic segments of the community.

The housing element in each jurisdiction’s comprehensive plan must, at a minimum, include the following.

- a. An inventory and analysis of existing and projected housing needs.
- b. A statement of goals, policies and objectives for the preservation, improvement and development of housing.
- c. Identification of sufficient land for housing, including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, group homes and foster care facilities.
- d. Adequate provisions for existing and projected housing needs of all economic segments of the community.

These legislative requirements, together with the Countywide Planning Policies, provide a consistent framework for the County and each city and town as they develop the housing elements of their comprehensive plans.

Overview of Countywide Planning Policies

‘Affordable housing’ applies to a wide range of housing types at varying costs which can meet the needs of a diverse community. The marketplace is generally capable of meeting the housing demands of the upper income segment of the population. Therefore, the primary focus of these policies is on mechanisms to increase the availability of affordable housing for middle and lower-income households. Such mechanisms may include regulatory reform, inclusionary zoning, mixed use developments, incentives for increased housing densities and other incentives to encourage a variety of housing types to meet the needs of a diverse population.

The affordable housing policies provide a framework by which each jurisdiction can help meet the overall housing needs of Spokane County in a fair, consistent and coordinated fashion. They direct each jurisdiction to accommodate a wide variety of development and housing types; they call for consistency in development regulations and standards within Urban Growth Areas (UGAs) and they encourage reform of regulations which are unnecessary or costly barriers to the provision of affordable housing.

POLICIES

1. Each jurisdiction’s comprehensive plan shall specify the strategies for attaining its affordable housing objectives. These strategies should include a diverse mix of housing types and prices, including low-income housing.
2. Each jurisdiction’s comprehensive plan shall include policies and strategies to promote accessibility to service/activity centers, jobs and public transportation for special-needs populations.
3. All jurisdictions should establish consistent residential development regulations and standards within Urban Growth Areas.
4. Each jurisdiction’s development policies, regulations and standards should provide for the opportunity to create affordable housing in its community, such policies may

include regulatory tools, such as inclusionary zoning, performance/impact zoning, mixed-use development and incentives for increasing density to promote greater choice and affordable housing.

5. Each jurisdiction shall ensure that standards in existing or future development regulations facilitate rehabilitation, restoration and relocation of existing structures or new construction of affordable housing.
6. In conjunction with other policy topics, coordinate housing, transportation, and economic development strategies to ensure that sufficient land and densities for affordable housing are provided in locations readily accessible to employment centers.
7. Each jurisdiction's comprehensive plan and development regulations shall recognize and incorporate the mandates of federal and state fair housing laws, particularly as they relate to siting and development of housing for special-needs populations.

Policy Topic 8

Economic Development

INTRODUCTION

Overview of Growth Management Act (GMA) Requirements

The Growth Management Act (GMA) establishes overall goals for economic development throughout the state and requires the topic to be addressed as part of the Countywide Planning Policies.

The Growth Management Act (GMA) establishes the following as economic development goals for the State of Washington. RCW.36.70A.020(5).

- Encourage economic development that is consistent with adopted comprehensive plans.
- Promote economic opportunity for all citizens of the state, especially for unemployed and disadvantaged persons.
- Encourage growth in areas experiencing insufficient economic growth.
- Ensure economic growth occurs within the capacities of the state's natural resources, public services and public facilities.

These goals, together with the Countywide Planning Policies, will provide guidance to individual jurisdictions as they develop the economic development elements of their comprehensive plans.

Overview of Countywide Planning Policies

The Countywide Planning Policies establish overall direction for economic development efforts in the region, both public and private, and also provide guidance to individual jurisdictions as they develop their comprehensive plans. The policies call for greater cooperation between the private sector and government in measuring both the

performance of the local economy and the relationship between economic development and preservation of the area's environment and quality of life. The policies stress the need to maintain downtowns as retail and cultural hubs. In addition, the policies indicate a need for a regional (Washington and Idaho) approach to the critical environmental issues of water and air quality and their potential influence on the region's economic development. Finally, the policies provide specific guidance regarding those topical areas to be addressed in the economic development element of each jurisdiction's comprehensive plan.

POLICIES

1. Include an economic development element in each jurisdiction's comprehensive plan that establishes local goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life. The element shall include:
 - a. a summary of the local economy such as population, employment, payroll, sectors, businesses, sales, and other information as appropriate;
 - b. a summary of the strengths and weaknesses of the local economy defined as the commercial and industrial sectors and supporting factors such as land use, transportation, utilities, education, work force, housing, and natural / cultural resources; and
 - c. an identification of policies, programs, and projects to foster economic growth and development and to address future needs. A city that has chosen to be a residential community is exempt from the economic development element requirement of the GMA.
2. Jurisdictions should adopt in their comprehensive plans economic development policies which will help protect the environment as a key economic value in the region.
3. The Steering Committee should pursue options for regional planning, such as establishment of a regional planning association with adjacent counties and the State of Idaho.
4. Maintain the integrity of downtowns (Central Business Districts) as centers for retail, business and cultural activity.

5. Each jurisdiction should designate sites for industrial and service employers to encourage them to locate throughout urban areas in proximity to housing and regional transportation facilities (including public transportation).
6. Spokane County should maintain commercial agricultural areas to protect the long-term viability of agriculture as an important element of the local economy.

Policy Topic 9

Fiscal Impacts

INTRODUCTION

Overview of Growth Management Act (GMA) Requirements

The Growth Management Act (GMA) requires that Countywide Planning Policies “. . . address an analysis of the fiscal impact.” The Act, however, does not clarify nor define the scope of the required financial analysis. The type of analysis is left to the discretion of the County, cities and towns, to be defined within their Countywide Planning Policies.

Overview of Countywide Planning Policies

The purpose of fiscal impact analysis is to assess the relative costs of providing urban governmental services to areas consistent with the plans developed by each jurisdiction. The Countywide Planning Policies establish overall direction for fiscal impact analysis as jurisdictions adopt their comprehensive plans. They call for revenue sharing and cooperation between jurisdictions to help finance shared needs and maintain levels of service. The policies require an examination of infrastructure costs and impacts caused by development, along with the capital resources available to accommodate growth. Finally, the policies provide specific guidance for conducting an analysis of comprehensive plan elements such as capital facilities, Urban Growth Areas (UGAs), housing and orderly development.

POLICIES

1. Each jurisdiction shall identify, within the capital facilities element of its comprehensive plan, capital resources that will be available to accommodate the additional development which is anticipated within Urban Growth Areas (UGAs).

Glossary

Countywide Planning Policy Terms

Access management - the controlling or managing of access along arterial roadways for the purpose of improving average travel speeds and increasing the capacity of the road.

Accessory dwelling unit - a dwelling unit that is a building, part of a building, or structure which is subordinate to, and the use of which is incidental to, that of the main building, structure or use on the same lot.

Adequate public facilities - facilities which have the capacity to serve development without decreasing levels of service below locally established minimums.

Affordable housing - adequate, appropriate shelter costing no more (including basic utilities) than 30 percent of a household's gross monthly income.

Air quality conformity - a mechanism for ensuring that transportation activities (plans, programs and projects) are reviewed and evaluated for their impacts on air quality prior to funding or approval.

Available public facilities - means that facilities or services are in place or that a financial commitment is in place to provide the facilities or services within a specified time. In the case of transportation, the specified time is six years from the time of development.

Carrying capacity - the finite limits of the environment, our physical resources and government's ability to respond to growth.

Clustering - a development design technique that concentrates buildings on a portion of a site to allow the remaining land to be used for recreation, common open space, agricultural uses, preservation of environmentally sensitive features or preserved for future development.

Commercial agricultural - agriculture primarily devoted to the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable or animal products or of

berries, grain, hay, straw, turf, seed, Christmas trees not subject to the excise tax imposed by RCW 84.33.100 through 84.33.140 or livestock.

Concurrent/concurrency - means that adequate public facilities are available when the service demands of development occur. This definition includes the two concepts of “adequate public facilities” and of “available public facilities” as defined above.

Congestion pricing - the application of pricing to control demand for road and parking use in congested areas.

Critical areas - includes the following areas and ecosystems.

- a. Wetlands.
- b. Areas with a critical recharging effect on aquifers used for potable water.
- c. Fish and wildlife habitat conservation areas.
- d. Frequently flooded areas.
- e. Geologically hazardous areas.

De-facto drainageways – those areas not formally identified and/or categorized by the local jurisdiction or other authority, but whose topographic characteristics nonetheless allow water to concentrate and flow when acted upon by gravitational forces.

Designated drainageways – those areas identified and/or categorized by the local jurisdiction or other authority as paths into and along which water is concentrated and flows when acted upon by gravitational forces, usually during rainfall and runoff events.

Designated aquifer - aquifers designated by Spokane County in cooperation with the Department of Ecology (DOE) to be protected from business and residential pollution.

Equitable distribution - the allocation of population, essential public facilities, affordable housing, etc., by the Steering Committee, based upon each jurisdiction's ability to provide urban governmental services and public facilities and land availability. The term ‘fair share’ has the same meaning as equitable distribution.

Essential public facilities - includes those facilities that are typically difficult to site, such as airports, colleges, universities, correctional facilities, solid waste stations, major highways or freeways, in-patient substance abuse treatment facilities, mental health facilities and group homes.

Fair share - see definition for ‘equitable distribution.’

Functional road classification - the division of highways, roads and streets into groups having similar characteristics of providing transportation mobility and/or land access.

Geographic Information System (GIS) - a computer system that stores and links nongraphic characteristics or geographically related data with graphic map features. A GIS system allows for a wide range of information processing and display operations, including the production of maps, analysis and modeling.

Growth Management Act (GMA) - a series of laws passed by the Washington State Legislature in 1990-91 that require cities and counties to plan for and manage growth and development.

High-capacity transportation - includes high-occupancy vehicle lanes, rapid transit [light or heavy rail], busways and commuter rail.

High-capacity transportation activity center - a concentrated area with an adequate mix and intensity of land uses and services to support high-capacity transportation.

Inclusionary zoning - regulations which increase housing choice by providing the opportunity to construct more affordable, diverse and economical housing to meet the needs of low and moderate-income families.

Joint Planning Areas – areas designated as Urban Growth Areas assigned to a city or town for future urban development but located in the unincorporated county where a coordinated planning process between the cities, towns and the County will be conducted.”

Jurisdiction - the government of Spokane County and/or an incorporated city and/or town located within Spokane County.

Level of service - an established minimum capacity of public facilities or services that must be provided per unit of demand or other appropriate measure of need.

Low-income housing - housing that is economically feasible for families whose income level is categorized as low within the standards set by the Department of Housing and

Urban Development (HUD). ‘Low income’ is defined as 80% or less of the median family income for a particular market area.

Master planned resort - means a self-contained and fully integrated planned unit development in a setting of significant natural amenities, with primary focus on destination resort facilities consisting of short-term visitor accommodations associated with a range of developed on-site indoor or outdoor recreational facilities.

Mixed-use development - the development in a compact urban form of a tract of land or building or structure with two or more different uses, such as, but not limited to, residential, office, manufacturing, retail, public or entertainment.

Multijurisdictional planning team - an established group of planning professionals that represent each jurisdiction within Spokane County for the purpose of supporting the Spokane County Steering Committee in issues related to the Countywide Planning Policies.

Multimodal transportation - means a transportation system consisting of many travel choices or modes.

Municipality - an incorporated city or town.

Natural resource lands (resource lands) - lands not already characterized by urban growth which have long-term significance for the commercial production of food or other agricultural products, timber or the extraction of minerals.

New development - the improvement of vacant land with utilities, roads, storm drainage facilities and other features.

New fully contained community - is a development proposed for location outside of the existing designated Urban Growth Areas which is characterized by urban densities, uses and services and meets the criteria of RCW 36.70A.350.

New use - any change in land use by construction or expansion or a new or existing building or structure.

Open space corridors - lands within and between urban growth areas useful for recreation, wildlife habitat, trails and connection of critical areas.

Performance/impact zoning - a zoning category that does not specifically prescribe a use but leaves the means for achieving the classification or goal through established standards.

Public facilities - include, but are not limited to, streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities and schools.

Public services - include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection and other governmental services.

Regional - countywide activities involving the jurisdictions and, when applicable, the special purpose districts within Spokane County; may also include adjacent counties in Washington State and/or Idaho State as indicated in specific policies.

Regional arterials - roads and streets on the Federal Functional Classification System which are designated as Interstate, Principal or Minor arterials (regionally significant collector arterials may also be included).

Regional institutional facilities - includes all those facilities defined as essential public facilities above as well as major health care facilities and major industrial parks.

Regional transportation plan - means the transportation plan for the regionally designated transportation system which is produced by the Regional Transportation Planning Organization.

Regional Transportation Planning Organization (RTPO) - the voluntary organization conforming to RCW 47.80.020 consisting of local governments within a region containing one or more counties which have common transportation interests.

Revised Code of Washington (RCW) - legislation that has been passed by the State and documented in the form of a code.

Roadway standards - minimum standards for street development, including right-of-way, street width, bike lanes, curbs, sidewalks, landscaping, drainage, etc.

Rural Governmental Services – include those public services and public facilities historically and typically delivered at an intensity usually found in rural areas, and may include domestic water systems, fire and police protection services, transportation and public transit services, and other public utilities associated with rural development and normally not associated with urban areas. Rural services do not include storm or sanitary sewers, except as otherwise authorized by RCW 36.70A.110(4).

Rural lands - means all lands which are not within an Urban Growth Area and are not designated as natural resource lands having long-term commercial significance for production of agricultural products, timber or the extraction of minerals.

Shall - indicates that an action specified in a policy statement is mandatory.

Should - indicates that an action specified in a policy statement is discretionary.

Single-room occupancy (SRO) - a type of housing that is commonly one room with cooking facilities and private or shared bathroom facilities. Examples of SRO units are found in residence hotels and apartments.

Special purpose district - a district created by act, petition or vote by the residents within a defined area for a specific purpose with the power to levy taxes.

Special-needs populations - groups of individuals who, by reason of age, physical, mental or other characteristics, require nontraditional living arrangements and, in some instances, are not able to operate a motorized vehicle.

Spokane area business community - a diverse group of local area businesses and organizations such as the Economic Development Council, Momentum and the Chamber of Commerce.

Spokane Regional Transportation Council (SRTC) - the regional transportation planning organization (RTPO) that has been designated by the Governor for Spokane County.

Steering Committee of Elected Officials/Steering Committee - a body composed of 12 elected officials from jurisdictions throughout Spokane County established by interlocal agreement, with the responsibility of developing and carrying out the Countywide Planning Policies.

Town houses - a series of single-family dwelling units attached to other single-family dwellings, each by a common wall.

Transfer of Development Rights (TDR) - the transfer of the right to develop or build from land in one zoning district to land in another district where such transfer is permitted.

Transportation Improvement Program (TIP) - a schedule of proposed transportation improvements within a specific time period.

Urban center/urban village - a neighborhood, community or town that has an adequate mix of land uses and services to support local needs.

Urban governmental services - include those governmental services historically and typically delivered by cities and include storm and sanitary sewer systems, domestic water systems, street-cleaning services, fire and police protection services, public transit services and other public utilities associated with urban areas and normally not associated with nonurban areas.

Urban Growth Areas (UGAs) - are areas within which urban growth shall be encouraged and outside of which growth can occur only if it is not urban in nature. Urban Growth Areas (UGAs) shall include areas and densities sufficient to permit the urban growth that is projected to occur in the county for the succeeding 20-year period.

Urban Reserve Areas - those lands which may be designated within the rural element of Spokane County's Comprehensive Plan having the potential for inclusion within an Urban Growth Area (UGA) as expansion of Urban Growth Areas (UGAs) is deemed necessary to meet land availability requirements of future Washington State Office of Financial Management (O.F.M.) population projections. Selection of lands as Urban Reserve Areas shall utilize the criteria for Urban Growth Areas (UGAs) found within the Growth Management Act (GMA) (Chapter 36.70A RCW).

Utilities - means enterprises or facilities serving the public by means of an integrated system of collection, transmission, distribution and processing facilities through more or less permanent physical connections between the plant of the serving entity and the premises of the customer. Included are systems for the delivery of natural gas, electricity, telecommunications services and water and for the disposal of sewage.

Wellhead protection areas - designated areas surrounding wells that supply water to a public water system that require protection from contaminants.

Will - has the same meaning as the term ‘shall.’

Volume V, Appendix B

The Horizons Process and The Ahwahnee Principles

City of Spokane Comprehensive Plan

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The Horizons Process



Introduction

Spokane Horizons was the name of the City of Spokane's citizen participation process to develop the city's 2001 Comprehensive Plan. It involved all segments of the community in shaping the city's future. Started in the spring of 1995, the Spokane Horizons process was developed to fulfill the city's commitment to active, effective citizen participation as well as the Growth Management Act's (GMA) mandate for early and continuous citizen participation.

From the beginning of its GMA planning, the city made a commitment to provide early and frequent opportunities for the citizens of Spokane to be involved in making decisions that affect the community. Through the Spokane Horizons process, the community achieved consensus and charted a new course for Spokane's future. These aspirations are expressed in the following goals for this program:

Spokane Horizons Goals

- To stimulate broad citizen involvement in shaping the future of the community.
- To forge a new coalition of community-wide interests to broaden the investment within the community for planning Spokane's future.
- To build affective relationships among government, the community and neighborhoods, business and their constituents to empower citizens and provide a broader perspective on Spokane's future.
- To understand the public's expectations for growth management planning, including the content and products of the process.

Process Chronology

A chronological summary of the Spokane Horizons process follows. Additional details can be found in the supporting documents cited in the text.

➤ March 1995

Citizen Participation Forum

A citizen participation forum offers comments concerning the current state of citizen involvement and recommendations for how to motivate and involve people in community planning, producing “Key Principles for Public Participation.”

Key Principles for Public Participation

- Include “input-based outcomes” to build ownership and increase participation.
- Ensure diversity and inclusiveness in the participation process.
- With the government, in community/neighborhoods, businesses, and their constituents should work collaboratively to achieve community consensus and build effective relationships.
- Communicate frequently and through a variety of techniques.
- Recognize individual time limitations.
- Focus on specific, direct-impact issues to generate interest and participation.
- View Spokane Horizons as a positive opportunity for the Spokane community.

Supporting Documents

- “Key Principles for Public Participation”
- “Citizen Participation Forum Summary Report.” Spokane Horizons Newsletter, April 14, 1995.

➤ Spring to Summer 1995

Identifying Plan Topics

Citizens are asked for community issues of importance and topics that should be included in the city’s comprehensive plan. Ten plan topics are crafted. Four chapters address mandated GMA topics while others are included by local decision. The ten plan topics include the following:

Elements Mandated by GMA

- Land Use;
- Capital Facilities and Utilities;
- Transportation;
- Housing;
- Elements Added by Local Decision;
- Economic Development;
- Urban Design and Historic Preservation;
- Natural Environment;
- Neighborhoods;
- Social Health; and
- Leadership, Governance, and Citizenship.

Supporting Documents

- “Charting a New Course.” Spokane Horizons Newsletter, July 1995.

- “Salmon swim upstream...” Survey.

➤ Summer 1995

Development of Spokane Horizons Executive Board

The Spokane Horizons Executive Board, whose members represent fourteen diverse sponsor organizations, is formed to design and implement the Spokane Horizons process. The organizations represent neighbor-hood, business, civic and local government interests and provide expertise or resources normally not available to the city.

Sponsoring Organizations

- Chase Youth Commission.
- City of Spokane.
- Citizens League of Greater Spokane.
- Community Colleges of Spokane.
- League of Women Voters.
- Pacific Northwest Inlander.
- Spokane Area Chamber of Commerce.
- Spokane Neighborhoods.
- Spokane School District 81.
- Vision Spokane.
- AVISTA Utilities, formerly known as Washington Water Power.
- West Central, East Central, and North Central Community Centers.

➤ Fall 1995

Beginning to Identify Visions and Values

Over 80,000 questionnaires entitled, “50,000 People Are Coming to Dinner . . .and They’re Staying the Night!” are distributed throughout the community via city utility bill mailings, organizations and various meetings. The responses serve as the initial steps toward developing the city’s visions and values. It asks the community two questions:

- What do you really love about Spokane? What should we be sure to keep, even as we grow?
- Think about 50,000 more people living in our city. What changes are you concerned about or looking forward to with this growth? How do you feel this growth will affect the things that you like and want to keep?

Supporting Documents

- “50,000 People Are Coming to Dinner . . . and They’re Staying the Night!” Brochure.

➤ March to April 1996

Clarifying and Confirming Visions and Values

Seven sub-area meetings are held throughout the city followed by a citywide meeting on April 17. Through these meetings and the work of the City Plan Commission, a citywide vision is developed, followed by vision and values statements for each of the plan topics.

Supporting Documents

- Spokane Horizons letter to participants, February 12, 1996.
- "Why Bother, Who Cares?" Meeting Flyer.

➤ June 10, 1996

Adoption of Visions and Values

The City Council unanimously adopts the visions and values as the basis for the comprehensive plan.

Note: The adopted visions and values appear within their corresponding topic section in this document.

➤ July 1996

Ten Topic Work Groups Start Meeting

Ten citizen work groups start meeting to address the plan topics. The groups identify the predominant issues surrounding each topic and select three representatives to serve on the Core Committee, which shares ideas and provides coordination between topics.

➤ October 1996

APA/PAW Honor Award

On October 22, 1996, the city of Spokane receives an Honor Award from the American Planning Association and Planning Association of Washington for Spokane Horizons: Shared Directions.

➤ March 10, 1997

City Council Accepts Community Issues Report

The "Community Issues" report, containing lists of community issues to be addressed in subsequent planning phases, is accepted by the City Council.

Supporting Document

- "Community Issues." Report, undated.

➤ March to July 1997

Ideas for Community Solutions

The Horizons topic work groups continue to formulate solutions to their identified issues. In July, City Council accepts the "Ideas for Community Solutions" document.

Supporting Document

- "Ideas for Community Solutions." July 21, 1997.

➤ July to August 1997

Draft Goals Developed

The ten topic work groups produce the preliminary draft goals, which are approved in August by the Core Committee.

➤ September 1997

League of Women Voters Award

The League of Women Voters presented their 1997 Growth Management Award for Public Participation Programs to Spokane Horizons on September 18, 1997.

➤ **August-December 1997**

Draft Policies Developed; Growth Concepts Explored

Individual work groups develop draft policies addressing the approved goals. The city staff develops the first graphic representations of potential growth concepts that satisfy the draft goals and presents them to the Core Committee.

Supporting Document

- "Draft Goals and Policies, Horizons' suggestions for The City of Spokane's Comprehensive Plan," November 24, 1997.

➤ **January-June 1998**

Formulation of Growth Strategies/Alternatives

The Current Patterns and Focused Growth strategies develop from the initial growth concepts. Outreach to the public for feedback on the strategies includes presentations to more than 90 civic organizations, the preparation of a video and a newspaper tabloid, which is inserted in an April edition of The Pacific Northwest Inlander and throughout downtown and city neighborhoods.

Supporting Documents

- "Spokane Horizons Progress." Spokane Horizons Newsletter, April/May 1998.
- "Two Strategies for Growth, Which Path to the Future," Newspaper Tabloid.

➤ **Fall 1998 and Spring 1999**

Operational Analysis of Growth Alternatives

Information packages fully detailing the three proposed growth alternatives area presented to service providers (both city and non-city agencies) for their evaluation. The second round addresses a larger geographic area than the first round.

➤ **Spring 1999**

Adjustments

Adjustments to the growth population and the refinement of land capacity and demand start.

➤ **Spring and Summer 1999**

Market Analysis of Focused Growth

Consultants complete reports on the market possibilities of the focused growth alternatives.

Supporting Documents

- Focused Growth Alternatives: Mixed-Use Case Studies, March 1999.
- Focused Growth Alternatives: Summary of Stakeholder Interviews, July 1999.
- Focused Growth Alternatives: Summary Analysis Report, August 1999.

➤ **Summer 1999**

Preparation of Integrated Plan

The development of an integrated Draft Comprehensive Plan/EIS document containing the three alternatives begins.

Supporting Documents

- "Horizons' Choices to Hit City Streets" Spokane Horizons Newsletter, September 1999.

➤ Fall 1999

Further Work on Integrated Draft Plan

Additional narrative work, including background and discussion sections, is added to the draft plan while editing and graphic layout procedures continue.

➤ March 2000

Spokane Horizons Executive Board Reconvened

The Spokane Horizons Board is reconvened and provides review of the citizen participation process.

➤ Spring 2000

Draft Comprehensive Plan/EIS Chapters Introduced

Draft Comprehensive Plan/EIS chapters are introduced to the City Plan Commission.

➤ May-September 2000

Draft Comprehensive Plan/EIS Released

The Draft Comprehensive Plan/EIS is released May 22, 2000 for a public comment period that ends on September 26. The document is available in print, on CD-ROM, and on the city's website. 14,000 copies are distributed of a summary magazine titled "Spokane Quest." Public education and outreach efforts include presentations to over 80 civic organizations, booths at nine community festivals, and a standing display in City Hall called the Comp Plan Lab. Feedback instruments include surveys, an email response address, an Open Mike Night, several Tell-Back sessions, and the City Plan Commission hearing on September 6, 2000.

Supporting Documents

- Draft Comprehensive Plan and Draft Environmental Impact Statement.
- "Spokane Quest," Magazine.
- Public Participation Program Pamphlet.

➤ August 2000

Fiscal Analysis of Growth Alternatives

Consults prepare a report analyzing the fiscal impacts of each of the three proposed growth alternatives, which is released for public review on August 30, 2000.

Supporting Documents

- Fiscal Analysis for the Draft Comprehensive Plan/EIS, August 2000.

➤ October 2000

APA/PAW Honor Award

On October 3, 2000, the City of Spokane receives an Honor Award from the American Planning Association and Planning Association of Washington for Draft Comprehensive Plan Community Involvement.

➤ October 2000 – January 2001

City Plan Commission Deliberations

The City Plan Commission deliberates on the Draft Comprehensive Plan/EIS and the three proposed growth alternatives. After consideration of the fiscal, environmental, operational, social and market analyses, and an extensive review of the public comment, the City Plan Commission confirms Centers and Corridors as the preferred growth alternative. Changes are made to policy language and the land use map to address the City Plan Commission's concerns and those raised through the public comment process. The City Plan Commission then recommends this changed version of the plan to the City Council for adoption.

Supporting Documents

- 135 letters of public comment received.
- Tell-Back report: "Perception of Comprehensive Plan Strategies."
- Findings, Conclusions and Recommendation, dated January 17, 2001.
- City Plan Commission's Recommended Draft Comprehensive Plan (January 2001 version).

➤ January –May 2001

City Council Review

From January 18 to February 22, the City Plan Commission hold six study sessions with Planning staff to review the January 2001 Plan Commission's recommended version of the Draft Comprehensive Plan. The City Plan Commission proposes suggested changes to policy language and the land use map in order to address the concerns expressed by City Council members at these study sessions. Preliminary to the City Council hearings on the plan, the Plan Commission holds an open house on February 20 to show the public the February 13 version of the Comprehensive Plan/EIS that contains their recommendations together with the Council's changes to date.

The City Council holds seven weekly public hearings on the comprehensive plan from February 26 to April 9, 2001. The Final Environmental Impact Statement (FEIS) and final Capital Facilities Program (CFP) are released for public review on March 23. In response to the public comment, changes are made to comprehensive plan policies and the land use map during eleven joint City Council/City Plan Commission study sessions held between March 1 and May 10. All the changes that City Council made to the February 13 version of the Recommended Comprehensive Plan are compiled and released for ten days of public review on May 4. City Council hears public testimony on their proposed changes on May 7 and May 14. The City Council's first reading of the comprehensive plan adoption ordinance takes place on May 14. The City council hears final testimony, approves several last minute amendments to the plan text and map, and adopts the Comprehensive Plan by ordinance at the second reading on the ordinance on May 21, 2001.

Supporting Documents

- "Process Meets Product" Spokane Horizons Newsletter, January 2001.
- 234 letters of public comment received.
- City Plan Commission's Recommended Comprehensive Plan/FEIS (2/13/01 public release version).
- FEIS and final CFP.

- City Council's Recommended Changes to the Plan Commission's Recommended Comprehensive Plan (released 5/4/01).
- Comprehensive Plan Adoption Ordinance No. C32847.

➤ January-May 2001

Draft Initial Development Regulations

Draft Initial Development Regulations are released for a 30-day public comment period that runs from January 29 to February 28. The City Plan Commission's hearing on the Draft IDRs is held February 21. The Plan Commission deliberates on the Draft Initial Development Regulations on May 9, and passes their recommendation on to the City Council. A revised version of the IDRs is posted to the City's website for public review on May 15. The City Council's first reading of the revised IDRs takes place on May 14. They are adopted by City Council at the second reading on May 21 with no additional public testimony.

Supporting Documents

- Draft Initial Development Regulations, released on January 29, 2001.
- Initial Development Regulations Adoption Ordinance No. C32843.

The Ahwahnee Principles

A Way to Assess the Comprehensive Plan

The growth strategy in this Comprehensive Plan came purely from the desires and needs expressed by Spokane citizens who participated in the process. It is not mere coincidence, however, that these new directions for healthy community growth also seem somewhat familiar in their presentation. Before World War II and the ensuing sub-urbanization of the post-war, “modern” era, communities developed in ways greatly similar to those promoted in this Comprehensive Plan. A group of nationally recognized urbanists who are active in planning, designing and building healthier urban places has adopted a set of principles to state attributes of growth and development that contribute to high quality of life. These principles are included here as a way to look at Spokane’s Comprehensive Plan in the context of the recommendations of these professionals and scholars.

Preamble: Existing patterns of urban and suburban development seriously impair our quality of life. The symptoms are: more congestion and air pollution resulting from our increased dependence on automobiles, the loss of precious open space, the need for costly improvements to roads and public services, the inequitable distribution of economic resources, and the loss of a sense of community. By drawing upon the best from the past and the present, we can plan communities that will more successfully serve the needs of those who live and work within them. Such planning should adhere to certain fundamental principles.

Community Principles:

- All planning should be in the form of complete and integrated communities containing housing, shops, work places, schools, parks and civic facilities essential to the daily life of the residents.
- Community size should be designed so that housing, jobs, daily needs and other activities are within easy walking distance of each other.
- As many activities as possible should be located within easy walking distance of transit stops.
- A community should contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries.
- Businesses within the community should provide a range of job types for the community’s residents.
- The location and character of the community should be consistent with a larger transit network.
- The community should have a center focus that combines commercial, civic, cultural and recreational uses.
- The community should contain an ample supply of specialized open space in the form of squares, greens and parks whose frequent use is encouraged through placement and design.
- Public spaces should be designed to encourage the attention and presence of people at all hours of the day and night.

- Each community or cluster of communities should have a well-defined edge, such as agricultural greenbelts or wildlife corridors, permanently protected from development.
- Streets, pedestrian paths and bicycle paths should contribute to a system of fully connected and interesting routes to all destinations. Their design should encourage pedestrian and bicycle use by being small and spatially defined by buildings, trees and lighting; and by discouraging high-speed traffic.
- Wherever possible, the natural terrain, drainage and vegetation of the community should be preserved with superior examples contained within parks or greenbelts.
- The community design should help conserve resources and minimize waste.
- Communities should provide for the efficient use of water through the use of natural drainage, drought tolerant landscaping and recycling.
- The street orientation, the placement of buildings and the use of shading should contribute to the energy efficiency of the community.

Regional Principles:

- The regional land-use planning structure should be integrated within a larger transportation network built around transit rather than freeways.
- Regions should be bounded by and provide a continuous system of greenbelt/wildlife corridors to be determined by natural conditions.
- Regional institutions and services (government, stadiums, museums, etc.) should be located in the urban core.
- Materials and methods of construction should be specific to the region, exhibiting a continuity of history and culture and compatibility with the climate to encourage the development of local character and community identity.

Implementation Principles:

- The general plan should be updated to incorporate the above principles.
- Rather than allowing developer-initiated, piecemeal development, local governments should take charge of the planning process. General plans should designate where new growth, infill or redevelopment will be allowed to occur.
- Prior to any development, a specific plan should be prepared based on these planning principles.

Volume V, Appendix C

Capital Facilities Plan

City of Spokane Comprehensive Plan

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C.1 INTRODUCTION

The Capital Facilities Goals and Policies and this Capital Facilities Plan (CFP) complement the Land Use Chapter to ensure that facilities are available and funded for the city's proposed land uses.

This CFP specifically identifies public facilities that will be needed in the future. When a service provider does not maintain a separate plan addressing capital facilities, it is included within this document. The Citywide Six-Year Capital Improvement Program (CIP) is the six-year financing portion of the CFP. The CIP is updated annually prior to adoption of the city budget in order to incorporate capital improvement projects identified in the CFP.

For each service provider, this CFP contains an inventory of existing and proposed capital facilities, establishes level of service (LOS) standards, identifies long-range facility service capacities and projected deficiencies, and outlines the actions necessary to meet such deficiencies. The six year Citywide CIP, City of Spokane Stormwater Management Program, City of Spokane Integrated Clean Water Plan, City of Spokane Water System Plan, City of Spokane Wastewater Facilities Plan, Spokane County Solid Waste and Moderate Risk Waste Management Plan, Spokane Public Library Facilities and Future Service Plan, and the City of Spokane Parks and Open Spaces Plan, Roadmap to the Future are hereby adopted by reference as a part of the Comprehensive Plan. Printed copies are available and the programs may be viewed online at my.spokanecity.org.

Program Scope

The Capital Facilities Plan (CFP) addresses all areas within the incorporated city limits. The scope of the City of Spokane's Capital Facilities Plan is:

- Fire and Emergency Medical Services
- Law Enforcement
- Libraries
- Parks, Recreation, and Open Space Facilities
- Wastewater Management
- Schools
- Solid Waste
- Water
- Private Utilities

The Capital Facilities Plan for Transportation is included in Chapter 4, Transportation, of the Comprehensive Plan. Table CFU 1 lists service types, service providers and the associated capital facility related plans and programs.

TABLE CFU 1 - TYPES AND PROVIDERS OF CAPITAL FACILITIES		
Service Type	Service Provider	Source for Capital Facility Inventory, Planning, and Programming.
Fire and Emergency Services	City of Spokane Fire Department and Fire Districts 1,3,6,8,9, and 10 See Map CFU 1	Comprehensive Plan Chapter 5.5 Citywide Six-Year Capital Improvement Program
Law Enforcement	City of Spokane Police Department and Spokane County Sheriff See Maps CFU 2 and 3	Comprehensive Plan Chapter 5.5 Citywide Six-Year Capital Improvement Program
Libraries	Spokane Public Libraries Spokane County Public Library District See Map CFU 4	Comprehensive Plan Chapter 5.5 Spokane Public Library's 2016 Facilities and Future Service Plan
Parks, Recreation, and Open Spaces	City of Spokane Parks and Recreation Department Spokane County Department of Parks, Recreation and Golf See Map CFU 5	City of Spokane Parks and Open Spaces Plan, Roadmap to the Future.
Wastewater Management	City of Spokane Sewer Maintenance, Spokane Wastewater Management, and Spokane County Public Works and Utilities See Maps CFU 6 and 7	Citywide Six-Year Capital Improvement Program City of Spokane Stormwater Management Program Spokane County Wastewater Facilities Plan City of Spokane Integrated Clean Water Plan City of Spokane Wastewater Facilities Plan (2014)
Schools	Spokane Public Schools (District 81), Mead School District, and Cheney School District See Maps CFU 8,9,10, and 11	Each school district maintains their own capital facility plan as needed.
Solid Waste	City of Spokane Solid Waste Management	Spokane County Comprehensive Solid Waste Management Plan of 2015 Citywide Six-Year Capital Improvement Program
Water	City of Spokane Water and Hydroelectric Services See Map CFU 12 and 13	Citywide Six-Year Capital Improvement Program City of Spokane 2016 Water System Plan
Transportation	City of Spokane Spokane County WA State Department of Transportation See Maps TR 1, 2, 3, 4, and 5	Transportation Chapter (Ch. 4) of the City of Spokane Comprehensive Plan Citywide Six-Year Capital Improvement Program

Explanation of Levels of Service (LOS) Standards

Levels of service (LOS) measure the quality and quantity of public facilities and services that are provided to the community, factors that significantly contribute to the community's quality of life. Service providers establish LOS to identify future capacities of capital facilities, projected deficiencies, and the necessary improvements to serve new growth while still maintaining service levels that will meet the desires of the community, state standards, and federal requirements.

Typically, LOS is expressed as a ratio of facility or service capacity to unit(s) of demand. Examples of LOS measures include the number of police officers per 1,000 people, the number of park acres per 1,000 people, and the number of gallons of water used per day per customer.

Future Demand

As the LOS is based, for the majority of services, on population it is necessary to understand just how much the population of the city and UGAs may grow over the years. Per RCW 43.62.035 the Washington State Office of Financial Management (OFM) provides each county with a population projection range. The County chooses a population growth rate within this range and then allocates (or distributes) the population to the municipalities within its jurisdiction. The Spokane County Steering Committee of Elected Officials recommended that the OFM median 20 year population projection be used.

Spokane County has tentatively allocated for “initial planning purposes” a twenty year (to 2037) population growth of 20,859 new people to the City of Spokane.

The level of service standards and capacity analysis are based on population projections recommended to the Steering Committee of Elected Officials for Spokane County by the Planning Technical Advisory Committee (PTAC) and adopted by the Board of County Commissioners in June of 2016. The PTAC was comprised of planning professionals from Spokane County, cities within the County, the Spokane Regional Transportation Council (SRTC), and the Spokane Transit Authority (STA). The committee used information provided by the Washington State Office of Financial Management (OFM) to determine an appropriate population growth forecast to help predict the number of new users that may increase demand on existing facilities. Details of the committee’s recommendation can be found in Volume V, Appendix E – Planning Technical Advisory Committee Population Forecast and Allocation.

The recommended forecast is based, in part, on OFM’s Projections of the Resident Population for the Growth Management Medium Series, May 2012 which contains a high, medium, and low forecasted growth rate. The city’s previous Comprehensive Plans utilized a higher growth rate which the city has historically not seen come to fruition. This has resulted in planning efforts that exceed the realized growth. The newly adopted growth rate forecasts a population that is smaller than what was used to inform the 2006 Plan resulting in facility and service capacity above what is needed to serve the forecasted population growth within our twenty year planning horizon.

The City of Spokane is planning to be able to accommodate a population increase of approximately 20,859 new people by the end of 2037. If the population increases according to these numbers, the total City of Spokane population will be 236,698 in 2037. For those service providers who have completed future planning prior to the adoption of these numbers, see those plans for information on the population on which they based their projections. Where possible (e.g. police) the information provided in this CFP utilizes the updated projections. Those service providers who used prior population projections accounted for higher growth than what has currently been adopted, therefore they can accommodate the now lower growth projections without additional services and/or capital facilities.

Table CFU 2 - Population Estimates	
Service Type	Service Provider
2017	215,839
2037 Population Forecast	236,698
2017-2037 Population Allocation	20,859

Notes: Spokane County Planning and Technical Advisory Committee Population and Forecast Allocation. Report and recommendation to the Steering Committee of Elected Officials, adopted by County Commissioners June 2016.

Table CFU 3, "Capital Facility Level of Service Standards" lists proposed capital facility levels of service.

Table CFU 3 - Capital Facility Level of Service Standards	
Fire and Emergency Medical Services	11:00 min – non-emergency / non-life threatening - 90% of the time 8:30 min – emergency / potentially life-threatening -90% of the time 8:30 min – priority fire incident – 90% of the time 11:00 min – Effective Fire Force on Structure fires (16 personnel) – 90% of the time
Law Enforcement	1.5 officers per 1,000 residents
Libraries	.813 square feet per capita
Parks	Neighborhood – 1.28 acres per 1000 persons Community – 1.61 acres per 1000 persons Major - 3.09 acres per 1000 persons
Recycling	4.33 collections per household per month
Schools	1 teacher per 19 students
Solid Waste	4.33 collections per household per month
Stormwater	10 year design rainfall frequency for public right of way Prevent flooding of property during a 25-yr 24-hour rainfall event Prevent damage to buildings for a 100-year rainfall event
Wastewater	100 gallons per capita per day
Water	Minimum water pressure of 45 pounds per square inch

C.2 FIRE AND EMERGENCY MEDICAL SERVICES

The Spokane Fire Department (SFD) serves the City of Spokane with a full range of “all-risk” fire suppression and Emergency Medical Services (EMS), as well as prevention and risk-reduction activities. Map CFU 1, “2016 Fire Districts” shows the location of city fire stations staffed and maintained by the Spokane Fire Department. It also shows the boundaries of the fire agencies in Spokane County and the current (as of 2016) fire station locations throughout Spokane County. All of these agencies have mutual aid agreements to assist each other in major emergencies.

Emergency Medical Services (EMS)

The fire department provides first response Emergency Medical Services (EMS) throughout the city for Basic Life Support (BLS) and Advanced Life Support (ALS). All firefighters assigned to the City of Spokane’s 16 fire stations are cross-trained at the Emergency Medical Technicians (EMTs) level to provide a BLS function or trained to a paramedic level to provide ALS care. As of 2016, fifteen (15) SFD stations have paramedics assigned. It is anticipated that paramedic service will be added to Station 8 before the end of 2017 which would result in all SFD fire stations having paramedic service.

When someone calls 911 for medical help, the closest, most appropriate SFD unit is dispatched. SFD can respond in a number of different types of vehicles. SFD personnel may respond on a fire apparatus because they have multiple responsibilities – fire, rescue, and EMS, and might be called to another type of emergency at a moment’s notice. If a patient needs advanced treatment, fire department paramedics can perform advanced life support functions, as well as administer IVs and medication. A private ambulance company is currently under contract with the City of Spokane to provide transportation of 9-1-1 patients to medical facilities.

Future Needs – EMS

Approximately 87 percent of SFD’s total calls for services are for EMS purposes. In 2015, 33,441 EMS incidents, including automobile accidents, occurred within the city limits. This percentage has been steadily rising since the mid-1980s, when 67 percent of the Fire Department’s total calls were for EMS purposes.

In recent years, Non-Life Threatening (NLT) medical calls have been the fastest growing segment of SFD incident response. NLT calls and other EMS calls are increasing for a number of reasons including: an aging population; access to insurance through federal health care legislation; growing health care cost; perceived delays in access to physicians; reduction in funding for Mental Health patients; and many others. This increasing demand has caused SFD and other fire agencies across the U.S. to evaluate and implement nontraditional programs and response models to minimize the out of service time for larger, more critical firefighting apparatus (Engines & Ladders). Furthermore, jurisdictions are looking at ways to meet the greater NLT call volume demand in the most cost-effective manner that may not include traditional staffing models.

In 2008, SFD took a major step towards helping to link the most vulnerable in the community, to the existing and growing social services available, by creating the CARES (Community Assistance Response) Team. The CARES Team is a program within the SFD in cooperation with Eastern Washington University (EWU), to interface with citizens who have received a response from fire personnel and are identified as needing social service or other support system assistance. Generally, the citizen needs help that is available through existing social services programs, but the individual was not able to access them

through traditional means. In most cases, FD responders find these individuals feeling isolated or in some crisis and do not know where to turn for help. Often, these citizens generate many 9-1-1 calls for aid. The CARES team is composed of EWU students who are majoring in the Social Work degree programs. These students meet their academic practicum requirements by serving the CARES Team as student Interns who work to help those in need and reduce the chance of repeat calls for service.

Based on recommendations of the “2013 Fire Task Team” report, Alternative Response Units (ARU) were placed in service in 2013 to help reduce the responses by SFD’s larger apparatus. This program places smaller SUV type vehicles with two personnel in the response system during peak incident periods (approximately 7:00 am – 7:00 pm) for response to primarily NLT incidents. The fire department’s experience has shown positive results in reducing the number of responses by Engine and Ladder companies.

Because of the NLT call increase phenomena across Washington, legislative changes are being pursued to give SFD and other EMS providers other alternatives for transportation to medical destinations such as urgent care clinics and specialty facilities. The traditional model of ambulances taking 9-1-1 callers to the Emergency Department on every incident is not sustainable with the increasing demands on the healthcare system. In 2015, SFD initiated an Integrated Medical System approach towards streamlining EMS oversight, training and quality improvement. Through an Inter-Local Agreement with the Spokane Valley Fire Department, SFD began providing coordination services to improve the EMS system in Spokane County. The Integrated Medical System approach will continue to develop and impact SFD’s involvement in how health care services are delivered in Spokane over the next decade.

Fundamental Health Care Education will be an important factor impacting future EMS needs. Increasing citizen participation in health care initiatives could help reduce the number of EMS needs in the future. Likewise, community involvement in learning Hands Only CPR and willingness to help those in need through the Pulse Point Mobile Application and other technology advancements can have a positive impact on the outcome of patient survivability and overall health system demands.

Level of Service (LOS)

A statewide standard for fire and EMS levels of service (LOS) does not exist. Individual communities are responsible for establishing their own level of service standards in consideration of variables such as risk, existing department resources, population density and dispersal, and benchmarking with other communities.

The National Fire Protection Association (NFPA) is a global nonprofit organization that provides research, training, and industry codes and standards related to the provision of fire and EMS services. The NFPA regularly updates and publishes hundreds of codes and standards for use by its members. As a member of the NFPA, the City of Spokane uses these publications as a guide for determining appropriate response times for our community. Although the city is not currently in a position to meet all of the specific objectives outlined by the NFPA, it is the city’s goal to continuously update our service delivery model, improve response times, and align our levels of service as closely as possible with the guidelines recommended by the NFPA.

The level of service for EMS is a function of call type, response time and call volumes. These, in turn, are dependent on the number and location of fire stations, the number of response units, and the number of firefighters available to respond.

In 2001, the Growth Management Steering Committee for Spokane County amended the interim regional minimum levels of service for emergency medical services to the following:

1. Urban areas shall be served by a state certified Basic Life Support (BLS) agency.
2. Urban areas should be served by:
 - a. An operating Basic Life Support (BLS) unit within 5 miles; and
 - b. An operating Advanced Life Support (ALS) unit within 6 miles or 10 minutes response time for those jurisdictions with urban areas in excess of 5,000 population; and
 - c. BLS and ALS transport service.

Within the City of Spokane, the Fire Department's levels of service for EMS are as follows:

11:00 min – non-emergency / non-life threatening (90% of the time)
8:30 min – emergency / potentially life-threatening (90% of the time)

Need for Capital Facility Improvements

The Citywide Six-Year Capital Improvement Program provides information on the needed and planned capital improvements for fire protection and EMS services.

Proposed Facilities – EMS

The location of paramedic - equipped apparatus required within the next twenty years will depend on the location of additional population and demand for service. New units will likely be housed in either existing fire stations or in new fire stations, depending on demographics. It is anticipated that new ALS units will be achieved by staffing an existing BLS unit with additional personnel trained as paramedics or adding new companies with paramedics assigned. The assessment and use of Alternative EMS response unit utilization will be necessary to stabilize costs as EMS calls for service continue to rise.

As it becomes necessary to add additional response units, there is a cost associated with doing so. The approximate cost necessary to add additional units is as follows:

- 4 person company – 4 personnel per shift (4 x 4 = 16 personnel) ~ \$1,500,000 (2016 cost)
- 3 person company- 3 personnel per shift (3 x 4 shifts = 12 personnel) ~ \$1,200,000 (2016 cost)
- 2 person company – 2 personnel per shift (2 x 4 shifts = 8 personnel) ~ \$800,000 (2016 cost)
- Apparatus & Equipment (2016 costs):
 - Engine ~ \$630,000 + Equipment ~ \$90,000
 - Tillered Ladder ~ \$1,160,000 + Equipment ~ \$70,000
 - Alternative Response Unit ~ \$125,000 + Equipment ~ \$60,000

Fire Protection Services

The Washington Survey and Rating Bureau establishes a class of fire protection for an area, which is the basis for the insurance ratings charged by the insurance industry. The city currently has a Class 3 rating (on a scale of 1 to 10, with 1 being the best, thus lowest, insurance rates).

Inventory of Existing Facilities and Apparatus – Fire Protection

The fire department utilizes sixteen (16) fire stations, all staffed on a full-time basis. Staffed front-line equipment includes thirteen (13) engines, two quints, three ladders/towers and one Attack unit. Additionally, numerous apparatus is cross-staffed by station personnel including: one heavy rescue, one hazardous materials unit, one technical rescue unit, two marine rescue units, eight brush units and one command/rehab vehicle. The Fire Department maintains a reserve apparatus fleet of five engines and one ladder/tower. Table CFU 4, "Existing Facilities and Apparatus – Fire Protection," lists locations and square footage for each station.

TABLE CFU 4 - EXISTING FACILITIES AND APPARATUS – FIRE PROTECTION		
Facility Name	Address	Unit Capacity Size (square feet)
Buildings		
Station 1	44 West Riverside Avenue	31,284
Station 2	1001 East North Foothills Drive	8,110
Station 3	1713 West Indiana Avenue	8,110
Station 4	1515 West 1st Avenue	12,821
Station 5	115 West Eagle Ridge Boulevard	3,218
Station 6	1615 South Spotted Road	5,015
Station 7	1901 East First Avenue	6,544
Station 8	1608 North Rebecca Street	8,110
Station 9	1722 South Bernard Street	8,110
Station 11	3214 South Perry Street	8,110
Station 13	1118 West Wellesley Avenue	8,110
Station 14	1807 South Ray Street	8,110
Station 15	2120 East Wellesley Avenue	6,724
Station 16	5225 North Assembly	8,110
Station 17	5121 West Lowell Road	8,110
Station 18	120 N. Lincoln Road	11,165
CCB (Combined Communications Building)	1620 North Rebecca	21,200 Total Bldg SFD space 12,200
Training Fieldhouse	1614 North Rebecca	26,126
Training Admin/ EOC.	1618 North Rebecca	17,000
Shop	1610 North Rebecca	21,754
Burn Building	1616 North Rebecca	3,215
Total		(21 Buildings) 220,067

TABLE CFU 4 - EXISTING FACILITIES AND APPARATUS – FIRE PROTECTION		
Facility Name	Address	Unit Capacity Size (square feet)
Fire Apparatus	Location	Number of Units
Engines: Pumper/ Ladders; Attack Unit		
Front Line Engine	Station 1	1
Front Line Engine	Station 2	1
Front Line Engine	Station 3	1
Front Line Engine	Station 4	1
Attack Unit	Station 5	1
Front Line Engine	Station 6	1
Front Line Engine	Station 7	1
Front Line Engine	Station 8	1
Front Line Engine	Station 9	1
Quint	Station 11	1
Quint	Station 13	1
Front Line Engine	Station 14	1
Front Line Engine	Station 15	1
Front Line Engine	Station 16	1
Front Line Engine	Station 17	1
Front Line Engine	Station 18	1
Reserve Engines	Various Locations	5
Total		21
Ladders		
Front Line Ladder	Station 1	1
Front Line Tower	Station 2	1
Front Line Ladder	Station 4	1
Reserve Tower	Fire Station	1
Total Ladders		4
Specialty Vehicles		
Battalion Chief	Stations 1, 13	2
Rescue	Station 9	1
Air Trailer	Station 1	1
Hazardous Materials Unit	Station 1	1
Decon Unit	Station 1	1
Marine 2	Station 2	1
Wildland Cache	Station 3	1
Tech Rescue	Station 4	1
Reserve Medic Units	Stations 11, 13	2
Command/Rehab Vehicle	Training	1

TABLE CFU 4 - EXISTING FACILITIES AND APPARATUS – FIRE PROTECTION		
Facility Name	Address	Unit Capacity Size (square feet)
Marine 16	Station 16	1
Salvage Cache	Station 18	1
Brush Units	Stations 6,7,8, 11,14,15,17	8
ARU	Stations 1, 3, 15	3
Total Specialty Vehicles		25
Total Fire Apparatus		50

Future Needs – Fire Protection

Existing Demand

The fire department received 4,673 fire and miscellaneous calls in 1999, or 21.3 percent of total emergency service calls received and in 2015 received 4,958 fire calls and miscellaneous calls or nearly 13.3 percent of total emergency service calls. The level of calls for service received from a specific area can be influenced by numerous factors such as population density, age of construction of the area and income.

Level of Service (LOS)

Within the City of Spokane, the Fire Department's levels of service for Fire Protection is as follows:

8:30 min – Priority Emergency Incidents - 90% of the time

11:00 min – Effective Fire Force-Structure (16 Personnel) – 90% of the time

The level of service for fire protection is a function of response time, station/unit call volumes and the minute to minute status of the overall response system. These, in turn, are dependent on: the number and location of fire stations; the number of fire apparatus units; the number of firefighters; traffic patterns and vehicle or pedestrian congestion; and the type of structure.

Fire stations are located to provide the best citywide coverage possible within reasonable response times. The fire department's ability to serve the community was greatly improved in 1989 when the public approved a bond issue that allowed fire stations to be relocated and built to accommodate multiple emergency units. The station design allowed the department to place various types of resources in fire stations based on analysis of prior calls for service.

Jurisdictions with urban areas shall, at a minimum, provide for the enforcement of the International Fire Code and conduct inspections.

Need for Capital Facility Improvements

By Washington Survey and Rating Bureau (WSRB) requirements, any areas within the city limits that are more than five (5) road miles from a fire station, receive a 9A rating rather than the city's general WSRB rating. This provision has been modified since the last update of the Comprehensive Plan and those areas impacted, typically see insurance rate increases. Currently, most of the populated portions of the city limits are within five (5) road miles of a fire station. The City intends to evaluate service needs and develop plans to serve areas identified outside the five (5) road miles requirement to address insurance rates and ensure balanced coverage across the city. Additionally, during 2015, the city entered into an

Automatic Aid agreement with adjacent fire agencies to the north, east and south of the city. This means the closest unit responds to the incident, regardless of the jurisdictional boundary where the incident is occurring. This agreement provides better overall coverage for the citizens of all the involved jurisdictions.

Additional fire stations beyond the 16 currently in service in the City of Spokane, will only likely be necessary if significant growth or annexations occur. Other than the impacts on insurance rates due to distance from fire stations (as outlined above), in broad terms, a new fire station is justified with a population increase of approximately 7,000 to 10,000 and/or 200 calls for service per year. The location, construction and staffing of new fire stations will not only be determined based on maintaining levels of service and the timing of annexations, but will also be dependent on the city's ability to fund such new capabilities.

If increased population density occurs within the existing city limits, additional engines and ladder/towers will also need to be purchased, and staffed. These additional units and personnel would likely be housed in existing fire stations or through partnering opportunities. Apparatus and equipment may be redistributed based on where the specifically increased concentrations of the population and service demands occur.

Proposed Facilities

Additional Stations within Twenty Years:

1. No Stations are expected to be needed unless population density and incident volumes grow or annexations occur to trigger the need for additional stations. Land for future station locations may be acquired in growth areas if funding is available.
2. If fill-in growth occurs, additional engines, ladder/tower or other apparatus would have to be purchased and staffed. It is likely these added units would be housed in existing fire stations or through cooperative partnerships.

Additional Apparatus within Twenty Years:

1. One new Engine is expected to be needed when Permanent Fire Station 5 is opened in Southwest Spokane on or before January 1, 2020. The area is currently served from a Temporary Fire Station using Attack 5, a smaller response unit with minimal firefighting capabilities that is utilized due to space limitations within the temporary fire station.
2. No additional apparatus are expected to be needed unless population density and incident volumes grow or annexations occur to trigger the need for additional engines, ladders or other units.
3. If fill-in growth occurs additional engines and additional ladder/towers would have to be purchased and staffed.

Six-Year Financing Plan – Fire Protection

The Citywide Six-Year Capital Improvement Program identifies the funding sources and projects necessary to maintain the proposed LOS at proposed growth rates over the next six years. Printed copies are available and the programs may be viewed online at my.spokanecity.org.

C.3 LAW ENFORCEMENT

Inventory of Existing Facilities – Law Enforcement

The Spokane Police Department (SPD) and the Sheriff's Office both reside in the county-owned City-County Public Safety Building (PSB) located on the Spokane County government campus. Both agencies rent additional space in nearby buildings to house expanding programs.

SPD and the Sheriff's Department have occupied the Public Safety Building jointly since 1970. SPD provides all records and property room services for both departments. The Sheriff's Department provides all identification, major crime processing, and evidence processing for both departments. The county, on a straight square foot basis, bills the Spokane Police Department for the space directly occupied. The joint use space such as the Records, Property, and Forensics Division are paid on calculations performed by the County Auditor formulated on 60 percent city expense and 40 percent county expense.

TABLE CFU 5 - EXISTING FACILITIES – LAW ENFORCEMENT (EXCLUDING C.O.P.S. SUBSTATIONS)		
Facility Name	Location	Size (square feet)
Public Safety Building	1100 West Mallon Avenue	60,425
YWCA – Regional Domestic Violence Task Force	930 North Monroe	450
Police Academy (without Range Area)	2302 North Waterworks	13,500
Gardner- Investigations	1427 West Gardner	19,000
Regional Evidence Facility	4010 East Alki	63,000
North Precinct	5124 North Market	7,703
Downtown Intermodal	221 West 1st Avenue Amtrack Station	1,704
South Precinct	2116 East 1st Street	563
Core Office Facilities (Public Safety Building, YWCA and Gardner)	Total Square Feet	79,875

The Spokane Police Department and community volunteers have also developed and staffed Community Oriented Policing Services Substations (see Map CFU 3, "C.O.P.S. Substations," for locations). Both private and public funding sources fund the C.O.P.S. Substations. Because of the varied funding sources and limited capital expense, the C.O.P.S. Substations are not included in the needs analysis for future capital facilities. Currently, the Spokane Police Department has 282 vehicles for commissioned officers, 13 motorcycles, 16 vehicles for non-commissioned employees, 28 new and inactive vehicles, 9 ATV/Trailer/Etc. vehicles/units and 5 motorcycles in reserve status. Eight of the vehicles/units have been flagged for disposal.

Future Needs – Law Enforcement

Existing Demand

The Regional Evidence Facility vehicle storage area is at capacity today. There is an immediate need to seek additional space for these storage needs.

The Spokane Police Department has an authorized strength of 311 commissioned officers, although vacancies, attrition, and budget constraints cause actual staffing to fall below authorized numbers. The

SPD also has 96 full-time civilians, 12 temporary or project employees, and 68 volunteers. All but a few of the 487 SPD employees work out of 79,875 square feet of combined core facility space (164 square feet per SPD employee).

Level of Service (LOS)

The number of officers per one thousand city residents is a common method used to measure level of police service. It is not a good indicator, however, of the actual demand upon police services because the service population is regionally based. More than this, some areas of the city require more police service as they generate more calls for service than others do.

A ratio of 1.5 officers per thousand persons has historically been considered adequate for the City of Spokane. The 2016 LOS was 1.45. The average for cities over 100,000 population in Washington State is 1.8 officers per one thousand citizens.

The city can afford to maintain the proposed LOS of 1.5 officers per thousand residents over the next six years. There is more to police work than just policing; it also includes a well-proportioned number of civilian employees to keep things running smoothly. It has been suggested that the current LOS provided by civilian employees at approximately .33 civilian employees per police officer is the standard that should be carried forward. This need is also reflected in Table CFU 6.

Future Demand

Table CFU 6 shows the number of officers needed over the next twenty years to maintain the LOS of 1.5.

The projected population growth within the city and its UGA is 20,859 new people through the year 2037. In order to maintain the adopted level of service the city will need a total of 455 officers and 150 civilian employees by 2037. This means the city will need to add a total of 144 additional officers and 54 civilians over the next 20 years.

In 2015, the total cost to support one officer was \$191,703, which includes the cost of civilian personnel. This is operating cost only and does not address capital needs. A conservative 3 percent annual increase in operating expenses was used to project future officer support costs. The additional operating cost to support a level of service equal to that of 1.5 officers per thousand residents will require approximately \$5.9 million in additional revenue to support SPD through 2037.

TABLE CFU 6 - LEVEL OF SERVICE – NEEDED LAW ENFORCEMENT OFFICERS				
Year	Population	Officers per 1,000 Residents (LOS)	Number of Officers Needed to Provide Adopted LOS	Number of Civilian Employees Needed*
Total Population 2017 City (Present)	215,839	1.5	324	107
2017-2037 (Increase-City)	20,859	1.5	31	10
Total 2037 Population	303,106	1.5	455	150

**The number of civilian employees per police officer is estimated to be close to .33. Including this category in the Comprehensive Plan is intended to reflect the actual numbers of employees, and their associated costs, with anticipated population growth.*

Six-Year Financial Plan

The Citywide Six-Year Capital Improvement Program identifies the funding sources and projects necessary to maintain the proposed LOS at proposed growth rates over the next six years. Printed copies are available and the programs may be viewed online at my.spokanecity.org.

C.4 LIBRARIES

Inventory of Existing Facilities

Spokane Public Library (the “Library”) currently has six branch libraries in the Indian Trail, Shadle, Downtown, South Hill, Hillyard, and East Side areas. Since their construction in the 1990s, these facilities have been inadequately maintained and are in dramatic need of updating due to rapid changes in technology, constant usage, and community need.

Future Needs

Existing Demand

High-quality public education is provided through the downtown branch, two community branches, three neighborhood branches, a digital branch, and outreach to the business and nonprofit community, seniors and youth. We serve the educational needs of every citizen.

Early, adult and digital literacy is supported through our collection of resources. In addition to resource materials for self-directed education, branch libraries also offer their meeting rooms for use by the community. Technology and research assistance is also provided via professional staff to navigate an increasingly complex and evolving world of information. Clearly, the public library system plays a crucial role in the educational, social, economic, recreational, technological and cultural health of the community. In 2013, Spokane Public Library adopted a new mission statement to better meet the evolving needs of the community with a renewed commitment to “high quality education for all,” and established strategic directions related to community success, library impact, and organizational innovations.

This mission dovetails with City of Spokane’s strategic focus, as well as with local and national shifts in library service demands. The Library has embraced its role as an educational resource and has bolstered its physical and digital resources, programmatic offerings, and staffing to reflect this role.

Level of Service (LOS)

Spokane Public Library’s Strategic Directions, developed in 2014, outline the Library’s service priorities.

1. Empower our citizens to help our community succeed
◆ Goal: Inspire a community of readers
◆ Goal: Expand citizen access and knowledge of emerging literacies and technologies
◆ Goal: Be the resource for free learning opportunities for citizens of all ages so they can achieve their personal and professional goals
2. Build partnerships for a greater impact on citizen’s lives
◆ Goal: Be an engaged community partner
◆ Goal: Collaborate to expand access to community expertise for customers
◆ Goal: Meet customers and partners when and where they are with the information they want
3. Become an organization of growth and innovation
◆ Goal: Remain relevant and vital through continuous learning

- ◆ Goal: Transform our libraries to meet local needs of our customers and community
- ◆ Goal: Share the library messages widely

In addition, their level of service standards are as follows:

	1996	2014	Recommended
Operating budget per capita	\$33.80	42.68	\$50.00
Materials budget per capita	\$4.56	4.24	\$7.50
Percent of operating budget for materials	14%	10%	15%
Square feet per capita	.671	.671	.813
Circulation per capita	10.5	10.14	10.5
Unduplicated hours of operation per week	60	58	60

Spokane Public Library's Strategic Directions stress flexibility so their programs and level of service standards have room to evolve as customer needs change in the future.

Future Demand

Increased service demand resulting from future population growth could be addressed either through construction of new facilities, creative outreach programs and satellite service points, or a combination of both.

Need for Capital Facility Improvements

All of Spokane Public Library's facilities have been replaced with new buildings since 1991. Given an average life span of a library facility of 20 to 30 years, these facilities should not have to be replaced over the next 20 years. However, depending on how and where future growth and development occur, future population increases could require the expansion of existing facilities (at Indian Trail, for example) or construction of new facilities (perhaps in the Qualchan area).

As of 1998, all of Spokane Public Library's facilities were replaced with new buildings. Given an average life span of a library facility of 20 to 30 years, in 2015, Spokane Public Library conducted an extensive evaluation encompassing four aspects of library operations and capital:

- The system of library locations as they work together to serve the city;
- The Library's operations and customer experience, including the staffing structures that can maximize customer engagement and return on investment;
- SPL's technology platforms and technology-based opportunities; and
- The specific, physical facilities, their conditions, and how they can best accommodate current and future public demand.

In 2016, the Library Board of Trustees adopted a Facilities and Future Service Plan to lay the groundwork for delivering 21st century library services. In addition to many outstanding deferred costs, all six branches are in need of updating in order to continue to meet growing and evolving demand. The Library's 2016 Future and Facilities Study revealed that substantial upgrades are necessary throughout the system to meet the needs of the 21st century citizen. Additionally, the Shadle and South Hill libraries will need to undergo expansions. Since the South Hill library is effectively landlocked, this branch will need to be relocated in order to undergo the necessary expansion.

Other Plans

Meeting level of service standards is also affected by fluctuating revenue levels. For example, in November of 1999, Washington voters passed Initiative 695. One of the consequences of this action was that the Library, which receives operating support from the City of Spokane, was required to cut back on services. Their decision was to reduce off-hour access to the main library downtown. In addition, they shifted branch library operating hours to match those of the downtown library, with the exception that some branch libraries remained open on Saturdays. Operating budgets through the early 2000s were cut or flat for many years. Consequently, open hours for branches were drastically reduced for neighborhood branches. In 2013, City of Spokane voters passed a levy lid lift that stopped reductions in service hours and extended hours through 2017. A good library system is accessible to the community, and it is important that library hours include morning, afternoon, evening and weekend hours to serve customer needs. Availability and convenience of hours for citizens is an essential component of meeting level of service standards.

Proposed Facilities

Library facilities should either be in proximity to population centers or easily accessible by bicycle, bus, or private vehicle. If future development and population growth were to continue away from the city center and major corridors, the library would feel it necessary to build new facilities to serve these new areas.

Library operations would also be affected by growth patterns. Operations (utilities, security, minor contracts, etc.) and personnel costs would also increase.

Six-Year Financial Plan

Over the next six years, all six branch libraries will need to undergo significant makeovers and infrastructure upgrades. This is estimated to cost from \$30-90 million, depending on the desires of the community. Information about planning related documents for the Spokane Public Library can be found at www.spokanelibrary.org.

The Citywide Six-Year Capital Improvement Program identifies the funding sources and projects necessary to maintain the proposed LOS at proposed growth rates over the next six years. Printed copies are available and the programs may be viewed online at my.spokanecity.org.

C.5 PARKS, RECREATION, AND OPEN SPACE FACILITIES

The City of Spokane provides a system of local parks (neighborhood and community), major parks, and open space. The park system is managed by the Spokane Parks and Recreation Department with policy direction provided by the Spokane Park Board.

The current Parks and Recreation Department's Parks, Recreation, and Open Spaces Plan, Roadmap to the Future, offers a much more detailed picture of the park, recreation and open space system and what changes and improvements will be made in the future. The current Parks, Recreation and Open Spaces Plan, Roadmap to the Future is hereby adopted by reference as a part of the Comprehensive Plan. Information about planning related documents for the Spokane Parks and Recreation Department can be found at www.spokaneparks.org.

Inventory of Park Lands

The current Spokane Parks, Recreation, and Open Spaces Plan, Roadmap to Future, includes an inventory of each park and facility in the city. For a general location by park or facility type see Map CFU 5, "Parks". The various types of parks are described as follows:

Major Parks

A major park is a large expanse of open land designed to provide natural scenery and unique features of citywide and regional interest as well as affording a pleasant environment and open space in which to engage in active and passive recreation.

Physical Size

Between 90 and 237.94 acres.

Built Environment

Assets (desired)

Restroom.

Assets (optional)

Shelter, electricity, play equipment, softball/ baseball, ADA access, picnic area, aquatic recreation.

Parking

0-120 Spaces.

Multiple off-street parking lots to allow for access to different areas of the park.

Natural Environment

Natural Area

May have natural area, stream, lake.

Environmental Benefits

Stormwater infrastructure, native plants, habitat.

Programs

Programming (desired)

Community gatherings.

Programming (optional)

Scheduled for athletic teams, concerts, special sporting events, large special events, nature programs.

Geographic Range of Users (LOS)

Citywide, regional, tourists.

Community Parks

Community parks offer diverse recreational opportunities. These parks may include areas suited for facilities, such as athletic complexes and large swimming pools. Natural areas

for walking, viewing, and picnicking are often available in community parks. Water bodies are present in many of these parks.

Physical Size

Between 8- 51.3 acres.

Built Environment

Assets (desired)

Play equipment, restroom, ADA access.

Assets (optional)

Shelter, electricity, baseball/ softball, picnic area, aquatic recreation.

Parking

0-312 Spaces.

Off street parking.

Natural Environment

Natural Area

May have natural area, stream, lake.

Environmental Benefits

Stormwater infrastructure, native plants, habitat.

Programs

Programming (desired)

Community gatherings.

Programming (optional)

Scheduled for small concerts, natural activities, food vendors.

Geographic Range of Users (LOS)

Several surrounding neighborhoods between ½–2 mile radius.

Neighborhood Parks

Neighborhood parks are intended to provide both active and passive recreation for residents enjoying short daily leisure periods but should provide for most intensive use by children, family groups, and senior citizens. These parks are centrally located in neighborhoods with safe walking and bicycle access.

Physical Size

Between .66- 13.33 acres.

Built Environment

Assets (desired)

Picnic area, ADA access, play equipment, restroom.

Assets (optional)

Basketball, Tennis, Softball, Baseball, Shelter, Electricity, Aquatic recreation.

Parking

Generally street parking, may have off street parking.

Natural Environment

Natural Area

May have natural area, creek, lake.

Environmental Benefits

stormwater infrastructure, native plants.

Programs

Programming (desired)

None.

Programming (optional)

Light scheduling for athletic teams, community gatherings, small concerts.

Geographic Range of Users (LOS)

Surrounding neighborhood, between ¼ mile and ½ mile.

Neighborhood Mini-Parks

Mini-parks are developed to serve a concentrated or specific group, such as children or senior citizens. Mini-parks have often been developed in areas where land is not readily available for neighborhood parks.

Physical Size

Between .22 and 2.33 acres.

Built Environment

Assets (desired)

Play equipment.

Assets (optional)

Shelter, electricity, restroom, ADA access, picnic area.

Parking

On street.

Natural Environment

Natural Area

May have natural area, creek.

Environmental Benefits

Stormwater infrastructure, native plants.

Programs

Programming (desired)

None.

Programming (optional)

Small community gatherings.

Geographic Range of Users (LOS)

Immediate neighborhood, ¼ mile radius.

Trails

Trails are paved or unpaved surfaces that are ideally separated from streets and are within an open space corridor. Trails are typically used for running, biking, walking, and skating.

Physical Size

1- 11 miles

Built Environment

Assets (desired)

Assets (optional)

Restroom, picnic area, ADA accessible.

Parking

Trailhead and on street parking.

Natural Environment

Natural Area

May have shoreline, riparian area.

Environmental Benefits

Stormwater infrastructure, native plants, riparian area.

Programs

Programming (desired)

None.

Programming (optional)

"Fun runs" and other small community gatherings.

Geographic Range of Users (LOS)

Citywide, regional, tourists.

Parkways

Parkways are often associated with arterials that have scenic features or connect parks. They have special landscape treatments such as trees, shrubbery, and grass. Some parkways have trails associated with them.

Physical Size	Between 0.3 and 189.52 acres.
Built Environment	
Assets (desired)	Trees, grass.
Assets (optional)	Native plants, street lights.
Parking	N/A.
Natural Environment	
Natural Area	May have natural area.
Environmental Benefits	Stormwater infrastructure, native plants, riparian area.
Programs	
Programming (desired)	None.
Programming (optional)	None.
Geographic Range of Users (LOS)	Citywide, all travelers using the street.
<hr/>	
Conservation Land	Conservation areas are open space areas designed to protect environmentally sensitive features, such as steep slopes, unstable soils, and shorelines. These areas are generally maintained in their natural state and help preserve significant views and wildlife habitats and corridors.
Physical Size	Between 7 and 464.15 acres.
Built Environment	
Assets (desired)	Native plants and vegetation.
Assets (optional)	Trails, shelter, restroom, picnic area.
Parking	0- 40 Spaces.
On or off street.	
Natural Environment	
Natural Area	May have natural area, creek, lake.
Environmental Benefits	Stormwater infrastructure, native plants, habitat, riparian corridor, erosion control.
Programs	
Programming (desired)	Environmental education.
Programming (optional)	Plant restoration, service projects, research.
Geographic Range of Users (LOS)	Citywide, regional, tourists.
<hr/>	
Other Facilities	The Parks and Recreation Department also owns and manages other facilities including an arboretum, an art center, community/senior centers, golf courses, sports complexes and aquatic centers.
Physical Size	Between 1 and 198.99 acres.

Built Environment

Assets (desired)	Depends on intended use.
Assets (optional)	Depends on intended use.
Parking	Depends on intended use.

Natural Environment

Natural Area	None.
Environmental Benefits	Native plants, habitat, and green stormwater infrastructure.

Programs

Programming (desired)	Depends on intended use.
Programming (optional)	Depends on intended use.

Geographic Range of Users (LOS)	Citywide, regional, tourists.
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Forecast of Future Park Needs

Level of Service (LOS)

The city measures LOS by comparing the acres of parks per every thousand residents. See the current Parks, Recreation and Open Spaces Plan, Roadmap to the Future, for an LOS analysis.

The city does not measure LOS for conservation land, parkways, or trails. These park types are typically purchased and developed on an opportunity basis. The city seeks to purchase and designate conservation land each year. The primary funding source is the Conservation Futures Program, which is administered by Spokane County.

Need for Capital Facility Improvements

In order to maintain the existing LOS as the city grows over the next twenty years, the city will have to develop new parks. See the Citywide CIP for a list of park facility projects scheduled for the next six years as well as project funding sources.

Six-Year Project and Financing Plan

See the current Parks, Recreation, and Open Space Plan, Roadmap to the Future, for details on needed future capital facilities and for a LOS analysis. The Citywide Six-Year Capital Improvement Program identifies the funding sources and projects necessary to maintain the proposed LOS at proposed growth rates over the next six years. Printed copies are available and the programs may be viewed online at my.spokanecity.org.

C.6 WASTEWATER MANAGEMENT

Service Area

The Riverside Park Water Reclamation Facility (RPWRF) (Previously known as the Spokane Advanced Wastewater Treatment Plant (SAWTP)) serves the city, portions of the urbanized un-incorporated county, and several other communities. The city serves these additional areas based on interlocal agreements, which are similar to contracts. Some of these agreements are for small amounts of capacity while others, like the agreement with Spokane County, are for ten million gallons per day. With the multitude of users, the RPWRF is a regional system. See Map CFU 6, "Sewer Service Area."

Because of existing agreements and the location, the RPWRF will most likely always be a regional system. Spokane County Regional Water Reclamation Facility began operating in 2011. The current treatment capacity is 8 million gallons per day (MGD), but it can be increased in phases to 24 MGD.

Inventory of Existing Facilities

Sanitary Sewer and Stormwater Systems

The sanitary sewer system doesn't consist of a treatment plant alone. The city operates and maintains over 470 miles of sanitary sewer lines and 400 miles of "combined" sanitary lines that connect the treatment plant with the service area. Where needed, lift stations or inverted siphons provide sanitary sewage service in locations that are too low. Over 350 miles of storm drain pipes, catch basins and drywells, and combined sewer overflow structures (CSOs) provide stormwater service. Map CFU 7, "Stormwater Facilities," shows the location of the major sanitary sewer and stormwater facilities.

The City of Spokane Wastewater Facilities Plan with Amendments 1 through 3 includes a detailed inventory and future needs assessment of the regional wastewater system. This long range planning document covers a fifty year period and currently describes the needs of the system until 2030.

The 2014 City of Spokane Combined Sewer Overflow (CSO) Plan Amendment amends the city's 2005 CSO Plan and is designed to reduce CSO events. This 2014 Plan Amendment, documents modifications to the city's CSO Program as a result of changes to applicable regulations, improvements in computer modeling tools, information about the actual performance of CSO storage facilities already built, implementation of the Spokane County Reclamation Facility, and other progress made on CSO control within the city. To consider future growth, the computer simulations of individual basins were based on 2030 growth conditions and varied basin by basin.

The City of Spokane Integrated Clean Water Plan builds from the city's CSO Plan Amendment (final submitted to Ecology March 2014) and Wastewater Facilities Plan Amendment No. 3 (final submitted to Ecology March 2014), integrating CSO projects, stormwater projects, and municipal wastewater treatment projects into an overall investment focused on water quality.

Table CFU 7 is an inventory of the sewer system.

TABLE CFU 7 - INVENTORY OF EXISTING SEWER FACILITIES		
Facility Category	Quantity	Units
Treatment Plant	1	each
Sewage Lift Stations	29	each
Sanitary Collection System	470	miles
Storm Water Collection System	350	miles
Combined Sewer Collection System	400	miles
Inverted Siphons	14	each
Catch Basins and Drywells	Over 18,000	each
CSO Regulating Structures	24	each

Future Needs

Existing Demand and Capacity Summary

The RPWRF recycles approximately 34 million gallons of wastewater a day and returns the cleaned water to the Spokane River. The facility can handle peak flows, included combined sewer flows, up to 150 million gallons a day. Planned construction is based on projected growth within city, as well as Spokane County contribution of 8 MGD and the completed CSO Abatement Program, as described in Facility Plan Amendment No. 3. The collection system, CSO control, and RPWRF are all being designed for 2030 projected population.

Variable flow is water that infiltrates or inflows into the system and is not associated with sanitary sewer users. The city continues to make improvements to the sewer collection system to limit the amount of variable flow.

Level of Service (LOS)

The proposed level of service (LOS) for sanitary sewage processing is 100 gallons per capita per day (GPCD). This means that the city must plan to be able to accommodate 100 gallons of sanitary sewage per day for every person in the service area. Although some citizens may generate less or more sanitary sewage, this is an accepted average that can be used for planning purposes.

The level of service (LOS) for stormwater is to design public right-of-way for a 10-year rainfall frequency, prevent flooding of property during a 25-yr 24-hour rainfall event, and prevent damage to buildings for a 100-year rainfall event.

Six-Year Financial Plan

The Citywide Six-Year Capital Improvement Program identifies the funding sources and projects necessary to maintain the proposed LOS at proposed growth rates over the next six years. Projects include reductions in septic systems, CSO events, infiltration and inflow, and capital improvements to the RPWRF. Printed copies are available and the programs may be viewed online at my.spokanecity.org.

C.7 SCHOOLS

There are three school districts operating within the current Spokane city limits. The vast majority of the City of Spokane is served by Spokane School District No. 81 (Spokane Public Schools). Cheney School District No. 360 serves some small corners in the southwest area of the city and the west plains. Mead School District No. 354 is generally located on Five-Mile Prairie and north of Lincoln Road. Depending on the placement of the City of Spokane's final urban growth boundary and annexations related to those new boundaries, more of the city might be served by these last two school districts, with the possible addition of the Nine-Mile Falls and West Valley school districts. (See Map CFU 11, "School Districts and Facilities.")

Inventory of Existing Facilities

Spokane Public Schools operates thirty-four elementary schools, six middle schools and five high schools, in addition to several special schools, serving nearly 30,000 students each year. See Maps CFU 8, "Elementary School Boundaries," CFU 9, "Middle School Boundaries," and CFU 10, "High School Boundaries." In addition to the regular attendance center programs, the district is the sponsoring agency for the Spokane Area Skill Center (NEWTECH Skill Center), which serves students from Spokane Public Schools and nine neighboring school districts. Special learning centers like the Libby Center, Spokane Public Montessori, The Community School, The Enrichment Cooperative, On-Track, before and after-school childcare programs such as Express, and an extensive summer school program, round out the district offerings. The district also offers preschool for low income and special education students at some sites.

TABLE CFU 8 - INVENTORY OF EXISTING FACILITIES: SCHOOLS	
School	Total Existing Enrollment
Elementary Schools	16,173
Middle Schools	3,992
High Schools	8,094
Other Buildings	1,678
Total School Facilities	29,937

Existing Enrollment

Spokane Public Schools has a total full-time enrollment of nearly 30,000 individual students. This includes 1,678 students enrolled in special schools. The focus of these alternative schools ranges from programs for troubled youth to professional-technical training at the NEWTECH Skill Center.

Shifting enrollment between schools requires the School District to remain flexible. State mandated classroom size reduction in kindergarten through third grade, combined with slow and steady growth, is adding to the complexity of facility capacity issues. The district reacts to these fluctuations through busing, building additions, and the use of "relocatables," which are portable buildings.

TABLE CFU 9 - INVENTORY OF EXISTING FACILITIES: SCHOOLS BUILDING SQUARE FOOTAGE				
School	Permanent	Portable	Total	Site Acreage
Elementary	1,715,198	61,904	1,777,102	214.41
Middle	695,139	0	695,139	104.69
High	1,319,728	31,344	1,319,728	143.59
Other Buildings	515,666	0	547,010	63.27
Total for All Buildings	4,245,731	43,248	4,338,979	525.96

Existing Capacity

Currently the School District is facing a facility capacity challenge at the elementary level in two areas within the school district boundaries – the southern and northern most regions of the School District. To address this issue in the south area, the School District is adding an eight classroom addition to Mullan Road Elementary and making some minor boundary adjustments. To address the capacity issues in the northern area, the School District is building a new Linwood Elementary with more capacity. There will also be some boundary adjustment to address facility capacity issues at other elementary schools in the northern region. Another issue the district will be addressing is the state mandated K-3 classroom size reduction legislation. The School District is currently undertaking long range planning to address this facility capacity challenge in the next bond cycle to be voted on in February 2021.

Enrollment has been slowly increasing in the School District, starting at the elementary level. Where growth will occur has been difficult to predict due to the growth of apartments and multifamily developments in the city.

With future growth, the smaller class sizes and continuing programmatic changes, the School District will need to add classrooms (i.e., schools) to its inventory. The current estimate is a need for nearly 120 additional classrooms, possibly with additional elementary schools or middle schools.

The School District recently remodeled or replaced all five of its comprehensive high schools. A high school's capacity is measured more by total teaching stations than total enrollment. The district has capacity in its high schools.

Future Needs – Public Schools

Existing Demand – Enrollment

There were nearly 30,000 students enrolled in Spokane Public Schools elementary, middle, and high schools in 2016.

Level of Service (LOS)

Spokane Public Schools describes their current level of service standard as, “educate all children who wish to attend public schools, between the ages of five years and 21 years who have not received a high school diploma or equivalent [and] educate handicapped children between the ages of three and five years.”

For elementary schools, more specific level of service standards include: 500 to 625 students per school, 5 or more acres of land per school, and a student/teacher ratio in K-3 of 25 to 1 and a ratio of 28 to 1 in 4-6. The standard student/teacher ratio for middle and high school is 30:1. Students who live more than a mile from school may travel to school on district-approved buses. Bus service is also provided to those

students whose school route has been declared unsafe by the district safety office or who participate in after-school activities.

Future Demand – Enrollment Projections

Demographic shifts have a cyclical effect on projected enrollment. As the adults in a neighborhood age, the number of school children decreases. When older residents gradually give way to young families, the number of school children increases. Certain types of employment and higher income levels typically indicate a family with older children who will be phasing out of the school system relatively soon.

In addition to unique local phenomenon, Spokane Public Schools bases their enrollment projections on the cohort survival method. Since there is limited in-migration, births within the School District account for the bulk of growth. Birth numbers are based on enrollments in birth classes and are projected out five years to calculate the projected kindergarten enrollments

Shown in Table CFU 10 the projections are showing a slow and steady growth pattern. This does not however show the impact of classroom size reduction that is being projected by the state. This is planned to be fully implemented by 2018. This will drive a need for additional classroom needs at grades K-3. The projected classroom size reduction ratio is 1 teacher to 20 students. This will leave a shortage of classrooms in our elementary schools of approximately 120 classrooms that will require additional construction of schools.

TABLE CFU 10 - ENROLLMENT PROJECTIONS				
Year	School Level			Total
	Elementary	Middle School	High School	
16-17	16,801	4,294	8,394	29,490
17-18	16,950	4,224	8,391	29,583
18-19	17,077	4,370	8,244	29,691
19-20	17,032	4,621	8,209	29,862
20-21	17,028	4,743	8,303	30,074
21-22	16,983	4,707	8,520	30,209
22-23	17,113	4,540	8,777	30,429
23-24	17,155	4,458	9,001	30,614

Projections from Spokane School District 81: Planning Capital Projects, April 2, 2014.

Plans of Other Providers

In order to sustain and improve overall community health, Spokane Public Schools makes their buildings and recreational facilities available to the public for use during non-school hours. Priority for scheduling and rental fee structure ranges over five classes: school district sanctioned activities, joint use agreements and contracts, other educational institutions, civic and service use, and private interest groups. (See the Spokane Public School Board Policy Procedure Manual.)

Proposed Facilities

Currently, the School District is in the third six-year bond cycle of a long-range facility improvement plan. The District is already starting preliminary bond planning for a 2021 election which will be implemented

between 2021 and 2027. A list of projects has not been selected at this time and will be determined by the District's bonding capacity in 2021.

Six-Year Financial Plan

Six-Year Funding and Projects

In 2015, Spokane Public Schools successfully passed a \$145 million bond, which funds the following projects shown on Table CFU 11, "2015 Bond Projects." With bond interest income, a capital fund residual balance from 2009, and the estimated state matching funds the total funds of the 2015 bond will be \$209,425,000. The projects fall into the categories of: Major Construction Projects, Smaller School Improvements at All Schools, Technology Upgrades and Replacements, and Safety and Security Improvements.

TABLE CFU 11 - 2015 BOND PROJECTS			
Bond Project	Stage of Project	Project Budget	Completion Date
Adams – Limited Facility Improvements	Planning	\$5,000,000	2021
Franklin Modernization and Renovation	Design Phase	\$25,725,000	2018
Linwood Replacement	Design Phase	\$22,400,000	2020
Wilson - Classroom Addition	Planning	\$4,500,000	2020
Salk Middle School Replacement	25 Percent	\$36,000,000	2017
Shaw Middle School Gymnasium Replacement and Master Plan	Planning	\$13,600,000	2021
Lewis and Clark – Classroom Addition	Planning	\$4,500,000	2020
North Central Commons and Classroom Additions	20 Percent	\$18,600,000	2017
Land Acquisitions	In Process	\$9,500,000	2021
Portable/Classroom Additions	In Process	\$9,000,000	2021
District Annual School Projects	20 Percent	\$33,000,000	2021
District Technology Improvements	20 Percent	\$23,000,000	2021
Safety and Security Upgrades	30 Percent	\$4,000,000	2018
Total		\$209,425,000	

Capacity Balance

Spokane Public Schools knows that additional facility capacity will need to be generated to meet future needs. Excess capacity will not be generated, as it limits their eligibility for state matching funds to offset the cost of school construction. Table CFU 12, "Capacity Balance After 2015 Bond Projects," shows the capacity balance after completion of the 2015 school bond projects.

TABLE CFU 12 - CAPACITY BALANCE AFTER 2015 BOND PROJECTS		
Site	Project	Additional Capacity
Adams Elementary	HVAC upgrades, window replacements and elevator addition	0 students
Franklin Elementary	Modernization and replacement	100 to 150 students
Linwood Elementary	Replacement	100 to 125 students
Wilson Elementary	Classroom addition	25 to 50 students
Salk Middle School	Replacement	75 to 100 students
Shaw Middle School	Gymnasium replacement and master planning	0 students
Lewis and Clark High School	Classroom addition	0 students
North Central High School	Commons and classroom addition	100 to 150 students
Land Acquisitions	Purchase land for growth and class size reduction	Unknown
Portable/Classroom Addition	To allow for growth and class size reduction	Unknown
Annual Capital	Investments to the school sites	0 students
Technology	Improve and update technology	0 students
Safety and Security	Single point of entry at all sites	0 students

Elementary Schools

Spokane Public Schools continues to look ahead in anticipation of future growth and program needs that will impact the need for elementary schools. Their current standard of an elementary school is a capacity of 585 to 625 students. Programs for music, physical education, art, science and other special courses have increased the need for additional classrooms and specialty spaces. The district is also seeing a growth in special education. In the last two years, the School District has opened Spokane Public Montessori as a K-8 school.

The state has also been charged with fully funding basic education. In the McCleary decision, the Washington State Supreme Court found that legislators were not meeting that requirement. The state responded by implementing a goal of classroom size reduction in grades K-3 by 2018. This alone will bring about a need for additional classroom capacity in all district elementary schools.

Spokane Public Schools is looking at many ways to address the need for growth and class size reduction in the next 20 years. They are studying many long range plans to address these upcoming needs at their elementary schools. The District would need to build five to seven additional elementary schools keeping their current grade configuration of K-6. If the District were to change the configuration to be K-5 and 6-8 middle schools, it could require one to two new elementary schools along with 3 additional middle schools looking twenty years ahead.

Middle Schools

Spokane Public Schools currently has six middle schools with grade configurations of 7-8. One of the six, Salk Middle School, is currently under construction and will open for the 2017-18 school year. The old building will then be demolished. Shaw Middle School is also on the current 2015-2021 bond with a new gymnasium to be constructed and master plan for the campus completed. This will allow the district to get an early start on the replacement of the school with passage of the 2021 bond. Middle schools slated

to be replaced in the future include Glover, Sacajawea, and Shaw. Chase and Garry have had some major renovations during the past bonds.

The decision of how we address the needs at the elementary level will drive the need for adding new middle schools in the future. Currently, there is limited facility capacity in the District's middle schools. There will be a need for additional capacity in middle schools looking forward 20 years. The School District's current designs add capacity to middle schools with a standard capacity of 850 students.

TABLE CFU 13 - TWENTY-YEAR PROJECTS	
Scenario	
Scenario 1: Middle Schools Include Only Grades 7-8 K-6, 7-8, 9-12	NC Phase III renovation
	5 existing elementary schools: Renovate/replace with new construction
	8 to 9 new elementary schools along with property
	3 existing middle schools: Renovate/replace with new construction
	Selected high schools: Additions
Estimated Total Cost	\$650,000,000 - \$800,000,000
Scenario 2: Middle Schools Include Grades 6-8 K-5, 6-8, 9-12	5 existing elementary schools: Renovate/replace with new construction
	Selected high schools: Additions
	1 to 2 new elementary schools: New construction/new sites
	3 existing middle schools: Renovate/replace with new construction
	3 new middle schools: New construction/new sites
Estimated Total Cost	\$570,000,000 - \$700,000,000

High Schools

Since passage of the 2003 bond, Spokane Public Schools has renovated all five of its comprehensive high schools. North Central High School will need additional modernization as part of the master campus improvement plan in the future to include renovation of 1980-era classrooms, administration center and site improvements. When renovating the high schools, the School District added capacity and replaced all relocatables that were located at the sites. High school athletic fields were also improved to new standards. There remains a need to replace two of the School District's alternative high schools in the coming future - On Track Academy and The Community School.

C.8 SOLID WASTE

The Solid Waste Management Department is responsible for the collection of solid waste and recyclables generated within the City of Spokane and the operation of disposal facilities that serve Spokane County. The City of Spokane administers and operates a broad range of solid waste management activities within the city and in Spokane County. They include:

- Collection of solid waste generated by residential and commercial customers in the city.
- Operation of the Valley Transfer Station and the Colbert Transfer Station.
- Operation of the Northside Landfill.
- Collection of recyclables and yard waste from residential and commercial customers in the city.
- Contract administration for the processing of recyclables collected in the City of Spokane.
- Operation of a moderate risk waste collection station at the Waste to Energy (WTE) Plant.
- Operation of transfer activities between the WTE Plant and a Regional Disposal Company.
- Operation of transfer activities between the transfer stations, WTE Plant, Private Compost Facility, and recycling companies.
- Administration and permitting of medical waste haulers in the city.
- Illegal dumping inspections and cleanup for the city through the Department of Code Enforcement.
- Coordination with the Spokane Regional Health District and the City of Spokane on facility inspections and enforcement.

The information that follows in the rest of 5.12 Solid Waste is a general overview of the existing Solid Waste management system. The full details of the Solid Waste Management Plan and financing program are found in the Spokane County Comprehensive Solid Waste Management Plan of 2015 and the Citywide Six-Year Capital Improvement Program (CIP).

The Spokane County Comprehensive Solid Waste Management Plan of 2015 contains detailed descriptions of the Solid Waste system and interlocal agreements between the City of Spokane and surrounding jurisdictions that describe the Solid Waste Management system.

The Citywide Six-Year Capital Improvement Program contains the projects or programs, with descriptions of the proposed locations and capacities of the new or expanded capital facilities the city contemplates funding in the next six years. These projects and programs are incorporated herein, along with the financing plan for each of them found in the CIP. The projects and programs may change over time. Emergencies and unanticipated circumstances may result in allocating resources to projects not listed. This finance plan shows full funding for all improvements to existing facilities and for new or expanded facilities the city expects to need to serve the projected population through the six-year period covered by the CIP. Additionally, the CIP contains funding for major maintenance and for other improvements that will both maintain and enhance the city's existing facilities.

General Inventory of Existing Facilities

A detailed inventory of existing facilities and their capacity is contained in the Citywide CIP.

Service Area

The City of Spokane provides collection of solid waste generated by residential and commercial customers in the City of Spokane. As stated earlier, the City of Spokane also administers and operates a broad range of solid waste management activities within the city and county.

Capacity

The city has the ability to meet the present and future recycling and disposal needs. To accommodate future population growth, there will be a need to acquire additional solid waste apparatus and there may be a need for modifications to the WTE Plant. Specific alternatives and potential funding mechanisms are discussed in the Spokane County Comprehensive Solid Waste Management Plan of 2015.

Future Needs

Existing Demand

In 2000, city crews collected 66,052 tons of solid waste from residential customers and 72,903 tons from business and institutional customers. In 1996, the city began transitioning to a fully automated collection system for residential refuse. This system is now in place citywide. Recyclables are collected from residential customers in automated collection vehicles. Most refuse collected by the city is delivered to the WTE Plant and recyclables are delivered to a private intermediate processor. In 1997, the city began offering curbside collection of yard waste to residential customers. Further details on existing demand and levels of service are found in the Citywide CIP and the Spokane County Comprehensive Solid Waste Management Plan.

Capacity

The city has the ability to meet the present and future solid waste disposal needs. Specific alternatives to accommodate future population growth and potential funding mechanisms are discussed in the Spokane County Comprehensive Solid Waste Management Plan (CSWMP), 2015. The CSWMP addresses the management and disposal of municipal solid wastes and moderate risk waste currently generated in Spokane County, identifies types and quantities of wastes currently generated in the county, discusses needs and opportunities for solid waste management, develops objectives for solid waste management, and proposes alternatives for management of these wastes.

Level of Service (LOS)

Information regarding the existing and proposed solid waste level of service is provided below.

Existing LOS

- Residential: 4.33 collections per household per month.
- Commercial: As needed.
- Recycling: 4.33 collections per household per month.
- Yard/Food Waste: 4.33 collections per household per months of service (9 months.)

Proposed LOS

- Residential: 4.33 collections per household per month.

- Commercial: As needed.
- Recycling: 4.33 collections per household per month.
- Yard/Food Waste: 4.33 collections per household per months of service (9 months.)

Facility Improvements

Collection System

As growth occurs, the number of solid waste and recycling collection routes will increase. Additional trucks and other apparatus will be needed, as well as employees to drive the trucks and operate equipment. Other equipment, such as recycling carts, and dumpsters, will also have to be purchased as customers are added to the collection routes. In general, equipment needs and employees are funded by collection fees. Details on the needs of the collection system as growth occurs are found in the Citywide Six-Year CIP and the Spokane County Comprehensive Solid Waste Management Plan.

Financial Plan

The Citywide Six-Year Capital Improvement Program identifies the funding sources and projects necessary to maintain the proposed LOS at proposed growth rates over the next six years.

C.9 WATER

The City of Spokane Water and Hydroelectric Services Department provides potable water to the City of Spokane and several areas that are outside the Spokane city limits. A complete inventory, analysis of need, and Capital Facilities Plan is provided in the City of Spokane Water System Plan (2014).

Inventory of Existing Facilities

Service area summary

The City of Spokane provides water service to approximately 208,916 residents in Spokane as well as to approximately 18,539 residents outside the Spokane City limits. The City of Spokane provides water to, and has interties with, several small purveyors plus Fairchild Air Force Base to provide them water during emergency situations. The Intertie Agreements between the City of Spokane and each purveyor dictate the conditions for providing water. The current retail service area is approximately 88 square miles. Map CFU 12, "Water Service Areas," identifies the current water service area.

Facilities and Water Rights

The City of Spokane's sole source of water is the Spokane Valley – Rathdrum Prairie Aquifer. The water system is comprised of 7 well stations that pump water from the aquifer, 25 booster pump stations, 34 storage reservoirs, and 1,000 miles of pipeline. The city's current average daily demand is approximately 58.6 million gallons per day (MGD) based on an average daily use of approximately 258 gallons per person per day.

The City of Spokane holds water rights to a Maximum Instantaneous Flow Rate of 241,100 gallons per minute (gpm). The Current Maximum Instantaneous Flow Rate is 195,570 gpm. Map CFU 13, "Water Facilities and Pressure Zones," identifies the location of various water facilities and pressure zones.

Fire Flows

Firefighting requires water at high flow rates and sufficient pressures for the time period necessary to extinguish the fire. A water system is required to have a supply, storage, and distribution system grid of sufficient capacity to provide firefighting needs while maintaining maximum daily flows to residential and commercial customers.

The City of Spokane typically requires designs for the water system to provide fire flows that exceed: standards established by the Insurance Service Office (ISO); standards administered by the Washington Survey and Rating Bureau (WSRB); minimum fire flows required by state law, set forth in Washington Administrative Code 248-57; and/or fire flows required by the fire district that has jurisdiction.

In 1999, The City of Spokane Water Department and the water system it operates were the subject of an extensive survey conducted by the WSRB. The results of this survey placed the Water Department and the water system in Class I. This rating, in conjunction with the Fire Department rating of Class III, brings with it a very good firefighting system, and with that, lower fire insurance rates for the citizens of Spokane.

Capacity Summary

Table CFU 14, "Inventory of Capital Facilities: Water Supply," shows the city's existing water system facilities and corresponding capacities. The current pumping capacity of the water system is 282 MGD. This capacity is based on equipment nameplate data.

TABLE CFU 14 - INVENTORY OF CAPITAL FACILITIES: WATER SUPPLY	
Facilities	Capacity
Ground Water	Pump Capacity
Spokane Valley-Rathdrum Prairie Aquifer	Estimated 624.6 MGD
Well Stations	Station Capacity
Well Stations-Total System Capacity	282 MGD
Booster Stations	Station Capacity
Total Booster Station Capacity	212.85 MGD
Reservoirs and Storage	Storage Capacity
Total Storage Capacity	106.34 MGD

Forecast of Future Needs

Existing Demand

The city's average daily water system demand in 2013 was 58.6 million gallons per day (MGD), which is a daily water demand of approximately 258 gallons per person per day based on a service area population of approximately 227,455 persons. The city's peak day water system demand in 2013 was 188 million gallons, which is 828 gallons per person.

Level of Service (LOS) Standard

The city presently has seven well sites tapping into the aquifer for its water supply source. Ideal design practice recommends that the source of supply capacity be equal to the maximum day demand (MDD), allowing stored water to be used for the peaking requirements of the system. The total system pumping capacity is 282 MGD. The highest recorded MDD is 188 MGD.

Minimum LOS standards were established in the Countywide Planning Policies. According to these policies, distribution pipelines must be designed to deliver sufficient water to meet peak customer demands (peak hourly demand), this period occurring over a range of a few minutes to several hours. The flow rate must be provided at no less than 30 psi (pounds per square inch) at all points in the distribution system (measured at any customer's water meter or at the property line if no meter exists) except for fire flow conditions. By existing policy, the City of Spokane Water Department requires that the water system provide the specified LOS at a minimum pressure of 45 psi. Water pressures of at least 45 psi have proven more satisfactory in terms of meeting the water needs for most customers.

Future Demand

It is recognized that the city is not the only water purveyor within the proposed UGA. If the City of Spokane should someday annex areas within the adopted UGA that are currently being served by other water purveyors, it is anticipated that these water purveyors will continue to serve the customers into the foreseeable future. It is anticipated, however, that City of Spokane design standards will be implemented to govern the installation or replacement of water system facilities in these areas.

Proposed Facility Improvements

This is a summary review of proposed water facility improvements. A detailed list of capital improvement projects is provided in the 2014 Comprehensive Water System Plan.

Source Improvements

Source improvements refer to improvements at well stations. The improvements may entail upgrades and/or rehabilitation of existing facilities that are subject to aging equipment. Improvements may also include the construction of new well stations to accommodate growth, and/or provide redundancy for wellhead protection.

Booster Pump Stations

Improvements to existing booster stations may require upgrades and/or rehabilitation of aging equipment. Improvements may also include the construction of new booster stations to accommodate growth. As an example, anticipated growth in the West Plains Pressure Zone will require construction of a new booster station as well as increasing the pumping capacity of two existing booster stations.

Storage System

Improvements to the water and storage facilities are made to accommodate growth, hydraulic consistency within a pressure zone, or for redundancy.

Any project that requires a water system expansion and/or infrastructure infill to support new growth will be funded at the expense of the project proponent.

Pipelines

Most of the system piping is in good shape. However, old large steel transmissions, cast iron pipe with leadite joints, and kalamein pipe are being replaced on a systematic basis.

Funding

Facilities constructed to replace old worn out infrastructure will be paid for from the rate stabilization fee portion of the rate structure. Facilities constructed for growth will be paid for with a combination of general facility charges (hook-up fees), developer funding, and cash reserves.

Six-Year Financial Plan

To ensure current or improved levels of service to its customers, the city is following an aggressive improvement schedule. The Six-Year Citywide Six-Year Capital Improvement Program identifies the funding sources and projects necessary to maintain the proposed LOS at proposed growth rates over the next six years. Printed copies are available and the programs may be viewed online at my.spokanecity.org.

C.10 PRIVATE UTILITIES

Introduction

The Growth Management Act (GMA) requires a utilities element consisting of the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines.

The City of Spokane recognizes that planning for private utilities is the primary responsibility of the service providers. Regulations may place restrictions on the location and site development of the utilities and may require a public review process before utility facilities may be located.

Many private utilities are under directive by their licensing agency and franchise agreements to provide a specific level of service to their service area. In many instances, this regulating agency is the Washington Utility and Transportation Commission (WUTC). Services are provided on an "on demand basis." Any new development within a service provider's area must be served. Most service providers monitor development plans and try to build excess capacity into their facilities at the time of construction to allow for future demand.

Private utilities may be restricted by their environment. Competing districts or limited service areas may limit future expansion. For example, packaged sewage treatment plants may serve only the development for which they were originally intended. Water providers may be limited by the quantity of their water rights or surrounding providers. Telecommunication companies are not restricted by these types of limitations; however, they are regulated by the WUTC.

Map CFU 14, "Existing Electrical and Natural Gas Facilities," identifies the location of existing major utility transmission lines, substations, and other regional facilities in Spokane.

Utilities

Electricity

Avista is the only private electricity provider within the City of Spokane. Other providers may be found in the surrounding area. In addition to Avista, the Bonneville Power Administration (BPA) owns transmission lines and substations on the outskirts of the city boundary which are interconnected to the Avista transmission system. Map CFU 14, "Existing Electrical and Natural Gas Facilities," indicates the current and future location of electrical transmission lines and substations in and around the City of Spokane. The Bonneville Power Administration (BPA) provides electricity from the federal power grid to Avista Utilities and some private businesses in the area. BPA has a number of substations in the area, which allow the power coming from Grand Coulee Dam and other locations on the grid to be stepped down to a level that is compatible with local needs.

With population growth, Avista anticipates increases in future system demands. Planning for future substation upgrades and new substations are forecasted periodically to adequately keep the correct capacity to meet demands of the increasing population. Enhancements include the installation of additional equipment, the replacement of existing equipment with larger capacity and other technological enhancements to facilitate improved system performance methodologies. Avista continually strives to keep updated with state of the art technologies and endeavors to research, design and implement those innovations and technologies that provide the greatest benefits to the community. In addition to enhancing existing substations, new substations are desired on the east and west sides of the downtown

area within the ten year planning horizon. Other new substation locations are being evaluated. Plans for rebuilding and constructing several new transmission lines are under consideration. New transmission line construction is primarily being considered on the outskirts of the city.

Natural Gas

Map CFU 14, "Existing Electrical and Natural Gas Facilities," shows the location of transmission natural gas lines as well as Avista's natural gas distribution system in and around the City of Spokane. Existing gas service serves the majority of the city limits and urban growth areas in the City of Spokane. Avista identifies a strategic natural gas resource portfolio to meet customer demands over the next 20 years. Evaluations are completed to include peak weather conditions as well as normal/average conditions to meet customer demand forecasting. Construction projects of varying magnitude will happen each year as aging infrastructure is replaced and capacity is added to support future growth. The Spokane area and urban growth area is a part of the Washington/Idaho service territory.

TABLE CFU 14 - UTILITY SERVICES: SPOKANE			
Utility	Provider	Existing Capacity	Planned Capacity
Natural Gas	Avista Utilities	Within the WA service territory the average daily demand is 137,110 dekatherms.	Within the WA service territory, the forecasted levels in 2035 is projected at 159,541 dekatherms.
Electrical	Avista Utilities Inland Power and Light	Several internal and external company standards require adequate capacity to serve the expected customer demand. The summer peak load within the general city boundary in 2015 was 575 MW.	Planned capacity will be sufficient to meet the increase in customer demand.

Telecommunications

Telecommunications travel many paths throughout the city of Spokane; fiber optic, traditional telephone lines and cellular phones. Fiber optic lines provide another communication link and are replacing traditional telephone lines that can be found throughout the developed areas of the city. Cellular phones provide a third method of communication. Traditional telephone lines and wireless communication support towers can have a profound impact on the visual environment. The WUTC regulates a number of long distance and cellular phone companies in the Spokane area. The City of Spokane has Class "A" and "B" local telephone exchange services that are regulated by the WUTC. The WUTC defines a "Class B" telecommunications company as having less than 10,000 access lines. Communication by computer is a fast growing method of general communication and commerce, as well.

Cable television is provided by a private franchise for the City of Spokane. Because the franchise is held by a private company, it provides services on demand through its distribution system generally located on the same poles as traditional telephone lines. In addition, satellite television is increasingly providing competition to cable and free television.

The Spokane area is served by several cellular providers. Cellular calls are routed by a series of low-powered transmitting antennas through a central computer, which connects the call to its destination. Transmitting antennas are located at "cell sites", and their coverage areas are known as "cells." A network of strategically placed antennas allows a "handing off" of the signal as the carrier of the phone travels.

Capacity overload and cellular system expansion are in response to several factors: an increase in the number of customers residing within a designated area, a shift in traffic volumes affecting cellular users, or a record of service inadequacies, such as dropped calls or poor sound quality. In these cases, additional antennas are then planned with site selection influenced by topography and other engineering constraints.

C.11 MAPS

CFU 1	Fire Districts
CFU 2	Police Patrol Areas
CFU 3	C.O.P.S. Substations
CFU 4	Library Sites and Service Areas
CFU 5	Parks
CFU 6	City of Spokane Sewer Service Area
CFU 7	City of Spokane Stormwater Facilities
CFU 8	Elementary School Boundaries
CFU 9	Middle School Boundaries
CFU 10	High School Boundaries
CFU 11	School Districts and Facilities
CFU 12	Water Service Areas
CFU 13	Water Facilities and Pressure Zones
CFU 14	Existing Electrical and Natural Gas Facilities

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Transportation

City of Spokane Comprehensive Plan

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Part I:

Transportation Policy

Advisory Group

Membership

City of Spokane Comprehensive Plan

Member		Business/Position
Callary	Raychel	Lilac Services for the Blind
Carroll	Tom	Catholic Charities
Cathcart	Michael	Homebuilders - Director of Government Affairs
Clements	Sara	Hospitals - Providence
Darlene	Deanne	Centennial Real Estate Investments
Dewey	Heleen	Spokane Regional Health District
Dice	Sarah	Greater Spokane Incorporated - Economic Development
Dietzman	John	Planning Commission
Ewers	Matt	Inland Empire Distribution Services Inc.
Francis	Greg	Rockwood CA Dist 2 CA Plan Commission Rep
Haught	Lunell	Gonzaga
Hawkins	Dallas	Public Works Committee
Hill	Latisha	Avista
Hoffman	Carlie	Emerson/Garfield CA District 3 (N Monroe) and PeTT Rep (Pedestrian, Transportation, & Traffic Comm)
Jackson	Joe	West Plains Chamber of Commerce
Jones	Margaret	College of Nursing, WSU
Joplin	Amber	Access for All Spokane
Kay	Char	WSDOT
Kehr	Garry	Bicycle Advisory Board
Kelley	Bill	EWU
Key	Lisa	City of Spokane Planning Director
Kilday	Cheryl	Visit Spokane
Klitzky	Kitty	Futurewise
Kropp	Paul	Neighborhood Alliance/SRTC TAC
Mansfield	Mark	U-District Development
Mansfield	Amanda	SRTC
McFaul	Loreen	Friends of the Centennial Trail
McIntyre	Jamie	Aging and Long Term Care Eastern Washington
McLellan	Rhonda	Spokane Schools
Minder Jones	Margaret	Land Use Committee
Otterstrom	Karl	STA
Prosser	Gail	Planning Commission
Reynolds	Dave	The Arc of Spokane
Richard	Mark	Downtown Spokane Partnership
Schad	Jon	WSU Spokane
Schoelen	Lena	Dept of Services for the Blind
Scranton	Steve	Washington Trust Bank
Stewart	Cheryl	Associated General Contractors
Tolley	Luke	Hillyard Comm Assem Dist 1 (N/S Corridor Econ Devel)
Tortorelli	Joe	Spokane Area Good Roads Association
Warrington	Steven	Centennial Real Estate Investments
Weinand	Kathleen	STA

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Part II:

Planning Documents

Reviewed

City of Spokane Comprehensive Plan

City of Spokane Plans/Studies

- The City of Spokane's Comprehensive Plan
- Spokane Master Bike Plan
- The Downtown Plan: Fast Forward Spokane (2008)
- University District / Downtown Spokane Transportation Improvement Study (2009)
- Downtown Parking Study (2005 & 2010 reports)
- University District Strategic Master Plan (2004)
- University District Parking Study (2007)
- Division Street Gateway Study (2015)
- Pedestrian Plan (2015)
- Davenport Arts and Entertainment District Plan (2002)
- West Plains Transportation Subarea Plan (2014)
- ADA Transition Plan (2015)
- Growth and Transportation Efficiency Center Plan (GTEC) (2008)

Neighborhood Plans

- Browne's Addition: Master Plan for Coeur d'Alene Park - Spokane Park Board Approval
- East Central: City Council resolution number: RES 2006-0032
- Emerson-Garfield: City Council resolution number: RES 2014-0086
- Five Mile: City Council resolution number: RES 2012-0007
- Grandview/Thorpe: City Council resolution number: underway
- Logan: City Council resolution number: RES 2006-0069
- Logan Neighborhood Identity Plan and Model Form-Based Code for Hamilton Corridor: RES 2014-0053
- Nevada Lidgerwood: City Council resolution number: RES 2012-0009
- North Hill: City Council resolution number: underway
- Peaceful Valley: City Council resolution number : underway
- Southgate: City Council resolution number: RES 2012-0008
- South Hill Coalition: City Council resolution number: RES 2014-0067
- West Central: City Council resolution number: RES 2013-0012

Spokane Regional Transportation Council (SRTC)

- SRTC HORIZON 2040: The Metropolitan Transportation Plan
- Spokane Unified Regional Transportation Vision and Implementation Strategy (2011)
- Spokane Regional Transportation Council (SRTC) 2011-2035 Metropolitan Transportation Plan
- Regional Commute Trip Reduction Plan Update (2015)
- Spokane Regional Commute Trip Reduction Plan (2008)
- Spokane Region ITS Systems Plan (2013)

- Spokane Regional Pedestrian Plan (2009)
- Spokane Regional Bike Plan (2008)

Spokane Transit Authority (STA)

- STA Moving Forward (2016)
- Connect Spokane (2015)
- Transit Development Plan (2016)
- Central City Line Strategic Overlay Plan (2016)
- Ft. George Wright Drive Station and Corridor Plan (2016) – move to neighborhood section?

Washington State Department of Transportation (WSDOT)

- WSDOT North Spokane Corridor Project (underway)
- WSDOT – Washington Transportation Plan (WTP 2035)
- WSDOT 2007-2026 Washington Transportation Plan (2006)

MISC

- 2016 to 2024 6 Year Capital Improvement Program
- Previous “Unfunded” Capital Projects List
- City Transportation Funding History: Capital and Maintenance
- Health District Assessment of Spokane’s Street Design Standards
- Impact Fee Ordinance and projects
- City draft policy on pedestrian crossings? – Crosswalk Ordinance?
- Residential Traffic Calming Guide
- City Unified Development Code
- Street Design Standards
- Spokane Riverpoint Campus Academic & Master Plan Update (2009)

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Part III:

Integrated Capital Projects

Matrix Scoring Summary

City of Spokane Comprehensive Plan



Integrated Streets Matrix Scoring Summary

LINK Spokane Project Selection Criteria

Evaluation Categories

- Transportation Choices
- Access to Daily Needs
- Economic Opportunity
- Natural & Neighborhood Assets
- Enhance Public Health & Safety
- Fiscal Responsibility

Sources for Project List

- Existing Comprehensive Plan
- Neighborhood Plans
- Downtown Plan & U-District Plan
- Bicycle and Pedestrian Plan
- Existing Impact Fee List
- West Plains Transportation Study
- Arterial and Utility Conditions

Matrix Types

- Reconstruction
 - Projects of Significance
- Maintenance / Overlays
- Non-Motorized
- Transportation Impact Fee List

Transportation Choices

Person Capacity

1 pt - < 5k ADT

2 pts – < 5k ADT + HPTN *or* 5k-10k ADT

3 pts – 5k-10k ADT + HPTN *or* 10k-20k ADT

4 pts – 10k-20k ADT + HPTN *or* > 20k ADT

5 pts – > 20k ADT+ HPTN



Transportation Choices

Network Connectivity

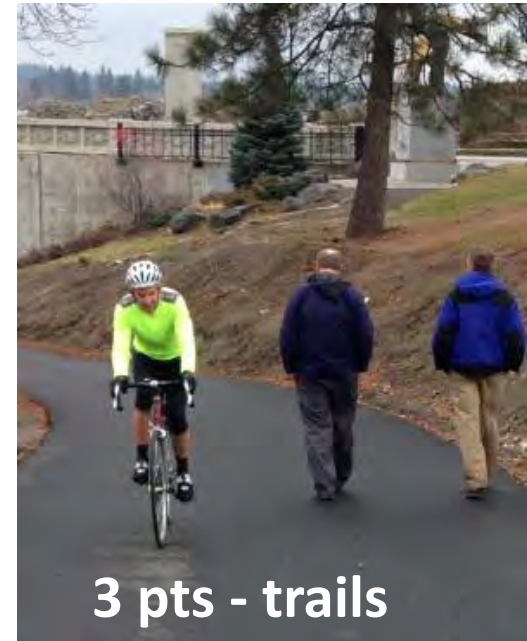
0 pts - none

2 pt – adds one mode

3 pts – adds two modes

4 pts – adds three modes

5 pts – adds four modes



Access to daily needs

Neighborhood Accessibility

- 1 pts – score 1-5
- 2 pts – score 6 -10
- 3 pts – score 11 - 15
- 4 pts – score 16-20
- 5 pts – score 21-25



Access to daily needs

Regional Accessibility

0 pts - none

2 pt – 1-2 destinations near project limits

3 pts – 3-4 destinations near project limits

4 pts – 5-6 destinations near project limits

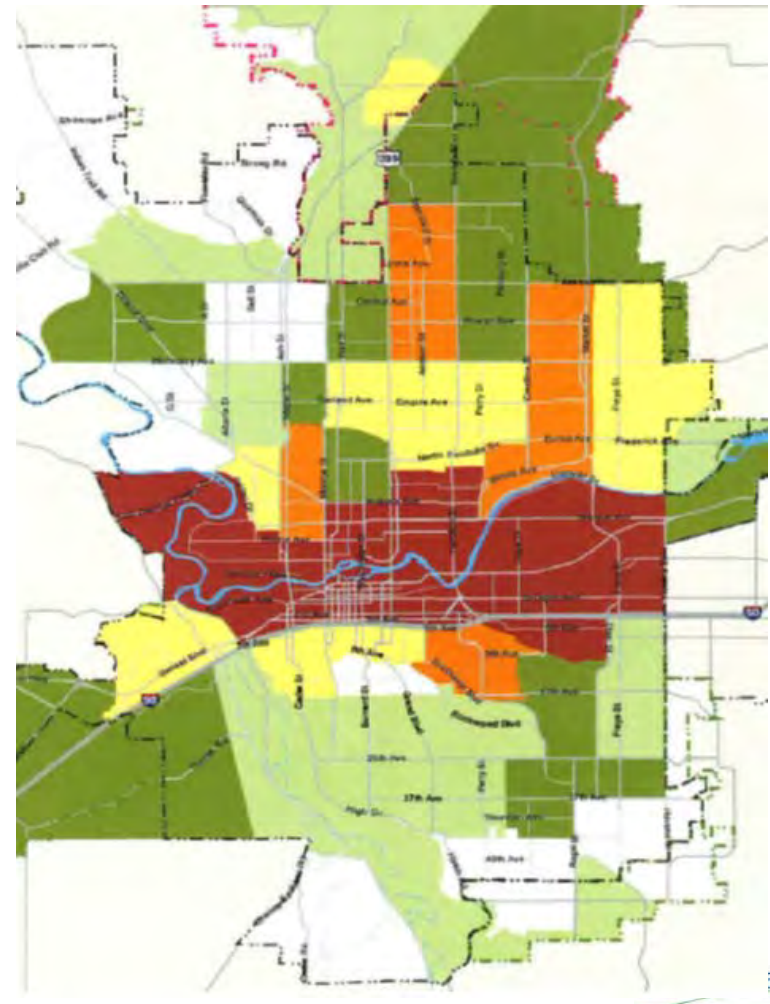
5 pts – downtown core



Access to daily needs

Disadvantaged Accessibility

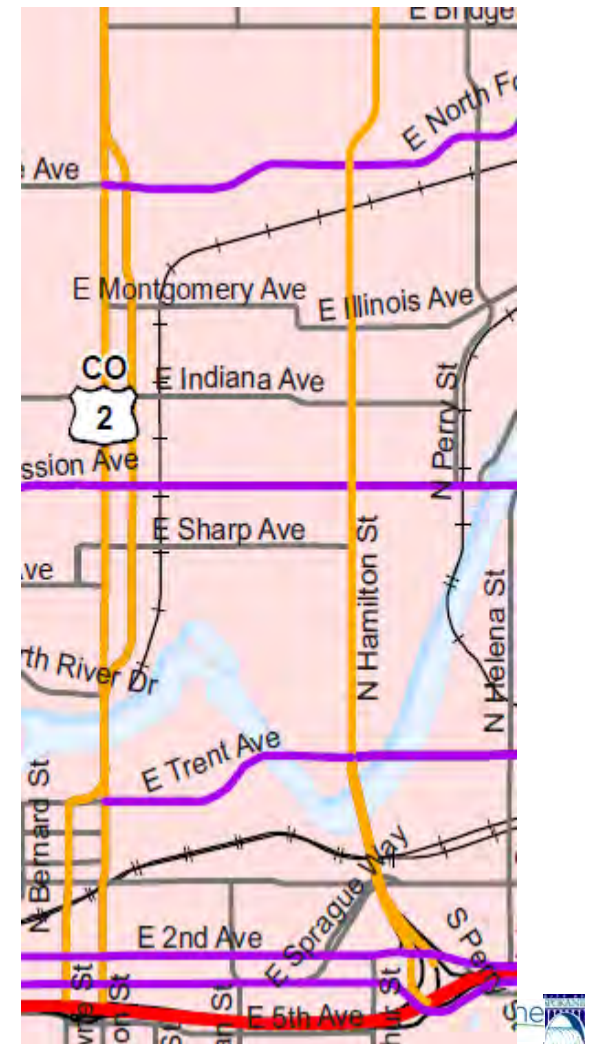
0 pts	-	0% - 6.92%
1 pts	-	6.93% - 11.43%
2 pts	-	11.43% - 19.36%
3 pts	-	19.37% - 26.4%
4 pts	-	26.45% - 32.9%
5 pts	-	32.91%



Economic Opportunity

Freight & Goods Movement

- 0 pts - not classified
- 1 pt - T5 (20-100 tons)
- 2 pts - T4 (100-300 tons)
- 3 pts - T3 (300-4,000 tons)
- 4 pts - T2 (4,000-10,000 tons)
- 5 pts - T1 (over 10,000 tons)



Economic Opportunity

Development/Redevelopment Potential

0 pts - none

1 pt – within ½ mile

3 pts – within ¼ mile

5 pts – within project limits



Target Areas



Centers and Corridors



The YARD

Natural & Neighborhood Assets

Air Quality

- 0 pts - adds VMT
- 2 pt – neutral
- 3 pts – decreases idling
- 5 pts – reduces VMT



Natural & Neighborhood Assets

Water Quality



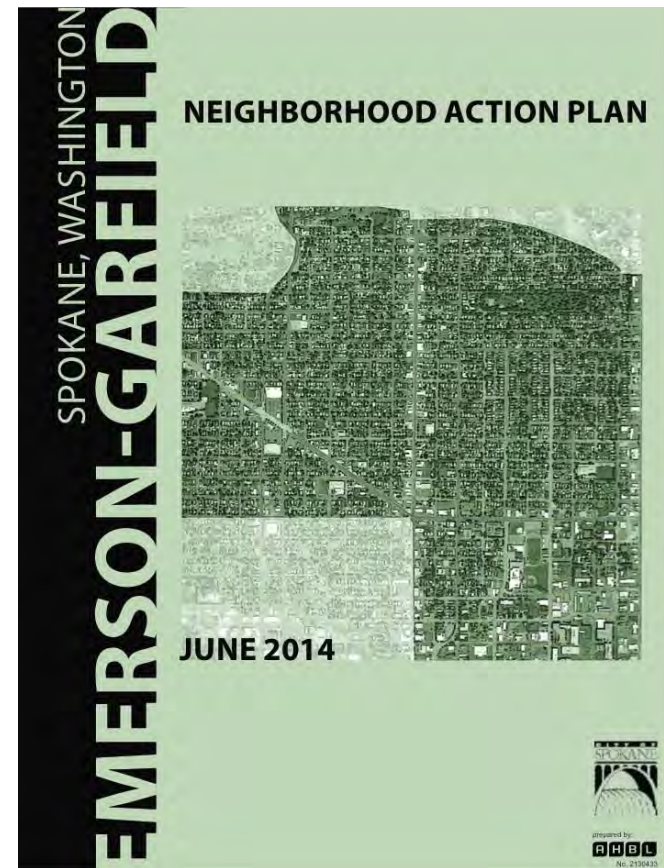
- 0 pts - negative
- 2 pts - neutral
- 5 pts – includes new or updated stormwater facilities



Natural & Neighborhood Assets

Neighborhood/District Impact

- 0 pts -
not in neighborhood plan
- 2 pt – consistent with plan
concepts
- 5 pts – project listed in
neighborhood plan



Enhance Public Health & Safety

Vehicle Safety

0 pts - none

3 pts – clear safety benefit

5 pts – corrects documented collision pattern



Enhance Public Health & Safety

Bike Safety

- 0 pts - none
- 2 pts – signing, marking
- 3 pts – bike lane
- 4 pts – buffered lane, greenway, controlled xing
- 5 pts - separated path, grade separated xing



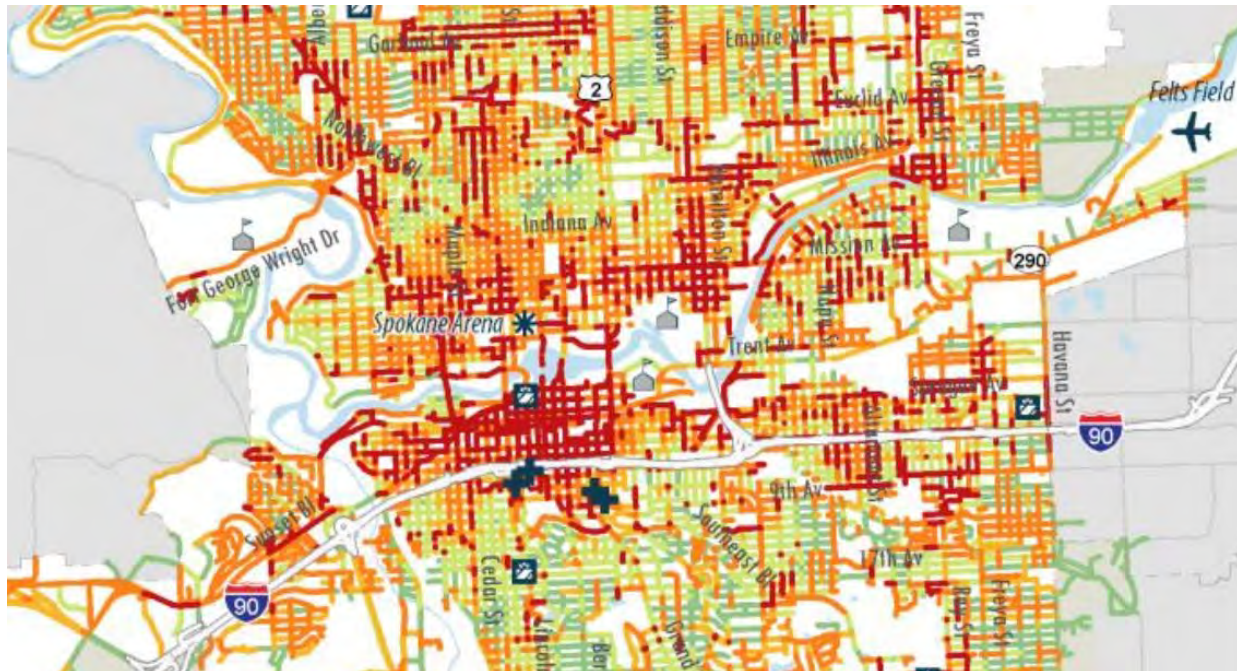
Enhance Public Health & Safety

Pedestrian Priority Area

0 pts – none

2 pts – vicinity of ped priority area

5 pts – in ped priority area



Enhance Public Health & Safety

Pedestrian Safety

0 pts - none

2 pt – sidewalk ramps or leveling

3 pts – adds sidewalk or crosswalk

4 pts – adds controlled crossing

5 pts – adds separated path or xing



2 pts – curb ramps

Fiscal Responsibility

CSO Integration

- 0 pts - none
- 1 pts – Low Priority
- 3 pts – Medium Priority
- 5 pts – High Priority



Fiscal Responsibility

Water Integration

- 0 pts - none
- 1 pts – 1995 – present
- 2 pts – 1975 - 1994
- 3 pts – 1956 - 1974
- 4 pts – 1931-1955
- 5 pts – 1850-1930



Fiscal Responsibility

Maintenance and Facility Condition

0 pts - PCI 80-100

2 pts – PCI 60-80

3 pts – PCI 40-60

4 pts – PCI 20-40

5 pts – PCI 0-20



Fiscal Responsibility

Leveraged Financing

- 0 pts - limited
- 1 pt – grant eligible
- 2 pts – on impact fee list
- 4 pts – <50% funded
- 5 pts - >50% funded

(excludes levy funds)



Volume V, Appendix D

Part IV:

Transportation Project

Lists

City of Spokane Comprehensive Plan

Integrated Streets Evaluation Matrix

					Provide Transportation Choices			Access to Daily Needs and Regional Destinations				Promote Economic Opportunity			Respect Natural and Neighborhood Assets				Enhance Public Health and Safety					Maximize Public Benefits and Fiscal Responsibility with Integration																									
ID	Project Name	Project Location	Project Description	Integration	Person Capacity	Network Connectivity			Neighborhood Accessibility	Regional Accessibility			Disadvantaged Accessibility		Freight/ Goods movement	Development & Redevelopment Potential		Air Quality	Water Quality	Neighborhood/District Impact		Vehicle Safety	Bike Safety	Ped Plan Priority Area	Ped Safety	CSO Integration	Water Integration	Maint and Facility Condition	Leveraged Financing (excludes levy)	Total Score	Total Estimated Planning Cost with Inflation																		
1	Main Avenue	Monroe to Wall	Full depth reconstruction, SW repair, structural sidewalk mitigation, stripe bike lanes, redo lighting (parking funds)	replace CI distribution main, storm separation	5k-10k ADT	2	Adds 1 mode	4	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	Neutral	2	Project listed in plan	5	6	None	0	buffered lane, greenway,	4	In Ped Priority Zone	5	add sw and/or xwalk	3	6	Medium	3	1850-1930	5	PCI 60-80	2	grant eligible	1	6	36.5	\$	2,380,000	
2	Sprague	Howard to Browne	Full depth reconstruction, SW repair, structural sidewalk, stripe bike lanes, redo lighting (parking funds)	replace waterline	10k-20k ADT	3	Adds 1 mode	5	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	Neutral	2	Consistent with plan concepts	2	4	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 40-60	3	grant eligible	1	6	35.0	\$	4,200,000	
3	Spokane Falls Blvd.	Post to Division	Full depth reconstruction, SW repair, structural sidewalk, redo lighting (parking funds)	replace waterline	5k-10k ADT + HPTN	3	None	0	3	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	New or updated facilities	5	Consistent with plan concepts	2	6	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Low	1	1850-1930	5	PCI 60-80	2	grant eligible	1	5	33.5	\$	5,180,000
4	1st Ave	Wall to Bernard	Full depth reconstruction, SW repair, structural sidewalk, redo lighting (parking funds)	replace CI distribution main (Madison to Howard), storm separation?	< 5k ADT	1	Adds 1 mode	2	3	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	Neutral	2	Consistent with plan concepts	2	4	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 40-60	3	grant eligible	1	6	33.0	\$	2,660,000
5	27th Avenue	SE Blvd to Ray	Full depth reconstruction, SW repair		< 5k ADT	1	Adds 2 modes	3	4	score 6-10	2	none	0	11.43%-19.36%	2	3	T5	1	adjacent	5	6	Decreases id	3	New or updated facilities	5	Project listed in plan	5	9	None	0	bike lane	3	vicinity of Ped Priority Zone	2	add sw and/or xwalk	3	4	High	5	1956-1974	3	PCI 0-20	5	grant eligible	1	7	32.3	\$	2,100,000
6	Howard Street	SFB to Riverside	Full depth reconstruction, SW repair, structural sidewalk, redo lighting (parking funds)	storm separation?	< 5k ADT	1	None	0	1	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 60-80	2	grant eligible	1	6	31.2	\$	1,260,000
7	Howard Street	Sprague to 4th	Full depth reconstruction, SW repair, structural sidewalk, redo lighting (parking funds)	replace CI distribution main (1st to 4th), storm separation?	< 5k ADT	1	None	0	1	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 60-80	2	grant eligible	1	6	31.2	\$	2,940,000
8	Washington	SFB to 4th	Full depth reconstruction, SW repair, structural sidewalk, redo lighting (parking funds)	replace CI distribution main (SFB to 3rd), storm separation?	10k-20k ADT	3	None	0	3	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	signing, marking	2	none	0	add sw and/or xwalk	3	3	Medium	3	1850-1930	5	PCI 60-80	2	grant eligible	1	6	30.7	\$	4,900,000
9	Main Avenue	Cedar to Monroe	Full depth reconstruction, SW repair, structural sidewalk	CSO separation work (2017)	< 5k ADT	1	None	0	1	score 11-15	3	downtown core	5	32.91% +	5	9	T4	2	adjacent	5	7	No change	2	Neutral	2	Consistent with plan concepts	2	4	None	0	none	0	In Ped Priority Zone	5	sw ramps or repair	2	4	High	5	1931-1955	4	PCI 40-60	3	limited	0	6	30.2	\$	1,960,000
10	Maxwell	Maple to Monroe	Full depth reconstruction, SW repair	replace CI distribution main from Adams To Monroe	5k-10k ADT	2	None	0	2	score 6-10	2	1-2 destinations near project limits	2	32.91% +	5	6	T3	3	within 1/4 mile	3	6	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 20-40	4	limited	0	6	29.7	\$	1,960,000
11	4th Avenue	Jefferson to Division	Full depth reconstruction, SW repair	replace CI distribution main, storm separation?	< 5k ADT	1	None	0	1	score 1-5	1	downtown core	5	19.37%-26.4%	3	6	T5	1	adjacent	5	6	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 40-60	3	grant eligible	1	6	28.7	\$	3,360,000
12	Mallon	Monroe to Howard	Full depth reconstruction, SW repair	replace CI distribution main, possible storm separation	< 5k ADT	1	Adds 1 mode	2	3	score 6-10	2	3-4 destinations near project limits	3	32.91% +	5	7	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	None	0	1850-1930	5	PCI 40-60	3	limited	0	4	28.3	\$	1,120,000
13	Monroe	Maxwell to Indiana	Full depth reconstruction, SW repair	replace CI transmission main, storm separation?	10k-20k ADT + HPTN	4	None	0	4	score 6-10	2	none	0	32.91% +	5	5	T4	2	adjacent	5	7	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	none	0	In Ped Priority Zone	5	sw ramps or repair	2	4	Medium	3	1850-1930	5	PCI 80-100	0	grant eligible	1	5	28.3	\$	10,500,000
14	Post St.	Main to 3rd	Full depth reconstruction, SW repair, structural sidewalk, redo lighting	replace CI transmission main, storm separation?	< 5k ADT	1	None	0	1	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	In Ped Priority Zone	5	sw ramps or repair	2	4	High	5	1850-1930	5	PCI 60-80	2	limited	0	6	28.2	\$	3,360,000
15	Belt	Garland to Rowan	Full depth reconstruction, new sidewalk, SW repair, crosswalks, bike lane	storm separation	5k-10k ADT	2	Adds 2 modes	3	5	score 11-15	3	1-2 destinations near project limits	2	6.93%-11.43%	1	4	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	vicinity of Ped Priority Zone	2	add sw and/or xwalk	3	4	Medium	3	1931-1955	4	PCI 60-80	2	limited	0	5	27.2	\$	3,360,000
16	Stevens	SFB to 4th	Full depth reconstruction, SW repair, structural sidewalk, redo lighting	replace waterline (SFB to Main)	< 5k ADT	1	None	0	1	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	New or updated facilities	5	Not in plan	0	None	0	signing, marking	2	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1931-1955	4	PCI 60-80	2	grant eligible	1	5	25.5	\$	4,760,000	

Integrated Streets Evaluation Matrix

					Provide Transportation Choices			Access to Daily Needs and Regional Destinations				Promote Economic Opportunity			Respect Natural and Neighborhood Assets				Enhance Public Health and Safety					Maximize Public Benefits and Fiscal Responsibility with Integration																									
ID	Project Name	Project Location	Project Description	Integration	Person Capacity	Network Connectivity			Score	Neighborhood Accessibility	Regional Accessibility			Disadvantaged Accessibility		Score	Freight/ Goods movement	Development & Redevelopment Potential		Score	Air Quality	Water Quality		Neighborhood/District Impact		Score	Vehicle Safety	Bike Safety	Ped Plan Priority Area	Ped Safety	Score	CSO Integration	Water Integration		Maint and Facility Condition	Leveraged Financing (excludes levy)		Score	Total Score	Total Estimated Planning Cost with Inflation									
17	Cedar	11th to 15th	Full depth reconstruction, SW repair, bike lane	replace waterline (14th - 15th), CSO work	10k-20k ADT	3	Adds 1 mode	2	5	score 1-5	1	none	0	19.37%-26.4%	3	3	T3	3	None	0	3	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	vicinity of Ped Priority Zone	2	sw ramps or repair	2	4	High	5	1931-1955	4	PCI 60-80	2	grant eligible	1	6	24.8	\$	980,000
18	Broadway Avenue	Cedar to Post	Full depth reconstruction, SW repair	replace waterline , CSO work	< 5k ADT	1	None	0	1	score 6-10	2	1-2 destinations near project limits	2	32.91% +	5	6	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	In Ped Priority Zone	5	sw ramps or repair	2	5	None	0	1850-1930	5	PCI 60-80	2	limited	0	4	24.7	\$	1,960,000
19			Riverside Ave	Hemlock to Maple	Full depth reconstruction, SW repair	replace waterline	< 5k ADT	1	None	0	1	score 1-5	1	downtown core	5	32.91% +	5	7	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority Zone	2	sw ramps or repair	2	3	None	0	1850-1930	5	PCI 60-80	2	limited	0	4	24.5
20	Cowley St.	4th to Rockwood	Full depth reconstruction, SW repair, add sidewalk	replace waterline, CSO work	< 5k ADT	1	Adds 1 mode	2	3	score 6-10	2	1-2 destinations near project limits	2	19.37%-26.4%	3	5	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority Zone	2	add sw and/or xwalk	3	4	Medium	3	1850-1930	5	PCI 40-60	3	limited	0	6	24.3	\$	1,680,000
21	Summit Blvd - Mission	A St. to Pettit	Full depth reconstruction, SW repair	replace waterline (A to Lindeke)	< 5k ADT	1	None	0	1	score 6-10	2	none	0	32.91% +	5	5	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority Zone	2	sw ramps or repair	2	3	High	5	1931-1955	4	PCI 40-60	3	limited	0	6	24.3	\$	1,540,000
22	Boone	Maple to Monroe	Full depth reconstruction, SW repair	replace waterline, CSO work	5k-10k ADT	2	None	0	2	score 6-10	2	none	0	32.91% +	5	5	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	In Ped Priority Zone	5	sw ramps or repair	2	4	Medium	3	1850-1930	5	PCI 80-100	0	limited	0	4	23.8	\$	1,820,000
23	Howard Street	Mallon to Maxwell	Full depth reconstruction, SW repair	replace waterline	< 5k ADT	1	None	0	1	score 6-10	2	3-4 destinations near project limits	3	32.91% +	5	7	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	None	0	1850-1930	5	PCI 60-80	2	limited	0	4	23.8	\$	1,820,000
24	Indiana Avenue	Ash to Monroe	Full depth reconstruction, SW repair, bike lanes	replace waterline, CSO work	< 5k ADT	1	Adds 1 mode	2	3	score 6-10	2	none	0	32.91% +	5	5	T4	2	within 1/2 mile	1	3	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	none	0	sw ramps or repair	2	3	Medium	3	1850-1930	5	PCI 40-60	3	grant eligible	1	6	23.8	\$	2,240,000
25	Wellesley	Division to Nevada	Full depth reconstruction, SW repair	replace waterline as needed?	10k-20k ADT + HPTN	4	None	0	4	score 1-5	1	1-2 destinations near project limits	2	26.45%-32.9%	4	5	T3	3	within 1/4 mile	3	6	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	vicinity of Ped Priority Zone	2	sw ramps or repair	2	2	None	0	1931-1955	4	PCI 20-40	4	grant eligible	1	5	23.8	\$	4,200,000
26	Boone	Summit Blvd to Ash	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	None	0	1	score 6-10	2	none	0	32.91% +	5	5	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	In Ped Priority Zone	5	sw ramps or repair	2	4	High	5	1850-1930	5	PCI 40-60	3	limited	0	7	23.3	\$	3,640,000
27	Maple-Walnut	5th to 11th	Full depth reconstruction, SW repair	replace waterline, CSO work	10k-20k ADT	3	Adds 1 mode	2	5	score 1-5	1	none	0	19.37%-26.4%	3	3	T3	3	None	0	3	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	vicinity of Ped Priority Zone	2	sw ramps or repair	2	4	None	0	1850-1930	5	PCI 40-60	3	grant eligible	1	5	23.3	\$	1,540,000
28	Rowan	Division to Nevada	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	None	0	1	score 6-10	2	1-2 destinations near project limits	2	26.45%-32.9%	4	5	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	None	0	1850-1930	5	PCI 20-40	4	limited	0	5	22.5	\$	2,380,000
29	SE Blvd	29th to 31st	Full depth reconstruction, SW repair		10k-20k ADT + HPTN	4	None	0	4	score 6-10	2	none	0	11.43%-19.36%	2	3	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	none	0	sw ramps or repair	2	3	None	0	1975-1994	2	PCI 20-40	4	grant eligible	1	4	22.3	\$	560,000
30	Monroe	Garland to Wellesley	Full depth reconstruction, SW repair	some utility work	10k-20k ADT + HPTN	4	None	0	4	score 1-5	1	none	0	19.37%-26.4%	3	3	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Consistent with plan concepts	2	4	None	0	none	0	vicinity of Ped Priority Zone	2	sw ramps or repair	2	2	None	0	1931-1955	4	PCI 20-40	4	grant eligible	1	5	22.2	\$	1,960,000
31	Havana	Broadway to Sprague	Full depth reconstruction, SW repair		5k-10k ADT	2	Adds 1 mode	2	4	score 1-5	1	1-2 destinations near project limits	2	26.45%-32.9%	4	5	T2	4	None	0	4	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	none	0	add sw and/or xwalk	3	2	High	5	1995-present	1	PCI 40-60	3	grant eligible	1	5	21.8	\$	2,100,000
32	Freya (Phase 1)	Wellesley to Francis	Full depth reconstruction, SW repair		5k-10k ADT	2	None	0	2	score 1-5	1	1-2 destinations near project limits	2	19.37%-26.4%	3	4	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Project listed in plan	5	6	None	0	none	0	none	0	sw ramps or repair	2	1	None	0	1956-1974	3	PCI 40-60	3	limited	0	3	21.0	\$	2,380,000
33	Rowan	Crestline to Market	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	Adds 1 mode	2	3	score 1-5	1	none	0	26.45%-32.9%	4	3	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority Zone	2	add sw and/or xwalk	3	4	None	0	1850-1930	5	PCI 60-80	2	limited	0	4	21.0	\$	2,100,000
34	17th Avenue	Grand to Upper Terrace	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	Adds 1 mode	2	3	score 1-5	1	1-2 destinations near project limits	2	6.93%-11.43%	1	3	T5	1	within 1/2 mile	1	2	No change	2	Neutral	2	Not in plan	0	3	None	0	buffered lane, greenway.	4	none	0	add sw and/or xwalk	3	4	High	5	1850-1930	5	PCI 20-40	4	limited	0	7	20.8	\$	840,000
35	Boone	Washington to Division	Full depth reconstruction, SW repair	replace waterline, CSO work	5k-10k ADT	2	None	0	2	score 6-10	2	1-2 destinations near project limits	2	32.91% +	5	6	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	In Ped Priority Zone	5	sw ramps or repair	2	5	None	0	1850-1930	5	PCI 60-80	2	limited	0	4	20.7	\$	1,400,000

Integrated Streets Evaluation Matrix

					Provide Transportation Choices			Access to Daily Needs and Regional Destinations				Promote Economic Opportunity			Respect Natural and Neighborhood Assets				Enhance Public Health and Safety					Maximize Public Benefits and Fiscal Responsibility with Integration																			
ID	Project Name	Project Location	Project Description	Integration	Person Capacity	Network Connectivity		Score	Neighborhood Accessibility	Regional Accessibility		Disadvantaged Accessibility		Score	Freight/ Goods movement	Development & Redevelopment Potential		Score	Air Quality	Water Quality	Neighborhood/District Impact		Score	Vehicle Safety	Bike Safety	Ped Plan Priority Area	Ped Safety	Score	CSO Integration	Water Integration	Maint and Facility Condition	Leveraged Financing (excludes levy)	Score	Total Score	Total Estimated Planning Cost with Inflation								
36	Howard Street	Maxwell to Buckeye	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	None	0 1	score 1-5	1	1-2 destinations near project limits	2	32.91% +	5 5	T4	2	within 1/4 mile	3 5	No change	2	Neutral	2	Not in plan	0 3	None	0	bike lane	3	none	0	sw ramps or repair	2 3	None	0	1850-1930	5	PCI 40-60	3	limited	0 4	20.5	\$	3,640,000
37	Havana	3rd to Hartson	Full depth reconstruction, SW repair		5k-10k ADT	2	Adds 2 modes	3 5	score 1-5	1	1-2 destinations near project limits	2	6.93%-11.43%	1 3	T4	2	None	0 2	No change	2	Neutral	2	Not in plan	0 3	None	0	bike lane	3	none	0	add sw and/or xwalk	3 3	High	5	1995-present	1	PCI 20-40	4	limited	0 5	20.3	\$	980,000
38	Nevada	Magnesium to Holland	Full depth reconstruction, SW repair		>20k ADT	4	None	0 4	score 1-5	1	none	0	19.37%-26.4%	3 3	T2	4	None	0 4	No change	2	Neutral	2	Not in plan	0 3	None	0	none	0	In Ped Priority Zone	5	sw ramps or repair	2 4	None	0	1975-1994	2	PCI 20-40	4	grant eligible	1 4	20.3	\$	3,080,000
39	Havana	Sprague to 3rd	Full depth reconstruction, SW repair		5k-10k ADT	2	Adds 1 mode	2 4	score 1-5	1	none	0	11.43%-19.36%	2 2	T3	3	None	0 3	No change	2	Neutral	2	Not in plan	0 3	None	0	bike lane	3	vicinity of Ped Priority Zone	2	add sw and/or xwalk	3 4	High	5	1995-present	1	PCI 40-60	3	limited	0 5	20.2	\$	1,260,000
40	14th Avenue	Bernard to Grand	Full depth reconstruction, SW repair	some utility work	< 5k ADT	1	None	0 1	score 6-10	2	none	0	0%-6.92%	0 1	T5	1	adjacent	5 6	No change	2	Neutral	2	Not in plan	0 3	None	0	signing, marking	2	none	0	sw ramps or repair	2 2	High	5	1931-1955	4	PCI 20-40	4	grant eligible	1 7	20.0	\$	700,000
41	Frederick	Freya to Havana	Full depth reconstruction, SW repair	some utility work	5k-10k ADT	2	Adds 2 modes	3 5	score 1-5	1	none	0	19.37%-26.4%	3 3	T3	3	None	0 3	No change	2	Neutral	2	Not in plan	0 3	None	0	bike lane	3	none	0	add sw and/or xwalk	3 3	None	0	1931-1955	4	PCI 40-60	3	limited	0 4	19.8	\$	1,540,000
42	Bernard - Ben Garrett - Grove	9th to 14th	Full depth reconstruction, SW repair	some utility work	10k-20k ADT	3	None	0 3	score 6-10	2	none	0	6.93%-11.43%	1 2	T4	2	within 1/2 mile	1 3	No change	2	Neutral	2	Not in plan	0 3	None	0	signing, marking	2	vicinity of Ped Priority Zone	2	sw ramps or repair	2 3	High	5	1931-1955	4	PCI 60-80	2	grant eligible	1 6	19.7	\$	1,960,000
43	Freya paving	37th to 42nd	Full depth reconstruction, SW repair		5k-10k ADT	2	Adds 1 mode	2 4	none	0	1-2 destinations near project limits	2	6.93%-11.43%	1 2	T4	2	within 1/2 mile	1 3	No change	2	Neutral	2	Not in plan	0 3	None	0	bike lane	3	none	0	sw ramps or repair	2 3	High	5	1975-1994	2	PCI 40-60	3	grant eligible	1 6	19.7	\$	1,540,000
44	Hartson	Freya to Havana	Full depth reconstruction, SW repair		< 5k ADT	1	Adds 1 mode	2 3	score 1-5	1	none	0	32.91% +	5 4	T4	2	None	0 2	No change	2	Neutral	2	Not in plan	0 3	None	0	signing, marking	2	none	0	add sw and/or xwalk	3 3	High	5	1956-1974	3	PCI 40-60	3	limited	0 6	19.7	\$	1,960,000
45	Wellesley	Crestline to Haven	Full depth reconstruction, SW repair	replace waterline, CSO work	10k-20k ADT	3	None	0 3	score 6-10	2	none	0	26.45%-32.9%	4 4	T3	3	within 1/2 mile	1 4	No change	2	Neutral	2	Not in plan	0 3	None	0	none	0	vicinity of Ped Priority Zone	2	sw ramps or repair	2 2	None	0	1850-1930	5	PCI 60-80	2	grant eligible	1 4	19.7	\$	2,660,000
46	Freya paving	17th to 29th	Full depth reconstruction, SW repair	replace waterline, CSO work	10k-20k ADT	3	None	0 3	score 1-5	1	none	0	6.93%-11.43%	1 1	T3	3	within 1/2 mile	1 4	No change	2	Neutral	2	Not in plan	0 3	None	0	signing, marking	2	none	0	sw ramps or repair	2 2	High	5	1850-1930	5	PCI 60-80	2	grant eligible	1 7	19.5	\$	2,240,000
47	Wellesley	Driscoll to A St.	Full depth reconstruction, SW repair		5k-10k ADT	2	Adds 1 mode	2 4	score 1-5	1	1-2 destinations near project limits	2	6.93%-11.43%	1 3	T3	3	None	0 3	No change	2	New or updated facilities	5	Not in plan	0 5	None	0	bike lane	3	none	0	sw ramps or repair	2 3	None	0	1995-present	1	PCI 40-60	3	grant eligible	1 3	19.3	\$	980,000
48	Freya	Upriver to Euclid	Full depth reconstruction, SW repair	some utility work	5k-10k ADT	2	Adds 2 modes	3 5	none	0	none	0	19.37%-26.4%	3 2	T4	2	None	0 2	No change	2	Neutral	2	Not in plan	0 3	None	0	bike lane	3	vicinity of Ped Priority Zone	2	sw ramps or repair	2 4	None	0	1931-1955	4	PCI 40-60	3	grant eligible	1 4	19.2	\$	2,380,000
49	Sharp-Atlantic	Boone to Pearl	Full depth reconstruction, SW repair	replace waterline, CSO work	5k-10k ADT	2	None	0 2	score 6-10	2	1-2 destinations near project limits	2	32.91% +	5 6	T4	2	None	0 2	No change	2	Neutral	2	Not in plan	0 3	None	0	signing, m	2	vicinity of Ped Priority Zone	2	sw ramps or repair	2 3	None	0	1850-1930	5	PCI 60-80	2	limited	0 4	19.2	\$	1,680,000
50	Empire / Garland	Crestline to Market	Full depth reconstruction, SW repair		5k-10k ADT	2	None	0 2	score 6-10	2	1-2 destinations near project limits	2	26.45%-32.9%	4 5	T3	3	None	0 3	No change	2	Neutral	2	Not in plan	0 3	None	0	signing, marking	2	vicinity of Ped Priority Zone	2	sw ramps or repair	2 3	None	0	1956-1974	3	PCI 40-60	3	limited	0 3	19.0	\$	2,520,000
51	Summit Blvd	Boone to Broadway	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	None	0 1	score 1-5	1	1-2 destinations near project limits	2	32.91% +	5 5	T4	2	None	0 2	No change	2	Neutral	2	Not in plan	0 3	None	0	signing, marking	2	none	0	sw ramps or repair	2 2	High	5	1850-1930	5	PCI 60-80	2	limited	0 6	19.0	\$	1,120,000
52	Rowan	Assembly to Driscoll	Full depth reconstruction, SW repair	some utility work	< 5k ADT	1	Adds 1 mode	2 3	score 6-10	2	none	0	11.43%-19.36%	2 3	T4	2	None	0 2	No change	2	New or updated facilities	5	Not in plan	0 5	None	0	signing, marking	2	none	0	sw ramps or repair	2 2	None	0	1931-1955	4	PCI 20-40	4	grant eligible	1 5	18.8	\$	980,000
53	Cedar - High Drive	15th to 29th	Full depth reconstruction, SW repair	some utility work	10k-20k ADT	3	None	0 3	score 1-5	1	none	0	6.93%-11.43%	1 1	T3	3	None	0 3	No change	2	Neutral	2	Not in plan	0 3	None	0	bike lane	3	none	0	sw ramps or repair	2 3	High	5	1931-1955	4	PCI 60-80	2	grant eligible	1 6	18.5	\$	4,200,000
54	Central Ave	Wall to Division	Full depth reconstruction, SW repair	some utility work	< 5k ADT	1	Adds 1 mode	2 3	score 6-10	2	none	0	19.37%-26.4%	3 3	T4	2	within 1/2 mile	1 3	No change	2	Neutral	2	Not in plan	0 3	None	0	signing, marking	2	vicinity of Ped Priority Zone	2	add sw and/or xwalk	3 4	None	0	1931-1955	4	PCI 60-80	2	limited	0 3	18.5	\$	1,540,000
55	Summit Blvd	A St. to Boone	Full depth reconstruction, SW repair	some utility work	< 5k ADT	1	None	0 1	score 1-5	1	1-2 destinations near project limits	2	32.91% +	5 5	T4	2	None	0 2	No change	2	Neutral	2	Not in plan	0 3	None	0	signing, marking	2	none	0	sw ramps or repair	2 2	High	5	1931-1955	4	PCI 60-80	2	limited	0 6	18.5	\$	1,120,000
56	14th Avenue	Monroe to Grand	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	None	0 1	score 6-10	2	1-2 destinations near project limits	2	0%-6.92%	0 3	T4	2	within 1/4 mile	3 5	No change	2	Neutral	2	Not in plan	0 3	None	0	signing, marking	2	none	0	sw ramps or repair	2 2	High	5	1850-1930	5	PCI 80-100	0	limited	0 5	18.3	\$	2,100,000
57	Freya	Wellesley to Euclid	Full depth reconstruction, SW repair		5k-10k ADT	2	Adds 2 modes	3 5	none	0	none	0	19.37%-26.4%	3 2	T4	2	within 1/2 mile	1 3	No change	2	Neutral	2	Not in plan	0 3	None	0	bike lane	3	none	0	add sw and/or xwalk	3 3	None	0	1995-present	1	PCI 40-60	3	grant eligible	1 3	18.2	\$	2,940,000

Integrated Streets Evaluation Matrix

					Provide Transportation Choices			Access to Daily Needs and Regional Destinations					Promote Economic Opportunity			Respect Natural and Neighborhood Assets					Enhance Public Health and Safety					Maximize Public Benefits and Fiscal Responsibility with Integration																							
ID	Project Name	Project Location	Project Description	Integration	Person Capacity	Network Connectivity		Score	Neighborhood Accessibility	Regional Accessibility		Disadvantaged Accessibility		Score	Freight/ Goods movement	Development & Redevelopment Potential		Score	Air Quality	Water Quality		Neighborhood/District Impact		Score	Vehicle Safety	Bike Safety	Ped Plan Priority Area	Ped Safety	Score	CSO Integration	Water Integration	Maint and Facility Condition	Leveraged Financing (excludes levy)		Score	Total Score	Total Estimated Planning Cost with Inflation												
58	Indiana Avenue	Monroe to Division	Full depth reconstruction, SW repair	replace waterline, CSO work	10k-20k ADT	3	None	0	3	score 6-10	2	none	0	26.45%-32.9%	4	4	T5	1	None	0	1	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	vicinity of Ped Priority Zone	2	sw ramps or repair	2	2	None	0	1850-1930	5	PCI 20-40	4	grant eligible	1	5	17.7	\$	3,920,000
59	Bernard	29th to High Drive	Full depth reconstruction, SW repair		< 5k ADT	1	Adds 1 mode	2	3	score 1-5	1	none	0	6.93%-11.43%	1	1	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	add sw and/or xwalk	3	3	High	5	1956-1974	3	PCI 40-60	3	grant eligible	1	6	17.5	\$	2,380,000
60	Sunset Blvd	Hwy 2 to Rustle	Full depth reconstruction, SW repair		5k-10k ADT + HPTN	3	Adds 1 mode	2	5	score 1-5	1	1-2 destinations near project limits	2	11.43%-19.36%	2	3	T3	3	None	0	3	No change	2	New or updated facilities	5	Consistent with plan concepts	2	Clear safety benefit	3	bike lane	3	none	0	sw ramps or repair	2	4	None	0	None	0	PCI 40-60	3	grant eligible	1	2	17.3	\$	8,820,000	
61	14th Avenue	Cedar to Monroe	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	None	0	1	score 1-5	1	none	0	19.37%-26.4%	3	3	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	High	5	1850-1930	5	PCI 20-40	4	limited	0	7	17.3	\$	700,000
62	Illinois	Perry to Market	Full depth reconstruction, SW repair	replace waterline, CSO work	5k-10k ADT	2	None	0	2	score 1-5	1	none	0	19.37%-26.4%	3	3	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	vicinity of Ped Priority Zone	2	sw ramps or repair	2	4	None	0	1850-1930	5	PCI 40-60	3	grant eligible	1	5	17.3	\$	5,320,000
63	Lincoln	Division to Nevada	Full depth reconstruction, SW repair		5k-10k ADT	2	None	0	2	score 1-5	1	none	0	19.37%-26.4%	3	3	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	None	0	1975-1994	2	PCI 20-40	4	limited	0	3	17.3	\$	3,220,000
64	Belt	NW Blvd to Montgomery	Full depth reconstruction, SW repair	some utility work	< 5k ADT	1	None	0	1	score 6-10	2	none	0	19.37%-26.4%	3	3	T4	2	within 1/2 mile	1	3	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority Zone	2	sw ramps or repair	2	3	Low	1	1931-1955	4	PCI 40-60	3	limited	0	4	17.0	\$	840,000
65	25th Avenue	Bernard to Grand	Full depth reconstruction, SW repair	some utility work	< 5k ADT	1	None	0	1	score 1-5	1	1-2 destinations near project limits	2	6.93%-11.43%	1	3	T5	1	within 1/2 mile	1	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	High	5	1931-1955	4	PCI 20-40	4	limited	0	7	16.8	\$	1,400,000
66	Empire	Nevada to Crestline	Full depth reconstruction, SW repair	some utility work	5k-10k ADT	2	None	0	2	score 1-5	1	none	0	19.37%-26.4%	3	3	T3	3	None	0	3	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority Zone	2	sw ramps or repair	2	3	None	0	1931-1955	4	PCI 40-60	3	limited	0	4	16.8	\$	2,940,000
67	Milton-14th	16th to Lindeke	Full depth reconstruction, SW repair		< 5k ADT	1	Adds 1 mode	2	3	score 1-5	1	none	0	6.93%-11.43%	1	1	T5	1	None	0	1	No change	2	Neutral	2	Project listed in plan	5	6	None	0	signing, marking	2	none	0	add sw and/or xwalk	3	3	None	0	1956-1974	3	PCI 40-60	3	limited	0	3	16.8	\$	560,000
68	Rockwood Blvd	Grand to Cowley	Full depth reconstruction, SW repair		< 5k ADT	1	None	0	1	score 1-5	1	none	0	19.37%-26.4%	3	3	T5	1	within 1/2 mile	1	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority Zone	2	add sw and/or xwalk	3	4	Medium	3	1956-1974	3	PCI 20-40	4	limited	0	5	16.8	\$	1,400,000
69	Wellesley	Nevada to Crestline	Full depth reconstruction, SW repair	replace waterline, CSO work	10k-20k ADT	3	None	0	3	score 1-5	1	none	0	19.37%-26.4%	3	3	T3	3	None	0	3	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	none	0	sw ramps or repair	2	1	None	0	1850-1930	5	PCI 40-60	3	grant eligible	1	5	16.8	\$	3,220,000
70	Rowan	Nevada to Crestline	Full depth reconstruction, SW repair	replace waterline, CSO work	5k-10k ADT	2	Adds 1 mode	2	4	score 1-5	1	none	0	11.43%-19.36%	2	2	T4	2	within 1/2 mile	1	3	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	add sw and/or xwalk	3	3	None	0	1850-1930	5	PCI 80-100	0	limited	0	3	16.7	\$	3,080,000
71	6th-7th Avenue	Inland Empire to Walnut St.	Full depth reconstruction, SW repair	some utility work	< 5k ADT	1	None	0	1	score 1-5	1	none	0	19.37%-26.4%	3	3	T4	2	within 1/2 mile	1	3	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	None	0	1931-1955	4	PCI 60-80	2	limited	0	3	16.3	\$	1,680,000
72	Perry	Wellesley to Euclid	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	Adds 1 mode	2	3	score 1-5	1	none	0	11.43%-19.36%	2	2	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	add sw and/or xwalk	3	3	None	0	1850-1930	5	PCI 40-60	3	limited	0	4	16.2	\$	2,940,000
73	Empire	Division to Nevada	Full depth reconstruction, SW repair	some utility work	5k-10k ADT	2	None	0	2	score 1-5	1	none	0	19.37%-26.4%	3	3	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority Zone	2	sw ramps or repair	2	3	None	0	1931-1955	4	PCI 40-60	3	limited	0	4	15.8	\$	2,940,000
74	Wellesley	Freya to Havana	Full depth reconstruction, SW repair		< 5k ADT	1	None	0	1	none	0	none	0	19.37%-26.4%	3	2	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	none	0	sw ramps or repair	2	1	None	0	1956-1974	3	PCI 20-40	4	grant eligible	1	4	15.7	\$	980,000
75	Strong Road	Five Mile to Cedar	Full depth reconstruction, SW repair		< 5k ADT	1	Adds 2 modes	3	4	none	0	none	0	0%-6.92%	0	0	T5	1	None	0	1	No change	2	Neutral	2	Consistent with plan concepts	2	4	None	0	bike lane	3	none	0	add sw and/or xwalk	3	3	None	0	1975-1994	2	PCI 20-40	4	grant eligible	1	4	15.5	\$	2,660,000
76	Cozza Drive	Division to Nevada	Full depth reconstruction, SW repair		< 5k ADT	1	None	0	1	score 1-5	1	none	0	26.45%-32.9%	4	3	T4	2	within 1/2 mile	1	3	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	none	0	sw ramps or repair	2	1	None	0	1956-1974	3	PCI 20-40	4	limited	0	4	14.5	\$	3,500,000
77	Lindeke Street - 16th	Sunset Blvd to 195	Full depth reconstruction, SW repair	some utility work	< 5k ADT	1	Adds 1 mode	2	3	score 1-5	1	none	0	6.93%-11.43%	1	1	T5	1	None	0	1	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	None	0	1931-1955	4	PCI 20-40	4	limited	0	4	14.0	\$	2,380,000
78	Qualchan Dr	Cheney Spokane to 195	Full depth reconstruction, SW repair		5k-10k ADT	2	Adds 1 mode	2	4	none	0	none	0	0%-6.92%	0	0	T5	1	None	0	1	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	add sw and/or xwalk	3	3	None	0	1975-1994	2	PCI 40-60	3	grant eligible	1	3	13.2	\$	1,540,000
79	Rustle-Garden Springs	Sunset to City limits (near Assembly)	Full depth reconstruction, SW repair		< 5k ADT	1	None	0	1	score 1-5	1	none	0	11.43%-19.36%	2	2	T5	1	None	0	1	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	none	0	1	None	0	1956-1974	3	PCI 20-40	4	limited	0	4	11.2	\$	840,000

Arterial Street Maintenance List

	Project Name	Project Location	Planning-Level Cost Estimates
1	27th	SE Blvd to Ray	\$770,000
2	29th Ave	Freya to Havana	\$550,000
3	2nd Avenue	Thor to fiske	\$330,000
4	Conklin St. - 17th Ave	SE Blvd to Rockwood	\$220,000
5	17th Ave	SE Blvd to Ray	\$1,320,000
6	23rd Avenue - Thorpe Rd	195 to Inland Empire Way	\$220,000
7	3rd Avenue	Arthur to Magnolia	\$660,000
8	49th Ave	Perry to Crestline	\$550,000
9	Addison	Wellesley to Rowan	\$660,000
10	Belt	Maxwell to Boone	\$220,000
11	Carlisle / Ralph	Upriver to Upriver	\$330,000
12	Garland	Washington to Division	\$220,000
13	Grandview Avenue	Garden Springs to 17th	\$550,000
14	Indiana / North Center Street	Perry to Upriver Dr	\$110,000
15	Wellesley	Freya - Havana	\$330,000
16	13th-Rosamund	Lindeke to West Drive	\$1,760,000
17	17th Ave	Ray to Havana	\$770,000
18	2nd Ave	Freya to Havana	\$660,000
19	2nd Avenue	Fiske to Arthur	\$1,760,000
20	A Street	Driscoll to Francis	\$1,650,000
21	Addison	Bridgeport to Wellesley	\$1,210,000
22	Colton	Standard to Magnesium	\$220,000
23	Garland	NW Blvd to Ash	\$1,760,000
24	Hawthorne	Division to Nevada	\$550,000
25	Hayford Road	48th to McFarlane	\$1,100,000
26	Helena St	Trent to 2nd	\$1,760,000
27	Holland	Division to Nevada	\$3,300,000
28	Lidgerwood	Lyons to Francis	\$330,000
29	Lincoln	Nevada to Crestline	\$990,000
30	Lincoln / Post	river to Mission	\$880,000
31	Lincoln	Main to SFB	\$110,000
32	Lyons	Division (Atlantic) to Lidgerwood	\$440,000
33	Magnesium	Nevada to Crestline	\$660,000
34	Montgomery	Division to Astor	\$440,000
35	Napa	Sprague to Trent	\$330,000
36	Nevada	Lincoln to Magnesium	\$990,000
37	Nevada	Francis to Lincoln	\$1,980,000
38	North River Dr.	Washington to Division	\$440,000
39	Pacific Park Dr	Indian Trail to Pamela	\$440,000
40	Perry St.	Wellesley to Empire	\$550,000
41	Pittsburg	Lyons to Francis	\$330,000

Arterial Street Maintenance List

	Project Name	Project Location	Planning-Level Cost Estimates
42	Queen Ave	Wall to Lidgerwood	\$990,000
43	Sharp	Division to Pearl	\$330,000
44	Shawnee	Indian Trail to Sundance Dr	\$550,000
45	Thor	Sprague - 3rd	\$330,000
46	Valley Springs Road	Havana to city limits	\$440,000
47	16th	17th to Milton	\$440,000
48	29th Ave	Grand to SE Blvd	\$1,760,000
49	3rd Avenue	Freya to Havana	\$550,000
50	44th Ave	Crestline to Ray	\$880,000
51	5th Ave	Monroe to Division	\$990,000
52	8th/Stevens/Washington	McClellan to 3rd	\$1,430,000
53	Altamont	Hartson - 9th	\$220,000
54	Ash Street	Broadway to turnaround	\$220,000
55	Assembly	Wellesley to Rowan	\$770,000
56	Aubrey White Pkwy	Rifle Club Rd to Downriver Dr	\$2,420,000
57	Belt	Rowan to Francis	\$550,000
58	Belt	Francis to 5-Mile	\$220,000
59	Bernard	SFB to 1st	\$440,000
60	Broadway	Summit Blvd to Cedar	\$1,430,000
61	Cedar Road	Cheney-Spokane to city limits	\$990,000
62	Central Avenue	Division to Lidgerwood	\$330,000
63	Downriver Dr	Aubrey White Pkwy to Pettet Dr	\$880,000
64	Eagle Ridge	Meadow Lane to Cedar	\$1,650,000
65	Flint Rd	Hwy 2 to airport drive	\$1,760,000
66	Freya	Sprague - Hartson	\$660,000
67	Garland	Ash to Washington	\$1,100,000
68	Geiger Blvd	Hwy 2 to Assembly	\$2,310,000
69	Geiger Blvd	Assembly to Electric Ave	\$880,000
70	Hamilton	Trent to Ermina	\$1,870,000
71	Inland Empire Way	23rd to 9th	\$11,220,000
72	Inland Empire Way	23rd to 195	\$770,000
73	Lidgerwood	Wellesley to Rowan	\$660,000
74	Magnesium	Division to Nevada	\$990,000
75	Mission	Division to Hamilton	\$550,000
76	Monroe	Wellesley to Francis	\$1,430,000
77	Monroe	Spokane River to Maxwell	\$1,100,000
78	Napa	Trent to Mission	\$660,000
79	Nevada	Holland to Hawthorne	\$3,300,000
80	NW Blvd	Maple to Lincoln	\$1,210,000
81	Perry St.	Empire to Foothills	\$660,000
82	Post St.	Cleveland to Garland	\$880,000
83	Shawnee	Indian Trail to east end	\$990,000

Arterial Street Maintenance List

	Project Name	Project Location	Planning-Level Cost Estimates
84	Sherman	Sprague to 3rd	\$440,000
85	Thorpe Road	RR tunnel to 195	\$110,000
86	Upriver	Mission to Greene	\$1,760,000
87	Wall Street	Garland to Princeton	\$330,000
88	29th Ave	High to Bernard	\$770,000
89	29th Ave	Bernard to Grand	\$1,100,000
90	29th Ave	SE Blvd to Freya	\$1,210,000
91	2nd Ave	Thor to Freya	\$110,000
92	2nd Ave	Division to Arthur	\$1,210,000
93	2nd Ave	Sunset to Division	\$1,980,000
94	37th Ave	Perry to Regal	\$880,000
95	37th Ave	Grand to Perry	\$550,000
96	37th Ave	Bernard to Grand	\$880,000
97	37th Avenue	Regal to E city limits	\$1,540,000
98	3rd Ave	Division to Arthur	\$1,100,000
99	3rd Avenue	Magnolia to Altamont	\$440,000
100	3rd Avenue	Altamont to Freya	\$990,000
101	44th Ave	Ray to Freya	\$220,000
102	4th-5th	Division to Arthur	\$990,000
103	5-mile Road	Austin to Lincoln	\$1,870,000
104	5-mile Road	Austin to Maple	\$220,000
105	5th Ave	Ray to Freya	\$330,000
106	5th Ave	Pittsburg to Ray	\$1,210,000
107	9th Ave	Perry to Altamont	\$550,000
108	Addison	Rowan to Columbia	\$220,000
109	Addison	Columbia to Francis	\$440,000
110	Addison-Standard	Francis to Colton	\$1,870,000
111	Alberta	Cascade Way to 5-Mile	\$330,000
112	Alberta/Cochran	NW to Francis	\$2,750,000
113	Arthur St.	I-90 to 2nd Ave	\$220,000
114	Arthur st.	I-90 to Newark (Perry)	\$330,000
115	Ash/Maple	NW to Wellesley	\$3,190,000
116	Ash/Maple	Wellesley to Country Homes	\$2,970,000
117	Ash-Maple	Bridge to NW Blvd	\$2,200,000
118	Barnes Road	west end to Phoebe	\$1,430,000
119	Belt	Nora to Montgomery	\$330,000
120	Bernard	29th to 14th	\$1,320,000
121	Boone	Monroe to Washington	\$880,000
122	Bridgeport	Division to Crestline	\$1,650,000
123	Broadway - Alki Avenue	Freya to Havana	\$1,320,000
124	Browne - 7th - McClellan	3rd to 9th	\$660,000
125	Buckeye	Post to Division	\$880,000
126	Cedar Road	Country Homes to Strong	\$880,000
127	Cheney-Spokane	195 to city limits	\$1,980,000
128	Crestline	Wellesley to Francis	\$1,540,000

Arterial Street Maintenance List

	Project Name	Project Location	Planning-Level Cost Estimates
129	Crestline	Illinois to Wellesley	\$2,200,000
130	Crestline	Francis to Lincoln	\$1,430,000
131	Crestline	Lincoln to Magnesium	\$440,000
132	Crestline	44th to 53rd	\$440,000
133	Crestline	44th to Thurston	\$330,000
134	Crestline	Thurston to 37th	\$330,000
135	Crestline	37th to Thurston	\$330,000
136	Division	3rd to 7th	\$440,000
137	Driscoll	Assembly to Wellesley	\$1,870,000
138	Driscoll	Wellesley to Alberta	\$1,430,000
139	Electric Ave	west city limits to Geiger	\$2,200,000
140	Euclid	Crestline to Market	\$880,000
141	Foothills	Division to Crestline	\$550,000
142	Francis	Crestline to Market	\$990,000
143	Francis	Freya to city limits	\$1,100,000
144	Francis	Division to Crestline	\$2,310,000
145	Freya	42nd to Palouse Highway	\$550,000
146	G Street	NW to Wellesley	\$880,000
147	Grand	43rd to 29th	\$1,320,000
148	Grand Blvd	14th to 29th	\$1,430,000
149	Grand Blvd/McClellan	14th to 18th	\$0
150	Grand Blvd-9th	McClellan to 14th	\$660,000
151	Greene	Market to Mission	\$1,430,000
152	Greene-Freya	Mission to Sprague	\$2,200,000
153	Grove	14th to Sumner	\$330,000
154	Gvmt Way	Hartson to Greenwood	\$880,000
155	Gvmt Way	Sunset to Hartson	\$220,000
156	Hamilton	Ermina to Foothills	\$880,000
157	Hatch Road (phase 1)	Highland Park Drive to 57th	\$660,000
158	Hatch	57th to 43rd	\$770,000
159	Havana St	Broadway to Mission	\$440,000
160	Havana St	37th to Glenrose	\$770,000
161	Haven	Market to Market	\$1,320,000
162	Helena Street	Lincoln to Sharpsburg	\$880,000
163	High Drive	29th to Scott	\$2,090,000
164	High Drive	Bernard to Grand	\$880,000
165	Illinois	Hamilton to Perry	\$990,000
166	Indiana	Dakota to Perry	\$770,000
167	Indiana	Division to Dakota	\$880,000
168	Indiana	Belt to Ash	\$550,000
169	Inland Empire Way - Sunset Blvd.	9th to 2nd	\$880,000
170	Jefferson St	Riverside to 4th	\$660,000
171	Liberty Park Place - Media - 4th	Perry to Pittsburg	\$220,000

Arterial Street Maintenance List

	Project Name	Project Location	Planning-Level Cost Estimates
172	Lidgerwood	Rowan to Francis	\$660,000
173	Lincoln	29th to 14th	\$1,100,000
174	Lyons	Lidgerwood to Addison	\$220,000
175	Maple-Walnut	5th to river	\$1,540,000
176	Market	Garland to Francis	\$2,200,000
177	Market	Greene to Empire	\$1,430,000
178	Mission	Hamilton to Greene	\$1,870,000
179	Mission Ave	Washington to Division	\$440,000
180	MLK	Division to Sherman	\$660,000
181	MLK (2017 build)	Sherman to Trent	\$0
182	Monroe-Lincoln	8th to 17th	\$660,000
183	Monroe-Lincoln	2nd to 8th	\$990,000
184	Monroe-Lincoln	Main to 2nd	\$990,000
185	Montgomery/Illinois	Astor to Hamilton	\$660,000
186	Nevada	Broad to Decatur	\$1,210,000
187	Nevada	Foothills to Broad	\$1,650,000
188	NW Blvd	Alberta to Ash	\$1,540,000
189	NW Blvd	C Street to Lindeke	\$660,000
190	NW Blvd	Wellesley to Audbon	\$1,980,000
191	Parkidge - Lincoln Way	Qualchan to Eagle Ridge	\$2,970,000
192	Perry St	Mission to Illinois	\$660,000
193	Perry St	45th to Thurston	\$330,000
194	Perry St.	29th to Thurston	\$880,000
195	Perry St.	45th to 53rd	\$770,000
196	Perry ST.	Arthur to SE Blvd.	\$1,320,000
197	Pittsburg	4th to 5th	\$110,000
198	Post St.	Maxwell to Cleveland	\$1,430,000
199	Ray ST	37th to 29th	\$770,000
200	Ray Street	29th to 17th	\$1,320,000
201	Regal St	Palouse Hwy to 55th	\$660,000
202	Regal St	39th to Palouse Highway	\$990,000
203	Rifle Club Road	west end to 9-Mile Road	\$550,000
204	Riverside	Clarke to Hemlock	\$330,000
205	Riverside	Gvmt Way to Clark	\$440,000
206	Rockwood	Cowley to Southeast	\$2,640,000
207	Rowan	Driscoll to Alberta	\$1,100,000
208	Rowan	Alberta to Wall	\$1,430,000
209	S. Riverton	Lacey to Ermina	\$550,000
210	S. Riverton	Mission to Lacey	\$990,000
211	SE Blvd	29th to perry	\$1,540,000
212	SE/Sherman	Perry to 3rd	\$1,760,000
213	Sharpsburg	Nevada to Pittsburg	\$660,000
214	Sherman	MLK - SFB	\$220,000
215	Spokane Falls Blvd	Division to Hamilton	\$1,320,000
216	Sprague	Hatch to Helena	\$990,000

Arterial Street Maintenance List

	Project Name	Project Location	Planning-Level Cost Estimates
217	Sprague	Helena to Stone	\$880,000
218	Sprague	Stone to Freya	\$1,430,000
219	Sprague	Freya to Havana	\$990,000
220	Stevens	4th to 9th	\$550,000
221	Summit Parkway	College to Monroe	\$2,420,000
222	Summit Parkway (Bridge)	Monroe to Lincoln	\$110,000
223	Thurston	Hatch to Perry	\$440,000
224	Thurston	Perry to Crestline	\$550,000
225	Upper Terrace	17th to Rockwood	\$110,000
226	Upriver	Greene to city limits	\$2,860,000
227	Wall Street	SFB to 4th	\$660,000
228	Wall Street	4th to 5th	\$110,000
229	Wall Street	Princeton to Francis	\$990,000
230	Washington	Boone to Buckeye	\$1,650,000
231	Washington St	4th to 9th	\$440,000
232	Wellesley	Assembly to C Street	\$1,100,000
233	Wellesley	A to Ash	\$1,100,000
234	Wellesley	Maple to Divison	\$1,650,000
235	West Drive - Westcliff - Deska	Rosamund to Assembly	\$990,000
236	3rd Avenue	Sunset - Division	\$2,090,000
237	Francis	Market - Freya	\$440,000

2017 DRAFT Capacity Improvement Project List

Project	Description	Estimated Cost	Region
5th Ave / Sherman St	Intersection - Install new traffic signal	\$700,000	D
Trent / Hamilton intersection	modifications due to new traffic patterns with NSC	\$1,000,000	D
Downtown Bike Share	Paid bike share program	\$200,000	D
D Bicycle Improvements	stripe bike facilities on arterials	\$500,000	D
D Pedestrian Improvements	install pedestrian facilities on arterials	\$250,000	D
Ash Street 2-way from Broadway to Dean	Convert Ash Street to a 2-way street to allow access to Maple Street Bridge SB.	\$250,000	D
Assembly St / Francis Ave (SR291)	Intersection - Construct Roundabout	\$3,000,000	NW
Indian Trail Rd - Kathleen to Barnes	Widening - Construct to 5-lane section	\$4,100,000	NW
Francis/Alberta	modify NB and SB lanes to allow protected phasing	\$500,000	NW
Francis/Maple	add WBR lane	\$500,000	NW
NW Bicycle Improvements	stripe bike facilities on arterials	\$250,000	NW
NW Pedestrian Improvements	install pedestrian facilities on arterials	\$250,000	NW
29th Ave / Freya St	Stripe EBL and WBL turn lanes, and widen for NB and SB left turn lane. Keep 4-way stop.	\$1,500,000	S
29th Ave TWLTL	between Martin and Strong	\$300,000	S
37th Ave / Freya st	Construct traffic signal	\$250,000	S
37th Ave / Ray St	Construct traffic signal and WBR channelization	\$250,000	S
Ray-Freya Crossover	Segment - construct road project	\$4,056,000	S
44th Ave from Crestline to Altamont	new collector road section	\$500,000	S
44th/Regal	Widen northbound approach to 2 lanes	\$150,000	S
Freya / Palouse Hwy	roundabout (or turn lanes)	\$1,000,000	S
S Bicycle Improvements	stripe bike facilities on arterials	\$250,000	S
S Pedestrian Improvements	install pedestrian facilities on arterials	\$250,000	S
Lincoln Rd / Nevada St	Intersection Improvements - Construct separate eastbound and westbound left-turn lanes; include west leg widening and construction of 5-lane east of Nevada 1000'	\$1,000,000	NE
Hamilton St Corridor - Desmet Ave to Foothills Ave	Segment Improvements - Construct traffic signal modifications to accommodate protected or protected/permitted signal phasing. New signal at Desmet.	\$0	NE
Mission/Havana	signal	\$800,000	NE
Nevada / Magnesium	left turn phasing, additional lanes	\$1,000,000	NE
Greene/Ermina	New signal to accommodate SCC access for transit and future NSC (mostly funded by STA)	\$200,000	NE
NE Bicycle Improvements	stripe bike facilities on arterials	\$250,000	NE
NE Pedestrian Improvements	install pedestrian facilities on arterials	\$250,000	NE
US 2 / Deer Heights Signal	new signal	\$1,200,000	W
21st Avenue: Deer Heights to Flint/Granite	segment - construct new 3-lane arterial	\$2,583,000	W
Deer Heights Road: south end to 18th/21st	segment - construct new 2-lane arterial	\$610,000	W
12th Avenue: Deer Heights to Flint/Granite	segment - construct new 2-lane arterial	\$1,865,000	W
US 2 Bike Path	bike path from Deer Heights to Sunset Hill	\$0	W
W Bicycle Improvements	stripe bike facilities on arterials	\$100,000	W
W Pedestrian Improvements	install pedestrian facilities on arterials	\$100,000	W

Total Downtown =	\$2,650,000
Total Northwest =	\$8,600,000
Total South =	\$8,506,000
Total Northeast =	\$3,500,000
West Plains =	\$6,458,000
Grand Total =	\$29,714,000

Volume V, Appendix D

Part V:

Transportation Demand

Management (TDM)

Toolkit

By: Nelson\Nygaard

City of Spokane Comprehensive Plan

MEMORANDUM

To: Louis Mueller, Mike Tresidder, City of Spokane
From: Paul Moore, Roger Pardo, Nelson\Nygaard
Date: December 14, 2016
Subject: Transportation Demand Management Toolkit - Update

EXPLORING TDM MEASURES

TDM measures collectively work to change how, when, where, and why people travel. TDM efforts help to increase efficiency within the transportation system. Supporting alternative modes - cycling, walking, transit, and carpooling - gives employees, residents, and visitor's incentives to reduce reliance on the single-occupant vehicles. TDM approaches can be an important, cost-effective solution to overall transportation challenges, both reducing vehicular impact and parking demand, while improving the accessibility and success of a new development. A successful TDM approach typically includes a variety of strategies. These strategies work together to achieve a more sustainable transportation system by making the most of the existing infrastructure.

Incorporating TDM strategies in a new development serves not only to make better use of transportation infrastructure, but also to reduce the demand for new roadway capacity. It can also result in better place-making and community building; TDM can help make developments and neighborhoods more attractive places to live, work, and visit. Workplaces and developments that have a vested interest in making places more accessible to employees and residents often emerge as vibrant, walkable neighborhoods with desirable amenities.

Many of the transportation demand management strategies listed below have synergistic effects (i.e., a combination of strategies will be more effective together than individually). Results, such as mode split changes or reductions in traffic or parking demand, vary depending not only on the context, but also on how strategies are implemented in relation to one another.

The City should continue to improve upon TDM strategies that are already being used in the region and continue to explore implementation of other TDM strategies covered in this TDM toolkit.

- Commute Trip Reduction Plan / Growth and Transportation Efficiency Center Plan
- Shared Parking Codes and Incentives
- Bicycle, Pedestrian, and Transit System improvements
 - Bicycle Share Program
- Transit Supportive policies and programs
 - Park and Ride Facilities
 - Car and Van Pool Support
 - Ride Share / Guaranteed Ride Home program

PARKING CASH-OUT

A parking cash-out program is one in which people (typically commuters, sometimes residents of multi-family housing) are offered the opportunity to choose either a parking space or the cash equivalent of the space, based on the out-of-pocket costs to the employer. The employee or resident can determine whether to use the cash for alternative modes of transportation or keep the funds. Offering the option of “cashing out” their subsidized parking space can incentivize employees to ride transit, bike, walk, or carpool to work, thereby reducing vehicle commute trips and emissions.

This program can benefit commuters, employers, taxpayers, and the environment.

- Employees/residents get freedom of choice and additional income, and appreciate the fairness of the program;
- Employers can reduce the need for parking spaces;
- Because vehicle miles traveled are reduced, auto emissions drop, leading to better air quality;
- The community benefits from reduced traffic congestion.

Steps for Implementation: The City may implement a policy supporting employers that provide employees with subsidized parking to offer a cash allowance instead of a parking space. The intent of such a program is to encourage employees to seek out alternative modes of transportation for their commutes, reducing congestion and minimizing the demand for parking. Alternatively, a cash-out program could be a key feature of a transportation management association (TMA), typically a partnership of major employers in a region collaborating to improve transportation options and air quality.

UNBUNDLING PARKING COSTS

Separating the cost of parking from building cost is a strategy used to 1) increase housing affordability and housing choice, and 2) reveal the true cost of parking to employers and their employees. By requiring payment for parking every day or month as opposed to receiving it for free or bundled in with rents, residents and employees are more likely to become conscious of this cost and utilize alternative transportation modes. Charging separately for parking is the single most effective strategy to encourage households to own fewer cars, and rely more on walking, cycling, and transit.

Parking costs are often part of the sale, lease or rental price of housing and commercial space for the sake of simplicity. Although the cost of parking is often hidden in this way, parking is never free. “Unbundling” the cost of parking is a valuable change to status quo parking provision. We have learned that providing parking – or, for that matter, anything – for free or at highly subsidized rates to users encourages its use and means that more parking spaces have to be provided to achieve the same rate of availability.

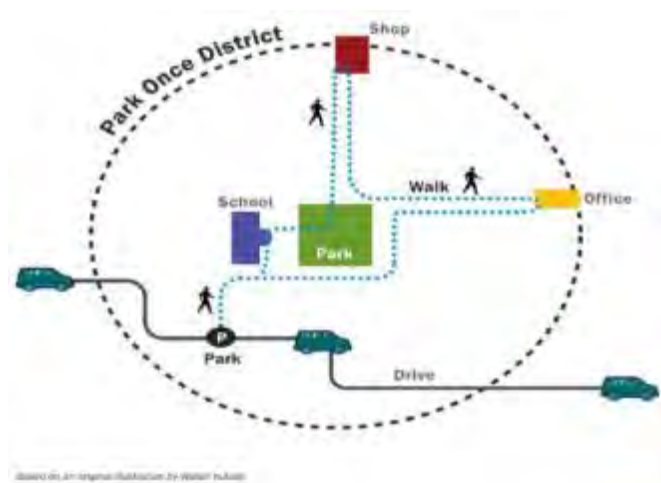
Residential unbundling provides a financial reward to households who would like to reduce the number of their vehicles, changing parking from a required purchase to an optional amenity. This provides additional choice and a market of residents who wish to live in a walkable, transit-oriented neighborhood where it is possible to live well with a single car, or even no car, in the household.

Unbundling for commercial uses provides strategies that make it easier for businesses to save money by reducing employee parking demand. Strategies include providing an option for commercial tenants to either minimize or not include the parking in a commercial space lease. Parking could be leased to tenants or employees separately, with employers having the option of changing their supply as needed or at a minimum when the lease is renewed. Progressive parking policy moves towards the separation of parking costs, as it is continually shown to be the primary factor guiding employers to incentivize alternatives to expense of needing an automobile.

Steps for Implementation: Spokane may consider adopting an unbundled parking policy. This would decouple the cost of rent and parking, which will make housing more affordable for some, and financially incentive some residents to utilize alternative modes of transportation. Such a policy is particularly effective in walkable areas with access to alternative modes of transportation.

SHARED PARKING

Mixed-use developments offer the opportunity to share parking spaces between various uses, thereby reducing the total number of spaces required compared to the same uses in stand-alone developments. This is a primary benefit in mixed-use development contexts of moderate-to-high density. Shared parking operations offer many localized benefits to the surrounding community, including a more efficient use of land resources and reduced traffic congestion.



Park Once District

Often compact and walkable environments allows for parking to be shared. Visitors can park once and walk to multiple destinations; employees can park once for the day and walk to complete errands before, after, or during their workday. Each land use does not need its own dedicated supply of parking, yet that is often what standard parking generation analysis and zoning code parking requirements create. In reality, different uses have different peak demands throughout the day. For example, an office may have a high demand until 5pm, and a restaurant open for dinner may have a high demand only after 5pm.

Shared parking encourages use of large centralized parking facilities and discourages the development of many small facilities. This results in more efficient traffic flow because there are fewer curb cuts and turning opportunities on main thoroughfares. This has the added benefits of reducing accidents and reducing emissions from idling vehicles stuck in traffic.

Steps for Implementation: In areas where there is a diverse mix of land uses, the City of Spokane may consider expansion of shared parking policy. A shared parking policy reduces the amount of total parking developed by maximizing the utility of each space and sharing it amongst multiple land use types. In areas identified as viable locations for a shared parking strategy, developers may be allowed to pay into a fund for development and/or maintenance of off-site

municipal parking facilities, or to lease underutilized parking spaces from a nearby private facility, rather than build new, unnecessary supply. This provides developers an alternative to the hefty cost of providing parking and allows the City to use pricing or regulation tools to manage parking supply and demand in shared parking districts.

BIKE INFRASTRUCTURE

Bike System Improvements

Bicycle system improvements can help reduce peak-hour vehicle trips by making commuting by bike easier and more convenient for more people. Bike facilities can serve direct door-to-door trips, especially those trips that are “too far to walk but not far enough to drive” (e.g. trips of between one and two miles are too long to walk for most people, but are a short bicycle ride). In addition, improved bicycle facilities can increase access to and from transit hubs, thereby expanding the “catchment area”¹ of the transit stop or station and increasing ridership. Bicycle access can also reduce parking pressure on heavily-used and/or heavily-subsidized feeder bus lines and auto-oriented park-and-ride facilities.



Bike Lane in Philadelphia, PA

Safe accommodation of cyclists should be made within travel ways of the street in either mixed flow or within designated bicycle lanes.

Steps for Implementation: The principal step in bringing bicycle infrastructure to the City of Spokane is the adoption of the Bicycle Master Plan, something the City has accomplished, and updated in recent years. The plan has identified specific routes where bicycle facilities should go. The City should ensure that the installation of bicycle facilities is conducted efficiently and as part of other roadway maintenance projects as necessary.

Spokane should prioritize the elimination of system gaps and introduce facilities where high use is expected. In addition, bicycle facilities may be proposed to developers as a condition for development.

¹ A transit catchment area is the geographic area from which a transit station draws riders.

Bike Depot (with Bus Rapid Transit Station)

A high level of bicycle access suggests that a transit station may be suitable for a “bicycle station.” Bicycle stations offer sheltered and secure bicycle storage facilities that provide safe and accessible locations for riders looking to bridge their “first mile/ last mile barrier” with a transit connection. Bicycle storage facilities are often membership based and sometimes staffed, meaning cyclists do not have to reserve space in advance. If designed well, they have been shown to dramatically expand the “catchment area” of a transit station by removing a key obstacle to increased bicycle use – the fear of having a bike damaged by weather or vandalism, or stolen. Some bike depot facilities even provide tool and repair stations, showers, and bathrooms, as well as valet parking during staff hours.

Bicycle stations operate at rail stations throughout the US, including the Palo Alto Caltrain Station, Embarcadero and Berkeley BART stations, Long Beach Blue Line station in California; Pioneer Square Tunnel Station in Seattle; Millennium Park in Chicago, and Union Station in Washington, DC.



BikeStation in Washington, DC
Source: Bikestation

Steps for Implementation: The City of Spokane should identify high ridership stops with the assistance of the Spokane Transit Authority. These stops could be considered as potential locations for a bike depot where transit riders may accomplish their first mile to or from transit. Such a strategy would require significant level of transit ridership, as well as adequate bicycle facilities to encourage individuals to ride a bicycle to connect to transit. Funding may be a collaborative effort between the city and transit agency.

Sheltered and Secure Bicycle Parking

Providing sheltered or indoor bicycle parking for long-term parkers, such as residents and employees – as well as many convenient short-term racks on-street and near entries – helps treat bicycling as a serious alternative to the automobile by providing the same level of access, security and amenity that a car gets.

Covered or sheltered bicycle parking should be located in areas suitable for longer-term stays. The bicycle parking should:

- Be able to be accessed 24 hours a day
- Be identified via clear signage
- Have convenient access to/from surrounding streets
- Be safe and secure



Bike Shelter

All long-term spaces will be designed to accommodate bicycles with a length of 6-feet and a minimum width of 2-feet.

The proportion of short and long term spaces provided varies depending on the type of building use (e.g. retail uses have predominantly short-term spaces, whereas office and residential buildings need more long-term parking).

On-Site Bike Repair Facilities

Installing a bicycle repair facility with air compressors for tires is a minimal investment to support infrastructure that can keep bicycles in circulation and reduce parking demand that might otherwise be created by frustrated former bike commuters.

A simple do-it-yourself bicycle stand is an inexpensive investment that provides essential support for cyclists, including tire gauges, air pumps, and wrenches and other tools for minor repairs. A bicycle stand can fit in a small space in a parking garage or on the ground floor of a building.

A full-service, staffed bicycle repair facility could add professional repair services as well as bike rentals, valet bike parking, and bike share registration.

On-Site Changing Facilities for Bicyclists

For many commuters, arriving at work covered in sweat is a bike-commuting deal breaker. An increasingly popular means for avoiding this green-commute barrier is to provide employee facilities for showering and changing into fresh clothes.

End of trip and support facilities are key parts of a complete bicycle trip. Shower, changing, and locker facilities promote bicycle commuting by providing a convenient place for bicyclists to shower, change, and/or store their clothes if they arrive in sweat, mud, or rain. Simple secure facilities are an easy addition to on-site bathrooms.

Steps for Implementation: Spokane should establish a policy that requires developers to create secured bicycle parking when developing parking. Such facilities should also be paired with on-site changing facilities and on-site repair stations outfitted with basic tools for bicyclists. Providing such amenities provides a visual cue for people to consider bicycling to work. The City of Spokane could establish such amenities for City employees to establish a precedent.

BIKE SHARE

Bike share programs bring the convenience and speed of biking in an urban/downtown setting without the hassle of owning, maintaining, and finding parking for your own bike, which can allow residents and employees to commute and do errands without needing to transfer bus lines, find parking, or get stuck in traffic. Bike sharing is a form of bike rental where anyone can have access to a shared fleet of bicycles on an as-needed basis. Bike share programs provide safe and convenient access to bicycles for short trips, such as running errands during lunch or for accessing the transit system by helping to bridge “first mile/last mile” barriers.

Bicycle sharing programs work in a similar fashion to car-sharing programs in that they provide people with an on-demand mobility option without the operation and maintenance costs that come along with ownership. These programs also attempt to increase physical activity and health of users, and reduce traffic congestion and air pollution in urban areas.

These programs have been implemented in various forms for the past 40 years. Until recently, bike share programs worldwide have experienced low to moderate success. However, in the last 5 years, innovations in technology have given rise to a new (third) generation of technology-driven bike share programs. These new bike share programs can dramatically lower the barrier to use by allowing reservations and/or payment via smart card, credit card, or even cell phone. In addition, damage or theft of bicycles is minimized by linking accounts to a user’s credit card.

The most common operational models for third generation bike sharing programs are:

- The first and most common model is a privately-operated program, where contracts for exclusive rights to outdoor advertising space (bus stops, billboards, etc.) include a provision that requires the advertising company to install, operate, and maintain a bike sharing system. The Vélib system in Paris is an example of this first model.
- The second model is a publicly-operated program run by a government agency as part of a larger transit access or TDM/parking management strategy. Montreal's Bixi and Long Beach's employee-based program are examples of this second model. Some cities sell advertising rights at the bike stations and on the bikes themselves to help defray program costs, but the program is not operated by an advertising company.



Hubway Bike Share, Boston, MA

Steps for Implementation: In order to bring a bike share system to Spokane, the City should undergo an analysis to determine the demand for such a service, and identify locations where stations would be successful. Such a program would be helpful for reducing the use of personal vehicles to accomplish short trips, and would likely find success in Downtown.

PEDESTRIAN INFRASTRUCTURE IMPROVEMENTS

A walkable environment gives people more transportation choices and improves quality of life. A well-designed network of streets and pedestrian ways is key to pedestrian accessibility, and includes streets, alleys, trails, midblock crossings and pedestrian pass-throughs.

Demand for parking can be reduced by providing pedestrian and bicycle amenities that make it easier and more pleasant for people to walk or bicycle rather than drive. These amenities and design changes can help alleviate traffic congestion. In particular, improving the walkability and pedestrian orientation of mixed use neighborhoods encourage an increase in physical activity and health of users.

Promoting bicycle and pedestrian transport modes can also be accomplished through simple design changes, some of which can be implemented at no additional cost. Instead of locating parking between the street and the buildings, requiring pedestrians and bicyclists to navigate through parking lots, parking should be set back behind or to the side of buildings. Simple low cost pedestrian infrastructure improvements include

- Creating continuous sidewalks and installing visible crosswalks at intersections
- Landscaping and buffers between sidewalks and the roadway
- Handicapped accessible curb ramp design
- Highly visible pavement markings
- Reducing intersection crossing distance
- Pedestrian-scaled lighting



Vancouver, BC

Steps for Implementation: Spokane faces a challenge in regards to maintaining sidewalks, as the owners of adjacent property are responsible for maintenance. However, improving walkability makes a community significantly more accessible, and is particularly important in locations where there is a mix of land uses and destinations, where walking is a viable alternative for getting between destinations. The City of Spokane can work with local businesses to establish a business improvement district (BID). BID's bring together private organizations and businesses to improve a local district to attract visitors, and as such, could guide sidewalk development and design.

DISTRICT- BASED SHUTTLE

Shuttle services are a form of public transit that utilizes smaller buses or vans to bring passengers to their destinations. Some employers provide or contract transit providers to operate direct shuttles between employment sites and transit or parking facilities. Employer shuttles pick up employees at a parking lot, regional bus stop, or commuter rail station, and drive them to their workplace. Some employers also operate daytime shuttles, allowing employees to leave their jobsite for lunch or running errands, making it unnecessary for them to drive. Shuttles can be operated by a local transit system, an employer, a municipality, a nonprofit, or a partnership of a combination of these entities.



Atlantic Station Free Shuttle

Source: CBS Atlanta

Steps for Implementation: Spokane would need to identify significant trip patterns that could potentially benefit from a shuttle. Once identified, survey data could be collected to gauge the willingness of individuals to use such a service between key destinations. Spokane Transit Authority would likely be a leading partner in the development of these kinds of systems.

CAR-SHARING

Car-sharing programs allow people to have on-demand access to a shared fleet of vehicles on an as-needed basis. Usage charges are assessed at an hourly and/or mileage rate, in addition to a refundable deposit and/or a annual membership fee. Car-sharing is similar to conventional car rental programs with a few key differences:

- System users must be members of a car-sharing organization.
- Fee structures typically emphasize short-term rentals rather than daily or weekly rentals.
- Vehicle reservations and access is “self-service.”
- Vehicle locations are widely distributed rather than concentrated.

Car-sharing programs reduce the need for businesses or households to own vehicles, and reduce personal transportation costs and vehicle miles traveled (VMT).

Through car-sharing, individuals



Car2Go Car Share, Calgary, AB

Source: Calgarysun.com

gain access to vehicles by joining an organization that maintains a fleet of cars and light trucks in a network of locations.

Car-sharing has sometimes been referred to as the “missing link” in the package of alternatives to the private automobile ownership. For example, vehicles available near a person’s workplace or school can enable them to commute to work via transit or other means, knowing that they’ll have a car-share vehicle available during the day only if needed for work or personal trips. It has proven successful in reducing both household vehicle ownership and the percentage of employees who drive alone because of the need to have a car for errands during the workday. As a result, car sharing can be an important tool to reduce parking demand.

For residents, car sharing reduces the need to own a vehicle, particularly a second or third vehicle. Recent surveys have shown that more than half of car-share users have sold at least one vehicle since joining the program in the San Francisco Bay Area (source: survey by Nelson\Nygaard Consulting Associates for City CarShare). For employees, car sharing allows them to take transit to work, since they will have a vehicle available for errands during the day.

SUBSIDIZED/ UNIVERSAL TRANSIT PASSES

Reduced price passes have been shown to increase transit ridership and provide an incentive to reduce vehicle ownership. Similar programs have been successfully created for a wide range of residential developments. In recent years, growing numbers of transit agencies have teamed with cities, employers, operators of multi-family residential complexes and even with entire residential neighborhoods to provide transit pass programs.



Calgary Transit Pass, Calgary, AB
Source: Calgary Transit

The principle of reduced transit passes is similar to that of group insurance plans – transit agencies can offer deep bulk discounts when selling passes to a large group with universal enrollment on the basis that not all those offered the pass will actually use them regularly.

Private employers may provide transit subsidies to their employees. The type and amount of subsidy varies by employer. Some employers cover a percentage of the cost that an employee spends on transit, others give a set dollar amount, and some provide employees with free transit passes. In addition, some cities require developers to provide subsidized transit passes to employees and/or residents of a development as a condition of approving project entitlements.

Studies have shown that reduced cost transit passes have led to reductions in car mode share of 4 to 22-percent, with an average reduction of 11-percent. Many of these reductions have occurred in areas with very limited transit service.

Steps for Implementation: Spokane may adopt a policy that provides developers of multi-family housing in areas with transit access with the option of reducing the amount of parking constructed if subsidized transit passes are provided to residents. Similar strategies may be used by employers, and could be part of a package of strategies led by a TMA.

TRANSIT STOP AMENITIES

To transit riders, travel time, frequency and cost are the most important factors in determining satisfaction in transit service. Apart from capital improvements impacting these factors, stop level amenities, specifically transit shelters and real-time information availability, are the most important improvements impacting transit rider satisfaction according to a 2016 study completed by the Transit Center.

These are relatively simple and low-cost improvements when compared to the capital costs associated with travel time, frequency and cost. Transit shelters provide an enhanced experience for riders by providing a shield from the elements, be it rain, snow, or the warm sun. In addition, real-time information takes away the uncertainty previously associated with transit service, allowing riders to maximize their time by limiting wait times. Real-time information can be displayed on transit shelters as well as be made accessible on mobile devices.

Steps for Implementation: Spokane and Spokane Transit Authority should collaborate to identify what transit stop amenities could feasibly be introduced to the system and to identify financing.

TRANSPORTATION DEMAND MANAGEMENT COORDINATOR

Mobility coordinators or ambassadors have been used to great success throughout the United States to help administer transportation demand management programs at specific businesses, individual developments, or a group of organizations under a Transportation Management Association (TMA), which often collaborates with the city to meet transportation management goals. The tailored individual perspective of an on-site resource greatly improves the efficiency of getting travelers to use alternative modes. One of the greatest cost benefits of a TDM Coordinator is the ability to appoint or assign this role to an assisting staff member, and incorporates the details of this position within their job responsibilities.



Commuter Challenge Award Ceremony
Boulder, Colorado

Mobility Coordinators administer and actively market demand management programs. They may also serve as a facility-wide concierge, providing personalized information on transit routes and schedules, ridesharing information, bicycle routes and facilities, and other transportation options available to residents, employees and customers. The Coordinator also negotiates with transit agencies for low cost transit passes.

Typical responsibilities of Mobility/TMA Coordinators include:

- Providing information about monthly transit passes
- Marketing, including distribution of new employee/tenant orientation materials
- Distribution of transportation news and commuter alerts
- Assisting with rideshare matching
- Providing Guaranteed Ride Home vouchers

- Audit and review corporate/building transportation needs
- Consultation regarding pre-tax transportation fringe benefits, setting-up commute programs, and compliance with regulatory requirements

Steps for Implementation: The City of Spokane should continue to explore opportunities to enhance TDM strategies particularly within Downtown. Supporting efforts like the Growth and Transportation Efficiencies Center (GTEC) plan can support many of the goals of TDM. The position should also coordinate with relevant departments and agencies, such as STA, Planning and Public Works to ensure the City has a cohesive approach to improving transportation and parking options.

CARPOOLING/ VANPOOLING

Carpooling is the shared use of a car by the driver—usually the owner of the vehicle—and one or more passengers. When carpooling, people either get a ride or offer a ride to others instead of each driving separately. Carpooling programs involve varying degrees of formality and regularity. Although carpools are typically formed voluntarily, institutions, employers, developers and property owners can encourage and accommodate them through the establishment and reservation of preferred parking spaces and free or reduced parking costs for designated and registered carpools.

Vanpools serve longer-distance commutes along corridors with very limited or no existing transit service. They consist of a group of five to 15 commuters who rideshare to and from work in vans either leased from an outside operator or transit agency who owns and maintains the vehicles and provides insurance and other support, or self-supporting, where operating costs are divided among individual riders. In some cases, vans can be provided by an employer or can be owned by an individual. One of the vanpool participants serves as the primary driver and another as a backup driver. (Volunteer drivers usually ride free in exchange for their additional driving and coordination responsibilities.) The cost for participants depends on the size of the van, the length of the commute trip, the number of participants, and the availability of employer or government subsidies.



Employee Vanpool

Rideshare and Ride Matching

One of the greatest impediments to carpool and vanpool formation can be finding suitable partners with similar work schedules, origins, and destinations. Facilitated rideshare matching can overcome this obstacle by enabling commuters who are interested in ridesharing to enter their travel preferences into a database and receive a list of potential rideshare partners. The success of these programs is largely determined by the number of participants and, in turn, the

number of potential matches that can be made. Rideshare programs may be administered through individual employers, but are often most effective when coordinated through a transportation management association or other larger scale program. The home, workplace, or local TMA coordinator often obtains the responsibility of overseeing this program.

Steps for Implementation: The city could partner with other agencies or launch its own web-based rideshare tool to assist residents in finding a carpool, and could also provide incentives such as priority parking spaces and parking discounts in City-managed facilities. This strategy could be accomplished by a TMA that collaborates with local employers to market such opportunities to employees.

GUARANTEED RIDE HOME

A long-standing but effective TDM strategy, Guaranteed Ride Home programs provide transportation when typical means are not available to residents or employees returning home outside of their normal schedule. An employer or association provided benefit allows for a set amount of free taxi rides or car-share usage for unplanned trips home that cannot be accommodated by the employee's normal commute mode (e.g., working late past last scheduled bus, carpool passenger with sick child at school). Statistics on such programs indicate that although they tend to have relatively low employee utilization rates, they have very high satisfaction rates from participants, providing a high benefit for a low cost to employers.

A recent Nelson\Nygaard study evaluating the effectiveness of a regional GRH program in Alameda California found that 95% of program participants felt that the GRH program did encourage alternative mode use. Another study found that 15-25% of program enrollees would otherwise drive to work if the GRH program did not exist.

Steps for Implementation: With the rise of services such as Uber and Lyft, the taxi industry has had to identify operational niches. Spokane may establish a GRH program in partnership with local taxi service providers, that provide employees with a trip home as necessary. Such a program assumes that employers, likely those participating in a TMA to reduce transportation demands, will provide employees with a set amount of rides for such trips. This strategy provides taxis with a service niche, while providing employees that opt not to drive with a guaranteed trip home.

TDM MEASURES MATRIX

This section provides a matrix of the previously described TDM measures with high level information regarding the effectiveness, planning level costs, and associated traffic, parking, or mode split benefits of each strategy. The planning level costs associated with these measures provide a general range of prices associated with each strategy, which can vary depending on the depth and details of each program, but provide a good starting point for consideration. Similarly, the percentages provided in the traffic, parking, and mode split benefits column are based on observed impacts and help quantify each measure's effectiveness. While it is difficult to pinpoint the precise impact each measure may provide, the impact ranges provide a basis for discussions of measures. While evidence from published literature about the effectiveness of some strategies can be limited, or difficult to untangle from the effects of other transportation strategies that were implemented at the same time, most strategies work best in tandem with a combination of TDM programs.

APPENDIX D OF VOLUME V / PART V: TRANSPORTATION DEMAND MANAGEMENT TOOLKIT
City of Spokane

Figure 1: TDM Measure Cost/Benefit Summary

TDM Measure	Cost Estimates- Planning Level	Traffic/ Parking / Mode Split Benefit	Impact per cost
Parking Cash-Out	Varies on depending on location and parking supply factors. Effective cash out for employees/ residents ranges around \$30-\$150/ month, but requires less parking to be built (cost of parking ranges \$5,000-\$40,000)	Reduces automobile commuting by 10-30% Reduces parking demand and saves cost of providing parking Reduce employee VMT by 12% for those choosing cash-out	High
Unbundling Parking	None Reduces rent/lease costs as parking is not subsidized	Reduces vehicle ownership and parking demand 10-20%	High
Shared Parking	Staff/ management costs to administer	Reduction of 10-30% of parking required	High
Bicycle Infrastructure	Average cost of \$130,000 per mile with a range of \$5,000 to \$535,000 per mile depending on the condition of the pavement, the need to remove and repaint the lane lines, and other project specifications.	In U.S. cities with more than 250,000 residents, each additional mile of bike lanes per square mile is associated with a 1% increase bicycle commute mode share.	Medium
Bike Share*	Capital Cost per station*: Approximately \$55,000 Annual Operational Costs*: \$2,500 per bike Yearly Memberships- \$85-144 (a majority provide bulk discounts)	Increase in mode share of bicyclists 1-2% Reduction in automobile usage by 5%-30%	Medium
Bike Depot	Construction Costs: \$500,000- \$1,000,000 (depending on size and amenities) Operating Costs: \$100,000- \$150,000 Membership: \$80-\$100/ year	Reduces parking and traffic by 5-15%	Low-Medium
On-Site Secure Bicycle Parking	Varies with number of bicycle parking and type of storage Ranges: \$200-\$600	Reduces parking and traffic by 5-15%	High
Bike Rack	\$150-300 (for a two bicycle rack)	Reduces parking and traffic by 1-5%	Medium
On-Site Bicycle Changing Facilities	Construction costs associated with development.	Reduces parking and traffic by 5-15%	Medium
On-Site Bicycle	\$100-\$300 (basic bicycle repair tools)	Reduces parking and traffic by 1-5%	Medium

APPENDIX D OF VOLUME V / PART V: TRANSPORTATION DEMAND MANAGEMENT TOOLKIT

City of Spokane

TDM Measure	Cost Estimates- Planning Level	Traffic/ Parking / Mode Split Benefit	Impact per cost
Repair			
Pedestrian Infrastructure Improvements	Varies by type of improvement Sidewalks: \$5-\$10 per square foot Handicap accessible curb ramp: \$800-\$1,000 Crosswalk: \$100-\$400 (one leg) Curb Extensions: \$3,000-7,000) Planting Tree: (\$150-\$300)	Increase walking mode split by 0.27% per 1% increase in sidewalk coverage.	Medium-High
District- Based Shuttle	Service Operation: \$80-\$100 / hour Purchase of shuttle/ bus: \$30,000 (10-14 passenger) -\$100,000 (30-passenger)	Reduces up to 40% of vehicle trips to shuttle trips <i>This percentage varies dramatically depending on type of service, frequency, location/ geography, origin/destination etc.</i>	Medium-High
Car Share (Car2Go/Zip Car)**	Designating Car Share Spaces in Development: No cost associated with designating Car2Go parking locations within development, however surface lots must be accessible 24/7 to public users and on-street parking near the development must be within the "Home Area" zone. Purchasing Corporate/ Bulk Memberships: There is often a bulk discount associated with purchasing bulk memberships for employees or residents. Generally a membership for Car2Go is a one-time \$35 fee, and members pay for their usage.	Each car share vehicle eliminates demand for 15-20 private vehicles and each car share member reduces their driving between 27%-69%	High
TMA Coordinator	Varies- based on staffing from part time responsibilities to full time coordinator	Reduce requirements 10-40% at worksites with effective parking and mobility management programs. (Cannot combine reduction effects with the Coordinator's TMA implementation strategies.)	High
Carpool/ Vanpool	Carpool: None Vanpool: \$30,000-\$40,000 (purchase of 10-14-person shuttle/ bus) Operating costs can be offset by charging participants- average \$100/ month	Reduces parking and traffic by 5-10%	Low-Medium

APPENDIX D OF VOLUME V / PART V: TRANSPORTATION DEMAND MANAGEMENT TOOLKIT

City of Spokane

TDM Measure	Cost Estimates- Planning Level	Traffic/ Parking / Mode Split Benefit	Impact per cost
Rideshare	None	Reduces parking and traffic by 1-5%	Medium-High
Guaranteed Ride Home	Varies depending on the number of rides designated to employee/ resident and form of transportation	Reduces automobile commuting by 15-25%	Medium-High
Discount Transit Passes	\$50-\$120/ month (depending on subsidy discount rate, generally 50%-60% of a full price monthly transit pass for full time employees)	Reduces automobile commuting by 4% to 22% with an average reduction of 11%	Medium

*Costs derived from Regional Bike Share Implementation Plan for Los Angeles County http://clkrep.lacity.org/online/docs/2015/15-0985_misc_f_08-20-15.pdf

**Information derived from Car2Go Seattle Website: <https://www.car2go.com/en/seattle>

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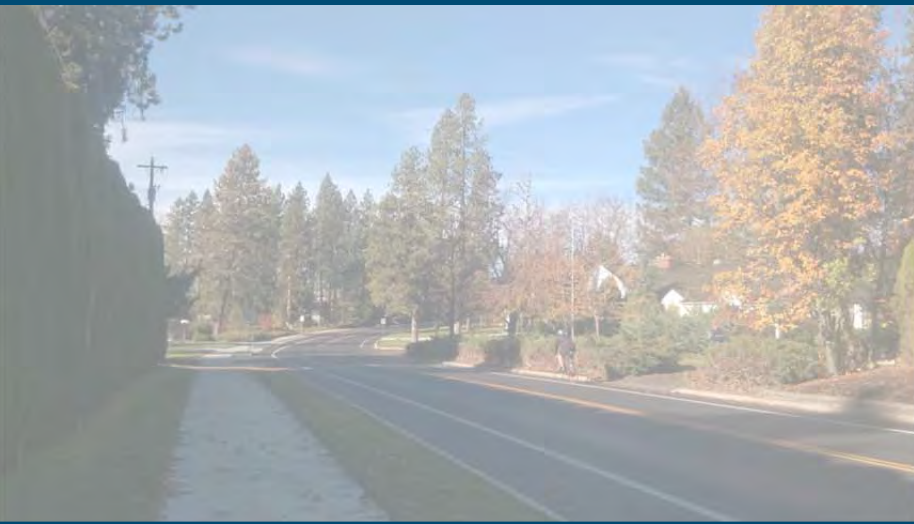
Part VI: Spokane Bicycle Master Plan

City of Spokane Comprehensive Plan



SPOKANE BICYCLE MASTER PLAN

MAY 2017



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EXECUTIVE SUMMARY

The Spokane Master Bicycle Plan creates a vision for enhancing bicycling opportunities for all residents of Spokane. Its policies and actions are intended to make Spokane a more bicycle-friendly city. Communities that embrace active living principles provide healthy environments for its citizenry and are more economically vital.

Although Spokane has performed bicycle facility planning for more than thirty years, the current Bicycle Facilities Network is disconnected and signed bicycle routes are sporadic. There are numerous barriers (hills, high traffic volume streets, the Spokane River, etc.) that make cycling difficult and inconvenient. Additionally, end-of-trip facilities such as bicycle parking and lockers are inadequate. This plan proposes to address these issues by creating a bicycle network that guides cyclists of all ages and abilities safely throughout Spokane and its unique geography. Importantly, the Spokane Master Bicycle Plan includes recommendations and actions that will ensure that bicycling becomes a more viable alternative mode of transportation for all.

Research has consistently shown that enhanced bicycle facilities provide safe options for those individuals who may not bicycle regularly. Therefore, Spokane supports bicycling because it is a cost-effective mode of transportation that promotes health, the environment, and community development.

This commitment to improving bicycle transportation includes facility maintenance, devotion of adequate staff resources to implementing the Plan, and providing sustained funding for projects and programs.

Vision

Riding a bicycle is a comfortable and integral part of daily life in Spokane for people of all ages and abilities.

Objective and Policies

Objective

The objective of the Bicycle Master Plan is to meet and support the goals established in the Transportation Chapter, shown below.



Policies

The policies in this section support all of the goals in the Transportation Chapter while maintaining a focus on the needs of bicyclists within the City of Spokane.

Policy: BMP 1: Continually increase the bicycle mode share for all trips.

Policy: BMP 2: Complete and maintain connected bikeways that provide safe transportation for Spokane cyclists throughout the City.

Policy BMP 3: Provide convenient and secure short-term and long-term bike parking to connect people to popular destinations and transit throughout Spokane and encourage employers to provide shower and locker facilities.

Policy BMP 4: Increase bicycling by educating people using all transportation modes about the benefits of bicycling to the entire community. Enhance the safety of people riding bicycles through effective law enforcement, education and detailed crash analysis.

Policy BMP 5: Develop a collaborative program between a variety of city departments and agencies and several outside organizations to secure funding and implement the Bike Master Plan through capital project delivery as well as community planning processes.

Spokane's Bicycle Master Plan uses these policies to establish a broad vision for cycling in Spokane. Implementing this plan will be a challenge. However, if the enormous public support for this plan is any indication, the citizens of Spokane are ready to move towards more sustainable transportation options.

INTRODUCTION

We have reached a point where working towards creating attractive, sustainable communities is an essential part of maintaining our quality of life. Transportation networks are an important part of this sustainability and developing a system that relies less on unsustainable motorized modes of transport and more on sustainable non-motorized transportation, is crucial. Riding a bicycle is the most efficient form of personal transport. The city recognizes this fact and recent planning efforts have focused on finding a way to make cycling, “safe, accessible, convenient, and attractive.” (*Spokane Comprehensive Plan Ch. 4, p. 7*) Spokane is in need of a bicycle network that meets all of these requirements while continuing to accommodate a variety of transportation options. With the vision of creating such a system, citizens, city staff and community leaders created this Bicycle Master Plan, a living document that will provide guidance and serve as a reference as this vision becomes reality.

Currently, there are over 1000 miles of paved streets within the city limits of Spokane; less than 300 miles of those streets are designated as bicycle facilities. Although these lanes provide a starting point for a bicycle network, many are disconnected and not adequately maintained. According to the 2010 census, Spokane has a higher percentage of cyclists than the national average, but there is still room for a significant improvement. 0.9 % of working-age people in Spokane chose to ride their bicycles over other modes of transportation as a means of transportation to work.

Over the next twenty years, we would like to see 5% of all trips in Spokane taken on a bicycle. Fortunately, a number of recent studies have shown that the addition of bicycle facilities and an enhancement of existing facilities can substantially increase the number of riders. If Spokane implements the recommendations contained in this Plan, the results will positively affect the city’s economy, transportation systems, environment and health of its citizens.

HISTORY

The City’s initial *Bikeways Plan* was adopted by the City Council in October, 1976 and integrated into the Comprehensive Plan in 1980. The 1980 plan was minimally updated in 1987. In 1996, the City Council adopted the *Spokane Regional Pedestrian/Bikeway Plan* that was prepared by the Spokane Regional Transportation Council. This detailed plan outlined a regional network of trails and other related recommendations. In 2001, Spokane adopted a comprehensive plan with updated bicycle-related policies and goals. The adoption also included a revised map of Spokane’s planned regional bikeway network. This marks the most recent occasion of significant changes to Spokane’s bikeway network and bicycle related policies.

In 2006, the Bicycle Advisory Board (BAB) encouraged the Spokane City Council to adopt an amendment to the City of Spokane’s Comprehensive Plan that would require the City of Spokane to adopt a Master Bike Plan. The BAB requested the plan be integrated into the comprehensive plan. On January 17, 2007, Spokane’s City Council adopted a comprehensive plan amendment that included language supporting this request. Shortly thereafter, city staff was assigned to begin work on the plan.

After conducting an extensive public process, on June 8, 2009, the Spokane City Council passed an ordinance adopting an emergency amendment to the City of Spokane Comprehensive Plan including amendments to Chapter 4 Transportation, and adopted a Bike Master Plan including changes to the text of the Transportation Chapter of the Comprehensive Plan and a new planned bikeway network map (map TR 2). The bicycle plan was updated again in 2015.

2017 BICYCLE MASTER PLAN UPDATE

This 2017 update of the 2009 Bicycle Master Plan reflects changes made to the system since 2009. This update reflects the current state of bicycle system planning and facility design. Implementing bicycle systems and facility design is evolving quickly across the country as efforts to create safe and attractive systems for a wider range of cyclists has resulted in ever changing strategies and techniques to facilitate the implementation.

The Spokane Bicycle Master Plan is incorporated into the Spokane Comprehensive Plan. The purpose of the Bicycle Master Plan is to improve the environment for bicycling and provide more opportunities for multimodal transportation. The plan focuses on developing a connected bikeway network and support facilities.

The Spokane Bicycle Master Plan contains a list of specific actions that delineate activities or programs to be undertaken by the city or other appropriate agencies to assure successful implementation. In summary these include: Continued institutional commitments to improving bicycle transportation; devote adequate staff resources to implementing the Plan; provide sustained funding for projects and programs; and learn from implementing projects and adjust approaches as necessary.

Bicycle Master Plan Part 1 contains citywide bicycling policies and action items that will be used to encourage construction of bicycle projects, support facilities, maintenance, education, funding, evaluation, coordination and other critical issues.

Bicycle Master Plan Part 2 contains facility identification and definitions, and the Existing and Future Bikeway Network maps.

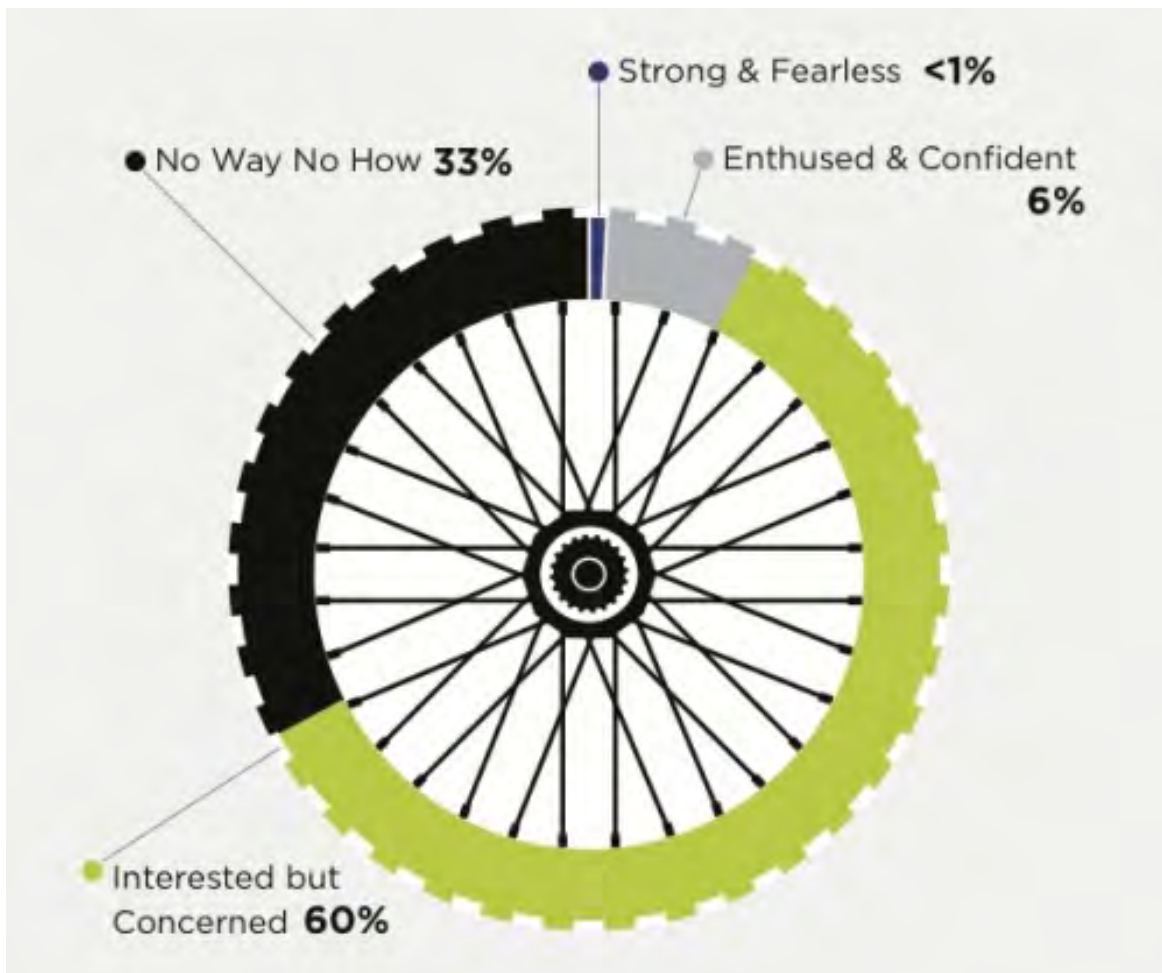
Bicycle Master Plan Purpose

This update to the Master Bicycle Plan is designed around a bicycle network that is more appealing to the “interested but concerned” category as the target market for increasing cycling for transportation. The type of facilities to support the “interested but concerned” riders are typically in lower traffic speed environments, and where the separation between bicycles and motor vehicles can be increased, such as in buffered bicycle lanes on arterials, cycle tracks, neighborhood greenways, or on lower-speed, non-arterial streets.

Through research done by the City of Portland in 2005, four categories were proposed to help identify and understand the needs of cyclists and non-cyclists. The “*Four Types of Transportation Cyclists*” categorizes cyclists based on the conditions in which they are willing to ride a bicycle:

- **Strong & Fearless:** Representing the smallest portion of the population, this group is willing to ride on roads regardless of the speed and volume of traffic or the facilities provided.
- **Enthusied & Confident:** Representing a larger portion of the population than the Strong & Fearless category, this group is comfortable riding in the road next to cars, but appreciates designated bicycle facilities.
- **Interested but Concerned:** Representing the largest segment of the population. This group likes to ride bicycles, but do not ride regularly due to safety concerns. They generally will not ride on higher volume and higher speed roads such as arterials without facilities that buffer them from automobile traffic. These riders perceive traffic, safety, and other issues as significant barriers to bicycling.
- **No Way No How:** This category typically represents about a third of the population. This group does not bicycle due to a lack of interest or ability.

Figure 1. The Four Types of Transportation Cyclists



BICYCLE MASTER PLAN: PART 1 - CITYWIDE BICYCLING VISION, POLICIES AND ACTIONS

VISION STATEMENT

Riding a bicycle is a comfortable and integral part of daily life in Spokane for people of all ages and abilities.

POLICIES / ACTIONS

Policy BMP1: Continually increase the bicycle mode share for all trips.

Actions

Action 1.1: Use the performance goals, measurements and targets identified in Table 1.

Table 1. Bicycle Master Plan Performance Measures

Goal	Performance Measure	Baseline Measurement	Performance Target
Increase bicycle trips year after year	Number of bicyclists counted at locations throughout Spokane	2016 citywide counts and daily counts at permanent counter locations, using first year installation as baseline	Quadruple ridership between 2016 and 2036
Increase bicycle share of commute trips	Commute mode share	2010-2014 American Community Survey 0.9%	Triple commute mode share between 2016 and 2036

Action 1.2: Encourage and support land uses that make bicycling more attractive than driving for trips of 3 miles or less.

Policy BMP 2: Complete and maintain connected bikeways that provide safe transportation for Spokane cyclists throughout the City.

Actions

Action 2.1: Design bicycle facilities and the network for all ages and abilities to attract the “interested but concerned” riders. This category represents the largest segment of the community.

The following is a list of general implementation and design measures that will need to be made by the city to support Action 2.1:

- Provide a high degree of separation between people riding bicycles and people driving cars on high traffic streets
- Incorporate separated bicycle facilities where potential users will be of a variety of ages and

abilities

- Consider a variety of methods to reduce speed differential between motorists and bicyclists where separated bicycle facilities are not possible
- Develop a system of Neighborhood Greenways on low volume and low speed streets, utilizing context appropriate design and traffic calming techniques
- Design bicycle facilities with safety and comfort as basic requirements to attract riders of all ages and abilities

Action 2.2: Continually monitor best practices in bicycle facility design and update the City's design guidance as necessary to reflect current best practices. National best practice guides such as the NACTO Urban Bikeway Design Guide should be used as reference guides for bicycle system planning and facility design.

Action 2.3: Provide bicycle facilities on designated arterial streets.

Spokane's arterial streets offer the most direct routes to workplaces, shopping areas, schools, transit park-and-ride lots, and other destinations. A lack of a bicycle network and facilities on critical portions of the city's arterial street system prevents more people from making trips by bicycle and makes conditions less comfortable for bicyclists. This plan allows for flexibility in the implementation of the network to take advantage of opportunities to improve upon what is shown the Planned Bicycle Facility Map when the opportunity arises.

Action 2.4: Complete the Bikeway Network.

Continue to allocate funds and seek additional funding to complete the bicycle network and finish 100% of the bicycle network by 2037. Continue to meet the bicycle level-of-service standards established in the transportation element of the Comprehensive Plan.

The Bikeway Network provides a backbone of high-quality bicycle facilities to connect to high priority destinations within the city. These facilities include protected bike lanes, bike lanes, on-street markings, signed routes, neighborhood greenways, or pathways. Select bicycle facility types that provide increasing separation on higher speed and volume roads, where feasible. Important pathway projects include completing the Centennial Trail missing links, the Ben Burr Trail, Fish Lake Trail, and connections to other trails within the greater Spokane area.

Tools for completing the bikeway network include:

- Right size roadways or reduce lane widths to accommodate bicycle facilities on streets with excessive capacity
- Reviewing on-street parking utilization rates to determine the best use of the public right-of-way

Action 2.5: Improve bicycle safety and access at arterial roadway crossings.

Improvements are needed at arterial roadway crossings in the Bikeway Network to provide bicyclists

with continuous, safe routes between destinations. Spokane has a number of streets that carry high-speed and high-volume traffic (e.g. Francis, Monroe, Maple/Ash, Wellesley and 29th Ave). Many other arterial streets are also challenging to cross, particularly during peak travel periods. In order to make it possible for bicyclists to travel throughout the city, there needs to be opportunities to cross major streets without disrupting the traffic flow of these important corridors.

Recommended improvements include treatments such as traffic signals, median crossing islands, curb extensions combined with signs, and/or markings. These crossings must also be safe and accessible for pedestrians. While the recommended Bikeway Network map identifies many critical needs, it does not represent a complete inventory of the city's intersections. The city should evaluate the Bikeway Network for other potential bicycle crossing improvements. The first priority will be to improve intersections where existing bicycle facilities cross arterial roadways. Other key crossings should be considered as each new segment of the Bikeway Network is implemented. In addition, all future roadway improvement projects should address bicycle crossing needs as a routine part of the design process when feasible.

Action 2.6: Make key operational improvements to complete connections in the Bikeway Network.

There are many spot locations in the Bikeway Network where bicycle access should be improved by making changes to roadway operations. The following is a list of general operational improvements that will need to be made by the city to complete bicycle connections:

- Provide bicycle turn pockets at key intersections. Left-turn pockets allow bicyclists to wait in a designated space for a gap in traffic before turning left. These pockets are particularly beneficial on roadways with relatively high traffic volumes and significant bicycle turning movements. Locations with raised medians may provide good opportunities to add pockets.
- Traffic signal timing should consider all modes including bicycling. Therefore, all traffic signals should facilitate safe bicycle crossings. This includes providing a minimum green time and a minimum yellow time to ensure that bicyclists are able to clear intersections, per the *AASHTO Guide for the Development of Bicycle Facilities* (1999 or latest edition). Explore new technologies to detect bicyclists at traffic signals. In the future, explore new detection technologies such as infrared or video sensors that can tell the difference between bicycles and motor vehicles. This can help improve bicycle detection at actuated signalized intersections and make it possible to detect bicyclists at pedestrian crosswalk signals.
- Explore innovative designs for bicycles at intersections. This includes modifying pedestrian crosswalk signals to have separate push-buttons or sensors to detect bicyclists, pedestrians, and motor vehicles. This allows the traffic signal to stop arterial traffic for a shorter amount of time for bicyclist crossings than for pedestrian crossings. Separate crossing signals are provided for bicycles and pedestrians at these intersections. The City of Tucson, AZ has successfully used this signal design. Bicycle boxes should also be considered at signalized locations with high numbers of left turning bicyclists. The design of all types of traffic signals should not confuse pedestrians and should comply with the Americans with Disabilities Act.
- Improve bicycle accommodations on bridges. Bicycle accommodations on bridges need to be

improved as well as on their approaches and access ramps. In the short-term, bicycle access should be improved using signage, marking, maintenance, and other spot improvements. In the long-term, as bridges are repaired or replaced, they should be studied to determine the demand for bicycle facilities. If needed, the bridge project should include new facilities or retrofitted with facilities that provide appropriate bicycle access (e.g., bicycle lanes or wide sidewalks - minimum 10 feet wide). Bridges are critical for providing bicycle connectivity throughout Spokane.

- Additional locations for pedestrian pathways with bicycles permitted (e.g., potential pathways through parks, bike channel improvements to stairs).

Action 2.7: Provide wayfinding guidance through the Bikeway Network.

Wayfinding signs and pavement markings should be provided to help bicyclists navigate through the Bikeway Network. The city should begin by signing the regional trail routes, then work on the entire system within close proximity to downtown, and slowly expand outwards. There are a number of locations in the city where it may be necessary to use non-arterial streets, alleys, or sidewalks to connect between existing or proposed bicycle facilities. While many of these complicated connections are shown on the Bikeway Network Map, there are currently no signs or markings along the actual connection to facilitate wayfinding. The city should install a combination of signs and markings to guide bicyclists through these connections.

Action 2.8: Explore a paid bike share program.

Many cities with size comparable to Spokane are investing in paid bike sharing programs. These systems provide an alternative travel method to driving or taking transit for short-distance trips (2 miles or less). The City would first need to prepare a feasibility study and financial plan for such a system. Studies have shown that having more cyclists on the road is a big factor in driver awareness of cyclists, with a positive correlation to safety. A paid bike share program would be one method of increasing the overall number of cyclists.

Action 2.9: Improve the quality and quantity of bicycle facility maintenance.

Bicycle facility maintenance will be improved by establishing clear maintenance responsibilities and by involving the public in identifying maintenance needs. Maintenance agreements between city agencies should be negotiated to take advantage of the strengths of each agency. In addition, there are also opportunities to utilize volunteers to assist with some maintenance tasks. These actions will improve the efficiency and quality of bicycle maintenance in the city.

- Encourage bicycle organizations and other community groups to assist with minor maintenance activities. The city will work with bicycle organizations, community groups, civic organizations, and businesses to provide periodic upkeep along trail corridors. This will help improve bicycle facility safety, reduce maintenance costs, and build goodwill with neighborhood residents.
- Continue to respond to citizen complaints and maintenance requests. Use these requests to make short term improvements and to set maintenance priorities.
- Educate roadway maintenance crews on the impact to the bicycle facility of abrupt transitions

from new to old surfacing material on street resurfacings and chip sealing and the impact of on the usability of adjacent bicycle facilities.

- Consider different types of weather and road conditions when developing and maintaining bicycle facilities. Weather and seasonal issues will be considered in the development and maintenance of bicycle facilities within reasonable limits. For example, slip-resistance will be a factor considered in the selection of pavement markings for bicycle facilities. Also on-street bicycle facilities and off-street paths should be swept more frequently to ensure the safety of cyclists. Drainage will also be addressed in the design of all roadways and paths. Snow removal and storage is an important consideration especially on more urban corridors.
- Ensure all bicycle legends and markings, including shared lane markings (sharrows), are included in the city's street maintenance program. Coordinate new installations while securing maintenance funds.

Action 2.10: Prioritize bicycle facility development to maximize the use and safety benefits of these investments.

Bicycle improvements will often occur as a result of other project investments, such as the reconstruction or repaving of an arterial street as provided by the Street Levy. Other active transportation projects may be the result of specific funding opportunities and/or how well a particular project scores against others in a competitive process. While pursuing those opportunities, improvements will be considered on those facilities that serve high volumes of users, improve safety, are cost-effective, and improve geographic equity.

Policy BMP 3: Provide convenient and secure short-term and long-term bike parking to connect people to popular destinations and transit throughout Spokane and encourage employers to provide shower and locker facilities.

Actions

Action 3.1: Require compliance with the City of Spokane Bicycle Parking Design Guidelines

Working with Planning and Business Development, ensure that any bicycle parking installed in the city follows the City of Spokane Bicycle Parking Design Guidelines with respect to both rack type as well as placement in relation to buildings and other obstacles so that the bicycle racks/lockers/corrals are usable by all bicyclists.

Action 3.2: Improve bicycle storage facilities at transit facilities.

Partner with STA to identify and provide bicycle parking improvements at transit facilities including park and ride lots. This includes providing bicycle racks and lockers and reserving adequate space during transit station construction to provide future bicycle racks and lockers. The following actions are recommended:

- Provide sufficient space for bicycle storage at transit stations and multimodal hubs.

- Provide sufficient space for bicycle storage at future transit stations and park and ride lots. As transit systems develop in the future, bicycle parking demand should be evaluated to determine the amount of space that is needed for bicycle racks and lockers. Space for bicycle parking should be included in station designs from the onset of a project.
- Work with the Spokane Transit Authority (STA) to develop a safe bicycle storage facility at the downtown transit center. By funding and promoting a staffed bicycle facility at the downtown transit center, Spokane will be showing support for bicycling as a viable form of transportation. This facility will provide a safe place for commuters to store their bicycle. In addition to parking, this facility could provide resources for bicycle repair, maps and other information.

Action 3.3: Increase the availability of bicycle parking throughout the city.

Secure bicycle parking (short-term: appropriate style bike rack, long-term: covered in access restricted location) located in close proximity to building entrances and transit entry points is essential in order to accommodate bicycling. Secure bicycle parking helps to reduce the risk of bicycle damage and/or theft. Update the bicycle parking requirements for new developments in Spokane as necessary.

- Establish a proactive bicycle rack installation program. A proactive bicycle rack installation program should be established to provide additional bicycle parking in urban areas, particularly on commercial and high-density residential blocks. Schools, libraries, and community centers should also be targeted for bicycle rack installation. It will be important to work closely with adjacent property owners to make sure that racks are properly located and do not interfere with loading zones and other business related activities.
- Strengthen city code to ensure properly-installed bicycle racks and lockers are a part of new developments.
- Consider installing covered, on-demand, longer-term bicycle parking. The City of Spokane will work with local agencies and the Spokane Parks and Recreation Department to examine the possibility of installing covered, on-demand, longer-term bicycle parking. Unlike locker facilities, this type of bicycle parking facility also has the advantages of not needing to be rented, not requiring keys, and not being a potential receptacle for trash. Certain types of covered, on-demand bicycle parking facilities can be locked with a padlock provided by the bicyclist.
- Provide incentives for operators of private parking facilities to add secure, high quality bike parking. It will be important for the city and transit agencies to maintain bicycle racks and lockers and use enforcement to deter misuse of these facilities. Abandoned bikes and locks can make existing racks unusable. Other racks can be obstructed by planters, news boxes and other street furniture.
- Develop standard plans and policy for bike corrals. Bike corrals provide a high-capacity option for bicycle parking by replacing one vehicular parking space with up to 24 bicycle parking spaces. Bicycle corrals may also be located in unused/underutilized areas of the street, although they are better utilized when placed directly in front of a business. This option keeps the sidewalk clear for pedestrian use.
- Pursue dedicated funding for bicycle parking

Action 3.4: Encourage office development and redevelopment projects to include shower and locker facilities.

The city should amend its development ordinance to strengthen existing requirements for shower and locker facilities based on employment densities. For employees who are considering bicycling to work, such facilities make it possible to shower and change into work clothes after the commute.

Policy BMP 4: Increase bicycling by educating people using all transportation modes about the benefits of bicycling. Enhance the safety of people riding bicycles through effective law enforcement, education and detailed crash analysis.

Actions

Action 4.1: Educate Spokane’s transportation system users about all bicycle facilities, including new elements. Additionally, perform community-wide efforts to increase public awareness of the rights and responsibilities of cyclists on the road.

The city will provide Spokane residents with information about the purpose of new bicycle facility treatments (e.g., neighborhood greenways, shared lane markings, etc.) and safe behaviors for using these facilities. The city will work with the Spokane Police Department (SPD) to educate users about the new facilities, including the following strategies:

- Develop web pages and disseminate information about each treatment.
- Install temporary orange warning flags, or signage at locations where new facilities are installed, where appropriate.
- Increase police patrols for a period of time as roadway users adjust their behavior after a new facility is installed.

Action 4.2: Promote bicycle education and encouragement in Spokane through city actions and through partnerships with community organizations, school, and private businesses.

It’s not just enough to develop a program or build a facility – the city must develop appropriate promotional events and materials to let the residents and employees of Spokane know about their travel options. Examples include:

- Work with the Spokane Bicycle Club, Washington Bikes and others to disseminate information regarding bicycling programs and tours in and around Spokane.
- Designate bicycle friendly districts and local service bikeways to encourage bicycling
- Promote business based bicycling programs and incentives
- Participate in Bike to Work Day and other bike events and contests to promote bicycling
- Participate in Sunday Parkways or other Open Streets type events regularly
- Support an individualized marketing campaign to people receptive to replacing automobile trips with bicycling

Action 4.3: Increase enforcement of bicyclist and motorist behavior to reduce bicycle and motor vehicle crashes.

The City of Spokane will work with the Spokane Police Department (SPD) to enforce laws that reduce bicycle/motor vehicle crashes and increase mutual respect between all roadway users. This enforcement program will take a balanced approach to improving behaviors of both bicyclists and motorists.

Motorist behaviors that will be targeted include:

- Turning left and right in front of bicyclists.
- Passing too close to bicyclists.
- Parking in bicycle lanes.
- Opening doors of parked vehicles in front of bicyclists.
- Rolling through stop signs or disobeying traffic signals.
- Harassment or assault of bicyclists.

Bicyclist behaviors that will be targeted include:

- Riding the wrong way on a street.
- Riding with no lights at night.
- Riding recklessly near pedestrians on sidewalks.
- Disobeying traffic laws.

Bicyclist safety is a shared responsibility between all roadway users. Enforcement priorities should be established through a collaborative process involving the Bicycle Advisory Board and the Spokane Police Department.

Action 4.4: Support efforts to obtain funding for bicycle education and enforcement programs.

Efforts might include working with partner agencies in establishing a mini-grant program to support community bicycle related encouragement efforts

Action 4.5: Work with local and regional partners, and private corporations, to develop incentive programs to encourage bicycling and other non-single occupancy vehicle use.

Work with the Spokane County Commute Trip Reduction program (<http://www.mycommute.org/>) to promote and further develop incentives promoting bicycling as an active form of transportation. Types of incentives identified include:

- Including bicycle incentives in travel demand management programs
- Creating incentives to promote active transportation to employment centers, commercial districts, transit, schools, public institutions and recreational destinations
- Providing incentives for bicycle use and incorporate bicycle travel in all reimbursable travel expenses

Policy BMP 5: Develop a collaborative program between a variety of city departments and agencies and outside organizations to implement the Bike Master Plan through capital project delivery as well as community planning processes.

Implementation of this Plan will be a collaborative effort between a variety of city departments, agencies and outside organizations. Bicycle and pedestrian coordination efforts will ensure that the Plan recommendations are implemented as a part of these departments regular work. The Street Department will provide technical expertise on issues related to bicycling and ensure that implementation of the Plan moves forward.

Key departments within the city for planning and implementing bicycle improvements include:

- Street Department
- Integrated Capital Management
- Planning and Development Services
- Police Department

Progress on implementing the Plan will be monitored on an annual basis, and every transportation project offers an opportunity to implement a piece of this Master Bike Plan.

Therefore, institutionalizing bicycle improvements will be essential for successful implementation of this Plan. As stated in Action item 5.1, bicyclists' needs should be considered in the planning, design, construction, and maintenance of all transportation projects in the city.

Actions

Action 5.1: Provide bicycle facilities as a part of all transportation planning and capital projects to all possible extents.

Incorporate requirements for bicycle facilities in the city Engineering Standards Manual, standard specifications, and standard plans.

- Actively seek opportunities to provide protected bicycle lanes, bicycle lanes, shared lane markings, and other on-road bicycle facilities as a part of repaving projects. (This includes roadways in the Comprehensive Plan Planned Bikeway Network as well as viable alternatives to the routes proposed, if necessary.)
- Provide higher quality facilities (i.e. add a buffered bike lane instead of a bike lane) than the Planned Bikeway Network calls for when the opportunity exists.
- Develop trails in conjunction with the installation of underground cable, water, sewer, electrical, and other public or private efforts that utilize or create linear corridors. If possible, develop new trails along these utility corridors.
- Continue to develop trails in railroad corridors no longer needed for railroad purposes. Where appropriate, develop trails adjacent to rails.

- Leverage other types of projects that could potentially include bicycle facilities.
- Integrate bicycle planning into neighborhood and commercial planning efforts
- Encourage and support the transformation of auto-oriented commercial areas into compact mixed-use centers that are equally conducive to pedestrian, bicycle, transit and motor vehicle activity.
- Fix potholes, surface hazards, sight distance obstructions, and other maintenance problems on a regular basis.

Action 5.2: Dedicate funding for bicycle project planning and implementation using a portion of currently available transportation dollars to implement the bicycle network.

Action 5.3: A Bicycle Program should provide the necessary staff expertise and commitment to implement the Bikeway Network within 20 years.

Action 5.4: Continue to make minor improvements for bicycling.

Spokane should continue to make the following types of improvements:

- Surface improvements (patch potholes, fill seams between concrete panels in the street, replace drain grates, etc.).
- Signing and striping (bicycle lane striping and stenciling, motor vehicle warning signs at trail crossings, etc.).
- Access improvements (adjust electronic detection for bicyclists at traffic signals, traffic island modification, etc.).
- Bicycle rack installation in public rights-of-way (sidewalks, parking spaces, etc).
- Other low cost bicycle improvements as appropriate.

Action 5.5: Continue to receive regular input and guidance from the Bicycle Advisory Board.

The Bicycle Advisory Board should continue to provide regular input and guidance regarding bicycle issues. This will include monitoring the progress of implementation. Work with the Bicycle Advisory Board to develop and distribute an annual report card describing progress on Master Bike Plan implementation and key performance measures such as system mileage and use.

Action 5.6: Provide bicycle planning and facility design training for appropriate project-level staff and consultants, and encourage staff from other agencies to attend.

Staff and consultants working on projects that affect bicycle access, directly or indirectly, should be strongly encouraged to attend training sessions on bicycle planning and facility design.

Action 5.7: All divisions of the City of Spokane should consult the Bike Master Plan when working on projects.

All divisions should consult this Plan to ensure that the recommended facilities and maintenance practices are implemented in accordance with this Plan. For roadway repaving and reconstruction

projects, the Bike Master Plan recommendation represents the best option. As conditions change, better alternatives to the proposed bicycle network may form. Further study, additional public involvement and consultation with the Bicycle Advisory Board may ultimately result in an even better strategy to provide bicycle access.

Action 5.8: Integrate the recommendations of the Bike Master Plan into other city ordinances, plans, and guidelines.

This action includes, but is not exclusive, to the following actions:

- Require compliance with bike plan policies and standards for new development
- Review and strengthen subdivision ordinances to ensure a connected street network
- Require long-term parking, bike rooms, showers or other amenities in large commercial and residential projects
- Require bicycle parking to be located close to building entrances and no further away than the closest car parking space
- Disconnect the amount of bicycle parking from the amount of car parking, particularly in downtown and designated centers and corridors

Action 5.9: Coordinate within the city and between the agencies and organizations where necessary to implement the Master Bike Plan.

Action 5.10: Update the Bike Master Plan on a regular basis.

Action 5.11: Develop, implement, and enforce a written bicycle access policy and guidance for use at public and private construction projects that impact the public right-of-way

POTENTIAL FUNDING SOURCES

The Bicycle Master Plan should be used as a guide to identify bicycle improvement projects and decide which to fund. The evaluation of bicycle improvement needs should be considered as a part of all projects when city controlled sources of funding are eligible.

Investment Approach

Other top cycling cities have shown that a broad-based approach to bicycle investment that funds bicycle infrastructure, marketing, education, maintenance, and transit access improvements can simultaneously realize marked increases in bicycle use and bicycling safety. A balanced investment approach will be important.

Spokane should employ a funding allocation strategy that is flexible and allows for opportunistic spending. The funding approach should be multi-pronged, covering investments not just in constructing new bicycle facilities, but also in offering bicycle parking, encouraging people to use facilities and bicycles in general, educating people about the rules of the road, maintaining bicycle facilities, and tracking the success of bicycle projects and programs. Several examples of funding sources are listed within the Transportation Chapter and many of the sources are available for financing bicycle improvement projects. A few newer funding sources that could be used for bicycle facilities are listed below.

Local

Transportation Impact Fees

The city intends to expand the Transportation Impact Fee program to allow use of the funds on infill type bicycle and pedestrian projects. Bicycle project funding will be set aside in each of the districts.

Automated Traffic Safety Cameras funding allocation

On September 30, 2013 the City Council passed Resolution No. 2013-0070 related to allocation of funds from infractions issued with automated traffic safety cameras. Among the items to be allocated funding, the resolution provides a flexible matching fund for neighborhood traffic calming projects, neighborhood business districts, streetscape improvement or community development projects related to public safety.

State

Paths and Trails Reserve

A portion of the State gasoline tax revenue which, by Washington State Law, is returned to local government to be used for the development and maintenance of paths and trails. One half of one percent (0.5%) of the tax is returned to the City. Presently the City receives approximately \$14,000 per year from this funding source. Both pedestrian and bike facilities can utilize these funds, however historically these funds have been extremely limited.

Federal

The Federal Fixing America's Surface Transportation (FAST) Act was signed into law in 2015. The FAST Act is a five-year bill that will slightly increase funding and slightly change some policy. The biggest change is that it will create long-term certainty for states, local governments and transportation stakeholders.

Surface Transportation Block Grant (STBG) Program

The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

TAP funding was set at 2% of all the core highway programs and yielded approximately \$820 million in FY 2015. Funding levels in the new STBG Set-aside Program are set at \$835 million for FY2016 and FY2017, rising to \$850 million in FY2018-FY2020. Within that, funding for the Recreational Trails Program is preserved at the 2009 level and is effectively a set-aside of the STBG.

TIFIA and TIGER

In 1998, Congress created the Transportation Infrastructure Finance and Innovation Act (TIFIA) to provide credit assistance to large-scale surface transportation projects. The threshold for project eligibility was set at a minimum cost of \$50 million (\$25 million for rural infrastructure projects). The FAST Act lowers this threshold to \$10 million for projects involving local governments, and allows the bundling of projects to meet this lower threshold. This should make it easier for active transportation projects to use these credit and innovative financing mechanisms. The Transportation Investment Generating Economic Recovery (TIGER) grant program was created in 2009 and has included many bicycling and walking projects and programs in the seven rounds of funding awarded since then. While the program is administered by the US Department of Transportation, funding is provided by an annual appropriation rather than a periodic transportation bill such as the FAST Act.

Community Development Block Grant Program

This funding comes from the Housing and Community Development Act of 1974 and authorizes the Department of Housing and Urban Development to distribute funds to local governments for the purpose of improving their community. The Community Development Block Grant (CDBG) program primarily addresses capital construction needs in low-to-moderate income neighborhoods. Funds for pedestrian and bicycle facilities are included.

Congestion Management Air Quality

CMAQ funding has been available to the Spokane region for several years. It can be used on projects that reduce vehicular travel and therefore reduce emissions. A certain percentage of the regional funding is typically set aside for bicycle and pedestrian projects. In recent years that funding has been allocated to a neighborhood greenway and a shared-use path.

Other Sources

Another potential resource is the partnering with other agencies, foundations and the private sector for future awareness and education campaigns. The City should continue partnering with other agencies like the Spokane Regional Health District that have a considerable interest in improving bicyclist safety. Strengthening these partnerships and forming new ones will provide additional opportunities to increase awareness of active transportation safety issues.

BICYCLE MASTER PLAN PART 2 – BIKEWAY NETWORK

FACILITY DEFINITIONS AND MAPS

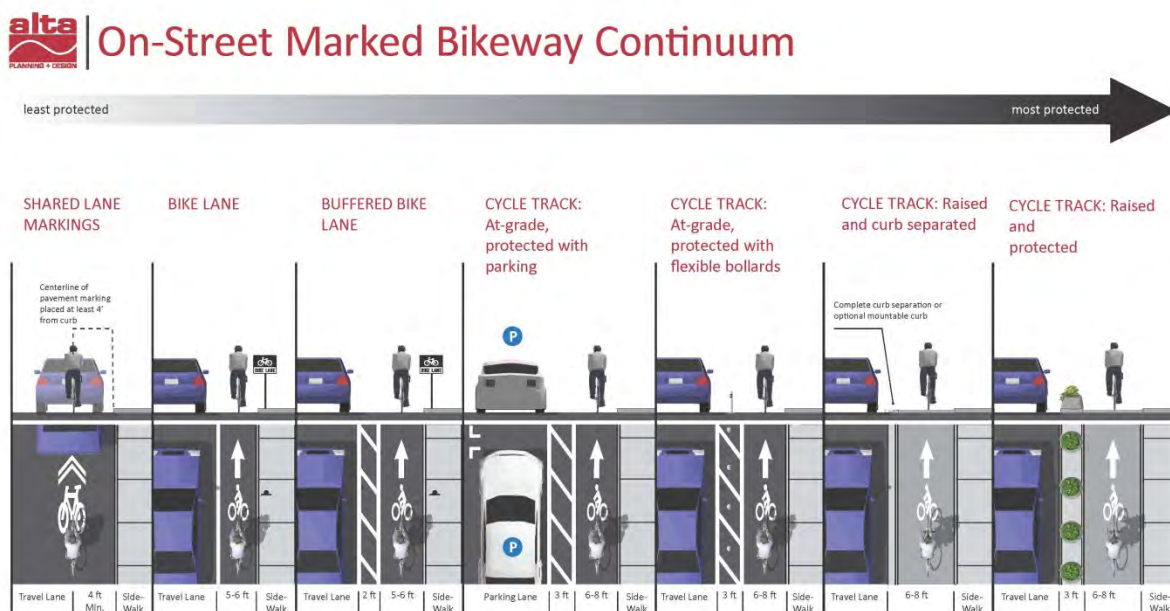
Providing a network of bicycle facilities throughout Spokane is fundamental to achieving the goals of this Plan. Additional bike lanes, roadway crossing improvements, multi-use trails, and other facilities are needed in order to encourage more Spokane residents to bicycle.

BIKEWAY NETWORK DEFINITION

Implementation of this Plan will establish roughly a 400 -mile network of bikeways throughout the city of Spokane. This Bikeway Network is composed of all of the locations throughout the city where specific improvements have either already been made or are proposed in the future to accommodate bicycles.

Almost all Bikeway Network segments will have some type of visible cue (i.e. a bike lane, a bike route sign, a pavement marking, a trail, etc.) to indicate that accommodations have been made for bicyclists. While the network will provide primary routes for bicycling, it is important to note that, by law, bicyclists are permitted to use *all* roadways in Spokane (except limited access freeways or where bicycles are otherwise prohibited). Therefore, the Bikeway Network will serve as a core system of major routes that can be used to safely access all parts of the city and other parts of the transportation system.

Figure 1. On-Street Marked Bikeway Continuum

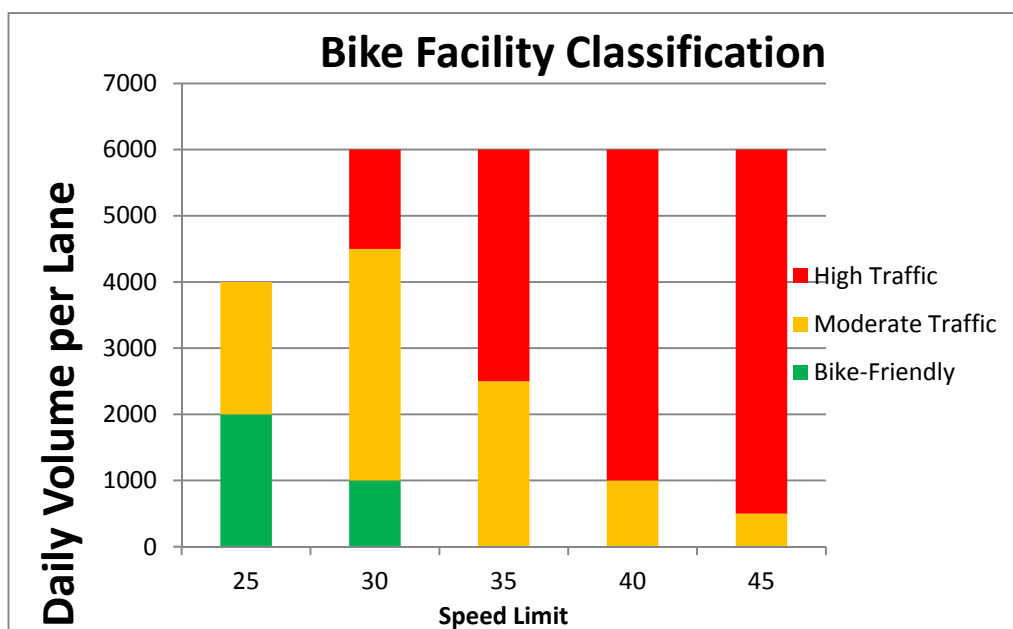


With this update the city has changed the bikeway classifications. The goal of this change is to provide better information to users of the bike routes while moving facility design to the right on the continuum in Figure 1 whenever possible. The classification system now factors in the traffic volume on each facility. The new classifications are listed below and are summarized in greater detail in the following pages:

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

Figure 2 provides a matrix of daily traffic volumes that can be expected with each bike facility classification.

Figure 2. Bike Route Classification based on traffic volume and speed



High or Moderate Traffic (Shared):

A Shared Roadway designation is typically found on important roadways where bicycle lanes may not be feasible. The High and Moderate designation provides an indication of the level of traffic and/or conflict the cyclist can expect to experience. See figure 1 above for Bike Route Classification based on traffic volume and speed. A Shared Roadway may use on-street markings and signs to alert motorists and cyclists to the designation. Shared Lane Markings (aka Sharrows) are used to remind all roadway users that bicyclists may be present and are allowed to use the full lane while directing cyclists out of the “door zone”. In cases of steep terrain, a “climbing lane” should be used on the uphill side of the roadway and sharrows should be used to guide cyclists in the downhill lane.

Figure 3. Examples of Shared Roadway treatments



High or Moderate Traffic (Bike Lane):

A bike lane is identified by on-street striping. Buffered bike lanes and cycle tracks are also included in this category. The High and Moderate designation provides an indication of the level of traffic and/or conflict the cyclist can expect to experience. The actual design will depend on the roadway width and traffic conditions. A 5 foot bike lane with a 3 foot buffer is preferred. As an alternative, a bike lane width of 6 feet is desirable. An on-street marking of a bicyclist and/or street signs identifying the bike lane may accompany the striping.

High traffic bike lane

- A collector, minor, or principal arterial
- Traffic lanes are striped
- Higher volume and/or speed as shown in Figure 2.
- Greater chance of conflicts between cyclists and vehicular traffic
- Attractive to advanced cyclists comfortable with taking the lane, or those who can keep up with traffic

Moderate traffic bike lane

- Typically a collector, minor, or principal arterial, but may include some local streets
- Centerline and/or traffic lanes are striped
- Attractive to advanced and intermediate level riders - including typical commuter cyclists
- Any facility that doesn't fit the High traffic route or Bike-Friendly categories

Figure 4. Examples of potential bike lane designs



Cycle Tracks

A cycle track is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. A cycle track is physically separated from motor traffic and distinct from the sidewalk. Cycle tracks have different forms but all share common elements—they provide space that is intended to be exclusively or primarily used for bicycles, and are separated from motor vehicle travel lanes, parking lanes, and sidewalks. In situations where on-street parking is allowed cycle tracks are located to the curb-side of the parking (in contrast to bike lanes).

Cycle tracks may be one-way or two-way, and may be at street level, at sidewalk level, or at an intermediate level. If at sidewalk level, a curb or median separates them from motor traffic, while different pavement color/texture separates the cycle track from the sidewalk. If at street level, they can be separated from motor traffic by raised medians, on-street parking, or bollards. These design features do raise different considerations – such as driveway conflicts, driver expectations, and maintenance issues that need to be addressed. By separating cyclists from motor traffic, cycle tracks can offer a higher level of security than bike lanes and are attractive to a wider spectrum of the public.

Figure 5. Examples of potential cycle track designs



Bike Friendly Routes:

A bike-friendly route is a low-volume route marked by bicycle signage and/or the use of shared lane markings. These routes are attractive to beginning and intermediate level riders. Other features include:

- Primarily local streets with a few collector arterials
- No centerline stripe except in CBD
- Cyclists can comfortably ride mixed with traffic - bike lane not needed, but a few have them such as in the CBD.
- Low vehicle volumes, low vehicle speeds
- Posted speed 30 mph and less than 1,000 volume (ADT) per lane
- Posted speed 25 mph and less than 2,000 volume (ADT) per lane

Figure 6. Bike Friendly Route



Neighborhood Greenways:

Neighborhood Greenways are low-volume and low-speed streets that have been optimized for bicycle and pedestrian travel. Neighborhood Greenway treatments can be applied at several different intensities, which should be identified in detail during project design. Wayfinding signs, pavement markings, traffic calming and intersection treatments are potential elements of these facilities. Neighborhood Greenways are designed to attract bicyclists of all ages and abilities, especially those in the Interested but Concerned category. The design of the neighborhood greenway is flexible and will be tailored to meet the specific needs of the roadway. Below are examples of possible neighborhood greenway treatments.

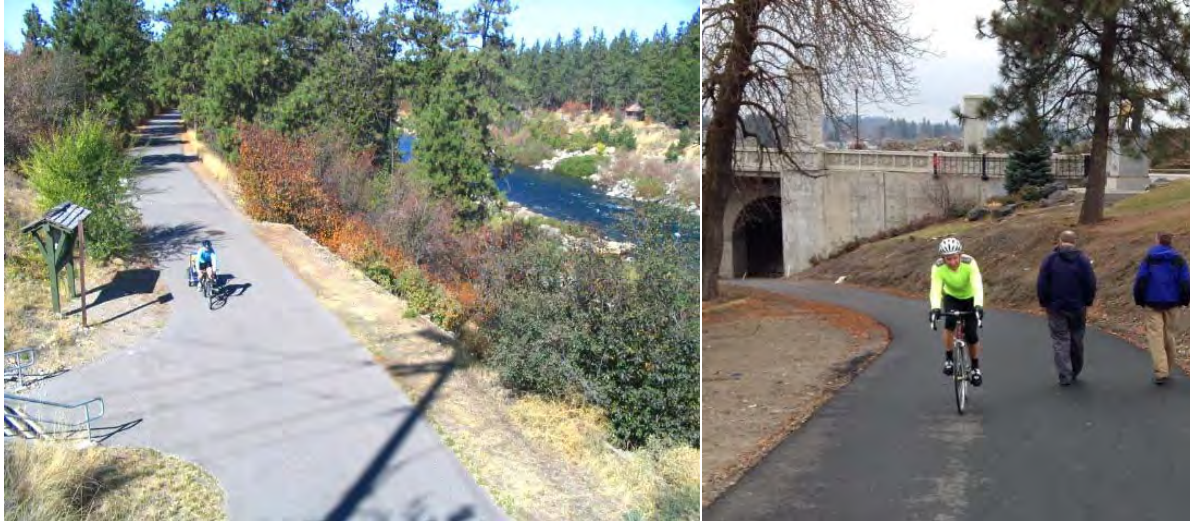
Figure 7. Examples of Neighborhood Greenway treatments



Shared Use or Multiuse Path:

A shared use or multiuse path is an off-street facility designed for certain non-motorized uses. These paths have a minimum width of ten feet to accommodate two-way traffic. These paths are often identified by signs and barriers preventing auto-traffic from using the path. Examples include the Centennial Trail and the Fish Lake Trail.

Figure 8. Shared Use Paths



Soft Surface Path:

A soft surface path is an off-street facility allowing non-motorized uses. These paths are unpaved and have a minimum width of 5 feet. Surfacing may be gravel or dirt. They often form a key connection in the bicycle network and may be designated for paving in the future.



Figure 9. Soft Surface Path

State of the Practice:

The City of Spokane endorsed the NACTO (National Association of City Transportation Officials) Urban Street Design Guide and Urban Bikeway Design Guide in November 2014. In an overview, the NACTO Urban Bikeway Design Guide states: “The purpose of the NACTO Urban Bikeway Design Guide (part of the Cities for Cycling initiative) is to provide cities with state-of-the-practice solutions that can help create complete streets that are safe and enjoyable for bicyclists.

The NACTO Urban Bikeway Design Guide is based on the experience of the best cycling cities in the world. The designs in this document were developed by cities for cities, since unique urban streets require innovative solutions. Most of these treatments are not directly referenced in the current version of the AASHTO Guide to Bikeway Facilities, although they are virtually all (with two exceptions) permitted under the Manual on Uniform Traffic Control Devices (MUTCD). The Federal Highway Administration has posted information regarding MUTCD approval status of all of the bicycle related treatments in this guide and in August 2013 issued a memorandum officially supporting use of the document. All of the NACTO Urban Bikeway Design Guide treatments are in use internationally and in many cities around the US.”

Examples of bike facilities / techniques found in the NACTO guide that may be implemented in Spokane are provided below. There are numerous other suggested designs.

Colored Bicycle Facilities:

Colored pavement within a bicycle lane increases the visibility of the facility, identifies potential areas of conflict, and reinforces priority to bicyclists in conflict areas and in areas with pressure for illegal parking. Colored pavement can be utilized either as a corridor treatment along the length of a bike lane or cycle track, or as a spot treatment, such as a bike box, conflict area, or intersection crossing marking. Color can be applied along the entire length of bike lane or cycle track to increase the overall visibility of the facility. Consistent application of color across a bikeway corridor is important to promote clear understanding for all users.



Intersection Crossing Markings:

Intersection crossing markings indicate the intended path of bicyclists. They guide bicyclists on a safe and direct path through intersections, including driveways and ramps. They provide a clear boundary between the paths of through bicyclists and either through or crossing motor vehicles in the adjacent lane.



Bike Box at Intersection:

A bike box is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase.



Protected Intersections:

A protected intersection is an at-grade road junction in which cyclists and pedestrians are separated from cars. Vehicles turning right (in countries driving on the right, or left in countries driving on the left) are separated by a car length from crossing cyclists and pedestrians, providing increased reaction times and visibility. Drivers looking to turn right have better visibility to cyclists and pedestrians as they can look to the side for conflicts instead of over their shoulders.



BIKEWAY NETWORK MAPS

Spokane's bicycle facilities network includes protected bicycle lanes, bike lanes, shared-use paths, neighborhood greenways, shared roadways, and bike-friendly routes. The development of bicycle facilities is expected to take place over the course of the next 20 years. A number of unforeseen circumstances may affect the way that Spokane's bike network will develop. The Bicycle Facility Network Development Maps are not intended to define a specific time frame for the development of bike facilities within the city. These maps represent how the network may develop over time recognizing that the network cannot be created immediately. If an opportunity to develop any of the facilities on the map arises, that opportunity should be pursued.

Existing Bikeway Network Map

Map BMP 1 shows all of the existing bicycle facilities in Spokane at the time of the adoption of the Bike Master Plan.

Future Bikeway Network Map

Map BMP 2 (Map TR 5) shows all the proposed bicycle facilities for the City.

FURTHER EVALUATION OF BICYCLE FACILITY RECOMMENDATIONS

The projects that are shown on the maps will require additional evaluation during the implementation process to determine if there are other factors that may either help or hinder their development.

Additional traffic analysis will be needed in some cases to determine the optimum design for specific locations and transportation capacity impacts, with the understanding that the network is a flexible tool that can and should be modified as circumstances dictate. Like other public projects, neighborhood involvement will also be an important part of the evaluation process. Some locations shown on the map may be determined, after more detailed analysis, to require different or more costly improvements and, therefore, may become longer-term projects. However, for every project, the first assumption will be that the bicycle facilities, as shown in the Bicycle Master Plan, will be implemented. If the city decides not to proceed with implementing the Bicycle Master Plan recommendation on a particular roadway an explanation shall be provided to clarify why it is not implementing a recommendation in the Plan.

Volume V, Appendix D

Part VII: Prior Transportation Chapter - Excerpt

City of Spokane Comprehensive Plan



Transportation

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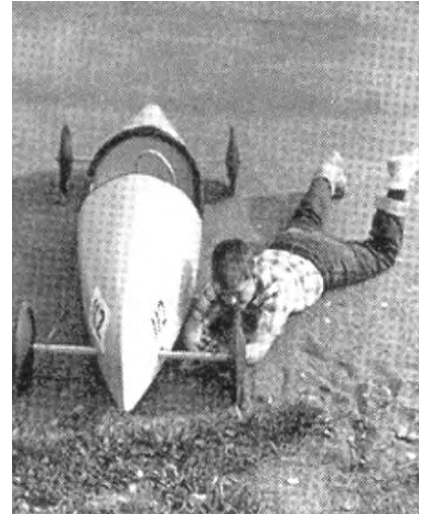
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4.1 INTRODUCTION

Transportation: Shaping Spokane's Future

In planning for Spokane's transportation future, citizens discussed the many components of Spokane's transportation system, from driving to bicycling, from walking to taking the bus. Citizens also recognized that transportation has key relationships to other planning topics such as land use, urban design, neighborhoods, and social health. Citizens realized that transportation needs to be viewed not just as a way for people to move about the city but also as something that shapes the city and the lives of its residents.

This transportation plan is planning for Spokane's future—not just for the people or conditions of today but for those 20 years in the future. The plan considers the changing demographics, transportation needs and desires, and lifestyles expected in the future. It recognizes the need to look to the future and not limit tomorrow's transportation options by what is done today.



Key Transportation Themes that Shaped the Plan

Several themes or issues greatly influenced the planning for Spokane's transportation future. These are the themes about which citizens were consistently vocal. These themes arose early in the planning process and continued to surface throughout the development of the plan. Consequently, they greatly influenced the plan's content—the transportation vision, values, goals, and policies. It is imperative to understand these key themes in order to understand properly the rest of the plan.

The key transportation themes are:

- ◆ Citizens want viable transportation choices.
- ◆ Transportation has a key relationship to community quality of life.
- ◆ Transportation and land use are closely connected.
- ◆ The true costs of driving are complex and high.
- ◆ Design is important to transportation.

Wanted: Viable Transportation Choices

A primary theme of this plan is that citizens should have a variety of viable transportation choices. To be viable, a transportation choice needs to be safe, accessible, convenient, and attractive. The desire is to make it as easy for people to walk, take the bus, and bicycle as it is to drive. The reasons this plan focuses on providing citizens with transportation options and reducing dependency on driving include:

- ◆ The transportation desires and needs of all people should be respected. All citizens, including those who cannot or choose not to drive, should have viable transportation options.
- ◆ In the future increasing numbers of people may not physically or financially be able to drive.
- ◆ All people are pedestrians at some point—if nothing else people must walk to get to their automobiles.
- ◆ Continued dependency on driving may not be sustainable in the future, either economically or environmentally.
- ◆ Designing Spokane around the automobile decreases people-friendly environments and erodes the quality of community.



The focus is to increase transportation choices and reduce dependency on driving. *The intent, however, is not to eliminate automobile use but to provide people with viable options to driving.* The desire is to serve all people's transportation needs by providing transportation choices, including driving, for all. Furthermore, enhancing transportation options benefits those who drive by reducing congestion.

If alternatives to driving are to be used, however, they must be truly viable. All transportation options must be safe, accessible, convenient, and attractive. For instance, people might be more likely to use public

transportation if service is frequent, routes to transit stops are pedestrian friendly, and shops and services are clustered near stops in pleasant walking and social environments. Safety alone is a crucial factor. People will not choose transportation options they perceive to be unsafe.

The Relationship Between Transportation and Quality of Life

Transportation greatly impacts Spokane's quality of life, ranging from impacts on neighborhoods and air quality to the way people experience the city and each other. Spokane's neighborhoods, which are a major source of both pride and concern for city residents, are especially vulnerable to transportation impacts. Increasing amounts of traffic and speeding traffic are significant threats to the livability of city neighborhoods. Environmental impacts are also important. Many of the attractions that draw people to Spokane, such as great parks and easy access to recreational opportunities, are related to the environment. Finally, transportation also has a key role in fostering a community's sense of place. A city's character is often derived in large part from its transportation system—think of New York's active sidewalks, Seattle's ferries, and Portland's light rail system. Spokanites want to have an enjoyable experience as they travel in the city—and a more enjoyable experience once they get where they are going.

Recognize the True Cost of Driving (It's More than a Gallon of Gas)

Citizens spoke a great deal about the need to recognize the true cost of driving. It is important to recognize the true financial costs but also the environmental costs and costs to Spokane's quality of life. There are not only the costs to individuals but to the community as a whole. There are also the costs of being an auto-dependent society—a society where those without automobiles lack needed access to workplaces, grocery stores, and other essentials.

The desire for transportation choices and the need to protect Spokane's quality of life arise in part from recognition of these costs. One example of this issue's complexity and specific concerns that arise from it is that people living outside the city who drive on city streets contribute to congestion and to the deterioration of streets and city neighborhoods, yet they do not pay for street maintenance or improvements through city property taxes or bond issues. This problem increases with sprawl, as more people live outside the city and are dependent on driving for transportation.

It is especially important in this age of limited resources and fragile environments to recognize the true costs of driving.

The Land Use and Transportation Connection

There is a close, essential relationship between land use and transportation. How land is used affects what transportation choices are available or likely to be used. For example, the density of development impacts transportation, with lower densities decreasing the ability to provide mass transit or efficient bus service. The more spread out the city becomes and the more segregated land uses are, the farther people have to travel from home to work and play and the less likely they will be able to take the bus, bicycle, or walk.

Conversely, people's transportation choices, in turn, affect the use and enjoyment of land. For example, older neighborhoods close to the center of the city suffer from an increasing number of vehicles driving through them to outlying areas. As another example, the amount of land that must be devoted to moving or storing automobiles in an auto-dependent society is substantial.

But significantly, transportation facilities greatly affect how land is used or, in other words, transportation facilities are primary "drivers" of the urban pattern. For example, street improvements can induce greater use of automobiles and, thus, the need for even more land for moving and storing automobiles. But in addition, by facilitating development at the urban edge and beyond, street improvements can be a cause of the sprawling land use pattern that GMA is intended, in part, to reduce.

The Importance of Design

Design is an important issue in several respects. First, the large-scale design of Spokane's street system largely determines how—and how well—people get about the city. Street system design features such as the location and size of arterials, whether streets are one-way or two-way, and whether there is a transportation network for bicycles ~~or~~ and pedestrians all profoundly impact transportation. Second, concerns about the higher densities and mixed land uses needed to support alternative transportation modes often have to do with design. Citizens are concerned about how higher densities and mixed-uses will "fit" with surrounding areas. Finally, individual design features such as pedestrian buffer strips, bicycle paths and lanes, and bus shelters influence the availability, appeal, and use of transportation choices. Individual design features can also be used to direct traffic and calm traffic speed.

Current Trends

This plan's key transportation themes and its focus on the future are especially relevant given the increasing amount of driving that is occurring, including an increasing number of automobile trips, the increasing length of these trips, and increasing amounts of time spent driving. These trends are projected to continue in the future. The following table indicates these trends for Spokane County.

TABLE TR 1 CURRENT TRANSPORTATION TRENDS			
	1996	1998	2010 (projected)
Number of Trips Taken In One Day in a Vehicle	1,548,952	1,547,069*	2,250,475
Average Number of Vehicle Miles Traveled in a Day	6,313,806	6,603,756	9,500,475
Average Peak Hour Commute Time (5:00-6:00 pm)	9.73 minutes	12.54 minutes	15.02 minutes*
*The drop in number of trips from 1996 to 1998 is due to a change in land use forecast methods used in 1998 as a result of GMA. **2010 commute time assumes: (1) All transportation projects intended to improve capacity in SRTC's Regional Transportation Plan (RTP) are built and operational by 2010; (2) People's travel behavior will change in the future due to congestion (people will make shorter trips). Data Source: Spokane Regional Transportation Council. Data applies to the federal non-attainment area of Spokane County (areas where air quality standards are exceeded), which is essentially the urbanized area of the county.			

These current transportation trends are deeply connected to the plan's primary themes or issues. The following table identifies some of these connections.

TABLE TR 2 CONNECTIONS BETWEEN TRANSPORTATION TRENDS AND THEMES	
Transportation Theme	Connection to Increased Automobile Use
Wanted: Viable Transportation Choices	<ul style="list-style-type: none"> ◆ Currently, Spokane is auto-dependent and lacks viable alternatives to driving. ◆ People drive because driving has been made easy and convenient; alternatives to driving must also be easy and convenient if they are to be viable and used. ◆ Auto-oriented environments encourage automobile use but are not friendly to pedestrians, bicyclists, and transit users.
The Relationship Between Transportation and Quality of Life	<ul style="list-style-type: none"> ◆ Congestion degrades the efficient and safe mobility of people and goods. ◆ Increasing amounts of traffic and speeding traffic are a growing concern of neighborhood residents. ◆ Spokane's quality of life is threatened by congestion, more and faster traffic, and the inability to safely walk or bicycle.
Recognize the True Costs of Driving	<ul style="list-style-type: none"> ◆ An auto-dependent society does not provide everyone with access to workplaces and other essentials of life. ◆ As individuals drive more, the community's financial, environmental, and quality of life costs increase. ◆ When people lack the options of not driving or not driving as frequently or as far as they currently do, they lack those options for reducing their transportation expenses.
The Land Use/Transportation Connection	<ul style="list-style-type: none"> ◆ Recent driving trends are partly the result of sprawl, a land use pattern made possible by the automobile and which has now made it difficult to live without one. ◆ Higher land use densities and a mixture of land uses are needed in some areas of the city to support walking, bicycling, and transit as viable transportation alternatives. ◆ More driving leads to more land devoted to moving and storing automobiles. ◆ The increased traffic that threatens Spokane's neighborhoods affects neighborhood land use.
The Importance of Design	<ul style="list-style-type: none"> ◆ Design features can be used to ease congestion and mitigate other negative effects of increased traffic. ◆ Design features can make driving, walking, bicycling, and taking the bus safer, more enjoyable, and more viable. ◆ People are concerned about the design of the higher density and mixed-use buildings that are needed to support alternatives to driving.

4.2 GMA GOAL AND REQUIREMENTS AND COUNTYWIDE PLANNING POLICIES

GMA Transportation Planning Goal (RCW 36.70A.020)

The Washington State Growth Management Act (GMA) includes 13 goals, which were adopted to guide the development and adoption of comprehensive plans and development regulations. The following is the GMA goal for transportation:

“Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.”

GMA Requirements for Transportation Planning (RCW 36.70A.070)

The GMA requires that comprehensive plans include a transportation element. Although the GMA includes specific requirements for the transportation element, flexibility is written into the GMA so that jurisdictions can tailor their transportation plans to their own visions, goals, and needs. Key aspects of the GMA regarding transportation include:

- ◆ Considering many types of transportation, including walking, bicycling, driving, transit, rail, and air.
- ◆ Ensuring that all elements in the comprehensive plan are consistent, particularly the land use and transportation elements.
- ◆ Coordinating planning between jurisdictions and ensuring consistency between city, county, and regional plans.
- ◆ Establishing regionally coordinated level of service standards for arterials and transit routes.
- ◆ Ensuring that level of service standards adopted in the transportation element are maintained.
- ◆ Identifying transportation facility and service needs, including actions and requirements to maintain levels of service standards.
- ◆ Ensuring that adequate transportation service is provided concurrent with (or within six years of) development.

Countywide Planning Policies

The Countywide Planning Policies and Environmental Analysis for Spokane County (CWPPs), adopted by the Spokane Board of County Commissioners in 1994, include transportation as one of the ~~nine~~ policy topics. The CWPPs overview of the GMA’s requirements for transportation planning states:

“Regional transportation systems include major highways, airports and railroads, as well as bikeways, trails and pedestrian systems. The Growth Management Act (GMA) encourages a variety of efficient transportation systems in order to reduce sprawl while improving the efficient movement of people, goods and services. Therefore, close coordination is necessary between transportation planning and the land use element of each jurisdiction’s comprehensive plan. The Growth Management Act (GMA), as well as other state and federal legislation, requires transportation planning to be conducted on a regional basis.

According to RCW 36.70A, local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on the transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. The strategies could include increased public transportation services, ride-sharing programs, demand management strategies, and other transportation system management strategies.”

Twenty-one CWPPs for transportation were adopted. The document's overview of the transportation policies states:

"The Countywide Planning Policies (CWPPs) propose that transportation planning in Spokane County be carried out by the Spokane Regional Transportation Council. Consequently, each jurisdiction's land use plan should be consistent with the regional transportation system.

The policies recognize the need to preserve corridors capable of providing for high-capacity transportation such as commuter lanes, rail, or dedicated busways. Through their comprehensive plans, local jurisdictions will be responsible for planning for developments along these corridors that would support public transportation services.

The Countywide Planning Policies also recognize the need to preserve our existing regional transportation system. New land developments would not be allowed to lower the adopted level of service of the existing transportation system. To accomplish this, developments would be required to pay for transportation improvements at the time of construction or to identify other transportation strategies to offset the impacts. These strategies could include increased public transportation services, ride-sharing programs and other alternative programs."

For the text of the 21 policies, consult the Countywide Planning Policies and Environmental Analysis for Spokane County, adopted December 22, 1994.

4.3 VISION AND VALUES

Spokane Horizons volunteers identified important themes in relation to Spokane's current and future growth. A series of visions and values was crafted for each element of the Comprehensive Plan that describes specific performance objectives. From the Visions and Values document, adopted in 1996 by the City Council, the Comprehensive Plan's goals and policies were generated.

Transportation refers to the circulation and network patterns for automobiles, pedestrians, bicycles, transit, rail, air, and freight that support land uses.

Vision

"Citizens of Spokane will have a variety of transportation choices that allow easy access and mobility throughout the region and that respect property and the environment."

Values

"The things that are important to Spokane's future include:

- ◆ Ensuring mobility and access within the city.
- ◆ Maintaining the ability to access quickly the outdoors from the city.
- ◆ Decreasing north-south congestion.
- ◆ Increasing the variety and public awareness of transportation choices.
- ◆ Developing and maintaining good public transit.
- ◆ Maintaining roads.
- ◆ Developing and maintaining pedestrian-oriented neighborhoods.
- ◆ Developing convenient access to the downtown area, increasing parking, bus service, light rail, and satellite parking with shuttles, and improving the pedestrian environment."

4.4 GOALS AND POLICIES

Goals and policies provide specificity for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane. Additional background and technical materials for this chapter are located in the Draft Comprehensive Plan/EIS, Volume 2, Chapter 18, Transportation.

TR 1 OVERALL TRANSPORTATION

Goal: Develop and implement a transportation system and a healthy balance of transportation choices that improve the mobility and quality of life of all residents.

Policies

TR 1.1 Transportation Priorities

Make transportation decisions based upon prioritizing the needs of people as follows:

- ◆ *Design transportation systems that protect and serve the pedestrian first;*
- ◆ *Next, consider the needs of those who use public transportation and non-motorized transportation modes;*
- ◆ *Then consider the needs of automobile users after the two groups above.*

Discussion: This fundamental transportation policy is a statement of how the City of Spokane prioritizes people's transportation needs. It indicates a general priority of how the needs of people are considered. Applying this policy on a case-by-case basis will not mean that in all cases bicycles or pedestrians come first and automobiles last. The intent of the policy is not meant to be anti-automobile, but rather the intent is to accomplish the following:

First, following these priorities leads to the development of the type of community described in the adopted "Citywide Vision" statement and Transportation Vision and Values statements. Second, it increases the transportation choices available to people. Third, it lessens the negative impacts of automobiles, such as noise and air pollution, traffic through neighborhoods, and the need for additional parking. Fourth, it helps prepare Spokane for the future when more people may need alternatives to driving and the negative impacts of automobiles increase as Spokane's population increases. Fifth, it makes driving in Spokane quicker, more convenient, and safer by reducing vehicle congestion and, in some cases, by providing separate facilities for bicycles, pedestrians and transit.

Sixth, these priorities recognize that we are all pedestrians. Seventh, they also recognize that pedestrians, babies in strollers, people in wheelchairs, and people on bicycles can't compete with automobiles or trucks, yet they should be able to travel safely and comfortably. Those least able to cope with the physical and psychological stresses of the built environment should receive equal consideration. Finally, this policy recognizes that the city and region are auto-dominated without the variety of transportation choices desired by the community.

TR 2 TRANSPORTATION OPTIONS

Goal: Provide a variety of transportation options, including walking, bicycling, taking the bus, car pooling, and driving private automobiles, to ensure that all citizens have viable travel options and reduce dependency on automobiles.

Policies

TR 2.1 Physical Features

Incorporate site design and other physical features into developments that encourage alternatives to driving.

Discussion: Development that is oriented toward driving leads to people driving. Examples of such development include buildings set back far from the street and large parking lots in front of buildings. Development that includes physical features that encourage walking, bicycling, or taking the bus will foster use of those transportation alternatives. Physical features that encourage walking include sidewalks, street trees, street lights, benches, pedestrian islands, clearly marked pedestrian pathways in parking lots, water fountains, rest-rooms, and display windows on the street in commercial areas. Physical features that encourage bicycling include bicycle paths, lanes, boulevards, and routes, bicycle racks and lockers, and showers and lockers at work sites. Improvements for transit riders include seating, shelters, and walkways.



TR 2.2 TDM Strategies

Use Transportation Demand Management strategies to reduce the demand for automobile travel.

Discussion: Transportation Demand Management (TDM) is an approach to solving transportation problems that focuses on reducing the demand for automobile travel rather than increasing the system capacity (supply) for automobile travel. TDM strategies should be particularly aimed at reducing the volume of single occupancy vehicles. TDM is a valuable tool with which to address transportation problems because it generally avoids the high environmental, financial, and human costs associated with capacity-oriented solutions, such as road construction. The Commute Trip Reduction Program provides TDM techniques locally.

TDM involves two types of strategies. One strategy reduces the demand for single-occupant automobiles. This is accomplished through programs, such as:

- ◆ Employer-subsidized bus passes and other financial incentives for transit use.
- ◆ Infrastructure changes, such as providing safe and convenient bicycle parking and safe and convenient bikeways from residential to work, school, and shopping locations, to increase the use of non-motorized modes of transportation.
- ◆ Parking management that reduces the amount of easy and cheap parking for employees provided this does not lead to an unacceptable reduction in available parking for residents in adjacent areas.
- ◆ Preferential parking for car pools and vanpools.
- ◆ The building of lockers, change rooms, and shower facilities for bicyclists.
- ◆ Ride match services.

The other TDM strategy reduces the overall need for travel by any means. This is accomplished through programs, such as:

- ◆ Flexible work schedules, including four-day work week.
- ◆ Teleworking (using telecommunications and computer technology to work from home to another location).

TDM techniques should be used to reduce the demand for both work-related travel and non-work related travel, such as shopping and errands.

TR 2.3 Pedestrian/Bicycle Coordination

Provide adequate City of Spokane staff dedicated to pedestrian/bicycle planning and coordination to ensure that projects are developed that meets the safety, access, and transportation needs of pedestrians, bicyclists, and other non-motorized transportation users.

Discussion: One of the main themes of this plan is that citizens should have viable transportation options. Accomplishing this requires the attention of City of Spokane staff from a variety of departments and disciplines. Some staff time, however, should be entirely devoted to the needs of pedestrians, bicyclists, and other non-motorized transportation users. This staff will work to accomplish the goals and carry out the policies of the City of Spokane's plans as they relate to non-motorized transportation users. Projects for the coordinator could include:

- ◆ Coordinating with City of Spokane departments and other agencies to efficiently provide for transportation alternatives and facilitate the accomplishment of the city's transportation priorities.
- ◆ Incorporating bicycle/pedestrian facilities as early as possible into plans to reduce costs and take advantage of cooperative opportunities.
- ◆ Serving as a resource for city departments for facility standards (such as Americans with Disabilities Act (ADA) requirements) so issues can be efficiently addressed.
- ◆ Seeking funding sources for transportation alternatives.
- ◆ Developing and implementing design guidelines to ensure that public and private developments meet a variety of transportation needs.
- ◆ Developing transportation-related educational programs for both non-motorized and motorized transportation users.
- ◆ Encouraging promotional events for transportation alternatives.
- ◆ Supporting efforts to increase the number of combined bicycle/transit trips.
- ◆ Developing and implementing specific plans for non-motorized transportation users.
- ◆ Incorporating bicycle facilities into design standards for new development.
- ◆ Assisting Spokane to achieve higher bicycle friendly city ratings.
- ◆ Promoting Spokane as a bicycle friendly city.

Providing adequate City of Spokane staff dedicated to pedestrian and bicycle planning and coordination is the best way to ensure that the interests of the pedestrian and bicycling community will be incorporated in the formation of public transportation policy, the development of transportation facilities, and in the fair disbursement of public funds for this important and currently under-served community.

TR 2.4 Parking Requirements

Develop and maintain parking requirements for vehicles that adequately meet the demand for parking yet discourages dependence on driving.

Discussion: Parking standards should aim to meet the need for parking, not to provide large amounts or an abundant supply of parking. Parking standards should achieve a balance between providing enough parking to adequately meet the needs of customers and employees. Reducing parking requirements has other benefits, including decreasing the amount of space businesses must devote to parking, reducing parking lot size (and thus making them pedestrian-friendly), and freeing-up space to more easily enable sensitive parking lot design (see TR 2.5, "Parking Facility Design"), and that removing/re-striping of on-street parking may encourage/enable safer cycling.

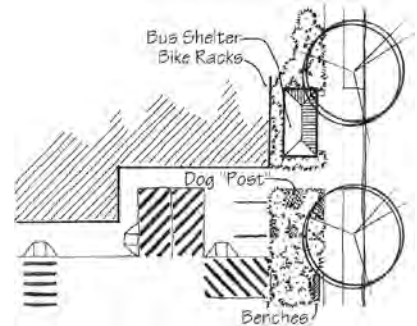
One concern is to ensure that commercial parking is not displaced onto adjacent residential areas. Parking requirements should correspond to land uses. For example, there are some land uses that have a lower parking demand rate, such as college campuses.

Possible ways to revise parking standards include reducing parking requirements, prescribing maximum as well as minimum parking requirements, increasing car pool preference parking spaces, and allowing on-street parking for mixed-use development that is oriented to transit users and pedestrians. This policy has a strong link to policy TR 2.2, “TDM Strategies.”

TR 2.5 Parking Facility Design

Design parking facilities to enhance mobility for all transportation users (including those not driving) and to mitigate impacts on surrounding areas.

Discussion: Residents are frequently concerned about how parking facilities impact surrounding areas. For example, residents want parking lots to be visually attractive, unobtrusive, and accessible to all users, not just those in automobiles. The negative impacts of parking lots, which include noise, light, and their general visual impact, should be minimized. Such impacts can be mitigated through site design and design features, which include landscaping and fencing.



Clearly marked pedestrian pathways through parking lots create a safer environment for pedestrians than having to walk behind parked automobiles. The availability of design features, such as bicycle racks, bike lockers, bicycle shelters, bus shelters, benches, and places to secure dogs influence the ability of non-drivers to access the places served by parking lots. The siting of parking lots, whether they are in front of buildings or to the rear or underground, affects mobility and impacts on surrounding areas. Parking lots should be user-friendly to pedestrians, bicyclists, and transit users, as well as drivers.

TR 2.6 Viable Walking Alternative

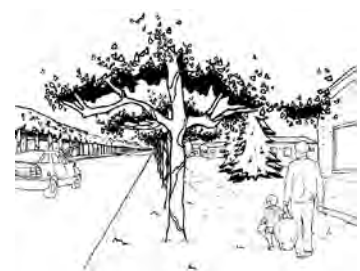
Promote and provide for walking as a viable alternative to driving.

Discussion: People should be able to walk safely and conveniently, particularly within a city. Walking should be a viable option for those who desire or need to walk for transportation. In addition, at some point, everyone is a pedestrian since people must walk to get to their automobile, bicycle, or bus. Pedestrian activity, however, also contributes to the health and vitality of cities. An active street life makes places appealing and increases a feeling of safety. Walking, however, also adds to the public interaction and community socialization that is key to healthy community life.

TR 2.7 Safe Sidewalks

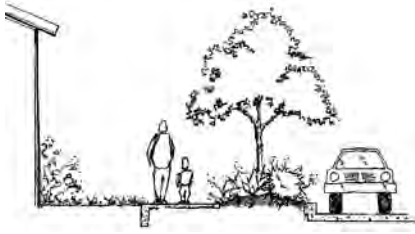
Provide for safe pedestrian circulation within the city; wherever possible, this should be in the form of sidewalks with a pedestrian buffer strip or other separation from the street.

Discussion: It is essential that pedestrians be able to walk safely and easily within the city. Besides being safe, the pedestrian environment should feel safe.



Providing a separation between streets and sidewalks has many benefits for creating safe, usable sidewalks. Separation creates a buffer for a feeling of safety from automobiles, reduces the amount of water and gravel and other debris thrown on sidewalks from passing automobiles, and prevents curbcuts and driveway aprons from protruding onto sidewalks. A separation also provides a place for fire hydrants, poles, signs, trashcans, recycling bins, and other obstacles. A separation additionally provides places to store snow, plant trees, and absorb runoff.

The preferred separation is a pedestrian buffer strip. Pedestrian buffer strips, also known as planting strips, can be landscaped with a variety of treatments, not just grass (see policy TR 7.4, “Pedestrian Buffer Strips”).



In some cases, some other type of pedestrian pathway, such as a trail or staircase, may be preferred to the separated sidewalk. The type of pedestrian circulation provided may differ according to the type of street, topography, or unique circumstances.

In situations where a separation from the street is constrained, such as by topography or existing development, deviations from this policy can be granted by the Design

Review Committee upon a finding that an alternative design is necessary to achieve the spirit and intent of the Comprehensive Plan. The potential additional cost to achieve separation is not, in itself, justification for a policy deviation. The separation between sidewalks and streets is the preferred, *expected* form of sidewalk design. Deviations from the separation design are to be for truly exceptional cases—the exception, not the rule.

TR 2.8 Sidewalk Repair and Replacement

Repair and replace broken and uneven sidewalks to improve safety and to encourage use by pedestrians.

Discussion: Traditionally in Spokane, the repair of sidewalks has been the responsibility of the adjacent property owner. Within some Community Development neighborhoods, some federal funding has been allocated towards sidewalks. One potential way to accomplish this policy on a citywide basis is for the City of Spokane to conduct a citywide assessment of the current condition of existing sidewalks. At the same time potential alternatives for funding resources should be identified. A sidewalk repair and replacement program should be developed based on identified needs and funding alternatives. This is an example of a needed program that should be developed by city staff dedicated to pedestrian/bicycle coordination (see policy TR 2.3, “Pedestrian/Bicycle Coordination”).

TR 2.9 Crosswalks

Establish and maintain crosswalks at key locations used by pedestrians.

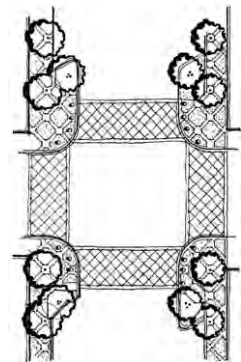
Discussion: Key locations for crosswalks include heavily traveled street crossings, transit stops, parks, and school sites. Crosswalk types include the traditional crosswalk formed by painted lines or distinctive crosswalks, such as those surfaced with scoured or colored concrete or brick pavers.

TR 2.10 Pedestrian and Bicycle Linkages Across Barriers

Provide pedestrian and bicycle linkages between major activity areas where features that act as barriers prevent safe and convenient access.

Discussion: Due to geographic or man-made features such as steep hillsides or freeways, special linkages may be needed to provide safe and convenient pedestrian and bicycle access. Existing examples of such linkages include the staircases with bike wheel channels linking Peaceful Valley with Browne’s Addition and the pedestrian bridge spanning I-90 in the East Central neighborhood.

Pedestrian and bicycle bridges or skywalks should not be developed where pedestrians can be safely accommodated at the ground level through other techniques, such as crosswalks, pedestrian islands, and traffic calming devices.



TR 2.11 Pedestrian and Bicycle Access on Bridges

Provide safe pedestrian and bicycle access and an aesthetically pleasing environment on bridges.

Discussion: Bridges serve as important links within the community. As part of the city's transportation network, bridges should provide safe pedestrian and bicycle access. Since by their nature bridges present sensitive design issues and there is no one answer for how to provide pedestrian and bicycle access for all bridges. The type of pedestrian and bicycle access can vary between bridges to be appropriate to the particular bridge and the opportunities and limitations the bridge and its site present. Access on bridges might vary from both sides of the bridge, to just one side, to perhaps access beneath or above the vehicle deck area. What is essential is that access be available and safe. Pedestrian and bicycle facilities on bridges should also be aesthetically pleasing.

TR 2.12 Pedestrian and Bicyclist Access to Schools

Enhance the pedestrian and bicycle environment along routes to schools to provide a safe walking environment for children.

Discussion: Providing a safe walking and bicycling environment for children on their way to school increases their safety and encourages them to develop the habit of walking and bicycling. The GMA requires the Transportation Element of the Comprehensive Plan to "include a pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles" [RCW 36.70A.070(6)(a)(7)]. Simply stated, a bicycle and pedestrian component is now specifically required in a community's comprehensive plan. This supports goal 3 of the GMA, to encourage efficient multimodal transportation systems.

Ways to accomplish this include:

- ◆ Encouraging school routes not to cross arterials.
- ◆ Having user-activated lights at intersections where arterials must be crossed.
- ◆ Implementing safety patrols with traffic-control signs at busy street crossings.
- ◆ Working with schools to promote walking and bicycling groups.
- ◆ Strengthening and enforcing pedestrian right-of-way laws.

TR 2.13 Viable Bicycling

Promote and provide for bicycling as a viable alternative to driving.

Discussion: Bicycling should be a viable transportation option so that the community has a full spectrum of transportation choices. Viable transportation for bicycling includes being safe, efficient, and quick. While bicycling can also serve recreational purposes it needs to be respected and accommodated as a mode of transportation.



TR 2.14 Bikeways

Provide safe, convenient, continuous bikeways between activity centers and through the city.

Discussion: Some city streets are more bicycle friendly than others due to hills, traffic flow, speed, and the access they provide for bicyclists. Providing bicycle facilities that link city centers and the downtown core through identified corridors will encourage utilitarian cycling. This will serve to decrease traffic and its intrinsic problems (e.g. air and noise pollution). Bikeways should be designed and maintained that are clearly marked, safe, and that serve the needs of bicyclists for both thru-routes and destinations.

TR 2.15 Bicycles on Streets

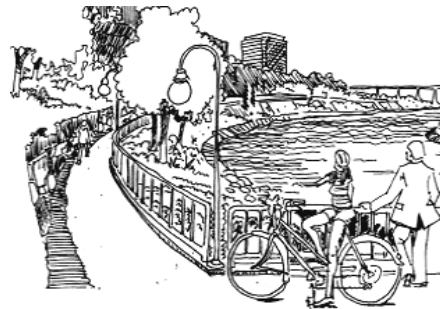
Provide safe accommodations for bicyclists on the street system, which will continue to be the primary route system for bicyclists.

Discussion: The street system serves to connect citizens throughout the city. City of Spokane staff should coordinate with designers, engineers, law enforcement, “citizen advisory boards” such as the Bicycle Advisory Board, Department of Licensing, and educators to ensure that the street environment is safe and practical for bicyclists. All street users should be taught to understand and respect the rights of other street users to ensure safe and pleasant travel. Bicycles are legal on all public roadways unless specifically prohibited. Drivers Education classes could include detailed information about bicycling and the need for cooperation among road users while laws pertaining to bicyclists should be strictly enforced.

TR 2.16 Bicycle Lanes, Boulevards and Paths (Bicycle Facilities)

Use marked on-street bicycle lanes, bike routes and off-street bicycle paths in addition to the street system to provide for bicycle transportation within the city.

Discussion: Marked bicycle facilities will form the backbone of the bicycling transportation network. (See policy TR 2.14, “Bikeways”) Bicycle facilities with marked on-street bicycle lanes or off-street bicycle paths are often desirable to accommodate the differences in ages, abilities, and purposes of bicycle riding.



Because narrowing travel lanes has the positive effect of calming traffic speeds to within legal limits, adding bicycle lanes to arterials has the dual effect of traffic calming as well as encouraging the use of bicycles. A fully separate, off-street bicycle system is costly and often impractical, particularly in existing neighborhoods. However, the city’s off-street bicycle path system could be expanded into a safer and more widespread connecting system. The following elements could help accomplish this: (1) occasional scenic bicycle paths with few intersections, (2) additional bicycle paths in new subdivisions, and (3) an expanded system in older neighborhoods. Such paths, however, are often not favored by commuting and utilitarian cyclists. Rather, connection with neighborhoods can be facilitated through the creation of other options, to include bicycle boulevards or thoroughfares. These routes make use of appropriate automobile traffic calming measures to create a safe travel environment for bicycles and pedestrians. Auto traffic and parking along both sides of the street may be allowed where appropriate. Additionally, bicycle-activated crossings should be placed at busy intersections.

TR 2.17 Facilities to Support Bicycling

Provide facilities that support bicycling to make it more feasible for transportation and recreation.

Discussion: Physical features are needed to enable the use of bicycles, just as physical features, such as parking, enable the use of automobiles. Such features for bicycles include short and long-term bicycle parking and locker rooms or other facilities for changing clothes and showering. They should be provided at a variety of locations where bicycles can be used for transportation or recreation, such as workplaces, schools, parks, transit facilities, and park-and-ride lots.

TR 2.18 Viable Transit

Provide transit services and facilities, including bicycle facilities, that make transit a viable transportation option for all segments of the community; the City of Spokane will work with Spokane Transit Authority to accomplish this.

Discussion: To accomplish this plan’s goal of providing a variety of transportation options and reducing dependency on automobiles, transit will need to appeal to those currently not using transit as well as to those currently using and relying on it.

Making transit a viable transportation option for all segments entails balancing the variety of transportation needs of citizens. For example, people who use transit for much of their transportation have different needs in comparison to people who use transit less frequently, while people who live further away from the center of the city have different needs from those who live closer to the center. Disabled people also have their own needs. People attending special events, such as Bloomsday, or large events, such as those at the Convention Center or Spokane Arena, have other transit needs.

Providing for and balancing these different transit needs may require different types of transit or transit service. For example, for outlying parts of the city, transit routes that run only on arterials may be preferred so that service is fast and direct. For neighborhoods closer to the center of the city, transit routes on both arterial and non-arterial streets may be preferred, allowing service to be closer to users. Van transit might serve neighborhoods with fewer riders or riders who have physical mobility challenges. Additional or flexible transit service could serve the needs of those attending special or large events.

TR 2.19 Service and Facility Support

Ensure that street standards, land uses, and building placement support the facilities and services needed along transit routes to make transit viable.

Discussion: The City of Spokane and STA need to work together to implement this policy, which is essential to making transit a viable transportation option. For example, it is essential that street and site plan standards support transit and should be followed consistently.

TR 2.20 Transit Shelters and Other Features

Provide transit shelters, bus benches, and other features that support transit use in key locations, such as where transit use is especially wanted.

Discussion: Physical features can enhance the experience of being a transit user. Such features include transit shelters, bicycle racks and lockers, and good pedestrian pathways to and from transit stops. These features are needed at both ends of the transit trip when the transit rider becomes a pedestrian, bicycle rider, or driver and should be attractive as well as functional. Such features can be identified and their design facilitated during neighborhood planning stages to reflect individual neighborhood needs and character (see TR 5.3, “Neighborhood Traffic Issues”).



TR 2.21 Transit Level Of Service (LOS)

Establish and measure transit levels of service to meet concurrency requirements and assure that transit can compete with other transportation modes within 20 years as outlined in the Regional Transportation Plan.

Discussion: The GMA requires that level of service (LOS) standards be concurrent with growth. Since the City of Spokane is not a provider of transit, it must work with the STA to implement the transit LOS standards identified in the Regional Transportation Plan (RTP). Additional transit service will be provided as density and, therefore, need evolves. In areas where roadway level of service allows more congestion in order to balance the needs of pedestrians and automobiles, such as high-density residential corridors, the goal is to maintain efficient transit schedules by using the least costly method possible. This might include converting parking lanes

or general traffic lanes into high occupancy vehicle (HOV) lanes or transit-only lanes during commute hours, building intersection queue-jumper lanes, and allowing signal priority devices for transit.

LOS is established and measured to support the transportation and land use goals established for the city and region and to meet concurrency requirements. When LOS falls below or congestion exceeds the standard, mitigation should be considered that takes into account the City of Spokane's transportation and land use goals.

The downtown area Super Accessibility Zone should include downtown Spokane and areas adjacent to the downtown area with housing or uses, such as hospitals, that could benefit by the increased transit service. The downtown zone could be bordered on the south by 14th Avenue, on the east by Hamilton, on the north by Indiana, and on the west by Hangman Valley. A couple of service arms might be extended to Sprague and Division. Within the zone, buses might run on both arterials and neighborhood streets.

A document known as The Concurrency Management System for the Spokane Region was adopted by the Spokane Regional Transportation Council on September 10, 1999 and published on April 24, 2001.

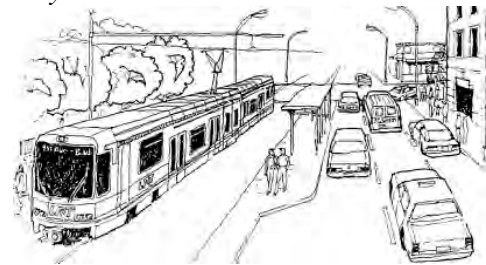
TR 2.22 High Capacity Mass Transit

Provide high capacity mass transit along corridors to connect to and from downtown Spokane to serve the city and the region's growing populations and activity centers.

Discussion: High capacity mass transit provides citizens with another transportation option and is a tool to facilitate development in desired areas. Transportation Policy 7 of the Countywide Planning Policies states, "In the long-term, growth and change will necessitate the designation of specific transportation corridors which can support high capacity transportation." SRTC has studied the possibility of light rail transit as part of its Major

Investment Study (MIS) of the South Valley Corridor. One alternative of the study is light rail transit that connects downtown Spokane and Liberty Lake. Stops at the Spokane Interstate Fairgrounds, University City Shopping Center, and about a dozen other locations would be included. In the future the route has the potential of being expanded in either direction. To the west it might expand to reach the Spokane International Airport while to the east it could go to Coeur d'Alene.

This policy supports the development of some type of high capacity mass transit. SRTC's South Valley Corridor study indicates that the east-west corridor is the most likely place for mass transit to be feasible. The North Spokane Corridor (north-south freeway) provides another opportunity, however, since it is being planned with sufficient right-of-way to allow for the addition of high capacity mass transit in the future.



TR 3 TRANSPORTATION AND LAND USE

Goal: Recognize the key relationship between the places where people live, work, and shop and their need to have access to these places; use this relationship to promote land use patterns, transportation facilities, and other urban features that advance Spokane's quality of life.

Policies

TR 3.1 Transportation and Development Patterns

Use the city's transportation system and infrastructure to support desired land uses and development patterns, especially to reduce sprawl and encourage development in urban areas.

Discussion: Transportation and land use planning must be coordinated for the city to function smoothly, efficiently, and healthily. Investments in new transportation infrastructure can have both positive and negative impacts on the city. For example, while it may be relatively easy to build new streets or expand existing streets at the edge of the city to add transportation capacity, that can lead to sprawling development that, in the long run, is costly to the city.

This policy is particularly important given two goals of the GMA, which state:

- ◆ “Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.”
- ◆ “Reduce the inappropriate conversion of undeveloped land into sprawling, low density development.”

TR 3.2 Reduced Distances to Neighborhood Services

Provide a variety of services within neighborhoods that are convenient to and meet the needs of neighborhood residents, decreasing the need for driving.

Discussion: Providing a variety of services within neighborhoods decreases the distances needed to travel to meet daily needs, making opportunities for walking and bicycling more feasible. The services are intended to serve the daily needs of neighborhood residents, not to draw people from outside the neighborhood. Furthermore, the design of the buildings housing these services must be compatible with the neighborhood.

TR 3.3 Walking and Bicycling-Oriented Neighborhood Centers



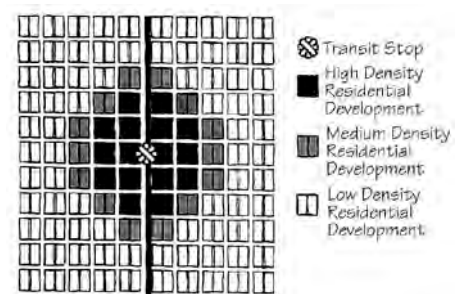
Incorporate physical features in neighborhood centers to promote walking, bicycling, and other non-motorized modes of transportation to and within the centers, reducing the need for driving.

Discussion: This policy, though similar to TR 2.1, “Physical Features,” is included to ensure that the neighborhood services desired in TR 3.2, “Reduced Distances to Neighborhood Services,” are walking and bicycling oriented. Development that requires driving to the development and from place to place within the development should be avoided.

TR 3.4 Increased Residential Densities

Increase residential densities, as indicated in the land use element of the City of Spokane's Comprehensive Plan, to support the efficient functioning of transit and mass transit.

Discussion: Residential densities relate strongly to transportation options. Lower densities decrease the ability to provide efficient alternative transportation modes while higher densities increase the ability. Furthermore, sprawling growth increases the stress on the transportation system in that the more spread out the city becomes, the farther people have to travel and the less likely they will be to walk, bicycle, or take the bus. This policy does not mean that there will be no single-family residential areas in the city. This policy has an essential link to policy TR 3.6, “Use of Design.”



TR 3.5 Healthy Commercial Centers

Maintain healthy commercial centers within the city that satisfy the shopping and service needs of residents to reduce the amount of driving, utilize existing transportation infrastructure and services, and maintain the city's commercial tax base.

Discussion: Maintaining healthy commercial centers within the city has several advantages for city residents:

- ◆ They can choose to travel shorter distances.
- ◆ They have more options for how to travel.
- ◆ Existing transportation services and infrastructure can be utilized.
- ◆ Profitable commercial centers contribute to the city's tax base.
- ◆ It increases community pride.

Ideas for creating such centers include:

- ◆ Incorporating housing as part of the center.
- ◆ Providing housing in a variety of forms, such as in second and third stories of buildings, loft-style housing, and townhouses.
- ◆ Reducing costs of some City of Spokane services and utilities, such as trash pick-up.
- ◆ Pursuing public/private partnerships to save historic buildings and adapt to new uses.

TR 3.6 Use of Design

Facilitate the acceptance of densities that support alternative modes of transportation and businesses within neighborhoods by ensuring compatible design of mixed-use and non-single family residential buildings to protect neighborhood character.

Discussion: Design that is sensitive to the community and its character is crucial to the successful implementation of this transportation plan. Sensitive design is important to accomplish key transportation goals. For example, while mixed-uses are needed in some areas to support alternative transportation options (or at least make it feasible to drive shorter distances), the design of the mixed-use buildings needs to be compatible with the surrounding neighborhood to be acceptable to neighborhood residents. This policy supports and has a strong link to policies TR 3.2, "Reduced Distances to Neighborhood Services" and TR 3.4, "Increased Residential Densities."



TR 4 EFFICIENT AND SAFE MOBILITY

Goal: Design and maintain Spokane's transportation system to have efficient and safe movement of people and goods within the city and region.

Policies

TR 4.1 Street Design and Traffic Flow

Use street design to manage traffic flow and reduce the need for street expansions.

Discussion: Street design can affect the amount and speed of traffic. This concept applies to both arterials and local access streets, which have different purposes for both the amount and speed of traffic (see policy TR 4.2, "Self-Enforcing Street Design"). Street design elements can also be used in place of street expansions, or "capacity improvements," to manage congestion, primarily along arterials. Such design elements, also known as "traffic engineering techniques," include limiting access along arterials to improve traffic flow, prohibiting parking along arterials, using left-hand turning channels, and providing space for bicycles on arterials to keep all traffic

flowing smoothly and to increase the viability of bicycling. This policy applies to the design of both arterials and local access streets.

TR 4.2 Self-Enforcing Street Design

Design streets to discourage drivers from speeding and increase the safety of pedestrians, bicyclists, other drivers, and every person and animal in the city.

Discussion: Speeding traffic is a major concern to city residents. Faster traffic speeds shorten the time drivers have to react, make drivers less able to yield to pedestrians, create noise pollution, and contribute to road rage. Within neighborhoods, cut-through traffic results in inappropriate, excessive traffic through neighborhoods and also *speeding* traffic through neighborhoods, resulting in decreased safety and declining neighborhood quality of life. Streets can be designed through their width and use of traffic calming devices to discourage speeding and increase safety. While the intent of this policy is to discourage speeding traffic and not to stop traffic altogether, this policy needs to be balanced with the need to design streets to reduce traffic congestion and idling time (see TR 6.5, “Traffic Congestion”).

TR 4.3 Narrow Streets

Build streets with the minimum amount of street width needed to serve the street’s purpose and calm traffic.

Discussion: Streets should be constructed as narrow as possible. Narrow streets are less costly to build, require less maintenance, reduce storm water runoff, help reduce the speed of traffic, conserve land for other uses, and are safer for pedestrians.

Narrow streets also serve as an effective traffic calming measure. Calming traffic is important to Spokane neighborhoods (see TR 5.4, “Traffic Calming Measures”).

This does not mean, however, that all streets will be narrow since street widths vary according to the street’s function. For example, arterials are wider than streets serving only neighborhood traffic. Street width also needs to take into account the need for bicycle lanes.



The City of Spokane’s street standards have been developed with the intent of implementing this narrow streets policy. Another technique to implement this policy is to carefully provide for the location of on street parking, which serves to reduce the width of travel lanes. The use of chicanes (design features that change a street’s path from straight to serpentine) at appropriate locations can also serve to reduce the travel lane width of streets. Finally, this policy also has a strong link to policy TR 4.6, “Internal Connections,” since providing greater connectivity and access addresses some of the access concerns raised by narrow streets.

TR 4.4 Arterial Location and Design

Assure that both the location and design of arterials are compatible with existing and proposed land uses in the areas through which they pass.

Discussion: The integrity of the areas through which arterials pass should be protected while meeting the citywide interests that arterials serve. Both the location and design of arterials are important to minimize negative impacts on adjacent areas. For example, new arterials that divide neighborhoods should be avoided. Existing arterials that pass through neighborhoods should be designed to allow people to cross the arterial safely. Arterials that pass through commercial areas should be designed to provide safe and convenient access to those areas for pedestrians and bicyclists, as well as drivers. Streets in commercial areas need to be commercially friendly. Examples

of specific design issues include the use of couplets and one-way versus two-way streets. This policy has strong links to policies TR 4.10, “Downtown Street Network” and TR 7.2, “Street Life.”

TR 4.5 External Connections

Design subdivisions and planned unit developments to be well-connected to adjacent properties and streets on all sides.

Discussion: It is important that subdivisions and planned unit developments (PUDs) be connected to their surrounding areas and the larger community and not be physically isolated because of poor transportation connections. With good connections for pedestrians, bicyclists, and automobiles, traffic is spread more evenly, reducing congestion and impacts on adjacent land uses. One intent of this policy is to stop the development of gated communities that are isolated and disconnected from their surroundings. Subdivisions and PUDs should have multiple ingress and egress points to enable good transportation connections. The connections should not, however, result in inappropriate cut-through traffic through neighborhoods; connections should direct traffic onto appropriate streets. Connections are needed for all transportation users and can take the form of both streets and paths.

TR 4.6 Internal Connections

Design communities to have open, well-connected internal transportation connections.

Discussion: Internal transportation connections are important for neighborhoods, subdivisions, and PUDs to promote ease of access. Long, confusing routes should be avoided to create greater efficiency. Shorter block lengths, which result in more frequent intersections than longer block lengths, provide greater opportunities for connection, make it easier for people to find their way around the city, and have the additional significant benefit of helping to keep vehicle speeds low. Block lengths could be tied to lot sizes and the number of lots in a block, instead of purely a block length measurement figure. Other ways to help accomplish a more open, well-connected network is by connecting streets and avoiding cul-de-sacs and vacating streets. Where cul-de-sacs or vacating streets cannot be avoided, pedestrian pathways, bikeways, and bike routes that link areas should be provided.



TR 4.7 Holistic Plans

Require a transportation master plan as part of any subdivision, PUD, institutional master plan, or other major land use decision process.

Discussion: The intent of this policy is to ensure that new communities that are planned within the city relate to and connect with the larger community. Developments should not be planned piecemeal. The plan should identify transportation features such as the external and internal connections, connecting streets, arterials, public paths for pedestrians and bicyclists, transit stops, and major transportation generators, such as schools, parks, and commercial areas.

TR 4.8 Freight and Commercial Goods

Accommodate moving freight and commercial goods in ways that are safe, cost efficient, energy efficient, and environmentally friendly.

Discussion: Freight and commercial goods are crucial to supporting the daily needs of people within the city. The movement of goods is also important to businesses for retaining existing business and providing for expansion. While planning for the movement of goods, it is also

important to maximize safety and quality of life in neighborhoods, the city, and the surrounding region. Ways to accomplish this include:

- ◆ Designating truck freight routes through the city that provide appropriate access without compromising neighborhood safety and livability. Concerns include noise, pollution, and congestion.
- ◆ Allowing small commercial trucks to travel on neighborhood streets to deliver supplies to home businesses.
- ◆ Giving priority and incentives to environmentally friendly and energy efficient modes of freight movement including rail, non-polluting vehicles, and alternative fuels.
- ◆ Supporting intermodal freight transfer facilities (land to air, rail to street, interstate trucking to local delivery).

TR 4.9 Downtown Accessibility

Ensure that downtown Spokane is accessible and friendly to all types of transportation users.

Discussion: It is especially important that the downtown area, as Spokane's heart and center, is accessible to everyone. Pedestrians, people in wheelchairs, bicyclists, and drivers should be welcome and able to travel safely and efficiently downtown.



TR 4.10 Downtown Street Network

Redesign and construct the downtown street network to encourage people to come to downtown Spokane and not to speed through it.

Discussion: While downtown traffic should flow smoothly, it should not be so fast that it is dangerous or uncomfortable to pedestrians or bicyclists and degrades street activity or otherwise detracts from commercial activity. Traffic moving rapidly through downtown is detrimental to pedestrian and bicyclist safety and comfort and does not encourage drivers to stop and use downtown; instead, downtown is perceived as a place through which to drive.

Traffic calming devices can be one way to implement this policy. Center islands, medians, and angled parking may be especially appropriate in downtown Spokane. Converting one-way streets to two-way streets can also slow the speed of traffic while making it easier to move around downtown.

This policy is directed to the speed of traffic through downtown, intending to avoid excessive speed. Traffic needs to flow smoothly, however, to avoid unwanted congestion and achieve air quality goals.

TR 4.11 Consistency of Rules

Strive for consistency in setting speed limits, designating and locating arterials, and developing other transportation rules.

Discussion: Inconsistencies or inequities in transportation rules lead to increased confusion and violations, both intentional and unintentional. Consistency of rules supports a greater common understanding, awareness, and acceptance. Speed limits, for example, that vary from street to street or from one section of an arterial to another are confusing and unclear. Examples of rules include speed limits, designation and location of arterials, and location of traffic calming devices.

TR 4.12 Law Enforcement

Enforce traffic laws for all modes of transportation rigorously to protect the public health and safety.

Discussion: Enforcing traffic laws for all transportation users is needed. This includes:

- ◆ Enforcing speed limits.
- ◆ Promoting respect for crosswalks, such as automobiles (whether parked or moving) not blocking crosswalks.
- ◆ Increasing drivers' knowledge of pedestrian and bicyclists' rights through education.
- ◆ Enforcing laws that pedestrians and bicyclists must obey to include preventing bicycles on sidewalks in the downtown business center.
- ◆ Enforcing laws against driving while under the influence of alcohol or drugs.

TR 4.13 Traffic Signals

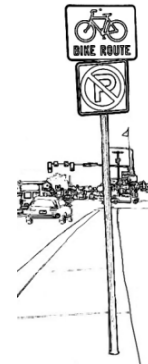
Place and time traffic signals to ensure coordinated, smooth, and safe movement of traffic.

Discussion: Traffic signals should be placed and their timing adjusted to encourage smooth, safe traffic flow, both pedestrian and vehicular. Using traffic signals to control left turns can assist with traffic flow, as can altering traffic signals to accommodate periods of heavy traffic, such as morning and evening commute times. Adding cycling-specific/aware traffic signals along bike routes and bikeways would encourage bicycling and potentially add bicycle safety and awareness to vehicular commuters. Pedestrians need enough time to cross streets; providing pedestrian-activated traffic signals assists with this.

TR 4.14 Signs

Use signs to achieve transportation goals.

Discussion: Signs can help achieve Spokane's transportation goals. For example, signs can enhance mobility by facilitating efficient flow of traffic, improve the safety of pedestrians and bicyclists, and add to a sense of place. Signs should be clear, readable, and placed with care. Signs should not be hazardous to pedestrians or block their paths.



TR 4.15 Lighting

Provide different degrees of lighting for safety and convenience based on the use of streets and sidewalks and the needs of residents.

Discussion: Lighting enhances the safety of transportation users, especially pedestrians and transit users. Lighting is especially needed at bus stops, crosswalks, bicycle rack, and bicycle shelter areas. The hours and intensity of effective lighting varies according to the location. The placement, color, and intensity of lighting should all be addressed so that the lighting does not detract from surrounding areas while improving safety. The lighting should fit the character of the place it is illuminating.

TR 4.16 Safety Campaigns

Implement public safety campaigns aimed at driver, pedestrian, and bicyclist awareness of and respect for each other.

Discussion: Public safety campaigns can increase the safety of all transportation users, particularly pedestrians and bicyclists. These safety campaigns, which can be sponsored through schools, service clubs, public health, and other organizations, should include the need to respect all transportation users and the need for all transportation users to travel responsibly.

TR 4.17 Street Maintenance

Keep streets well maintained and clean for the benefit of drivers, bicyclists, and pedestrians.

Discussion: Well-maintained and clean streets have many benefits: improved conditions for driving and bicycling, increased city pride, and improved air quality. Well-maintained streets include the removal of debris, gravel, glass, and snow and the prompt filling of potholes. Poorly

maintained streets are especially hazardous to bicyclists. Better maintenance can be accomplished by placing a high priority on public spending for maintenance and cleaning.

TR 4.18 Sidewalk Maintenance

Keep sidewalks clean and well maintained.

Discussion: Gravel, snow, over-hanging vegetation, and cracks all present obstacles for pedestrians. Better maintenance by private property owners eliminates many of these problems. Neighborhood groups could also be used to address concerns.

TR 4.19 Awareness of ROW Streetscape Elements

Increase the understanding and awareness of the essential importance of pedestrian buffer strips, medians, traffic circles and other right-of-way streetscape elements in protecting public safety and enhancing community.

Discussion: Right-of-way (ROW) streetscape elements are key tools to help accomplish Spokane's transportation goals. Their design, placement, and maintenance greatly influence many transportation goals, including efficient and safe mobility, transportation options, sense of place, neighborhood protection, and environmental protection. An increased understanding and awareness of the importance of ROW streetscape elements and how they relate to Spokane's goals and desired future is essential. Only through increased understanding and awareness can they be intelligently planned for and the variety of issues related to them (such as design, maintenance, and placement) addressed.

TR 4.20 Design and Maintenance of ROW Streetscape Elements

Design pedestrian buffer strips, medians, traffic circles and other right-of-way streetscape elements so that they enhance public safety and Spokane's visual and environmental quality and can be effectively maintained.

Discussion: This policy is first directed towards ensuring that ROW elements are maintained in a way to achieve two purposes: (1) to enhance public safety and welfare and (2) to enhance Spokane's visual and environmental quality. This policy is also intended, however, to recognize and effectively utilize the key relationship between the *design* of right-of-way elements and their *maintenance*. For in addition to addressing the functional use and aesthetic appearance of ROW streetscape elements, design can also influence the type and level of maintenance that is required to maintain them.

The design of elements can and should vary according to the surrounding area (see policies TR 7.4, "Pedestrian Buffer Strips" and TR 5.3, "Neighborhood Traffic Issues"). One factor that may vary according to area is maintenance options. Some areas may be willing to support fairly maintenance-intensive design options, such as turf grass, annuals, and non-native ornamental shrubs. Other areas may favor more low-maintenance options, such as native and drought-tolerant groundcovers, perennials, or hardscape landscape treatments. Hardscape treatments, however, should be used with caution, both in their location and design. For example, policy TR 7.4, "Pedestrian Buffer Strips," states, "complete coverage of the pedestrian buffer strip with an impervious surface and no trees or ground over is discouraged." In addition, policy TR 7.3, "Street Trees," specifies that street trees should be planted "wherever possible to enhance the transportation environment." Thus, street trees should be a part of the streetscape, wherever possible.

Proper design that incorporates maintenance along with other issues identified in the plan can do much to address maintenance concerns regarding ROW streetscape elements. The City of Spokane could assist in recommending designs appropriate to the maintenance capabilities of the neighborhood or individual project.

TR 4.21 Maintenance Responsibility for ROW Streetscape Elements

The maintenance of pedestrian buffer strips, medians, traffic circles and other right of way streetscape elements is the responsibility of the adjacent property owner and/or neighborhood except for those elements specifically assumed by the City of Spokane.

Discussion: The City of Spokane assumes responsibility for only those ROW streetscape elements listed on the City of Spokane’s maintenance responsibility list identified in the City of Spokane’s Street Tree Ordinance. All other ROW streetscape elements are the responsibility of the adjacent property owner and/or neighborhood. The elements the city assumes responsibility for can change through time, as additional resources are identified and/or community priorities change.

Traditionally, the City of Spokane’s Parks and Recreation Department has only maintained certain ROW streetscape elements along a very limited number of streets. Such streets have traditionally been limited to those of exceptional scenic or community interest, such as Mission Avenue, Manito Boulevard, Rockwood Boulevard, and High Drive. As the Comprehensive Plan is being adopted (spring of 2001) a multi-departmental team is working to identify maintenance issues and options.

Policy TR 4.20, “Design and Maintenance of ROW Streetscape Elements,” addresses the key link between the design and maintenance of ROW streetscape elements, including how the design of elements should vary according to the surrounding area. This concept can greatly influence maintenance responsibility issues, particularly for those elements within the curblane of the right-of-way, such as traffic islands and medians. As two examples: neighborhoods that desire higher intensive landscaping of such features must be willing to assume the higher degree of maintenance they require. Also, the design of such elements will vary greatly depending on whether they are on arterials or local access streets, due to access and safety issues.

The Parks and Recreation Department has direct maintenance responsibilities for developed and undeveloped properties that are under direct control of the Spokane Park Board. Ownership of public lands for Park purposes is defined by the City Charter, the portion that describes the Spokane Park Board’s duties and responsibilities. Simply put, for the Parks and Recreation Department to assume responsibility for additional ROW streetscape elements, the Spokane Park Board would have to formally decide on acceptance of ROW property as Park Board controlled land and have approval of design, as it would relate to long-term maintenance. Maintenance obligations would include any horticultural development, support of facilities that support the established plant material and future revision/replacement of the landscape development.

Another potential implementation strategy to address maintenance is for the City of Spokane to reinstate the leaf pick-up program for all leaves. Currently, the program only covers those leaves on the street.

TR 4.22 Awareness of Maintenance Responsibility for ROW Streetscape Elements

Increase the understanding and awareness of whose responsibility it is to maintain pedestrian buffer strips, medians, traffic circles and other streetscape right of way elements to improve the maintenance of these elements.

Discussion: Maintenance of ROW streetscape elements is a key concern. Poorly maintained ROW streetscape elements degrade Spokane’s quality of life. One important aspect to address of this challenging issue of ensuring that ROW elements are appropriately maintained is to ensure that it is clear whose responsibility it is to maintain the various elements. Ignorance in this area leads to nonexistent or inappropriate maintenance.

Potential implementation strategies to increase understanding and awareness of maintenance responsibility include the use of Channel 5 television programs, utility bill inserts, and announcements by the Mayor or City Councilpersons. Such education strategies could also include the awareness needs behind policy TR 4.19, “Awareness of ROW Streetscape Elements.”

TR 4.23 Transportation LOS

Set and maintain transportation level of service standards that support desired focused growth patterns and choices of transportation modes.

Discussion: The City of Spokane’s transportation level of service standards differ between (1) areas targeted for growth and where transportation mode choices are available and (2) areas not targeted for growth and that have fewer transportation mode choices. These level of service standards apply to all modes—vehicle, transit, and pedestrian.

In order to encourage development where it is desired, reduced level of service for vehicles is permitted in center and corridor areas where growth is being encouraged and where adequate choice of non-vehicle transportation modes (such as transit, pedestrian) exist. Reducing level of service in these areas has several benefits. First, lowering the vehicle level of service in these areas reduces the cost of the infrastructure required to serve these areas and allows higher density development without costly mitigation measures. Another benefit is that it will lower vehicle speeds, which is compatible with the concept of these focused growth areas. In addition, higher availability of non-vehicle modes of transportation in these areas is expected to balance overall transportation needs.

It should be noted that level of service standards for pedestrians are expressed in the varying street design standards in the four area classifications (see section 4.6, “Street Standards”) and with the greater pedestrian amenities expected in the focused growth areas.

To further help focus growth where it is desired, higher vehicle level of service standards are required in areas where intense development is not desired, such as on the edge of the urban area. Raising the vehicle level of service in these areas increases the infrastructure costs in these areas and requires mitigation measures when intensity of development exceeds provided capacity. Furthermore, these higher vehicle level of service environments are generally more typical of low-intensity, suburban development on the edge of the urban area.

The level of service standards for the arterial street network are based on the Highway Capacity Manual capacity techniques.

Further information about the City of Spokane’s transportation LOS and its concurrency management program can be found in the Draft Comprehensive Plan/EIS, Volume 2. Section 18.4, “Transportation LOS—Executive Summary,” of the draft provides a summary of the City of Spokane’s preliminary program for the LOS and concurrency management. Section 18.1, “Major Transportation Planning Issues” includes a more general discussion of LOS issues.

TR 4.24 Transportation LOS Coordination and Consistency

Coordinate the setting and maintaining of transportation level of service standards with other agencies and private providers of transportation so that they are consistent.

Discussion: The transportation system provides the structure for Spokane to interact with the rest of the world. A number of public agencies and private companies provide transportation services in, to, and through Spokane. The standards and goals established by these groups need to be considered in establishing transportation level of service standards.

The Spokane Regional Transportation Council is tasked in the adopted countywide planning policies with establishing level of service standards for the regional street network. SRTC establishes travel time standards in the principal travel corridors.

The Washington State Transportation Commission sets the level of service standards for highways of statewide significance. The Commission coordinates with the Spokane Regional Transportation Council to establish level of service standards for state routes not on the highways of statewide significance system. Transportation Facilities and Services of Statewide Significance (TFSSS), as designated by the Washington State Transportation Commission, are listed in section 4.5, “Existing and Proposed Transportation Systems.”

Other agencies and private transportation providers of statewide significance establish level of service standards for their respective jurisdiction. The City of Spokane coordinates with these agencies where appropriate.

TR 4.25 Pedestrian and Bicyclist Access to Parks

Develop safe pedestrian access and bike ways/routes to city parks from surrounding neighborhoods.

Discussion: The city shall analyze the existing safety of pedestrian and bicycle access within a quarter mile walking distance of each park. Based on that analysis city departments shall implement projects that improve the pedestrian circulation safety.



TR 5 NEIGHBORHOOD PROTECTION

Goal: Protect neighborhoods from the impacts of the transportation system, including the impacts of increased and faster moving traffic.

Policies

TR 5.1 Neighborhoods for Pedestrians

Orient, design, and maintain neighborhoods for pedestrians.

Discussion: The quality of life of neighborhoods is greatly affected by the city’s transportation system. In the past, the focus of transportation has been on moving a greater volume of automobile traffic at a faster rate. The results have not always been good for city neighborhoods or the people who live in them. Establishing pedestrians as the focus for neighborhoods is a clear statement of the City of Spokane’s transportation priorities and its commitment to healthy neighborhoods.

TR 5.2 Neighborhood Transportation Options

Promote a variety of transportation options within neighborhoods.

Discussion: Providing for walking, bicycling, and transit use as viable transportation options gives residents more transportation choices and reduces the amount of traffic in neighborhoods. Transportation choices that are environmentally, culturally, and historically connected to neighborhoods produce healthy and cohesive neighborhoods.



One way to accomplish this is to provide paths for pedestrians and bicyclists in neighborhoods. Streets being considered for vacation could instead be made into paths to connect streets. These paths could be enhanced with trees and other features to encourage walking and bicycling and to strengthen a sense of place.

TR 5.3 Neighborhood Traffic Issues

Work with neighborhoods to identify, assess, and respond to the unique traffic issues and needs in each neighborhood.

Discussion: Working with neighborhoods provides the opportunity to apply the broad, citywide direction of the transportation element to the neighborhood level and to do so in a way that is responsive to the needs and character of individual neighborhoods while also following the citywide interests reflected in the element. A challenge in working with neighborhoods on traffic issues is the need to recognize that individual neighborhoods form a part of the larger city and have a relationship to it. The entire city's transportation needs must be considered as well as the neighborhood's. It is also important to assess the entire neighborhood and not react to just a small group of vocal people. Areas of transportation planning that are particularly dependent on neighborhood involvement include design issues (such as the selection of street tree types and landscaping choices for pedestrian buffer strips) and the location and type of traffic calming measures and traffic control.

TR 5.4 Traffic Calming Measures

Use traffic calming measures in neighborhoods to discourage speeding, reduce non-neighborhood traffic, and improve neighborhood safety.

Discussion: Traffic calming measures create safer and quieter streets. They help reduce traffic speed and discourage the inappropriate use of neighborhood streets by non-neighborhood residents as shortcuts to bypass arterials. They make neighborhoods healthier and more appealing places to live. Examples of traffic calming measures include narrowed streets, curved streets, roundabouts (traffic circles), pedestrian islands, textured crosswalks, and large street trees with overhanging canopies, and speed bumps and dips.



TR 5.5 Arterials and Neighborhoods

Locate and design arterials to minimize impacts on neighborhoods.

Discussion: The impacts of arterials on neighborhoods should be minimized. Arterials that through poor design or location divide neighborhoods should be avoided. Arterials do not have to be vast stretches of asphalt that separate and isolate neighborhoods. By directing that arterials should usually not pass through neighborhoods but instead form neighborhood boundaries, this policy identifies an ideal situation for most cases. In some cases, existing arterials already pass through neighborhoods. If carefully designed and appropriate to a particular neighborhood, an arterial might provide a focus for creating a neighborhood center. New neighborhoods might be centered on an arterial with the arterial and adjacent land uses forming the heart of the neighborhood.

TR 5.6 Neighborhood Traffic Speed

Ensure that neighborhood streets have a significantly lower traffic speed than arterial streets.

Discussion: Speeding traffic and thru-traffic seriously degrade neighborhood quality of life. There should be a distinct difference between the speeds of traffic moving on neighborhood streets versus arterial streets. Arterial streets should be established as a route of choice for non-neighborhood traffic.

Without a distinct difference between the speeds of traffic on neighborhood streets versus arterial streets, little incentive to use arterials exists. Some drivers shortcut through neighborhoods to avoid delays on arterials, which can be caused by traffic lights, buses that slow down the curb lane, and zones that slow automobiles, such as school crossings. This results in increased traffic and speeding traffic through neighborhoods. This poses significant safety hazards, especially for children and pets, and detracts from neighborhood livability.

Maintaining a speed difference will come from a number of different strategies, including speed limit enforcement, street design, and education.

TR 5.7 Neighborhood Parking

Preserve neighborhood on-street parking for neighborhood residents.

Discussion: Neighborhood residents and their guests need places to park. On-street parking also acts as an effective traffic calming measure, while re-stripping of on-street parking may help to encourage and enable safer bicycling. On-street parking is not intended, however, to be for long-term storage of vehicles; street sweeping and snow plowing require vehicles to be moved.

Methods to control on-street parking include establishing neighborhood-parking districts near large traffic generators, such as shopping centers, universities, and hospitals, where parking permits are needed. Furthermore, parking lanes can be marked with striping on wide streets so that drivers don't attempt to create another driving lane. Since this policy is directed towards neighborhood parking, it is intended to apply primarily to local access streets and residential collector arterials. Other types of arterials may have the competing need of potentially re-moving parking to facilitate traffic flow (see policy TR 4.1, "Street Design and Traffic Flow"). It should be noted that while the Comprehensive Plan identifies bicycle facilities, many remain non-designated and on-street parking that is slated for removal to accommodate the bicycle facilities continues to exist. As a part of development of bicycle facilities, it needs to be acknowledged that on-street parking may need to be removed to accommodate bicycle facilities.



TR 6 ENVIRONMENTAL PROTECTION

Goal: Minimize the impacts of the transportation system on the environment, including the region's air quality and environmental features, such as nature corridors.

Policies

TR 6.1 Pollution

Design, build, and operate transportation improvements to minimize air, water, and noise pollution and the disruption of natural surface water drainage and natural areas.

Discussion: To reach the City of Spokane's Transportation Vision and achieve the transportation goals, protection of the environment is essential. Protection should address the specific impacts transportation has on air and water quality and noise pollution, as well as transportation's more general impacts on Spokane's quality of life and sense of place.

Vegetation, especially street trees, has an important role to play in minimizing the negative environmental impacts of transportation. For example, large street trees that provide an overhanging canopy improve air quality, calm traffic, and act as buffers between people and automobiles. Motor oil disposal, however, remains as one transportation-related threat to the aquifer, making the aquifer the focus of special environmental concern.

TR 6.2 Land Respect

Plan and construct transportation improvements with care, considering natural land forms, geography, and nature corridors.

Discussion: Features such as the type and abundance of trees, rock formations, and the overall land form help define who we are as a community. The City of Spokane's policy is to consider such important environmental features in its transportation planning and development.

TR 6.3 Transportation Alternatives and the Environment

Promote the use of alternatives to driving alone, such as walking, bicycling, use of transit, and carpooling to reduce transportation impacts on the environment.

TR 6.4 Street Cleaning

Clean streets to protect air quality and make for a cleaner, safer Spokane.

TR 6.5 Traffic Congestion

Design streets and time traffic signals to reduce traffic congestion and vehicle idling time.

Discussion: Traffic signals can be used to benefit the environment by reducing congestion. This policy needs to be balanced, however, with other goals and policies pertaining to the dangers of speeding traffic and protection of neighborhoods.

TR 6.6 Vehicle-Related Air Pollution

Develop transportation control measures to reduce vehicle-related air pollution.

Discussion: Transportation control measures are measures contained in the State Implementation Plan (SIP) that are designed to reduce vehicle-related air pollution. Any agency, however, may implement other transportation control measures that are not included in the SIP.

The City of Spokane should work with the SCAPCA, SRTC, the State Department of Transportation, STA, and other jurisdictions and agencies to develop appropriate transportation control measures. Current measures include vehicle emission testing programs and use of oxygenated fuels. Potential new transportation control measures include:

- ◆ Promoting the purchase of fuel-efficient vehicles, alternative fuel vehicles, and new technology vehicles.
- ◆ Offering incentives for reducing miles traveled and using vehicles with high fuel efficiency.

TR 6.7 Street Paving

Place a high priority on public spending for paving dirt and gravel streets to reduce air pollution.

TR 6.8 City Hall Goes Green

Conduct City of Spokane business in a way that reduces the environmental impacts resulting from its transportation-related decisions.

Discussion: The City of Spokane should provide leadership and demonstrate to the community the environmental responsibility it expects from others. It should do this with the decisions it makes as to how it conducts its business. For true success and viability, a community's practices must be sustainable.



The City of Spokane should continue to provide employees with shower facilities and lockers, reduced-cost bus passes, and safe bicycle storage and should also consider additional strategies, such as:

- ◆ Providing employee parking only for carpools or vanpools.
- ◆ Replacing fleet vehicles with vehicles that meet zero emission standards.
- ◆ Using quieter, perhaps smaller garbage trucks.
- ◆ Using alternatives to automobiles to deliver city services.

- ◆ Pursuing alternative fuel options for vehicles.
- ◆ Planting street trees to mitigate exhaust of fossil fuel for transportation uses.



TR 7 SENSE OF PLACE

Goal: Foster a sense of community and identity through the availability of transportation choices and transportation design features, recognizing that both profoundly affect the way people interact and experience the city.

Policies

TR 7.1 Character and Pride

Create transportation improvements that promote Spokane's character, enhance the character of its neighborhoods, and foster community pride.

Discussion: Protecting Spokane from transportation impacts that infringe on the community's character or sense of place is important. Transportation elements to consider include street design, sidewalk design and materials, streetlights, large street trees, bus stops, transit stops and buildings, public squares, and traffic calming devices.

City of Spokane departments devoted to the arts, youth, parks, planning, and transportation can play a key role in promoting a sense of place through creating transportation improvements that are sensitive to local character. Communication and cooperation between city departments and neighborhoods is essential. Neighborhood councils and steering committees are key participants. One specific option for carrying out this policy is to create a process through which neighborhoods, including those downtown, participate in the process to identify and/or apply design standards and participate in the design review process.

TR 7.2 Street Life



Promote a healthy street life in commercial areas, especially downtown, through transportation facilities that are designed with care to enhance both their use and the surrounding street environment.

Discussion: A healthy street life is essential to creating healthy cities. A vital, active street life makes areas more appealing places to be, improves a sense of safety, and increases the public interaction essential to healthy community life.

Design features can either promote or hinder street life. For example, sidewalks that feature pedestrian buffer strips and are free from barriers promote walking by creating a safe pedestrian environment. Transit stops or centers that include shelter, seating, and schedule information create a more appealing environment than those that don't. Other design features such as landscaping, public art, and fountains can help establish spaces as public gathering places that attract people as well as provide relief from harsher built environments. Design details matter. For example, sidewalks that adjoin buildings with plenty of windows and entrances are more people-friendly than sidewalks that run along buildings with blank walls.

TR 7.3 Street Trees

Plant street trees wherever possible to enhance the transportation environment.

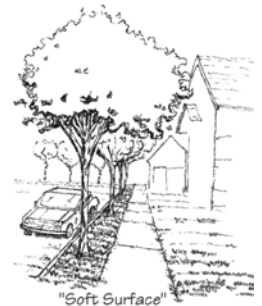
Discussion: A healthy "urban forest" is one of the greatest assets a city can have. It is also one of the few infrastructure elements that appreciate in value with age. For transportation purposes, street trees have many benefits; they provide a traffic calming effect, help orient motorists,

provide shade and habitat, reduce glare, noise, erosion, and wind, and absorb carbon monoxide. Large trees with overhanging canopies of branches are especially desirable. Streets with a cathedral of trees overhead are an important aesthetic element that fosters community pride and identity.

One concern in planning for street trees is to ensure that public safety is protected by preventing sidewalks and curbs from being damaged by tree roots. This problem can be addressed through the design of the pedestrian buffer strip and the selection of the appropriate tree type for the planting site. In addition, planting techniques such as root barriers, “structural soil,” and irrigation practices are helpful mechanisms in preventing tree roots from damaging sidewalks and curbs.

Poorly selected or poorly maintained trees can present other problems, including interfering with overhead utility lines, underground utilities, neighboring properties, and other plants and minimizing sight distances. Due to these potential problems, it is important that the appropriate type of tree be selected for each location and that trees be properly maintained. This is particularly true since trees are living organisms that grow larger each year, increasing in height, canopy width, and size of root system. It is important to consider what the size and shape of trees will be when they are mature. The Parks and Recreation Department’s urban forestry program maintains a list of appropriate trees for planting in different environments. A permit is required to plant a tree in the right-of-way.

The potential problems caused by street trees should not be used to override their fundamental importance and overall value. It is imperative to remember that a city without trees isn’t fit for a dog.



TR 7.4 Pedestrian Buffer Strips

Develop pedestrian buffer strips in a way that is appropriate to the surrounding area and desired outcomes.

Discussion: Treatments of pedestrian buffer strips, also known as planting strips, vary greatly, from completely covered with hard surfaces to completely landscaped with soft surfaces and street trees. “Hard surfaces” include concrete, bricks, and other pavers; “soft surfaces” include sod, drought tolerant grass, and ground covers. Street trees can vary from small ornamental trees to large trees that provide overhanging canopies for streets.

How the pedestrian buffer strip is treated should relate to the surrounding environment and desired outcomes for that area. For example, grass should continue to be used in historic areas where grass is the traditional treatment.

Where traffic calming is desired, large street trees are preferred. In commercial areas, street trees with a hardscape treatment or tree grates may be appropriate. Sand-set pavers, cobbles, “grassblocks,” and similar pervious materials are encouraged wherever hardscape is incorporated. Complete coverage of the pedestrian buffer strip with an impervious surface and no trees or ground cover is discouraged.

Pedestrian buffer strips are crucial to creating safe, useable sidewalks (see policy TR 2.7, “Safe Sidewalks”). They should be designed with care to enhance the pedestrian environment, relate to the surrounding environment, and achieve desired outcomes. For example, in planning for pedestrian buffer strip width, one factor that should be considered is whether or not on-street parking is provided. Areas without on-street parking and the associated buffering it provides should feature a wider pedestrian buffer strip than areas with on-street parking. The ultimate driver in designing pedestrian buffer strips for particular locations is to ensure that the pedestrian

buffer strip provides for safe pedestrian circulation while also being appropriate to the surrounding area.

TR 7.5 Building Setbacks

Reduce building setbacks from the street and distances between buildings in neighborhood commercial areas to improve pedestrian access and develop an urban form.

Discussion: Reducing building setbacks and distances between buildings reduces the distance pedestrians must walk to enter buildings. Buildings that are a considerable distance from the street or from each other are not inviting to pedestrians. Such settings can be intimidating to pedestrians, especially if they must cross large parking lots. Establishing maximum setbacks can help create a more pedestrian-friendly environment. Reducing the width of buildings or storefronts has the same effect. Finally, reducing setbacks and distances between buildings creates an urban form, as opposed to a suburban or rural form.

TR 7.6 Sidewalk Use

Allow businesses to utilize available sidewalks as long as pedestrian travel is not unreasonably impacted and the sidewalk's use and design is in character with the neighborhood.

Discussion: The use of sidewalks for sidewalk cafes or outdoor seating for coffee shops can add to the appeal and vitality of street life. Similarly, stores that bring their wares to the sidewalk in front of their shops can also add appeal. When using sidewalks for business purposes, however, it is imperative to maintain adequate and efficient pedestrian movement. Also, occupancy of sidewalk space should be limited to non-permanent structures and seasonal use.



TR 8 REGIONAL PLANNING

Goal: Plan for transportation on a regional basis.

Policies

TR 8.1 Plan Collaboratively

Work together to achieve a regional transportation plan that meets the goals and requirements of the GMA but also reflects the visions, values, and interests of the City of Spokane.

Discussion: The Countywide Planning Policies for Spokane County include a policy that states, “Regional transportation planning shall be conducted by the Spokane Regional Transportation Council (SRTC). The SRTC shall coordinate with local jurisdictions and the Spokane Transit Authority (STA) to ensure that the regional transportation plan and local jurisdiction’s land use plans are compatible and consistent with one another.”



The City of Spokane is dedicated to working with SRTC in its role of conducting and coordinating regional transportation planning, while also working to ensure that the City of Spokane’s visions, values, and interests are reflected in the regional plan.

The City of Spokane, as a partner in planning for transportation regionally, recognizes that part of SRTC’s role is to establish travel time-based level of service standards for the regional arterial network and determine the regional arterial network following appropriate federal and state requirements.

In addition, there are statewide transportation facilities within the city that impact the city while serving statewide needs and interests. Therefore, collaboration between the City of Spokane and

the appropriate state agency is imperative to ensure that both the City of Spokane and Washington State's interests are met. At the current time, two major collaborative study efforts, US 195 and the North Spokane Corridor, are underway.

TR 8.2 Efficient Regional Transportation

Coordinate with SRTC to ensure efficient, multimode transportation of people and goods between communities regionally.

TR 8.3 Countywide Planning Policies

Use the adopted Countywide Planning Policies (Capps) as additional guidance for transportation planning.

TR 8.4 Airfields

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.

TR 8.5 Sharing Information

Share information between all transportation entities on a regular basis; planning information shall be shared during all phases of projects.

Discussion: Many transportation entities affect transportation in the area, such as SRTC, the Washington State Department of Transportation (WSDOT), STA, SCAPCA, and transportation and planning departments of local jurisdictions. Early and continuous communication between these entities is key for effective community planning.



TR 9 EQUITABLE FUNDING

Goal: Finance a balanced, multimode transportation system using resources efficiently and equitably.

Policies

TR 9.1 Cost Information for Citizens

Promote alternatives to private automobile use by informing citizens of the total economic costs and publicly financed subsidies to motor vehicle use.

TR 9.2 Environmental Impact Information

Provide information on the environmental impacts of motor vehicle use.

TR 9.3 Dedicated Funds for Retrofitting

The City of Spokane shall dedicate some amount of its annual transportation capital budget to retrofitting the street system to meet the city's pedestrian design standards.

Discussion: As noted in the "Street Standards" (section 4.6, see subsection titled "General Considerations"), the City of Spokane's street standards apply to *newly constructed* public and private streets. The standards are also applied in certain situations as land development occurs (such as where level of service is impacted or where development abuts an existing arterial). The standards, however, are not intended to apply to the resurfacing, restoration, or rehabilitation of existing arterials. Without this policy, little would be done to retrofit the City of Spokane's existing street system to meet the new pedestrian design standards and thus achieve the intent of the transportation element. (The Transportation Capital Facilities Program does include a program to construct sidewalks along arterials where they are missing, but no other such retrofitting program was planned as part of the comprehensive planning process.) This policy is a

practical, direct way to implement the City of Spokane's pedestrian standards and create Spokane's desired transportation future. The fundamental pedestrian standard to be implemented is the policy to provide for safe pedestrian circulation, primarily in the form of sidewalks with a pedestrian buffer strip (TR 2.7, "Safe Sidewalks").

This policy creates a project type of its own in the Transportation Capital Facilities Program (section 4.7), called "Pedestrian Facilities Retrofitting Program." To identify the funds to allocate to this program and thus implement this policy, each year City of Spokane staff will develop a proposal for an amount of the transportation capital budget to devote to fulfilling this policy. The city will develop a program to identify where and how to apply these funds (a task for, at least in part, the Pedestrian/Bicycle Coordination staff, policy TR 2.3).



TR 10 THE FUTURE

Goal: Prepare for the future and changing transportation needs resulting from changing populations, technology, and trends.

Policies

TR 10.1 Planning Integration

Integrate planning for transportation needs and facilities into project design, including for Pods, individual projects, and neighborhoods.

TR 10.2 Innovation to Meet Spirit

Review proposals for development projects in a way that allows innovative design and for solutions that meet the spirit and intent of the law, if not the letter of the law.

Discussion: Spokane has a wide variety of environments and conditions. Specific development proposals have their own limitations as well as opportunities for development. The variety of environments within the city and variety of development proposals makes it difficult if not impossible to have a detailed list of very specific rules, such as policies or design standards that must be followed in all cases. Though there are general rules that work in most cases, some room for discretion in applying them and allowing for deviations from them is needed.

This opportunity for discretion or deviation is needed for two reasons: first, to allow for opportunities for creative solutions to meet the goal or intent behind the rule, and second, to allow for exceptions to the rules where an exception is clearly necessary, such as where topographic features make them impossible to follow.

If a rule is not to be followed, however, the proponent needs to make it clear why it should not be followed as well as how the alternative being proposed in its place meets the intent of the rule. It is also important to recognize that while this provides for an opportunity to deviate from rules, such situations should indeed be exceptions to the rule and not the rule. In other words, it is expected that rules will be followed, except in necessary situations, as noted above.

Further information about how street standards will be implemented can be found in section 4.6, "Street Standards," under "Implementing the Standards."

TR 10.3 Education

Provide education on the transportation needs of the entire community, the benefits of transportation alternatives, and the rights and responsibilities of sharing the road.

Discussion: Education is the foundation of understanding, respect, and acceptance. A better understanding of the true costs of driving, respect for other users of our streets, and acceptance of

choices different than our own will make our streets safer and more enjoyable. Since people currently are so auto-dependent, knowledge of the impacts of driving is essential. This knowledge must also be balanced with a sense of responsibility connected with use of an automobile.

Dependence on the automobile has social, financial, and environmental impacts. These impacts have been well documented but are not generally known, acknowledged, or included in any education curriculum. This gap in the school curriculum and the general media should be addressed by educational programs.

Volume V, Appendix E

Population Projections

City of Spokane Comprehensive Plan

Report and Recommendation to the Steering Committee of Elected Officials

Planning Technical Advisory Committee
Population Forecast and Allocation

Periodic Update under the Growth Management Act
2017 to 2037

Public Hearing, November 4, 2015

**Planning Technical Advisory Committee to
the Steering Committee of Elected Officials**

City of Airway Heights

Derrick Braaten, Planner

City of Cheney

Brett Lucas, Senior Planner

City of Deer Park

Roger Krieger, Community Dev. Director

City of Liberty Lake

Amanda Tainio, Planning & Building
Services Manager

City of Medical Lake

Doug Ross

City of Millwood

Tom Richardson, AICP, Comm. Dev.
Director

City of Spokane

Louis Meuler, Principal Planner
Jo Anne Wright, AICP, Associate Planner

City of Spokane Valley

Lori Barlow, Senior Planner

Spokane County

John Pederson, Planning Director

Steve Davenport, AICP, Senior Planner

**Spokane Regional Transportation
Council**

Amanda Mansfield, Associate

Transportation Planner

Kevin Shipman, GIS Analyst

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Spokane Transit Authority

Karl Otterstrom, AICP, Planning Director

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Dave Andersen, AICP

Fairchild Air Force Base

Alec Young, Community Planner

Ronald Daniels, Deputy Base Civil
Engineer

Lee Paul, Chief of Engineering
Department

Introduction

The Revised Code of Washington Chapter RCW 36.70A.130(5)(c) requires periodic review of city and county comprehensive plans, development regulations and urban growth areas to ensure the plans and regulations comply with the requirements of the Growth Management Act. The next review is required to be completed by June 30, 2017 and will cover the planning horizon from 2017 to 2037. The last periodic review and update of the urban growth areas was completed on July 18, 2013 (BCC Resolution 2013-0689). The 2013 update covered the planning period from 2011 to 2031 and included extensive studies and review.

A first step in this process is to adopt population forecasts and allocations to provide a target for determining the adequacy of comprehensive plans and urban growth areas including planned capital facilities (water, waste water treatment, schools, parks, public safety, etc.) and transportation facilities. Forecasts and allocations are adopted by the Board of County Commissioners following recommendations by the Planning Technical Advisory Committee (PTAC) and the Steering Committee of Elected Officials (SCEO).

The PTAC is tasked by the Countywide Planning Policies (CWPP) to provide staff support and recommendations to the SCEO concerning regional planning efforts (CWPP Policy Topic 1, Policy 5). The PTAC includes staff from Spokane County and Cities within the County, along with staff from Spokane Regional Transportation Council (SRTC) and the Spokane Transit Authority (STA). The Planning Technical Committee met on a regular basis between March and October of 2015 to research and develop population forecasts for Spokane County.

The forecasts in this report rely on data from the Washington State Office of Financial Management (OFM) and the census. OFM provides countywide population forecasts to assist Counties in Growth Management planning. The PTAC used OFM data to identify a range of future populations based on the accuracy of past forecasts by OFM.

Summary of Recommendation: The PTAC is recommending a population forecast equivalent to the 2037 medium OFM forecast of 583,409 with growth for cities and towns based on historic growth patterns.

Population Forecast

Background

A forecast of future population growth has been developed by the Planning Technical Advisory Committee (PTAC) for consideration in the 2017 Comprehensive Plan review process. The forecast was a collaborative effort involving discussions over the course of several months. Several sources of data were used in developing the estimates including Census data, Washington State Office of Financial Management (OFM) projections and population studies by Spokane County. This PTAC recommendation is intended to provide a reasoned forecast of population combining historic growth patterns with forecasts of countywide populations provided by OFM.

Assumptions and Methodology

Washington State Office of Financial Management

Two sets of data from the Washington State Office of Financial Management (OFM) were used in this study. The first data set is from OFM's *Projections of the Resident Population for the Growth Management Medium Series, May 2012*. The projections provide a county-wide population forecast for each year out to the year 2040 including a low, medium and high forecast.¹ The OFM forecasts were used to establish a county-wide population number for 2017 and 2037 relying on the medium OFM forecast as the most likely outcome.

The second set of OFM data is the *Office of Financial Management, April 1, 2015 Population of Cities, Towns and Counties*. Each year OFM produces a population estimate that is primarily used for determining distribution of state revenues. The OFM estimate relies on past census data and local analysis of growth. The estimates include the County as a whole and a population for each jurisdiction. OFM's data was used in this report to establish a population for the year 2015.

¹ RCW 43.62.035

Developing a Range of Most Likely Population Outcomes for 2037

The PTAC has analyzed past accuracy of OFM forecasts to develop a likely range of population outcomes for the 2017 to 2037 population horizon. OFM provides GMA forecasts every five years and the forecasts developed in 2002, 2007 and 2012 were used to analyze the accuracy of the OFM medium series forecasts. Reviewing the 2002 and 2007 forecasts shows that the OFM medium forecast has predicted actual population for future years within 1.7% of actual population for every target year examined. This range of accuracy was used to develop a range of 2037 population forecasts that provides a range of reasonably likely outcomes based on past performance. The calculations and range of population outcomes is shown in Table 1 and 2 below.

Table 1 shows a comparison of past OFM forecasts to actual population in the county for various forecast years. This provides an assessment of how closely actual population has tracked prior forecasts. Actual population has ranged from 1% above the OFM Medium forecast in 2010 to 1.7% below the OFM Medium forecast in 2015. OFM has predicted a slightly higher population than actual in more years than they have predicted a slightly lower population. This provides a range of population forecasts that are reasonably likely based on the performance of past forecasts and forms the basis for the range recommended by the PTAC. This comparison suggests that it is very likely that the 2037 population of Spokane County will be between 573,770 and 589,418.

Table 1
Comparing Office of Financial Management Population Estimates to Actual Growth
OFM Medium Series – Spokane County

Historic OFM Forecasts	2005	2010	2015	2037
2002 OFM forecast	441,068	466,417	496,981	
2007 OFM forecast		466,724	496,513	
2012 OFM forecast			489,491	583,409
Actual Population (OFM and Census)	438,249	471,221	488,310	
Accuracy of OFM Forecasts	2005	2010	2015	2037
2002 OFM forecast	-0.6%	1%	-1.7%	
2007 OFM forecast		1%	-1.7%	
2012 OFM forecast			-0.2%	

Table 2

Range of most likely Population Outcomes for Spokane County **2037**

Forecast at Maximum Range (1% above OFM Medium)	589,418
Forecast at OFM Medium	583,409
Forecast at Minimum Range (1.7% below OFM Medium)	573,770

Forecasting Population for Cities and Towns

Once a countywide forecast is established, the next step is forecasting in which jurisdiction in the county growth will occur. Washington State Office of Financial Management (OFM) forecasts do not provide population projections for individual cities and towns. The analysis contained herein provides a forecast of population growth for 2017 and 2037 for each jurisdiction within Spokane County and for the rural area. The allocations assume that growth patterns in the future will be roughly the same as growth patterns occurring in the period from 2003 to 2015. The forecasts use the growth rate for each city or town between the years 2003 and 2015 to predict future growth. These growth rates are established as a percentage of total urban growth area growth for the 2003 – 2015 timeframe as shown in Figure 1. The growth rate is then applied to anticipated county-wide growth of the urban growth area for the 2017-2037 planning horizon.

Rural Area Growth Forecast

The PTAC recommendation assumes that 21% of future growth will occur in rural Spokane County (Outside the UGA). This assumption is based on a study conducted by Spokane County in 2012 titled, “Spokane County Population Study, October 2012”. The study conducted a detailed analysis of rural growth using building permit data over a five year period and concluded that 21% of all growth in the County is occurring in the rural area. Past assumptions of rural growth have ranged from 20 to 25% of county-wide growth.

Figure 1 – Population Growth as a % of Total Urban Growth, 2003-2015

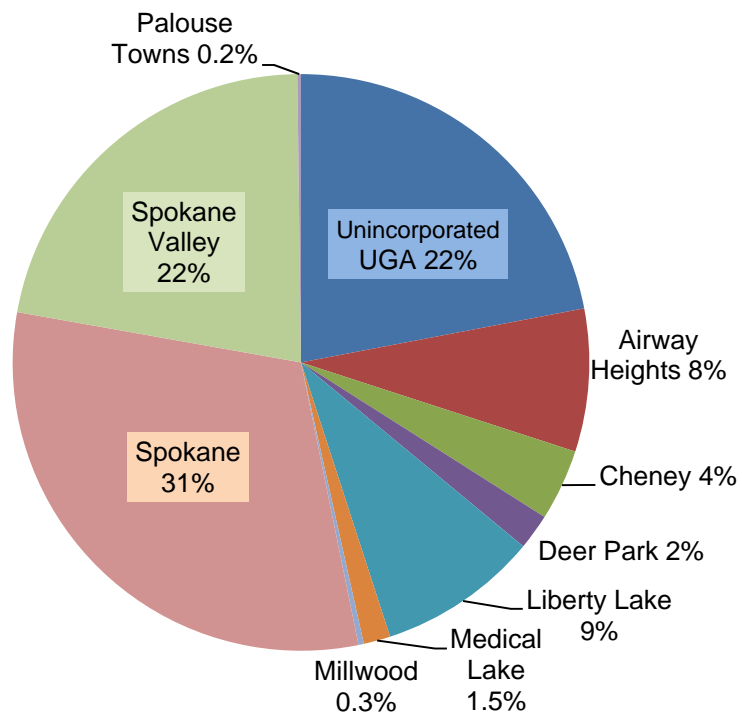


Table 3 shows the range of likely population outcomes using the maximum (1% above) and minimum (1.7% below) range of forecasting accuracy in Table 2. Population forecasts for cities and towns are established by applying historic growth trends for cities and towns based on overall county population totals.

Table 3 – Range of Population Forecasts Based on Accuracy of Past OFM Forecasts

Jurisdiction	2037 Population Forecast Minimum drift 1.7% below OFM Medium	2037 Population Estimate Medium OFM	2037 Population Forecast Maximum Drift 1% above OFM Medium
Spokane County	573,770	583,409	589,418
Unincorporated Spokane County	173,125	176,780	179,059
Unincorporated UGA	66,486	68,117	69,134
Unincorporated Rural	106,639	108,663	109,925
Urban Growth Area	467,131	474,746	479,493
Incorporated Spokane County	400,645	406,629	410,359
Airway Heights	13,698	14,298	14,671
Cheney	14,438	14,776	14,986
Deer Park	5,185	5,325	5,412
Fairfield	656	660	663
Latah	195	195	195
Liberty Lake	15,206	15,909	16,348
Medical Lake	5,931	6,042	6,111
Millwood	1,932	1,947	1,958
Rockford	470	470	470
Spangle	287	288	288
Spokane	234,306	236,698	238,189
Spokane Valley	108,233	109,913	110,960
Waverly	108	108	108

Planning Technical Committee Recommendation

The Planning Technical Advisory Committee (PTAC) recommends adoption of the following forecast and allocation for the 2017 to 2037 planning horizon. The recommendation utilizes the Office of Financial Management (OFM) medium series forecast for 2037 and applies the historic growth rate from 2003 through 2015 to forecast the future population of cities, towns and the unincorporated urban growth area. The population allocation in the last column is simply the 2037 forecast minus the 2017 population. The PTAC recognizes that adoption of a population forecast within the maximum/minimum values illustrated in Table 3 would be viable alternatives.

Table 4 – PTAC Recommendation, 2037 Forecast and Allocation

Jurisdiction	2017 Population Estimate	2037 Population Forecast	2017 - 2037 Population Allocation
Spokane County	499,348	583,409	
Unincorporated Spokane County	144,903	176,780	
Unincorporated UGA	53,893	68,117	14,224
Unincorporated Rural	91,010	108,663	17,653
Urban Growth Area	408,338	474,746	66,408
Incorporated Spokane County	354,445	406,629	52,184
Airway Heights	9,071	14,298	5,226
Cheney	11,827	14,776	2,949
Deer Park	4,110	5,325	1,215
Fairfield	620	660	40
Latah	195	195	0
Liberty Lake	9,780	15,909	6,129
Medical Lake	5,072	6,042	970
Millwood	1,808	1,947	139
Rockford	470	470	0
Spangle	281	288	7
Spokane	215,839	236,698	20,859
Spokane Valley	95,264	109,913	14,650
Waverly	108	108	0

Data Sources

The following data sources were used in the development of this report:

1. Washington State Office of Financial Management, Projections of the Resident Population for the Growth Management Medium Series, 2012
2. Washington State Office of Financial Management, Projections of the Resident Population for the Growth Management Medium Series, 2007
3. Washington State Office of Financial Management, Projections of the Resident Population for the Growth Management Medium Series, 2002
4. Spokane County Department of Building and Planning, Spokane County Population Study, October, 2012
5. Washington State Office of Financial Management, Intercensal estimates 2000-2010
6. Washington State Office of Financial Management, April 1, 2015 population of cities, towns, and counties for the allocation of selected state revenues

Volume V, Appendix F

Neighborhood Profiles

City of Spokane Comprehensive Plan



Audubon/Downriver - Days of Yore

Local Native American tribes used the Spokane River on the west side of the neighborhood for fishing and winter camps for trading. On the east side of the neighborhood a thoroughfare crossed from springs located near Euclid Avenue and Maple Street to Indian Trail Road at Francis Avenue, carrying native people, trappers and early settlers between the large falls to the southeast and the Little Spokane River to the northwest. The natural springs in the area (now known as Drumheller Springs) were an important gathering place for at least one band of the Spokane Tribe; natives made annual trips to stay in lodges above the springs until the 1930s. Plants with edible roots, bulbs and berries grew here. Gridded street subdivisions later replaced the native trail, but the area around the springs was purchased by the Eastern Washington Historical Society and became protected conservation park land.

Chief Garry, thought to be one of the first educated natives from the Pacific Northwest, returned from studies in what is now Manitoba in 1830 and taught agriculture and religion in a school near the mouth of the Little Spokane River. He established a second school in a longhouse near Drumheller Springs in the 1860s, which has the distinction of being the first school located within the city. In the 1880s, the springs provided clean water to Daniel M. Drumheller's slaughterhouse and the growing city.

Partners Frank P. Hogan and John A. Finch contributed to the growing neighborhood by donating Audubon Park in 1905 in exchange for the City providing landscaping, road and water improvements to the park and their nearby housing projects. The 33-acre park was named after famed naturalist John James Audubon because of "the number and variety of birds that are constantly to be seen in the locality." A school built in 1924 adjacent to the park bears Finch's name; he died in 1915, leaving a large portion of his fortune to local organizations. Near the time of Hogan's death in 1927, a newspaper article recalled how he and Finch changed "that northwest section of the city from a thinly settled prairie to a beautiful district of modern homes." Rival streetcar companies extended street railways within Northwest and Driscoll Boulevards to serve the growing neighborhoods.

An early "isolation hospital" owned by the City of Spokane was located on the river bank across Downriver Drive from what is now the Downriver Golf Course. This hospital treated acute infections in the early 1900s. Later, the U.S. Army built the Baxter General Hospital, located between Assembly Street and Fairmount Memorial Park, to care for wounded veterans returning to the region during World War II, with 300 buildings and 2,001 beds. Portions of this 200-acre site became the Veteran's Affairs Memorial Hospital in 1948 and Joe Albi Stadium, which originally opened as Memorial Stadium, in 1950. A nearby rope tow operated as City Ski Acres in the late 1950s.

To the east, straddling the old native trail, Josie Comstock Shadle donated land to the City in 1944 for a park to honor her late husband, Eugene A. Shadle.



Spokane's fourth high school, Shadle Park High School, was built in 1957 on the east edge of the park, to serve the large tracts of housing built during the 1940s and 1950s north of the school. Eugene Shadle was a business partner of Josie's father, James M. Comstock, and managed the Crescent department store downtown for 52 years.



Nearby Glover Junior High School opened in 1958. It is named after James N. Glover, who established the city by filing the plat of Spokane Falls in 1878 in what is now downtown Spokane, three years prior to its incorporation. The Shadle Park Shopping Center was developed in the 1960s near these schools, offering the growing neighborhood its own department stores, grocery and drug stores, and restaurants.

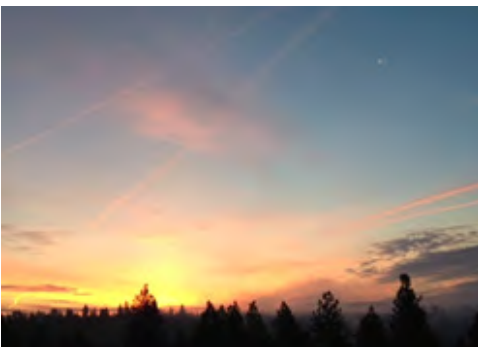
Life in Audubon/Downriver Today

The neighborhood features all of life's conveniences – it is close to downtown and within walking distance of several parks and recreational facilities. Good schools attract families, while professionals and retirees are attracted by well-built and relatively inexpensive housing along tree-lined streets, which are shady and hilly in some places. People are proud of well-kept yards. The neighborhood has tall stands of pines that articulate the horizon. People go to parks to hike, bike, walk, and run on bike routes and trails—some of which offer terrific views of the river and city.



Two popular neighborhood parks stand out: Audubon Park, a family destination with its impressive stand of mature pines. Among the open spaces are picnic tables, a small basketball court and children's splash pad/play area. Shadle Park is known for its public swimming pool, tennis courts, baseball field, picnic shelter, and community library. Families also visit smaller parks, such as Loma Vista, to enjoy the open air or to fly a kite.

Shadle Shopping Center is a busy destination for groceries, fuel, household goods, or for a quick meal or coffee. While the neighborhood is predominantly residential, there are a few isolated commercial pockets sprinkled throughout, where residents go to find cozy cafés, and pubs for a great breakfast or specialty pizza, a hardware store, and an eclectic garden shop.



Treasures

- Christmas decorations light up the neighborhood in select hotspots such as Courtland Avenue around the holiday season.
- Finch Elementary School, built in 1924, is an example of a preserved historic exterior from the early 20th Century with architectural interest.
- Riverside State Park is a regional treasure. It was formed from 1933 to 1936 when the Civilian Conservation Corps constructed the Aubrey L. White Parkway, rock walls next to the roadway, trails, and several structures, including the swinging bridge across the river at the Bowl and Pitcher. The parkway is popular for running, bicycling and driving. A campground in the park offers real camping in the city along a beautiful river.
- Upriver from the Bowl and Pitcher, "Black Water" near the Downriver Disc Golf Course is a mellow spot with deep, dark water where folks can relax or swim in the river and view swallows burrowing in small





tunnels dug into the soft, sandy riverbank. Near TJ Meenach Bridge is a river beach where kayakers and river floaters can take turns jumping from a rope swing after an easy carry out.

- Farther downriver, near Camp Seven Mile, Plese Flats is another beach suitable for easy river raft take out near parking and a picnic area.

Audubon/Downriver - Natural & Built Identity



- The Spokane River forms the neighborhood's southern and western boundary, contributing to a keen awareness of nature's presence. River access, wildlife, hilly terrain and basalt rock define the natural environment.
- The interior of the neighborhood is characteristically flat with shaded streets.
- The iconic green-and-yellow water tower visible across much of Spokane honors the spirited Shadle Park High School "Highlanders."
- St. Charles Catholic Parish represents later-20th-Century architecture featuring a combined bell tower and fountain.
- Ranch style homes, brick materials, cottage style homes.
- Gridded streets give way to curvilinear pockets such as the Boulevard Park Addition near Driscoll Blvd. and a western portion of the Audubon Park Addition. Greenbelts and the southern bluff provide favorite destinations and great views for neighborhood walks.
- The 18-hole Downriver Golf Course provides a defining feature of the neighborhoods. Adjacent to the course along the river is conservation land within Riverside State Park, including adisc golf course.
- Fairmount Memorial Park contributes a quiet, peaceful location for contemplation.

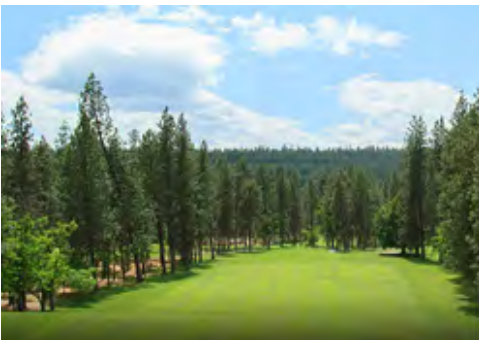


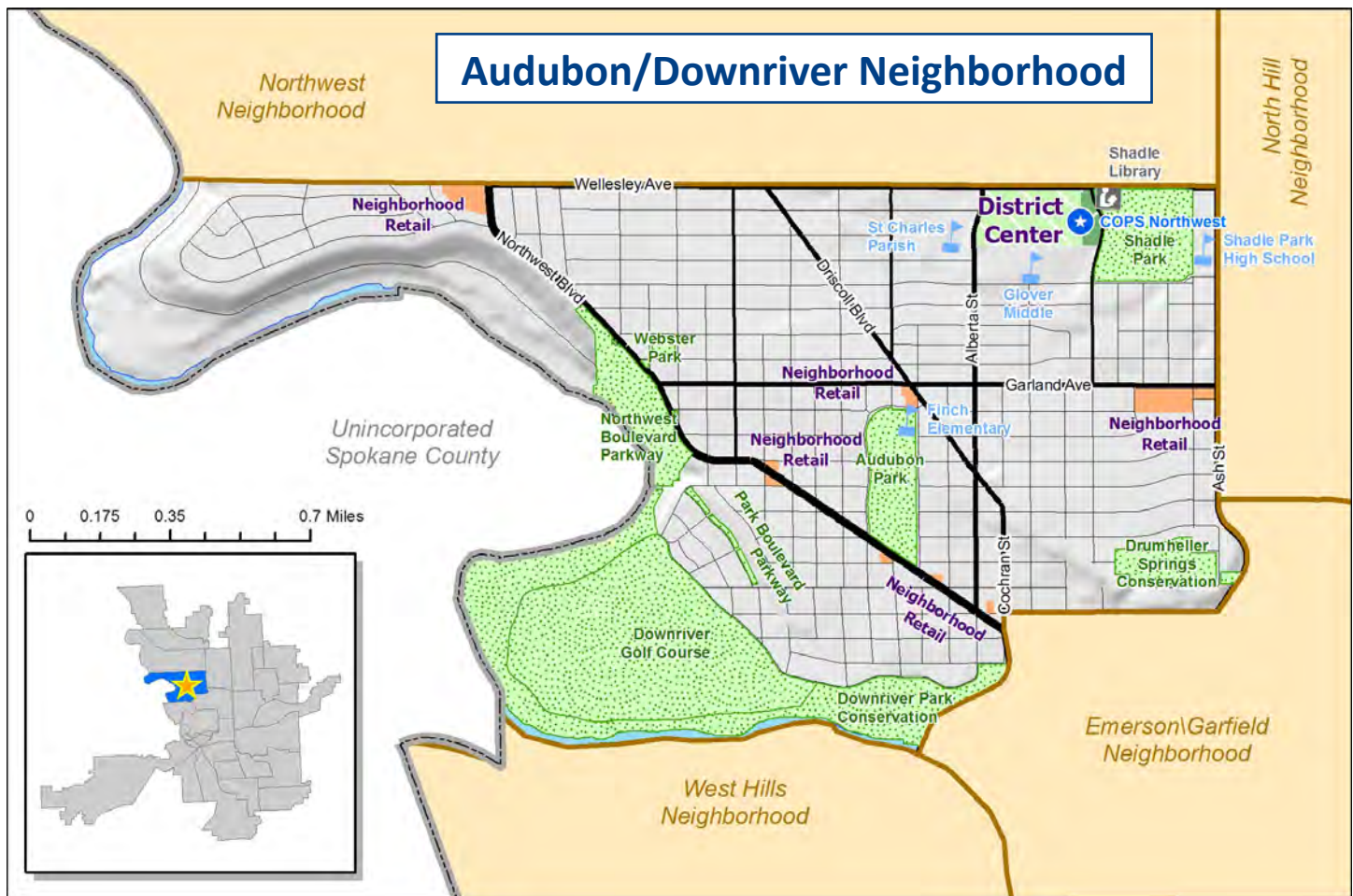
Neighborhood Tales

"On the day I moved in a neighbor brought over two bags full of fresh vegetables that he had grown in his garden." – Justin Helm

Annual Events or Activities

- Summer music concerts in Audubon Park and Shadle Park.





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- Surveys of neighborhood residents conducted fall 2014.



Balboa/South Indian Trail

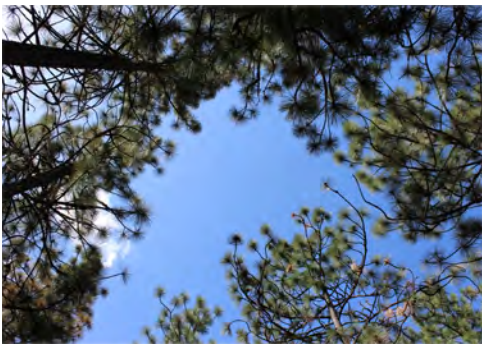


Balboa/South Indian Trail - Days of Yore

A well-worn path crossed the Balboa/South Indian Trail neighborhood, used for Native Americans traveling from the southwest to Mt. Spokane, and later by settlers traveling from Spokane Falls to the pioneer Colville road and toward the Columbia River. A Scotch-Irishman named Robert McKinley, who was born in Belfast, Northern Ireland and grew up in Philadelphia, acquired 640 acres of land in 1883, at a spot along the road where travelers would stop because of a spring offering the only drinking water between the Little Spokane and the big river. McKinley referred to this as the Indian Springs camp. The natives named him E-lo-uke, or “man with big tree house,” for the log house he built below the spring and in which he and his wife, Helen lived. The McKinleys later lived to the west, near the river, and eventually moved to a home in the city. The 1940 Census indicates Robert became a traveling wholesale drug salesman.



In 1926, Olaf Upsjon interpreted markings on a rock near the Indian springs “as bearing the record ... of the hardy Norske being here in the year 1010.” This record was later described as an account of a battle between natives and a band of Norsemen visiting the spring, but controversy persisted over whether the writings were Native American or Old Norse. The City of Spokane acquired the remaining 225 acres of the old McKinley homestead in 1948 for a rock crushing site, shortly before Helen McKinley died. As terms of the transfer, she stipulated that the “Runic” rock be preserved.



Most of the neighborhood is built on the original McKinley homestead, including both of its elementary schools. In 1931, a landfill was opened on the west side of Indian Trail Road and stopped receiving refuse in 1991. The neighborhood was annexed between 1956 and 1966.



Balboa Elementary School opened in 1960 in Spokane's Pacific Heights Addition on the site of a former chicken ranch. The name honors the Spanish explorer who was the first European to see the Pacific Ocean. Salk Junior High School (now Salk Middle School) opened its doors in 1961. The schools both experienced years of overcrowding as the Pacific Heights development brought families into the area, before other schools were built to help absorb the population. Indian Trail Elementary opened in 1964, adjacent to a new city park with the same name.



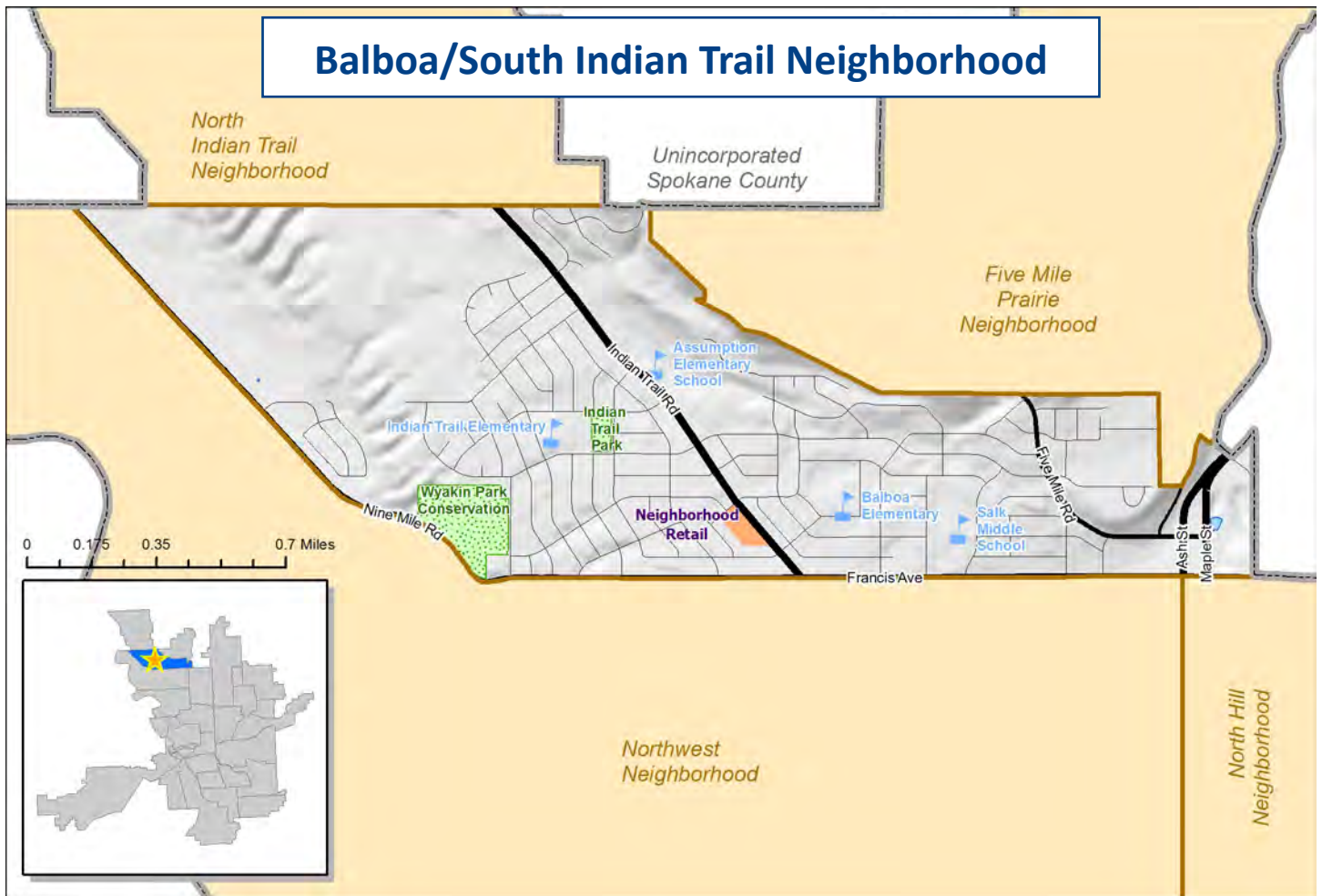
The Balboa/South Indian Trail Neighborhood Council meets the 1st Wednesday of the month at Salk Middle School Cafeteria. No July, August, or December meetings.

balboasouthindiantrail.spokaneneighborhoods.org



Life in Balboa/South Indian Trail – Today

The Balboa/South Indian Trail neighborhood is well established and provides for a safe and clean community. Residents enjoy the low cost of living and proximity to neighborhood serving retail including a locally owned grocery store on Francis Avenue. This is a family oriented neighborhood where many residents enjoy outdoor activities like walking, biking, and running. Neighbors are proud to call Balboa/South Indian Trail home, as evidenced by the well maintained houses and yards.





Bemiss - Days of Yore

The Bemiss neighborhood is unique because of its early evolution in two cities -- Spokane and Hillyard. (The town of Hillyard was platted in 1892, incorporated as the Town of Hillyard in 1907, and annexed to the City of Spokane in 1924). By 1890, seven residential additions had been laid out in the neighborhood, including the Hays Park, Arlington Heights, and Avondale Additions. The Ross Park Street Railway trolley connected downtown Spokane Falls, southwest of the emerging neighborhood, to Crestline Street at Illinois Avenue. The trolley, powered by hydroelectricity generated by the Spokane River, was the first electric railway in the city.



From the end of the Ross Park line, the Arlington Heights Motor Railway Company constructed a line northward along Crestline Street, which operated with steam power until the line was electrified in 1891. The line's north end soon became the bustling community of Hillyard. These streetcar lines serving the neighborhood became merged into the Washington Water Power's street railway system by 1899.

In 1907, the area north and east of Rich Avenue and Crestline Street was incorporated as part of the Town of Hillyard and that same year, the City of Spokane annexed the remaining unincorporated area to the south and west.



The Hillyard school district opened a three-story public school -- containing the district's office, high school and grade school -- that stood on Regal Street, immediately northeast of the existing site of Regal Elementary School. The high school's first class, consisting of five students, graduated in 1911. After six years of sharing the building, the growing high school moved to its own building approximately one-half mile north -- also located on Regal Street. A new Regal Elementary building replaced the former structure next to this site in 1982. Community members salvaged the original building's cupola and bell and erected them as a tribute on the old school site.



Farther south, the City of Spokane acquired land for Hays Park from the Big Bend Land Company in 1907 for \$1.00. Five blocks to the southeast, a school opened on the site of Bemiss Elementary in 1909 as the Hays Park School to serve the Spokane Public School District.

A permanent building for the Hays Park School was built in 1912, which the school board renamed in 1915 for David Bemiss, an important figure at the helm of the first wave of expansion of the public school system. Bemiss, born and educated in Ontario, Canada, served ten years as



Spokane's superintendent, beginning in 1889. His son, Elbert, was among the seven students in Spokane High School's first graduating class in 1891.

John R. Rogers High School was constructed in 1932 as Spokane's third high school and named for Washington's third governor, a reformer and supporter of public education. The school replaced the old Hillyard High School and was purposefully built closer to central Spokane in order to add students from additional surrounding areas. A fire in 1931 that caused heavy damage to a portion of the old school helped push its construction. The school district later expanded and modernized the structure but maintained all of the elevations built in the Art Deco style that define its original character.

Life in Bemiss - Today

Bemiss is a diverse community. Residents of all ages and family types live in Bemiss and maintain a proud recognition of the community's blue-collar workforce heritage. Housing styles of early 20th Century Craftsman for large families and smaller tidy bungalows reflect this culture. Bemiss hosts a mixture of residents who have lived their entire life in the neighborhood, and others who are relatively new. A single block is home to baby-boomer retirees and older folks, twenty-somethings with babies and toddlers, thirty-somethings with kids in school and those in their forties with high-school kids. Strong ties within the community help to ensure children have a safe place to call home. Neighbors know each other by name and give assistance when needed.



The physical neighborhood is as diverse as its people. Three major nearby businesses, Jubilant HollisterStier, Comcast, and Sonderen Packaging, provide a broad range of job types. A gridded street system and commercial arteries along Market Street and portions of Crestline Street and Euclid Avenue provide residents easy access on foot or by bus to groceries and restaurants within the neighborhood and beyond. The Hillyard Library is next door to the Northeast Community Center, which provides medical, dental, and social services, as well as the Hillyard Senior Center.



Children who live in Bemiss attend all grades at neighborhood schools and visit the neighborhood's three parks. Hays Park is an arboretum about one-quarter mile in length with a play structure and picnic tables. Courtland Park, next to Bemiss Elementary School, is a smaller park that contains a baseball field and barbecues. Andrew Rypien Field is a sports complex that hosts soccer fields, a mile-long loop walking path, and a modified baseball field for children with physical restrictions. Businesses, organizations and other community members partnered to clean up and transform the former junkyard site into the sports complex that also includes a community garden.





Bemiss - Treasures

- Rogers High School is a source of pride for the Bemiss neighborhood.
- Crowds of families pack Andrew Rypien Field to watch soccer and baseball games. The field also contains community vegetable gardens.
- Young children and their families play in Hays Park with neighbors. The park provides a defining feature with a playground and arboretum that is quiet, clean, comfortable and safe. Now a favorite destination, the Olmsted Brothers firm recommended it as a playfield site in a report to the Board of Park Commissioners in 1907.



Bemiss - Natural & Built Identity

- Views of the Spokane River valley and surrounding foothills from Illinois Avenue.
- The railroad industry's legacy is ingrained in the community, with childhood memories of playing, watching the trains and using rail routes as shortcuts to downtown. Observers can still see trains along the local rail route leaving Hillyard.



Bemiss - Neighborhood Tales

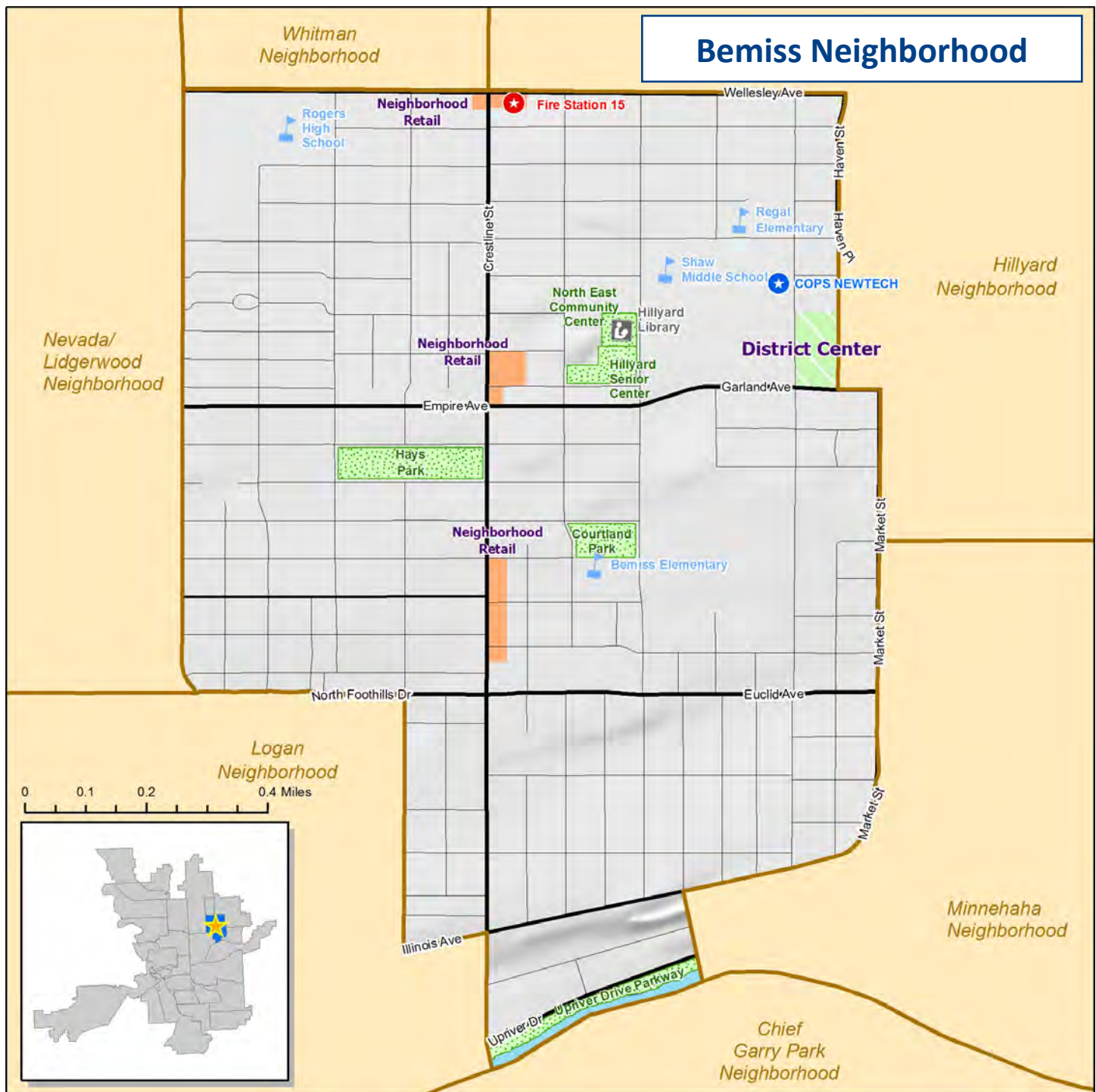
"During the winter in the 1950s and earlier, the Napa Hill was unpaved, as was Euclid at that time. The Utilities Department would close the hill from Dalton to Fairview, and provide an employee and wood to keep a fire going on the northeast corner of the two. I spent many, many, many days and evenings on the 'Hill.' Kids came from neighborhoods all around to slide on Napa Hill and there was never any real trouble. Some of the best times of growing up in Spokane."

- Resident

"Derry Oil was a full service fuel station and fuel oil supplier for much of North Spokane. Directly across Fairview from Derry Oil, my grandfather worked shoveling coal in a coal yard."

- Resident





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Browne's Addition



Browne's Addition - Days of Yore

In 1878, two men, J J Browne and A M Cannon, arrived in Spokane Falls looking for adventure and fortune. They saw the potential of the raging river and the natural resources to support a larger population than the 54 hearty pioneers that inhabited the little town. They decided to invest. With a down payment of \$50, they bought ¼ of the Spokane Falls town site from James Glover, the founding father of Spokane. Later on, they each laid claim to 160 adjoining acres west of town for development as Browne's Addition and Cannon Addition.



By 1880, the population had grown to 350 people. The plethora of Chinese railroad laborers and servants were not included in that number. In spite of tremendous racial enmity toward Asians, the Chinese had an important role in Spokane and in Browne's Addition. Their cemetery was situated at the west end of the neighborhood, overlooking the confluence of Latah Creek and the Spokane River. Chinese funerals brought a parade of Chinese through Browne's Addition with their noise-makers and bright colorful banners to scare away evil spirits. The bodies were later exhumed and sent to China, leaving behind the only vacant lot in the neighborhood, at the end of Pacific Avenue.

The Northern Pacific Railroad reached Spokane Falls in 1881 and by the end of that year, the population had grown to 1,000. By 1883, Browne and Cannon had platted their land and were selling lots. They set aside almost 10 acres straddling their adjoining land for a park. In 1891, Coeur d'Alene Park in Browne's Addition became the first park in the growing city of Spokane. The neighborhood was on its way to becoming a highly desirable and prestigious residential community.



Throughout the eras of history from then until now, Browne's Addition has mirrored the development of Spokane in its architecture and residents. In the early years, families moved into Queen Anne and Folk Victorian style houses. They were often built from blueprints and instructions that could be easily purchased. After the big fires of 1889 until the turn of the 20th century, the economic growth of the city was reflected in the many architect-designed houses. With the continued building boom, brought on by entrepreneurs in successful lumber, real estate, and mining ventures, wealthy homeowners commissioned leading architects and builders to design and erect opulent homes and carriage houses in a variety of styles -- Colonial, Tudor Revival, Neoclassical, Craftsman, and Mission Revival. Such first-rate architects as Kirtland Cutter, W.J. Carpenter, Albert Held and Loren Rand showcased their talent in architectural wonders from traditional to exotic eclectic interpretations. Following the frenetic building of extravagant mansions, after the turn of the century, smaller houses and luxury apartments were built throughout the neighborhood. The Westminster, built in 1905, became the largest luxury apartment block in the area with large suites, rooms for the families' servants and a formal dining room. Before the Great Depression, Browne's Addition was the place to live.



The Browne's Addition Neighborhood Council meets monthly on Wednesdays at 6:30 p.m. at the Northwest Museum of Arts and Culture.

mybrownesaddition.org



From the 1930s to the 1980s, many residences were demolished to make way for smaller dwellings and modern commercial intrusions. Many of the elegant mansions were altered as apartment houses. The neighborhood became run down and crime was rampant. The 1980s and 1990s brought a resurgence of community interest when a small group of residents formed the Browne's Addition Steering Committee. With the influx of money from the city's Neighborhood Community Development Program and other federal monies, the Steering Committee worked with the city to prepare a "Browne's Addition Design Plan" which mapped out a strategy for neighborhood identity.

Many of the historic houses were rehabilitated; a traffic circle was constructed in the middle of the small business intersection; and, a gazebo was built in the park, using the original design from the one built in the early part of the century. The Victorian theme from an earlier era is evident in lights and street signs. This renewal brought a re-energized interest in historic preservation and education as the 21st century approached.

Life in Browne's Addition - Today

Browne's Addition's close proximity to the center of the city of Spokane has brought new residents who are interested in an urban lifestyle in a diverse neighborhood. One recent new resident remarked that he walked every street in the neighborhood before deciding to move. He loves the historic character and the diversity of buildings and lifestyles.



The historic mansions and stately homes from an earlier era still hold their character and infuse the neighborhood with a sense of pride and tradition. The traffic circle in the middle of the neighborhood boasts popular and diverse eating experiences while other businesses, like hair salons, dentist offices, and a grocery store support the dense population of modern times. People of all ages, cultures, incomes, and backgrounds give Browne's Addition a dynamic, changing personality. Everything seems close, making the historic community quite walkable, with a new look on every block. Transportation options exist with convenient transit routes and multiple bicycle routes running through and connecting to other destinations.

The American Planning Association selected Browne's Addition as one of the "Great Neighborhoods" in their "Great Places in America" annual selection in 2009. They stated:

"The most culturally diverse neighborhood in Spokane, Browne's Addition is a mosaic of past and present. Stately mansions are juxtaposed with low-rise apartment buildings and condominiums. Residents appreciate the neighborhood's proximity to downtown and its recreational opportunities and physical beauty. An increasingly vibrant pedestrian realm has created a strong sense of community and provides opportunities for neighbors to mix and mingle."



Browne's Addition - Treasures

Northwest Museum of Arts and Culture

The Northwest Museum of Arts and Culture (MAC), situated in Browne's Addition, is one of the key historical and cultural resources in the Inland



Northwest. It showcases the best of regional history, art, and American Indian cultures. In a recent review on Trip Advisor, one visitor wrote:

“The MAC is one of the most successful local cultural centers to adjust to the needs of the 21st century. The MAC has embraced opening up the museum for a wide variety of activities that include free museum cruising and live music on a monthly basis as well as sponsoring author and artist readings as well as hands-on craft activities for kids. Instead of wishing for days of generous patronage, the museum has recognized a need to appeal to a broader audience and has a host of activities to engage people of almost every interest in the community. Well-worth an afternoon or evening of cultural engagement with the exhibits and events occurring on a rotating basis.”

Coeur D’Alene Park



This 10-acre piece of land in Browne’s Addition is the centerpiece of the neighborhood. In early summer, residents of the region crowd into the park for ArtFest, which features the art of local artists as well as music, food and activities for children. In July and August, people spend their Thursday evenings listening to local bands of every genre. On even the hottest days, the park is a cool place to sit or play with its many trees, both coniferous and deciduous, that give it a canopy of shade and beauty. The gazebo in the middle of the park has been recently renovated and reflects the fresh, proud attitude of the neighborhood residents. The splashpad, basketball and tennis courts are popular places for people of all ages to play. The Friends of Coeur d’Alene Park work behind the scenes, doing fund raising and spearheading improvement projects, based upon the park’s comprehensive plan.

Overlook Park



Far into the neighborhood, at the western edge, one can stand in Overlook Park and gaze out over Latah Creek into the horizon. Along this narrow strip of green space, are historic signs that tell the story of the early years and later development of the area. It’s a small, pleasant place to spend a few quiet minutes reading, thinking or chatting with friends.

Neighborhood Eateries

The traffic circle at Pacific and Cannon is a very popular place to enjoy a quick snack or an evening of fine dining. This intersection hosts the Elk Public House, El Que Tacqueria, Italia Trattoria, Caffè Capri, Pacific Pizza, and Browne’s Tavern. During ElkFest in June, the streets are closed so that people can enjoy a weekend of local bands, beverages, and food. At other times, diners enjoy inside entertainment and even an occasional movie night in the secret garden behind the tavern. This intersection is the year round gathering place for the neighborhood. Coffee drinkers can also find good coffee and creamy ice cream at Cannon Coffee and Cone on the edge of the neighborhood.

Community Building in the Neighborhood

During the summer months, neighbors gather on the yard of the Emmanuel Lutheran Church to tend their community gardens while they swap advice about growing vegetables. This is the place to watch nature develop from the dry debris of winter to the lush green of spring and summer. Unique art pieces adorn the plots of various gardeners who show their own special kind of creativity.



Two free libraries have shown up in the front yards of residents who are interested in sharing the joys of reading with the neighborhood. Residents can be seen browsing the selections and swapping out new books with ones they've read.

Browne's Addition - Natural & Built Identity

The December 2009 edition of Planning Magazine had this to say about Browne's Addition:

"The 176-acre, historic Browne's Addition in Spokane, Washington (pop. 210,000), lies directly west of the city center, overlooking the confluence of the Spokane River and Latah Creek. In this culturally and architecturally diverse neighborhood, 19th century mansions coexist with low-rise apartment buildings and condominiums. Among its amenities: spectacular views of the nearby rivers and distant mountains; a design by Olmsted Brothers Landscape Architects dating from 1907; and 10-acre Coeur d'Alene Park (the city's first park). The neighborhood has also successfully emerged from a long period of decline. All but 43 acres were designated a National Historic District in 1976. Virtually every residential style fashionable in the Pacific Northwest from 1880 to 1930 is found here."



Browne's Addition - Neighborhood Tales

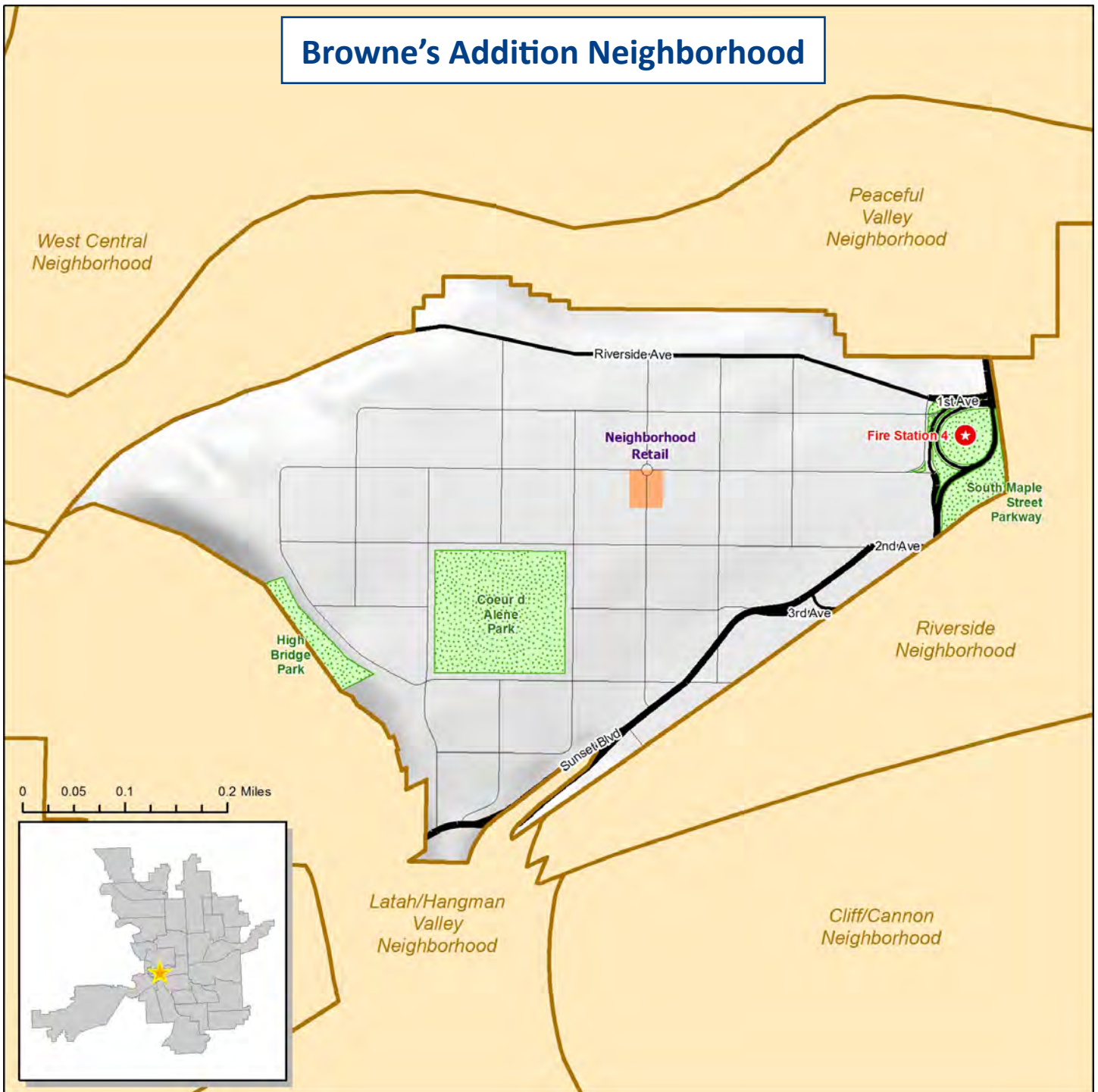
Visitors to Browne's Addition can sometimes take historical tours and hear stories about the lives and mishaps of the residents from times gone past. Listeners can hear about a dead body discovered in the basement of one mansion turned restaurant. Is her ghost still haunting the visitors to the mansion? Then there's the story about a poor widow who found a secret treasure of gemstones, left by a former wealthy resident. Why didn't they remember to take the family jewels? Another tale involves a famous poet who used to bother his neighbors with his mysterious drumming, chanting and dancing. What tragedy befell him? What's the story about the former Montana madam who lived among the wealthy leaders of Spokane? Why was a silver napkin ring found under the floorboards in the attic of one of the mansions? Where can you find the former homes of J. J. Browne and James Glover? Are these urban fact or urban myth?



Browne's Addition - Annual Events or Activities

Annual Summer Art's Festival in Coeur D'Alene Park - Browne's Addition
 Summer Concerts in Coeur D'Alene Park - On-going events and exhibitions at the Northwest Museum of Arts and Culture - Historical walking tours and storytelling of the early wealthy families in the neighborhood - ElkFest in June - Summer outdoor movies and musical entertainment at Pacific and Cannon Street businesses.

Browne's Addition Neighborhood



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Photos (Used with permission):
 Cats Eye Photography

Special thanks to MaryLou Sproul and Elizabeth Marlin for writing most of this profile.





Chief Garry Park



Chief Garry Park - Days of Yore

The Chief Garry Park neighborhood is one of Spokane's oldest neighborhoods and includes the city's oldest home. In 1879, U.S. District Court Judge Lucias B. Nash and his family arrived in Spokane. In 1886 he built a home near the intersection of Tilsley Place and Iowa Street. Designed by Nash's wife, the Queen Anne mansion overlooked the Spokane River. It boasted 24 rooms and was one of the first homes in Spokane to utilize indoor plumbing.



Nearby, a row of small bungalows was built along Tilsley Place in the early 1900s. Streetcar lines that ran along Boone to Nelson and along Nora to Green connected the neighborhood to the rest of the city and many homes along and south of Mission Avenue were built between 1900 and 1930. Stevens Elementary School was originally a two-room school; then in 1908-09, an eight room brick building was constructed. From 1901 to 1916, Stevens was also a night school for Swedish and German immigrants.



During the same uring period from 1900 to 1930, homes and a school were built in the Parkwater area located at the extreme eastern edge of the neighborhood. Built in 1913 at Fancher Street and Commerce Avenue, the Parkwater School served the neighborhood until it closed in 1933.

Aviators began using Parkwater Aviation Field in 1913. In 1919, the Northwest Aircraft Company of Spokane leased 1,000 acres at Parkwater from the Spokane Park Board with the intention of installing hangars and starting an airline service. By 1920, the City of Spokane designated the field as its municipal airport, making it one of the first officially recognized airports in the United States. During the 1920s, Charles Lindbergh landed his Spirit of St. Louis at Parkwater. In 1927, Parkwater was renamed Felts Field to honor Lt. James Buell Felts who was killed in a crash there.



Chief Garry Park dates back to 1912 when seven acres of land were purchased and set aside as a neighborhood park. In their 1913 Report to the Board of Park Commissioners, the Olmsteds refer to the land as "well adapted to a park and playground" and noted that "there is no immediate call for improvements, as the district is as yet sparsely populated." In 1932 it was named to honor Chief Garry with an official dedication ceremony.

During the decade after World War II and following the breakup and subdivision of the Nash estate, most of the homes north of Mission were



The Chief Garry Park Neighborhood Council meets every 3rd Thursday of the month - 6:30 p.m., 2103 E. Mission, except in July, August, and December.

chiefgarrypark.spokaneneighborhoods.org



constructed, as was the 1946 building that now houses Cassano's. Napa and Mission has long been the primary convenience shopping area for the neighborhood.

In 1957 Spokane Public Schools began operation of the Spokane Technical and Vocation School at Mission and Greene. This school became Spokane Community College in 1963.

Between 1970 and 1980, many of the multi-family structures along South Riverton were constructed and between 1980 and 1990, the neighborhood spent over \$44,000 of community development funds on site improvements at Stevens Elementary as evidence of the importance of the school to the community. In 1994, a new building replaced the 1908 structure.

Life in Chief Garry Park - Today

This neighborhood includes a diverse population of first time home buyers, students, retirees, and others of all ages with an active Neighborhood Council. The majority of Chief Garry Park neighborhood is a residential community. In addition, it has a significant portion of light industrial zoned land and businesses along the southern section and to the east, where Felts Field is located. A few small commercial areas with local businesses are located along Mission Avenue and the airport complex serving the community and the greater Spokane region. The location of Chief Garry Park offers good access to much of Spokane for employment commutes, education, and other needs.

Affordable, single and multi-family housing is available, both owner occupied and leased. Neighbors enjoy nice residential gardens and a few little free libraries. The neighborhood recently started a "Welcome to the Neighborhood Letter" given to all new residents. Chief Garry Park has a Facebook page and maintains an active email distribution list. Recent community-lead projects include improvements to existing parks, new benches-waste receptacles along East South Riverton Avenue, sidewalk improvements, and a new bus shelter.

The growing Spokane Community College at Mission and Greene Streets keeps the neighborhood youthful and energized. A number of large regional and community events are also held on the college campus. The City of Spokane's Street Department Facility is located within the neighborhood and the new Central Service Center, Solid Waste & Fleet Maintenance Facility is located in the neighborhood. Planning is ongoing for the Spokane Transit Central City Line as well, which will link the neighborhood with downtown and Browne's Addition.

"My favorite place of all is Cassano's Italian Deli & grocery, great people, fantastic food, great prices and just a fun place to visit or share lunch with a friend."

-Colleen Gardner





Chief Garry Park - Treasures

- Chief Garry City Park, Stone Park, Parkwater Park
- Felts Field Historic District
- Site of Spokane's oldest home, Nash Residence, 1886, Tilsley Place & Iowa Street

Chief Garry Park - Natural & Built Identity



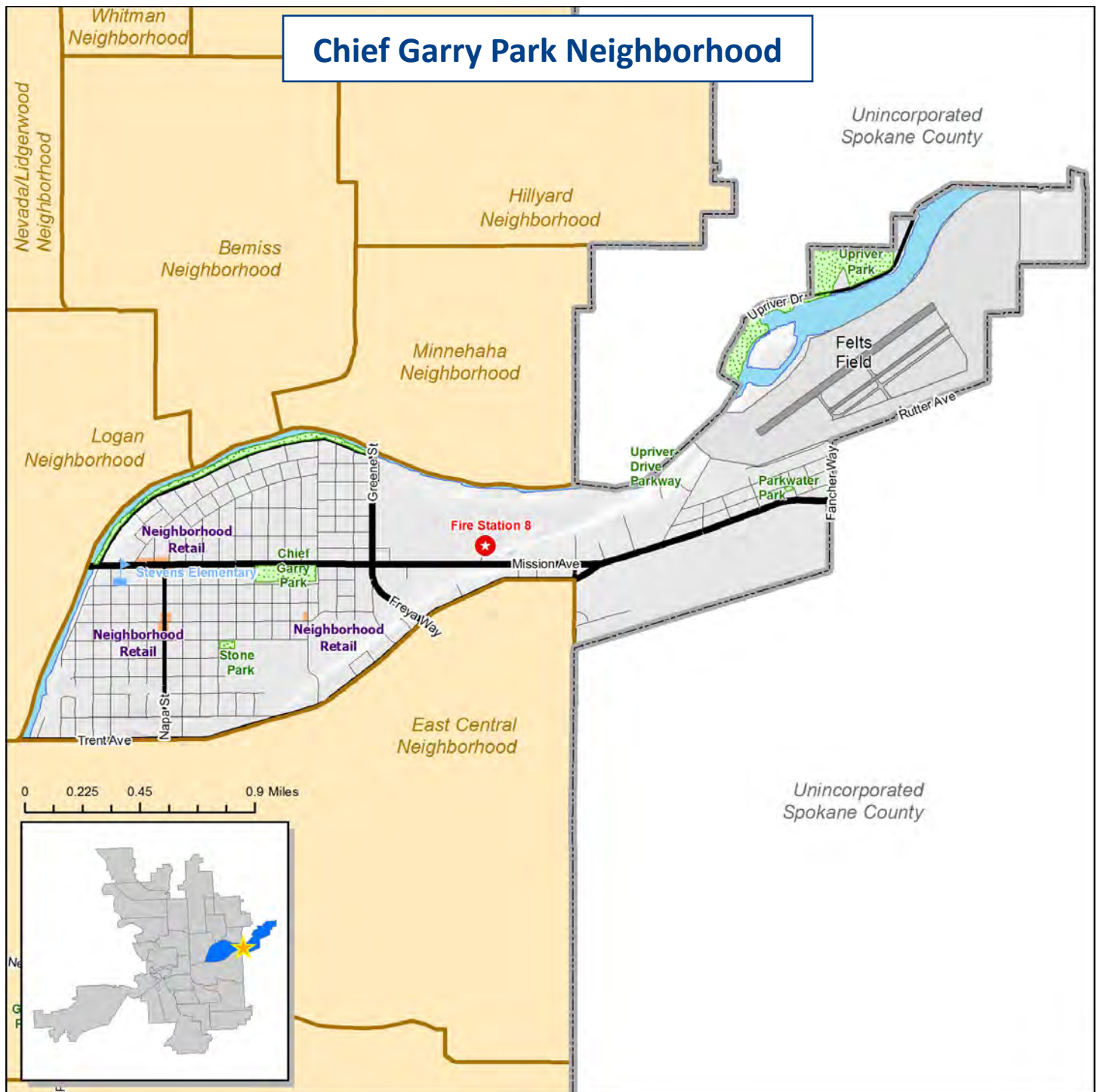
The Spokane River serves as the neighborhood border to the north with preserved native open space along the River. Tuffy's Trail, a paved shared-use trail, is located along East South Riverton Avenue. Most of the neighborhood has gentle, rolling terrain and is well developed, except for the low-lying river front areas. Chief Garry Park Neighborhood has a long and narrow shape, traversing west to east over three miles. Mission Avenue is the primary east-west arterial street providing access through the neighborhood's center, including public transportation routes. Felts Field is still an active small airport, and has been designated as an historic district. Chief Garry City Park is in the center of the neighborhood's residential area and celebrated its 100-year anniversary in 2012 with a grand event. The Park is still popular today with three ball fields and other facilities for all ages. Although well established, parts of the neighborhood are in transition with redevelopment, increasing improvements to homes and properties, and more small businesses. The neighborhood recently completed major cleanups at all three parks as well as along Riverton Avenue.



Chief Garry Park - Annual Events or Activities

- Night Out Against Crime
- Kidicalmass Bike Rides
- Three neighborhood clean-ups annually





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Cowley Park



Leuthold House



Lewis and Clark High School



Sacred Heart Children's Hospital

Cliff Cannon - Days of Yore

In 1874, Reverend Henry Thomas Cowley and his family were one of the first four families to settle in Spokane Falls. The Spokane Tribe helped build a log cabin and a schoolhouse on the land that is now Cowley Park at Sixth Avenue and Division Street. Some 250-300 Native Americans assembled in the vicinity of Pine Street to be close to the school.

Cannon's Addition and Cliff Park form most of what is known as the Cliff Cannon Neighborhood. Cannon's Addition was named for and originally platted by Anthony McCue Cannon in 1883. By the late 1800s, the northern portion of Cannon's Addition had evolved into an elite neighborhood. Bankers, senators, businessmen, mining and lumber entrepreneurs, doctors, architects and lawyers built their mansions along the base of the basalt bluff. Famous names include Kirtland Kelsey Cutter, D.C. Corbin and James Glover. Even apartment dwellings were designed by prominent architects for wealthy tenants. The primary development of Cannon's Addition occurred between 1900 and 1925.

Also in 1883, a four-room school opened at Fourth Avenue and Stevens Street. In 1891, the school moved to Fifth Avenue and Washington Street and was later named South Central when North Central was built. The school was destroyed by fire in 1910 and on April 8, 1911 Theodore Roosevelt set the cornerstone for the new Collegiate Gothic Style building, Lewis and Clark High School, at the corner of Fourth Avenue and Howard Street.

The Cliff Park neighborhood developed around a 4.5 acre park donated to the City by real estate developers Harl Cook and Charles Clarke in 1904. A 100-foot volcanic outcrop is the centerpiece of the park and affords 360-degree views of the City of Spokane. From its founding to the present day, the area's residents have included the most prominent citizens of Spokane. Many of the homes were designed by Spokane's leading architects.

In 1907 the cornerstone for a new Sacred Heart hospital was dedicated at Eighth Avenue and Browne Street. The same year, as Spokane's population spread up the South Hill, a two-story brick building was constructed for Roosevelt Elementary School at Fourteenth Avenue and Bernard Street (replaced in 1981). The stylish brick building at Eighth Avenue and Monroe Street was once Spokane Fire Station No. 9 built in 1930 to replace the original 1908 structure.

The Cliff Cannon Neighborhood Council meets the 1st Tuesday of the month, 7:00pm, at the Woman's Club





Edwidge Woldson Park (Formerly Pioneer Park)

Streetcars served the South Hill from 1888 until 1936. “Cook’s Line” ran from Trent Avenue and Washington Street, up Bernard Street, then south on Grand Boulevard. The “North Monroe-Cannon Hill Line” zigzagged south along Howard, Adams, Jefferson and Madison Streets, and another line ran diagonally across the neighborhood from Ninth Avenue to Bernard Street, then south.

Pioneer Park was formed in 1945 when the Spokane Park Board purchased the D.C. Corbin, the former Frank Rockwood Moore and the United States Senator George Turner properties. The property includes the Moore-Turner Heritage Gardens built between 1889 and 1932. The park originally included thirteen acres, from Seventh Avenue to Cliff Drive between Howard and Stevens Streets. In the 1960s, the Stevens Street extension was constructed and took three acres from the park. The park is included in the Marycliff-Cliff Park National Register Historic District. Pioneer Park was renamed Edwidge Woldson Park in 2010 in honor of her contributions to the community.



Cliff Park

During construction of Interstate 90, from 1965 to 1971, part of the Historic Cannon’s Addition was demolished. Years later, residents began to revive the neighborhood and to build awareness about the history of the area. Accomplishments listed by The Spokesman-Review (Feb. 13, 1997) included “a Community-Oriented Policing Services (COPS) station, a neighborhood park (Polly Judd Park) and historic homes being listed on local, state and national registers.”

Life in Cliff Cannon - Today

Cliff Cannon is one of the great historic neighborhoods in central Spokane. Rising uphill to the south, it has a dramatic, elevated location. Residents have a strong connection to living here and enjoy the proximity to downtown Spokane for work or pleasure. They also enjoy close neighborhood shopping, parks and trail access, or a simple walk along the tree-lined quiet streets. People who live here strive for a neighborhood that is safe, friendly, clean and beautiful. Neighbors get to know one another with block parties, barbeques, yard sales and an occasional neighborhood clean-up. Younger and older families, professionals, students, retirees, singles, health conscious-individuals and skilled craftsmen call this home. Housing choices include historic mansions, modest older homes, condominiums, apartments and historic restoration projects. Roosevelt Elementary School and Lewis and Clark High School are located in the neighborhood. Major health care centers for the region located at the north end of Cliff Cannon include Deaconess, Shriners and Sacred Heart hospitals, along with other supporting medical facilities.

“It’s a neighborhood with history and friendly neighbors that is near downtown and easy to commute to and from.”

-Jeff Galpin



Rocket Bakery



Huckleberry's Center



Cliff Cannon is a member for the South Hill Coalition which created a plan to connect all of the South Hill neighborhoods and make them more livable.

www.southhillcoalition.org

Page 2



Woman's Club



Plymouth Congregational Church

Cliff Cannon - Treasures

- Cliff Park, Edwidge Woldson Park, Cowley Park and Polly Judd Park
- Glover Mansion
- Moore-Turner Heritage Gardens
- Westminster Congregational Church of Spokane
- Plymouth Congregational Church
- Marycliff-Cliff Park Historic District, Ninth Avenue Historic District, and Boogie's Addition Historic District with numerous historic homes
- Woman's Club of Spokane
- Lewis and Clark High School
- Marycliff High School
- Remaining trolley track and brick streets

Cliff Cannon - Natural & Built Identity

The natural setting for much of Cliff Cannon is special. The elevation gain from the Spokane River Valley below allows sites to have spectacular hilltop vistas of Spokane and the mountains beyond. The variety of shapes and sizes of natural basalt outcropping remaining today dictated the development patterns of streets and building sites years ago. Intermixed within the rocky side-slopes and ridges are mature stands of conifer and deciduous trees. Most streets have short block grid patterns, except for curvilinear roadways traversing the steeper sections of the neighborhood. The built structures have a rich diversity of styles, materials, size and details reflecting their purpose and desires of the original owners. Housing styles include Craftsman, Brick Tudor, Victorian and other more modern designs. Many older homes have been preserved and well maintained, while others have been removed over time and replaced with newer single family houses, apartments and condominiums. Numerous old landscape walls and steps built from native rock still remain throughout the parks and building sites. Many outstanding residential landscapes and gardens also exist in Cliff Cannon. Today, small commercial centers in the neighborhood offer the convenience of nearby grocery and hardware stores, restaurants and coffee shops.



Marycliff Center



Polly Judd House



For further information, including neighborhood contacts, see:

my.spokanecity.org/neighborhoods/councils/cliff-cannon



Nuzum House

Cliff Cannon - Neighborhood Tales

“People traveling north to Spokane from the Palouse could stop at Polly Judd’s house (facing south over what is now Polly Judd Park) and freshen up before traveling into the City of Spokane proper. The ravine is filled now (Polly Judd Park and railroad fill), but used to connect down to a very old road that ran near Latah Creek. Occasionally people will tell you the Polly Judd house had a speakeasy in the 1920s, but I can’t confirm that. Polly Judd was a lilac hybridizer who also had a Japanese garden on her property.”

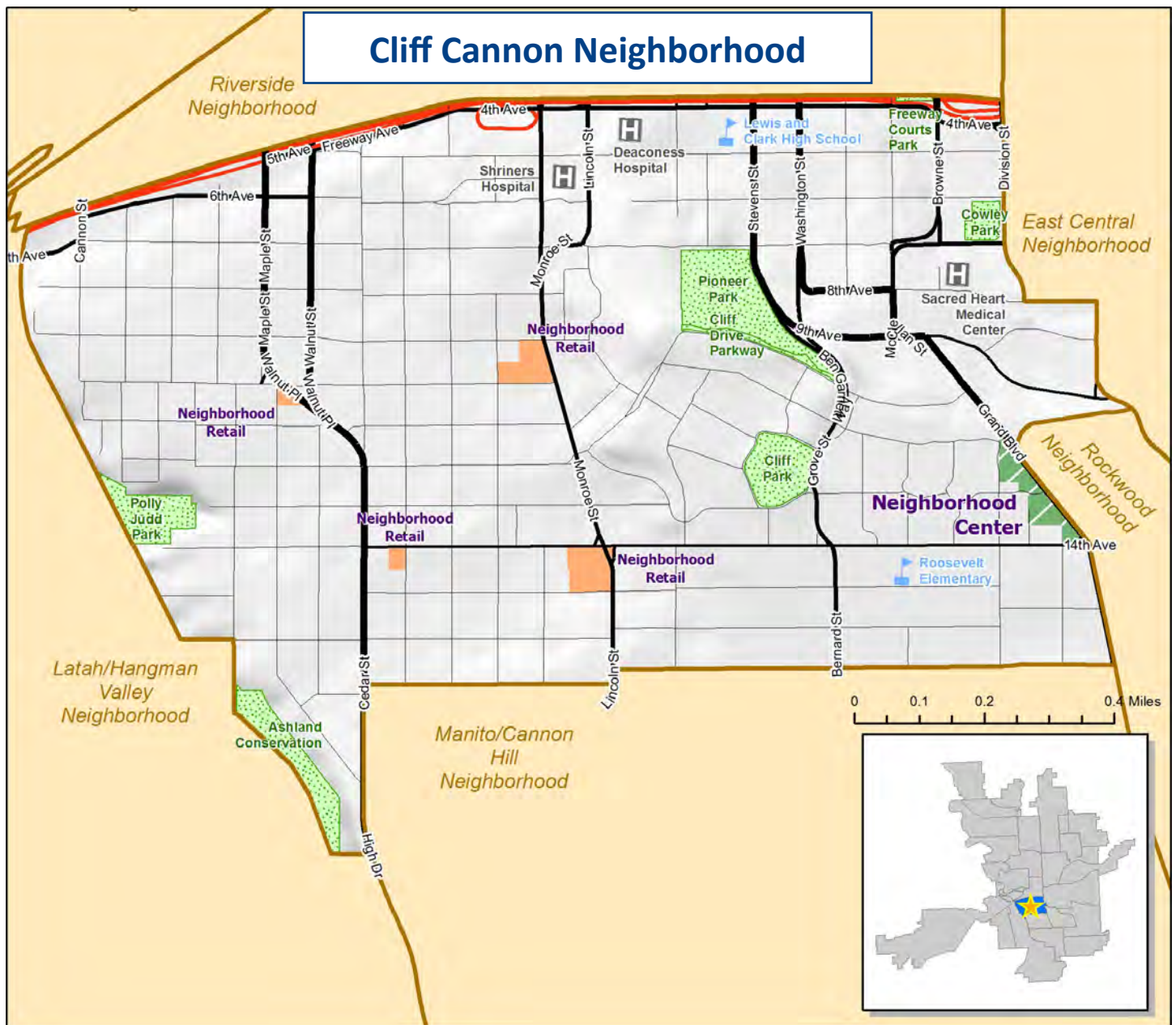
-Rosemary Small



Moore-Turner Heritage Garden Pond

Cliff Cannon - Annual Events or Activities

- Lower South Hill Neighborhood Block Party and Potluck: every September
- The Winter Vintage Fashion Tea: every December at the Woman’s Club of Spokane



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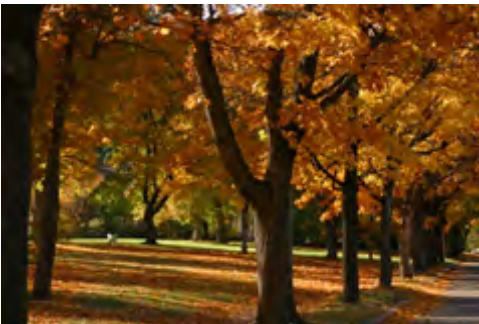
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Comstock - Days of Yore

It likely began with the streetcars. In 1888, the Montrose Electric Company or “Cook’s Line” started downtown and ended at the car house near 37th and Grand. Streetcars also ran to 33rd along Division. The streetcar era ended in 1936. But during that time, homes, schools and businesses were built in the vicinity of the north-south rails at Division and Grand while other parts of Comstock remained un-platted or undeveloped.



In 1906, Spokane College, a four year liberal arts school that included a law school, was built in the area that is now Manito Shopping Center. Amenities across the street included a library and drug store. Jefferson Elementary began as a two-room school house at 38th Avenue and Hatch Street in 1908 before moving to the two-story brick building at Grand and 37th in 1909.



Manito Boulevard was built in 1907 as part of Manito Addition (between 14th and 33rd and Division and Hatch). The boulevard stretched from Manito Park to approximately 35th Avenue where the developers had sold 50 acres to the Spokane Country Club in 1903, expecting that the presence of the golf course would help promote home sales in the surrounding area. The club built a clubhouse on the site, but the facility burned down in 1908 and the club moved in 1910. Next, Manito Golf & Country Club was founded on the same site in 1917. Then in 1922, the Club permanently moved to its current location, between 44th and 53rd. In 1925, Lewis & Clark’s Principal Hart secured the Hart Field property for the school and community.



In their 1913 report to the Spokane Park Board, the Olmsted Brothers recommended building High Drive Parkway and extending Manito Boulevard from 35th directly south to High Drive. These were among several roads recommended for the purpose of “pleasure driving and walking” and to connect parks.

By the second quarter of the twentieth century, residential development began to boom south of 35th Avenue (east of Bernard) and in post war 1947, the Manito Boulevard Extension was completed, curving west along 35th then south at Division to High Drive. To serve the growing neighborhood, an addition to Jefferson Elementary was made in 1948 and Manito Elementary was built on the west side of Hart Field (1952-1961).

Comstock Park, dedicated in 1938, was originally designed for recreation and youth activities. The swimming pool was state of the



art for its time and was large enough for a tournament. Originally surrounded by mostly vacant land, by 1958 there was a new residential neighborhood to the west and south along 33rd. The south side of the park is owned by the school district and was once the site of Comstock Elementary School (1956 – 1972).

In 1960, a portion of Hart Field at 33rd became the site of Sacajawea Middle School. In 1969, after being used by two colleges, World War II soldiers, and apartment dwellers, the Spokane College building at 29th and Grand was torn down to make way for Manito Shopping Center. Most recently, land tracts south and east of Comstock Park and along High Drive have filled in with mid to high-end residences.

Life in Comstock - Today

Location, fun, and fitness. This is a neighborly place where people can walk or bike to destinations such as the South Hill Library, Manito Post Office, restaurants, coffee shops, grocery stores, banks, dry cleaners, schools, and churches or synagogues.

Weekday mornings in Comstock might include a morning jog through the neighborhood or to Manito Park. Neighborhood children can walk, bike or bus to Jefferson Elementary or Sacajawea Middle School. Getting to work in Downtown Spokane is easy by city bus or private automobile, and some prefer to bicycle.

Evenings and weekends might include a stop at Rocket Market to stock up for a picnic at Comstock or Manito Park, take a wine tasting class, or enjoy outdoor live music in the summer. For those seeking exercise or outdoor recreation there are private fitness centers, a private golf and country club, or community amenities. Comstock Park has a pool large enough for lap swimmers as well as tennis and basketball courts. Scenic High Drive overlooking the Latah Valley is a great place to bike, share a sunset, catch a lightning storm, walk close to nature, or simply take in some fresh air. The drive was recently upgraded to include dedicated bike lanes and just off High Drive, hikers and mountain bikers can enjoy breathtaking views while exploring 25 miles of South Hill Bluff Trails. Tree lined Manito Boulevard has been called a “walker’s haven” and the neighborhood takes pride in the fact that the street pavement is shared with people using all modes of transportation including bicycles, strollers, and wheelchairs. In the winter, cross country skiers make tracks through the boulevard from Hart Field to Manito Park.

Residents tend to describe the neighborhood as established, family friendly, safe and stable. Some neighbors keep in touch with one another through block parties and neighborhood meetings. Many see each other when out walking, jogging or biking. Housing ranges from small and affordable to large and expensive. Regardless of size, homes tend to be well maintained. Likewise the people who live here are diverse; they have varied interests, religious preferences, and professions. But many voice a shared appreciation for the location,





affordability, walkable tree lined streets, neighborhood shopping center, outdoor recreation opportunities, and healthy lifestyle.

Comstock - Treasures

- Comstock Park
- Scenic High Drive
- The Bluff Trails off High Drive
- Rocket Market
- South Hill Library
- Manito Golf & Country Club
- Manito Boulevard
- Manito Shopping Center
- 31 acre Hart Sports Field



Comstock - Natural & Built Identity

Manito Golf & Country Club, Comstock Park, Manito Boulevard, High Drive and Hart Field help establish a neighborhood character of rolling lawns and park-like stands of trees and ponderosa. There is a feeling of openness despite the fact that typical residential lots are relatively small and range from two to seven homes per acre. While buildings vary widely in terms of period, style, cost, and materials, most are relatively small scale and two stories or less. A few date to the early 1900s, but the majority of the existing neighborhood was built post World War II. Neighborhood services, retail and restaurants in the Manito Shopping Center help maintain a fresh vibe in this 1960s automobile strip mall. Within the neighborhood, the terrain is relatively level with occasional basalt outcrops and low basalt walls. Most streets are on a grid and some older sections of the neighborhood (generally in the vicinity of Grand Avenue) still have the original sidewalks and street trees. In post war and more recently developed areas, quiet streets wind through well-maintained lawns and front landscaping. At the far western edge along High Drive the residential patterns give way to native vegetation, dramatic topography, and expansive sunset views across the Latah Valley.



Comstock - Neighborhood Tales

- *“Manito Golf and Country Club used to be on the west side of Hatch Road before the club house was moved to the east side and Quail Run gated community was developed. My girlfriends and I would pick up lost golf balls and sell them to her dad for 5 for 25 cents.*



- *“There were two ‘penny candy’ stores, one at 37th & Grand across from Sigman’s Grocery and one on Grand just south of 29th, before Manito Shopping Center was developed.*
- *“There was a gas station near the current post office on Grand that rented tandem bikes for 50 cents an hour.*
- *“Learning to swim at Comstock Swimming Pool.”*

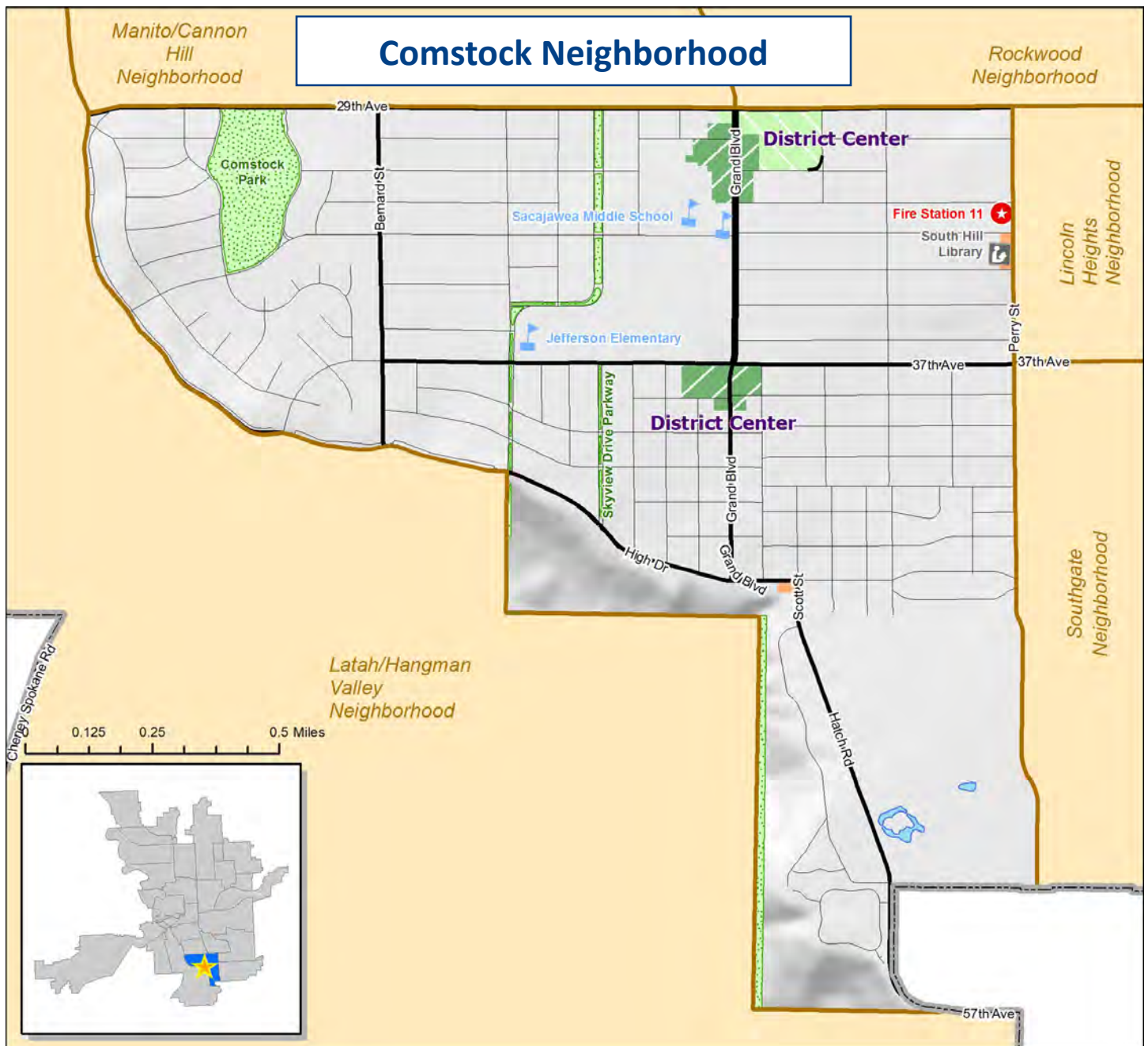
-M. Wittstruck

“We were feeling more than a little apprehensive about the decision to move to Spokane to be closer to family. It was late October 2002 and moving day from West Seattle into a vintage craftsman home on Manito Boulevard. The boulevard was vivid gold in the sunshine and our new neighbors were raking up knee high piles of leaves. As the day unfolded, there was a steady stream of foot and bike traffic on the boulevard, children played in giant mounds of leaves, and the few cars that passed were obviously there to enjoy the fall colors. Soon afterwards, a group of neighbors invited my husband and me to dinner. At Halloween we were pleasantly surprised by the steady stream of trick-or-treaters. In early December, there was a knock on the door and our neighbors invited us to walk with them to a holiday party a few blocks away. We protested, not wanting to barge in on the hosts and were assured that they wouldn’t mind. We were met with genuine warmth at a small, very crowded house and were excited to meet some of the amazing people who call Spokane home. By the night of that party we were confident that the move was a great decision.”

-J. Neff

Comstock - Annual Events or Activities

- Annual Labor Day Concert at Comstock Park
- Summer Parkways – Manito/Comstock Neighborhoods
- Doggy Dip at Comstock Pool



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East Central - Days of Yore

One of the first communities in Spokane to be developed with numerous suburban neighborhoods was a large tract of land east of the city called East Central Spokane. It was roughly bounded on the north by Trent Avenue, then later by Sprague Avenue, and extended south to Fourteenth Avenue. Spreading east from Division Street, the East Central area stretched for more than five miles to the city limits at Havana Street. Numerous multiple-block subdivisions were platted within the extensive East Central area.



According to an aerial perspective drawn in 1887, East Central Spokane was originally dotted with pine trees and covered with wild grasses and meadowland. Indians lived, fished, hunted, and traveled through the area on a regular basis. As reported in an April 20, 2000 article in the Spokesman-Review, Southeast Boulevard, which winds up the hill above Liberty Park to Twenty-Ninth Avenue, was first an Indian trail that was made into a road by pioneers who later settled the area. Spokane historian Nancy Compau explained in the article that “immigrants were attracted to Spokane with promises of work and farmland, and traveled there on ‘immigrant trains.’ Scandinavians, Italians, Russians, African Americans, French, and Poles settled into the East Central neighborhood, one of the oldest parts of Spokane. It was a good place to build because it was flat and easily accessible. The Spokane Inland Empire Electric Railway traversed through the East Central Neighborhood from downtown and east to Liberty Lake, Hayden Lake and into the Palouse with the Electric current being changed at the “Changing Station”.



East Central Spokane grew as an outgrowth of industrial development, which was built east of the city’s downtown core. Developed in the late 1800s and early 1900s as a working-class neighborhood, East Central Spokane was colloquially known as “Union Park,” a name originated from a concentrated industrial settlement that developed along Trent and Sprague Avenues. Union Park was described as the factory section of town. Nearby were lumber mills, flour mills and sawmills. The people who lived in Union Park were thrifty, hard-working people many of whom had immigrated from Italy and the Scandinavian countries. Most of Spokane’s banking, commerce, and merchant based businesses were established in the city’s central business district, located along Riverside Avenue west of Division and Bernard Streets, while industrial enterprises sporadically developed east of the downtown core along the Northern Pacific Railroad tracks and along Trent and Sprague Avenues. Mill sites, horse-and-buggy services followed by the automobile centers,





and a variety of stores, shops, markets, banks, and bars were clustered along Sprague and Trent Avenues. During the period from about 1889 to the early 1950s, the land south of Sprague was developed for residential purposes. Hundreds of small, affordable homes were built on 50-foot-wide lots. House styles were mostly vernacular expressions as interpreted by Spokane builders and from house plan catalogues that were widely distributed throughout the country. Old-timers remembered when land in the area sold for \$5 an acre and homes rented for \$5-\$10 a month.

Life in East Central - Today



Interstate-90 Freeway became the dividing line in the neighborhood in the late 1950s. Traffic through Spokane via East Sprague had become congested and plans were made to build the freeway corridor of 6-8 lanes. The building of the freeway destroyed the Historic Liberty Park and removed many hundreds of homes from Division to Havana on 2nd and 3rd and built a barrier dividing the neighborhood. The East Central neighborhood is in transition and growing. The low cost of living combined with proximity to downtown has created a suitable location for many young families to move in and call this part of Spokane home. With this influx of new residents, crime has dropped and diversity has increased.



Neighbors are full of optimism about the neighborhood's future. On any given day, families, professionals, and older veterans share space within the neighborhood. The South Perry Business District and Sprague Avenue in the East University District are two areas that have recently been transformed with the addition of neighborhood serving restaurants and businesses. The neighborhood is served by several parks, and residents love the older housing stock that has charm and value. Neighbors are friendly and get together in the summer over to barbeque and play kickball. In addition, the various events such as summer concert series and the South Perry Street Fair create family-friendly recreation activities.



East Central - Treasures

- Budge Brothers Brewery
- Eastside Library
- The Shop
- Casper Fry
- South Perry Pizza
- Lantern
- South Perry Brewing Company





- Thursday Farmer's Market
- Grant Park
- South Altamont Blvd
- Overlook that leads down to Lincoln Park
- Stone Path – Beautiful stairs from Liberty Park up the hill
- Liberty Park Florist
- East Central Community Center

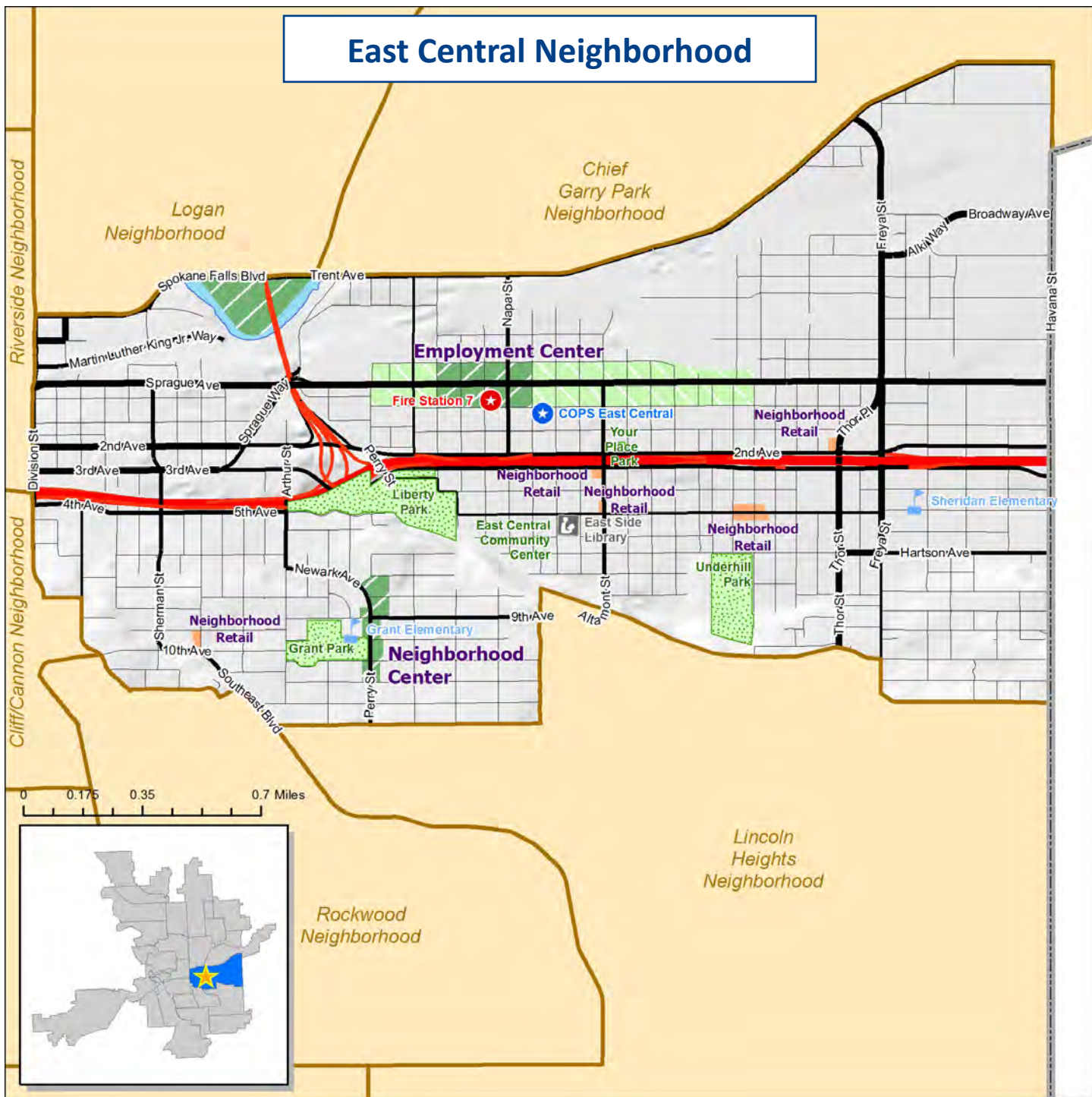
East Central - Natural & Built Identity

- Liberty Park
- Older craftsmen homes that have great potential
- Big beautiful trees
- Streetscape on East Sprague – trees and lighting, bump-outs on Perry
- Parks

East Central - Annual Events or Activities

- Concert Series
- South Perry Street Fair
- Farmer's Market

East Central Neighborhood





Emerson-Garfield



Emerson-Garfield - Days of Yore

Built mostly in the early 20th century, Emerson-Garfield is one of Spokane's original neighborhoods. On its north side, the area that is now Corbin Park was once a 40-acre oval race track owned by the Washington Idaho and Fair Association. Horses, bicycles and people raced around the track while spectators cooled themselves with lemonade. The fair and races lasted from 1887 to 1890, and the races continued independently until 1899 when D.C. Corbin, a wealthy mining and railroad mogul, purchased the property. Corbin presented the City with a plan to plat a residential area surrounding the racetrack oval. The resulting park helped enhance the surrounding lots and resulted in a concentration of distinguished homes in the Queen Anne, Bungalow and Classic Box architectural styles. In 1913, a master plan for the park was developed by the Olmsted Brothers, landscape architects of national renown.

Trolleys had an important influence on wider neighborhood development. Spokane's streetcar era lasted from 1888 to 1936; during this period Emerson-Garfield was connected to downtown Spokane and points beyond with multiple trolley lines along neighborhood streets. By the first quarter of the 20th century, the neighborhood was well established along these fixed public transportation routes. Along North Monroe Street, the neighborhood's central retail corridor, were several bakeries, apartments, a church, an undertaker, a fire station and the Palladian-style Carnegie Library. A boat shop, auto repair and a dress factory were among the businesses that lined North Division Street at the eastern edge of the neighborhood.

Starting with Emerson Elementary in 1893, schools were built to serve the neighborhood. The school was a brick building that consisted of six rooms. Just five years after construction, Emerson added 12 more rooms, and then peaked with enrollment in 1909 with 709 students. Garfield Elementary was built not long after Emerson, opening in 1899. Garfield was originally housed in a new brick building composed of two stories and ten rooms. North Central High School—so named to distinguish it from South Central (now Lewis and Clark High School)—opened in 1908 while still under construction. By 1909, it was expected to be the largest and best equipped high school in the Northwest. Also in 1909, Audubon Elementary opened in a four-room brick school. Havermale Junior High School opened later in 1928. Churches such as Knox Presbyterian (b. 1917) and the Mission-inspired St. Anthony (b. 1909) likewise emerged to fill the community's spiritual and social needs.



The Emerson-Garfield Neighborhood Council meets the 2nd Wednesday of the month - 6:00pm, Corbin Senior Center, 827 W. Cleveland Ave.

emersongarfield.spokaneneighborhoods.org



Taking its name from its two historic elementary schools, Emerson-Garfield was officially established as a neighborhood in 1976. By this time, the original neighborhood streets had been widened to carry additional vehicle traffic as the suburbs expanded north, segmenting some of the neighborhood's previous cohesion. The neighborhood saw other changes—some large, some small—in the period that followed. In 1979, Spokane Public Radio moved its facilities into the red-brick Hoban Building along North Monroe, beginning a 37-year tenure there .



During the 1980s, the stately buildings that housed Emerson, Garfield and Audubon Elementary as well as North Central High School were all demolished as part of a massive citywide reconstruction project. Each of the schools was rebuilt on or close to the former sites, with the exception of Emerson Elementary, which became a park. Havermale Junior High School was given a new use as the Community School/ Joseph Jantsch High School.



But a need for preservation was also recognized. The former ice cream factory at Shannon and Wall (b. 1914) was given new life as C.O.P.S. North Central. During the 1990s, Corbin Park Historic District was listed on the Spokane and the National Historic Registers, becoming Spokane's first local residential historic district. This coincided with an increasing desire for neighborhood advocacy. In 1986, civic-minded residents drafted the neighborhood's first design plan to address issues such as land use and community resources. Emerson-Garfield residents were the first to apply for formal recognition as a neighborhood through the City's newly established Office of Neighborhood Services in 1995.

Life in Emerson-Garfield - Today



Emerson-Garfield has a strong mix of residential and commercial land uses. With such diversity it's impossible to characterize the community according to one predominant theme. More than 9,000 people live in this historic but evolving neighborhood: longtime residents, young professionals, students, growing families and local business owners. Private companies, independent retailers, service businesses, seasonal markets, restaurants and almost every type of basic consumer need are met along the busy arterial streets of Monroe, Northwest Boulevard, Indiana and Division. Now unified in the former Havermale/Community School building, Spokane Public Montessori rounds out the strong presence of public schools and the private Trinity Catholic School. Emerson and Corbin Parks remain popular outdoor attractions for all ages. Residents appreciate their down-to-earth neighbors, tree-lined local streets, easy access to nearby amenities and downtown Spokane, and the historical character of the many older homes and commercial buildings.



Emerson-Garfield - Treasures

- Corbin and Emerson Parks

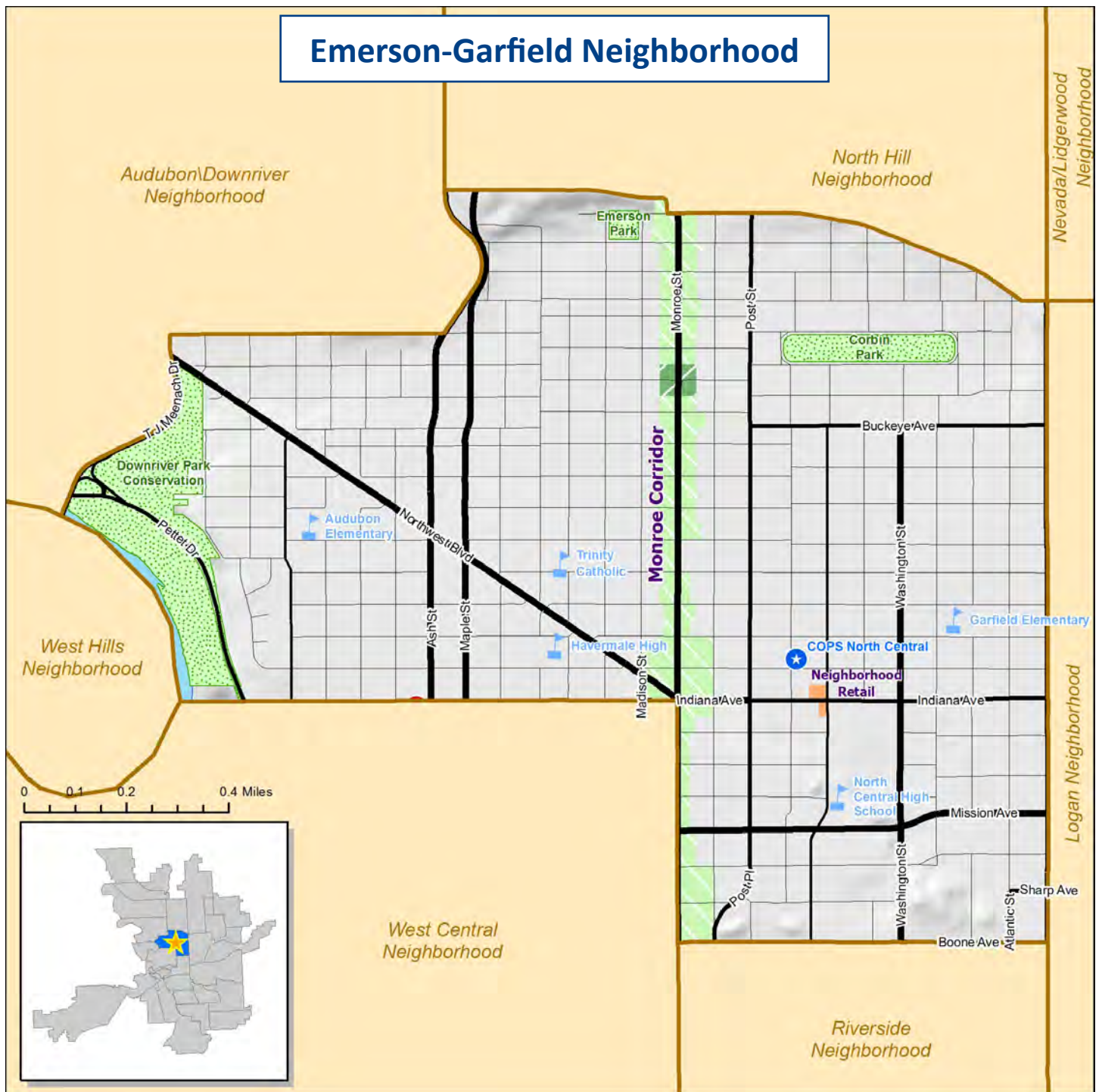


- Drumheller Springs Historic District
- Carnegie Library (b. 1914)
- John A. Currie House (b. 1889)
- Inland Casket Company Building (b. 1913, 1927)

Emerson-Garfield - Natural & Built Identity



The neighborhood has only modest elevation changes and few natural rock outcroppings, conditions that made it suitable for the rapid development of Spokane in the late 19th and early 20th centuries. Its community quickly emerged during this prosperous period of Spokane. Schools in particular played a significant role in Emerson-Garfield, meeting increasing educational needs with new facilities over the years. North Monroe Street, a central north-south thoroughfare, has been a major transportation and business corridor since the beginning; it will be revitalized and beautified through a 2018 infrastructure project. A number of extant historic commercial buildings and homes give Emerson-Garfield a strong connection to its past. Some have been carefully restored and maintained, while others have yet to be returned to their original beauty. Emerson-Garfield as a whole is in a period of transition, reemerging as a neighborhood that seamlessly combines the charm of its still-visible yesterdays with the forward-thinking promise of its tomorrows.



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Five Mile Prairie



Five Mile Prairie - Days of Yore

Located in the northwest corner of the City, Five Mile Prairie sits atop a 400-foot high, 3400-acre granite and lava mesa. A southern portion of the prairie is within the borders of the City of Spokane; the remainder of the prairie lies within unincorporated Spokane County to the north. Circular in outline, basalt cliffs almost totally surround Five Mile Prairie. It rises abruptly on the north, east, and west, but slopes gently on the south.



The first known inhabitants of the prairie were the Siwash Indian Tribe, ancestrally connected to the Spokane Indian Tribe. They named the prairie Billymeechum, "home of the tall grass," after their chief. It is unknown when the tribe first came to the prairie, but the earliest records of their activities date back to the year 1010. Pictographs on the lava rock cliffs are thought to depict a battle between the Siwash and traveling Norsemen. Still visible today, the pictographs are protected and enjoyed by residents, visitors, and historians.



The J. F. Strong House, built in 1879, is the oldest inhabited house on Five Mile Prairie. Mr. Strong was the first settler to build on the prairie, but by the end of the year, six other families had settled nearby. In 1908, the name of the Prairie was changed to Five Mile, signifying the distance to Spokane Falls in Downtown Spokane.



The settlers planted orchards of fruit trees, vegetables, berries, wheat, oats, and barley on a series of 160-acre homesteads and accompanying farms, earning Five Mile Prairie the distinction as the "agricultural gem of Spokane." In the late 1880s, an apple packing plant was built, which is now the historic grange on the prairie. In 1927, a serious freeze killed off most of the orchards, though a few apple and plum trees can still be found here and there on the prairie. During the Great Depression, many residents became truck farmers, selling their crops in downtown Spokane.

In 1901, the original Five Mile Prairie Schoolhouse was built as a one-room building for fourteen students and one teacher. By 1912 the building proved too small and was replaced by a three-story brick building. The Five Mile Schoolhouse that stands today was built in 1939 as a federal Works Progress Administration project. The building was used as a storage facility for many years and opened again in 2006 as an educational resource center for the Mead School District, which serves Five Mile Prairie students.



Life in Five Mile Prairie - Today

Today Five Mile Prairie is largely a residential area. This neighborhood still offers “country living,” while close to the City. The change in elevation and distance to the area’s broad mesa creates a sense of separation and distinction from the rest of Spokane. The north and west slopes of the five mile mesa are still wild and forested. Homes on the rim of the plateau afford spectacular views across the city. The neighborhood has visible connections to its past with many remaining farmsteads, contrasting and intermixing with new suburban subdivisions on level and rolling terrain. During the transition from rural to urban development, challenges do exist with gaps in urban infrastructure, connections, and amenities. A combination of families, retirees, and working professionals choose to live here. Subdivisions offer mostly mid-sized single family homes, while others have larger lots and homes. Presently, no neighborhood commercial businesses are located here, which requires residents to travel almost a mile south for shopping and weekly needs. Mead School District serves the neighborhood, with Prairie View Elementary and Five Mile Prairie School located in the community. Many have chosen to live here because of the schools. Residents love the outdoors here and are seen walking, biking, and enjoying the park and open spaces.



Five Mile Prairie - Treasures

- Historic, remodeled Five Mile Schoolhouse (listed on historic register). It is now used for home school program, neighborhood meetings, yoga classes, etc.
- Community Grange (also listed on historic register), used for weddings, birthday parties, craft shows, etc.
- Sky Prairie Park, 24 acres. Great for dog walking, jogging, soccer, playground, picnics, wildlife viewing, cross-country skiing and sledding in winter.
- Community Garden at Horizon Church



Five Mile Prairie - Natural & Built Identity

Five Mile Prairie is in transition from a rural, formerly agricultural area into an urban residential community on the north edge of Spokane. Sharp contrasts are still seen in the process. Many areas still have open fields, cultivation, native grasses, farms, and farm buildings. Others contain pockets and expanses of new housing. Developments consist of newer residential subdivisions, especially in the north portion of the neighborhood. Some subdivisions have been built out, but most are continuing to be developed with new housing. Extensive stands of mature pine trees remain in the valleys, which have not been cultivated over the years. Wildlife habitat remains the area, mostly in the undeveloped waterways, along steeper slopes, and the preserved





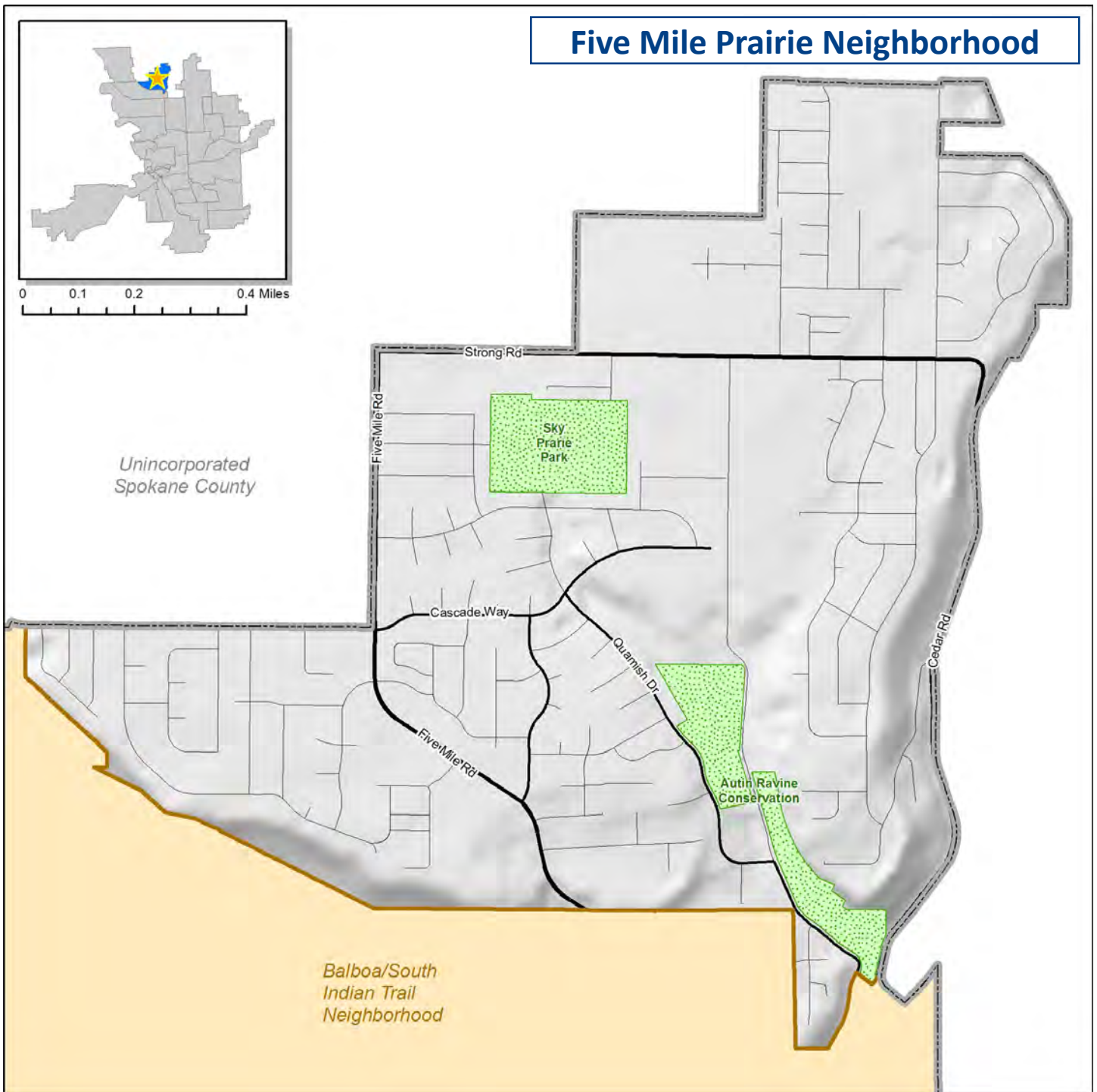
acreage of Sky Prairie Park. Deer and many species of birds are frequently seen. Unlike many neighborhoods in Spokane, many residents here can view the sunrise and sunset from the open, plateau setting. Significant Five Mile landmarks include the rural water tower, Five Mile Schoolhouse, and remaining family farmsteads. Five mile road is the major entrance into the area, which has recently been rebuilt and improved to the south.

Five Mile Prairie - Annual Events or Activities

- Neighborhood “Prairie Days” every September.
- Multiple neighborhood get-togethers in Northview Estates



Five Mile Prairie Neighborhood



SOURCES

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Grandview-Thorpe



Grandview-Thorpe - Days of Yore

In 1941, a newspaper reported that from Grandview Avenue, one could see the many mountains north of Spokane in neighboring counties and east to Montana. Although several residential additions were laid out by 1900, the Grandview/Thorpe neighborhood remained sparsely populated. One of Washington Water Power Company's streetcar lines connected the Grandview/Thorpe neighborhood with downtown Spokane, crossing the Latah Valley over the first high bridge in that location, a long wooden trestle built in 1904.



The Washington Water Power Company also operated the Medical Lake Railroad line, an interurban line connecting Spokane to Medical Lake. The rail line climbed from the bridge to the Garden Springs station and around the edge of the Grandview bluffs, hugging the hillside, then rising to meet Thorpe Road, west of Assembly Road, and crossing the west plains beyond. It operated as an interurban line from 1905 to 1922. In 1907, passenger service increased with an added connection to Cheney. The Garden Springs, Dodd, Reimer, Lincoln, Washington Park, and Windsor stations in and near the neighborhood were wooden platforms with small buildings for storage. Bundled newspapers were delivered daily to each station, to be distributed by delivery employees to area residents.



Eleven passenger trains ran each day at the inter-urban trolley line's peak. It transported as many as 4,000 people on busy days, such as the Fourth of July. In 1909 and 1910, both Medical Lake and Cheney were voted "dry" towns, while Spokane remained "wet." The last train from Spokane became known as the "suitcase special" because of the tendency of someone returning to Medical Lake or Cheney to board in Spokane with a suitcase heavily laden with alcoholic beverages. By 1916 Washington State had voted to go dry, and the 18th Amendment, prohibiting the manufacturing, sale and transport of alcohol for beverage purposes, was passed in 1919.



Several real estate developments were promoted near the interurban line. One within the Grandview/Thorpe neighborhood was called Stirling Heights. The west portion of Stirling Heights included a park on the north side of 27th Avenue with the slightly altered spelling of Sterling Heights. Mrs. Rebecca Stirling granted the park to the City of Spokane for \$1.00 with the restriction that there be no liquor or dance pavilion located there.



The Grandview-Thorpe Neighborhood Council meets quarterly at various locations. Contact the neighborhood council Chair for the meeting location.

grandviewthorpe.spokaneneighborhoods.org/



Like many other trolley systems in the United States, the passenger numbers on the Medical Lake line began to decline with the development of roads. The underpasses on Thorpe Road, once known as the Medical Lake Road, were built in 1913 and 1917. From 1918 to 1921, more travelers made use of the improving roads, forcing Washington Water Power Company to discontinue operation of the line in 1922. Some of the interurban cars were reused in another streetcar line in Arkansas. To the east of a trailhead at Assembly Road, a one-mile segment of the railroad bed was preserved in public ownership as the Reimer Trolley Trail in 2001 and became managed by the City of Spokane Parks and Recreation Division.



Noncommissioned officers in the U.S. Army occupied houses built in the vicinity of 14th Avenue and “D” Street from 1941 to 1945. The development was later bisected by the construction of Interstate 90.

Grandview and 17th Avenues were paved in 1963 and sewer lines were installed in the 1970s. Grandview Park was developed between 1990 and 2007 with support from the Grandview/Thorpe neighbors on a portion of 23 acres the City of Spokane acquired from a land foreclosure on a debt owed for a local improvement district.



Life in Grandview-Thorpe - Today

Grandview/Thorpe is set apart from other neighborhoods on the edge of the city, perched above sweeping views of Spokane and the Latah Valley and separated by steep bluffs and regional highways. Some think of the neighborhood as Spokane’s “other South Hill.” The quiet, wooded surroundings contribute to routine wildlife sightings of deer and moose on residential streets and in back yards near natural habitat areas. Residents consider the neighborhood one of Spokane’s little-known secrets, enjoying a serene lifestyle and walkable streets only a few moments’ drive—or a three-mile walk—from downtown.



The people of Grandview/Thorpe are often long-term residents, contributing to strong friendships across several blocks. Families with young children play in Grandview Park with neighbors. Throughout the year, neighbors get together to celebrate holidays with parties and barbecues, and newcomers are often welcomed with food. People also pitch in to help with regular community maintenance and cleaning events.



For exercise, many residents walk dogs on the quiet streets or head down to walk or ride the Fish Lake Trail, a popular paved trail on a former railroad line. The Trolley Trail is another well-used soft pathway, also on a former rail line. Walking, running, biking and hiking are popular activities.

Residents must drive to shopping centers or bike or walk to downtown. Employees typically drive vehicles to work because there are few



workplaces and no transit in the neighborhood. Children must take the school bus to other neighborhoods.

Grandview-Thorpe - Treasures

- Grandview Park is a favorite destination with a splash pad, playground and barbecue grill. It is popular for meeting neighbors for a play date or dinner.
- Residents like to exercise on the Fish Lake Trails.
- People love the Reimer Trolley Trail, an unpaved neighborhood trail also within an abandoned rail line. It is a great place to walk, bicycle, ride horses and enjoy nature.



Grandview-Thorpe - Natural & Built Identity

- Trees and streams
- Hilly terrain
- Undeveloped property
- Quiet, natural habitat with common wildlife sightings



Grandview-Thorpe - Neighborhood Tales

"The new 'Swale' on Lindeke street has created a beautiful ecosystem incorporating part of Finch Arboretum creek. The wildlife, birds, etc. love it."

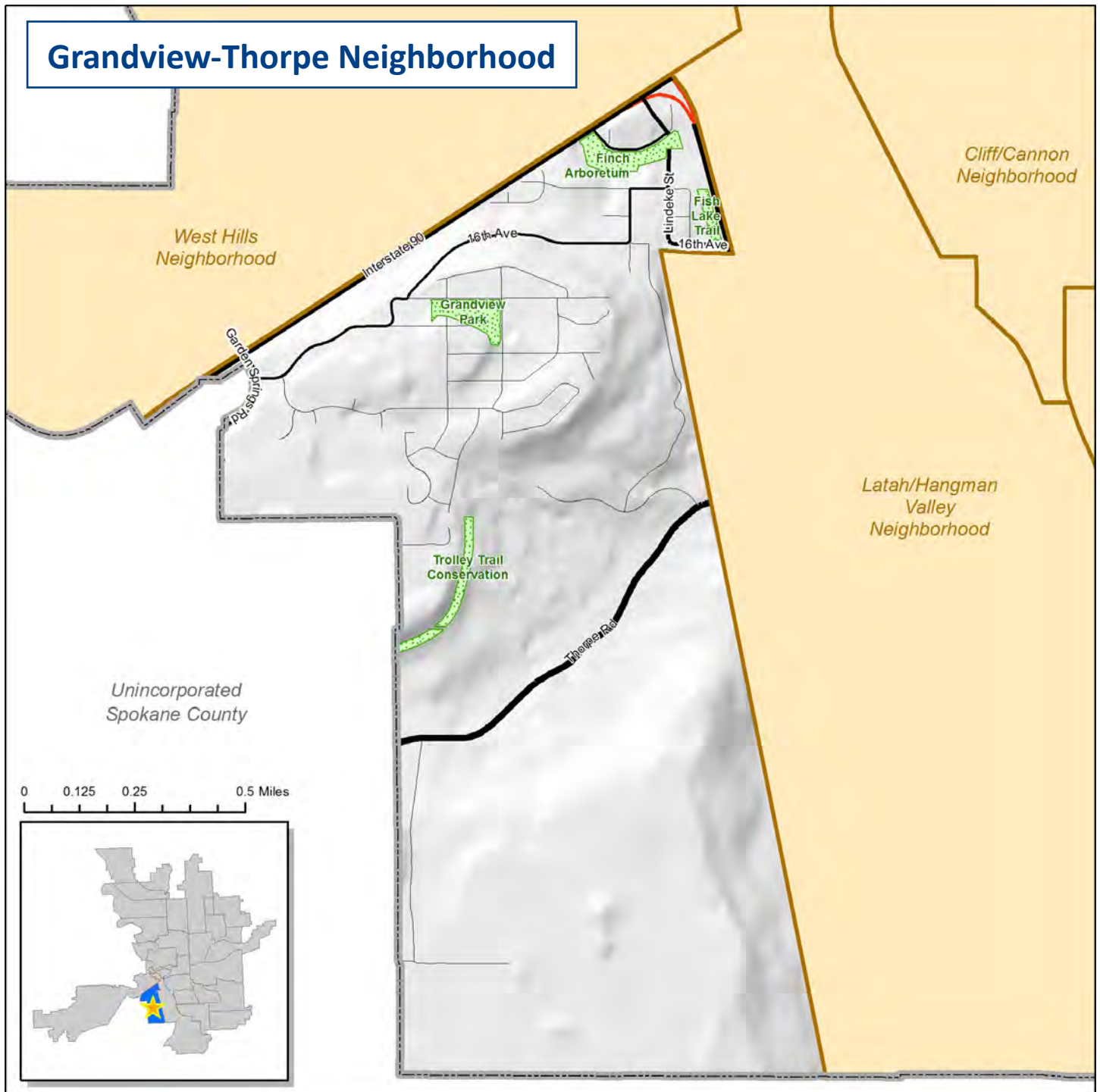
– Mary Wilber

Grandview-Thorpe - Annual Events or Activities

- Yard Sales
- Block Watch
- Two annual cleanup events, typically in June and September
- Night Out against Crime



Grandview-Thorpe Neighborhood



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Hillyard



Hillyard - Days of Yore

As the Great Northern Railway pushed across Montana, Idaho and Washington in 1892, a spot five miles northeast of Spokane Falls was selected as the railroad's storage and staging area. It was called the Spokane Material Yard until January 1893 when James J. Hill picked it for the division point between Spokane and Kalispell. This resulted in the rapid construction of major terminal and shop facilities on the site. The Hillyard shops became the major shop facility for the western part of the Great Northern systems and the largest west of St. Paul.



In 1912, the heavy repair shop (back shop) was opened, enabling extensive rebuild work of locomotives. In 1927, the shop superintendent and foreman convinced Great Northern president Ralph Budd they could build an order for heavy freight locomotives cheaper than any of the eastern manufacturers. The shops were awarded a contract to build ten locomotives, making Hillyard the first manufacturer of large locomotives in the west and bringing a sizeable payroll increase to Spokane. The shop's 800 personnel rolled out the last R-1 class locomotive assembled here in late 1928.

The history of the town of Hillyard paralleled that of the railroad. The townsite was platted for 5,000 people on October 25, 1892 by Leland D. and Kate C. Westfall and was named in honor of James J. Hill and the Great Northern Railway's yard to which it was adjacent. Conceived as an independent town, Hillyard remained that way until 1924, although the expanding City of Spokane had incorporated the lands to the west, south and east. Hillyard became incorporated as a town in 1907, with the railroad yards and shops being carefully kept outside the town limits.



In 1929-30, the shops were given another order for a larger version of the articulated locomotive and then returned to major overhaul and repair work. As the diesel locomotives took over larger portions of the railroad's work, all steam locomotive maintenance west of Minot, North Dakota, was concentrated here until the end of the steam engine's use on the western lines in 1953.

In 1924, after a number of discussions and attempts over the years to annex to the City of Spokane, an election was held on the issue. Eight days following a popular vote of 808-681, Hillyard became part of the City of Spokane. At that time it had a population of some 4,500 people and an area of just under one square mile. After all of the transfers had been carried out, an official celebration was held on the 11th of October



The Hillyard Neighborhood Council meets on the 2nd and 4th Wednesday of each month at 6:30 pm. Meetings are held at the Northwest Community Center at 4001 North Cook Street.

hillyard.spokaneneighborhoods.org



to conclude the annexation process, complete with a parade, dancing, and concerts.

The old steam locomotive backshop building was remodeled into a completely modern diesel heavy repair shop which was the railroad's largest facility west of the Rockies. The new shop was formally dedicated on November 19, 1954 with a celebration of 62 years of working together between the railroad and the Hillyard community.

An annual Hillyard community celebration called the Hillyard Hijinks occurred from 1934 to 1968.

The festival ranged from one to four days and included fundraising for various neighborhood civic groups. The Hillyard Hijinks community celebration was revived in 1970 as Jim Hill Days as part of an effort to promote the Hillyard community and offset the negative impact of the pending Burlington Northern merger. It was revived again in 1978 and held regularly in the following decades with the help of area businesses, residents and service clubs.



Life in Hillyard - Today

Hillyard has an inherent identity and pride that is built on tradition, history, and place. At its core, Hillyard is a community of people living and sharing life together. Kids play in the streets, residents walk their dogs and everyone works to make Hillyard a better place. The neighborhood is family oriented, established, and in transition.

Neighbors enjoy access to parks and the pedestrian friendly nature of the physical landscape. Residents will admit the neighborhood is not perfect, but people are proud of the neighborhood's "rough edges" that keep it unique and real. It's a place that has real people with real stories and more community than any other place in the region.

The neighborhood has many dedicated and involved residents who volunteer most of their free time to a variety of organizations such as the Hillyard Neighborhood Council and Greater Hillyard Business association, to name a few. These efforts have created exciting changes over the years including a reconstructed Market Street, new business opportunities, and neighborhood revitalization. It is this strong sense of community, built on history and involvement, that attracts new residents to call Hillyard home.



People are proud of the historic homes, friendly neighbors, and the casual atmosphere. Residents enjoy a host of community events and get together for clean-up activities, children play-dates, barbeques, and many other events. A variety of people live in Hillyard including families, retirees, artists, immigrants, community-minded folks, visionaries, and professionals.



Hillyard - Treasures

- Historic Hillyard Business District
- Hillyard antique stores
- Train station
- Hillyard Skate Park
- Schools

Hillyard - Natural & Built Identity

- Hills to the east
- Plains where the wild horses used to roam
- Harmon Park
- Buddhist Temple
- The Yard
- Neighborhood Churches
- Shadow of Beacon Hill



Hillyard - Neighborhood Tales

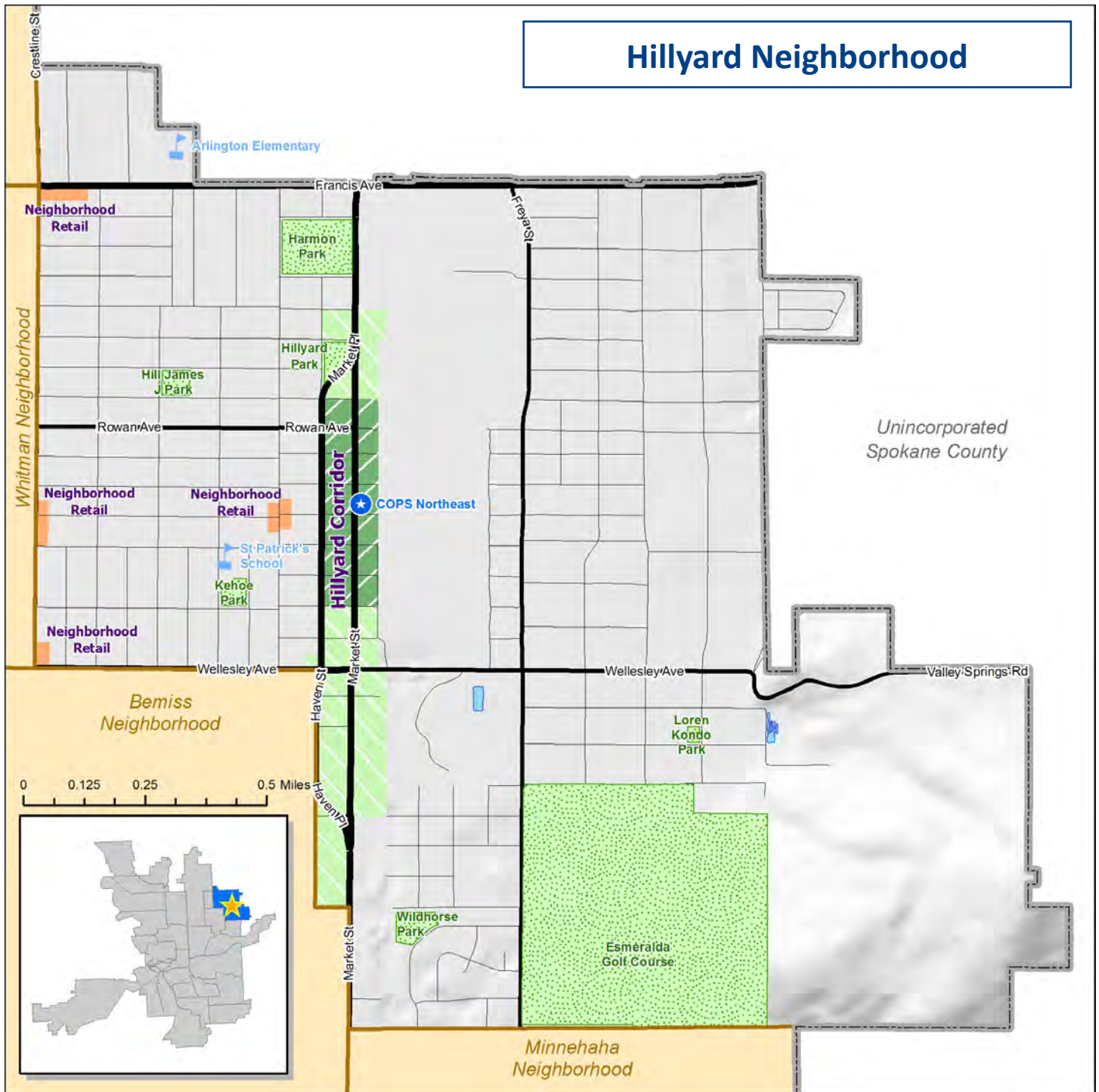
“Hillyard is an old neighborhood that has seen its shares of up and downs. Its strength is that history and staying power and the vision of those young and old who choose to invest their lives in Hillyard.”

– Luke Tolley

Hillyard - Annual Events or Activities

- Hillyard Festival
- Hillyard Hippie Happening
- Chalk Art Walk

Hillyard Neighborhood





Latah/Hangman - Days of Yore

The Hangman or, more properly named, Latah Valley was formed primarily during the Quaternary period by periods of glaciating and a series of Great Lake Missoula floods that carved out the existing alluvial landscape. This left the valley with a naturally beautiful setting of sheer basalt outcroppings, sandy bluffs, cliffs, rich, deep valley soils which are among the region's most fertile, and Latah Creek itself. The creek flows northwest from the Rocky Mountains to Spokane, where it meanders through Latah Valley before emptying into the Spokane River. The mouth of the creek at the Spokane River is located just beyond the neighborhood's northern border.



In the late 1880s, immigrants were drawn to the area for the fertile soils and the plentiful wildlife. By the early 1900s, numerous small farms thrived. But, as the nation grew, so did the Latah Valley. Roads and railroads were laid down through the center of the valley. Portions of Latah Creek were straightened or re-routed for construction ease without consideration of the impacts to the ecosystem (such as increased erosion and flooding) and to downstream property owners.



Latah Valley is a large neighborhood, stretching from the Riverside Avenue bridge over Latah Creek to the north to the extreme southern boundary of the City of Spokane. The neighborhood is divided into two distinct areas: the older Vinegar Flats, located on the valley floor in the northern portion, and the more recent developments of Qualchan and Eagle Ridge, located to the south on the western hillsides. U.S. Route 195, railroad lines, and Latah Creek all bisect the neighborhood, creating areas of small, isolated clusters of homes.

Vinegar Flats

In the late 19th and early 20th centuries, local apple farmers delivered their product to a plant in southwest Spokane to be processed into vinegar. As workers built homes and cottages near the plant, one of Spokane's earliest "creek" neighborhoods was born. The new community that blossomed around the vinegar plant became known as Vinegar Flats.



The vinegar plant is long gone, but the houses and history remain. With its location at the foot of a steep, sandy bluff, along with the construction of railroad and freeway bridges, Vinegar Flats was effectively severed from the bustling downtown only a mile away. As stately homes filled the South Hill ridge above, Vinegar Flats sank into a quiet existence. As



the years passed, small businesses appeared then disappeared, homes were built along muddy roads, Wentel Grant Park was laid out, and Vinegar Flats crept up the winding Latah Creek until it was pinched off where Inland Empire Highway meets the U.S. Highway 195.

After World War II, many Japanese produce farmers relocated around the valley. As more and more people discovered the natural beauty of the area, more homes were built. Property taxes began to rise and many nuisance lawsuits over dust, noise, and pollution were filed against the area farmers. In the late 1980s, city water and sewer was extended through the valley. Large housing developments appeared in areas that were once single family farms. As farmers saw their property values and taxes increasing and their profits declining, they sold out to large developers. Today, only a handful of working farms exist.



Today, Inland Empire Way, which connects the area with the rest of the city, is the main arterial in Vinegar Flats. This area is a patchwork of small homes, empty lots, greenhouses, riparian areas along the creek and city parks. Immediately to the north of the neighborhood are the high bridges over the creek of I-90, Sunset Boulevard, and the BNSF railroad. Located beneath and around those bridges is the aptly named High Bridge Park. The park is mostly undeveloped along the hillside and creek but has a picnic shelter, maintained grass area, and a disc golf course.



Life in Latah/Hangman - Today

Qualchan/Eagle Ridge is the newest addition to the neighborhood and is composed of two separate but adjacent suburban style developments located along the hills in the southwestern portion of Latah Valley. This is the most modern part of the neighborhood as these two developments are still expanding. The boundaries of these developments are roughly the intersection of Cheney-Spokane Road and U.S. 195 to the north, the city limits on the south and west, and U.S. 195 on the east. At the northern end is the commercial center of Latah Valley with a new grocery store, a gas station, restaurants and other small shops.

Residents love the character of the neighborhood including its housing stock and tree-lined streets. The neighborhood is safe, clean, friendly, and is in close proximity to Downtown. Neighbors enjoy the community oriented feel of the neighborhood and participate in annual block parties and holiday events put on by the Eagle Ridge Homeowner's Association. The neighborhood is lined with craftsman style homes that are connected by quality streets that offer bike routes. Accessibility to trails, parks and natural features such as rock walls, bluffs, and the river creates a perfect urban/rural blend.

Latah/Hangman - Treasures

- Qualchan Golf Course
- South Hill Bluff area Trails

Latah/Hangman - Natural & Built Identity

The neighborhood has a terrain with hills and bluffs. Residents enjoy wildlife activity in the natural areas of the neighborhood.

Latah/Hangman - Annual Events or Activities

Barbecue, movies, and holiday events sponsored by Eagle Ridge Homeowner's Association.

Latah/Hangman Neighborhood

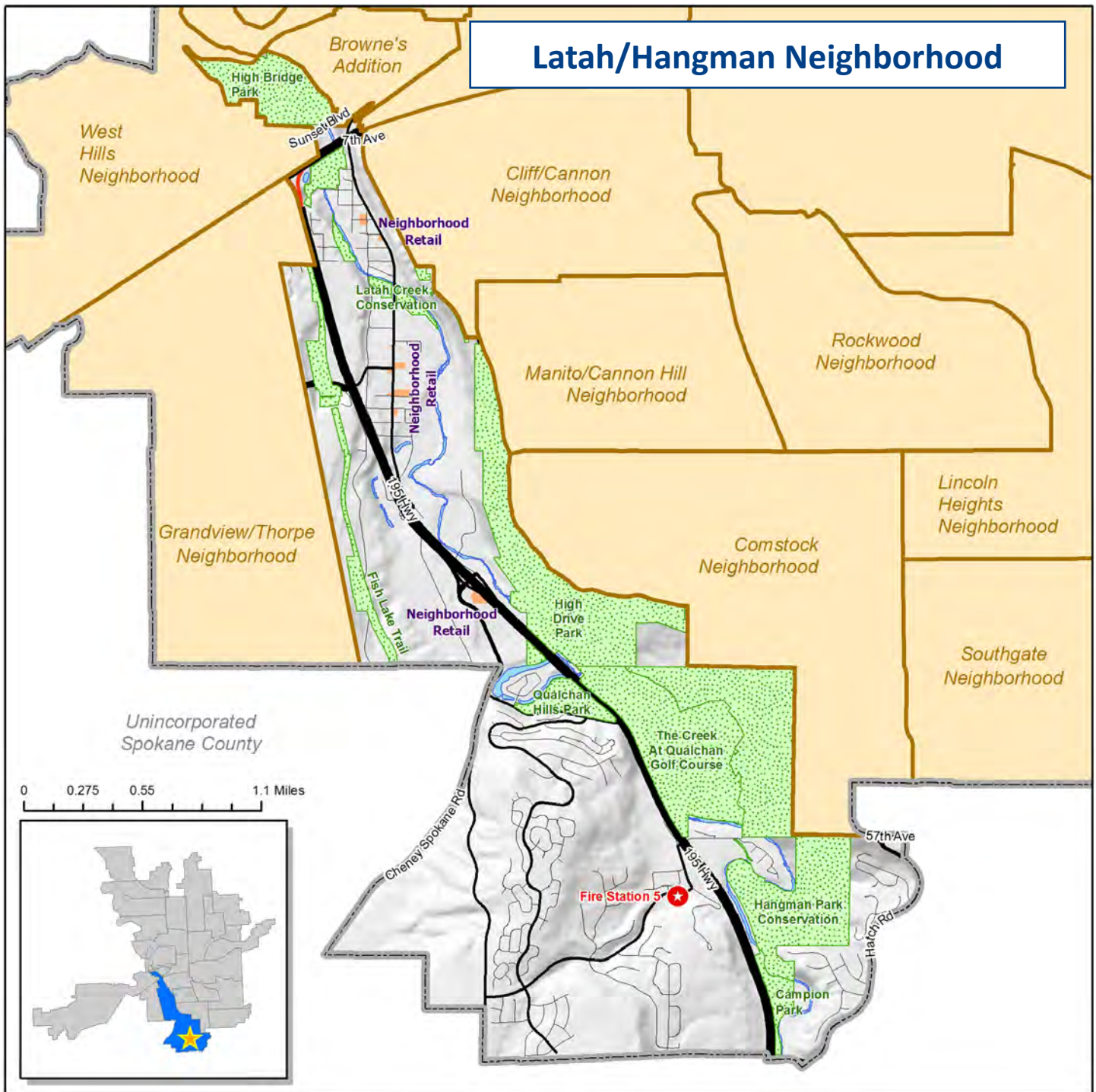




Photo: BethAnn Long



Lincoln Heights - Tales of Yore

Lincoln Heights' main east-west connector, 29th Avenue, was established as a county road through the neighborhood in 1885. A period of economic recovery following Spokane's fire and the Panic of 1893 fueled competition between Spokane's street railway companies for selling home sites, driving the extension of the Standard Traction Company's Rockwood street car line east within 29th Avenue, from Southeast Boulevard to Myrtle Street, to serve the new developments. Two other Standard Traction streetcar lines terminated in the neighborhood: one at 12th Avenue and South Altamont Boulevard, and the other at 17th Avenue and Ray Street. The landscaping consultant John C. Olmsted, of Brookline, Massachusetts, favored the name "Rockwood" for the emerging neighborhood, but instead it came to be called Lincoln Heights.

A major landowner of this period was Charles F. Adams, Jr. of Boston, who represented his family's real estate trust and who was a trustee and major stockholder in the Washington Water Power Company. Adams was a Civil War veteran of the Battle of Gettysburg and grandson of the sixth U.S. President. His father, Charles F. Adams, Sr., was President Lincoln's foreign minister to the United Kingdom during most of the Civil War, a position the elder Adams held until 1868. Adams Elementary School, built in 1908 adjacent to the Lincoln Heights Addition, bears this famous family's name.

North of the Lincoln Heights Addition, the Olmsted Brothers' firm recommended creating a park in order to provide benefits to the surrounding area as it grew. At the time of the Olmsted Brothers' 1908 report, there was little development in the vicinity, including only one street, Southeast Boulevard. The new park would contain 78 acres of developed and undeveloped areas connected by winding drives and walks, with a wading pool and other children's recreation amenities, and swamps converted to "charming little lakes" by way of supplying additional water to compensate for Spokane's dry summer climate.

Charles Adams, Jr. visited Spokane personally to close the sale of his family's 900-acre property on the eastern edge of the city, three months prior to local development company partners William Kiernan and Jay Lawyer's filing of the Lincoln Heights Addition in 1909. Although the development opened with strong sales and streets and sidewalks were installed, many of the long lots remained vacant for several decades. The area retained a semi-rural character as the boom subsided.

Meanwhile, prominent philanthropists Levi W. and Mary (May) Arkwright Hutton advocated for city parks and partly realized the Olmsted Brothers' vision by donating some 31 acres of land in 1912 to establish Lincoln Park.

The Huttons then moved from their building downtown to a large house they built adjacent to the park at 17th Avenue and Crestline Street in 1914. May Hutton was nationally known as an activist in the women's suffrage movement. She died in 1915 from a kidney condition at the age of 55, having inhabited the



new home for only 15 months. Levi Hutton, who served as a member of the park board and donated funds to construct the wading pool and playground equipment in Lincoln Park, continued to live there until his death in 1928, at age 68. The park eventually grew to 51 acres by 1942. The wading pool existed until at least 1963, when the first swimming lessons for the city's children under 7 were offered there. It was later replaced by a ball field.

The Lincoln Heights Shopping Center was constructed in the 1950s and expanded in the 1970s on 29th Avenue, near the northern terminus of Regal Street.

Life in Lincoln Heights - Today

Residents live in Lincoln Heights because it is quiet, with a reasonable cost of living and nearby shopping and services. Parks and residential streets are shaded with abundant Ponderosa Pines, Spokane's designated city tree. Nearby wetlands provide open space for filtering storm water and providing habitat and recreational opportunities. Nice days bring many neighbors outdoors to walk, exercise their dogs, bicycle, or run in the streets, on the Ben Burr Trail or in Lincoln or Thornton Murphy Parks. Children primarily walk to school.



The Lincoln Heights Shopping Center along 29th Avenue is home to a wide range of professional and personal services, as well as small retail stores, supermarkets, and a variety of restaurants. 29th Avenue provides Lincoln Heights with a bustling center, providing frequent transit connections for nearby retirement communities. Many residents can walk here to shop for groceries, books, and hardware—or eat at diners, pubs and coffee shops. The Southside Senior and Community Center, near the shopping center and adjacent to Thornton Murphy Park, is very active with programs, classes offered with Community Colleges of Spokane and other partners, and health-related and recreational activities.



The neighborhood contains a mix of older and newer homes, primarily owner-occupied. Styles of homes range from early 1900s Craftsman to mid-century ranchers and newer split-levels. Many residents keep attractive yards and gardens. Neighbors introduce themselves to newcomers and some even offer home-grown vegetables during plentiful seasons.



Lincoln Heights - Parkland Treasures

- Fifty-one acre Lincoln Park is a favored destination for walkers and runners with a biking path circling a pond, a natural area, and great views of the city.
- Eight-acre Thornton Murphy Park is connected via bike lanes to Lincoln Park.
- Five-acre Froggy Pond, 30th & Havana, has wetlands that absorb storm water runoff, as well as provide nature trails.
- The Ben Burr Trail connects Liberty and Underhill Parks, one mile apart, sports beautiful views of Spokane and is a great place to spot deer.
- Thirty-Fifth Avenue is a favorite neighborhood street with a tree-lined





median. The median was originally railroad right-of-way, but the railroad was never built.

- Glenrose Prairie, to the east of the neighborhood, offers local roads that are popular with bicyclists. Glenrose connects Lincoln Heights to 2 ½ mile hiking trails winding through Dept of Natural Resource and Dishman Hills land.

Lincoln Heights - Natural & Built Identity

- Altamont Hill is a defining feature that contains many beautiful historic neighborhood homes, and has been the site of a Mother's Day historic home tour. Altamont Circle was once a horseracing track. The carriage house still stands.
- Lincoln Heights shopping center anchors the neighborhood with a service and retail district, including a hardware store, drug store, bakery, craft store, restaurants, bookstores with new and used books, and movie rental stores. There are numerous places to eat in Lincoln Heights.
- There are 9 churches in Lincoln Heights and 5 schools.
- Haase's Greenhouse, a hidden treasure along 34th Avenue, is a locally owned nursery.
- Proud residential gardeners have been featured on city garden tours.
- Basalt rock outcroppings on uneven terrain provide open space for pine trees and wildlife habitat. The many rock features and ridgelines create winding or dead end streets. Ridgelines provide homes with great views.

Lincoln Heights - Neighborhood Tales

"The first night we were in our new home, we decided to go outside and sit on the front porch to enjoy the quiet night after a long day. After a few minutes chatting, we heard a rustle and looked over to see two deer about 40 feet down the sidewalk eating crab apples off our neighbor's tree. We were stunned! And that cemented the love of our new home right then and there."

– Gini Nowitzki

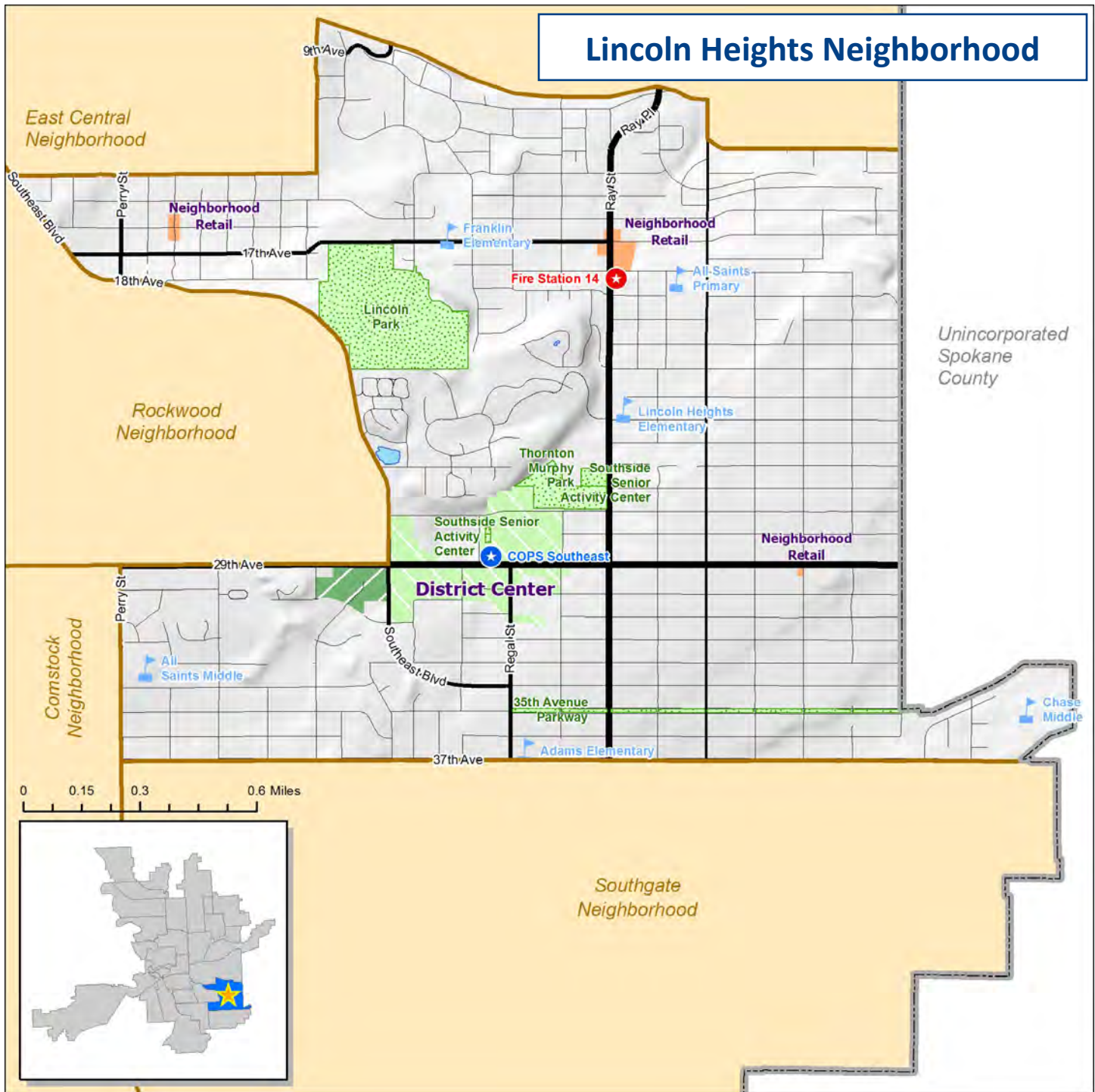
"Sharing a laundry room has allowed me to meet interesting people. The stories people share with me when doing laundry are both interesting and startling."

– Alvaro Figueroa

"We have great neighbors that look out for each other."

– Marilyn Lloyd

Lincoln Heights Neighborhood



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Logan - Days of Yore

Situated close to the heart of Spokane, the Logan Neighborhood has developed as one of the oldest residential neighborhoods in the community. Platted and developed between 1884 and 1889 by Sylvester and Ida Heath and the Jesuits of Gonzaga College, the area developed as a “suburb” of downtown Spokane. The pattern of wide streets and boulevard landscaping was introduced by the priests as a reflection of popular trends in Europe and cities of the eastern United States. The wide streets, in particular, served the function of parade grounds for college men enrolled in the Reserve Officer Training Corp. These were horse and buggy days and the generous platting accommodated the mix of pedestrian, horse and occasional “horseless” carriage with only minor conflict.



Gonzaga College was established with a land purchase in 1887. In 1892 Gonzaga College, later Gonzaga University, started to receive electricity and city water. The University has continued to grow and now is a nationally recognized, liberal arts university with an enrollment of more than 7,800 students. The Logan neighborhood has a strong tie with Gonzaga University and continues to serve as the home for faculty, staff, and students.



The McGoldrick Lumber Company was the city's largest employer for many years. J.P. McGoldrick purchased the mill from A.M. Fox in 1905 and relocated here from Minnesota. Although the business no longer exists, the company had a strong influence on the neighborhood. The company was located adjacent to Gonzaga and on the Spokane River. Logs were floated on the river to the lumber mill. Gonzaga's present day baseball field and Lake Arthur were all once part of the company's operations. Mr. McGoldrick made it a point to see that all of his employees were able to own a home and was one of Spokane's most beloved employers. A devastating fire in 1945 caused the mill's closure the following year.

The Model Pharmacy, owned by the Armstrong family, was once featured as the first drive-through pharmacy in the United States in an industry magazine. They sold malts, nuts, and candies at the counter along with filling prescriptions and retailing other sundry goods. The family later sold the pharmacy, which then became the legendary Donut Parade.



The Logan neighborhood has evolved to contain a mix of residential structure types. Two Historic Districts lay within the neighborhood boundaries: the Mission Avenue Historic District and Desmet Avenue Warehouse District, both of which are listed on the National Historic Register. Logan Elementary is one of the founding schools of School District 81.

Life in Logan – Today

Logan boasts verdant canopies of overarching trees, four parks, three major retirement centers, the Hamilton Street Business District, two elementary schools, a high school, a university and a law school.



A competitive cost of living and close proximity to universities and downtown attract people to the Logan neighborhood. It is an established neighborhood where many enjoy peace and quiet in daily life. People sometimes bike or walk to meet their shopping or travel needs.

Logan - Treasures

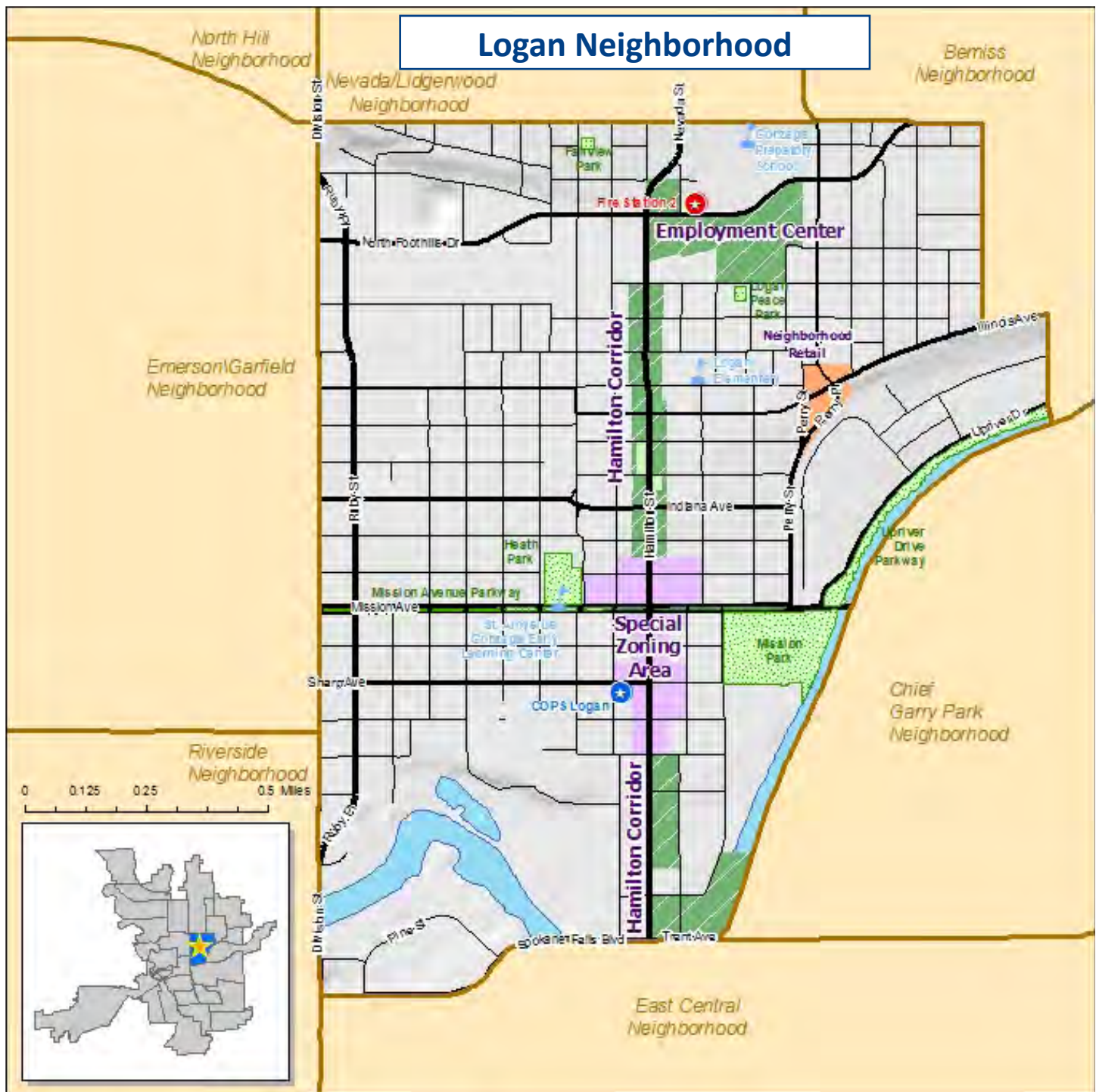
- Many historic homes and other buildings from the early 1900s possess distinguished architectural character in the Queen Anne and Craftsman styles. These add cherished value to the Logan neighborhood.
- “The Crosby House” Bing Crosby museum at 508 East Sharp Avenue
- The Donut Parade was featured in the film *Different Drummers* (1993).



Logan - Natural & Built Identity

- The Spokane River is the most outstanding physical feature of the neighborhood. Recent development has taken advantage of showcasing the river’s qualities. The river defines the neighborhood’s south and east boundaries.
- The Division-Ruby Street corridor along the west boundary hosts regional commercial destinations in the neighborhood’s backyard.
- The Hamilton Street corridor serves as the neighborhood’s central mixed-use district, including several historic industrial and commercial buildings. Pedestrian streetscape amenities such as special paving, street lighting, street signs, and art are important components of this corridor.
- Gonzaga University is a major educational institution with many iconic structures, such as the Administration Building and St. Aloysius Church
- The Centennial trail is a favorite destination for recreation in the neighborhood, providing river views and a link between Mission Park and Gonzaga University. It crosses above Hamilton Street on an overpass that allows distant views both ways along Hamilton.
- The Iron Bridge provides a spur from the Centennial Trail and river crossing that offers a different view of the river.





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Manito/Cannon Hill



Manito/Cannon Hill - Days of Yore

Catalysts for residential development in Manito/Cannon Hill included the streetcars (1888-1936), parks, boulevards, and Wilson Elementary.

In the 1880s, a clay deposit was discovered on the land that is now Cannon Hill Park. The clay was used for making bricks and the site became a brickyard. Once all of the clay was harvested, the brickyard was moved, making way for Cannon Hill Park amenities in later years.



To the east, Francis Cook purchased 160 acres which includes all of the present Manito Park. He called the area Montrose Park. His plan was to develop home sites in the area. In 1888, Cook built a streetcar line that ran along Grand Boulevard and ended at a car house near 37th to provide transportation to future residents. But, Cook lost everything during the 1893 depression. Jay P. Graves, who made a fortune in mining, took over Cook's streetcar line, naming it the Spokane and Montrose Motor Company. Other streetcar lines in the area included one that zigzagged southward west of Manito Park along Bernard and then Browne before ending at 33rd and Division; and the Washington Waterpower Company's (WWP) North Monroe-Cannon Hill line that meandered southward along Jefferson, Madison, Lincoln (west of Cannon Hill Park) and Howard before ending at 29th.



In addition, Graves and a group of partners formed the Spokane-Washington Improvement Company to develop and sell properties in their new Manito Addition (between 14th and 33rd Avenues north-south, and Division and Hatch Streets east-west). Realizing the value that a park and other city services would add to the adjacent residential parcels, Graves' company, along with other investors including WWP, made a deal with the city to donate approximately 95 acres of land for Manito Park in exchange for roads and utilities. Manito Park was dedicated in 1904 and originally hosted a zoo. Manito Park, Manito Boulevard, and subdivision development cumulatively resulted in a real estate boom in the area, as reinforced in a front page article in the Spokesman-Review on August 4, 1907 stating, "park improvements add fifteen times their cost to adjacent property... property adjacent... is 100 per cent more valuable than it would have been in the same district without the park or boulevard improvements having been made." Since that time many updates have been made to Manito Park, including the rose garden, a Japanese Garden, the sunken gardens, the greenhouses, playgrounds, shelters, and other improvements. Manito Park and Manito Boulevard have since been placed on the National Register of Historic Places.



The Olmsted brothers developed their design for Cannon Hill Park when they arrived in Spokane in 1907. The plans included a recommendation to replace the old brickyard with a park dedicated to "quiet recreation." The design included a stone shelter, two pergolas, and a children's wading pool. The wading pool was easy to construct as a depression left in the ground by the brickyard left a natural pool, shallow enough to play in to cool off in the summer



The Manito/Cannon Hill Neighborhood Council meets the 2nd Thursday of the month at 6:30 p.m., Wilson Elementary Library

<http://manitocannonhill.spokaneneighborhoods.org/>



and freeze for ice skating in the winter. The park was originally named Adams Park because the land was owned by John Quincy Adams' grandson and was changed to Cannon Hill Park for A. M. Cannon, local banker and real estate developer.

The Olmsteds also outlined a vision for High Drive Parkway and Adams Boulevard (21st Avenue) for the purpose of "pleasure driving and walking" and to connect parks in their 1908 System of Parks and Parkways. In 1909, Adams Boulevard was developed as part of the Cannon Hill residential addition, and included some of the nicest homes in the city.

Wilson Elementary opened in 1927. The modern, thoughtfully designed school was such an attraction that in 1926 the Spokesman Review credited it with stimulating construction of 12 new houses in the neighborhood before the school was even completed.



Life In Manito/Cannon Hill - Today

This is a classic, well-designed, built, and maintained neighborhood of yesteryear. Most homes were built in the early twentieth century. It has a layout of short grid streets and blocks, with nearby parks and schools that residents can walk to. Residents love the mature trees throughout the neighborhood. During all seasons, people can be seen outside walking and enjoying the experience. Living here is as popular today as it seemed to be decades ago. Many residents have lived in the neighborhood for several years and know their neighbors. Often, when residents have needed a larger house, they have upsized within the neighborhood. Block parties are common, continuing close neighborhood ties. Neighbors can choose a new book to read from a "little free library" along many sidewalks. Popular neighborhood hang-outs for all ages are the "Scoop" ice cream shop, Rocket Bakery Coffee Shop, and the City's Manito and Cannon Hill parks - including the "Park Bench" in Manito Park. Neighborhood shopping, restaurants, banking, and other services are close-by at 29th & Grand. A mix of families, younger and older professionals, and retirees live in the neighborhood. The area is close and convenient to downtown Spokane, and is well served by Spokane Transit with two bus lines routed through the neighborhood. It's a great neighborhood in which to walk, run, or bike. Sidewalks are prevalent and separated from the street edge, and bicycle routes, bicycle lanes, and low traffic volume streets exist in the Manito/Cannon Hill neighborhood. Yard sales are common on many warm weather weekends, and neighborhood gardens can be found here and there. Many residents have said that they feel "safe" and "connected" in this neighborhood.



Manito/Cannon Hill - Treasures

- Historic Manito Park (pubic gardens, greenhouse, pond area, walking trails, playground). In 2009, Manito Park was identified as "Best of Attractions - Spokane, Washington" by UpTake.com.
- Tree-lined Manito Boulevard.
- Cannon Hill Park.
- Manito White House and other historic homes





Manito/Cannon Hill - Natural & Built Identity

This neighborhood is within the commonly referred to South Hill area of Spokane. The southern portion of the neighborhood is built on higher level ground. The northern portion slopes uniformly and increasingly downhill toward the center of Spokane and the river valley. The area has been fully developed for many decades with mostly mid-sized single family homes, along predominant east-west street blocks. The homes are similar in size, but are quite distinctive from one another with façade design, colors, materials, and roof lines. Many of the lots still have alley access, which was common during that period of residential development. Most of the mid-sized and smaller houses were originally built without garages. Consequently, many homeowners through the years have added a detached garage if their property provided the space and access. Native, majestic ponderosa pines remain scattered in front and backyards, along streets, and within the two historic parks. Other mature, deciduous street trees add grand definition to the corridors and boulevard streets. Smaller, native basalt rock outcroppings are found throughout the area, which were avoided and built around years ago. Occasionally wild turkeys wander the neighborhood. Scenic High Drive is the western boundary of the Manito/Cannon Hill Neighborhood.



Manito/Cannon Hill - Neighborhood Tales

- *“Apparently in the early days there was a “speak-easy” in a house near 25th Street and Madison.*
- *“Manito Golf and Country Club used to be on the west side of Hatch Road before the club house was moved to the east side and Quail Run gated community was developed. My girlfriends and I would pick up lost golf balls and sell them to her dad for 5 for 25 cents.*
- *“There were two “penny candy” stores, one at 37th & Grand across from Sigman’s Grocery and one on Grand just south of 29th, before Manito Shopping Center was developed.*
- *“There was a gas station near the current post office on Grand that rented tandem bikes for 50 cents an hour.*
- *“Learning to swim at Comstock Swimming Pool.”*

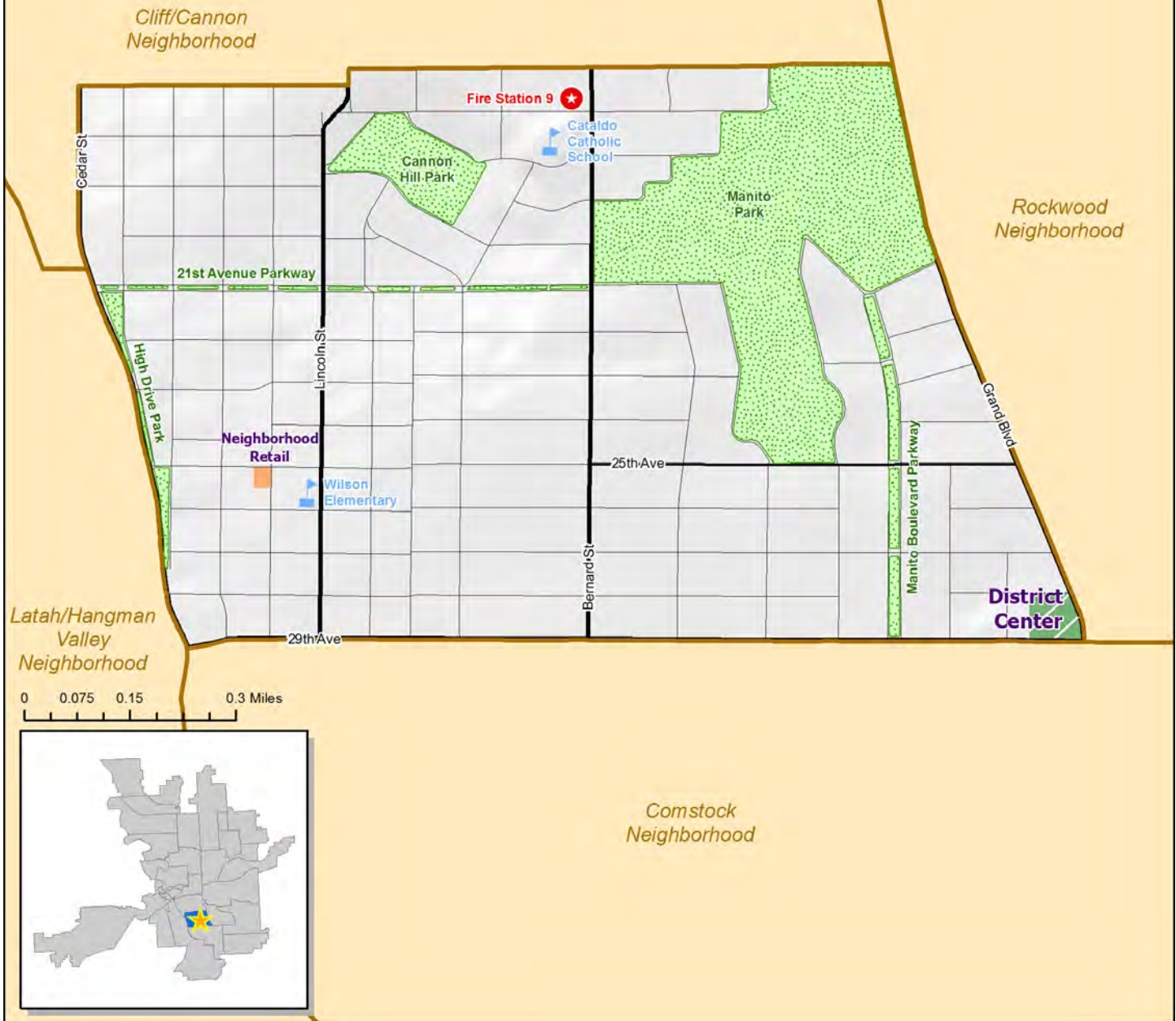
-M. Wittstruck



Manito/Cannon Hill - Annual Events or Activities

- Holiday Lights at Gaiser Conservatory, Manito Park.
- Annual Friends of Manito Park Fall Plant Sale
- Meals on Wheels Great Pumpkin Race

Manito - Cannon Hill Neighborhood



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Minnehaha - Days of Yore

In the late 1890s, Edgar J. Webster, a Spokane lawyer, discovered a mineral spring on the site of the current Minnehaha Park. He later turned the site into a spa. The stone building still located in the park was the home of Webster and served the spa and other endeavors which followed. Mr. Webster sold the land to Mr. and Mrs. John Hieber, who for a time used the mineral water for their brewery. Between 1918 and 1924, the site was rented to several motion picture companies. The Minnehaha neighborhood was served by the Ross streetcar line, also owned by Mr. Webster, which ran from downtown Spokane up to the park.



Minnehaha Park and much of the surrounding neighborhood was annexed into the city in 1907. The Park is located close to the eastern edge of the city limits and adjacent to Esmeralda Golf Course to the north. In 1909, the city of Spokane purchased property for park purposes but park development did not start until 1924.

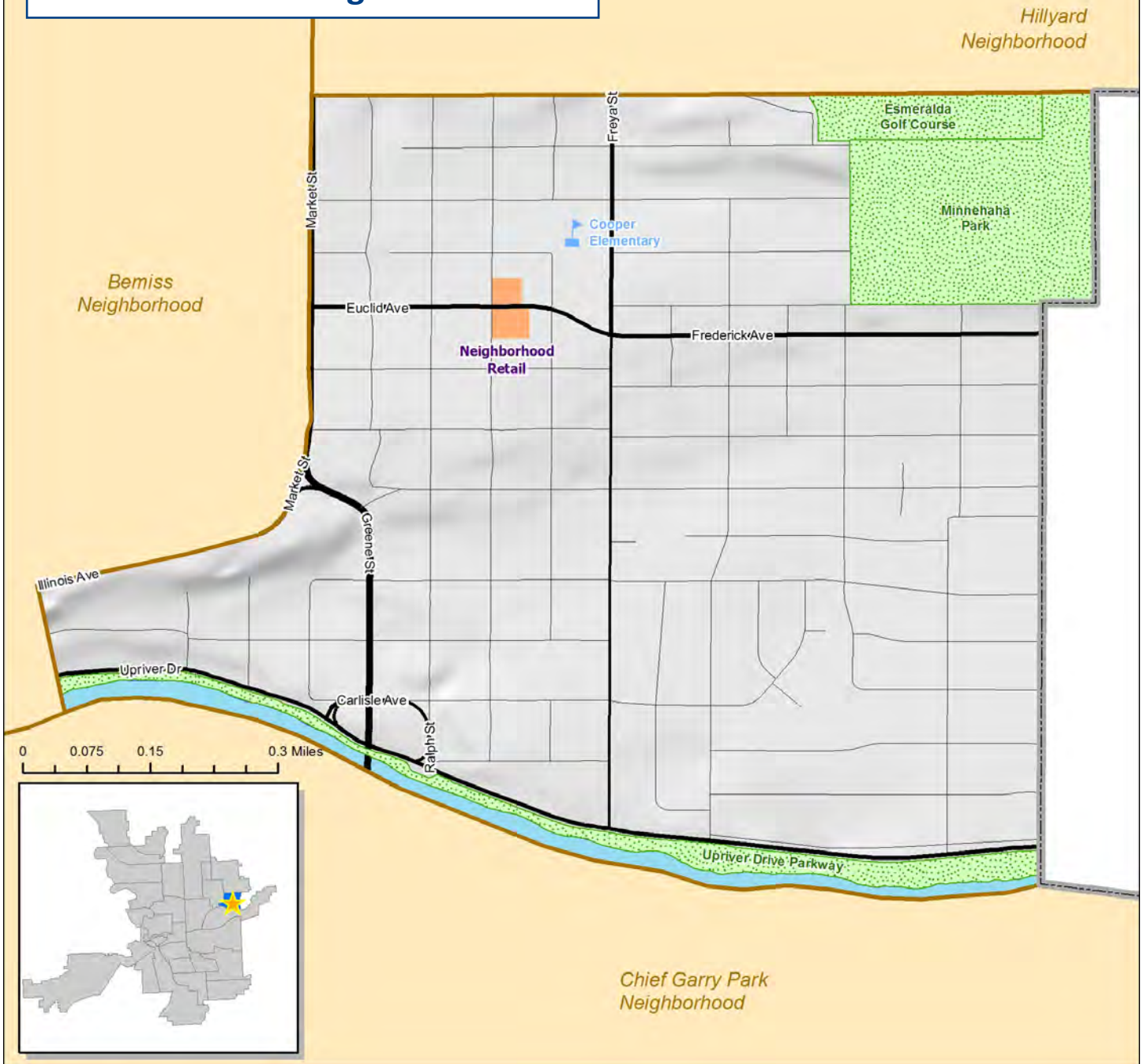


Minnehaha School, now named Cooper Elementary, is the anchor to the neighborhood and was annexed to District 81 in 1908. It was then renamed in honor of James Fennimore Cooper, the American writer. The current building was built in 1979 and continues to serve the neighborhood and its children. A grocery store near the school named Mauro's served the neighborhood and the greater Spokane Italian community (Mauro's is now closed).

The Minnehaha neighborhood is also known for its location as an access point for outdoor recreation with its proximity to the trails on Beacon Hill, the Centennial Trail, and the adjacent rock climbing at Minnehaha Rocks.



Minnehaha Neighborhood





Nevada/Lidgerwood



At the time this profile was prepared, Nevada/Lidgerwood was in the process of dividing into two neighborhoods. The proposed dividing line was Francis Avenue. As this division was not finalized at the time of publication this profile applies to both parts of the Neighborhood.

Nevada/Lidgerwood - Days of Yore

The Nevada/Lidgerwood neighborhood's development spans over a century. South of Wellesley, the age of structures includes every decade since 1900, but most development occurred between 1910 and 1950. The south half of the neighborhood (Dalton to Francis) was annexed to the City between 1891 and 1907, while the northern portion was annexed between 1967 and 1994.



The original Lidgerwood Park development covered a full section of land, which was subdivided in 1889 by John and Harriet Lidgerwood, Patrick and Ida Byrne and Chester and Beatrice Glass. Dr. Byrne sacrificed a large and very lucrative practice in Yonkers, New York to concentrate all his attention and time to his real estate interests in Spokane Falls. John Lidgerwood was also from New York, and he, Byrne, and Chester Glass were determined to make the Lidgerwood Park property the "choicest and healthiest residence section of this city."



Mr. Glass was one of the initial owners of the City Park Transit Company (CPT). The company had plans calling for a line through the Lidgerwood Park real estate development, then back to the city center by a different route. On October 23, 1890, the CPT opened its line to serve Lidgerwood Park. Because the CPT built its line to serve that development, it was often called the Lidgerwood Line. One hundred and fifty lots in Lidgerwood Park were auctioned off as part of the opening celebration.



In 1892, the Lidgerwood Electric Railway Company placed an advertisement in the Daily Chronicle proclaiming that its "Pavilion in the Woods" on the line of the railway, was now open to the public, complete with refreshment rooms and dance floor. In the same article, the company advertised the availability of a large block of land, suitable for a quarter mile race course in the woods, close to the Pavilion. It is believed that this block later became the site for the NorthTown Mall.

The neighborhood's first school, Longfellow Elementary, was completed in 1893 on Rochelle Street (later renamed Cincinnati Street). As the population grew in the Lidgerwood Park area, Longfellow underwent a series of building additions and was ultimately rebuilt in 1980.



The Nevada/Lidgerwood Neighborhood Council meets the second Wednesday of each month at 7:00 pm. Meetings are held at the Neva-Wood COPS Shop at 4705 N. Addison Street.

nevadalidgerwood.spokaneneighborhoods.org



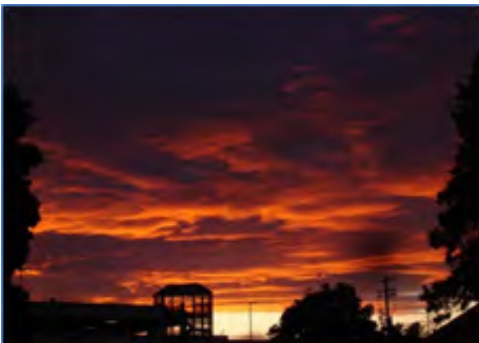
Hamilton Elementary is the second oldest neighborhood school. It was originally built in 1903 as the Kenwood School with four classrooms. In 1909 a new building was constructed of brick with eight rooms and a playroom at a cost of \$33,900. In the early days of Hamilton School it was not unusual to find Native American tepees pitched on the west side of the school. The Native Americans came to the school to fetch water from a well. In 1972, the building became the annex to Continuation High School, later named Joseph Jantsch High School, and remained so through the 1980- 1981 school term. In 1981, Jantsch High School took over Havermale Junior High School and became a single-campus school. Hamilton School was left without students for the first time in 78 years. It was sold as surplus property to the Zion Faith Association in 1982.



The initial stages of the NorthTown Shopping Center at Wellesley and Division occurred in the early 1950's with a new 30,000 square foot Albertson's Supermarket. Between Wellesley and Francis, development occurred primarily in the 1950s and 1960s. The last major developments in this area occurred along Division, evidenced most noticeably by the Franklin Park Mall in the mid-1970s and a multi-block commercial project at Francis in the 1980s. North of Francis, urban growth was precipitated with the development of "Continental City" in the early 1960s. This area continues to develop with various housing densities, offices, and general commercial uses, including the Northgate shopping complex at Francis and Division.

Life in Nevada/Lidgerwood - Today

The neighborhood has a casual and inviting atmosphere. Nevada/Lidgerwood is an established neighborhood with many residents enjoying the grid street patterns that allow for easy navigation and quick access to downtown and other parts of the city. The low cost of living has attracted many residents to the neighborhood while offering a peaceful place to call home. A diverse group of residents call Nevada/Lidgerwood home, including families, retirees, and professionals. Residents enjoy shopping in the neighborhood, going to the parks, biking, running, and getting together for yard sales and neighborhood barbeques.



Nevada/Lidgerwood - Treasures

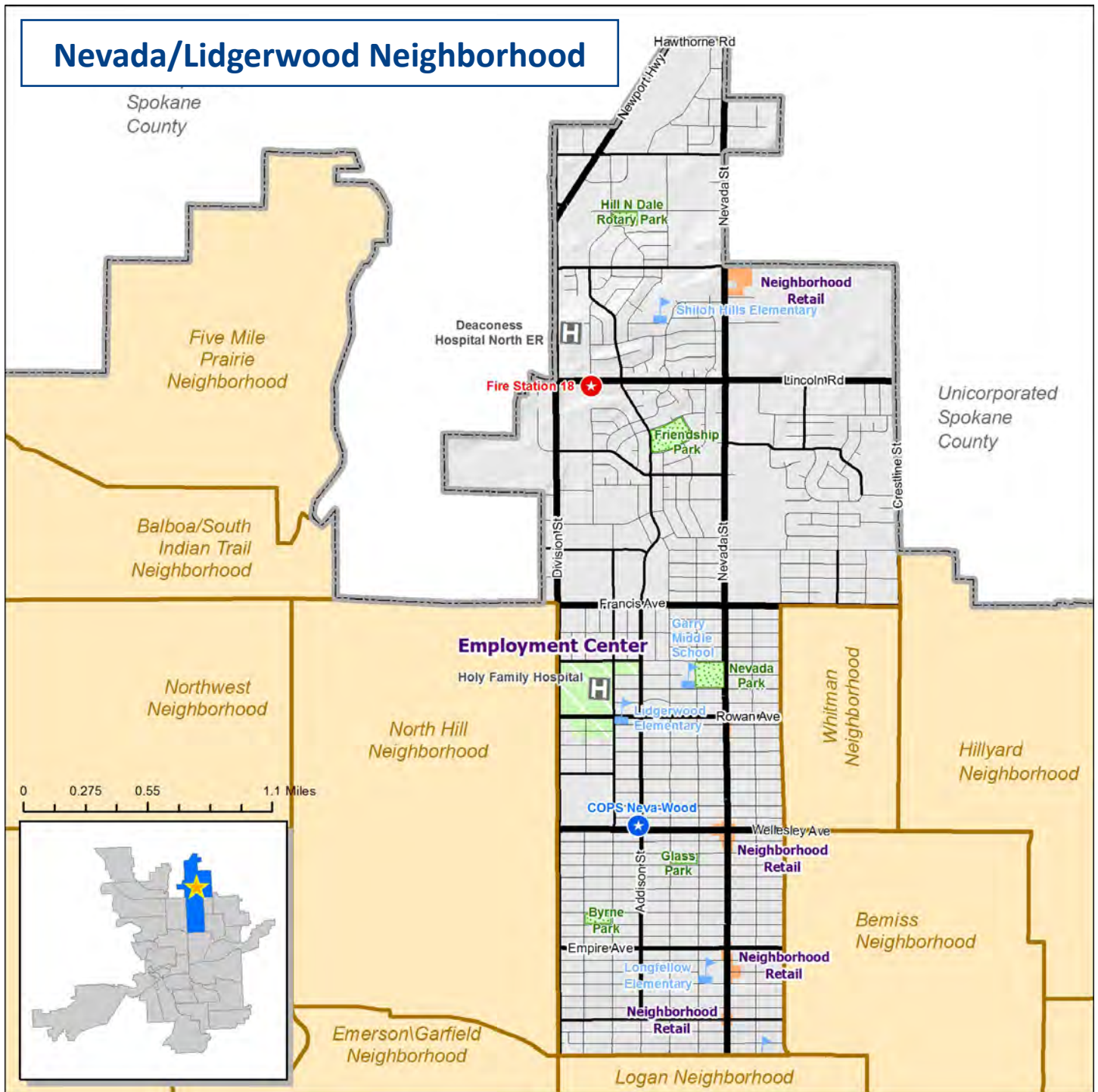
- Parks
- Schools



Nevada/Lidgerwood - Natural & Built Identity

- Grid Street Pattern
- Flat Terrain
- Parks

Nevada/Lidgerwood Neighborhood





North Hill - Days of Yore

The Monroe Street Hill once marked the northern border of the city. With the development of a street railway system in the early 1900s North Hill began to transform from a forested rural community into a residential neighborhood served by businesses, schools, churches and parks. Many homes were built in North Hill during the early 1900s near streetcar lines along Howard and Madison Streets. Styles include Craftsman bungalows, cabins, Tudor and Swiss Chalets and two-story farmhouses. More contemporary homes and low-rise apartment buildings were built throughout the 50s, 60s and 70s in the northern part of the neighborhood. Infill housing and new businesses continue to transform our diverse neighborhood.



The Garland District began in 1910 with the building of the street railway system, particularly the Post Street line. By the late 1920's, the district started to take shape. Three buildings in particular are eligible for the Historic Register. The Masonic Temple, built in 1922, is an example of late Romanesque revival style with gabled parapets, round arches and decorative motifs in the brickwork. In 1935, the Milk Bottle was built as part of the Benewah Creamery Chain. The Garland Theater, established in 1945, an example of Art Deco architecture opened on Thanksgiving Day. This theater had almost 1,000 seats & a gift shop. At the time it was considered a very modern movie house. In 1954 they installed a wide screen, stereophonic sound system, new seats & curtains for \$20,000. Some businesses still have their original neon signs dating back to the 1950's.



Parks began about the same time. B.A. Clark Park at Division & Garland was named for B.A. Clark, the Supervisor of Playgrounds who helped execute the Park Fund to partially implement the Olmsted Brothers firm's recommendations in 1913. History of our largest park, Franklin Park at Queen and Division, records the grading and planting occurred from 1910 to 1912.



Ruth Park was adjacent to the Byrne's Addition School, built in 1910. Dr. Patrick S. Byrne, donated the land for the school at Whitehouse Street and Dalke Avenue in 1908. Dr. Byrne's daughter's name was Ruth.

The history of the neighborhood is partially reflected in the construction of the three public elementary schools: Madison, Willard and Ridgeview. The first, Frances Willard Elementary School, opened in 1908 as a small brick building with four rooms, and quickly tripled in size by 1911. The old Willard Elementary School building was replaced in 1980 with



the new school facing Longfellow Avenue. Dr. Patrick S. Byrne, a mayor of Spokane, helped plan an early part the North Hill neighborhood. In 1908 he donated about one-half acre for the Byrne's Addition School, built in 1910 at Whitehouse Street and Dalke Avenue; later renamed the Madison School in 1915. A new Madison School opened four blocks to the south in 1949 adjacent to Franklin Park. Following a successful bond initiative, a third elementary school was added to the neighborhood when Ridgeview opened in September 1953 as Ridgeview Primary School, which then rapidly expanded over the next few years.

Life in North Hill - Today



The North Hill neighborhood draws people who want to live in a, well-established neighborhood, with many peaceful, quiet streets, unique older homes, reasonably priced housing options, and walkable destinations. Other reasons people choose to live here are proximity to work, neighborhood shopping, parks, and schools. Yards and houses are kept tidy and neighbors watch out for and take care of each other.

A diverse mixture of families and single people of all ages live here, including many who are characteristically easy-going and casual. Neighbors greet each other while working in their yards and occasionally get together for neighborhood activities like basketball games, yard sales and children's playdates.



The Garland Avenue business district is a unique commercial district. This area provides the neighborhood with walkable, nearby entertainment, art-oriented shops, services, restaurants, and nightlife, as well as some funky shops. Notable businesses and attractions include Ferguson's Café, the Garland Theater (a popular independent movie theater), and the Blue Door Theater, which bills itself as "The Inland Northwest's Premier Improv Company." Ferguson's Café, described as "a neighborhood staple" which first opened in the 1930s, appeared in three feature films: *Why Would I Lie?* (1980), *Vision Quest* (1985), and *Benny & Joon* (1993).



Our main arterials serve the basic needs of our residents. For example, on the western Maple-Ash Street corridor, a cluster of businesses serves nearby residents at the Rowan Business Center. This area features hardware and auto supply stores, a gas station, 'take out' pizza, and a small café. Friendly staff and basic supplies and services, similar to a small town, offer the neighborhood a convenient alternative to the big box shopping centers. Similar clusters that exist on other arterials offer a blend of residential homes and businesses.

Many professional and small business enterprises line Francis Avenue, which defines a corridor along the northern edge of the neighborhood. The Division commercial area, on the eastern edge, fulfills needs for banking, health care, office equipment, restaurants, coffee shops, a new health food store, and other retail needs. Weekly needs such as



supermarkets are a short drive away and there is a nearby summer farmers' market in the adjacent Emerson-Garfield Neighborhood. Plans for a similar market in the Garland District are underway.

Active churches in the neighborhood make a big impact on the community. One church parking lot is used as a staging area for neighborhood cleanup events for people from throughout the neighborhood to gather and help out.

Neighbors head to the bluff south of Garland to walk and enjoy the view (including downtown's Fourth of July fireworks), or to one of the neighborhood's three bustling parks: B.A. Clark, Franklin and Ruth. Commuting to downtown takes only minutes by bus, or about a five-minute drive or bike ride. Some residents can walk downtown in as few as twenty minutes.

North Hill - Treasures

- Numerous older Craftsman style homes, built in the early 1900s.
- The Milk Bottle, formerly the drive-up Benewah Dairy, an iconic restaurant and ice cream parlor set within a two-story white-and-cream-colored bottle shaped building built in 1935 on Garland Avenue.
- The refurbished Garland Movie Theater, which opened in 1945 as Spokane's first cinema outside downtown, sports a prominent neon sign, seats more than 600 people, and since the 1980s has shown discount movies. Its location is a defining feature of the neighborhood.
- The southern bluff offers neighborhood views of Spokane, sunsets, and wildflowers. The area defines a gateway to the neighborhood. The Monroe Street Hill once marked the northern border of the city. Both sides of the Post Street Hill feature the presence of this wildlife corridor that extends west to the Spokane River. The area is filled with natural vegetation and gives a sense of wilderness within the city.
- Great parks, churches and schools.
- Ruth Park is a hidden gem in the north part of the neighborhood, mainly used by people who live nearby.
- Franklin Park is a favorite destination with diverse uses that invite people to use it: sports fields, a pathway, covered gazebo, children's play area, pine grove, and more.
- BA Clark Park provides a defining feature, with a preserved grove of pines, colorful trees and inviting features, such as a picnic shelter, play area, ball fields and a perimeter walkway.





North Hill - Natural & Built Identity

- The Garland Avenue Business District's interesting buildings, featuring café windows, where customers view daily life in the street, and specialty businesses that offer visual, performing & musical arts, retail and a range of services.
- Southern bluff with a walkway offering great views open to the public
- Brick building materials that highlight some of our historic buildings.
- Large, mature street trees and neighborhood trees that provide green space for neighbors to enjoy, shade in summer and nesting for a variety of birds.
- A pedestrian-friendly grid pattern of level, tree-lined streets with sidewalks to parks, schools and business areas.
- Access to rear yards from alleys



North Hill - Neighborhood Tales

"I like living near the Garland district, to have a destination to walk to, and that the historic architecture has been preserved."

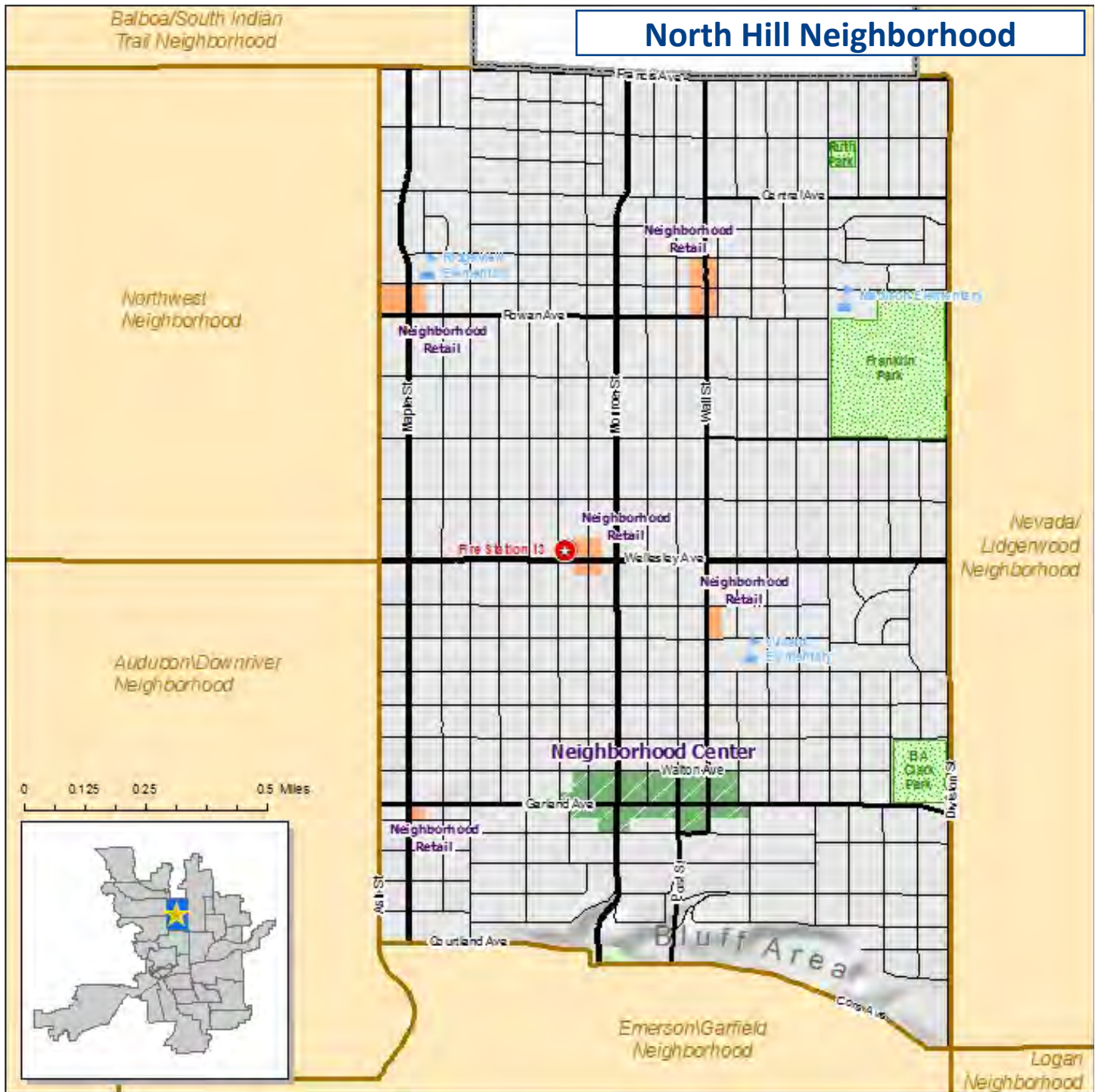
-- Anji Mertens

North Hill - Annual Events or Activities

Throughout the summer, Clark and Franklin Parks host ball games. Franklin Park has many events including horseshoe tournaments, soccer games and picnics. It includes a gazebo for large gatherings and playground equipment including a splash pad during the summer.

Neighbors attend the Garland Street Fair, a festival held each summer in the Garland Avenue business district.





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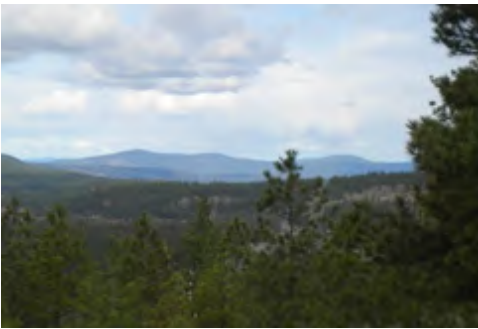
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Surveys of neighborhood residents conducted fall 2014.





North Indian Trail



North Indian Trail - Days of Yore

The North Indian Trail neighborhood is located in the northwestern corner of the Spokane city limits. Its name is derived from the Indian Trail Road, an arterial that runs in a northwest direction through the neighborhood from Francis Avenue to the south and to undeveloped County land to the north. The neighborhood is mostly developed, with a few remaining open spaces. Stands of Ponderosa Pine trees remain in many parts of the neighborhood.



Indian Trail Road, once referred to as Pioneer Road and then formally named Sturman Road during the early part of the 1900s, connected the Columbia River to the Little Spokane River and was used for centuries by Native Americans who lived in the territory to the north. Trappers from the Hudson's Bay Company post that was built in the 1800s at the confluence of the Spokane River and Little Spokane River also used the road, as did pioneers, prospectors, and troopers en route to Spokane. A stagecoach ran from Spokane to Colville. It was the popular and shortest road to the northwest country.



Samuel C. Sturman was an early settler who arrived at the Little Spokane River area from North Dakota in 1885. The school that once stood at the junction of Rutter Parkway and Indian Trail, to the north of the present-day neighborhood, was known as Sturman School, and a bridge three miles above the confluence of the Little Spokane and Spokane rivers was also named after him.

The area remained rural in nature with large tracts of undeveloped land until the City annexed the area north of Francis Avenue in the 1950s, followed by extensive development of mainly single-family homes on relatively large city lots. The area grew rapidly northward over the next two decades and in the 1970s, the North Indian Trail neighborhood began its initial development with single-family homes, which continues to the present day. In 1981, the new Woodridge Elementary School opened its doors to North Indian Trail students. All of the students who attend the school are within walking range; no students are bussed.



The western edge of the neighborhood features homes overlooking the Spokane River Gorge. Residential development also features some duplexes, and apartments were built close to the 32-acre Sundance Plaza shopping complex, developed at the intersection of Indian Trail Road and Barnes Road in 2002. The shopping center serves surrounding communities including Five Mile Prairie, Rutter Parkway, Seven Mile and the rural areas beyond.



The North Indian Trail Neighborhood Council meets regularly at 7:00 PM at the Prince of Peace Lutheran Church, 8441 N Indian Trail Road

<http://www.nitnc.com>



Life in North Indian Trail – Today

This neighborhood has become a popular area for Spokane citizens to call home. It has steadily been developed, retaining much of its open, scenic appeal. A mix of citizens- families with children, singles, retirees, and professionals live here, many in newer single family homes. Many residents make the daily work commute into central Spokane on weekdays. Indian Trail Road is the major transportation corridor providing access to the area, connecting to local streets and subdivisions. A large neighborhood commercial center serves the community, located at North Indian Trail Road and West Barnes Road. Restaurants, banks, grocery, and a variety of retail stores are found here. The Indian Trail Public Library and Providence Health Care Clinic are other popular and convenient facilities. Adults and kids enjoy Pacific Park with its playground, splash ponds, and open space.



“I think the best features are the nearby open spaces like the power line corridor which goes up to the north end of Five Mile Bluff and Riverside State Park. Also close and connected to Indian Painted Rocks and the Little Spokane River Natural Area”.

-Ed Bowers

“Family oriented community.”

-Linda Gervais-Falkner



North Indian Trail - Treasures

- Pacific Park
- Vistas from ridgelines above the Spokane River Gorge to the west.

North Indian Trail - Natural & Built Identity

A diverse natural environment exists in the North Indian Trail Neighborhood. The neighborhood has an ever-changing landscape with mature pines, native grasses, hilltops, valleys and ridges. The topography and natural features have dictated where development has occurred over the last few decades. This variety of terrain brings an added distinctiveness and separation to many of the subdivisions located within the neighborhood. Some subdivisions have open views on a plateau, several exist within a forested valley, and others are built on broad, gentle side-slopes. The built environment consists primarily of single family residential developments with suburban characteristics of larger building lots, front and backyards, with mid-sized to larger homes. A variety of other housing choices exist as well including apartments, duplexes, and condominiums, all with different features and amenities. Residents here enjoy tree-lined streets and an abundance of open space and natural vegetation. The North Indian





Trail neighborhood is on the “edge”, both geographically from the City, and above the scenic river gorge below.

North Indian Trail - Neighborhood Tales

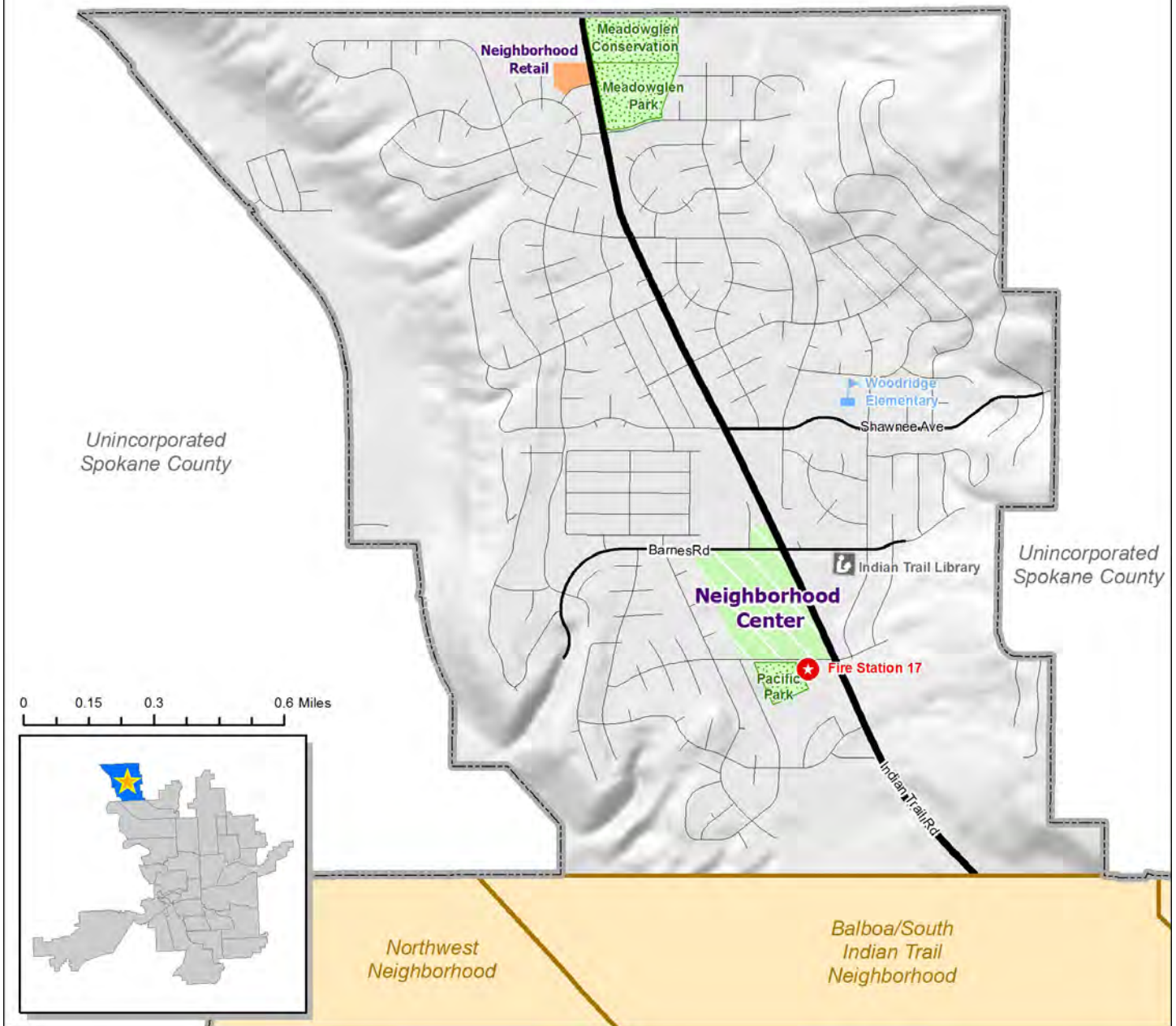
“When I was a kid Indian Trail was not half as developed as it is now. It was still out in the country, but now it has many commercial establishments and is a great place to live. You still feel somewhat outside the city but have the convenience of grocery stores, restaurants, etc.”

-Corey Blair

North Indian Trail - Annual Events or Activities

- Annual organized neighborhood yard sales.
- Wednesday night summer community picnics with live music.

North Indian Trail Neighborhood



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Northwest - Days of Yore

Local Native American tribes used the Spokane River on the west side of the neighborhood for fishing and winter camps for trading. On the east side of the neighborhood a thoroughfare crossed from springs located near Euclid Avenue and Maple Street to Indian Trail Road at Francis Avenue, carrying native people, trappers and early settlers between the large falls to the southeast and the Little Spokane River to the northwest. Plants with edible roots, bulbs and berries grew here. Gridded street subdivisions later replaced the native trail, but the area around the springs was purchased by the Eastern Washington Historical Society and became protected conservation park land. Rival streetcar companies extended street railways within Northwest and Driscoll Boulevards to serve the growing neighborhood.



During World War II the U.S. Army built the Baxter General Hospital, located between Assembly Street and Fairmount Memorial Park to care for wounded veterans returning to the region during World War II, with 300 buildings and 2,001 beds. Portions of this 200-acre site became the Veteran's Affairs Memorial Hospital in 1948 and Joe Albi Stadium, which originally opened as Memorial Stadium, in 1950. A nearby rope tow operated as City Ski Acres in the late 1950s.

Life in Northwest Today

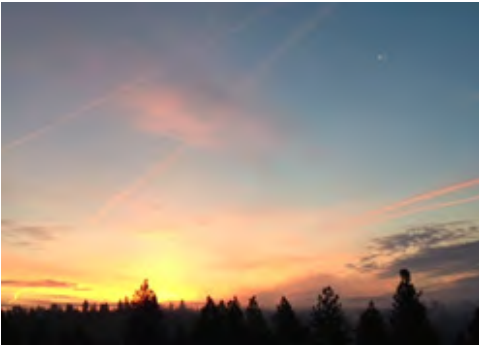
Good schools attract families, while professionals and retirees are attracted by well-built and relatively inexpensive housing along tree-lined streets, which are shady and hilly in some places. People are proud of well-kept yards. The neighborhood has tall stands of pines that articulate the horizon.

The neighborhood is described as friendly, stable, established and casual, full of hip, trendy, and established people and families. Many shop at nearby farmers' markets and get together for yard sales, block parties, and fall cider squeezes. Some neighbors proudly introduce themselves, welcome and accept newcomers, host barbecues, and generously help clear sidewalks and help with other tasks, such as lawn care, landscaping and moving furniture.



In their spare time, many people walk to Joe Albi Stadium or the Dwight Merkel Sports Complex. The stadium hosts football, Junior Bloomsday and other activities, while the sports complex features a BMX track, a skate court, soccer fields, softball fields and a perimeter walking trail. People go to parks to hike, bike, walk, and run on bike routes and trails—some of which offer terrific views of the river and city. Families visit parks, such as Loma Vista Park, to enjoy the open air or to fly a kite.

While the neighborhood is predominantly residential, there are many other isolated commercial pockets sprinkled throughout, mostly near old trolley lines, where residents go to find groceries, hardware, specialty pizza, great breakfast, cozy cafés, pubs, a bakery and an eclectic garden shop.



Northwest - Treasures

- Riverside State Park is a regional treasure. It was formed from 1933 to 1936 when the Civilian Conservation Corps constructed the Aubrey L. White Parkway, rock walls next to the roadway, trails, and several structures, including the swinging bridge across the river at the Bowl and Pitcher. The parkway is popular for running, bicycling and driving. A campground in the park offers real camping in the city along a beautiful river.
- Upriver from the Bowl and Pitcher, “Black Water” near the Downriver Disc Golf Course is a mellow spot with deep, dark water where folks can relax or swim in the river and view swallows burrowing in small tunnels dug into the soft, sandy riverbank.
- Along the river near Camp Seven Mile, Plese Flats is a beach suitable for easy river raft take out near parking and a picnic area.



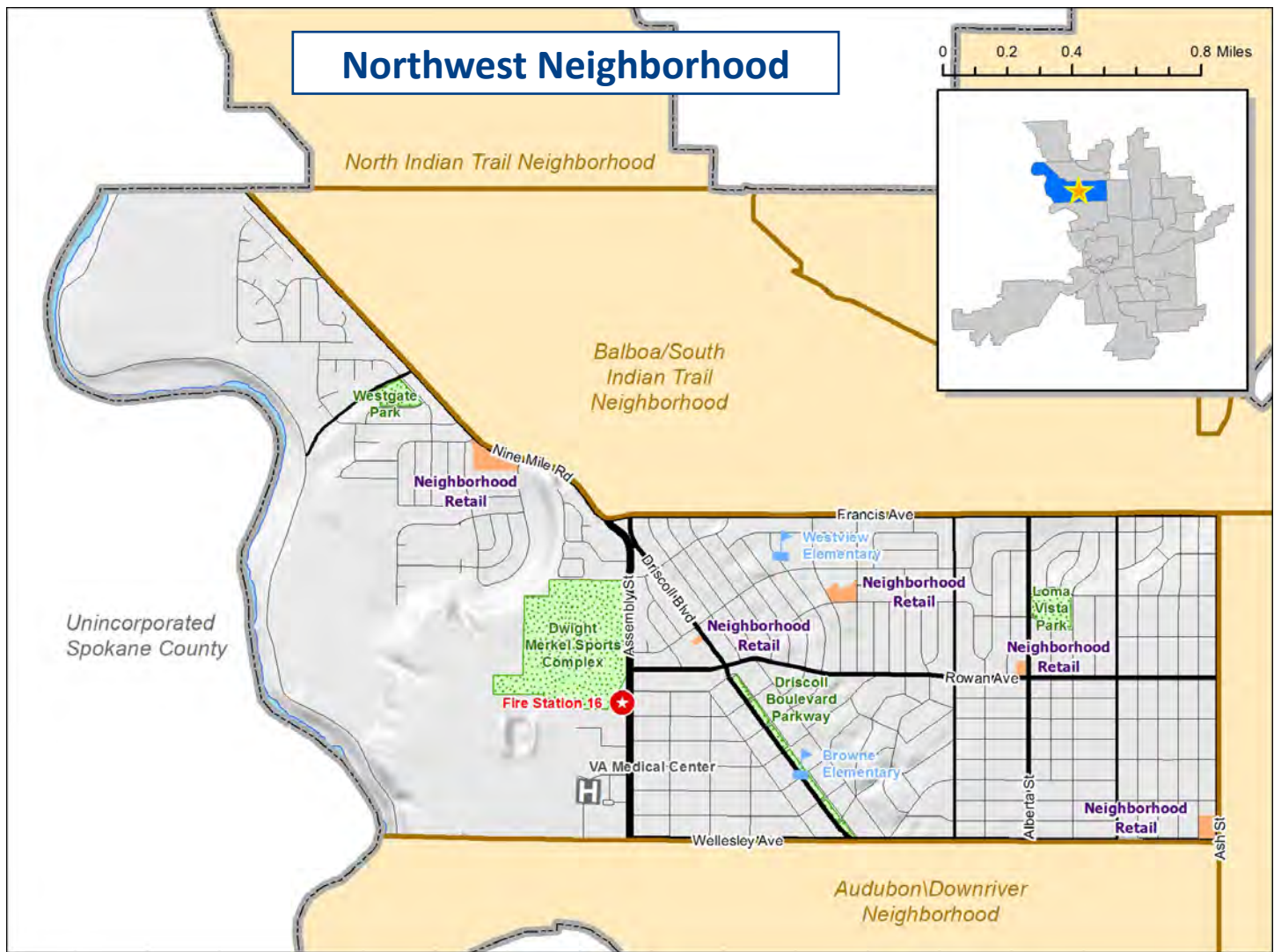
Northwest - Natural & Built Identity

- The Spokane River forms the neighborhood’s western boundary, contributing to a keen awareness of nature’s presence. River access, wildlife, hilly terrain and basalt rock define the natural environment.
- The interior of the neighborhood is characteristically flat with shaded streets.
- St. Charles Catholic Parish represents later-20th-Century architecture featuring a combined bell tower and fountain.
- Ranch style homes, brick materials, cottage style homes.
- Gridded streets give way to curvilinear pockets such as the Boulevard Park Addition near Driscoll Boulevard. Greenbelts and the bluff provide favorite destinations and great views for neighborhood walks.
- Fairmount Memorial Park contributes a quiet, peaceful location for contemplation.



Northwest - Neighborhood Tales

“On the day I moved in a neighbor brought over two bags full of fresh vegetables that he had grown in his garden.” – Justin Helm



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Peaceful Valley



Peaceful Valley reflects both its working class past and the people who currently live there: independent, feisty, neighborly, often bohemian. The tolerant live-and-let-live attitude has been attractive to artists and writers, and others who have sought a more unconventional place to live along the Spokane River, which has shaped the valley and the lives of the people who have long lived in its constant presence.

Peaceful Valley - Days of Yore

Peaceful Valley has a rich history and is a unique part of Spokane. A natural bluff dominates and separates Peaceful Valley from the Browne's Addition neighborhood to the south. The Spokane River to the north and the confluence of the river and Latah/Hangman Creek to the west have shaped the history and formed the neighborhood boundaries. Main Avenue feeds directly uphill into Downtown Spokane to the east boundary at Monroe Street. This area was a traditional gathering place for Native Americans as a trading center for bartered goods and the abundant salmon which were harvested from the Spokane River and Latah Creek.



Early settlers came to Spokane; they too appreciated the view of the falls from Peaceful Valley. The typical home was often dictated by the platted narrow lots, only 25 feet wide, but deep enough, at 100 feet, for a second home, often rented out, behind the street side residence. Housing seasonal laborers, the turn of the century shotgun-style houses were an affordable option for loggers and miners. Once called Poverty Flats and Spring Flats (from the natural springs flowing from the south bluff) the neighborhood still has a distinct mining town air to it. These small narrow houses would only later be fitted with toilets and garages.

Among the builders were many Finns, who brought with them their sauna tradition, some unique architectural features, and a talent for labor organizing. The Finnish Social Hall, long gone, was a focus of music and dancing, political meetings, and other community events. There were also community saunas and livery stables.



In 1901 the Spokane Casket Company began operations on Water Avenue and was the only major manufacturing and employment source within the neighborhood. At the height of its operation it employed fifty people. The property is now park land along the river.

In 1912, land, created by debris infill from the 1889 fire, was purchased by the Park Board to create Glover Field. A photograph from this same year shows Maypole Dances in the field. The field held a stadium until the bleachers were condemned in 1925. Native Americans, representing 28 different tribes erected teepees on fields and roadsides throughout Spokane, including Glover Field with its spectacular view of the Spokane River Falls during the Indian Congress of 1925 and again in 1926. The Spokane Betterment Organization, a group of business boosters, sponsored the events following the passage of the 1924



The Peaceful Valley Neighborhood Council meets the second Wednesday of each month at 7:00 pm. Meetings are held at the Peaceful Valley Community Center at 214 N. Cedar.

peacefulvalley.spokaneneighborhoods.org



Indian Citizenship Act which gave official status to all Native Americans.

In the early 1900s, most of the school children would climb the hill to attend class, even in the snow. But from 1917 to 1930, the Cowley School at the corner of Maple Street and Clarke Avenue served early elementary school age children. The school was closed in 1930 and only recently refurbished as a privately owned triplex residence.

In the past, nearly every lot was built, but the architectural significance of the modest vernacular homes was not well appreciated. Benign and intentional neglect led over the years to the destruction of a large number of homes and other structures. Alarmed at the loss of usable, restorable historic houses, a group of neighbors banded together in the 1990's, and because of their work and that of historian Nancy Compau, a large portion of Peaceful Valley is now on the National Historic District Register. The neighborhood has been infilled with additional new homes, many of them on a much larger scale, occupying multiple lots.



The Great Gorge Plan in 2005 was a significant three-year public effort that helped express the neighborhood and community's desire to protect and enhance the public's experience with the Spokane River. During that time, the Sandifur Pedestrian Bridge was completed, crossing the river at the far west end of Peaceful Valley and connecting with the Centennial Trail on the north bank.

Life in Peaceful Valley - Today

The bluff and the river make Peaceful Valley a secluded hideaway adjacent to the busyness of downtown Spokane, offering walkable proximity to the public library, business, entertainment and restaurants. The neighborhood has only two street entrances: on the east from Monroe Street down Main Avenue, and on the west at the intersection of Riverside Avenue and Clarke Avenue by People's Park. For those walking, there is also one long, steep staircase at the south end of Cedar Street climbing the bluff to Riverside Avenue, and another, shorter stair climb, to the west, from Spruce Street.



The neighborhood has an eclectic group of residents including office workers, caregivers, teachers, lawyers, telecommuters, woodworkers, artists, musicians, etc. Those who live here take pride in the community's supportive attitude toward freedom of expression, which can be seen or heard when strolling through the neighborhood. Friendly neighbors will check on each other during the worst winter snows and are not shy about starting conversations with passersby from front porches.

The atmosphere of Peaceful Valley is unstructured and unpretentious, much like the art found scattered throughout. This neighborhood values creativity rather than luxury. Pristine lawns are often ditched in favor of unique gardens. Residents are self-described as eclectic, artistic, funky, relaxed and resilient.

The views from Peaceful Valley are unlike any other neighborhood. Whereas the West Central and Riverside neighborhoods look down upon the river, Peaceful Valley has a much more intimate perspective of the waterfront. The river draws deer, the occasional moose, red tail hawks, osprey, blue heron, bald eagles, skunks, raccoons, porcupines, beaver, river otters, and of course marmots. From Glover Field the view includes the historic Monroe Street Bridge, the Spokane Falls and the downtown skyline.



Peaceful Valley - Treasures

- Glover Field - Established in 1912, it is named for the “Father of Spokane”, James N. Glover.
- The View of Spokane Falls.
- Peaceful Valley Community Center - Originally a barracks at Fairchild Air Force Base, it was moved to Glover Field and later became Spokane’s first Community Center.
- Peaceful Valley Park - Situated below the Maple Street Bridge, it extends the full width of the neighborhood from Wilson Avenue to the Spokane River.
- Historic Portraits - Local artist John Thamm was commissioned by the neighborhood to capture the face and spirit of many longtime residents who were devoted to this community and left an enduring impression on all who knew them. Thamm’s fading murals can be seen on the Maple Street bridge supports. Preservation of the murals is an ongoing concern of the neighborhood.
- River Access - Whether outside your door or a short stroll away, the river is a constant presence to be enjoyed. Most vacant lots along the river are public land, offering river access.
- Pietsch House - This is one of the oldest single-family residences in Peaceful Valley. Built by German bricklayer Franz Pietsch in 1891, the house features an Italian bricklaying method uncommon in Spokane. Other notable structures include Cowley School, Woodcutters Hall, and many surviving wood frame buildings.
- People’s Park.
- Most Valued Treasure - The sense of belonging to a tight-knit community that cares about its neighbors and neighborhood as a diverse extended family.

Peaceful Valley – Natural and Built Identity



Lying just west of the downtown core, the aptly named Peaceful Valley is geographically secluded from the other Spokane neighborhoods. The Valley is cradled by its southern bluff and the Spokane River, which flows quietly past, a stone’s throw downstream from the torrent of the rushing falls cascading below the Monroe Street Bridge. The river influence is strong in the valley: Ospreys keep a keen eye from their nests perched above while Red Band trout (a protected subspecies of Rainbow trout) swim in the eddies and pools below. Much like the river, at first glance the pace in Peaceful Valley appears slow, quiet and serene, belying the true power and force of the currents within. It doesn’t take much more than a few minutes spent in the neighborhood to gain a sense and appreciation of the strength of community and neighborhood resolve lying just below the surface. While the underbelly of the Maple Street Bridge looms overhead and is a predominant feature of the neighborhood, its grandiose scale only adds to that sense of self-containment.

Peaceful Valley is the smallest of Spokane’s neighborhoods. The small scale of its homes and boundaries are only emphasized by the Maple Street Bridge,

tall apartment buildings lining the south bluff and the massive scale of Kendall Yards looking down from the length of the north bluff. Unique to the built environment of this settlement is color: The artistry of the residents comes out in the more unusual paint schemes of the old houses.

In continuity with much of Spokane's waterfront, hand built basalt and urbanite (broken concrete) walls follow Wilson, Main and Clarke Avenues. It's difficult to find a level street as the whole of the neighborhood gently slopes down to the riverbank. The Peaceful Valley River Walk offers the public relatively free access to the river from end to end. The urban forest of Peaceful Valley is a mass of various deciduous trees and conifers (as eclectic as Peaceful Valley residents themselves) scattered in yards and at irregular intervals along the walkway planting strips. The palate of trees is accented by small gardens in the yards of most residents. Gardens and art displayed on front porches and in yards is a matter of pride in the neighborhood.

Peaceful Valley - Neighborhood Tales

"Came home one day to find an elderly lady with a cane picking up the windfall plums in the yard. Thus I met Granny Quinn. Her picture used to be on one of the John Thamm murals on the bridge. Bought the house six months later. Loved the low key, unpretentious atmosphere...classical pianist next to a Clint Black fan."

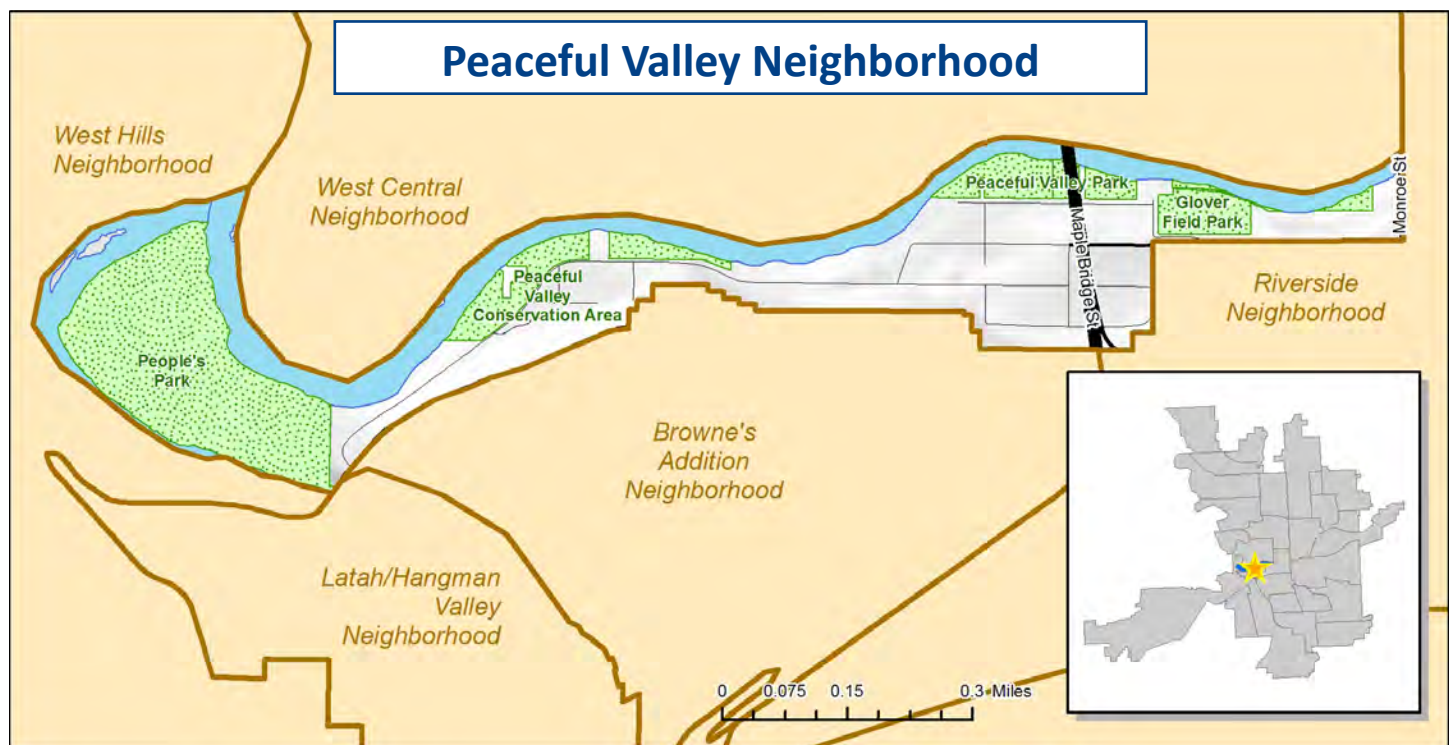
-Barbara Morrissey

"When I first came here I saw a goat up on someone's second story balcony and I thought, how interesting. One house is known as 'the chicken lady's house' because the woman who used to live there kept her chickens inside with her."

-Joanie Eppinga

Peaceful Valley - Annual Events or Activities

Peaceful Valley Park, Glover Field, and the Peaceful Valley Community Center are great places for special activities. Please contact the Park Department to arrange for a use permit for your event.



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First class for 100 years: Spokane public schools.

Note: There are many great historic references on Peaceful Valley.



Riverside - Days of Yore

The Riverside Neighborhood is located at the center of the City in downtown Spokane. At its heart is the central business core - the retail, cultural, visitor, and entertainment hub of Spokane and the inland northwest. The many amenities found in downtown Spokane provide Riverside neighbors with an abundance of options for living, working, and playing within their own neighborhood. The name "Riverside" is most appropriate, as it sits by the side of the scenic Spokane Falls tumbling dramatically through the downtown area.

The Spokane Falls were originally a gathering place and focus for settlement for the area's indigenous people for thousands of years, due to the fertile hunting grounds and abundance of salmon in the Spokane River. The first American settlers to the Spokane Falls arrived in 1871, and by 1881, the Northern Pacific Railway was completed, bringing major European settlement to the area and making Spokane a transportation and commercial center for the Inland Northwest region.

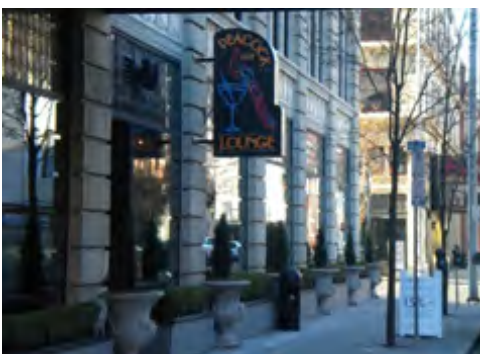


In 1889, a fire destroyed the city's downtown commercial district. In the fire's aftermath, 32 blocks of Spokane's downtown were destroyed. However, Spokane continued to grow; the fire set the stage for a dramatic building boom.

Mining, agriculture, and logging were the primary economic influences to Spokane and the downtown core over the next several decades. Spokane became home to many entrepreneurs, companies and managers. However, following World War II, downtown Spokane experienced a depression. The retail stores lost customers to the new shopping malls in the suburbs. Downtown buildings fell into disuse and disrepair. In 1959, downtown business leaders decided on a strategy to revitalize the downtown - hosting a world's fair. Expo '74 transformed the Spokane's riverfront and downtown and reinvented the urban core. The Expo site became the 100-acre Riverfront Park, containing, among other features, the United States Pavilion, the INB performing arts center, the turn-of-the-20th-century Looft Carousel, and the Great Northern Railway clock tower, the last remnant of the vast rail depot that was demolished for Expo '74.



The opening of the River Park Square Mall in the 1990s initiated another major downtown rebirth that included new apartments and condominiums, the building of the new Spokane Veterans Memorial Arena and expansion of the Spokane Convention Center. Other major projects include the renovation of the Davenport Hotel after being vacant for over 20 years, and the Fox Theater, now home to the Spokane Symphony. Downtown is also home to Spokane's city and county government offices and the United States Courthouse. The Monroe Street Bridge, originally built in 1888 to span the Spokane Falls, is a notable symbol of the city, long featured in the city logo. Retail stores, restaurants, pubs, theaters, and the park contribute to a lively downtown core and neighborhood life.





The downtown hosts numerous events that attract Riverside neighborhood residents, Spokane citizens, and visitors. The Arena is home to the Spokane Chiefs Hockey Club and Spokane Shock Arena Football Club. The Arena has hosted the NCAA March Madness, numerous big-name concerts, and in 2007 and 2010, the U.S. Figure Skating Championships. Other downtown events include the 8-mile Bloomsday run, Hoopfest, the world's largest 3-on-3 basketball tournament, and Pig-Out in the Park, celebrated in Riverfront Park over the Labor Day weekend.

Life in Riverside - Today



Riverside is a Spokane neighborhood, but it's certainly not typical. It's also the historic and current heart and center of the City, including downtown Spokane. The people who live here experience concentrated, dynamic urban living. Numerous attractions for Spokane citizens and visitors alike are found here. The area is a regional center for entertainment, retail, government, cultural events, and business. In addition, over 15,000 people come and go daily, working within the Riverside Neighborhood. For those who like to be in the center of activity, this is the place to live. Spokane Transit Authority's central plaza is here serving transportation needs for the region. The growing Spokane University District and the region's major medical centers are located nearby in the adjacent neighborhoods of Logan and Cliff Cannon and both impact the Riverside Neighborhood. Life for residents in Riverside can be as diverse as they choose. Retirees can live a relatively quiet life in an apartment building or new condominium close to most of their needs, or a working professional can live and work in Riverside enjoying the proximity of the many amenities and activities throughout the week.



Riverside - Treasures

- Riverfront Park (site of 1974 World's Fair, "Expo 74") Looft Carousel, Historic Clock Tower
- Downtown Spokane; business, entertainment, cultural, and governmental center of Spokane and the region
- Spokane River/Spokane River Falls, historical beginnings of the City
- Fox Theatre
- Davenport Hotel
- Bing Crosby Theatre
- Spokane Convention Center, INB Performing Arts Center
- Centennial Trail (popular regional shared-use trail)
- Masonic Temple
- Catholic Diocese of Spokane
- Spokane Athletic Club
- Monroe Bridge
- Central Steam Heat Plant





- Review Building
- River Park Square Mall

Riverside - Natural & Built Identity

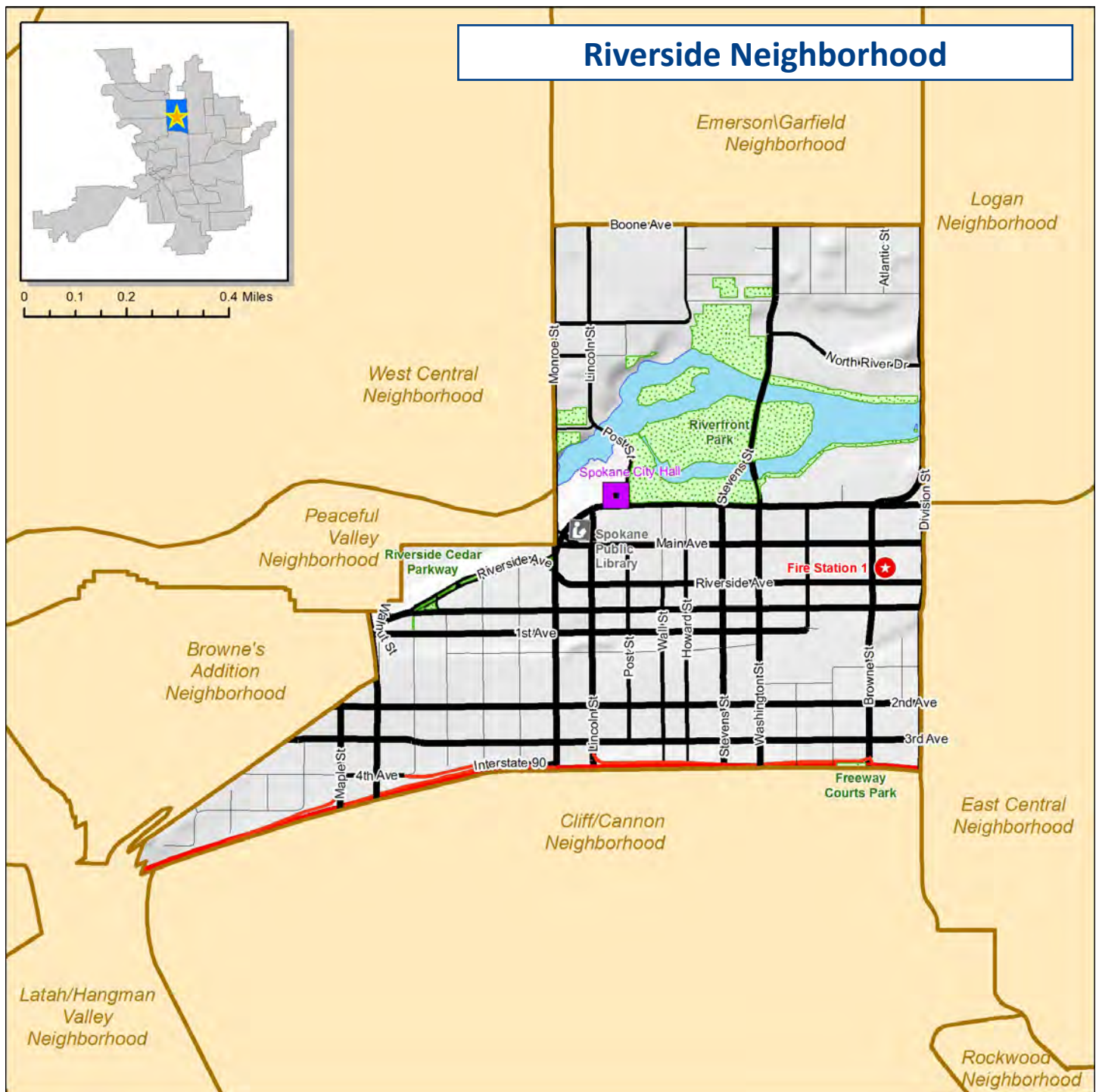
The prominent natural feature is the Spokane River and most noteworthy is the timeless, cascading Spokane River Falls above the Monroe Bridge. This includes Canada Island, bisected by the river, which is also the primary site of Expo 74. Long ago the falls section was untouched by human development. Without a bridge crossing the expanse, it was a natural barrier separating the north and south banks with a significant gain in elevation from the river below. The character of the falls remains much the same as centuries ago with great amounts of watershed runoff from the east traversing over huge rock slabs within the river bottom. Atop the river's edge is the historical beginnings, and present day heart of the City of Spokane. This epicenter, including downtown Spokane, has changed dramatically over time with concentrated, dense development, and continues to evolve and change for the future. Today, a blending of historical and modern architecture with everything in between of large-scale buildings in Riverside defines the city's core and skyline. The area now includes the Riverside Historic District, West Downtown Historic District, and the East Downtown Historic District. The riverfront edge on the south side has seen many changes from human hands. Once a Native American gathering place and prime fishing area for salmon, it became a hydropower generating location, later a major railroad transportation hub, and more recently in the 1970's was reclaimed as an extensive riverfront public open space (Riverfront Park). Spokane remains a vital rail transportation center. The elevated rail lines built in the 1930's travel through the center of Riverside carrying trains day and night. Transportation changes also included the construction of Interstate 90 on the southern boundary of this neighborhood. Built in the late 1960's during the escalation of automobile travel in the US, the elevated high speed roadway required the demolition of the corridor and many historic buildings.



Riverside - Annual Events or Activities

- Spokane Lilac Festival
- First Night Spokane
- Bloomsday
- Hoopfest
- Spokefest
- Pig Out in the Park
- Broadway plays, national touring events
- Spokane Symphony events





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Rockwood - Days of Yore

Francis Cook, founder of Spokane's first newspaper and one of its most important developers, migrated to Eastern Washington in 1878 and soon acquired the 680 acres that have become a major part of the modern-day Rockwood and Manito neighborhoods. Because the rough, forested land with huge basalt outcroppings included distinctive stands of wild roses, Cook called his tract Montrose, literally Mount Rose.

Cook's holdings spanned a wide swath directly south of the bluff that sits above the center of the city's downtown. He had big plans. He built a fine home and created the first powered streetcar line, the Spokane and Montrose Motor Railway. He and his wife, Laura, were founding members of First Presbyterian Church. However, as was the case with many of the early real-estate, banking and business figures, the Panic of 1893 cost Cook dearly. He sold most of his holdings to pay his debts and lost the rest through foreclosure.



Mining and railroad magnate Jay P. Graves and his Spokane-Washington Improvement Company acquired the southern and eastern portions of Cook's land and supplemented them with parcels along the eastern edge. He added the streetcar route to his Spokane Traction lines and extended it to a proposed development at Lincoln Heights. In 1904, after a few of his associates bought parcels on either side of Grand Boulevard, Graves and the group donated rough-hewn Montrose Park to the city, which developed it into Manito Park.



Three years later, Graves associate Aubrey White, first president of the newly formed Spokane Park Board, hired the Olmsted Brothers of Brookline, Massachusetts, to upgrade existing parks and design new ones that would leave every citizen within walking distance of a public park. The Olmsteds, successors to legendary Frederick Law Olmsted, operated the nation's pioneer urban planning firm. Champions of the City Beautiful movement, they were deeply involved in Pacific Northwest projects, primarily the Alaska-Yukon-Pacific Exposition site that became the University of Washington campus.



In 1910, with Spokane in the midst of its greatest growth spurt, voters approved a \$1 million bond issue that effectively funded the Olmsted plan. Within three years, city park acreage expanded tenfold. By then, Graves and David Brown, the Hazelwood Dairy owner who had bought former Cook land between 14th and 17th avenues, had engaged the Olmsteds to design their own developments. Graves, with far more real estate at his disposal, funded a Rockwood Boulevard project that became the city's most desirable residential neighborhood and, in time, was recognized on the national register as the Rockwood Historic District.

Sweeping east and south from the foot of the Grand Boulevard hill to 29th Avenue, the district ranges from Hatch Street on the west and Arthur on the east, typifying Olmsted concepts by following the terrain with curved streets that wind through the remnants of the original ponderosa-pine and Douglas-



fir forest. Three small triangular parks dot the southern portion along Garfield Road. A fourth triangular park sits not far from the district's northern Rockwood Boulevard entrance. The district's 350 homes, built over half a century in a variety of styles and sizes, are set well back from the curb and are fronted by large deciduous street trees.

The Rockwood Neighborhood Council represents nearly all of the historic district, as well as another Graves development, Rockwood Terrace, to its east and postwar tracts built north and south as Rockwood Boulevard expanded to the east along the former streetcar right-of-way. Council boundaries extend in a funnel shape from Grand, just above Providence Sacred Heart Medical Center in the northwest corner, east to Southeast Boulevard and south to the southern boundary at 29th Avenue.



Neighborhood features include the magnificent Cathedral of St. John the Evangelist, two pairs of Rockwood Boulevard entrance pillars, Hutton School, Lindaman's Bistro and Rockwood Bakery.

Life in Rockwood - Today

The Rockwood neighborhood is a mature, stable neighborhood that residents describe as clean, well-maintained, friendly, and community-oriented. Professionals, families of all ages, retirees, and health-conscious individuals call it home. People enjoy the outdoors in the park-like neighborhood, walking with or without a dog, bicycling, or gardening. One favorite gathering place is the Rockwood Bakery on 18th Avenue. Many also enjoy the historic and extensive Manito Park. The neighborhood is close to downtown Spokane for those residents who work there with bus routes and a major bicycle route on Southeast Boulevard that help serve transportation needs. Rockwood retains a sense of grandeur and distinctiveness within Spokane. Hutton Elementary School helps anchor the community, particularly for young families. If you're a visitor, don't expect to navigate the area easily. The hilly terrain is responsible for streets that seldom follow a straight path. The meandering streets with their tree-lined canopies will take you on an ever-changing scenic journey.



Rockwood - Treasures

St. John's Cathedral

In the early 1920s, the city's Episcopalian parishioners began to consider an appropriate home base for the denomination's growing regional membership. Under the leadership of Edward Makin Cross, who had become the bishop in 1924, the concept became reality with a major boost from prominent Spokane architect Harold C. Whitehouse.



Whitehouse, a member of the All Saints Cathedral west of downtown, was building a wide reputation as a designer of Northwest churches. After touring Europe, he recommended an English and French-inspired structure that fit the chosen location, a flat-topped bluff where Francis Cook's home once had a commanding view of Grand Boulevard. Work on the limestone and sandstone edifice, one of the few American examples of classic Gothic architecture, began in November 1925. On Oct. 20, 1929, three Spokane parishes, All Saints, St. Peter's and St. James, merged to form the Cathedral of St. John the Evangelist and held the first service.



The façade includes a distinctive rose window that measures 23 feet in diameter. The cathedral houses a 4,039-pipe Aeolian-Skinner organ and one of the region's few carillons. Its stained glass windows were created by nationally prominent designers.

The primary convention of the Diocese of Spokane, previously a missionary district, met in the cathedral on Nov. 1, 1964. Diocesan offices are located in the nearby August Paulsen House, which also serves as home for the bishop.

Other Rockwood Treasures

- Entrance pillars on lower Rockwood Boulevard and at Highland Boulevard and Hatch Street
- Large basalt outcroppings
- Numerous historic homes. In 1966, Rockwood Boulevard was designated an historic district on the National Register of Historic Places.
- Olmsted triangle parks

Hutton School



In response to the city's rapid growth before World War I, construction of Hutton Elementary School began in 1920. Designed by partners Archibald Rigg and Roland Vantyne and built of masonry block with a tile roof and a stucco exterior, its Spanish colonial style building replaced the one-room Rockwood School at the corner of 24th Avenue and Hatch Street. Before the school opened in 1921, the Spokane School District named it for philanthropist Levi (Al) Hutton, who had struck it rich in North Idaho's Hercules Mine.



Before long, neighborhood growth overwhelmed the new facility. Compatible wings were added to the original structure and, after World War II, temporary classroom buildings expanded the campus in front of and behind it. However, the temporary buildings remained in place until the school underwent a major restoration and expansion in 2014.

Rockwood - Natural & Built Identity



The Rockwood neighborhood is elevated well above the Spokane River valley in south-central Spokane. It includes severe hillsides, ridges, gentle slopes, and, mostly to the south, some level expanse. Basalt rock outcroppings are found throughout, further dictating the layout of roadways and residential lots when the neighborhood was designed a century ago. Many lots are large but have a limited buildable area because of the topography. This helps create a great variety of site design and building architecture. A number of native rock walls serve a functional and decorative purpose. Existing specimen native trees, particularly ponderosa pines, are mixed with large, mature shade and street trees. Both create an urban forest setting that provides shade during the hot summer months. Extensive and detailed landscape planting are common on many of the homesites. The original neighborhood entrance pillars remain at the north end of Rockwood Boulevard and at the corner of Highland Boulevard and Hatch Street, adding to the historical identity. Pockets of open space and larger lots provide habitat for turkeys, quail, squirrels, and an occasional raccoon or skunk.



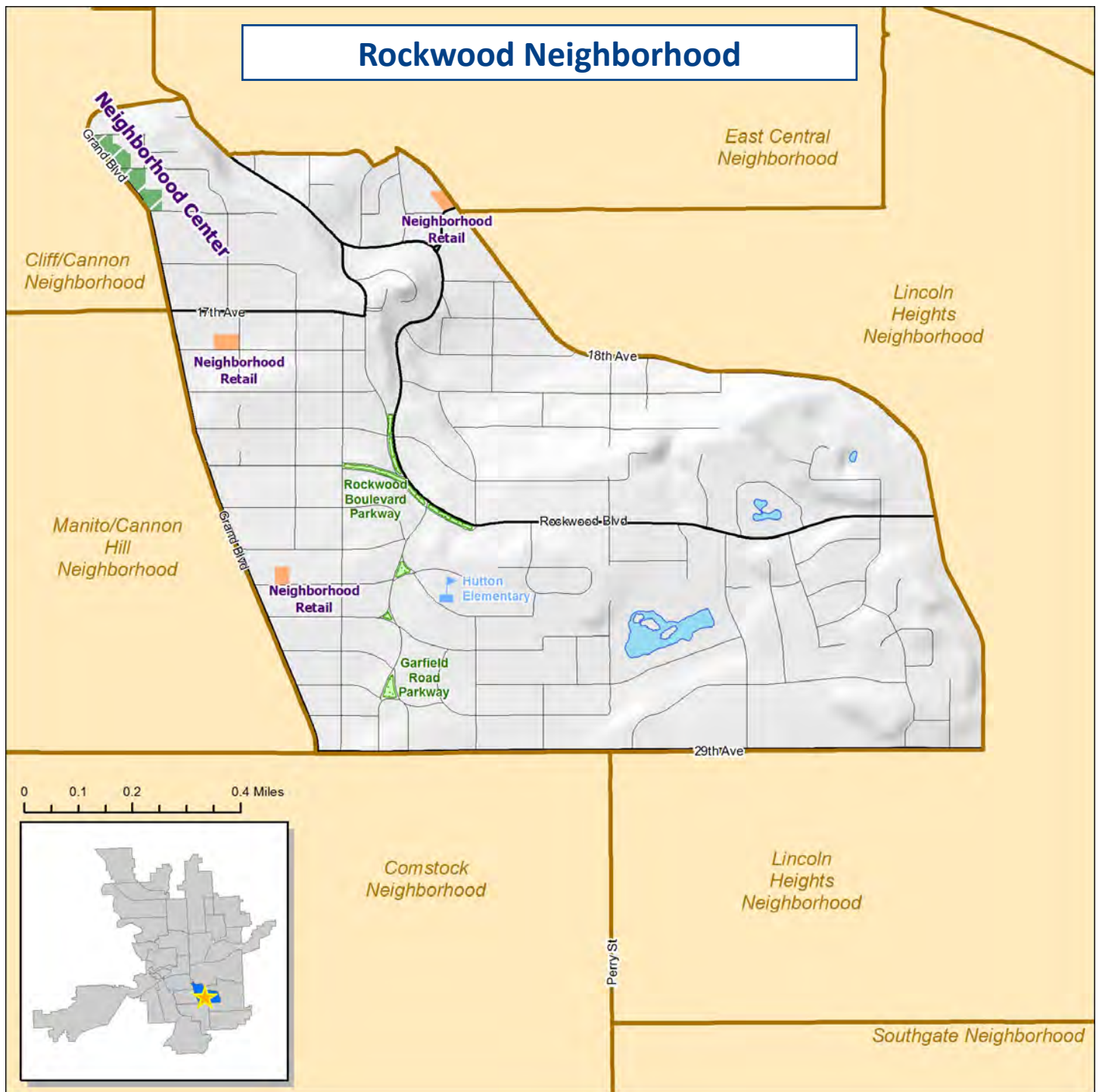
Of the Rockwood Historic District's 350 homes, 279 were classified as contributing properties – more than 50 years old with most or all of their exterior design features intact – when the National Register of Historic Places certified the district in 1997. Since then, a few dozen of the remaining 71, the vanguard of those built after World War II, have become contributors in theory by reaching the 50-year mark. Almost two dozen district homes have been placed on the Spokane City/County Historic Register.

Although time has blurred some of the details, district homes did not spring up overnight. The first houses, near the northwest end of Rockwood Boulevard, and scattered smaller houses on side streets near the boulevard's southeast end, were built in 1910. By 1918, Spokane's housing boom had come to an end. As a consequence, Jay Graves put 400 unsold Manito- and Rockwood-addition lots up for auction. Despite the deflated prices, only one-third of them sold. Many of Rockwood's lots sat vacant until the second half of the century.



Prominent local architects William Hyslop, Gustav Pehrson, Archibald Rigg, John E Anderson and Earl Morrison joined top contractors in development of the mansions that line the boulevard and adjacent blocks on Highland Boulevard and Upper Terrace Road. Tudor Revival and Colonial Revival predominate among the varied architectural styles. Smaller bungalows and cottages characterize the adjoining numbered streets. Many Rockwood neighborhood homes outside the district, ranging from early 20th-century Arts and Crafts bungalows to custom-designed Mid-century Modern homes, also might be eligible for listing on the local register.

Evidence of Spokane Traction's streetcar line remains along the central and southern portions of the original Rockwood Boulevard. Cars operated on a parklike shoulder along the south edge of the roadway. Clearly visible stretches begin at Upper Terrace and follow the sharp bend that begins South Rockwood. The berm continues almost to Arthur Street, where the boulevard ended. However, tracks continued eastward before terminating near the present site of Lincoln Heights shopping center. Streetcar service in the city ended in 1935.



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Special thanks to Jim Price who wrote most of this profile.





Southgate - Days of Yore

The northern portion of Moran Prairie, which became the Southgate neighborhood, was used for a natural travel route by Native Americans between Latah Creek and the Spokane River. Later, the Mullan military road traversed the neighborhood near what is now Havana Street. It served as the main road for travelers through the region. These routes provided early access to white settlers.

The first settler to homestead in the area was Joe Jackson from Missouri, who offered a supply stop to traveling prospectors and trappers. He sold his farm to Joseph Morin, a French-Canadian bachelor, around 1870. The Morin property became known as the Morin Ranch. A mail station was established near the farm to serve mail carriers and their horses passing through prior to rail service through Spokane in 1877.



After Morin's death in 1889, caused by a loose bull, John J. Browne acquired the farm and nearby property northwest of 57th Avenue and Glenrose Road, where he and his sons farmed. The place names of Moran Prairie, with spelling altered, and nearby Browne's Mountain carry the names of these early residents.



Browne, a businessman described as Spokane's first millionaire, helped bring the electric Spokane & Inland Empire Railroad to his farm on Moran Prairie in 1908. The railroad was later known as the Spokane, Coeur d'Alene and Palouse Railway and the Inland Electric Railroad. This railroad served the Pine Grove Station in the Southgate neighborhood at the intersection of 37th Avenue and Havana Street, communities to the south, and several nearby stations until 1939, accommodating the development of fruit orchards on the prairie. Portions of this railroad bed are now part of the Ben Burr Trail.



The early hub of commercial activity was at the corner of Regal Street and Palouse Highway, where a series of stores were built and rebuilt after destruction by fires. Fruit growing ended due to regional surpluses following the formation of irrigation districts and loss of transportation viability. After a period of prosperity, many "acre-tract" dwellers along the railroad abandoned their homes and orchards in the 1930s, which were eventually destroyed by fire. A new wave of greenhouse and chicken farming arrived during the 1940s and 1950s. These forms of agriculture, in turn, were gradually replaced by commercial and housing development.



The area north of 44th Avenue and west of Havana Street was annexed in 1907, with several later annexations occurring after 1958 as Spokane expanded to the south. Ferris High School was built and opened in 1963.

Southgate - Today

The Southgate neighborhood is family-oriented and safe, established well-kept. It has some newer apartments and commercial development such as Regal Center. In addition to families, the neighborhood is mainly comprised of retirees and professionals. Much of the neighborhood is laid back and friendly, with kids playing. Many neighbors are quiet and respectful, drawn to the neighborhood by the character of the South Hill—its people and mid-century, wooded residential developments—or because they grew up here. People are proud to call the neighborhood home because of its good schools, low crime and well-maintained homes. Younger families live near Ferris High School and longtime residents live near the Manito Golf and Country Club adjacent to the west side of the neighborhood.



Southgate residents chat on the street and attend sporting events, block parties, dinners, barbecues and games at neighbors' houses. Most shopping can be done within the neighborhood, although downtown is close and easily accessible. Residents support small businesses such as local coffee shops, restaurants and markets.

People enjoy the ability to walk to schools, businesses, and parks. Bicycling on newer trails and long-established side streets is growing in popularity. Residents and recreationalists take pride in the neighborhood's location as a transition from the city onto the surrounding Palouse countryside. For fun, many neighbors walk and bike in the neighborhood and in the rural area just south of town, with popular destinations including the nearby Southside Aquatic Complex, Ben Burr Park and Trail, and the Hazel's Creek natural area. Residents continue to focus on achieving better connections to address pedestrian and bicycling needs.



Southgate - Treasures

- Ferris High School and its music department make residents proud.
- The Hazel's Creek wildlife area is a great natural feature in the center of the neighborhood. Its network of trails leads to area parks and is used by students accessing Ferris High School.
- The Moran Prairie Library is a favorite destination for lifelong learning, with books, movies, music, and programs for adults and children.





Southgate - Natural & Built Identity

- Southgate draws identity from wildlife, groves of conifer trees, fields, basalt rocks, parks, and neighborhood gardens. Migratory birds, deer, coyotes and occasional moose can be observed.
- The residential neighborhood next to the Southside Sports Complex features a nice greenspace, nearby public transit and streets that are bicycle-friendly.
- Typical houses are traditional ranchers or two-story homes with tidy lawns and landscaping. Multi-level homes with varying roof cuts are common.
- Hamblen Park boasts a natural area and a playground near Hamblen Elementary.
- The 44th Avenue walking trail between Freya and Havana Streets and the Ben Burr Trail south of Myrtle Street are daily destinations for neighbors to exercise or visit while strolling.
- The Ben Burr Loop features long road runs and rides south of town, with minimal traffic, great views and occasional sightings of wildlife. Runners and cyclists are surrounded by foothills, fields, deer, coyotes, hummingbirds, and spectacular sunsets.
- Ben Burr Park provides basketball, a walking/biking trail and play equipment for young children.
- The Southgate Shopping Center is home to large stores such as Target and ShopKo, with many other retail and recreational facilities, such as hardware stores, an exercise gymnasium, pet shops and fine restaurants and pubs.

Southgate - Neighborhood Tales

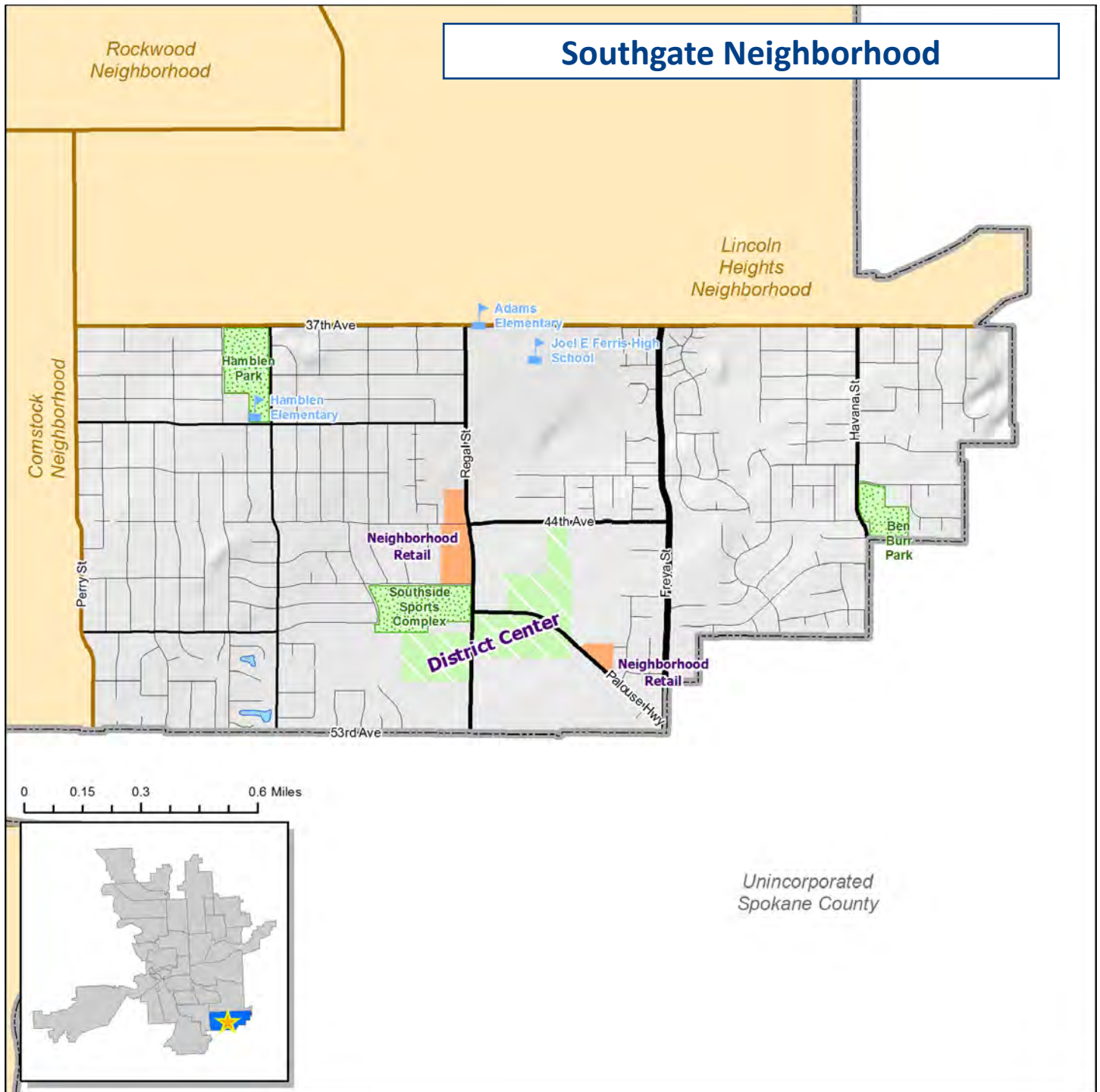
"Waiting for a shuttle bus, an elderly woman asked if I needed a ride home since I was a veteran."

– David James Skjonsby

"There has been more than one occasion in the fall when we have seen moose in our neighborhood. One time we opened the garage door and a moose was standing in our yard eating off our willow tree."

– Resident

Southgate Neighborhood



SOURCES

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Surveys of neighborhood residents conducted fall 2014.

Weed. (1960). History of Moran Prairie. Copied from a reading in 1935 by Mrs. Thomas Cambell at the Home Economic meeting. Eastern Washington Genealogical Society, Spokane Library Northwest Room files.



West Central



West Central - Days of Yore

In 1887, The Spokane Falls Review wrote about the land that would become known as the West Central Neighborhood: "This high level plain slopes gently on both sides to the river bank. From every portion a view of the city and surrounding country can be obtained."

When Colonel Jenkins first homesteaded in the area in 1879, West Central was a wilderness only reachable by a simple ferry. Those who dared to go across the river fell in love with the view and saw potential in the land. Visionaries like William Pettet, Hiram Muzzy, Colonel Jenkins, and the Nettleton family saw that potential and were integral figures in creating what is now West Central.



William Pettet was a Spokane pioneer, civic leader, real estate promoter, and one of the most prominent citizens of Spokane. He arrived in Spokane in 1883 and made considerable investments in real estate. As the city grew, his holdings grew in value, in time making him one of the wealthiest residents of Spokane.

Hiram Muzzy came to Spokane in 1880 eager to prove his pioneering spirit. Eight years later he earned his homestead patent and quickly platted 160 acres into more than 500 city lots. Muzzy then sold his lots to other local developers and many of Spokane's aspiring newcomers.



In 1887, William Nettleton bought 278 acres at \$100 an acre and platted the property. The Nettletons had faith in the burgeoning City of Spokane and in the natural beauty of the river that surrounded the neighborhood.

By 1909, life in the West Central Neighborhood was booming. With Spokane's continued growth, residents had begun to spread across the banks of the river and sought to live in Spokane's newest suburb. West Central at that time was a destination point for the up-and coming middle class.



By the 1930s, much of the neighborhood was established, and West Central was celebrated as a neighborhood with a wide variety of architectural styles. From Queen Anne-Victorian to Craftsman and Bungalow to- Cottage Style, these houses celebrated the different architectural styles that make up West Central. As houses came so did businesses, and well into the early 1960s there were stores and businesses of every kind to cater to the needs of the residents in the neighborhood.

During the late 1800s and early 1900s, the Northern Pacific Railroad and Union Pacific Railroads built routes through the neighborhood, which were abandoned by the early 1970s. An amusement park was located at the western terminus of the Boone Avenue rail line. First known in 1889 as



The West Central Neighborhood Council meets the second Wednesday of each month at 6:30 pm. Meetings are held at the West Central Community Center.

westcentral.spokaneneighborhoods.org



Ingersoll's, the park was later reopened as Twickenham Park. It featured a forty-piece band and people traveled for miles to hear them play. In 1893 the Spokane Street Railway, a part of Washington Water Power, bought the whole park and expanded it into an amusement park patterned after Coney Island. Renamed Natatorium Park (named for the large swimming pool built in the park), it quickly became the recreation destination for Spokane residents. In 1909, the Looft Carousel (now located in downtown Spokane at Riverfront Park) became a centerpiece for the park. At its peak, Natatorium Park featured a heated indoor Olympic-sized swimming pool, amusement park rides, roller-coasters, miniature rail-road rides, and a baseball park. With the loss of rail car lines in 1939 and more people watching television in the 1950s, the park slowly faded from popularity. Natatorium Park was finally closed and dismantled in 1968.



In addition to many nature parks and trails, such as the Hamblen Conservation Area and High Bridge Park, West Central has A. M. Cannon Park (located on Maxwell). Established in 1912, it originally boasted playground equipment, a baseball field, tennis courts, sandboxes, and a wading pool. In 1929, a larger pool was built and AM Cannon Park became one of the more heavily used parks in the city. Today, it has even more amenities, such as a basketball court, picnic shelter, and water park.



In 2005, the Nettleton's Addition was placed on the National Historic Register, the largest historic district in Washington State.

Life in West Central - Today

Everyday life in West Central has many contrasts. People of all ages, backgrounds, and income levels live, work, and play in this neighborhood. The mixture of old and new single and multi-family housing, light industrial, commercial, institutional and government facilities, scenic open space, and the proximity to downtown give the area a blending of sights, sounds, and activities. The Spokane County Courthouse complex is a major center of local governmental functions which brings constant activity on weekdays. The West Central Community Center, Native American Community Center, and A.M. Cannon Park provide facilities to help improve the lives of citizens in multiple ways. The popular Centennial Trail travels through West Central along the bluff of the Spokane River. The paved trail provides a significant non-motorized transportation route. Small and mid-sized businesses are located along Maple, Ash, and Monroe streets, serving a variety of needs of the community and greater Spokane. The neighborhood also has a small industrial presence with a number of light industrial businesses south of Maxwell Avenue. West Central still has the look and feel of its historical past, from the ever present courthouse tower, old streetcar rails remaining in the street pavement, and block after block of tightly built houses from the early twentieth century. In contrast, the new 77 acre, mixed-use community of Kendall Yards is steadily emerging, offering a modern living environment in the heart of Spokane.



In recent years more and more young families and singles are buying homes in West Central. Residents often get together with block parties and yard sales.



"It has a beautiful future and it feels great to be a part of the transition. It is so close to downtown, has beautiful views off the Centennial Trail and is only going to get better!"

-Rachae Dell

West Central - Treasures

- Spokane County Courthouse
- Nettleton's Historic District
- Grace Baptist Church
- Muzzy-Shrine House
- Finch Hall
- Gardner & Engdahl Apartments/ The Gables
- Centennial Trail
- Monroe Bridge

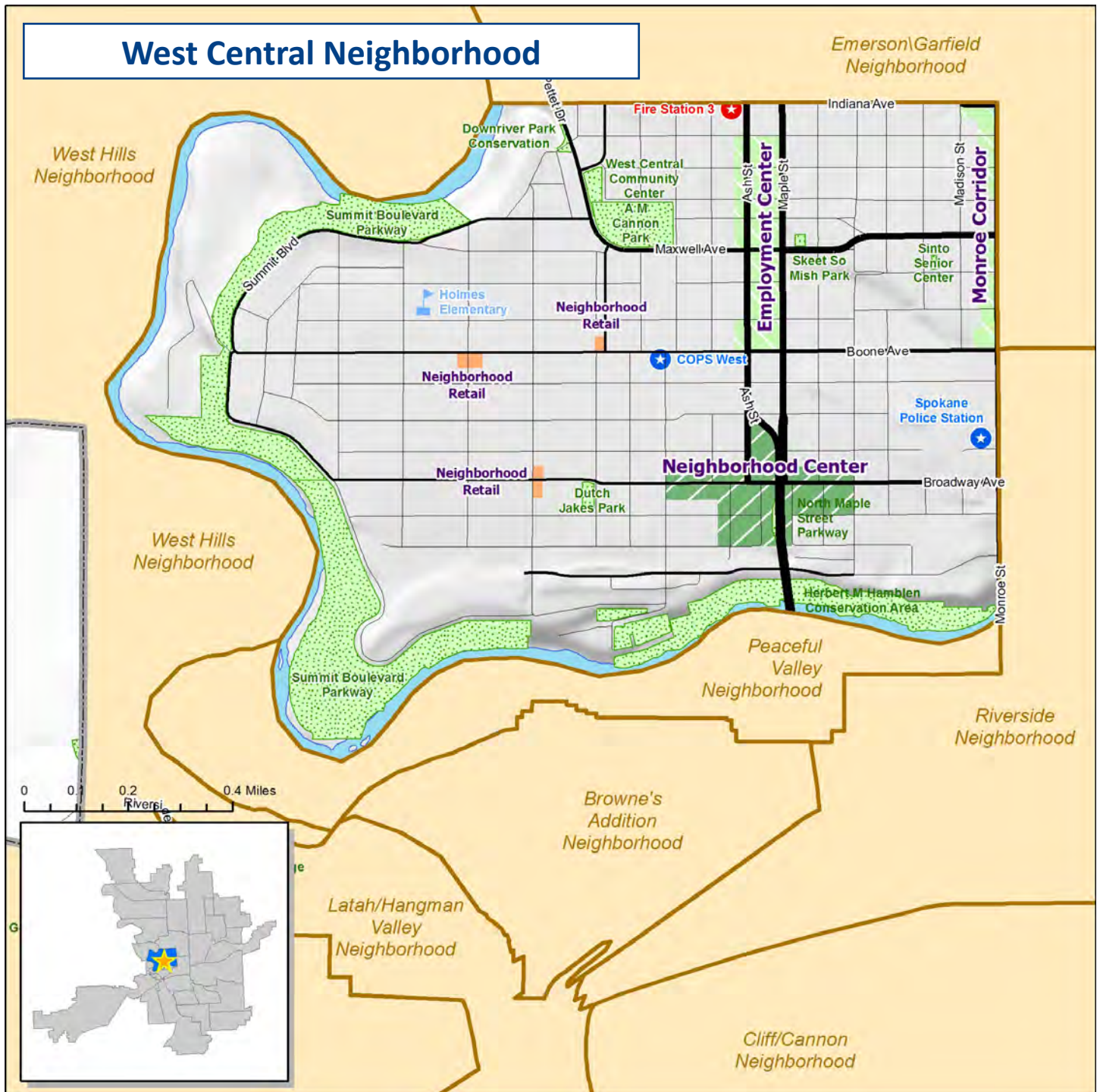


West Central - Natural & Built Identity

The defining natural feature of West Central is the Spokane River. The meandering river, far below the built community, makes up more than 60 percent of the neighborhood's boundary. The other boundaries are Indiana Avenue on the north and Monroe Street on the east. The ridgelines above the river valley still provide spectacular views and sought after real estate. The river valley's northern bank has steep slopes with dense native conifers, native shrubs and grasses, scattered rock out-cropping and a variety of wildlife. The upper terrain is generally flat with periodic rolls and hills. Few native trees remain on the upper area, as West Central has been thoroughly developed. However, many old, large deciduous street trees planted years ago still remain. The construction of the Monroe Bridge over the Spokane River in 1911 allowed convenient access for the continuing development of West Central. East-west grid streets were laid out with small, single-family residential lots for modest housing for the growing population of Spokane. Today, most of these dwellings still remain in a variety of structural and aesthetic conditions. In general, West Central is in transition from a thriving working class community. The recent Kendall Yards development and the central location provide the neighborhood new opportunities. Presently, 29 historic buildings in West Central are listed on the local Spokane Historic Register.



West Central Neighborhood



SOURCES

The Spokane Falls Review, "A History of West Central" Maria Lewis, The Spokesman Review

The Northwest Museum of Arts and Culture, <http://en.wikipedia.org/wiki/>

Neighborhoods in Spokane, Washington <http://metrospokane.typepad.com/photos/west-central/finch.html> <http://natpark.org/>

<http://www.discovery-school.org/natatorium>. Figure 5 - The muzzy mansion.

Photo by Kelly Cruz, from: A Footprint to the Future West Central Neighborhood, City of Spokane, Washington, Neighborhood Action Plan May 2012.





West Hills - Days of Yore

The Spokane Tribe camped near Garden Springs Creek for its water source and close proximity to Spokane Falls. In the 1880s, Chinese gardeners used the land along the length of Garden Springs Creek for planting vegetables.

The Indian Canyon area was also used by Native Americans; Chief Spokane Garry died there in 1892. Well into the twentieth century, people would go there to see the teepees and camps.



The Fort George Wright army post was constructed in 1897. Eventually streetcars travelled along Government Way to Fort George Wright, and along Sunset to the end of what is now Finch Arboretum. In their 1913 Report of the Board of Park Commissioners, the Olmsted brothers noted Fort George Wright's reputation as "the most beautiful army post in the west." The report also called Indian Canyon Park "the most naturally picturesque park" in Spokane's system.



Whittier School originally opened in 1891 at 9th Avenue and "A" Street to serve the neighborhood. Then in 1913, a new Whittier School was constructed at 7th Avenue and "E" Street. The new building was considered one of the most beautiful in Spokane, built on a high bluff overlooking the city and in direct view of anyone leaving the city going west over the Latah Bridge on Sunset Highway. Children of the military commissioned officers at Fort Wright attended Whittier along with other neighborhood children.

Also in 1913, part of the land for the future Finch Arboretum was purchased from Daniel D. Dwight and John A. Finch including the Garden Springs Park. The Latah Creek Bridge was also completed that same year. The bridge was built in order to reach the dry-land wheat farming areas in neighboring counties and promote commerce and development.



Commissioned in 1926, U.S. 10 (Sunset Highway-Sprague Avenue) was one of the first major highways to cross the northwestern states. The majority of people and products coming in and out of Spokane used the highway or the railroad. Commercial development followed, with motels and diners serving the motoring public. In addition, the highway was convenient to a tourist destination campground in High Bridge Park that operated from the early 1920s until the 1950s. The park hosted various uses over the years including federal public housing for military families and veterans during World War II.

In 1935, Indian Canyon Golf Course was opened for play, and in 1947, plans for Finch Arboretum began to take form when Finch trust funds were given to the park.



In 1960, a portion of Fort Wright's former grounds were taken over by the Sisters of the Holy Name convent, who established Fort Wright College. After Fort Wright was closed by the military, attendance at Whittier School plummeted and it closed in 1972. U.S. 10 was decommissioned as the major route from Seattle to Spokane in 1969, but the High Bridge campsite experienced a brief revival during Expo '74. In 1981, Whittier School was demolished and new homes have been built in its place.

Life in West Hills - Today



The West Hills Neighborhood is an established place with a friendly atmosphere that has attracted a variety of residents. A diverse group of professionals, artists, families and retirees call West Hills home. The neighborhood has several natural features including river access, bluffs, basalt rocks, and wildlife which have attracted outdoor recreation enthusiasts. Neighbors enjoy visiting parks, walking, biking and visiting the Spokane River. A strong sense of community precipitates neighborhood events such as block parties, yard sales, clean-up activities, and picnics. The low cost of living combined with pleasant aesthetics such as tree-lined streets add to the stability and safety of the neighborhood.

West Hills - Treasures

- Finch Arboretum – gorgeous historic park and arboretum with a variety of trees and shrubs, perfect for picnicking, walking, and exploring.
- Fish Lake Trail – Beautiful, clean, and well maintained trail perfect for running and biking
- The Boulevard Motel – Local motel that is well maintained. Owners plant a garden every year around the motel premises.
- People's Park – Sandy beach at the confluence of Latah creek and the Spokane River.
- Riverside State Park – Gorgeous views, varied terrain with something for everyone



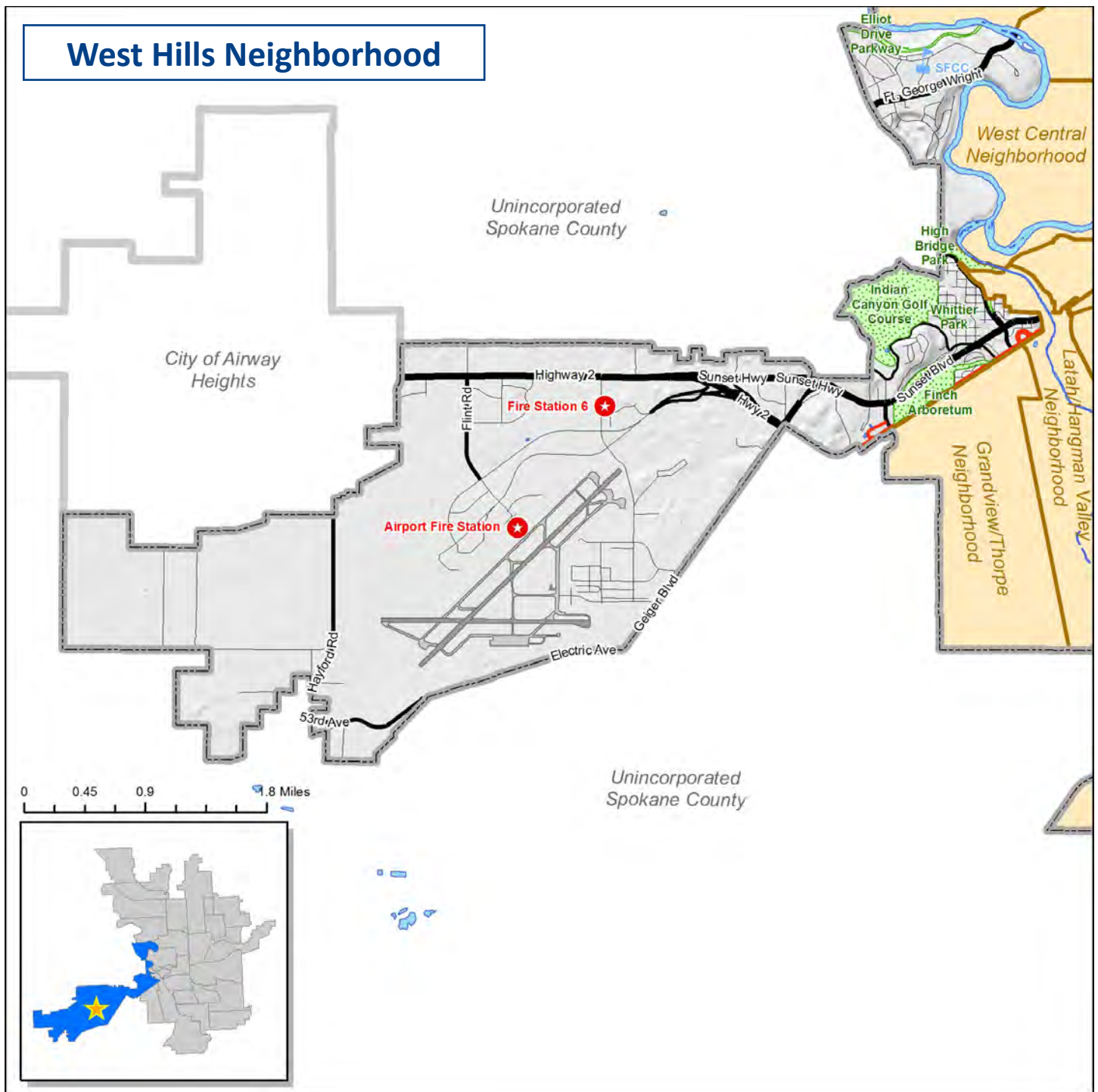
West Hills - Natural & Built Identity

The West Hills neighborhood enjoys a variety of natural features that make it unique. Residents love access to the Spokane River and enjoy walking, biking, and hiking the Centennial trail. The neighborhood can be described as "outdoorsy," with basalt rock, hilly terrain, bluffs, rock outcrops, and wildlife in proximity to residential development. The neighborhood embodies Spokane's motto of "near nature, near perfect."

West Hills - Annual Events or Activities

- Block parties
- Easter egg hunts
- Spring and fall picnics

West Hills Neighborhood





Original Whitman Elementary School

Whitman - Days of Yore

The Whitman Neighborhood and the Whitman Elementary School are both named after American Missionary Marcus Whitman who led the first large party of wagon trains along the Oregon Trail.

The first Marcus Whitman School was built before the turn of the century; the second was completed in 1913 and consisted of nine classrooms and an auditorium. The third school by the same name still serves the neighborhood today and was built as one of 13 schools funded by the passage of a 1978 school bond.

Whitman principal, Arthur B. Dunning, and a group of concerned parents spearheaded creation of Rochester Heights Park in the late 1960s. Together the school and the neighborhood cleared out weeds and garbage in an empty lot owned by the city. Then they graded the lot to be suitable for park activities. Community Groups, the Army Reserve Unit, and the City of Spokane helped out with the final touches on the park.



New Whitman Elementary School

Life in Whitman Neighborhood - Today

The Whitman Neighborhood has many long-life residents who have witnessed the neighborhood change and grow through the decades. Residents stay involved by volunteering for the Neighborhood Council and by watching others' houses when someone is traveling.

The neighborhood is established and has a variety of older Craftsman style homes. Residents enjoy gardening and taking care of their properties. Streets are lined with mature trees, adding a pleasant charm to the atmosphere of the neighborhood. Rochester Heights Park creates a destination for parents with children. A variety of people call Whitman home including families, professionals, and retirees.



Rochester Heights Park

Whitman - Treasures

- Whitman Elementary
- Rochester Heights Park

Whitman - Natural & Built Identity

- Rochester Heights Park
- Craftsman homes
- Mature trees
- Tree-lined streets



Faribault House

Whitman Neighborhood

Nevada/Lidgerwood
Neighborhood

Hillyard
Neighborhood

Perry St

Francis Ave

Rowan Ave

Wellesley Ave

Crestline St

Whitman Elementary

Rochester
Heights
Park

Neighborhood
Retail

Bemiss
Neighborhood

0 0.05 0.1 0.2 Miles



Volume V, Appendix G

Work Plan Matrices

Future Matrix and Master Matrix

City of Spokane Comprehensive Plan

CHAPTER 3 - LAND USE				
Future Implementation (Not Yet Implemented & Not Near Term)				
Goal	Policy #	Policy	Next Step Strategies	Strategies to be Determined
LU 1 <u>CITYWIDE LAND USE</u> Offer a harmonious blend of opportunities for living, working, recreation, education, shopping, and cultural activities by: protecting natural amenities; providing coordinated, efficient, and cost effective public facilities and utility services; carefully managing both residential and non-residential development and design; and proactively reinforcing downtown Spokane's role as a vibrant urban center.	LU 1.16	<u>Mobile Home Parks</u> Designate appropriate areas for the preservation of mobile and manufactured home parks.		
LU 3 <u>EFFICIENT LAND USE</u> Promote the efficient use of land by the use of incentives, density and mixed-use development in proximity to retail businesses, public services, places of work, and transportation systems.	LU 3.4	<u>Planning for Centers and Corridors</u> Conduct a city-approved subarea planning process to determine the location, size, mix of land uses, and underlying zoning within designated Centers and Corridors. Prohibit any change to land use or zoning within suggested Centers or Corridors until a subarea planning process is completed.		
LU 4 <u>TRANSPORTATION</u> Promote a network of safe and cost effective transportation alternatives, including transit, carpooling, bicycling, pedestrian-oriented environments, and more efficient use of the automobile, to recognize the relationship between land use and transportation.	LU 4.3	<u>Neighborhood Through-Traffic</u> Create boundaries for new neighborhoods through which principal arterials should not pass.		

CHAPTER 3 - LAND USE				
Future Implementation (Not Yet Implemented & Not Near Term)				
Goal	Policy #	Policy	Next Step Strategies	Strategies to be Determined
LU 5 <u>DEVELOPMENT CHARACTER</u> Promote development in a manner that is attractive, complementary, and compatible with other land uses.	LU 5.4	<u>Natural Features and Habitat Protection</u> Ensure development is accomplished in a manner that protects significant natural features and wildlife habitat.		
LU 6 <u>ADEQUATE PUBLIC LANDS AND FACILITIES</u> Ensure the provision and distribution of adequate, well-located public lands and facilities throughout the city.	LU 6.7	<u>Sharing and Programming Planning</u> Develop a joint plan for the city and school districts serving Spokane for sharing and programming school sites for common activities.		
LU 10 <u>JOINT PLANNING</u> Support joint growth management planning and annexation requests, which best meet the Comprehensive Plan's development goals and policies.	LU 10.4	<u>Long Range Urban Growth Area Planning</u> Establish a forty-year planning horizon to address eventual expansion of UGAs beyond the twenty-year boundary required by the Growth Management Act.		

CHAPTER 4 - TRANSPORTATION

Future Implementation (Not Yet Implemented & Not Near Term)

Policy #	Policy	Implementation Examples	Next Step Strategies	Strategies to be Determined
TR 20	<u>Bicycle/Pedestrian Coordination</u> Coordinate bicycle and pedestrian planning to ensure that projects are developed to meet the safety and access needs of all users.		Develop transportation-related educational programs for both non-motorized and motorized transportation users.	
TR 21	<u>Safe & Healthy Community Education & Promotion Campaigns</u> Promote healthy communities by providing a transportation system that protects and improves environmental quality and partner with other agencies to implement innovative and effective measures to improve safety that combine engineering, education, evaluation, and enforcement.		Develop educational campaigns that promote alternatives to driving alone. Develop partnerships with local agencies to implement public safety campaigns aimed at driver, pedestrian, and bicyclist awareness of and respect for each other. Develop partnerships to educate residents on the economic and health benefits of active transportation.	
TR 22	<u>Law Enforcement & Emergency Management</u> Partner with other agencies to bolster enforcement efforts to protect the safety of all users, particularly the most vulnerable, while identifying and addressing emergency management needs.		Educate residents on their rights and responsibilities as roadway users, regardless of mode choice. Work with the Police Department to integrate greater understanding and enforcement of pedestrian and bicycle regulations into officers' regular duties and activities.	
TR 23	<u>Effective and Enhanced Public Outreach</u> Assess the effect of potential transportation projects on gathering places or destinations such as schools, community centers, businesses, neighborhoods, and other community bodies by consulting with stakeholders and leaders that represent them. These effects are to be mitigated as possible in collaboration with stakeholders.		Conduct public participation processes around new street configurations.	

CHAPTER 5 - CAPITAL FACILITIES AND UTILITIES

Future Implementation (Not Yet Implemented & Not Near Term)

Goal	Policy #	Policy	Next Step Strategies	Strategies to be Determined
CFU 1 ADEQUATE PUBLIC FACILITIES AND SERVICES Provide and maintain adequate public facilities and utility services and reliable funding in order to protect investment in existing facilities and ensure appropriate levels of service.	CFU 1.8	<u>Intangible Costs and Benefits</u> Include intangible costs and benefits in any cost/benefit analysis when considering the development and life span of proposed capital facilities.	Which intangibles - should a framework be created? Intangibles should go back to policies: aesthetics, and other elements of comprehensive plan Clarify policy direction in chapter update.	
CFU 2 CONCURRENCY Ensure that those public facilities and services necessary to support development are adequate to serve the development and available when the service demands of development occur without decreasing current service levels below locally established minimum standards.	CFU 2.3	<u>Phasing of Services</u> Develop and implement a phasing schedule for the provision of services within the Urban Growth Area that is reflected in six-year capital improvement plans and strategically coordinates planned service levels with anticipated land use and development trends.	Potential further studies from integrated capital. Maintenance upgrades. Flaw with 6 year phasing of services, more appropriate with 20 year. Needs to change language.	
	CFU 2.4	<u>Impact Fees</u> Include impact fees as one possible mechanism to fund capital improvements, so new growth and development activity that has an impact upon public facilities pays a proportionate share of the cost of the relevant facilities.	Reevalue and update impact fee system Evaluate impact fees for other capital facility systems.	
	CFU 2.5	<u>Exemptions from Impact Fees</u> Exempt development activities with broad public purposes from growth-related impact fees.	Evaluate the cost benefit on the existing, and determine if future exemptions are warranted.	
	CFU 2.7	<u>Utility Permits</u> Consider utility permits simultaneously with the proposals requesting service and, when possible, approve utility permits when the project to be served is approved.	Clarify policy direction in chapter update.	

CHAPTER 5 - CAPITAL FACILITIES AND UTILITIES
Future Implementation (Not Yet Implemented & Not Near Term)

Goal	Policy #	Policy	Next Step Strategies	Strategies to be Determined
CFU 4 <u>SERVICE PROVISION</u> Provide public services in a manner that facilitates efficient and effective delivery of services and meets current and future demand.	CFU 4.1	<u>Compact Development</u> Promote compact areas of concentrated development in designated centers to facilitate economical and efficient provision of utilities, public facilities, and services.	Centers and Corridors growth strategy will continue to be implemented in various locations in the City. GMA requirement.	
CFU 5 <u>ENVIRONMENTAL CONCERNS</u> Minimize impacts to the environment, public health, and safety through the timely and careful siting and use of capital facilities and utilities.	CFU 5.6	<u>Power-Frequency Magnetic Fields</u> Encourage electrical utilities to base their facility siting decisions on the most recent findings concerning the health impacts of power-frequency magnetic fields.	Clarify policy direction in chapter update.	

CHAPTER 6 HOUSING

Future Implementation (Not Yet Implemented & Not Near Term)

Goal	Policy #	Policy	Next Step Strategies	Strategies to be Determined
H 1 <u>HOUSING CHOICE AND DIVERSITY</u> Provide opportunities for a variety of housing types that is safe and affordable for all income levels to meet the diverse housing needs of current and future residents.	H 1.3	<u>Employer-Sponsored Housing</u> Provide incentives for employers to sponsor or develop affordable housing in proximity to their place of employment.	Commute Trip Systems, Housing Near Employment Areas, Matching Down Payment Assistance Program? City Pilot for employees	Incentives as appropriate for successful development
	H 1.7	<u>Socioeconomic Integration</u> Promote socioeconomic integration throughout the city.	Affordable housing requirement for property the City sells. City to identify unused or underused property to be liquidated.	
	H 1.8	<u>Affordable Housing Requirement</u> Include a percentage of affordable housing within all new developments that include housing.	Develop Tracking Tools, Evaluate Financial and Regulatory Incentive Programs for Effectiveness, Evaluate Land Inventory for Capacity for Listed House Types, Volume 2 Comp Plan Table H19 Future Housing Type Need Estimates and Needs, Affordable housing requirement for property the City sells, create a registry of affordable housing units available in Spokane.	
	H 1.19	<u>Senior Housing</u> Encourage and support accessible design and housing strategies that provide seniors the opportunity to remain within their neighborhoods as their housing needs change.	Look into adding to MFTE Building regulations	
	H 1.22	<u>Special Needs Housing</u> Encourage the retention, inclusion, and development of special needs and assisted living housing.		
	H 1.23	<u>Distribution of Special Needs Housing</u> Include units that are affordable for low-income special need families in all housing developments.	MFTE	
	H 1.24	<u>Taxes and Tax Structure</u> Support state consideration of property tax reform measures that provide increased local options that contribute to housing choice and diversity.	Continue to support the recording fee at next sunset	
H 2 <u>HOUSING QUALITY</u> Improve the overall quality of the City of Spokane's housing.	H 2.2	<u>Property Responsibility and Maintenance</u> Assist in and promote improved and increased public and private property maintenance and property responsibility throughout the city.	Education Re: the programs that exist, establish a minimum definition and set of standards for housing quality, incentivize landlords to improve housing quality.	

CHAPTER 7- ECONOMIC DEVELOPMENT

Future Implementation (Not Yet Implemented & Not Near Term)

Goal	Policy #	Policy	Next Step Strategies	Strategies to be Determined
ED 5 <u>Education and Workforce Development</u> Improve Spokane's economy through a well-educated citizenry and a qualified labor force that is globally competitive and responds to the changing needs of the workplace.	ED 5.4	<u>Program Evaluation</u> Support efforts to introduce new, high quality programs into the curricula of area technical schools, community colleges, colleges, and universities that address the changing needs of businesses and employees.		Evaluate the role of the city in implementation of this policy, and possible revision of policy to be more actionable.
	ED 5.7	<u>Employment Opportunities for Special Needs Populations</u> Support efforts to provide training and employment opportunities for special needs populations.		Evaluate the role of the city in implementation of this policy, and possible revision of policy to be more actionable.
ED 6 <u>Infrastructure</u> Implement infrastructure maintenance and improvement programs that support new and existing business and that reinforce Spokane's position as a regional center.	ED 6.3	<u>Communication Facilities and Networks</u> Support the expansion and development of sophisticated communication facilities and networks required by industries that use advanced technology.	STA High Performance Transit Network	
ED 7 <u>Regulatory Environment and Tax Structure</u> Create a regulatory environment and tax structure that encourage investment, nurture economic activity, and promote a good business climate.	ED 7.2	<u>Revenue Sources</u> Ensure that tax revenue sources are stable, allocate costs equitably within the community, and do not penalize certain types of businesses, and attract and retain businesses.	Address with legislative agenda and annual budgeting process.	Evaluate the role of the city in implementation of this policy, and possible revision of policy to be more actionable.
	ED 7.3	<u>State Tax Changes</u> Lobby the state legislature for changes in state tax laws to allow more options or mechanisms to be available as incentives to business investment.	Address with legislative agenda and annual budgeting process.	
ED 8 <u>Quality of Life and the Environment</u> Improve and protect the natural and built environment as assists that attract economic development opportunities and enhance the City of Spokane's quality of life.	ED 8.4	<u>Environmental Protection Business Opportunities</u> Encourage businesses that specialize in environmental protection.		

CHAPTER 8 URBAN DESIGN & HISTORIC PRESERVATION
Future Implementation (Not Yet Implemented & Not Near Term)

Goal	Policy #	Policy	Next Step Strategies	Strategies to be Determined
DP 1 <u>Pride and Identity</u> Enhance and improve Spokane's visual identity and community pride.	DP 1.4	<u>Gateway Identification</u> Establish and maintain gateways to Spokane and individual neighborhoods consisting of physical elements and landscaping that create a sense of place, identity, and belonging.	Neighborhood gateway development as resources become available, per neighborhood plans.	
DP 2 <u>Urban Design</u> Design new construction to support desirable behaviors and create a positive perception of Spokane.	DP 2.3	<u>Design Standards for Public Projects and Structures</u> Design all public projects and structures to uphold the highest design standards and neighborhood compatibility.	Evaluation of the design review process and the guidelines with regard to public projects.	
	DP 2.4	<u>Design Flexibility for Neighborhood Facilities</u> Incorporate flexibility into building design and zoning codes to enable neighborhood facilities to be used for multiple uses.	Policy may fit better within a zoning/use discussion.	
	DP 2.13	<u>Parking Facilities Design</u> Minimize the impacts of surface parking on the neighborhood fabric by encouraging the use of structured parking with active commercial storefronts containing retail, service, or office uses, and improve the pedestrian experience in less intensive areas through the use of street trees, screen walls, and landscaping.	Potential integrated parking structures incentives Evaluate codifying active edges on parking structures.	
	DP 2.15	<u>Urban Trees and Landscape Areas</u> Maintain, improve, and increase the number of street trees and planted areas in the urban environment.	Consider pest resistant edible fruit trees in select public lands.	

CHAPTER 8 URBAN DESIGN & HISTORIC PRESERVATION
Future Implementation (Not Yet Implemented & Not Near Term)

Goal	Policy #	Policy	Next Step Strategies	Strategies to be Determined
DP 2 <u>Urban Design</u> Design new construction to support desirable behaviors and create a positive perception of Spokane.	DP 2.18	<u>Bus Benches and Shelters Advertising</u> Continue to identify and implement ways to provide bus benches and control transit stop advertising.	Look at expanding the downtown streetscape infrastructure program to include bus benches throughout the city.	
DP 3 <u>Preservation</u> Preserve and protect Spokane's historic districts, sites, structures, and objects.	DP 3.8	<u>Legislative Reform</u> Support city legislative priorities that promote historic preservation wherever possible.		

CHAPTER 9 NATURAL ENVIRONMENT
Future Implementation (Not Yet Implemented & Not Near Term)

Goal	Policy #	Policy	Next Step Strategies	Strategies to be Determined
NE 4 <u>Surface Water</u> Provide for clean rivers that support native fish and aquatic life and that are healthy for human recreation.	NE 4.2	<u>Zero Pollution Industrial Parks</u> Develop zero pollution industrial parks that focus on manufacturing activities that recycle wastes within their facilities or through adjoining industries in the park.		
NE 5 <u>Clean Air</u> Work consistently for cleaner air that nurtures the health of current residents, children and future generations.	NE 5.1	<u>Clean Heating Sources</u> Encourage the use of heating sources that do not negatively affect Spokane's air quality.		
	NE 5.4	<u>Profit From Waste</u> Recruit industries that can make use of and profit from Spokane's solid waste in a manner that minimizes or mitigates environmental impacts.		
NE 6 <u>Native Species Protection</u> Protect and enhance diverse and healthy native species, such as plants, trees, animals, and fungi, for present and future generations and respect the ecological necessity of bio-diversity.	NE 6.2	<u>Citizen Recognition</u> Recognize citizens who use native plantings in their yards.		
NE 7 <u>Natural Land Form</u> Preserve natural land forms that identify and typify our region.	NE 7.2	<u>Land Form Protection</u> Purchase lands that contain natural land forms or protect them with incentives, clustering, or transfer of development rights.		
	NE 7.3	<u>Rock Formation Protection</u> Identify and protect basalt rock formations that give understanding to the area's geological history, add visual interest to the landscape, and contribute to a system of connected conservation lands.		

CHAPTER 9 NATURAL ENVIRONMENT
Future Implementation (Not Yet Implemented & Not Near Term)

Goal	Policy #	Policy	Next Step Strategies	Strategies to be Determined
NE 9 <u>SUSTAINABLE ECONOMY</u> Enhance the natural environment to support a thriving sustainable economy.	NE 9.1	<u>Environment and the Economy</u> Identify, preserve, and enhance the natural environment elements that define Spokane's quality of life and help sustain the economy.		
NE 10 <u>NATURAL ENVIRONMENT AND EMPLOYMENT</u> Create employment that enhances the natural environment.	NE 10.2	<u>Local Business Support</u> Support and provide incentives for businesses that employ local people, use local materials, and sell their products and/or services locally.		
	NE 10.3	<u>Economic Activity Incentives</u> Identify and provide incentives for economic activities that combine the goals and principles of economy, ecology, and social equity.		
NE 11 <u>Natural Areas</u> Designate a network of natural areas (natural areas and connecting corridors) throughout Spokane that supports native habitats and natural land forms.	NE 11.2	<u>Corridor Links</u> Identify corridors that link natural areas.		
	NE 11.3	<u>Acquisition Techniques</u> Acquire natural areas and connecting corridors using acquisition techniques to create a network of natural areas.		
	NE 11.4	<u>Natural Area Paths</u> Develop soft, permeable, low impact paths in natural areas.		
NE 13 <u>CONNECTIVITY</u> Create a citywide network of paved trails, designated sidewalks, and soft pathways that link regional trails, natural areas, parks, sacred and historical sites, schools, and urban centers.	NE 13.4	<u>Winter Trail Network</u> Link soft trails, parks, and golf courses with the walkway and bicycle path system to develop a winter trail network.		

CHAPTER 9 NATURAL ENVIRONMENT
Future Implementation (Not Yet Implemented & Not Near Term)

Goal	Policy #	Policy	Next Step Strategies	Strategies to be Determined
NE 14 <u>PLAZA DESIGN WITH NATURAL ELEMENTS</u> Develop or revitalize plazas using local nature elements, including water, vegetation, wildlife, and land forms.	NE 14.1	<u>Plaza Inventory and Improvements</u> Inventory existing plazas that lack nature elements and that are not used actively and identify natural element features that will improve them.		
NE 15 <u>NATURAL AESTHETICS</u> Retain and enhance nature views, natural aesthetics, sacred areas, and historic sites that define the Spokane region.	NE 15.2	<u>Natural Aesthetic Links</u> Link local nature views, natural aesthetics, sacred areas, and historic sites with the trail and path system of the city.		
	NE 15.3	<u>Community Education</u> Educate the community on the meaning of the sacred and historic sites so that they value their protection and enhancement.		
	NE 15.4	<u>Naming Culturally Historic Sites</u> Identify local nature views, natural aesthetics, sacred areas, and historic sites that define the Spokane region with the original names local historic cultures gave to them.		
NE 17 <u>Natural Environment Education</u> Educate children and the community on how to improve Spokane's natural environment.	NE 17.2	<u>Natural Environment Sources</u> Create a central source within city government to disseminate information on anything affecting the city's natural environment, programs to enhance the natural environment, and environmental education opportunities.		
NE 19 <u>Flood Hazards Management</u> Protect life and property from flooding and erosion by directing development away from flood hazard areas.	NE 19.3	<u>Land Acquisition/Home Relocation Program</u> Consider the purchase of homes and lands that are in the 100-year flood plain and maintain those areas as natural area corridors.		

CHAPTER 9 NATURAL ENVIRONMENT
Future Implementation (Not Yet Implemented & Not Near Term)

Goal	Policy #	Policy	Next Step Strategies	Strategies to be Determined
<u>NE 19</u> <u>Flood Hazards Management</u> Protect life and property from flooding and erosion by directing development away from flood hazard areas.	NE 19.5	<u>Public Awareness and Education</u> Develop a public awareness and education program for residents living within flood plains.	Develop an education program	
	NE 19.6	<u>Downstream Impacts Consideration</u> Consider the downstream impacts created by development, erosion control devices, and public works projects within or adjacent to rivers and streams.		

CHAPTER 10 - SOCIAL HEALTH
Future Implementation (Not Yet Implemented & Not Near Term)

Goal	Policy #	Policy	Next Step Strategies	Strategies to be Determined
SH 1 <u>FUNDING MECHANISMS TO SUPPORT SOCIAL HEALTH</u> Utilize all funding mechanisms that will help to develop the infrastructure, support, and staffing necessary to provide affordable, accessible opportunities for arts, culture, recreation, education, and health and human services to all citizens, with particular attention to the needs of youth, the elderly and those with special needs.	SH 1.7	<u>Surplus City Real Property</u> Establish a dedicated reserve fund within the City of Spokane's general fund to cover the cost of leasing any unused city-owned building and/or property that has been determined surplus to non-profit organizations.	Analyze the creation of a community land bank and/or land aggregation entity by the Mayor's Housing Quality Task Force.	
SH 2 <u>FACILITIES FOR SPECIAL NEEDS POPULATIONS</u> Enable and encourage development patterns and uses of public and private property that are responsive to the facility requirements of special needs populations.	SH 2.1	<u>Care Facilities</u> Distribute care facilities fairly and equitably throughout all neighborhoods.	Map care facilities throughout the City.	
	SH 2.2	<u>Special Needs Temporary Housing</u> Disperse special needs temporary housing evenly throughout all neighborhoods.	Map special needs temporary housing throughout the City.	
	SH 2.4	<u>Co-location of Facilities</u> Encourage a land use pattern that allows convenient access to daily goods and services, especially for those persons with limited mobility and/or transportation options.		
	SH 2.6	<u>Joint-Use Facilities</u> Provide for the joint use of facilities that clusters services for child or adult day care, health care, human services, libraries, schools, and cultural, recreational, and educational programs, as needed.		
SH 3 <u>ARTS AND CULTURAL ENRICHMENT</u> Support community image and identity through the arts and accessible art activities.	SH 3.3	<u>Public Art Incentives</u> Provide incentives such as bonus densities or increases in floor-area ratio and lot coverage to encourage the use of public art in commercial, industrial, and mixed-use developments.		

CHAPTER 10 - SOCIAL HEALTH
Future Implementation (Not Yet Implemented & Not Near Term)

Goal	Policy #	Policy	Next Step Strategies	Strategies to be Determined
SH 3 <u>ARTS AND CULTURAL ENRICHMENT</u> Support community image and identity through the arts and accessible art activities.	SH 3.4	<u>One Percent for Arts</u> Encourage private developers to incorporate an arts presence into buildings and other permanent structures with a value of over \$25,000 by allocating one percent of their project's budget for this purpose.		
	SH 3.5	<u>Tax Increment Financing</u> Support the use of tax increment financing for the arts.		
	SH 3.6	<u>Life-Long Learning</u> Work in partnership with artists, arts organizations, ethnic, cultural, musical and community associations, and education institutions to foster opportunities for life-long cultural exploration for all citizens.		
	SH 3.7	<u>Support Local Artists</u> Solicit local artists to design or produce functional and decorative elements for the public realm, whenever possible.		
SH 4 <u>DIVERSITY AND EQUITY</u> Develop and implement programs for all city residents from a diverse range of backgrounds and life circumstances to that all people feel welcome and accepted, regardless of race, religion, creed, color, sex, national origin, marital status, familial status, domestic violence victim status, age, sexual orientation, gender identity, honorably discharged veteran or military status, refugee status, criminal history, the presence of any sensory, mental or physical disability as defined by the Americans with Disabilities Act and/or the Washington State Law Against Discrimination, or the receipt of, or eligibility for the receipt of, funds from any housing choice or other subsidy program or alternative source of income.	SH 4.1	<u>Universal Accessibility</u> Ensure that neighborhood facilities and programs are universally accessible.		

CHAPTER 10 - SOCIAL HEALTH
Future Implementation (Not Yet Implemented & Not Near Term)

Goal	Policy #	Policy	Next Step Strategies	Strategies to be Determined
SH 5 <u>PUBLIC BENEFIT USES</u> Create policy framework, laws, and regulations that expand and develop wellness programs, affordable and accessible health and human services, child and adult day care, and other public benefit uses.	SH 5.2	<u>Neighborhood-Level Health and Human Services</u> Provide financial, regulatory, and tax incentives for business and property owners, service providers, and developers in order to increase the number of neighborhood and district centers where health and dental clinics, and human services are available.	Evaluate City leases for opportunities.	
	SH 5.3	<u>Space for Public Benefit Uses</u> Provide regulatory and tax incentives and flexibility that encourage builders, developers, and businesses to make space available in their project for public benefit uses.		
SH 6 <u>SAFETY</u> Create and maintain a safe community through the cooperative efforts of citizens and city departments, such as Planning and Development, Police, Fire, Community, Housing and Human Services, Parks and Recreation, and Neighborhood Services.	SH 6.6	<u>Neighborhood Role</u> Encourage neighborhood residents to apply CPTED principles in their consideration of development issues within their own particular neighborhood.		
SH 7 <u>CRIMINAL JUSTICE</u> Provide evidence based criminal justice services that use police, prosecutors, courts, public defenders, treatment and supervision to reduce crime and recidivism while supporting victims.	SH 7.1	<u>Racial Equity in the Criminal Justice System</u> Implement cost-effective, research-based, smart justice reforms to eliminate racial disproportionality in arrests, sentencing and incarceration.		

CHAPTER 10 - SOCIAL HEALTH
Future Implementation (Not Yet Implemented & Not Near Term)

Goal	Policy #	Policy	Next Step Strategies	Strategies to be Determined
SH 7 <u>CRIMINAL JUSTICE</u> Provide evidence based criminal justice services that use police, prosecutors, courts, public defenders, treatment and supervision to reduce crime and recidivism while supporting victims.	SH 7.2	<u>Disproportional Incarceration of Individuals with Mental or Cognitive Disabilities</u> Implement cost-effective, research-based, smart justice reforms and funding that utilize comprehensive assessment and placement at non-jail facilities for community members who suffer from mental or cognitive disabilities and can be safely housed outside a jail.		
	SH 7.3	<u>Therapeutic Courts and Jail Diversion Center</u> Expand the use of therapeutic courts and non-jail alternatives to increase the provision of treatment and rehabilitation in order to reduce recidivism.		
	SH 7.4	<u>Coordination with Spokane Regional Law and Justice Council</u> Develop Levels of Service for Therapeutic Courts and Diversionary Services in coordination with the Spokane Regional Law and Justice Council.		

CHAPTER 11 - NEIGHBORHOODS

Future Implementation (Not Yet Implemented & Not Near Term)

Goal	Policy #	Policy	Next Step Strategies	Strategies to be Determined
N 2 <u>NEIGHBORHOOD DEVELOPMENT</u> Reinforce the stability and diversity of the city's neighborhoods in order to attract long-term residents and businesses and to ensure the city's residential quality, cultural opportunities, and economic vitality.	N 2.3	<u>Special Needs</u> Ensure that neighborhood-based services are available for special needs and located in proximity to public transit routes in order to be accessible to local residents.		
N 3 <u>NEIGHBORHOOD FACILITIES</u> Maximize the usefulness of existing neighborhood facilities and services while minimizing the impacts of major facilities located within neighborhoods.	N 3.1	<u>Multipurpose Use of Neighborhood Buildings</u> Work with neighborhoods to develop a strategy for the multipurpose use of existing structures and the extension of services within neighborhoods for neighborhood activities.		
N 4 <u>TRAFFIC AND CIRCULATION</u> Provide Spokane residents with clean air, safe streets, and quiet, peaceful living environments by reducing the volume of automobile traffic passing through neighborhoods and promoting alternative modes of circulation.	N 4.1	<u>Neighborhood Traffic Impact</u> Consider impacts to neighborhoods when planning the city transportation network.		
	N 4.2	<u>Neighborhood Streets</u> Refrain, when possible, from constructing new arterials that bisect neighborhoods and from widening streets within neighborhoods for the purpose of accommodating additional automobiles.		
	N. 4.6	<u>Pedestrian and Bicycle Connections</u> Establish a continuous pedestrian and bicycle network within and between all neighborhoods.		

CHAPTER 11 - NEIGHBORHOODS

Future Implementation (Not Yet Implemented & Not Near Term)

Goal	Policy #	Policy	Next Step Strategies	Strategies to be Determined
N 4 <u>TRAFFIC AND CIRCULATION</u> Provide Spokane residents with clean air, safe streets, and quiet, peaceful living environments by reducing the volume of automobile traffic passing through neighborhoods and promoting alternative modes of circulation.	N 4.8	<u>Sidewalk Program</u> Develop a sidewalk program to maintain, repair, or build new sidewalks in existing neighborhoods and require sidewalks in new neighborhoods concurrent with development.	Develop and implement a financing strategy to maintain, repair, or build new sidewalks in existing neighborhoods.	
	N 4.10	<u>School Walking and Bus Routes</u> Coordinate with local school districts, private schools, and colleges to determine which bus and walking routes to and from neighborhood schools provide the highest degree of pedestrian safety.		
N 5 <u>OPEN SPACE</u> Increase the number of open gathering spaces, greenbelts, trails, and pedestrian bridges within and/or between neighborhoods.	N 5.1	<u>Future Parks Planning</u> Utilize neighborhood groups to work with the City of Spokane Parks and Recreation Department to locate land and develop financing strategies that meet the level of service standards for neighborhood parks and/or open space.		
	N 5.2	<u>Parks and Squares in Neighborhood Centers</u> Include a park and/or square in each neighborhood center.		
	N 5.3	<u>Linkages</u> Link neighborhoods with an open space greenbelt system or pedestrian and bicycle paths.		
N 6 <u>THE ENVIRONMENT</u> Protect and enhance the natural and built environment within neighborhoods.	N 6.3	<u>Open Space and Nature Corridors</u> Identify and protect nature and wildlife corridors within and between neighborhoods.		

CHAPTER 11 - NEIGHBORHOODS

Future Implementation (Not Yet Implemented & Not Near Term)

Goal	Policy #	Policy	Next Step Strategies	Strategies to be Determined
N 7 <u>SOCIAL CONDITIONS</u> Promote efforts that provide neighborhoods with social amenities and interaction and a sense of community.	N 7.1	<u>Gathering Places</u> Increase the number of public gathering places within neighborhoods.	Explore the potential for expansion of the neighborhood retail designation, as appropriate, in neighborhoods that lack a neighborhood center.	
N 8 <u>NEIGHBORHOOD PLANNING PROCESS</u> Ensure a sense of identity and belonging for each neighborhood throughout the city and the adjacent Urban Growth Area through a neighborhood planning process that is all-inclusive, maintains the integrity of neighborhoods, implements the comprehensive plan, and empowers neighborhoods in their decision-making.	N 8.5	<u>Neighborhood Planning Coordination</u> Require neighborhoods to coordinate planning and review of individual neighborhood plans so that neighborhood projects have minimal negative impacts on other neighborhoods.		
	N 8.7	<u>Agreement for Joint Planning</u> Agree with the county, affected neighborhoods, and interested stakeholders on a consistent process for developing neighborhood plans within the city's unincorporated Urban Growth Area.	Work with Spokane County to encourage neighborhood planning within the UGA.	
	N 8.8	<u>Neighborhood Planning Outside the City</u> Use the City of Spokane and Spokane County planning processes when conducting planning in neighborhoods within the city's unincorporated UGA.	Work with Spokane County to encourage neighborhood planning within the UGA.	
	N 8.9	<u>Consistency of Plans Outside the City</u> Maintain consistency between the city's unincorporated UGA neighborhood plans and the City of Spokane and Spokane County Comprehensive Plans.		

CHAPTER 12 - PARKS & OPEN SPACE

Future Implementation (Not Yet Implemented & Not Near-Term)

Goal	Policy #	Policy	Next Step Strategies	Strategies to be Determined
PRS 1 <u>PRESERVATION AND CONSERVATION</u> Assure the preservation and conservation of unique, fragile, and scenic natural resources, and especially non-renewable resources.	PRS 1.3	<u>Funding for Open Space and Shoreline Land Acquisition</u> Purchase open space and shoreline land when they become available using funding sources available.		
	PRS 1.6	<u>Opportunity Fund</u> Create an "Opportunity Fund" protect open space or acquire parkland, which would be lost if not immediately purchased.		
PRS 5 <u>RECREATION PROGRAM</u> Assure an indoor and outdoor recreation program, which provides well-rounded recreational opportunities for citizens of all ages and abilities.	PRS 5.2	<u>Private Partnerships</u> Create public-private partnerships and develop incentives for community-oriented programs, which are responsive to needs and fosters participant support of all ages and abilities.		
PRS 6 <u>COORDINATION AND COOPERATION</u> Encourage and pursue a climate of cooperation between government agencies, non-profit organizations, and private business in providing open space, parks facilities, and recreational services that are beneficial for the public.	PRS 6.1	<u>Duplication of Recreational Opportunities</u> Facilitate cooperation and communication among government agencies, non-profit organizations, school districts, and private businesses to avoid duplication in providing recreational opportunities within the community.		
	PRS 6.2	<u>Cooperative Planning and Use of Recreational Facilities</u> Conduct cooperative planning and use of recreational facilities with public and private groups in the community.		
	PRS 6.3	<u>Joint Park and Open Space Planning</u> Ensure that parks, open space, and trails are planned and funded in coordination with Spokane County prior to allowing urban development within the city's Urban Growth Area (UGA), yet outside city limits.		

CHAPTER 12 - PARKS & OPEN SPACE

Future Implementation (Not Yet Implemented & Not Near-Term)

Goal	Policy #	Policy	Next Step Strategies	Strategies to be Determined
PRS 7 <u>PARKS SERVICE QUALITY</u> Provide a parks and recreation system that is enjoyable, efficient, financially responsible, and a source of civic pride.	PRS 7.2	<u>Modern Management Practices</u> Employ state-of-the-art techniques in the park and recreation profession by providing staff training, laborsaving equipment, automatic systems, durable materials, effective facility design, and responsive leisure services.		

CHAPTER 13 - LEADERSHIP, GOVERNANCE, & CITIZENSHIP

Future Implementation (Not Yet Implemented & Not Near Term)

Goal	Policy #	Policy	Next Step Strategies	Strategies to be Determined
LGC 6 <u>RESPONSIVE CITY GOVERNMENT</u> Increase public confidence in the city's responsiveness to the pursuit of community values through the day-to-day administration of land use and development codes.	LGC 6.1	<u>Enforcement of Land Use and Development Codes</u> Utilize a violation-driven code enforcement system rather than a complaint driven system to achieve compliance with land use and development codes.		

CHAPTER 3 - LAND USE Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
LU 1 <u>CITYWIDE LAND USE</u> Offer a harmonious blend of opportunities for living, working, recreation, education, shopping, and cultural activities by: protecting natural amenities; providing coordinated, efficient, and cost effective public facilities and utility services; carefully managing both residential and non-residential development and design; and proactively reinforcing downtown Spokane’s role as a vibrant urban center.	LU 1.1	<u>Neighborhoods</u> Utilize the neighborhood concept as a unit of design for planning housing, transportation, services, and amenities.	H 1.11 - Siting of Subsidized Low-Income Housing DP 5.1 - Neighborhood Participation TR 2 - Transportation Supporting Land Use TR 7 - Neighborhood Access TR 13 - Infrastructure Design TR 14 - Traffic Calming TR 16 - Right-of-Way Maintenance TR 18 - Parking N 2 - Neighborhood Development	Neighborhood Planning Process	Six neighborhoods still require planning efforts.	X	X	X	
	LU 1.2	<u>Districts</u> Identify districts as the framework for providing secondary schools, larger park and recreation facilities, and more varied shopping facilities.	CFU 3.1 - Special Purpose Districts TR 2 - Transportation Supporting Land Use TR 5 - Active Transportation TR 6 - Commercial Center Access TR 9 - Promote Economic Opportunity TR 13 - Infrastructure Design TR 15 - Activation	Spokane Municipal Code		X			
	LU 1.3	<u>Single-Family Residential Areas</u> Protect the character of single-family residential neighborhoods by focusing higher intensity land uses in designated Centers and Corridors.	CFU 6.1 - Community Revitalization DP 2.11 - Improvements Program DP 2.6 - Building and Site Design TR 2 - Transportation Supporting Land Use TR 7 - Neighborhood Access TR 13 - Infrastructure Design TR 14 - Traffic Calming TR 16 - Right-of-Way Maintenance	2001 designation of mixed-use centers and corridors on the Land Use Plan Map, (Map LU-1). 2006 Residential Code Update.		X			
	LU 1.4	<u>Higher Density Residential Areas</u> Direct new higher density residential uses to Centers and Corridors designated on the Land Use Plan Map.	DP 2.12 - Infill Development TR 2 - Transportation Supporting Land Use	Designation of mixed-use centers and corridors on the Land Use Plan Map in 2001. Infill Taskforce - 2006 Residential Code Update.	Infill Taskforce	X			
	LU 1.5	<u>Office Uses</u> Direct new office uses to Centers and Corridors designated on the Land Use Plan Map.	TR 2 - Transportation Supporting Land Use TR 6 - Commercial Center Access TR 9 - Promote Economic Opportunity	Designation of mixed-use centers and corridors on the Land Use Plan Map in 2001.		X			

CHAPTER 3 - LAND USE Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
LU 1 <u>CITYWIDE LAND USE</u> Offer a harmonious blend of opportunities for living, working, recreation, education, shopping, and cultural activities by: protecting natural amenities; providing coordinated, efficient, and cost effective public facilities and utility services; carefully managing both residential and non-residential development and design; and proactively reinforcing downtown Spokane’s role as a vibrant urban center.	LU 1.6	<u>Neighborhood Retail Use</u> Direct new neighborhood retail use to Neighborhood Centers designated on the Land Use Plan Map.	TR 2 - Transportation Supporting Land Use TR 9 - Promote Economic Opportunity	Centers and Corridors are designated on the Land Use Plan Map, 2001. Zoning Map and Unified Development Code Project. Neighborhood Retail designated on Land Use Plan Map. Historic and Existing Commercial Structures in Residential Zones.	Evaluate the possible expansion of neighborhood retail.	X			
	LU 1.7	<u>Neighborhood Mini-Centers</u> Create a Neighborhood Mini-Center wherever an existing Neighborhood Retail area is larger than two acres.	TR 2 - Transportation Supporting Land Use TR 9 - Promote Economic Opportunity	Mini-Centers are designated on the Land Use Plan Map.	Study Possible Expansion of Mini-Center use in Land Use.	X			
	LU 1.8	<u>General Commercial Uses</u> Contain General Commercial areas within the boundaries occupied by existing business designations and within the boundaries of designated Centers and Corridors.	TR 2 - Transportation Supporting Land Use TR 6 - Commerical Center Access TR 9 - Promote Economic Opportunity	Commercial land uses are designated on the Land Use Plan Map (Map LU-1).	Study Possible Expansion of Neighborhood Retail	X			
	LU 1.9	<u>Downtown</u> Develop city-wide plans and strategies that are designed to ensure a viable, economically strong downtown area.	Housing 1.21 - Development of Single-Room Occupancy Housing Economic Development 3.10 - Downtown Spokane DP 4 - Downtown Center Viability Neighborhoods 1 - The Downtown Neighborhood TR 2 - Transportation Supporting Land Use TR 4 - Transportation Demand Management Strategies (TDM) TR 6 - Commerical Center Access TR 8 - Moving Freight TR 9 - Promote Economic Opportunity TR 11 - Transit Operational Efficiency TR 15 - Activation TR 18 - Parking	Fast Forward Spokane - Downtown Plan; University District	Update Downtown Plan (Possible Increased Residential Focus)	X	X		

CHAPTER 3 - LAND USE Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
LU 1 <u>CITYWIDE LAND USE</u> Offer a harmonious blend of opportunities for living, working, recreation, education, shopping, and cultural activities by: protecting natural amenities; providing coordinated, efficient, and cost effective public facilities and utility services; carefully managing both residential and non-residential development and design; and proactively reinforcing downtown Spokane’s role as a vibrant urban center.	LU 1.10	<u>Industry</u> Provide a variety of industrial locations and site sizes for a variety of light and heavy industrial development and safeguard them from competing land uses.	Economic Development 2 - Land Availability for Economic Activities TR 2 - Transportation Supporting Land Use TR 8 - Moving Freight TR 9 - Promote Economic Opportunity TR 10 - Transportation System Efficiency & Innovation TR 13 - Infrastructure Design	Industrial uses are designated on the Land Use Plan Map.		X			
	LU 1.11	<u>Agriculture</u> Designate areas for Agriculture lands that are suited for long-term agricultural production.	Natural Environment 8 - Agricultural Lands Social Health 7.4 - Urban Agriculture	Agricultural uses are designated on the Land Use Plan Map.		X			
	LU 1.12	<u>Public Facilities and Services</u> Ensure that public facilities and services systems are adequate to accommodate proposed development before permitting development to occur.	Land Use 6.8 - Siting Essential Public Facilities Capital Facilities 1 - Adequate Public Facilities and Services Capital Facilities 2 - Concurrency TR 2 - Transportation Supporting Land Use TR 4 - Transportation Demand Management Strategies (TDM) TR 10 - Transportation System Efficiency & Innovation TR 11 - Transit Operational Efficiency TR 13 - Infrastructure Design TR 19 - Plan Collaboratively	Spokane Unified Development Code Capital Facilities Plan Concurrency Ordinance Permitting process		X			
	LU 1.13	<u>Parks and Open Space</u> Develop funding mechanisms, incentives, and other methods to procure land for formal parks and/or natural open space in existing and new neighborhoods based upon adopted standards of the Comprehensive Plan.	Neighborhoods 5.1 - Future Parks Planning PRS 6 - Coordination and Cooperation PRS 7 - Parks Service Quality TR 2 - Transportation Supporting Land Use TR 5 - Active Transportation TR 13 - Infrastructure Design TR 21 -Safe & Healthy Community Education & Promotion Campaigns	Conservation Futures Program The Spokane Parks Board is granted power by City Charter to lay out, establish, purchase, procure, accept and have the care, management, control, and improvement of all parks grounds controlled by the City of Spokane.		X			
	LU 1.14	<u>Nonconforming Uses</u> Avoid the creation of large areas of nonconforming uses at the time of adoption of new development regulations.		Spokane Municipal Code 17C & 17E		X			

CHAPTER 3 - LAND USE Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
LU 1 <u>CITYWIDE LAND USE</u> Offer a harmonious blend of opportunities for living, working, recreation, education, shopping, and cultural activities by: protecting natural amenities; providing coordinated, efficient, and cost effective public facilities and utility services; carefully managing both residential and non-residential development and design; and proactively reinforcing downtown Spokane’s role as a vibrant urban center.	LU 1.15	<u>Airfield Influence Areas</u> Prohibit the siting of land uses that are incompatible with aviation operations in the Airfield Influence Areas designated on Comprehensive Plan maps, and contain residential Comprehensive Plan designations and zoning in the Airfield Influence Areas to their existing locations not allowing for expansion or increases in residential density.	TR 2 - Transportation Supporting Land Use TR 8 - Moving Freight TR 9 - Promote Economic Opportunity TR 19 - Plan Collaboratively	Airfield Overlay Zoning and Airfield Influence.		X			
	LU 1.16	<u>Mobile Home Parks</u> Designate appropriate areas for the preservation of mobile and manufactured home parks.							X
LU 2 <u>PUBLIC REALM ENHANCEMENT</u> Encourage the enhancement of the public realm.	LU 2.1	<u>Public Realm Features</u> Encourage features that improve the appearance of development, paying attention to how projects function, to encourage social interaction, and how they relate to and enhance the surrounding urban and natural environment.	ED 8.1 - Quality of Life Protection DP 2 - Urban Design DP 2.1 - Definition of Urban Design DP 2.14 - Town Squares and Plazas TR 13 - Infrastructure Design TR 14 - Traffic Calming TR 15 - Activation	Spokane Municipal Code 17C		X			
	LU 2.2	<u>Performance Standards</u> Employ performance and design standards with sufficient flexibility and appropriate incentives to ensure that development is compatible with surrounding land uses.	DP 2.3 - Design Standards for Public Projects and Structures DP 3.10 - Zoning Provisions and Building Regulations SH 6.1 - Crime Prevention through Environmental Design Themes TR 2 - Transportation Supporting Land Use TR 13 - Infrastructure Design	Spokane Municipal Code 17C		X			

CHAPTER 3 - LAND USE Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
LU 3 <u>EFFICIENT LAND USE</u> Promote the efficient use of land by the use of incentives, density and mixed-use development in proximity to retail businesses, public services, places of work, and transportation systems.	LU 3.1	<u>Coordinated and Efficient Land Use</u> Encourage coordinated and efficient growth and development through infrastructure financing and construction programs, tax and regulatory incentives, and by focusing growth in areas where adequate services and facilities exist or can be economically extended.	CFU 2 - Concurrency TR 2 - Transportation Supporting Land Use TR 12 - Prioritize and Integrate Investments TR 13 - Infrastructure Design TR 2 - Transportation Supporting Land Use TR 12 - Prioritize and Integrate Investments TR 13 - Infrastructure Design	Capital Facilities Plan MFTE Program Targeted Area Development Incentives	Drive-Throughs in Office Retail Zone	X			
	LU 3.2	<u>Centers and Corridors</u> Designate Centers and Corridors, (neighborhood scale, community or district scale, and regional scale), on the Land Use Plan Map that encourage a mix of uses and activities around which growth is focused.	TR 2 - Transportation Supporting Land Use TR 5 - Active Transportation TR 6 - Commercial Center Access TR 9 - Promote Economic Opportunity TR 13 - Infrastructure Design	Land Use Plan Map (Map LU-1); Spokane Municipal Code	Study Possible Update to Policy LU 1.5 and LU 1.6 per Focus Group Recommendations.			X	
	LU 3.3	<u>Designating Centers and Corridors</u> Designate new Centers or Corridors in appropriate locations on the Land Use Plan Map through a city-approved planning process.	TR 2 - Transportation Supporting Land Use	Southgate Neighborhood Plan Transportation & Connectivity Element and Southgate Neighborhood Plan Parks and Open Space Element	Evaluate the following areas for potential future Center designation: g. Five Mile h. Northtown	X	X	X	
	LU 3.4	<u>Planning for Centers and Corridors</u> Conduct a city-approved subarea planning process to determine the location, size, mix of land uses, and underlying zoning within designated Centers and Corridors. Prohibit any change to land use or zoning within suggested Centers or Corridors until a subarea planning process is completed.	TR 2 - Transportation Supporting Land Use	Southgate Neighborhood Plan Transportation & Connectivity Element and Southgate Neighborhood Plan Parks and Open Space Element	Sub-area Planning for West Hills Neighborhood Center	X	X		
					Lincoln Heights District Center Master Plan - Implementation Planning		X		
					Centers and Corridors Design Standards Update		X		
					Transition Zone Design Standards Update		X		
					Complete Planning for Centers w/no Center Land Uses a. Grand Blvd NC b. Lincoln and Nevada NC c. Shadle DC d. 57th and Regal DC e. N Nevada EC f. N Monroe Corridor (southern portion)	X			

CHAPTER 3 - LAND USE Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
LU 3 EFFICIENT LAND USE Promote the efficient use of land by the use of incentives, density and mixed-use development in proximity to retail businesses, public services, places of work, and transportation systems.	LU 3.5	<u>Mix of Uses in Centers</u> Achieve a proportion of uses in Centers that will stimulate pedestrian activity and create mutually reinforcing land uses.	DP 2.13 - Parking Facilities Design DP 4.2 - Street Life SH 6.1 - Crime Prevention through Environmental Design Themes N 4 - Traffic and Circulation PRS 3 - Bicycle and Pedestrian Circulation TR 2 - Transportation Supporting Land Use TR 4 - Transportation Demand Management Strategies (TDM) TR 5 - Active Transportation TR 6 - Commercial Center Access TR 9 - Promote Economic	Land Use Table (Look up the one which has ratios as guide).		X	X		
	LU 3.6	<u>Compact Residential Patterns</u> Allow more compact and affordable housing in all neighborhoods, in accordance with design guidelines.	CFU 4.1 - Compact Development TR 2 - Transportation Supporting Land Use TR 7 - Neighborhood Access TR 13 - Infrastructure Design	Pocket Residential Development - SMC 17C.110.360		X			
	LU 3.7	<u>Maximum and Minimum Lot Sizes</u> Prescribe maximum as well as minimum lot size standards, to achieve the desired residential density for all areas of the city.		Spokane Municipal Code					
	LU 3.8	<u>Shared Parking</u> Encourage shared parking facilities for business and commercial establishments that have dissimilar peak use periods.	TR 18 - Parking	Spokane Municipal Code 17C.230.110		X			
LU 4 TRANSPORTATION Promote a network of safe and cost effective transportation alternatives, including transit, carpooling, bicycling, pedestrian-oriented environments, and more efficient use of the automobile, to recognize the relationship between land use and transportation.	LU 4.1	<u>Land Use and Transportation</u> Coordinate land use and transportation planning to result in an efficient pattern of development that supports alternative transportation modes consistent with the Transportation Chapter, and makes significant progress toward reducing sprawl, traffic congestion, and air pollution.	Transportation Chapter	Spokane Municipal Code LINK Spokane	Central City Line Strategic Overlay Plan implementation strategies	X			

CHAPTER 3 - LAND USE Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
LU 4 <u>TRANSPORTATION</u> Promote a network of safe and cost effective transportation alternatives, including transit, carpooling, bicycling, pedestrian-oriented environments, and more efficient use of the automobile, to recognize the relationship between land use and transportation.	LU 4.2	<u>Land Uses That Support Travel Options and Active Transportation</u> Provide a compatible mix of housing and commercial uses in Neighborhood Centers, District Centers, Employment Centers, and Corridors.	Transportation Chapter H 2.4 - Linking Housing with Other Land Uses ED 3.2 - Economic Diversity	Centers and Corridors are designated on the Land Use Plan Map. SMC outlines design standards SMC Table 17C.122-2		X			
	LU 4.3	<u>Neighborhood Through-Traffic</u> Create boundaries for new neighborhoods through which principle arterials should not pass.	Transportation Chapter			X			
	LU 4.4	<u>Connections</u> 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.	N 4 - Traffic and Circulation TR 1 - Transportation Network for All Users TR 2 - Transportation Supporting Land Use TR 5 - Active Transportation TR 13 - Infrastructure Design TR 15 - Activation	Land Use Plan Map (Map LU-1). Pedestrian Master Plan. Bicycle Master Plan. LINK Spokane. SMC		X			
	LU 4.5	<u>Block Length</u> 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.	TR 1 - Transportation Network for All Users TR 2 - Transportation Supporting Land Use TR 5 - Active Transportation TR 13 - Infrastructure Design TR 15 - Activation	Unified Development Code		X			
LU 5 <u>DEVELOPMENT CHARACTER</u> Promote development in a manner that is attractive, complementary, and compatible with other land uses.	LU 5.1	<u>Built and Natural Environment</u> Ensure that developments are sensitive to the built and natural environment, (for example, air and water quality, noise, traffic congestion, and public utilities and services), by providing adequate impact mitigation to maintain and enhance quality of life.	N 6 - The Environment ED 8 - Quality of Life and the Environment DP 1.1 - Landmark Structures, Buildings, and Sites TR 2 -Transportation Supporting Land Use TR 13 - Infrastructure Design	State Environmental Policy Act (SEPA) Review. SMC.		X	X		

CHAPTER 3 - LAND USE Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
LU 5 <u>DEVELOPMENT CHARACTER</u> Promote development in a manner that is attractive, complementary, and compatible with other land uses.	LU 5.2	<u>Environmental Quality Enhancement</u> Encourage site locations and design features that enhance environmental quality and compatibility with surrounding land uses.	CFU 1.8 - Intangible Costs and Benefits CFU 5 - Environmental Concerns ED 2.1 - Land Supply NE 5.2 - Facility Review NE 8.3 - Compatible Agricultural Activities N 6.1 - Environmental Planning	State Environmental. Policy Act (SEPA) Review. SMC.		X			
	LU 5.3	<u>Off-Site Impacts</u> Ensure that off-street parking, access, and loading facilities do not adversely impact the surrounding area.	TR 13 - Infrastructure Design TR 18 - Parking	SMC		X			
	LU 5.4	<u>Natural Features and Habitat Protection</u> Ensure development is accomplished in a manner that protects significant natural features and wildlife habitat.	NE 6 - The Environment ED 8 - Quality of Life and the Environment DP 1.1 - Landmark Structures, Buildings, and Sites	SMC SEPA Review		X			
	LU 5.5	<u>Compatible Development</u> Ensure that infill and redevelopment projects are well-designed and compatible with surrounding uses and building types.	CFU 4.1 - Compact Development ED 2.1 - Land Supply DP 2.12 - Infill Development	City of Spokane Unified Development Code 17C Infill Taskforce	Infill Task Force Recommendation Implementation	X			
LU 6 <u>ADEQUATE PUBLIC LANDS AND FACILITIES</u> Ensure the provision and distribution of adequate, public lands and facilities throughout the city.	LU 6.1	<u>Advance Siting</u> Identify, in advance of development, sites for parks, open space, wildlife habitat, police stations, fire stations, major stormwater facilities, schools, and other lands useful for public purposes.	CFU 1.8 - Intangible Costs and Benefits CFU 5 - Environmental Concerns	Capital Facilities Plans. Land Use Plan Map.		X			

CHAPTER 3 - LAND USE Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
LU 6 ADEQUATE PUBLIC LANDS AND FACILITIES Ensure the provision and distribution of adequate, public lands and facilities throughout the city.	LU 6.2	<u>Open Space</u> Identify, designate, prioritize, and seek funding for open space areas.	DP 2.14 - Town Squares and Plazas N 5 - Open Space N 6.3 - Open Space and Nature Corridors PRS 1.1 - Open Space System PRS 1.3 - Funding for Open Space and Shoreline Land Acquisition PRS 1.4 - Property Owners and Developers PRS 1.5 - Open Space Buffers PRS 1.6 - Opportunity Fund PRS 2 - Park and Open Space System PRS 3 - Bicycle and Pedestrian Circulation PRS 6.3 - Joint Park and Open Space Planning TR 5 - Active Transportation TR 19 - Plan Collaboratively	Land Use Plan Map (Map LU-1)		X			
	LU 6.3	<u>School Locations</u> Work with the local school districts to identify school sites that are located to serve the service area and that are readily accessible for pedestrians and bicyclists.	TR 1 - Transportation Network for All Users TR 2 - Transportation Supporting Land Use TR 5 - Active Transportation TR 13 - Infrastructure Design TR 19 - Plan Collaboratively	Quarterly Coordination Meetings With School Districts (Ongoing).	Continue Ongoing Coordination with School Districts.	X			
	LU 6.4	<u>School and City Cooperation</u> Continue the cooperative relationship between the city and school officials.	TR 19 - Plan Collaboratively	Quarterly Coordination Meetings With School Districts (Ongoing)		X			
	LU 6.5	<u>Schools as a Neighborhood Focus</u> Encourage school officials to retain existing neighborhood school sites and structures because of the importance of the school in maintaining a strong, healthy neighborhood.		Quarterly Coordination Meetings With School Districts (Ongoing)		X			
	LU 6.6	<u>Shared Facilities</u> Continue the sharing of city and school facilities for neighborhood parks, recreation, and open space uses.		OPR 2012-0243 - Joint Use of Facilities: Spokane Public Schools		X			

CHAPTER 3 - LAND USE Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
LU 6 ADEQUATE PUBLIC LANDS AND FACILITIES Ensure the provision and distribution of adequate public lands and facilities throughout the city.	LU 6.7	<u>Sharing and Programming Planning</u> Develop a joint plan for the city and school districts serving Spokane for sharing and programming school sites for common activities.							
	LU 6.8	<u>Siting Essential Public Facilities</u> Utilize a process for locating essential public facilities that incorporates different levels of public review depending on facility scale and location.		SMC			X		
	LU 6.9	<u>Facility Compatibility with Neighborhood</u> Ensure the utilization of architectural and site designs of essential public facilities that are compatible with the surrounding areas.		SMC			X		
LU 7 IMPLEMENTATION Ensure that the goals and policies of the comprehensive plan are implemented.	LU 7.1	<u>Regulatory Structure</u> Develop a land use regulatory structure that utilizes a variety of mechanisms to promote development that provides a public benefit.		Land Use Map (Map LU-1). Spokane Municipal Code. Creation of Implementation Chapter of the Comprehensive Plan.			X		
					Compact Residential Single-Family Overlay		X		
					Smart Code Pilot Program N. Monroe Street Pilot		X		
					Lot Dimension Standards Update	X			
					Infill Taskforce Recommended Updates to Development Code	X			
					Possible Neighborhood Retail Expansion	X			
					Centers and Corridors Design Standards Update	x			
	LU 7.2	<u>Continuing Review Process</u> Develop a broad, community-based process that periodically re-evaluates and directs city policies and regulations consistent with this chapter's Vision and Values.							

CHAPTER 3 - LAND USE Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
LU 7 <u>IMPLEMENTATION</u> Ensure that the goals and policies of the comprehensive plan are implemented.	LU 7.3	<u>Historic Reuse</u> Allow compatible residential or commercial use of historic properties when necessary to promote preservation of these resources.							
	LU 7.4	<u>Sub-Area Planning Framework</u> Use the Comprehensive Plan for averall guidance and undertake more detailed sub-area and neighborhood planning in order to provide a forum for confronting and reconciling issues and empowering neighborhoods to solve problems collectively.							
LU 8 <u>URBAN GROWTH AREA</u> Maintain an urban growth area that includes areas and densities sufficient to accommodate the city’s allocated population, housing and employment growth for the succeeding twenty-year period, including the accommodation of the medical, governmental, educational, institutional, commercial, and industrial facilities related to such growth, but that does not exceed the areas necessary to accommodate such growth.	LU 8.1	<u>Role of Urban Growth Areas</u> Limit urban sprawl by encouraging development in urban areas where adequate public facilities already exist, or where such facilities can be more efficiently provided.	CFU 2.3 - Phasing of Services CFU 3.6 - Limitation of Services Outside Urban Growth Areas CFU 5.1 - On-Site Wastewater Disposal NE 1.9 - Sewer Requirement TR 2 - Transportation Supporting Land Use	Land Use Plan Map. SMC. Countywide Planning Policies.					
	LU 8.2	<u>Joint Planning in Urban Growth Area</u> Plan with Spokane County for the unincorporated portions of the Urban Growth Area.	Countywide Planning Policies CFU 3.5 - Uniformity of Standards CFU 3.6 - Limitation of Services Outside Urban Growth Areas N 8.7 - Agreement for Joint Planning N 8.9 - Consistency of Plans Outside the City PRS 6.3 - Joint Park and Open Space Planning TR 19 - Plan Collaboratively	Countywide Planning Policies		X			

CHAPTER 3 - LAND USE

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Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
LU 8 URBAN GROWTH AREA Maintain an urban growth area that includes areas and densities sufficient to accommodate the city's allocated population, housing and employment growth for the succeeding twenty-year period, including the accommodation of the medical, governmental, educational, institutional, commercial, and industrial facilities related to such growth, but that does not exceed the areas necessary to accommodate such growth.	LU 8.3	<u>Review of Urban Growth Area</u> Review the Urban Growth Area boundary in accordance with the requirements of the Growth Management Act and Countywide Planning Policies relative to the current Office of Financial Management's twenty-year population forecast, and make adjustments, as warranted, to accommodate the projected growth.		Spokane County and the City of Spokane routinely follow the UGA update requirements.	The next UGA update will be in 2025.	X	X		
LU 9 ANNEXATION Support annexations that enhance effective and efficient government.	LU 9.1	<u>Annexation Boundaries</u> Encourage annexations that create logical boundaries and reasonable service areas within the adjacent Urban Growth Area, where the city has demonstrated the fiscal capacity to provide services.		Spokane Housing Ventures Annexation. West Plains Annexation.					
	LU 9.2	<u>Peninsula Annexation</u> Encourage and assist property owners in existing unincorporated "peninsulas" in the adjacent Urban Growth Area to annex to the city.				X			
	LU 9.3	<u>City Utilities</u> Require property owners requesting city utilities to annex or sign a binding agreement to annex when requested to do so by the city.	CFU 3.3 - Utilities Coordination CFU 3.6 - Limitation of Services Outside Urban Growth Areas	West Plains Annexation. Spokane Housing Ventures Annexation.		X			
	LU 9.4	<u>Community Impacts</u> Evaluate all annexations on the basis of their short and long-term community impacts and benefits.		West Plains Annexation. Spokane Housing Ventures Annexation.	Establish administrative guidelines for annexation for the Spokane Municipal Code.	X			
					Study Possible Update to Policy LU 9.6 - Land Use and Zoning Designations Upon Annexation.	X			

CHAPTER 3 - LAND USE Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
LU 9 ANNEXATION Support annexations that enhance effective and efficient government.	LU 9.5	<u>Funding Capital Facilities in Annexed Areas</u> Ensure that annexations do not result in a negative fiscal impact on the city.		West Plains Annexation		X			
	LU 9.6	<u>Land Use and Zoning Designation Upon Annexation</u> Recognize the interests of the residents of the annexing area and, in the absence of specific policies and standards adopted by the city, honor the intent of adopted county plans and ordinances for areas proposed to be annexed.		West Plains Annexation		X			
	LU 9.7	<u>City Bonded Indebtedness</u> Require property owners within an annexing area to assume a share of the city's bonded indebtedness.				X			
LU 10 JOINT PLANNING Support joint growth management planning and annexation requests, which best meet the Comprehensive Plan's development goals and policies.	LU 10.1	<u>Land Use Plans</u> Prepare land use plans in cooperation with Spokane County for the Urban Growth Area to ensure that planned land uses are compatible with adopted city policies and development standards at the time of annexation.	Countywide Planning Policies CFU 3.5 - Uniformity of Standards CFU 3.6 - Limitation of Services Outside Urban Growth Areas N 8.7 - Agreement for Joint Planning N 8.9 - Consistency of Plans Outside the City PRS 6.3 - Joint Park and Open Space Planning	Joint Planning Process					
	LU 10.2	<u>Consistent Development Standards</u> Require utilities, roads, and services in the adjacent Urban Growth Area to be built to city standards.	CFU 3.5 - Uniformity of Standards N 8.9 - Consistency of Plans Outside the City	Joint Planning Process					
	LU 10.3	<u>Special Purpose Districts</u> Confer with affected special purpose districts and other jurisdictions to assess the impact of annexation prior to any annexation.	CFU 3.1 - Special Purpose Districts	West Plains and Spokane Housing Ventures Annexations					

CHAPTER 3 - LAND USE Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
LU 10 JOINT PLANNING Support joint growth management planning and annexation requests, which best meet the Comprehensive Plan’s development goals and policies.	LU 10.4	<u>Long Range Urban Growth Area Planning</u> Establish a forty-year planning horizon to address eventual expansion of UGAs beyond the twenty-year boundary required by the Growth Management Act.							

CHAPTER 4 - TRANSPORTATION Master									
Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)	
TR 1	<u>Transportation Network For All Users</u> Design the transportation system to provide a complete transportation network for all users, maximizing innovation, access, choice, and options across the four seasons. Users include pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight, emergency vehicles, and motor vehicle drivers. Guidelines identified in the Complete Streets Ordinance and other adopted plans and ordinances direct that roads and pathways will be designed, operated, and maintained to accomodate and promote safe and convenient travel for all users while acknowledging that not all streets must provide the same type of travel experience. All streets must meet mandated accessibility standards. The network for each mode is outlined in the Master Bike Plan, Pedestrian Master Plan, Spokane Transit's Comprehensive Plan, and the Arterial Street Map.	LU 1.1 - Neighborhoods LU 4 - Transportation H 1.11 - Access to Transportation N 4 - Traffic and Circulation	Street Design Standards Complete Streets Ordinance Master Bicycle Plan Pedestrian Master Plan Arterial Street Map	Utilize relevant performance measures to track the City's progress in developing the transportation network for all users. Project selection multi-modal balance reviewed by public during annual adoption. Identify measures to improve winter mobility for pedestrians, school children, and the mobility impaired.	X		X		
TR 2	<u>Transportation Supporting Land Use</u> 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.	LU 1.1 - Neighborhoods LU 4 - Transportation H 1.11 - Access to Transportation N 4 - Traffic and Circulation	Street Design Standards - Subdivision Design Standards	Future Sub-area planning efforts to better connect workers in residential areas with limited employment opportunities to employment rich areas.	X				
TR 3	<u>Transportation Level of Service (LOS)</u> Set and maintain transportation level of service standards that align desired growth patterns with optimal choices of transportation modes.	LU 4 - Transportation CFU 1.1 - Level of Service CFU 2.2 - Concurrency Management System H 1.11 - Access to Transportation		Periodic review of Level-of-Service standards. Measure throughput in terms of number of people passing through an intersection, not vehicles.	X				
TR 4	<u>Transportation Demand Management Strategies (TDM)</u> Evaluate TDM strategies to optimize transportation options within the context of Complete Streets. Use TDM strategies to gain efficiencies in the transportation system to reduce demand for auto travel.	LU 4 - Transportation CFU 2.2 - Concurrency Management System N 4 - Traffic and Circulation	Development Code include TDM options	Incorporate TDM strategies and context sensitive solutions in development projects. Ensure adequate pedestrian, bicycle and transit facilities are included in any current codes as well as any anticipated requirements above and beyond the master plan. Evaluate TDM measures	X				

CHAPTER 4 - TRANSPORTATION Master									
Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)	
TR 5	<u>Active Transportation</u> Identify high-priority active transportation projects to carry on completion/upgrades to the active transportation network.	LU 4 - Transportation		Development Code include TDM options Implement a network of low-volume, bike-friendly routes throughout the city. Support the development of a bike-share program within the city core. Utilize the Bicycle Plan and Pedestrian plan to guide bicycle and pedestrian facilities.	X				
TR 6	<u>Commercial Center Access</u> Improve multi-modal transportation options to and within designated district centers, neighborhood centers, employment centers, corridors, and downtown as the regional center.	LU 1.1 - Neighborhoods LU 4 - Transportation N 4 - Traffic and Circulation	Master Bicycle Plan Pedestrian Master Plan STA Support	Provide transit supportive features in support with STA (sidewalks, curb ramps, bus benches, etc.).	X				
TR 7	<u>Neighborhood Access</u> Require developments to have open, accessible, internal multi-modal transportation connections to adjacent properties and streets on all sides.	LU 1.1 - Neighborhoods LU 4 - Transportation H 1.11 - Access to Transportation N 4.2 - Neighborhood Streets N 4.5 - Multimodal Transportation	Subdivision and Unified Development Code standards.	Increase connectivity by providing walking and biking pathways where roadways do not connect.	X				
TR 8	<u>Moving Freight</u> 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.	LU 4 - Transportation		Designate truck freight routes through the city. Provide an easy to find freight map on the City's website. Support intermodal freight transfer facilities. Explore delivery time designations in specified areas.	X				
TR 9	<u>Promote Economic Opportunity</u> Focus on providing efficient and affordable multi-modal access to jobs, education, and workforce training to promote economic opportunity in the city's designated growth areas, develop "Great Streets" that enhance commerce and attract jobs.	LU 1.1 - Neighborhoods LU 4 - Transportation	Street Design Standards - Continued Construction of Capital Plan	Coordinate closely with STA and area colleges and universityies to provide convenient, cost-efficient transit service for students. Coordinate with Visit Spokane and other groups to support bicycle tourism.	X	X			

CHAPTER 4 - TRANSPORTATION Master									
Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)	
TR 10	<u>Transportation System Efficiency & Innovation</u> Develop and manage the transportation system to function as efficiently as possible while exploring innovative opportunities and technologies.	CFU 2.2 - Concurrency Management System		Develop Access Management Strategies for arterials. Place signals at consistent spacing and time traffic control to ensure coordinated, smooth, and safe movement of all roadway users.	X				
TR 11	<u>Transit Operational Efficiency</u> Support efficient transit operations through street and transit stop designs on transit priority streets that comply with standards and include transit-supportive elements, such as shelters, lighting, and schedule information. Assist in implementing the STA Comprehensive Plan.	CFU 2.2 - Concurrency Management System	Street Design Standards - Transit Design Standards	Prioritize STA fixed routes in city's snow removal planning and operations. Work with STA on transit system improvements.	X	X	X		
TR 12	<u>Prioritize & Integrate Investments</u> Prioritize investments based on the adopted goals and priorities outlined in the comprehensive plan.		Prioritization Matrix	Maintain and update as needed the metrics tied to the long range transportation prioritization matrix.	X				
TR 13	<u>Infrastructure Design</u> Maintain and follow design guidelines (including national guidelines such as MUTCD, NACTO, AASHTO) reflecting best practices that provide for a connected infrastructure designed for our climate and potential emergency management needs, and respecting the local context. Local context may guide signage and elements such as traffic calming, street furniture, bicycle parking, and community spaces. Accessibility guidelines and emergency management needs will be maintained.	LU 4 - Transportation N 4 - Traffic and Circulation	Street Design Standards	Require that Urban Context streets be designed to provide a pleasant environment for walking and other uses of public space.	X				
TR 14	<u>Traffic Calming</u> Use context-sensitive traffic calming measures in neighborhoods to maintain acceptable speeds, manage cut-through traffic, and improve neighborhood safety to reduce traffic impacts and improve quality of life.	LU 4 - Transportation N 4 - Traffic and Circulation	Street Design Standards	Maintain and improve the neighborhood traffic calming program. Explore implementing 20 mph residential speed limit standards.	X	X			

CHAPTER 4 - TRANSPORTATION Master									
Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)	
TR 15	<u>Activation</u> Build great streetscapes and activate public spaces in the right-of-way to promote economic vitality and a sense of place, with a focus on the designated Centers and Corridors identified in the Land Use chapter.	LU 4 - Transportation N 4 - Traffic and Circulation	Street Design Standards	Encourage local organizations to develop fun and engaging programming in the community.	X				
TR 16	<u>Right-Of-Way Maintenance</u> Keep facilities within the public rights-of-way well-maintained and clean year-round for the benefit of all while focusing on complete rehabilitation of streets on arterials, and maintenance work on both residential and arterial streets, using an integrated approach that incorporates all uses of the right of way to leverage dollars and gain greater community benefits.	LU 4 - Transportation	Maintain maintenance priorities. Use of PCTS, CTAB, and SRTC selection criteria to prioritize projects.	Develop public outreach strategies to educate business owners about the benefits of maintaining sidewalks. Develop partnerships to assist neighborhoods facilitate snow removal and other right-of-way maintenance needs. Develop a strategy to identify and address general right-of-way maintenance.	X	X	X		
TR 17	<u>Paving Existing and Unpaved Streets</u> Identify and prioritize resources for paving existing dirt and gravel streets and alleyways to reduce air pollution and prioritize infill and economic development.	CFU 2.2 - Concurrency Management System	Unpaved Street Database - Local Improvement District Policy	Collaborate with local and regional agencies and citizens to prioritize roadways and alleyways to be paved. Work with City Council to revisit the threshold required to form a Local Improvement District to fund new paving.	X	X			
TR 18	<u>Parking</u> Develop and administer vehicle parking policies that appropriately manage the demand for parking based upon the urban context desired.	LU 4 - Transportation		Develop shared parking strategies. Consider parking maximum policies to limit how much parking is developed. Review and Update Unified Development Code as needed.	X	X	X		
TR 19	<u>Plan Collaboratively</u> 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.	LU 4 - Transportation CFU 2.2 - Concurrency Management System N 4 - Traffic and Circulation	Coordinate City, SRTC, STA and WSDOT efforts through Governing Boards and advisory committees (PCTS, TAC, TTC)	Coordinate with SRTC and neighboring jurisdictions on transportation planning, projects and policies to ensure efficient, multimodal transportation of people and goods between communities regionally.	X				
TR 20	<u>Bicycle/Pedestrian Coordination</u> Coordinate bicycle and pedestrian planning to ensure that projects are developed to meet the safety and access needs of all users.	LU 4 - Transportation N 4 - Traffic and Circulation		Develop transportation-related educational programs for both non-motorized and motorized transportation users.	X		X		

CHAPTER 4 - TRANSPORTATION Master									
Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)	
TR 21	<u>Safe & Healthy Community Education & Promotion Campaigns</u> Promote healthy communities by providing a transportation system that protects and improves environmental quality and partner with other agencies to implement innovative and effective measures to improve safety that combine engineering, education, evaluation, and enforcement.	LU 4 - Transportation N 4 - Traffic and Circulation		Develop educational campaigns that promote alternatives to driving alone. Develop partnerships with local agencies to implement public safety campaigns aimed at driver, pedestrian, and bicyclist awareness of and respect for each other. Develop partnerships to educate residents on the economic and health benefits of active transportation.					
TR 22	<u>Law Enforcement & Emergency Management</u> Partner with other agencies to bolster enforcement efforts to protect the safety of all users, particularly the most vulnerable, while identifying and addressing emergency management needs.	N 4.1 - Neighborhood Traffic Impact N 4 - Traffic and Circulation		Educate residents on their rights and responsibilities as roadway users, regardless of mode choice. Work with the Police Department to integrate greater understanding and enforcement of pedestrian and bicycle regulations into officers' regular duties and activities.					
TR 23	<u>Effective and Enhanced Public Outreach</u> Assess the effect of potential transportation projects on gathering places or destinations such as schools, community centers, businesses, neighborhoods, and other community bodies by consulting with stakeholders and leaders that represent them. These effects are to be mitigated as possible in collaboration with stakeholders.	LU 4 - Transportation N 4 - Traffic and Circulation		Conduct public participation processes around new street configurations.					

CHAPTER 5 - CAPITAL FACILITIES AND UTILITIES									
Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
CFU 1 <u>ADEQUATE PUBLIC FACILITIES AND SERVICES</u> Provide and maintain adequate public facilities and utility services and reliable funding in order to protect investment in existing facilities and ensure appropriate levels of service.	CFU 1.1	<u>Level of Service</u> Adopt written level of service standards for each type of public facility or utility service, and provide capital improvements to achieve and maintain such standards for existing and future development.	LU 1.12 - Public Facilities and Services N 5.1 - Future Parks Planning PRS 2.1 - Amenities within City Boundaries PRS 2.5 - Park Funding PRS 7.3 - Standards and Policies TR 3 - Transportation Level of Service	Citywide Capital Facilities Plan Capital Facilities and Utilities Chapter of Comprehensive Plan - Section 5.5 Capital Facilities Program. The Capital Improvement Program is an implementing strategy of the Capital Facilities Plan.	Development of a fiscally-constrained 20-year capital improvement plan. Update the the entire chapter and best practices/LOS across the board.	X			
	CFU 1.2	<u>Operational Efficiency</u> Require the development of capital improvement projects that either improve the city's operational efficiency or reduce costs by increasing the capacity, use, and/or life expectancy of existing facilities.	LU 1 - Citywide land use LU 3.1 - Coordinated and Efficient Land Use LU 3.7 - Maximum and Minimum Lot Sizes LU 9.1 - Annexation Boundaries H 1.4 - Use of Existing Infrastructure TR 19 - Plan Collaboratively	Integrated Clean Water Plan and CSO Program(\$185M) . Integrated/coordinated City dept. projects: Bosch Lot CSO and surface provements, and Underhill Park playfields over CSO tank - Parks/Utilities; City Spokane Falls Blvd Plaza/CSO tank. Waste-to-Energy Plant now operated directly by the City, Nov 2014.	Integrated Clean Water Plan and CSO Program to 2018. Clarify policy direction in chapter update.	X	X		
	CFU 1.3	<u>Maintenance</u> Require the maintenance, rehabilitation, and renovation of existing capital facilities.	H 2.2 - Property Responsibility and Maintenance ED 6.4 - Infrastructure Maintenance NE 12.2 - Urban Forestry Programs N 6.4 - Maintenance of City Property PRS 4.1 - Maintenance Management Program TR 16 - Right of Way Maintenance	WTP: Updates to the Wastewater Treatment Plant (\$190M); new digester. Upriver Dam spillway refurbished 2016. WTE on-going maintenance to operate efficiently - \$3M annual 6-Year Plan budget.	WTP:Updates to the Wastewater Treatment Plant (\$190M); new clarifier and chemical bldg by 2020; treatment membrane by 2021. Clarify policy direction in chapter update. Have a committed funding source for facilities, in a comprehensive manner.	X		X	
	CFU 1.4	<u>Use of Existing Structures</u> Require the use and adaptive reuse of existing buildings before new community facilities are constructed.	N 3.1 - Multipurpose Use of Neighborhood Buildings LU 3.1 - Coordinated and Efficient Land Use	Repurposing of existing City bldgs: Spokane Central Srvc Ctr combined SW Collections and Fleet Maintenance Aug 2015; Marietta (former SW Collections) now Engineering Field Office; Street Dept bldg now Nelson Service Cntr - renovated to house Streets Dept.	100 yr-old Normandie stables being sold by Asset Mngmt to private developer. Driven by EPA and Ecology; plus volunteered action by City. Clarify policy direction in chapter update.	X			
	CFU 1.5	<u>Utility Construction Standards</u> Ensure that construction standards for public and private utilities are adequate to withstand the anticipated frequency and severity of natural and man-made hazards.	LU 5.1 - Built and Natural Environment LU 10.2 - Consistent Development Standards H 1.14 - Building, Fire, Infrastructure, and Land Use Standards DP 3.10 - Zoning Provisions and Building Regulations	City Design Standards.	Clarify policy direction in chapter update. Understanding of hazards, mitigation priorities and costs. Ensure strong networks and redundancy.	X			
	CFU 1.6	<u>Management Plans</u> Establish and maintain management plans for capital facilities whose level of service standards could be affected by future growth and development.	LU 1.12 - Public Facilities and Services PRS 4.1 - Maintenance Management Program PRS 7.3 - Standards and Policies DP 2.11 - Improvements Program	Water System Plan (SRHD) Wastewater Plan CIP	This is the capital facility plan and program. This policy could be removed in update due to redundancy.	X			

CHAPTER 5 - CAPITAL FACILITIES AND UTILITIES									
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Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
CFU 1 <u>ADEQUATE PUBLIC FACILITIES AND SERVICES</u> Provide and maintain adequate public facilities and utility services and reliable funding in order to protect investment in existing facilities and ensure appropriate levels of service.	CFU 1.7	<u>Funding</u> Identify and pursue all practical and equitable ways to fund the capital improvement projects necessary to serve existing and future development.	LU 1.13 - Parks and Open Spaces LU 3.1 - Coordinated and Efficient Land Use LU 4.1 - Land Use and Transportation LU 9.5 - Funding Capital Facilities in Annexed Areas ED 2.1 - Land Supply NE 11.3 - Acquisition Techniques SH 1 - Funding Mechanisms to Support Social Health N 4.2 - Neighborhood Streets PRS 1.3 - Funding for Open Space and Shoreline Land Acquisition PRS 2.5 - Park Funding	Sale of \$200M Water-Wastewater Revenue Bonds ('Green' bonds) in 2014, to pay for Integrated Clean Water Plan. 20-Year Levy helps pay for stormwater removal from roadways. Customer rates - Integrated Capital charge pays for water/wastewater capital. Police/Fire Rolling Stock committed the 1% allowable property tax increase. Bonded off of that for public safety.	(That are eligible and relate to the projects in the program) clarifying language for policy.	X			
	CFU 1.8	<u>Intangible Costs and Benefits</u> Include intangible costs and benefits in any cost/benefit analysis when considering the development and life span of proposed capital facilities.	LU 5 - Development Character LU 6.1 - Advance Siting LU 6.8 - Siting Essential Public Facilities H 1.13 - Siting of Subsidized Low-Income Housing N 3.2 - Major Facilities DP 1.2 - New Development in Established Neighborhoods DP 2.2 - Design Guidelines and Regulations DP 2.5 - Character of the Public Realm DP 2.6 - Building and Site Design DP 2.7 - Historic District and Sub-Area Design Guidelines DP 2.11 - Improvements Program		Which intangibles - should a framework be created? Intangibles should go back to policies: aesthetics, other elements of comp plan. Clarify policy direction in chapter update.	X			
	CFU 1.9	<u>Public Safety Capital Funding Plans</u> Strive to establish separate capital funding plans for police and fire services to ensure that capital requirements will be met without negative impact upon staffing and level of service.		Did create a fiscally constrained 6 year (1-6) plan.	Create 20 year plans for each of the utilities.	X			
CFU 2 <u>CONCURRENCY</u> Ensure that those public facilities and services necessary to support development are adequate to serve the development, and are available when the service demands of development occur, without decreasing current service levels below locally established minimum standards.	CFU 2.1	<u>Available Public Facilities</u> Consider that the requirement for concurrent availability of public facilities and utility services is met when adequate services and facilities are in existence at the time the development is ready for occupancy and use - in the case of water, wastewater and solid waste - and at least a financial commitment is in place at the time of development approval to provide all other public services within six years.	LU 1.12 - Public Facilities and Services LU 3.1 - Coordinated and Efficient Land Use N 4.8 - Sidewalk Program TR 2 - Transportation Supporting Land Use	Impact fees supports efficient transportation strategy.	Infill strategy supports efficient LU. General facilities charges for water/wastewater waived for efficient development practices. Re-write as an action statement, redundant with the goal.	X			

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Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
CFU 2 <u>CONCURRENCY</u> Ensure that those public facilities and services necessary to support development are adequate to serve the development, and are available when the service demands of development occur, without decreasing current service levels below locally established minimum standards.	CFU 2.2	<u>Concurrency Management System</u> Maintain a concurrency management system for all capital facilities.	LU 1.12 - Public Facilities and Services N 4.8 - Sidewalk Program TR 3 - Transportation Level of Service	Modelling systems in place for water, sewer and streets. These allow an understanding of future development and provision of service. Water and sewer new.	Continue to create more robust modelling in capital facilities. Ensure all facilities are utilizing the same population projection numbers.	X			
	CFU 2.3	<u>Phasing of Services</u> Develop and implement a phasing schedule for the provision of services within the Urban Growth Area that is reflected in six-year capital improvement plans and strategically coordinates planned service levels with anticipated land use and development trends.			Potential further studies from integrated capital. Maintenance upgrades. Flaw with 6 year phasing of services, more appropriate with 20 year. Needs to change language.				X
	CFU 2.4	<u>Impact Fees</u> Include impact fees as one possible mechanism to fund capital improvements, so new growth and development activity that has an impact upon public facilities pays a proportionate share of the cost of the relevant facilities.	LU 6.4 - City and School Cooperation	Adopted transportation impact fees in 2011.	Reevaluate and update impact fee system. Evaluate impact fees for other capital facility systems.	X			
	CFU 2.5	<u>Exemptions from Impact Fees</u> Exempt development activities with broad public purposes from growth-related impact fees.	H 1.10 - Lower-Income Housing Development Incentives		Evaluate the cost benefit on existing; and determine if future exemptions are warranted.	X			
	CFU 2.6	<u>Funding Shortfalls</u> Reassess the land use element whenever probable funding falls short of meeting existing needs in order to ensure that development patterns and level of service standards remain consistent with financing capabilities related to capital facilities plans.			This restates a requirement of gma	X			
	CFU 2.7	<u>Utility Permits</u> Consider utility permits simultaneously with the proposals requesting service and, when possible, approve utility permits when the project to be served is approved.			Clarify policy direction in chapter update.	X			

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Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
CFU 3 COORDINATION Promote contiguous, orderly development and provision of urban services through the regional coordination of land use and public services related to capital facilities and utilities.	CFU 3.1	<u>Special Purpose Districts</u> Enter into agreements with special purpose districts within the adjacent Urban Growth Area (UGA) to address the provision of urban governmental services and public facilities.	LU 6.3 - School Locations LU 6.4 - City and School Cooperation LU 10.3 - Special Purpose Districts N 4.10 - School Walking and Bus Routes PRS 6.1 - Duplication of Recreational Opportunities PRS 6.2 - Cooperative Planning and Use of Recreational Facilities TR 19 - Plan Collaboratively TR 11 - Transit Operational Efficiency	City works with Schools when necessary. Ensures adequate services available to broader community in emergencies, e.g. water for Airway Heights fire suppression. Normally needed during annexation.		X			
	CFU 3.2	<u>Utility Installations</u> Facilitate the coordination of public and private utility activities by giving interested utilities timely notification of road projects that would afford them an opportunity for utility installation and maintenance.	TR 12 - Prioritize and integrate investments TR 19 - Plan Collaboratively	Annual coordination with local utility providers, as well as for individual projects.	Annual coordination with local utility providers, as well as for individual projects. Involving utility at final engineering scoping stage.	X			
	CFU 3.3	<u>Utilities Coordination</u> Work with adjacent planning jurisdictions and private utility providers to develop a process that ensures consistency between each jurisdiction's utilities element and regional utility plans, as well as coordinated and timely siting of regional and countywide utility facilities.	ED 1.1 - Economic Development Programs	Water agreements with local jurisdictions. Participates in sensitive facilities emergency preparation.	Do it when capital facility plans are updated. Required per GMA. Built into SRTC.	X			
	CFU 3.4	<u>Natural and Man-Made Disasters</u> Continue to participate in a coordinated regional plan for the provision of public services in the event of natural or man-made disasters.	TR 22 - Law Enforcement and Emergency Management	Natural disaster planning (regional).		X			
	CFU 3.5	<u>Uniformity of Standards</u> Collaborate with Spokane County to ensure that the City of Spokane's engineering, land use and related level of service standards are applied throughout the adjacent Urban Growth Area (UGA).		City is making a continued effort.	Will include as new street standards, will share and continue to work with them.	X			
	CFU 3.6	<u>Limitation of Services Outside Urban Growth Area</u> Limit the provision of water and sewer service by the City of Spokane outside Urban Growth Areas (UGAs) to areas where exceptions apply.	N 8.8 - Neighborhood Planning Outside the City N 8.9 - Consistency of Plans Outside the City PRS 6.3 - Joint Park and Open Space Planning LU 9.3 - City Utilities	City must prove adequate water/sewer and infrastructure, and solid waste to serve within City limits.	Initiate the review process to incorporate this policy's <i>discussion</i> language into Spokane Municipal Code. GMA requirement. Look at and acknowledge the conflict with the UGA future service. If it is not in conflict, recognize this outside the	X			

CHAPTER 5 - CAPITAL FACILITIES AND UTILITIES									
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Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
CFU 4 <u>SERVICE PROVISION</u> Provide public services in a manner that facilitates efficient and effective delivery of services and meets current and future demand.	CFU 4.1	<u>Compact Development</u> Promote compact areas of concentrated development in designated centers to facilitate economical and efficient provision of utilities, public facilities, and services.	LU 1.3 - Single-Family Residential Areas LU 1.4 - Higher Density Residential Uses LU 1.5 - Office Uses LU 1.6 - Neighborhood Retail Use LU 1.8 - General Commercial Uses LU 3.1 - Coordinated and Efficient Land Use LU 3.2 - Centers and Corridors LU 3.3 - Planned Neighborhood Centers LU 3.4 - Planning for Centers and Corridors LU 3.5 - Mix of Uses in Centers LU 3.6 - Compact Residential Patterns LU 4.2 - Land Uses That Support Travel Options and Active Transportation H 1.19 - Senior Housing ED 2.1 - Land Supply ED 2.2 - Revitalization Opportunities ED 6.2 - Public Investment in Designated Areas ED 7.4 - Tax Incentives for Land Improvement N 2.2 - Neighborhood Centers TR 2 - Transportation Supporting Land Use TR 4 - Transportation Demand Management Strategies TR 6 - Commercial Center Access TR 13 - Infrastructure Design TR 19 - Plan Collaboratively	Centers and Corridors growth strategy has been implmented in various locations in the City since 2006.	Centers and Corridors growth strategy will continue to be implmented in various locations in the City. GMA requirement.	X			
	CFU 4.2	<u>Access to Utility Easements</u> Require that subdivision and building regulations protect and preserve access to utility easements.		SMC		X			
	CFU 4.3	<u>Underground Utilities</u> Require new utility lines to be installed underground and encourage the conversion of existing overhead distribution lines to underground lines unless it is not physically feasible.	NE 15 - Natural Aesthetics LU 5.1 - Built and Natural Environment	SMC 10.27.620 SMC 12.02.0308	The SMC currently has several provisions that implement this policy and no further implementation activity is needed. Evaluate for Centers and Corridors specifically, and the franchise agreements.	X			
CFU 5 <u>ENVIRONMENTAL CONCERNS</u> Minimize impacts to the environment, public health, and safety through the timely and careful siting and use of capital facilities and utilities.	CFU 5.1	<u>On-Site Wastewater Disposal</u> Prohibit on-site septic wastewater disposal within the adjacent Urban Growth Area.	NE 1.9 - Sewer Requirement	Embedded in SMC, with limited exceptions.		X			
	CFU 5.2	<u>Water Conservation</u> Encourage public and private efforts to conserve water.	ED 8.1 - Quality of Life Protection NE 1 - Water Quality NE 2 - Sustainable Water Quantity NE 4 - Surface Water NE 6.1 - Native and Non-Native Adaptive Plants and Trees	2014 Water Conservation Goals Updated. Water Conservation Program "Slow the Flow". SMC City track water performance and leak detection.	Participate in the Watershed Plan. Continue participation in implementation of local Watershed Plans. Continue implementation of Water Stewardship Program.	X			

CHAPTER 5 - CAPITAL FACILITIES AND UTILITIES									
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Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
CFU 5 <u>ENVIRONMENTAL CONCERNS</u> Minimize impacts to the environment, public health, and safety through the timely and careful siting and use of capital facilities and utilities.	CFU 5.3	<u>Stormwater</u> Implement a Stormwater Management Plan to reduce impacts from urban runoff.	LU 1.12 - Public Facilities and Service LU 6.1 - Advance Siting NE 1.2 - Stormwater Techniques NE 1.6 - Natural Water Drainage NE 4.3 - Impervious Surface Reduction TR 12 - Prioritize and Integrate Investments	Citywide Capital Facilities Plan Capital Facilities and Utilities Chapter of Comprehensive Plan - Section 5.5 Capital Facilities Program. Integrated Clean Water Plan: Stormwater - mainly controls the Cochran Basin SW (\$20-30M) LID	Amend the plan periodically, as needed. Look at all opportunities for dual benefit in regards to pervious surfaces. Look at a variety of ways to address stormwater.	X		X	
	CFU 5.4	<u>Ground Water</u> Protect, preserve, and enhance ground water resources through proactive, aggressive measures.	LU 5.1 - Built and Natural Environment ED 6.4 - Infrastructure Maintenance ED 8.1 - Quality of Life Protection NE 1 - Water Quality NE 2 - Sustainable Water Quantity NE 4 - Surface Water NE 6.1 - Native and Non-Native Adaptive Plants and Trees	Stormwater Management Program/Plan 2014. Spokane Regional Stormwater Manual. City of Spokane LID Standards. Annual Stormwater Report. Regional well-head protection to keep pollution away from drinking water. Water conservation efforts.	Continue sampling our drinking water pursuant to state and federal requirements from the Safe Drinking Water Act. Update LID standards to incorporate canister technology.	X			
	CFU 5.5	<u>Waste Reduction and Recycling</u> Provide integrated, efficient, and economical solid waste management services in a manner that encourages and promotes waste reduction and recycling and minimizes environmental and public health impacts.	LU 1.12 - Public Facilities and Services LU 6.8 - Siting Essential Public Facilities ED 6.4 - Infrastructure Maintenance NE 4.2 - Zero Pollution Industrial Parks NE 5.2 - Facility Review NE 5.3 - Packaging Reduction NE 5.4 - Profit from Waste	The city encourages this. Solid Waste Management Plan.		X			
	CFU 5.6	<u>Power-Frequency Magnetic Fields</u> Encourage electrical utilities to base their facility siting decisions on the most recent findings concerning the health impacts of power-frequency magnetic fields.	LU 6.1 - Advance Siting LU 6.8 - Siting Essential Public Facilities N 3.2 - Major Facilities		Clarify policy direction in chapter update.				
	CFU 5.7	<u>Telecommunication Structures</u> Use existing structures to support telecommunication facilities before new towers or stand-alone facilities are constructed.	DP 2.20 - Telecommunication Facilities	Cell towers mounted on water towers, poles, etc.	Future project evaluation	X			
CFU 6 <u>MULTIPLE OBJECTIVES</u> Use capital facilities and utilities to support multiple interests and purposes.	CFU 6.1	<u>Community Revitalization</u> Provide capital facilities and utility services strategically in order to encourage and support the development of Centers and Corridors, especially in deteriorated areas of the city.	ED 2.2 - Revitalization Opportunities ED 7.5 - Tax Incentives for Renovation N 2.4 - Neighborhood Improvement LU 3.1 - Coordinated and Efficient Land Use LU 3.2 - Centers and Corridors LU 3.4 - Planning for Centers and Corridors	Deploy infrastructure in a way to support vitality and economic health; concentrate investment; sustainable community growth; livable neighborhoods. Strategies encouraging growth, such as the chlorine booster for Airway Heights PDA, investing in infrastructure to increase the greater good.	Redundant policy, consider removal in future update.	X			

CHAPTER 5 - CAPITAL FACILITIES AND UTILITIES									
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Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
CFU 6 MULTIPLE OBJECTIVES Use capital facilities and utilities to support multiple interests and purposes.	CFU 6.2	Economic Development Make capital improvements that stimulate employment opportunities, strengthen the city’s tax base, and attract private investment to target areas.	ED 2.2 - Revitalization Opportunities ED 6.2 - Public Investment in Designated Areas ED 7.4 - Tax Incentives for Land Improvement TR 9 - Promote Economic Opportunity TR 12 - Prioritize and Integrate Investments	Streetscape improvements at 9th and Perry, the Garland District, West Broadway, and Market Street.	Soften language "try to make".	X			
	CFU 6.3	Joint Use of Public Sites Encourage the acquisition of sites for public and quasi-public purposes that are of sufficient size to meet current and future needs and allow for joint use.	LU 6.4 - City and School Cooperation LU 6.6 - Shared Facilities LU 6.7 - Sharing and Programming Planning PRS 1.1 - Open Space System PRS 6.1 - Duplication of Recreational Opportunities PRS 6.3 - Joint Park and Open Space Planning SH 2.6 - Joint-Use Facilities SH 3.2 - Neighborhood Arts Presence	Ongoing integration efforts.	Ensure it is in the 20 year project prioritization methodology.	X			

CHAPTER 6 HOUSING Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
H 1 <u>HOUSING CHOICE AND DIVERSITY</u> Provide opportunities for a variety of housing types that is safe and affordable for all income levels to meet the diverse housing needs of current and future residents.	H 1.1	<u>Regional Coordination</u> Coordinate the city’s comprehensive planning with other jurisdictions in the region to address housing-related needs and issues.	LU 1 - Citywide Land Use LU 4.1 - Land Use and Transportation LU 8.3 - Review of Urban Growth Area LU 9.1 - Annexation Boundaries CFU 1.8 - Intangible Costs and Benefits CFU 3 - Coordination NE 16.1 - Quality of Life Indicators SH 1.3 - Equitable Funding SH 1.5 - Public/Private Partnerships SH 5.1 - Coordination of Human Services N 8.5 - Neighborhood Planning Coordination TR 2 - Transportation Supporting Land Use TR 19 - Plan Collaboratively	Development of Land Use Plan Map, Infill Housing Task Forces, Steering Committee of Elected's Initial Discussion, Mayor's Housing Quality Task Force, Spokane Municipal Code.	Development of Land Use Plan Map, Infill Housing Task Force, Steering Committee of Electeds, Spokane Municipal Code, Establishment of a Housing Trust Fund	X			X
	H 1.2	<u>Regional Fair Share Housing</u> Participate in a process that monitors and adjusts the distribution of low-income housing throughout the region.	LU 6.8 - Siting Essential Public Facilities ED 1.1 - Economic Development Programs ED 1.3 - Economic Development Progress SH 1.3 - Equitable Funding SH 1.5 - Public/Private Partnerships SH 2.2 - Special Needs Temporary Housing SH 2.6 - Joint-Use Facilities SH 2.9 - Exceptions to Fair Housing SH 5.1 - Coordination of Human Services	Steering Committee of Elected's Initial Discussion, Spokane Municipal Code, Community Development/CHHS boards, Mayor's Housing Quality Task Force	Comp Plan Major Update, Spokane Municipal Code, Community Development/CHHS Boards.		X		X
	H 1.3	<u>Employer-Sponsored Housing</u> Provide incentives for employers to sponsor or develop affordable housing in proximity to their place of employment.	LU 2.2 - Performance Standards LU 3.1 - Coordinated and Efficient Land Use LU 7.1 - Regulatory Structure ED 1.4 - Public-Private Partnerships ED 7.4 - Tax Incentives for Land Improvement ED 7.5 - Tax Incentives for Renovation DP 3.9 - Redevelopment Incentives NE 10.2 - Local Business Support NE 10.3 - Economic Activity Incentives	Mayor's Housing Quality Task Force	Commute Trip Systems, Housing near employment areas, Matching Down Payment Assistance Program? City Pilot for employees.				X

CHAPTER 6 HOUSING Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mild Term (3-5 years)	Long Term (5+ years)
H 1 HOUSING CHOICE AND DIVERSITY Provide opportunities for a variety of housing types that are safe and affordable for all income levels to meet the diverse housing needs of current and future residents.	H 1.4	<u>Use of Existing Infrastructure</u> Direct new residential development into areas where community and human public services and facilities are available.	LU 1 - Citywide Land Use LU 3 - Efficient Land Use LU 4 - Transportation LU 8.1 - Role of Urban Growth Areas CFU 1.1 - Level of Service CFU 1.2 - Operational Efficiency CFU 2.2 - Concurrency Management System CFU 3.6 - Limitation of Services Outside UGA's CFU 4.1 - Compact Development CFU 6.1 - Community Revitalization ED 2.1 - Land Supply DP 2.11 - Improvements Program DP 2.12 - Infill Development DP 4.1 - Downtown Residents and Workers SH 1.3 - Equitable Funding SH 5.1 - Coordination of Human Services N 2.4 - Neighborhood Improvement N 3.1 - Multi-purpose Use of Neighborhood Buildings	Urban Growth Area, Infill Housing Task Force, Development of Land Use Plan Map, Targeted Investment Areas, General Facility Charge Waivers, Commercial Rate Clarification, Urban Utility Pilot, Mayor's Housing Quality Task Force	Development of Land Use Plan Map Target Investment Areas Infill Housing MFTE Incentives 2.0 Permit Fee/Impact Fee Waiver Program	X			
	H 1.5	<u>Housing Information</u> Participate in and promote the development of educational resources and programs that assist low and moderate-income households in obtaining affordable and suitable housing.	ED 5 - Education and Workforce Development SH 1.1 - Invest in Social Health SH 1.4 - Accessibility SH 1.5 - Public/Private Partnerships SH 1.6 - Vacant Buildings SH 1.7 - Surplus City Real Property SH 2.2 - Special Needs Temporary Housing SH 2.6 - Joint-Use Facilities SH 5.1 - Coordination of Human Services N 7.2 - City Hall Outreach	Northwest Fair Housing Coalition Trainings, Spokane Low-Income Housing Consortium Trainings, Mayor's Housing Quality Task Force	Establish Financing Resource Center, Develop a Communication Program, Education for homeowners and buyers, Affordable Housing Registry	X			
	H 1.6	<u>Fair Housing</u> Promote compliance with fair housing laws.	SH 2 - Facilities for Special Populations	Funding non-profit organizations who perform work or who administer inspections, Mayor's Housing Quality Task Force	Develop a Communication Program, re-evaluate the Discrimination Ordinance, Plan to provide relocation assistance for displaced residents, Just Cause Eviction, Affordable Housing Registry.	X			
	H 1.7	<u>Socio-economic Integration</u> Promote socio-economic integration throughout the city.	LU 1.9 - Downtown ED 4.3 - Income Equity ED 5.7 - Employment Opportunities for Special Needs Populations SH 4.1 - Universal Accessibility SH 5.1 - Coordination of Human Services	Mayor's Housing Quality Task Force	Affordable housing requirement for property the city sells. Identify city-owned property to be liquidated.				X

CHAPTER 6 HOUSING Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
H 1 HOUSING CHOICE AND DIVERSITY Provide opportunities for a variety of housing types that are safe and affordable for all income levels to meet the diverse housing needs of current and future residents.	H 1.8	<u>Affordable Housing Requirement</u> Include a percentage of affordable housing within all new developments that include housing.	LU 3.6 - Compact Residential Patterns	Multiple-Family Tax Exemption 12-year Duration, Additional Height and Floor Area Ratio Bonuses for Centers and Corridors, CHHS 5-year Plan, Mayor's Housing Quality Task Force	Develop Tracking Tools, Evaluate Financial and Regulatory Incentive Programs for Effectiveness, Evaluate Land Inventory for Capacity for Listed House Types, Volume 2 Comp Plan Table H19 Future Housing Type Need Estimates and Needs, Affordable housing requirement for property the City sells, create a registry of affordable housing				X
	H 1.9	<u>Mixed-Income Housing</u> Encourage mixed-income developments throughout the city.	LU 1.9 - Downtown LU 3.2 - Centers and Corridors LU 3.6 - Compact Residential Patterns SH 1.7 - Surplus City Real Property SH 2.2 - Special Needs Temporary Housing ED 3.10 - Downtown Spokane	MFTE Mayor's Housing Quality Task Force	MFTE Affordable housing requirement for property the City sells.	X			
	H 1.10	<u>Lower-Income Housing Development Incentives</u> Support and assist the public and private sectors to develop lower-income or subsidized housing for households that cannot compete in the market for housing by using federal, state, and local aid.	LU 1.9 - Downtown LU 3.6 - Compact Residential Patterns LU 3.7 - Maximum and Minimum Lot Sizes CFU 2.5 - Exemptions from Impact Fees CFU 5.5 - Waste Reduction and Recycling ED 1.4 - Public-Private Partnerships SH 4.1 - Universal Accessibility SH 5.1 - Coordination of Human Services SH 2.2 - Special Needs Temporary Housing N 2.3 - Special Needs	Density Bonuses, Fee Exemptions/Waivers, Property Tax Deferral through MFTE, CHHS Public Funding for Development Mayor's Housing Quality Task Force	Additional Incentives, Inclusionary Zoning, Affordable Housing Plan Library, Incentivize landlords to meet housing quality standard, MFTE, Incentives 2.0, identify grand funding to revitalize neighborhoods	X			
	H 1.11	<u>Access to Transportation</u> Encourage housing that provides easy access to public transit and other efficient modes of transportation.	LU 1.1 - Neighborhoods LU 3.7 - Maximum and Minimum Lot Sizes LU 4.1 - Land Use and Transportation LU 4.2 - Land Uses That Support Travel Options and Active Transportation DP 4.3 - Downtown Services N 2.1 - Neighborhood Quality of Life N 4.5 - Multi-modal Transportation N 4.7 - Pedestrian Design N 5.3 - Linkages	LINK, Centers & Corridors	LINK, STA Overlay	X			
	H 1.12	<u>Affordable Housing Funding Sources</u> Support the development of affordable housing development funding sources.	ED 1.4 - Public-Private Partnerships SH 1.1 - Invest in Social Health SH 1.3 - Equitable Funding SH 1.7 - Surplus City Real Property SH 5.1 - Coordination of Human Services SH 5.2 - Neighborhood-Level Health and Human Services	Mayor's Housing Quality Task Force	Creation of a Housing Trust Fund	X	X		X

CHAPTER 6 HOUSING Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
H 1 HOUSING CHOICE AND DIVERSITY Provide opportunities for a variety of housing types that are safe and affordable for all income levels to meet the diverse housing needs of current and future residents.	H 1.13	<u>Siting of Subsidized Low-Income Housing</u> Set clear site selection criteria for publicly subsidized housing to minimize geographic concentrations of publicly subsidized housing projects in neighborhoods with a high percent of minority or low-income households.	LU 1.9 - Downtown LU 3.6 - Compact Residential Patterns LU 6.1 - Advance Siting LU 6.8 - Siting Essential Public Facilities SH 2.9 - Exceptions to Fair Housing SH 2.2 - Special Needs Temporary Housing ED 7.6 - Development Standards and Permitting Process	Refer to state & local laws regarding hard to site uses.		X	X		
	H 1.14	<u>Building, Fire, Infrastructure, and Land Use Standards</u> Review periodically and, when needed, revise building, fire, infrastructure, and land use standards and requirements to ensure community standards are implemented, and that new or rehabilitated housing remains affordable.	LU 2.2 - Performance Standards LU 7.2 - Continuing Review Process LU 10.2 - Consistent Development Standards CFU 1.6 - Management Plans CFU 3.5 - Uniformity of Standards ED 7.6 - Development Standards and Permitting Process DP 2.2 - Design Guidelines and Regulations DP 2.4 - Design Flexibility for Neighborhood Facilities DP 2.8 - Design Review Process DP 3.10 - Zoning Provisions and Building Regulations DP 5.1 - Neighborhood Participation		Review thresholds that trigger work that does not pencil out.	X			
	H 1.15	<u>Performance Standards</u> Create a flexible project review process that allows for the use of alternative standards, but only if their use results in a project that is equal or superior to using existing standards.	LU 2.2 - Performance Standards CFU 6.3 - Joint Use of Public Sites DP 2.2 - Design Guidelines and Regulations DP 2.4 - Design Flexibility for Neighborhood Facilities SH 3.2 - Neighborhood Arts Presence SH 5.3 - Space for Public Benefit Uses	Spokane Municipal Code, Mayor's Housing Quality Task Force	Phase II Infill projects, Establish a definition and set of standards for housing quality.	X	X		
	H 1.16	<u>New Manufactured Housing</u> Permit manufactured homes on individual lots in all areas where residential uses are allowed.		SMC currently allows.	Update comp plan language.	X	X		
	H 1.17	<u>Partnerships to Increase Housing Opportunities</u> Create partnerships with public and private lending institutions to find solutions that increase opportunities and reduce financial barriers for builders and consumers of affordable and lower-income housing.	ED 1 - Cooperative Partnerships SH 1.5 - Public/Private Partnerships SH 5.1 - Coordination of Human Services SH 4.1 - Universal Accessibility	Mayor's Housing Quality Task Force	Creation of a housing department within the city, home rehab through partnerships, Acquisition Rehab Program.	X			X

CHAPTER 6 HOUSING Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
H 1 HOUSING CHOICE AND DIVERSITY Provide opportunities for a variety of housing types that are safe and affordable for all income levels to meet the diverse housing needs of current and future residents.	H 1.18	<u>Distribution of Housing Options</u> Promote a wide range of housing types and housing diversity to meet the needs of the diverse population and ensure that this housing is available throughout the community for people of all income levels and special needs.	LU 1.3 - Single-Family Residential Areas LU 1.4 - Higher Density Residential Uses LU 1.9 - Downtown LU 3.6 - Compact Residential Patterns LU 3.7 - Maximum and Minimum Lot Sizes LU 4.2 - Land Uses That Support Travel Options and Active Transportation CFU 2.5 - Exemptions from Impact Fees ED 2.4 - Mixed-Use N 1.1 - Downtown Development N 2.3 - Special Needs SH 2.2 - Special Needs Temporary Housing	Infill Housing Taskforce SMC Mayor's Housing Quality Task Force	Infill Housing	X			
	H 1.19	<u>Senior Housing</u> Encourage and support accessible design and housing strategies that provide seniors the opportunity to remain within their neighborhoods as their housing needs change.	LU 1.1 - Neighborhoods LU 3.6 - Compact Residential Patterns SH 2.1 - Care Facilities SH 2.4 - Co-Location of Facilities N 2.2 - Neighborhood Centers N 2.3 - Special Needs	Mayor's Housing Quality Task Force					
	H 1.20	<u>Accessory Dwelling Units</u> Allow one accessory dwelling unit as an ancillary use to single-family homes in all designated residential areas as an affordable housing option.	LU 1.1 - Neighborhoods LU 3.6 - Compact Residential Patterns DP 2.6 - Building and Site Design CFU 4.1 - Compact Development		Infill Project Implementation, Comprehensive Plan revision, SMC revision.	X	X		
	H 1.21	<u>Development of Single-Room Occupancy Housing</u> Allow development of single-room occupancy units in downtown Spokane and in other areas where high-density housing is permitted.			Infill Project Implementation.	X			
	H 1.22	<u>Special Needs Housing</u> Encourage the retention, inclusion, and development of special needs and assisted living housing.	CFU 2.5 - Exemptions from Impact Fees SH 2 - Facilities for Special Needs Populations SH 5.2 - Neighborhood-Level Health and Human Services N 2.3 - Special Needs	SMC for hard-to-site facilities.					
	H 1.23	<u>Distribution of Special Needs Housing</u> Include units that are affordable for low-income special need families in all housing developments.	CFU 2.5 - Exemptions from Impact Fees SH 2 - Facilities for Special Needs Populations SH 5.2 - Neighborhood-Level Health and Human Services N 2.3 - Special Needs		MFTE				
	H 1.24	<u>Taxes and Tax Structure</u> Support state consideration of property tax reform measures that provide increased local options that contribute to housing choice and diversity.		Recording fee	Continue to support the recording fee at next sunset.	X			X

CHAPTER 6 HOUSING Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
H 2 <u>HOUSING QUALITY</u> Improve the overall quality of the City of Spokane’s housing.	H 2.1	<u>Housing Rehabilitation</u> Provide assistance for housing rehabilitation beyond housing maintenance code requirements if the assistance is supportive of general community development activity and is on a voluntary basis.	LU 3.1 - Coordinated and Efficient Land Use ED 2.3 - Reusable Buildings Inventory ED 7.5 - Tax Incentives for Renovation DP 3.10 - Zoning Provisions and Building Regulations DP 3.11 - Rehabilitation of Historic Properties SH 1.6 - Vacant Buildings	Historic Preservation Tax Credit State Housing Rehab Program, Mayor's Housing Quality Task Force.	Identify incentives for landlords to bring housing up to a standard of housing quality, identify grant funding to revitalize neighborhoods, public/private partnerships to target areas for home rehabilitation.	X		X	
	H 2.2	<u>Property Responsibility and Maintenance</u> Assist in and promote improved and increased public and private property maintenance and property responsibility throughout the city.	DP 2.1 - Definition of Urban Design DP 2.2 - Design Guidelines and Regulations DP 2.5 - Character of the Public Realm SH 6.1 - Crime Prevention through Environmental Design Themes ED 8.5 - Contaminated Site Clean-Up Responsibilities N 2.1 - Neighborhood Quality of Life N 6.1 - Environmental Planning N 6.2 - Code Enforcement N 6.4 - Maintenance of City Property LGC 6.1 - Enforcement of Land Use and Development Codes	New Outdoor Storage Ordinance Mayor's Housing Quality Task Force	Education regarding the programs that exist, establish a minimum definition and set of standards for housing quality, incentivize landlords to improve housing quality.	X	X		X
	H 2.3	<u>Housing Preservation</u> Encourage preservation of viable housing.	LU 7.3 - Historic Reuse ED 7.5 - Tax Incentives for Renovation DP 1.1 - Landmark Structures, Buildings, and Sites DP 3 - Preservation	Historic Preservation Tax Credit Demolition Ordinance SMC		X			
	H 2.4	<u>Linking Housing with Other Land Uses</u> Ensure that land use plans provide increased physical connection between housing, employment, transportation, recreation, daily-needs services, and educational uses.	LU 1 - Citywide Land Use LU 3 - Efficient Land Use LU 4 - Transportation LU 5 - Development Character LU 10.1 - Land Use Plans ED 2.1 - Land Supply SH 2.4 - Co-location of Facilities NE 13 - Connectivity N 4.6 - Pedestrian and Bicycle Connections N 5.3 - Linkages	Mayor's Housing Quality Task Force		X	X		
	H 2.5	<u>Housing Goal Monitoring</u> Provide a report annually to the City Plan Commission that monitors progress toward achieving the housing goals, and includes recommended policy change if positive direction toward achieving the housing goals is not occurring.		CHHS	CHHS	X			

CHAPTER 7- ECONOMIC DEVELOPMENT									
Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
ED 1 <u>COOPERATIVE PARTNERSHIPS</u> Encourage cooperative partnerships to address the economic expansion of the city and region.	ED 1.1	Economic Development Programs Support and participate in regional economic development planning with the public and private sectors.	DP 3.1 - Historic Preservation SH 1.1 - Invest in Social Health SMP 1.1 - Coordinated Planning	Community Economic Development Strategy (Spokane participates) Community Empowerment Zones STA Planning Transportation Site Selector	Approach economic development planning with an integrated approach. Update the CEZ and CEDS.	X	X	X	
	ED 1.2	<u>Support of Economic Development Organizations</u> Continue to support Greater Spokane Incorporated, Visit Spokane, Spokane Public Facilities District, Workforce Development, Business Improvement Districts, Public Development Authorities and others in their efforts to reinforce and strengthen the Spokane economy.	DP 4 - Downtown Center Viability SH 1.1 - Invest in Social Health SH 3.1 - Support for the Arts	Technical Assistance East Sprague ESBA BID Funding NEPDA Staff support (PDAS, BIDS) Board participation	As opportunities arise staff will offer support. Assistance to real estate professionals.	X			
	ED 1.3	<u>Economic Development Progress</u> Work with regional jurisdictions, community economic development organizations, the educational community, the business sector, neighborhood organizations, and citizens to periodically review the city’s economic vitality and revise plans as needed.	NE 16.1 - Quality of Life Indicators NE 16.2 - Benchmark Adoption SMP 5.3 - Evaluation of Economic Gain	5th Avenue Revitalization. Mayor's Task Force on Economic Vitality. Multiple Target Areas: Sprague Hillyard Downtown/U District West Plains North Bank/Kendall Yards	Identify strategic outcomes. Downtown Plan. Monroe Target Area. Tracking and monitoring target area progress, and providing annual and quarterly reporting. Central City Line.	X	X	X	
	ED 1.4	<u>Public-Private Partnerships</u> Continue to encourage public-private partnerships that advance economic development opportunities.	SH 1.5 - Public/Private Partnerships	5th Avenue Revitalization working group.	Hillyard BID. BROZ (Riverfront Park and Hillyard). Advisory Boards as needed.	X	X		
ED 2 <u>LAND AVAILABILITY FOR ECONOMIC ACTIVITIES</u> Ensure that an adequate supply of useable industrial and commercial property is available for economic development activities.	ED 2.1	<u>Land Supply</u> Ensure opportunities for locating a variety of desirable, livable wage industries in Spokane that are environmentally compatible with adjacent land uses and support a range of employment types.	LU 1.10 - Industry SMP 11.53 - Location Considerations SMP 11.33 - Economic, Social, and Physical Needs	Brownfield Remediation. Form Based Code pilot project. Utilize overlays. Utilizing Pilot Projects.	Stormwater solution for industrial property. Utilize incentives. Historic retail in residential zones.	X	X	X	
	ED 2.2	<u>Revitalization Opportunities</u> Provide incentives to encourage the revitalization and utilization of historic and older commercial and industrial districts for redevelopment.	DP 3.1 - Historic Preservation DP 3.9 - Redevelopment Incentives LU 3.1 - Coordinated and Efficient Land Use	Economic Development Strategy and Incentives. Historic Preservation Incentives. Historic Retail Overlay Pilot - West Central Urban Utility Pilot. Commercial Rate Clarification.	Develop new incentives. Review and revise current incentives. Identify future target areas (long term).	X		X	X
	ED 2.3	<u>Reusable Buildings Inventory</u> Continue to maintain an inventory of historic and significant older buildings that could be redeveloped for economic activities rather than demolished.	LU 7.3 - Historic Reuse DP 3.1 - Historic Preservation SMP 7.2 - Inventory of Sites SMP 7.3 - Sites and Structures	Historic Preservation Office Inventory of Registered Historic Properties. Listing of individual properties. Creation of Districts.	Historic Retail in residential zones. Work to establish new Districts in Sprague and Browne's Addition.	X	X		X

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Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
ED 2 LAND AVAILABILITY FOR ECONOMIC ACTIVITIES Ensure that an adequate supply of useable industrial and commercial property is available for economic development activities.	ED 2.4	<u>Mixed-Use</u> Support mixed-use development that brings employment, shopping, and residential activities into shared locations that stimulate opportunities for economic activity.	LU 1.9 - Downtown H 1.7 - Socio-economic Integration H 1.8 - Affordable Housing Requirement H 1.9 - Mixed-income Housing	GFC Waiver. Incentives. District Development. Targetted Economic Development Strategy.	In CY 2017, CHHS will pilot a program to restore upper-story housing in existing mixed-use buildings located in designated Centers & Corridors. District Revitalization.	X	X		
ED 3 STRONG, DIVERSE, AND SUSTAINABLE ECONOMY Foster a strong, diverse, and sustainable economy that provides a range of employment and business opportunities.	ED 3.1	<u>Economic Growth</u> Stimulate economic growth by supporting the formation, retention, expansion, and recruitment of businesses.	CFU 6.2 - Economic Development NE 10.3 - Economic Activity Incentives SH 1.1 - Invest in Social Health SH 3.1 - Support for the Arts DP 4.3 - Downtown Services	Economic Development Strategy and Incentives; RES 2010-0049, 2015-0084, 2015-0101, 2016-0036 & 2016-0037. Partnerships with GSI, PDAs, DSP, BIDs. Business Associations & Workforce Development. Public Outreach.	CHHS has allocated CDBG funds for economic development loans that create new jobs that can be filled by low-income workers. Update the Economic Development website and collateral materials.	X	X		
	ED 3.2	<u>Economic Diversity</u> Encourage economic diversity through a mix of small and large businesses that provide a healthy balance of goods-producing and service-producing jobs.	LU 1.10 - Industry SH 1.1 - Invest in Social Health SH 3.1 - Support for the Arts DP 4.3 - Downtown Services N 2 - Neighborhood Development	Support GSI. Informational Outreach Efforts. Public outreach to entrepreneurs. Support non-traditional community development. District revitalization and public improvements.	Work with CHHS committee to develop CDBG dollars for economic development purposes. Look to establish new public/private partnerships. Identify new target areas. Monroe Sprague Hillyard/Yard 5th Avenue	X	X	X	X
	ED 3.3	<u>Enterprise Opportunities</u> Continue to create economic development opportunities utilizing tools available to the city which will foster the growth of Spokane’s economy.	NE 10.3 - Economic Activity Incentives AMP 5.5 - Water-Enjoyment Areas	Refer to 3.1 and 3.2 above CSO Program	Refer to 3.2 above	X			
	ED 3.4	<u>Value Added Business Strategy</u> Promote value-added business practices as an economic strategy.	SH 1.1 - Invest in Social Health SH 3.1 - Support for the Arts	Sprague Art on the Avenue. Investment in: Fresh Soul, Vessel Coffee, Ban the Box	Katterra	X	X		
	ED 3.5	<u>Locally-Owned Businesses</u> Support opportunities to expand and increase the number of locally-owned businesses in Spokane.	SH 7.1 - Local Food Production NE 10.2 - Local Business Support SH 3.7 - Support Local Artists	Targeted Economic Development Strategy Market Garden Ordinance	Update the Market Garden Ordinance	X	X		
	ED 3.6	<u>Small Businesses</u> Recognize the significant contributions of small businesses to the city’s economy, and seek to enhance small business opportunities.	SH 7.1 - Local Food Production LU 1.6 - Neighborhood Retail Use	Partner with non-traditional lenders. Open for Business. Partnership with Downtown Spokane Partnership (DSP). Neighborhood Retail Zone Parking Requirement Reduction.	Update the Market Garden Ordinance Strengthen technical assistance to Business Districts.	X		X	
	ED 3.7	<u>Home-Based Businesses</u> Encourage opportunities for teleworking and home businesses that are compatible with residential neighborhoods.	NE 10.3 - Economic Activity Incentives SH 3.2 - Neighborhood Arts Presence	SMC allows home occupations without permitting. Improvements to telecommunications networks.	Encourage employees to utilize existing telecommuting policy.	X			

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ED 3 <u>STRONG, DIVERSE, AND SUSTAINABLE ECONOMY</u> Foster a strong, diverse, and sustainable economy that provides a range of employment and business opportunities.	ED 3.8	<u>Technology-Based Industries</u> Encourage the development of advanced and emerging technology -based industries.	NE 10.3 - Economic Activity Incentives ED 6.3 - Communication Facilities and Networks	Promote the advantages of this area, including electrical rates, quality of life, affordable housing, promote state and federal incentives for advanced manufacturing.	Coordinate with partners during infrastructure upgrades.	X			
	ED 3.9	<u>Regional Marketplace</u> Support strategies to expand regional markets for local services and products.	SH 3.1 - Support for the Arts LU 1.9 - Downtown LU 3.2 - Centers and Corridors	Spokane County Regional Siting Process for Essential Public Facilities, adopted in 2002.		X			
	ED 3.10	<u>Downtown Spokane</u> Promote downtown Spokane as the economic and cultural center of the region.	LU 1.9 - Downtown DP 4 - Downtown Center Viability DP 4.1 - Downtown Residents and Workers DP 4.2 - Street Life DP 4.3 - Downtown Services N 1.1 - Downtown Development SH 3.1 - Support for the Arts N 1.1 - Downtown Development	DSP, Visit Spokane, Spokane Arts, GSI, The Public Facilities District. Infill Housing Strategy. Riverfront Park Redevelopment. Street Levy.	Implement infill recommendations to promote market rate. University District Bike / Ped bridge and surrounding development.	X	X		
ED 4 <u>Income and Employment Opportunity</u> Enhance the economic future of the community by encouraging the creation of jobs that provide a livable wage and reduce income disparity.	ED 4.1	<u>Livable Wage</u> Encourage the recruitment of businesses that pay wages at least commensurate with the cost of living and that provide health and retirement benefits.	CFU 6.2 - Economic Development	Economic Development Strategy and Incentives RES 2010-0049, 2015-0084, 2015-0101, 2016-0036 & 2016-0037. Projects of City-wide Significance. City Paid Sick Leave Ordinance. Apprenticeship Requirements for public works projects.	Implementation of City Paid Sick Leave Ordinance. Continue to explore options in the legislative agenda that support living wages and employer opportunities. Clarify tax structure and benefits of locating in the Spokane region over competing regions.	X			
	ED 4.2	<u>Benchmark Indicators</u> Work with the private sector to establish benchmark indicators for employment and income levels, monitor progress toward reaching those levels, and prepare an annual status report on progress.	NE 16.1 - Quality of Life Indicators NE 16.2 - Benchmark Adoption	Spokane Indicators Initiative with EWU.	Update the chapter. Develop performance measures, benchmarks and targets.	X	X		
	ED 4.3	<u>Income Equity</u> Cooperate with other community agencies and organizations to address income equity and employment opportunities within the Spokane economy.	H 1.7 - Socio-economic Integration NE 10.3 - Economic Activity Incentives SH 1.1 - Invest in Social Health	Partnerships with GSI, PDAs, DSP, BIDs, Business Associations & Workforce Development. Living Wage job creation incentives.		X			
ED 5 <u>Education and Workforce Development</u> Improve Spokane's economy through a well-educated citizenry and a qualified labor force that is globally competitive and responds to the changing needs of the workplace.	ED 5.1	<u>K-12 Education</u> Work cooperatively with local schools to help maintain and enhance the quality of K-12 education in the city's schools.	N 2.1 - Neighborhood Quality of Life	Hillyard Zone Project		X			

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Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
ED 5 <u>Education and Workforce Development</u> Improve Spokane's economy through a well-educated citizenry and a qualified labor force that is globally competitive and responds to the changing needs of the workplace.	ED 5.2	<u>Youth Programs</u> Cooperate with educational institutions and businesses to provide young people with exposure to a wide variety of employment and business opportunities.	SH 1.1 - Invest in Social Health SH 1.2 - Commitment to Youth LGC 5.1 - Youth Participation LGC 5.2 - Young People as Citizens	ESD101 Service Team construction pre-apprenticeship program. Hillyard Zone Project. Fresh Soul Restaurant/Youth Training.		X			
	ED 5.3	<u>Post-Secondary Education and Job Training</u> Support continued efforts of the educational community to contribute to the health of Spokane’s economy through post-secondary plans, programs, and activities.		Support partnerships with GSI, Community Colleges, & Workforce Development. Public Works Apprenticeship Requirements.	Partner with work force training organization to apply for EPA Work Force Training Grant.	X	X		
	ED 5.4	<u>Program Evaluation</u> Support efforts to introduce new, high quality programs into the curricula of area technical schools, community colleges, colleges, and universities that address the changing needs of businesses and employees.		Public Works Apprenticeship Requirements.	Workshop with GSI to mine data on skill needs. Evaluate the role of the city in implementation of this policy, and possible revision of policy to be more actionable.	X			
	ED 5.5	<u>Communication Links</u> Encourage greater communication between the city, educational and training providers, businesses, employees, and residents to meet community educational and job-training needs.	SH 1.4 - Accessibility		See 5.4 Evaluate the role of the city in implementation of this policy, and possible revision of policy to be more actionable.	X			
	ED 5.6	<u>Employer Training Support</u> Encourage employers to support continuing education and training for their employees.		Training resources for employers on the website.		X			
	ED 5.7	<u>Employment Opportunities for Special Needs Populations</u> Support efforts to provide training and employment opportunities for special needs populations.	SH 1.1 - Invest in Social Health		Evaluate the role of the city in implementation of this policy, and possible revision of policy to be more actionable.				
	ED 5.8	<u>Library as Educational Resource</u> Fund the library system at a level adequate to improve the education level of Spokane's workforce.	SH 1.1 - Invest in Social Health	Current Library Funding and future levy renewal. Library Strategic Plan.		X			

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Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
ED 6 <u>Infrastructure</u> Implement infrastructure maintenance and improvement programs that support new and existing business and that reinforce Spokane's position as a regional center.	ED 6.1	<u>Infrastructure Projects</u> Promote infrastructure projects that enhance the city's quality of life and business climate.	CFU 6.2 - Economic Development	Economic Development Strategy and Incentives. Integrated approach to infrastructure development. Place-making. PDAs, PFD, BID.		X			
	ED 6.2	<u>Public Investment in Designated Areas</u> Use capital facility funds to promote economic vitality in those areas designated for economic development or mixed-use.	CFU 4.1 - Compact Development CFU 6.2 - Economic Development LU 3.1 - Coordinated and Efficient Land Use N 2.2 - Neighborhood Centers	CHHS Multifamily Housing Program funding priorities include acquisition, renovation and new construction of affordable housing located in Centers & Corridors. Current Street Levy North Market Street Perry Street Development Current CIP	Identify new designated areas.	X			
	ED 6.3	<u>Communication Facilities and Networks</u> Support the expansion and development of sophisticated communication facilities and networks required by industries that use advanced technology.	CFU 5.7 - Telecommunication Structures	SMC	STA High Performance Transit Network	X	X	X	X
	ED 6.4	<u>Infrastructure Maintenance</u> Maintain infrastructure at safe and efficient levels.	N 6.4 - Maintenance of City Property PRS 4.1 - Maintenance Management Program SH 3.5 - Tax Increment Financing	CIP's Current Street Levy Transportation Benefit District	Creation of additional districts, and/or increase existing benefit level.	X	X		
ED 7 <u>Regulatory Environment and Tax Structure</u> Create a regulatory environment and tax structure that encourages investment, nurtures economic activity, and promotes a good business climate.	ED 7.1	<u>Collaborative Nurturing of the Business Climate</u> Work with the business community, labor, economic development organizations and residents to maintain a good business climate.	SH 1.1 - Invest in Social Health DP 4.1 - Downtown Residents and Workers	Economic Development Strategy and Incentives RES 2010-0049, 2015-0084, 2015-0101, 2016-0036 & 2016-0037. Partnerships with GSI, PDAs, DSP, BIDs, Business Associations & Workforce Development. Public Outreach	Study possible state and federal legislative agenda / lobby strategy to support local opportunities.	X			
	ED 7.2	<u>Revenue Sources</u> Ensure that tax revenue sources are stable, allocate costs equitably within the community, and do not penalize certain types of businesses, and attract and retain businesses.	CFU 6.2 - Economic Development	Work with the budgeting process to avoid deficits and promote a healthy balanced budget.	Address with legislative agenda and annual budgeting process. Evaluate the role of the city in implementation of this policy, and possible revision of policy to be more actionable.				
	ED 7.3	<u>State Tax Changes</u> Lobby the state legislature for changes in state tax laws to allow more options or mechanisms to be available as incentives to business investment.	H 1.24 - Taxes and Tax Structure		Address with legislative agenda and annual budgeting process. Evaluate the role of the city in implementation of this policy, and possible revision of policy to be more actionable.				
	ED 7.4	<u>Tax Incentives for Land Improvement</u> Support a tax structure that encourages business investment and construction where infrastructure exists, especially in centers or other target areas for development.	LU 3.1 - Coordinated and Efficient Land Use DP 3.9 - Redevelopment Incentives H 1.24 - Taxes and Tax Structure	Economic Development Strategy and Incentives. Historic Tax Abatements MFTE State single-family rehab tax abatement	Address with legislative agenda and annual budgeting process. Promote tax incentives offered at the state and federal level.	X			

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Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
ED 7 <u>Regulatory Environment and Tax Structure</u> Create a regulatory environment and tax structure that encourage investment, nurture economic activity, and promote a good business climate.	ED 7.5	<u>Tax Incentives for Renovation</u> Use tax incentives and investments to encourage revitalization, modernization, or rehabilitation of deteriorated residential and commercial properties and buildings for new economic activity.	DP 3.9 - Redevelopment Incentives H 1.24 - Taxes and Tax Structure	Economic Development Strategy and Incentives RES 2010-0049, 2015-0084, 2015-0101, 2016-0036 & 2016-0037. Partnerships with GSI, PDAs, DSP, BIDs, Business Associations & Workforce Development. Public Outreach.		X			
	ED 7.6	<u>Development Standards and Permitting Process</u> Periodically evaluate and improve the City of Spokane's development standards and permitting process to ensure that they are equitable, cost-effective, timely and meet community needs and goals.	DP 2.9 - Permit Process CFU 2.7 - Utility Permits	Economic Development Strategy and Incentives RES 2010-0049, 2015-0084, 2015-0101, 2016-0036 & 2016-0037. Hamilton Form Based Code Pilot Project. Infill Housing & Housing quality task force.	Fee justification study	X			X
ED 8 <u>Quality of Life and the Environment</u> Improve and protect the natural and built environment as assets that attract economic development opportunities and enhance the City of Spokane's quality of life.	ED 8.1	<u>Quality of Life Protection</u> Protect the natural and built environment as a primary quality of life feature that allows existing businesses to expand and that attracts new businesses, residents, and visitors.	CFU 6.1 - Community Revitalization H 1.7 - Socio-economic Integration H 1.8 - Affordable Housing Requirement H 1.9 - Mixed-Income Housing N 2 - Neighborhood Development SMP 5.2 - Commercial and Recreational Development	Economic Development Strategy and Incentives RES 2010-0049, 2015-0084, 2015-0101, 2016-0036 & 2016-0037. SMC 17E.		X			
	ED 8.2	<u>Sustainable Economic Strategies</u> Promote sustainable economic strategies.	LU 3.1 - Coordinated and Efficient Land Use LU 3.2 - Centers and Corridors NE 10.3 - Economic Activity Incentives DP 4.3 - Downtown Services N 2 - Neighborhood Development SMP 5.3 - Evaluation of Economic Gain	Integrated Capitol Program	Joint Strategic Plan	X			
	ED 8.3	<u>Recreation and Tourism Promotion</u> Promote the region's outdoor amenities, recreational opportunities and tourism.	NE 10.3 - Economic Activity Incentives SMP 5.2 - Commercial and Recreational Development	Fund agencies that do this work. Lodging tax Visit Spokane Sports Commission Public Facilities District Wayfinding Plan		X			
	ED 8.4	<u>Environmental Protection Business Opportunities</u> Encourage businesses that specialize in environmental protection.	NE 10.3 - Economic Activity Incentives SMP 5.7 -Business Operations						
	ED 8.5	<u>Contaminated Site Clean-Up Responsibilities</u> Facilitate the clean-up of contaminated sites.	LU 3.1 - Coordinated and Efficient Land Use NE 1.1 - Aquifer Study SMP 10.1 - Restoration Plan SMP 10.2 - Native Plant Restoration SMP 10.8 - Shoreline Restoration Fund SMP 11.6 - Enhancement of Impaired Ecological Functions	Economic Development Strategy and Incentives Interlocal Memorandum of Understanding with Commerce's State Brownfields Coalition and Revolving Loan Fund. EPA Planning and Assessment Grants	Ongoing assessment and clean-up Develop strategy for site selection Selecting new sites Local Revolving Loan Fund	X	X	X	

CHAPTER 8 URBAN DESIGN & HISTORIC PRESERVATION									
Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
DP 1 <u>Pride and Identity</u> Enhance and improve Spokane's visual identity and community pride.	DP 1.1	<u>Landmark Structures, Buildings, and Sites</u> Recognize and preserve unique or outstanding landmark structures, buildings, and sites.	LU 7.3 - Historic Reuse PRS 1 - Preservation and Conservation NE 7 - Natural Land Form NE 15.1 - Protection of Natural Aesthetics NE 17.1 - Protection and Recognition N 6.1 - Environmental Planning	Creation of the Historic Preservation and Landmarks Commission	Overlays pertaining to historic districts	X			
	DP 1.2	<u>New Development in Established Neighborhoods</u> Encourage new development that is of a type, scale, orientation, and design that maintains or improves the character, aesthetic quality, and livability of the neighborhood.	LU 1.1 - Neighborhoods LU 1.3 - Single-Family Residential Areas LU 1.6 - Neighborhood Retail Use LU 3.5 - Mix of Uses in Centers CFU 1.4 - Use of Existing Structures CFU 1.8 - Intangible Costs and Benefits SH 2.3 - Compatible Design of Special Needs Facilities N 4.4 - Neighborhood Business Traffic N 6 - The Environment	Code Design Standards Design Review Board Process for specific projects	Core versus fringe designations for RSF Smaller scale multi-family zoning Evaluate potential incentives to encourage this, such as FAR bonuses for public amenities downtown and centers and corridors.	X	X		
	DP 1.3	<u>Significant Views and Vistas</u> Identify and maintain significant views, vistas, and viewpoints, and protect them by establishing appropriate development regulations for nearby undeveloped properties.	LU 6.2 - Open Space NE 7.1 - Land Form Identification NE 11.1 - Identification of Natural Areas NE 15 - Natural Aesthetics PRS 2.3 - Parks and Recreation Amenities	SMC 17C.124.585 Jefferson Street & Spokane County Courthouse View Corridor; Kendall Yards Courthouse View Corridor. Cliff Drive St. John's Cathedral SMC 17G & 17C		X			
	DP 1.4	<u>Gateway Identification</u> Establish and maintain gateways to Spokane and individual neighborhoods consisting of physical elements and landscaping that create a sense of place, identity, and belonging.	SH 3 - Arts and Cultural Enrichment N 8 - Neighborhood Planning Process NE 14 - Plaza Design with Natural Elements NE 15.5 - Nature Themes SH 6.4 - Territorial Reinforcement	Downtown Plan; Regional Wayfinding Plan; Division Corridor Plan; Division Gateway Landscape Plan; Draft I-90 Architectural Master Plan, "Kit of Parts", I-90 Maple to Jefferson Conceptual Master Plan; West Central Nettleton's Addition.	Neighborhood gateway development as resources become available, per neighborhood plans.	X	X		X
DP 2 <u>Urban Design</u> Design new construction to support desirable behaviors and create a positive perception of Spokane.	DP 2.1	<u>Definition of Urban Design</u> Recognize current research that defines urban design and identifies elements of a well designed urban environment.	LU 1 - Citywide Land Use LU 2 - Public Realm Enhancement SH 6 - Safety TR 13 - Infrastructure Design TR 15 - Activation	2009 Downtown Code Updates, 2009 Downtown Design Guidelines, 2015 Centers and Corridors Design Guideline Updates.		X			
	DP 2.2	<u>Design Guidelines and Regulations</u> Adopt regulations and design guidelines consistent with current definitions of good urban design.	SH 6 - Safety TR 13 - Infrastructure Design TR 15 - Activation	2009 Downtown Code Updates, 2009 Downtown Design Guidelines, 2015 Centers and Corridors Design Guideline Updates.	Consider revising design standards in code for residential uses.	X	X		
	DP 2.3	<u>Design Standards for Public Projects and Structures</u> Design all public projects and structures to uphold the highest design standards and neighborhood compatibility.	LU 1 - Citywide Land Use LU 2 - Public realm Enhancement NE 14 - Plaza Design With Natural Elements	Design Review Board Requirement for Public Projects, 17G.040.020; Code Design Standards.	Evaluation of the design review process and the guidelines with regard to public projects.	X			X

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Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)	
DP 2 <u>Urban Design</u> Design new construction to support desirable behaviors and create a positive perception of Spokane.	DP 2.4	<u>Design Flexibility for Neighborhood Facilities</u> Incorporate flexibility into building design and zoning codes to enable neighborhood facilities to be used for multiple uses.	LU 1 - Citywide Land Use LU 2 - Public realm Enhancement TR 13 - Infrastructure Design TR 15 - Activation	Design guidelines currently contain this flexibility.	Policy may fit better within a zoning/use discussion.					
	DP 2.5	<u>Character of the Public Realm</u> Enhance the livability of Spokane by preserving the city’s historic character, and building a legacy of quality new public and private development that further enriches the public realm.	LU 1 - Citywide Land Use LU 2 - Public realm Enhancement NE 14 - Plaza Design With Natural Elements SH 6 - Safety TR 13 - Infrastructure Design TR 15 - Activation	Design Review Board Requirement for Public Projects, 17G.040.020; Code Design Standards.	Happiness and / or visual preference survey Tie incentives to the quality of the built environment as it interfaces with the public realm.	X	X			
	DP 2.6	<u>Building and Site Design</u> Ensure that a particular development is thoughtful in design, improves the quality and characteristics of the immediate neighborhood, responds to the site’s unique features - including topography, hydrology, and microclimate - and considers intensity of use.	LU 1 - Citywide Land Use LU 2 - Public Realm Enhancement SH 6 - Safety TR 13 - Infrastructure Design TR 15 - Activation	Design Review Board requirement for certain proposals in the Downtown and Public Projects, SMC 17G.040.020; Code Design Standards.		X				
	DP 2.7	<u>Historic District and Sub-Area Design Guidelines</u> Utilize design guidelines and criteria for sub-areas and historic districts that are based on local community participation and the particular character and development issues of each sub-area or historic district.	LU 2 - Public Realm Enhancement	2009 Downtown Design Guidelines; 2009 Downtown Character Area Considerations.	Evaluate new potential overlays	X				
	DP 2.8	<u>Design Review Process</u> Apply design guidelines through a review process that relies on the expertise of design professionals and other community representatives to achieve design performance that meets or exceeds citizens’ quality of life expectations.		2009 Downtown Design Guidelines; 2009 Design Review Board Process and Updates.	Additional Design Review Board Process Updates	X	X			
	DP 2.9	<u>Permit Process</u> Integrate the design review process with other permitting processes to increase efficiency and create a better outcome.		2009 Design Review Board Process and Updates.	Additional Design Review Board Process Updates		X			
	DP 2.10	<u>Business Entrance Orientation</u> Orient commercial building entrances and building facades toward the pedestrian sidewalks and pathways that lead to adjoining residential neighborhoods.	SH 6 - Safety TR 5 - Active Transportation TR 13 - Infrastructure Design	17C.122.060 Centers & Corridors Design Guidelines; 17C.124.540 Prominent Entrance - Building Design Downtown; 17C.120.540 Prominent Entrance - Building Design Commercial Zones; 17C.130.525 Prominent Entrance - Building Design Industrial Zones.		X				

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DP 2 <u>Urban Design</u> Design new construction to support desirable behaviors and create a positive perception of Spokane.	DP 2.11	<u>Improvements Program</u> Facilitate improvements such as sidewalks, street improvements, street trees, sewers, and parks in neighborhoods and commercial areas designated for higher density development.	N 4 - Traffic and Circulation TR 5 - Active Transportation TR 6 - Commercial Center Access TR 7 - Neighborhood Access TR 13 - Infrastructure Design	East Sprague Targeted Investment Pilot.North Monroe Corridor Project 2018 Pedestrian Master Plan Bicycle Master Plan			X	X		
	DP 2.12	<u>Infill Development</u> Encourage infill construction and area redevelopment that complement and reinforce positive commercial and residential character.	LU 1 - Citywide Land Use	Infill study and report Existing Neighborhood Commercial structures in residential areas	Implementation of report recommendations Evaluate code changes (cottage housing) Existing Neighborhood Commercial structures in residential areas		X			
	DP 2.13	<u>Parking Facilities Design</u> Minimize the impacts of surface parking on the neighborhood fabric by encouraging the use of structured parking with active commercial storefronts containing retail, service, or office uses, and improve the pedestrian experience in less intensive areas through the use of street trees, screen walls, and landscaping.	LU 2 - Public realm Enhancement SH 6 - Safety TR 13 - Infrastructure Design TR 18 - Parking	2009 Downtown Design Guidelines	Potential integrated parking structures incentives. Evaluate codifying active edges on parking structures.	X				
	DP 2.14	<u>Town Squares and Plazas</u> Require redevelopment areas and new development to provide appropriately scaled open space such as town squares, plazas, or other public or private spaces that can be used as the focus of commercial and civic buildings.	LU 2 - Public realm Enhancement NE 14 - Plaza Design With Natural Elements TR 15 - Activation	2009 Downtown Code Updates, 2009 Downtown Design Guidelines.		X				
	DP 2.15	<u>Urban Trees and Landscape Areas</u> Maintain, improve, and increase the number of street trees and planted areas in the uban environment.	NE 2.3 - Native Tree and Plant Protection NE 6.1 - Native and Non-Native Adaptive Plants and Trees NE 12.1 - Street Trees NE 12.2 - Urban Forestry Programs TR 13 - Infrastructure Design TR 15 - Activation TR - Right-of-Way Maintenance	17C.200.050 Street Tree Requirements; Guidelines for Infilling Street Trees, 2010; Tree Sign Guidelines, 2011; Urban Forestry Approved Street Tree List, 2014.	Consider pest resistant edible fruit trees in select public lands.	X			X	
	DP 2.16	<u>On-Premises Advertising</u> Ensure that on-premises business signs are of a size, number, quality, and style to provide identification of the business they support while contributing a positive visual character to the community.	ED 3.7 - Home-Based Business	Sign code in SMC	Sign code revisions for constitutional compliance.	X	X			
	DP 2.17	<u>Billboards</u> Prohibit new construction of billboards and eliminate existing billboards over time.		SMC		X				

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DP 2 <u>Urban Design</u> Design new construction to support desirable behaviors and create a positive perception of Spokane.	DP 2.18	<u>Bus Benches and Shelters Advertising</u> Continue to identify and implement ways to provide bus benches and control transit stop advertising.		SMC	Look at expanding the downtown streetscape infrastructure program to include bus benches throughout the city.	X		X	
	DP 2.19	<u>Off-Premises Advertising</u> Identify and implement ways to control various forms of off-premise advertising.		SMC	Sign code revisions for constitutional compliance	X			
	DP 2.20	<u>Telecommunication Facilities</u> Control the visual impact of telecommunication facilities.	CFU 5.7 - Telecommunication Structures	Chapter 17C.355A Wireless Communication Facilities		X			
	DP 2.21	<u>Lighting</u> Maximize the potential for lighting to create the desired character in individual areas while controlling display, flood and direct lighting installations so as to not directly and unintentionally illuminate, or create glare visible from adjacent properties, residential zones or public right-of-way.	SH 6.1 - Crime Prevention through Environmental Design Themes TR 13 - Infrastructure Design	Adoption of Standard Street Light Fixtures and Downtown Location Plan, 2014. Streetscape Infrastructure Program.		X			
DP 3 <u>Preservation</u> Preserve and protect Spokane's historic districts, sites, structures, and objects.	DP 3.1	<u>Historic Preservation</u> Establish historic preservation as a high priority within city programs.	LU 7.3 - Historic Reuse ED 2.2 - Revitalization Opportunities ED 2.3 - Reusable Buildings Inventory ED 7.5 - Tax Incentives for Renovation NE 15.1 - Protection of Natural Aesthetics NE 15.3 - Community Education NE 15.4 - Naming Culturally Historic Sites PRS 2.7 - Cultural and Historic Parks CFU 6.1 - Community Revitalization	The Spokane City/County Historic Preservation Office and the Spokane Historic Landmarks Commission was established by ordinance in both the City and County of Spokane in 1981 and 1982, respectively. These ordinances deem the City/County Historic Landmarks Commission responsible for stewardship of historic and architecturally significant properties.	Continue to educate the public and elected officials to the importance of historic preservation. Show the economic development potential of a strong historic preservation program.	X			
	DP 3.2	<u>Historic Preservation Plan</u> Encourage public understanding and support of Spokane’s historic heritage by educating the public of the goals of the Historic Preservation Plan.	ED 2.3 - Reusable Buildings Inventory NE 15.3 - Community Education NE 15.4 - Naming Culturally Historic Sites	The Spokane Historic Preservation Office has created walking and online tours of historic properties as well as the "project page" online that highlights all of recently concluded projects.	Continue major outreach efforts online through social media presence and our office website. Currently undertaking a mid-century modern inventory and historic context study of the mid-century movement in Spokane in 2016/17 in order to educate the public about the recent past and it's importance to our history.	X			

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DP 3 <u>Preservation</u> Preserve and protect Spokane's historic districts, sites, structures, and objects.	DP 3.3	<u>Identification and Protection of Resources</u> Identify historic resources to guide decision making in planning.	LU 1.9 - Downtown ED 2.2 - Revitalization Opportunities ED 2.3 - Reusable Buildings Inventory ED 7.5 - Tax Incentives for Renovation NE 15.1 - Protection of Natural Aesthetics NE 15.3 - Community Education NE 15.4 - Naming Culturally Historic Sites PRS 2.7 - Cultural and Historic Parks	The Spokane Register of Historic Places; Design Review for designated historic buildings; Local financial incentives for historic property rehabilitation; Certified Local Government programs; East Central Survey and Inventory project 2015/16; Native Rock Resources Survey and Inventory in Spokane County 2016; Spokane Parks MPD and Manito Park National Register Nomination.	Continue to apply for and receive Certified Local Government Grants from the state to further survey and inventory efforts in Spokane and Spokane County.	X			
	DP 3.4	<u>Reflect Spokane's Diversity</u> Encourage awareness and recognition of the many cultures that are an important and integral aspect of Spokane's heritage.	NE 15.1 - Protection of Natural Aesthetics NE 15.3 - Community Education PRS 2.7 - Cultural and Historic Parks CFU 1.8 - Intangible Costs and Benefits TR Goal: Sense of Place	The Historic Preservation Office and the Historic Landmarks Commission actively encourages the nomination and listing of properties that are specifically tied to diverse groups and cultures.	Encourage diverse populations to apply for positions on the Spokane Historic Landmarks Commission, as well as seek out properties that are directly linked to diverse populations in Spokane.	X			
	DP 3.5	<u>Landmarks Commission</u> Maintain and utilize the expertise of the Landmarks Commission in decision making by the City Council, City Plan Commission, City Parks Board, and other city agencies in matters of historic preservation.	ED 2.3 - Reusable Buildings Inventory ED 7.5 - Tax Incentives for Renovation NE 15.1 - Protection of Natural Aesthetics NE 15.3 - Community Education NE 15.4 - Naming Culturally Historic Sites PRS 2.7 - Cultural and Historic Parks H 2.3 - Housing Preservation	The City of Spokane adopted a preservation ordinance (04.35), in November 1981 that established the Spokane Historic Landmarks Commission.	Bylaws were revised in 2016 and include a new "youth commissioner" to involve the next generation in historic preservation at the local level.	X			
	DP 3.6	<u>Publicly-Owned Historic Structures and Infrastructure</u> Require a critical review of a project prior to the removal or destruction of any publicly-owned building, structure, or site that is listed on, or is eligible for listing on the local, state, or national historic registers.	LU 7.3 - Historic Reuse ED 2.2 - Revitalization Opportunities PRS 2.7 - Cultural and Historic Parks CFU 1.8 - Intangible Costs and Benefits CFU 6.1 - Community Revitalization	Owners of properties listed on the Spokane Register of Historic Places agree to follow Management Standards and the Secretary of the Interior's Standards for Rehabilitation outlined in their "Management Agreement." This agreement states than an owner must obtain a Certificate of Appropriateness (COA), or approval, for any action affecting use, exterior appearance, new construction or demolition of the designated historic structure. Both Spokane's City Hall and the Spokane County Courthouse are listed on the Spokane Register.	Continue to encourage public buildings and structures to be listed on the Spokane Register.	X			
	DP 3.7	<u>Protection of Archaeological and Historic Sites</u> Ensure that archaeological and historic sites are identified and protected.	ED 2.3 - Reusable Buildings Inventory ED 7.5 - Tax Incentives for Renovation NE 15.1 - Protection of Natural Aesthetics NE 15.3 - Community Education NE 15.4 - Naming Culturally Historic Sites PRS 2.7 - Cultural and Historic Parks CFU 1.8 - Intangible Costs and Benefits H 2.3 - Housing Preservation	Spokane Register of Historic Places, Section 106 review for a project with a Federal nexus, identify archaeology sites that are under the protection of state archaeology laws.	Educating City staff about archaeology and the laws that protect it. Continue to act as a liaison between city departments and state and federal agencies.	X			
	DP 3.8	<u>Legislative Reform</u> Support city legislative priorities that promote historic preservation wherever possible.	LU 7.3 - Historic Reuse ED 2.2 - Revitalization Opportunities ED 7.5 - Tax Incentives for Renovation NE 15.1 - Protection of Natural Aesthetics						

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DP 3 <u>Preservation</u> Preserve and protect Spokane's historic districts, sites, structures, and objects.	DP 3.9	<u>Redevelopment Incentives</u> Provide incentives to property owners to encourage historic preservation.	LU 7.1 - Regulatory Structure LU 7.3 - Historic Reuse ED 2.2 - Revitalization Opportunities ED 2.3 - Reusable Buildings Inventory ED 7.4 - Tax Incentives for Land Improvement ED 7.5 - Tax Incentives for Renovation H 2.1 - Housing Rehabilitation H 2.3 - Housing Preservation	Special Valuation is the revision of the assessed value of an historic property which subtracts, for up to ten years, such rehabilitation costs as approved by the Spokane City/County Historic Landmarks Commission. Properties must be listed on the Spokane Register of Historic Places prior to application to qualify, and rehabilitation must comply with the Secretary of the Interior’s Standards for Rehabilitation.		X			
	DP 3.10	<u>Zoning Provisions and Building Regulations</u> Utilize zoning provisions, building regulations, and design standards that are appropriate for historic districts, sites, and structures.	LU 7.3 - Historic Reuse ED 2.2 - Revitalization Opportunities H 1.14 - Building, Fire, Infrastructure, and Land Use Standards	Binding Management Agreement - Spokane’s “historic districts” are “areas in which historic buildings and their settings are protected by public review, and encompass buildings deemed significant to the city’s cultural fabric.		X			
	DP 3.11	<u>Rehabilitation of Historic Properties</u> Assist and cooperate with owners of historic properties to identify, recognize, and plan for the use of their property to ensure compatibility with preservation objectives.	LU 7.3 - Historic Reuse ED 2.2 - Revitalization Opportunities ED 2.3 - Reusable Buildings Inventory ED 7.5 - Tax Incentives for Renovation H 2.1 - Housing Rehabilitation H 2.3 - Housing Preservation CFU 6.1 - Community Revitalization	A certificate of appropriateness is the process that helps insure any alterations to a building do not adversely affect that building’s historic character and appearance.		X			
	DP 3.12	<u>Reuse of Historic Materials and Features</u> Encourage the deconstruction and reuse of historic materials and features when historic buildings are demolished.	LU 7.3 - Historic Reuse ED 2.2 - Revitalization Opportunities ED 2.3 - Reusable Buildings Inventory NE 15.1 - Protection of Natural Aesthetics NE 15.3 - Community Education CFU 1.8 - Intangible Costs and Benefits H 2.1 - Housing Rehabilitation H 2.3 - Housing Preservation	Spokane’s “historic districts” are areas in which historic buildings and their settings are protected by public review, and encompass buildings deemed significant to the city’s cultural fabric.		X			
	DP 3.13	<u>Historic Districts and Neighborhoods</u> Assist neighborhoods and other potential historic districts to identify, recognize, and highlight their social and economic origins and promote the preservation of their historic heritage, cultural resources, and built environment.	LU 7.3 - Historic Reuse ED 2.2 - Revitalization Opportunities ED 2.3 - Reusable Buildings Inventory NE 15.1 - Protection of Natural Aesthetics NE 15.3 - Community Education CFU 1.8 - Intangible Costs and Benefits H 2.1 - Housing Rehabilitation H 2.3 - Housing Preservation	Spokane’s “historic districts” are areas in which historic buildings and their settings are protected by public review, and encompass buildings deemed significant to the city’s cultural fabric.		X			

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DP 4 <u>Downtown Center Viability</u> Create a vital, livable downtown by maintaining it as the region's economic and cultural center and preserving and reinforcing its historic and distinctly urban character.	DP 4.1	<u>Downtown Residents and Workers</u> Encourage investments and create opportunities that increase the number of residents and workers in downtown Spokane.	LU 1.1 - Neighborhoods LU 1.9 - Downtown LU 3.2 - Centers and Corridors LU 3.5 - Mix of Uses in Centers H 1.21 - Development of Single-Room Occupancy Housing DP 2.7 - Historic District and Sub-Area Design Guidelines N 1.1 - Downtown Development N 2 - Neighborhood Development TR 2 - Transportation Supporting Land Use	The City of Spokane has adopted an Economic Development Strategy, and growth strategies to encourage private investments in targeted areas where public investments are and will be made in the near future.	2017 MFTE Incentive Review & Reaffirmation Infill option: Study the use of public funds as incentives for development of integrated public parking structures, (removes some costs from developer; structure can be used by potential neighboring development that requires parking).	X	X		
	DP 4.2	<u>Street Life</u> Promote actions designed to increase pedestrian use of streets, especially downtown, thereby creating a healthy street life in commercial areas.	LU 1.9 - Downtown LU 3.2 - Centers and Corridors LU 3.5 - Mix of Uses in Centers LU 4 - Transportation LU 5.3 - Off-Site Impacts LU 5.5 Compatible Development ED 3.9 - Regional Marketplace DP 2.13 - Parking Facilities Design NE 13.1 - Walkway and Bicycle Path System N 1.1 - Downtown Development N 4.6 - Pedestrian and Bicycle Connections N 4.7 - Pedestrian Design SH 6.1 - Crime Prevention through Environmental Design Themes TR 13 - Infrastructure Design TR 15 - Activation	Collaboration with organizations working toward street activation and events	Change continues to abound with everything from historic rehabilitation and new construction, to home grown business development and the attraction of national retailers.	X			
	DP 4.3	<u>Downtown Services</u> Support development efforts that increase the availability of daily needed services in downtown Spokane.	LU 1.9 - Downtown LU 3.2 - Centers and Corridors LU 3.5 - Mix of Uses in Centers LU 5.1 - Built and Natural Environment LU 5.5 - Compatible Development ED 2.2 - Revitalization Opportunities ED 3.9 - Regional Marketplace ED 6.1 - Infrastructure Projects NE 13.1 - Walkway and Bicycle Path System N 1.1 - Downtown Development N 2 - Neighborhood Development H 1.4 - Use of Existing Infrastructure H 2.4 - Linking Housing with Other Land Uses SH 1.1 - Invest in Social Health SH 2.4 - Co-location of Facilities SH 5.2 - Neighborhood-level Health and Human Services	City's economic development policy is to align public investments in neighborhood planning, community development and infrastructure development with private sector investments, resulting in increased opportunities for business growth and to provide its citizens with safe, affordable and quality residential living environments.	Continued Target Area Development Evaluate removal of these policies as they duplicate policies in the Land Use Chapter.	X			

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DP 5 <u>Local Determination</u> Make neighborhoods attractive, safe places by encouraging residents to express their design and development values.	DP 5.1	<u>Neighborhood Participation</u> Encourage resident participation in planning and development processes that will shape or re-shape the physical character of their neighborhood.	N 8 - Neighborhood Planning Process LGC 1.1 - City Council Direction LGC 1.3 - Citizen Participation LGC 3 - Planning Through Neighborhood Councils LGC 5.1 - Youth Participation TR 23 - Effective and Enhanced Public Outreach	Public Notice Requirements for Code and Plan Updates	Consider public participation process updates for certain uses, such as cottage housing.	X			
	DP 5.2	<u>Neighborhood Involvement in the City Design Review Process</u> Encourage the neighborhoods to participate in the city’s design review process.	N 8 - Neighborhood Planning Process LGC 1.3 - Citizen Participation LGC 3 - Planning Through Neighborhood Councils	SMC 17G.040.070 Neighborhood Notification (Design Review Board)	Look at the noticing process. Ongoing training of the DRB. FAQ sheet for neighborhoods on how to make effective comments to the DRB.	X	X		

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Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
NE 1 Water Quality Protect the Spokane Valley - Rathdrum Prairie Aquifer and other water sources so they provide clean, pure water.	NE 1.1	<u>Aquifer Study</u> Continue to study the aquifer and utilize strategies to remedy all sources or activities of contamination.	CFU 5 - Environmental Concerns Transportation 6.1 - Pollution	Two Water Dept. Aquifer Studies Water Quality Report Spokane Aquifer Joint Board	Continue to participate in cooperative efforts with other local public entities.	X			
	NE 1.2	<u>Stormwater Techniques</u> Encourage the use of innovative stormwater techniques that protect ground and surface water from contamination and pollution.	LU 1.12 - Public Facilities and Services CFU 5 -Environmental Concerns Capital Facilities Plan	Stormwater Management Plan Spokane Regional Stormwater Manual City of Spokane LID Standards Annual Stormwater Report	Continue sampling our drinking water pursuant to state and federal requirements from the Safe Drinking Water Act. Update LID standards to incorporate canister technology.	X			
	NE 1.3	<u>Regional Water Board</u> Continue to support the regional watershed group in their efforts to conduct aquifer planning, allocating, monitoring, and study responsibilities for the entire watershed.		Participate in the Spokane River Watershed Advisory Group Regional Watershed Planning and Implementation Groups		X			
	NE 1.4	<u>Water Quality Report</u> Prepare an annual water quality report that identifies the year's water quality and quantity and compares these to prior years.	SMP 14.4 - Environment and Management Policies	Two Water Dept. Aquifer Studies Water Quality Report Spokane Aquifer Joint Board		X			
	NE 1.5	<u>Mining Activities</u> Prohibit open pit mining that exposes the aquifer or ground water to potential contamination.		Mining within the City of Spokane is limited and subject to SEPA review and SMC 17C.100.		X			
	NE 1.6	<u>Natural Water Drainage</u> Identify and preserve areas that have traditionally provided natural water drainage.	SMP 5.4 - Provisions for Shoreline Protection	Drainage Design and Erosion Control Manual		X			
	NE 1.7	<u>Wellhead Protection</u> Allow only non-polluting land uses within the water recharge zones of the public water wells.	CFU 1.7 - Management Plans CFU 5.4 - Ground Water	Spokane Area Wellhead Protection Program		X			
	NE 1.8	<u>Toxic Dumping Restrictions</u> Retain and enforce laws against dumping toxic fluids where they may reach the aquifer.	CFU 1.7 - Management Plans CFU 5.4 - Ground Water	Title 13 addresses discharge of toxic fluids from public and industrial users.		X			
	NE 1.9	<u>Sewer Requirement</u> Ensure that every developed property in the city and the adjacent Urban Growth Area is served by sewer to minimize aquifer contamination.	CFU 2.1 - Available Public Facilities CFU 2.3 - Phasing of Services CFU 3.6 - Limitation of Services Outside Urban Growth Areas CFU 5.1 - On-Site Wastewater Disposal	Wastewater Facility Plan		X			

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NE 2 <u>Sustainable Water Quantity</u> Ensure all aquifers and water sources are not diminished below sustainable recharge or flow levels.	NE 2.1	<u>Water Conservation</u> Support a water conservation program that decreases household, commercial, industrial, and agricultural water use.	CFU 5.2 - Water Conservation	2014 Water Conservation Goals - Updated Water Conservation Program "Slow the Flow" Spokane Municipal Code City tracks water performance and leak detection GMA Requirement	Participate in the Watershed Plan Continue participation in implementation of local Watershed Plan. Continue implementation of Water Stewardship Program Water billing practices to encourage conservation User-Oriented Water Use Utility Rates	X			
	NE 2.2	<u>Landscaping Requirements</u> Use incentives in landscape requirements that encourage application of drought tolerant native trees and plants.	T 4.20 - Design and Maintenance of ROW Streetscape Elements	SMC 17E.060 encourages planting of drought tolerant and native species	Develop an incentive program to further encourage planting of drought tolerant native plants in landscape requirements.	X			
	NE 2.3	<u>Native Tree and Plant Protection</u> Preserve native vegetation in parks and other publicly owned lands in the design and construction of new public facilities.	SMP 10.4 - Incentives for Native Landscaping	Urban Forestry Program LID Spokane Municipal Code		X			
NE 3 <u>Shorelines</u> Protect the natural state of shorelines while providing community access that does not negatively impact riparian habitats, fragile soils, and native vegetation.			Shoreline Master Program	Shoreline Master Program Critical Areas Ordinance Two non-motorized boat access points added to the river corridor Spokane Municipal Code GMA requirement	SMP and CAO Updates Non-motorized boat access at Glover Field	X			
NE 4 <u>Surface Water</u> Provide for clean rivers that support native fish and aquatic life and that are healthy for human recreation.	NE 4.1	<u>Watershed Plan</u> Continue to support and further develop watershed plans for all watersheds that are associated with the geographic boundaries of the city.	Shoreline Master Program CFU 5.4 - Ground Water	Regional Watershed Planning and Implementation Groups	SMP and CAO Updates Participate in the Watershed Plan Continue participation in implementation of local Watershed Plan.	X			
	NE 4.2	<u>Zero Pollution Industrial Parks</u> Develop zero pollution industrial parks that focus on manufacturing activities that recycle wastes within their facilities or through adjoining industries in the park.	ED 8.4 - Environmentally Compatible Businesses						
	NE 4.3	<u>Impervious Surface Reduction</u> Continue efforts to reduce the rate of impervious surface expansion in the community.	T 7.4 - Pedestrian Buffer Strips	Low Impact Development techniques listed in SMC 17D.060.300. (adopted 2013) LID Incentives: Discounts/Credits for Commercial Wastewater Management Fees?	Other proposed LID incentives: Recognition/awards for reduction of minimum parking spaces required.	X			

CHAPTER 9 NATURAL ENVIRONMENT									
Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
NE 5 <u>Clean Air</u> Work consistently for cleaner air that nurtures the health of current residents, children and future generations.	NE 5.1	<u>Clean Heating Sources</u> Encourage the use of heating sources that do not negatively affect Spokane's air quality.		Utilities monitors air quality					
NE 5 <u>Clean Air</u> Work consistently for cleaner air that nurtures the health of current residents, children and future generations.	NE 5.2	<u>Facility Review</u> Review and determine public benefits in comparison to the environmental impacts of new and existing public or private facilities that negatively impact the region's air quality and health of its citizens.	T 4.10 - Downtown Street Network T 6 - Environmental Protection	City implemented - waste fleet switching from diesel to natural gas over time New city buildings more efficient Waste to Energy Plant SRCAA permitted	What additional future city projects are identified in the Capital Facilities Plan? Spokane Transit's High-Performance Transit Network, (includes Central City Line), may have positive impact on air quality; North Spokane Corridor EIS listed air quality as a reason for building the project and the selected preferred alternative, (including collector/distributor, not included in the interim design now proposed).	X			
	NE 5.3	<u>Packaging Reduction</u> Create and support legislation, education, and other means that reduce product packaging so that waste disposal is decreased.		Robust yard and food waste composting program		X			
	NE 5.4	<u>Profit From Waste</u> Recruit industries that can make use of and profit from Spokane's solid waste in a manner that minimizes or mitigates environmental impacts.	CFU 5.5 - Waste Reduction and Recycling						
	NE 5.5	<u>Alternative Transportation Incentives</u> Encourage employers of all sizes to develop employee incentive programs that reward the use of alternative transportation.	LU 3.1 - Coordinated and Efficient Land Use H 1.3 - Employer-Sponsored Housing	Commute Trip Reduction Program		X			
NE 6 <u>Native Species Protection</u> Protect and enhance diverse and healthy native species, such as plants, trees, animals, and fungi, for present and future generations and respect the ecological necessity of bio-diversity.	NE 6.1	<u>Native and Non-Native Adaptive Plants and Trees</u> Encourage the use of and development of standards for using native and non-native adaptive plants and trees in landscape designs for public and private projects.	SMP 10.3 - Landscaping with Native Plants	Urban Forestry Program SMC Urban Design Award GMA Requirement		X			
	NE 6.2	<u>Citizen Recognition</u> Recognize citizens who use native plantings in their yards.							

CHAPTER 9 NATURAL ENVIRONMENT Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
NE 6 <u>Native Species Protection</u> Protect and enhance diverse and healthy native species, such as plants, trees, animals, and fungi, for present and future generations and respect the ecological necessity of bio-diversity.	NE 6.3	<u>Habitat Network</u> Identify and purchase Habitat Network.	PRS 1 - Preservation and Conservation SMP 4 - Conservation	Habitat Management Plan Critical Areas Ordinance Conservation Futures SMC		X			
	NE 6.4	<u>Fish and Wildlife Protection</u> Continue to identify and protect those fish and wildlife and their habitats, which are identified as a priority by citizens and scientific experts.	PRS 1 - Preservation and Conservation SMP 4 - Conservation	CAO Habitat Management Plan Integrated Clean Water Plan WWTP upgrade to tertiary WWTP pollution-reduction efforts GMA requirement	SMP and CAO Updates TLC Mycelia Program for PCB clean-up	X			
	NE 6.5	<u>Protection of Adjacent Wildlife</u> Habitats Coordinate with adjacent jurisdictions and agencies to designate, protect, and acquire wildlife habitats that abut or straddle the city limits or urban growth boundary.	PRS 1 - Preservation and Conservation SMP 4 - Conservation	Conservation Futures GMA Requirement	SMP and CAO Updates	X			
NE 7 <u>Natural Land Form</u> Preserve natural land forms that identify and typify our region.	NE 7.1	<u>Land Form Identification</u> Define, identify, and map natural land forms that typify our region and warrant protection.		Critical Areas Ordinance Policies and regulations that ensure wetland function Natural Enhancements at areas such as Hazel's Creek, 37th Avenue Project, etc. GMA Requirement	Update CAO	X			
	NE 7.2	<u>Land Form Protection</u> Purchase lands that contain natural land forms or protect them with incentives, clustering, or transfer of development rights.	LU 5.4 - Natural Features and Habitat Protection T 6.2 - Land Respect						
	NE 7.3	<u>Rock Formation Protection</u> Identify and protect basalt rock formations that give understanding to the area's geological history, add visual interest to the landscape, and contribute to a system of connected conservation lands.							
	NE 7.4	<u>Unstable Slope Protection</u> Continue to designate unstable slopes as not suitable for development.		SMC 17E.040 Spokane Geologically Hazardous Areas		X			
	NE 7.5	<u>Slope Protection</u> Integrate the protection of slopes with wildlife corridor and nature space designations and acquisitions.		SMC 17E.040 Spokane Geologically Hazardous Areas		X			

CHAPTER 9 NATURAL ENVIRONMENT Master									
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NE 7 <u>Natural Land Form</u> Preserve natural land forms that identify and typify our region.	NE 7.6	<u>Geologically Hazardous Areas</u> Continue to classify, designate, and protect Geologically Hazardous Areas as identified in the Critical Areas Ordinance.		Critical Areas Ordinance SMC 17E.040		X			
	NE 7.7	<u>Wetlands</u> Enforce regulations that achieve no overall net loss in acreage and functions of the remaining wetland base and, over the long term, increase the quantity and quality of wetlands in the city.	SMP 4.2 - Non-Renewable Resources	Critical Areas Ordinance SMC 17E.070		X			
NE 8 <u>Agricultural Lands</u> Preserve land and provide opportunities for farming that generates produce for local markets and supports the farming economy.	NE 8.1	<u>Agricultural Lands of Local Importance</u> Designate areas of the city that have been used traditionally for agricultural purposes, have at least Soils Conservation Services Class II soils, or designated prime agriculture lands, and are at least one acre in size as agricultural lands of local importance.	SMP 11.50 & 11.51 - Agricultural Use LU 1.11 - Agriculture	Zoning Farmers Right to Farm Community Gardens Neonicotinoid ban Local produce/eggs can be sold locally without a business license, etc). SMC: Section 17C.110.030A; Section 17C.110.125A,B,C, 310 Market Garden Pilot Program GMA requirement	Critical Areas Ordinance Updates	X			
	NE 8.2	<u>Compatible Agricultural Activities</u> Allow agricultural activities adjacent to urban uses without compromising farmers’ rights to farm their land.		Zoning Farmers Right to Farm Community Gardens Neonicotinoid ban Local produce/eggs can be sold locally without a business license, etc) SMC: Section 17C.110.030A; Section 17C.110.125A,B,C, 310 Market Garden Pilot Program		X			
NE 9 <u>SUSTAINABLE ECONOMY</u> Enhance the natural environment to support a thriving sustainable economy.	NE 9.1	<u>Environment and the Economy</u> Identify, preserve, and enhance the natural environment elements that define Spokane’s quality of life and help sustain the economy.							
NE 10 <u>NATURAL ENVIRONMENT AND EMPLOYMENT</u> Create employment that enhances the natural environment.	NE 10.1	<u>Environment Supporting Businesses</u> Provide incentives for businesses that employ local people.	ED 3.6 - Small Businesses	City supports Enviro-Stars Program (EWU/City) Spokane Community Indicators Incentives for LID		X			
	NE 10.2	<u>Local Business Support</u> Support and provide incentives for businesses that employ local people, use local materials, and sell their products and/or services locally.	ED 3.6 - Small Businesses						

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NE 10 <u>NATURAL ENVIRONMENT AND EMPLOYMENT</u> Create employment that enhances the natural environment.	NE 10.3	<u>Economic Activity Incentives</u> Identify and provide incentives for economic activities that combine the goals and principles of economy, ecology, and social equity.							
NE 11 <u>Natural Areas</u> Designate a network of natural areas (natural areas and connecting corridors) throughout Spokane that supports native habitats and natural land forms.	NE 11.1	<u>Identification of Natural Areas</u> Identify natural areas throughout the city, based on neighborhood input, existing city-owned conservation lands, wildlife habitats, steep slopes, wetlands, riparian areas, adjacency to county nature spaces, and proximity to state parks.		Zoning Open Spaces City completing Great Gorge Trail Expanding Ben Burr corridor Integrated Street Strategy GMA requirement	Working with WSDOT on Children of the Sun Trail/ Fish Lake Trail.	X			
	NE 11.2	<u>Corridor Links</u> Identify corridors that link natural areas.	LU 5.4 - Natural Features and Habitat Protection						
	NE 11.3	<u>Acquisition Techniques</u> Acquire natural areas and connecting corridors using acquisition techniques to create a network of natural areas.							
	NE 11.4	<u>Natural Area Paths</u> Develop soft, permeable, low impact paths in natural areas.							
	NE 11.5	<u>Spokane River Gorge</u> Pursue the Spokane River Gorge as a natural area and maintain this place as one of our region’s greatest resources.		The Great Spokane River Gorge strategic master plan		X			
NE 12 <u>URBAN FOREST</u> Maintain and enhance the urban forest to provide good air quality, reduce urban warming, and increase habitat.	NE 12.1	<u>Street Trees</u> Plant trees along all streets.	PRS 2.4 - Urban Forestry Program	Spokane Municipal Code Commercial/Multi-family SpoCanopy	Add residential requirement Pursue development of a local tree planting and education non-profit such as Friends of Trees or Plant Amnesty.	X			
	NE 12.2	<u>Urban Forestry Programs</u> Participate in the Spokane County Conservation District for urban forestry programs, protection, and maintenance.		Title 12.02 Establishes an Urban Forestry Program within the Parks and Recreation Department.		X			
	NE 12.3	<u>Protection Techniques</u> Use incentives and acquisition to protect forested areas both on publicly and privately owned land.		Urban Forestry Program provides free permits for maintaining trees in ROW.		X			

CHAPTER 9 NATURAL ENVIRONMENT Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
NE 12 <u>URBAN FOREST</u> Maintain and enhance the urban forest to provide good air quality, reduce urban warming, and increase habitat.	NE 12.4	<u>Forest Inventory Database</u> Maintain an inventory of the urban forest in the city's Geographic Information System.		Urban Forestry Program GIS inventory layer New tree planting effort due to Wind Storm 10,000 Trees plantings	Food Forest inventory (fruits/nuts, etc.) Create an Urban Forest Management Plan Canopy coverage analysis	X			
	NE 12.5	<u>Tree Replacement Program</u> Do not allow tree removal in the public right-of-way without a program for tree replacement.		Urban Forestry Program SpoCanopy Program SMC		X			
NE 13 <u>CONNECTIVITY</u> Create a city-wide network of paved trails, designated sidewalks, and soft pathways that link regional trails, natural areas, parks, sacred and historical sites, schools, and urban centers.	NE 13.1	<u>Walkway and Bicycle Path System</u> Identify, prioritize, and connect places in the city with a walkway or bicycle path system.	Transportation Chapter	Pedestrian Master Plan Bicycle Master Plan Integrated Street Strategy Great Gorge Loop Trail Ben Burr Trail Adopted neighborhood plans addressing connectivity		X			
	NE 13.2	<u>Walkway and Bicycle Path Design</u> Design walkways and bicycle paths based on qualities that make them safe, functional, and separated from automobile traffic where possible.	Transportation Chapter	Bicycle Master Plan Street Design Standards		X			
	NE 13.3	<u>Year-Round Use</u> Build and maintain portions of the walkway and bicycle path systems that can be used year-round.	Transportation Chapter	Street Design Standards		X			
	NE 13.4	<u>Winter Trail Network</u> Link soft trails, parks, and golf courses with the walkway and bicycle path system to develop a winter trail network.	Transportation Chapter						
NE 14 <u>PLAZA DESIGN WITH NATURAL ELEMENTS</u> Develop or revitalize plazas using local nature elements, including water, vegetation, wildlife, and land forms.	NE 14.1	<u>Plaza Inventory and Improvements</u> Inventory existing plazas that lack nature elements and that are not used actively and identify natural element features that will improve them.							
	NE 14.2	<u>New Plaza Design</u> Develop plazas with native natural elements and formations, such as basalt, Missoula Flood stones, stream patterns, river character, native trees, and plants that attract native birds.		Urban Design requirements in public and private landscape projects Integrated Streets/CSO Program SMC		X			

CHAPTER 9 NATURAL ENVIRONMENT Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
NE 15 <u>NATURAL AESTHETICS</u> Retain and enhance nature views, natural aesthetics, sacred areas, and historic sites that define the Spokane region.	NE 15.1	<u>Protection of Natural Aesthetics</u> Protect and enhance nature views, natural aesthetics, sacred areas, and historic sites within the growing urban setting.		Urban Design and Historic Preservation Standards CAO Great Gorge Loop Trail Ben Burr corridor GMA requirement	Children of the Sun Trail Fish Lake Trail	X			
	NE 15.2	<u>Natural Aesthetic Links</u> Link local nature views, natural aesthetics, sacred areas, and historic sites with the trail and path system of the city.							
	NE 15.3	<u>Community Education</u> Educate the community on the meaning of the sacred and historic sites so that they value their protection and enhancement.							
	NE 15.4	<u>Naming Culturally Historic Sites</u> Identify local nature views, natural aesthetics, sacred areas, and historic sites that define the Spokane region with the original names local historic cultures gave to them.			Re-naming of Canada Island by the Spokane Tribe.				
	NE 15.5	<u>Nature Themes</u> Identify and use nature themes in large scale public and private landscape projects that reflect the natural character of the Spokane region.		Design Standards		X			
NE 16 <u>Quality of Life</u> Compile social, natural environment, and economic indicators of a healthy Spokane community on an annual basis, and compare them to prior years in order to assess Spokane’s progress.	NE 16.1	<u>Quality of Life Indicators</u> Coordinate with other groups and agencies to develop quality of life indicators based upon what others have previously identified.	ED 4.2 - Benchmark Indicators	Comprehensive Plan Community Indicators City Performance Measures	Food Forest Inventory	X			
	NE 16.2	<u>Benchmark Adoption</u> Develop quality of life benchmarks based on identified indicators that the community wants to obtain over time.	ED 4.2 - Benchmark Indicators	Community Indicators Initiative	Continue to participate in the Community Indicators Initiative.	X			
NE 17 <u>Natural Environment Education</u> Educate children and the community on how to improve Spokane’s natural environment.	NE 17.1	<u>Protection and Recognition</u> Develop a program that formally recognizes activities, development, businesses, groups, and people that contribute to the protection and improvement of Spokane’s natural environment.				X			

CHAPTER 9 NATURAL ENVIRONMENT Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
NE 17 <u>Natural Environment Education</u> Educate children and the community on how to improve Spokane’s natural environment.	NE 17.2	<u>Natural Environment Sources</u> Create a central source within city government to disseminate information on anything affecting the city’s natural environment, programs to enhance the natural environment, and environmental education opportunities.		Solid Waste - recycling, and compaction River protection Stormwater Management Community Partnerships with non-profits	Sources in City to disseminate information affecting programs/ education. Partner with local Tribes				
	NE 17.3	<u>Environmental Education for Children</u> Educate children about the interrelationship between people and nature so that an understanding and respect for human impacts and the benefits of nature is developed.		Solid Waste, recycling, and compaction River protection Stormwater Management Community Partnerships with non-profits	Sources in City to disseminate information affecting programs/ education. Partner with local Tribes	X			
NE 18 Energy Conservation Promote the conservation of energy in the location and design of residential, service, and workplaces.	NE 18.1	<u>Innovative Development</u> Encourage innovative residential development techniques that produce low energy consumption per housing unit.		SMC - clustering, attached cottage housing, etc. Building Standards in place Environmental Programs (City Fleet - federally mandated low emissions) City monthly report for environmental performance Asset Management upgrades with LED in City-owned buildings; also upgrades to HVAC.	LEED - City to follow protocol, not necessarily attain certification GMA requirement	X			
NE 19 <u>Flood Hazards Management</u> Protect life and property from flooding and erosion by directing development away from flood hazard areas.	NE 19.1	<u>Channel Migration Zone Management</u> Determine the channel migration zone of streams and rivers in the city that have a history of flooding.		SMC 17E.030 - Floodplain Management Updated FEMA Mapping 2010	Draft CMZ study by Ecology	X			
	NE 19.2	<u>100-Year Flood Plain Reassessment</u> Conduct a reassessment of the 100-year flood plain in areas with a history of flooding.	CFU - Stormwater SMP 6 - Flood Hazard Reduction	Updated FEMA Mapping 2010	GMA requirement	X			
	NE 19.3	<u>Land Acquisition/Home Relocation Program</u> Consider the purchase of homes and lands that are in the 100-year flood plain and maintain those areas as natural area corridors.							

CHAPTER 9 NATURAL ENVIRONMENT Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
NE 19 <u>Flood Hazards Management</u> Protect life and property from flooding and erosion by directing development away from flood hazard areas.	NE 19.4	<u>Discourage Development in 100-Year Flood Plain</u> Discourage development and redevelopment of habitable structures that are within the 100-year flood plain.		SMC 17E.030 - Floodplain Management Shoreline Standards prevent building in shoreline buffer areas.		X			
	NE 19.5	<u>Public Awareness and Education</u> Develop a public awareness and education program for residents living within flood plains.			Develop an education program				
	NE 19.6	<u>Downstream Impacts Consideration</u> Consider the downstream impacts created by development, erosion control devices, and public works projects within or adjacent to rivers and streams.		Shoreline Regulations Conditional Use Permit		X			

CHAPTER 10 - SOCIAL HEALTH Master										
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)	
SH 1 <u>FUNDING MECHANISMS TO SUPPORT SOCIAL HEALTH</u> Utilize all funding mechanisms that will help to develop the infrastructure, support, and staffing necessary to provide affordable, accessible opportunities for arts, culture, recreation, education, and health and human services to all citizens, with particular attention to the needs of youth, the elderly and those with special needs.	SH 1.1	<u>Invest in Social Health</u> Allocate funds to arts and human services in sufficient amounts to guarantee ongoing support for these programs to achieve their full potential.	PRS 5.5 - Indoor Recreational Facilities and Programs	The City of Spokane funds Spokane Arts.		X				
	SH 1.2	<u>Commitment to Youth</u> Allocate resources at a consistent and meaningful level to provide access to youth-related programs.	LGC 5.1 - Youth Participation ED 5.2 - Youth Programs	Crosswalk funding Youth Transitional Housing funding Rental Assistance for Households with Children Community Center Funding		X				
	SH 1.3	<u>Equitable Funding</u> Coordinate with public and private agencies at the local, state, and federal level and with recipients, to design a structure for funding and decision-making that recognizes the significant presence of social services of a regional nature within the City of Spokane.		The City of Spokane's Community, Housing and Human Services Department partners with area social service agencies rather than providing direct service to clients.		X				
	SH 1.4	<u>Accessibility</u> Improve communication with and access to public recreational, cultural, and educational facilities or programs.	ED 5.5 - Communication Links PRS 5.4 - Community Outreach LGC 4 - Citizen and Government Communication ED 4.1 - Livable Wage TR 21 - Safe & Healthy Community Education & Promotion Campaigns			X				
	SH 1.5	<u>Public/Private Partnerships</u> Encourage public/private partnerships that complement each other as a means to provide coordinated, centrally located services.	N 3.1 - Multipurpose Use of Neighborhood Buildings	Spokane Matters	Implementation of Spokane Matters District projects.		X			
	SH 1.6	<u>Vacant Buildings</u> Promote and assist non-profit organizations in purchasing and renovating vacant properties in order to provide sites for additional community-related facilities.	N 3.1 - Multi-purpose Use of Neighborhood Buildings	Mayor's Housing Quality Task Force	CHHS will begin to target, acquire, and renovate foreclosed and vacant homes for affordable homeownership. Will use HUD funds and partner with developers. Partner with real estate agencies to identify vacant, abandoned, and substandard homes. Aquisition Rehab Program.		X			

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SH 1 <u>FUNDING MECHANISMS TO SUPPORT SOCIAL HEALTH</u> Utilize all funding mechanisms that will help to develop the infrastructure, support, and staffing necessary to provide affordable, accessible opportunities for arts, culture, recreation, education, and health and human services to all citizens, with particular attention to the needs of youth, the elderly and those with special needs.	SH 1.7	<u>Surplus City Real Property</u> Establish a dedicated reserve fund within the City of Spokane's general fund to cover the cost of leasing any unused city-owned building and/or property that has been determined surplus, to non-profit organizations.		Mayor's Housing Quality Task Force	Creation of a land aggregation entity				X
	SH 1.8	<u>Volunteerism</u> Promote volunteerism as a way to involve citizens in meeting the needs of their neighbors, stretch City of Spokane funding resources, and build a sense of pride in the community.	PRS 7.4 - Volunteers LGC 1.3 - Citizen Participation		Neighborhood Services oversees an annual "Cleaning from the Core" event.	X			
SH 2 <u>FACILITIES FOR SPECIAL NEEDS POPULATIONS</u> Enable and encourage development patterns and uses of public and private property that are responsive to the facility requirements of special needs populations.	SH 2.1	<u>Care Facilities</u> Distribute care facilities fairly and equitably throughout all neighborhoods.	N 2.1 - Neighborhood Quality of life N 2.2 - Neighborhood Centers N 2.3 - Special Needs H 1.7 - Socioeconomic Integration		Map care facilities throughout the City.				
	SH 2.2	<u>Special Needs Temporary Housing</u> Disperse special needs temporary housing evenly throughout all neighborhoods.	N 2.1 - Neighborhood Quality of life N 2.2 - Neighborhood Centers N 2.3 - Special Needs H 1.23 - Distribution of Special Needs Housing		Map special needs temporary housing throughout the City.				
	SH 2.3	<u>Compatible Design of Special Needs Facilities</u> Ensure that facilities that accommodate special needs populations blend in with the existing visual character of the neighborhood in which they are located.	N 3.2 - Major Facilities N 6.2 - Code Enforcement H 1.15 - Performance Standards DP 1.2 - New Development in Established Neighborhoods DP 2.3 - Design Standards for Public Projects and Structures DP 2.4 - Design Flexibility for Neighborhood Facilities	Design Standards in SMC		X			
	SH 2.4	<u>Co-location of Facilities</u> Encourage a land use pattern that allows convenient access to daily goods and services, especially for those persons with limited mobility and/or transportation options.	LU 1.1 - Neighborhoods LU 1.6 - Neighborhood Retail Use LU 3 - Efficient Land Use N 4.5 - Multimodal Transportation TR 1 - Transportation Network for All Users TR 2 - Transportation Supporting Land Use						
	SH 2.5	<u>Family Day Care Providers' Home Facilities</u> Allow use of a residential dwelling as a family day care provider's home facility in all areas where housing exists or is permitted.		SMC allows.		X			

CHAPTER 10 - SOCIAL HEALTH Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
SH 2 <u>FACILITIES FOR SPECIAL NEEDS POPULATIONS</u> Enable and encourage development patterns and uses of public and private property that are responsive to the facility requirements of special needs populations.	SH 2.6	<u>Joint-Use Facilities</u> Provide for the joint use of facilities that clusters services for child or adult day care, health care, human services, libraries, schools, and cultural, recreational, and educational programs, as needed.	LU 1.1 - Neighborhoods LU 1.6 - Neighborhood Retail Use LU 3 - Efficient Land Use N 3.2 - Major Facilities						
	SH 2.7	<u>Exceptions to Fair Housing</u> Regulate residential structures occupied by persons who pose a direct proven threat to the health or safety of other individuals or whose tenancy would result in substantial physical damage to the property of others through appropriate and necessary means to protect the public health, safety and welfare.		SMC		X			
SH 3 <u>ARTS AND CULTURAL ENRICHMENT</u> Support community image and identity through the arts and accessible art activities.	SH 3.1	<u>Support for the Arts</u> Encourage public and private participation in and support of arts and cultural events in recognition of their contribution to the physical, mental, social, and economic well-being of the community.	ED 3.10 - Downtown Spokane ED 8.1 - Quality of Life Protection N 2.5 - Neighborhood Arts DP 4.2 - Street Life			X			
	SH 3.2	<u>Neighborhood Arts Presence</u> Provide the regulatory flexibility necessary to support and encourage an arts presence at the neighborhood level.	N 2.5 - Neighborhood Arts DP 2.4 - Design Flexibility for Neighborhood Facilities			X			
	SH 3.3	<u>Public Art Incentives</u> Provide incentives such as bonus densities or increases in floor-area ratio and lot coverage to encourage the use of public art in commercial, industrial, and mixed-use developments.							
	SH 3.4	<u>One Percent for Arts</u> Encourage private developers to incorporate an arts presence into buildings and other permanent structures with a value of over \$25,000 by allocating one percent of their project’s budget for this purpose.							

CHAPTER 10 - SOCIAL HEALTH Master									
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SH 3 <u>ARTS AND CULTURAL ENRICHMENT</u> Support community image and identity through the arts and accessible art activities.	SH 3.5	<u>Tax Increment Financing</u> Support the use of tax increment financing for the arts.							
	SH 3.6	<u>Life-Long Learning</u> Work in partnership with artists, arts organizations, ethnic, cultural, musical and community associations, and education institutions to foster opportunities for life-long cultural exploration for all citizens.	PRS 5.5 - Indoor Recreational Facilities and Programs ED 5.8 - Library as Educational Resource						
	SH 3.7	<u>Support Local Artists</u> Solicit local artists to design or produce functional and decorative elements for the public realm, whenever possible.							
	SH 3.8	<u>Community Festivals</u> Support celebrations that enhance the community’s identity and sense of place.	DP 3.4 - Reflect Spokane's Diversity DP 4.2 - Street Life TR 15 - Activation	Gathering at the Falls Pow Wow. Cleaning from the Core event. Unity in the Community Local neighborhood street fairs.		X			
SH 4 <u>DIVERSITY AND EQUITY</u> Develop and implement programs for all city residents from a diverse range of backgrounds and life circumstances to that all people feel welcome and accepted, regardless of race, religion, creed, color, sex, national origin, marital status, familial status, domestic violence victim status, age, sexual orientation, gender identity, honorably discharged veteran or military status, refugee status, criminal history, the presence of any sensory, mental or physical disability as defined by the Americans with Disabilities Act and/or the Washington State Law Against Discrimination, or the receipt of, or eligibility for the receipt of, funds from any housing choice or other subsidy program or alternative source of income.	SH 4.1	<u>Universal Accessibility</u> Ensure that neighborhood facilities and programs are universally accessible.	LU 1.1 - Neighborhoods N 2.2 - Neighborhood Centers N 2.3 - Special Needs TR 1 - Transportation Network for All Users TR 13 - Infrastructure Design						
	SH 4.2	<u>Cultural Competency and Education</u> Encourage programs and events that foster understanding and appreciation of the diversity of the community and region.	DP 3.2 - Historic Preservation Plan DP 3.4 - Reflect Spokane's Diversity	The Historic Preservation Office and the Historic Landmarks Commission actively encourages the nomination and listing of properties that are specifically tied to diverse groups and cultures.	Encourage diverse populations to apply for positions on the Spokane Historic Landmarks Commission as well as seek out properties that are directly linked to diverse populations in Spokane.	X			
SH 5 <u>PUBLIC BENEFIT USES</u> Create policy framework, laws, and regulations that expand and develop wellness programs, affordable and accessible health and human services, affordable and ADA-accessible housing, child and adult day care, and other public benefit uses.	SH 5.1	<u>Coordination of Human Services</u> Coordinate with public and private agencies and other appropriate entities to evaluate existing needs, facilities, and programs relative to health and human services, and develop regionally equitable and comprehensive programs and service delivery systems.		City/County Continuum of Care.		X			

CHAPTER 10 - SOCIAL HEALTH Master										
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)	
SH 5 <u>PUBLIC BENEFIT USES</u> Create policy framework, laws, and regulations that expand and develop wellness programs, affordable and accessible health and human services, affordable and ADA-accessible housing, child and adult day care, and other public benefit uses.	SH 5.2	<u>Neighborhood-Level Health and Human Services</u> Provide financial, regulatory, and tax incentives for business and property owners, service providers, and developers in order to increase the number of neighborhood and district centers where health and dental clinics, and human services are available.	ED 3.2 - Economic Diversity LU 4.2 - Land Uses That Support Travel Options and Active Transportation	City lease of property to community centers.	East Central Community Center Dental Clinic.					
	SH 5.3	<u>Space for Public Benefit Uses</u> Provide regulatory and tax incentives and flexibility that encourage builders, developers, and businesses to make space available in their project for public benefit uses.	ED 7.2 - Revenue Sources ED 7.3 - State Tax Changes					X		
SH 6 <u>SAFETY</u> Create and maintain a safe community through the cooperative efforts of citizens and city departments, such as Planning and Development, Police, Fire, Community, Housing and Human Services, Parks and Recreation, and Neighborhood Services.	SH 6.1	<u>Crime Prevention through Environmental Design Themes</u> Include the themes commonly associated with Crime Prevention Through Environmental Design (CPTED) in the normal review process for development proposals.	DP 2.14 - Town Squares and Plazas DP 4.1 - Downtown Residents and Workers LU 2.1 - Public Realm Features LU 2.2 - Performance Standards TR 13 - Infrastructure Design			X				
	SH 6.2	<u>Natural Access Control</u> Use design elements to define space physically or symbolically to control access to property.	NE 12.1 - Street Trees LU 2.1 - Public Realm Features LU 2.2 - Performance Standards DP 2.2 - Design Guidelines and Regulations TR 13 - Infrastructure Design			X				
	SH 6.3	<u>Natural Surveillance</u> Design activities and spaces so that users of the space are visible rather than concealed.	LU 2.1 - Public Realm Features LU 2.2 - Performance Standards DP 2.2 - Design Guidelines and Regulations			X				
	SH 6.4	<u>Territorial Reinforcement</u> Employ certain elements to convey a sense of arrival and ownership and guide the public through clearly delineated public, semi-public, and private spaces.	LU 2.1 - Public Realm Features LU 2.2 - Performance Standards DP 1.4 - Gateway Identification DP 2.2 - Design Guidelines and Regulations			X				

CHAPTER 10 - SOCIAL HEALTH Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
SH 6 <u>SAFETY</u> Create and maintain a safe community through the cooperative efforts of citizens and city departments, such as Planning and Development, Police, Fire, Community, Housing and Human Services, Parks and Recreation, and Neighborhood Services.	SH 6.5	<u>Project Design Review</u> Include the crime prevention principles of CPTED in any analysis of projects that come before the Design Review Board.	LU 2.1 - Public Realm Features LU 2.2 - Performance Standards DP 2.8 - Design Review Process			X			
	SH 6.6	<u>Neighborhood Role</u> Encourage neighborhood residents to apply CPTED principles in their consideration of development issues within their own particular neighborhood.	LU 2.2 - Performance Standards LU 7.4 - Sub-Area Planning Framework DP 5.1 - Neighborhood Participation TR 7 - Neighborhood Access TR 13 - Infrastructure Design						
	SH 6.7	<u>Community Oriented Policing Services</u> Continue to support the operation and administration of neighborhood-based Community Oriented Policing Services (C.O.P.S.).				X			
SH 7 <u>CRIMINAL JUSTICE</u> Provide evidence based criminal justice services that use police, prosecutors, courts, public defenders, treatment and supervision to reduce crime and recidivism while supporting victims.	SH 7.1	<u>Racial Equity in the Criminal Justice System</u> Implement cost-effective, research-based, smart justice reforms to eliminate racial disproportionality in arrests, sentencing and incarceration.							
	SH 7.2	<u>Disproportional Incarceration of Individuals with Mental or Cognitive Disabilities</u> Implement cost-effective, research-based, smart justice reforms and funding that utilize comprehensive assessment and placement at non-jail facilities for community members who suffer from mental or cognitive disabilities and can be safely housed outside a jail.							
	SH 7.3	<u>Therapeutic Courts and Jail Diversion Center</u> Expand the use of therapeutic courts and non-jail alternatives to increase the provision of treatment and rehabilitation in order to reduce recidivism.							
	SH 7.4	<u>Coordination with Spokane Regional Law and Justice Council</u> Develop Levels of Service for Therapeutic Courts and Diversionary Services in coordination with the Spokane Regional Law and Justice Council.							

CHAPTER 10 - SOCIAL HEALTH Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
SH 8 FOOD ACCESS AND SECURITY Ensure that all citizens have convenient access to healthy food.	SH 8.1	<u>Local Food Production</u> Promote the development of home and community gardens, farmers' or public markets, and other small-scale collaborative initiatives in order to provide citizens with a diverse choice of locally-based food products.	CFU 5.2 - Water Conservation ED 3.4 - Value Added Business Strategy ED 3.9 - Regional Marketplace NE 10.3 - Economic Activity Incentives TR 2 - Transportation Supporting Land Use		Review and analyze current SMC for opportunities to support the building of urban agricultural structures. Analyze the impacts of lowering water rates for the different classifications of growing food.	X			
	SH 8.2	<u>Community Gardens</u> Enable the establishment and maintenance of community gardens on city property, as appropriate.	NE 4.3 - Impervious Surface Reduction		Research the feasibility for food landscaping on city land, and the infrastructure requirements to support it. City to provide Project Hope with small	X	X		
	SH 8.3	<u>Access to Fresh Produce</u> Develop incentive programs to encourage convenience stores, and ethnic food markets, especially those located in areas with limited access to full-service grocery stores, to carry fresh produce.	NE 10.1 - Environment Supporting Businesses		Map the food deserts in the city. Study tax incentives to encourage grocery store sitings in food deserts.			X	X
	SH 8.4	<u>Urban Agriculture</u> Recognize urban agriculture as a strategic asset for community development, neighborhood beautification, and public health.	LU 1.11 - Agriculture N E 8.3 - Compatible Agricultural Activities SMP 11.50 - Protection of Agricultural Lands SMP 11.51 - Agricultural Support Development NE 4.3 - Impervious Surface Reduction		Analyze the impacts of developing a no net loss of agricultural land policy in the city.	X		X	X

CHAPTER 11 - NEIGHBORHOODS									
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Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
N 1 <u>THE DOWNTOWN NEIGHBORHOOD</u> Recognize downtown Spokane as the primary economic and cultural center of the region and improve its viability as a desirable neighborhood in which to live and conduct business.	N 1.1	<u>Downtown Development</u> Develop downtown Spokane as the primary economic and cultural center of the region and provide a variety of housing, recreation, and daily service opportunities that attract and retain neighborhood residents.	LU 1.9 - Downtown LU 3.2 - Centers and Corridors H 1.21 - Development of Single-Room Occupancy Housing ED 3.10 - Downtown Spokane DP 4 - Downtown Center Viability TR 2 - Transportation Supporting Land Use TR 4 - Transportation Demand Management Strategies (TDM) TR 6 - Commerical Center Access TR 8 - Moving Freight TR 9 - Promote Economic Opportunity TR 11 - Transit Operational Efficiency TR 15 - Activation TR 18 - Parking	Fast Forward Spokane-Downtown Plan. The City's economic development policy is to align public investments in neighborhood planning, community development and infrastructure development with private sector investments, resulting in increased opportunities for business growth and to provide its citizens with safe, affordable and quality residential living environments.	Update Downtown Plan Continued Target Area Development 2017 MFTE Incentive Review and Reaffirmaiton	X	X		
N 2 <u>NEIGHBORHOOD DEVELOPMENT</u> Reinforce the stability and diversity of the city’s neighborhoods in order to attract long-term residents and businesses and to ensure the city’s residential quality, cultural opportunities, and economic vitality.	N 2.1	<u>Neighborhood Quality of Life</u> Ensure that neighborhoods continue to offer residents transportation and living options, safe streets, quality schools, public services, and cultural, social, and recreational opportunities in order to sustain and enhance the vitality, diversity, and quality of life within neighborhoods.	LU 1.1 - Neighborhoods LU 4.2 - Land Uses that support Travel Options and Active Transportation SH 3.8 - Community Festivals Housing 1.11 - Siting of Subsidized Low-Income Housing DP 5.1 - Neighborhood Participation TR 2 - Transportation Supporting Land Use TR 7 - Neighborhood Access TR 13 - Infrastructure Design TR 14 - Traffic Calming TR 16 - Right-of-Way Maintenance TR 18 - Parking	East 5th Avenue Neighborhood Retail Revitalization.	Infill Housing Projects	X	X		
	N 2.2	<u>Neighborhood Centers</u> Develop neighborhoods that enable citizens to live, work, shop, socialize, and receive other essential services within their neighborhood.	LU 1.1 - Neighborhoods LU 1.6 - Neighborhood Retail Use LU 3.2 - Centers and Corridors	Perry Street Revitalization. Garland District. Lincoln Heights District Center Planning. Monroe Streetscape Project. Land Use Map. Spokane Municipal Code.	Complete planning process for existing neighborhood centers and identify and plan for new centers where appropriate. East Sprague revitalization	X	X	X	
	N 2.3	<u>Special Needs</u> Ensure that neighborhood-based services are available for special needs, and located in proximity to public transit routes in order to be accessible to local residents.	LU 1.1 - Neighborhoods SH 4.1 - Universal Accessibility SH 5.2 - Neighborhood-Level Health and Human Services CFU 2.5 - Exemptions from Impact Fees H 1.18 - Distribution of Housing Options H 1.23 - Distribution of Special Needs Housing SH 1.1 - Invest in Social Health SH 2 - Facilities for Special Needs Populations						

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N 2 <u>NEIGHBORHOOD DEVELOPMENT</u> Reinforce the stability and diversity of the city’s neighborhoods in order to attract long-term residents and businesses and to ensure the city’s residential quality, cultural opportunities, and economic vitality.	N 2.4	<u>Neighborhood Improvement</u> Encourage revitalization and improvement programs to conserve and upgrade existing properties and buildings.	LU 1.1 - Neighborhoods CFU 6.1 - Community Revitalization ED 2.2 - Revitalization Opportunities ED 7.5 - Tax Incentives for Renovation DP 3.1 - Historic Preservation	The Spokane Register of Historic Places. Design Review for designated historic buildings. Local financial incentives for historic property rehabilitation. Certified Local Government programs. East Central Survey and Inventory project 2015/16. Native Rock Resources Survey and Inventory in Spokane County 2016. Spokane Parks MPD and Manito Park National Register Nomination.	Continue to apply for and receive Certified Local Government Grants from the state to further survey and inventory efforts in Spokane and Spokane County.	X			
	N. 2.5	<u>Neighborhood Arts</u> Devote space in all neighborhoods for public art, including sculptures, murals, special sites, and facilities.	LU 1.1 - Neighborhoods SH 1.1 - Invest in Social Health SH 3. - Arts and Cultural Enrichment ED 3.10 - Downtown Spokane PRS 5.5 - Indoor Recreational Facilities and Programs	Code requirement for one percent art for public projects.	Continue to incorporate in neighborhood sub-area and center planning processes.	X			
N 3 <u>NEIGHBORHOOD FACILITIES</u> Maximize the usefulness of existing neighborhood facilities and services while minimizing the impacts of major facilities located within neighborhoods.	N 3.1	<u>Multipurpose Use of Neighborhood Buildings</u> Work with neighborhoods to develop a strategy for the multipurpose use of existing structures and the extension of services within neighborhoods for neighborhood activities.	LU 1.1 - Neighborhoods SH 2.6 - Joint-Use Facilities						
	N 3.2	<u>Major Facilities</u> Use the siting process outlined under “Adequate Public Lands and Facilities” (LU 6) as a guide when evaluating potential locations for facilities within city neighborhoods, working with neighborhood councils and/or interest-specific committees to explore mitigation measures, public amenity enhancements, and alternative locations.	LU 1.1 - Neighborhoods LU 6.8 - Siting Essential Public Facilities LU 6.9 - Facility Compatibility with Neighborhood			X			
N 4 <u>TRAFFIC AND CIRCULATION</u> Provide Spokane residents with clean air, safe streets, and quiet, peaceful living environments by reducing the volume of automobile traffic passing through neighborhoods and promoting alternative modes of circulation.	N 4.1	<u>Neighborhood Traffic Impact</u> Consider impacts to neighborhoods when planning the city transportation network.	LU 1.1 - Neighborhoods LU 4.3 - Neighborhood Through-Traffic			X			
	N 4.2	<u>Neighborhood Streets</u> Refrain, when possible, from constructing new arterials that bisect neighborhoods and from widening streets within neighborhoods for the purpose of accommodating additional automobiles.	LU 1.1 - Neighborhoods LU 4 - Transportation			X			

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Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
N 4 <u>TRAFFIC AND CIRCULATION</u> Provide Spokane residents with clean air, safe streets, and quiet, peaceful living environments by reducing the volume of automobile traffic passing through neighborhoods and promoting alternative modes of circulation.	N. 4.3	<u>Traffic Patterns</u> Alter traffic patterns and redesign neighborhood streets in order to reduce non-neighborhood traffic, discourage speeding, and improve neighborhood safety.	LU 1.1 - Neighborhoods LU 4 - Transportation	City traffic calming program	Continue implementing traffic calming measures where needed and appropriate and consider incorporating traffic calming features, as needed, in new street and street reconstruction projects.	X	X		
	N. 4.4	<u>Neighborhood Business Traffic</u> Ensure that the size of a neighborhood business is appropriate for the size of the neighborhood it serves so that trips generated by non-local traffic through the neighborhood are minimized.	LU 1.1 - Neighborhoods LU 1.6 - Neighborhood Retail Use LU 1.7 - Neighborhood Mini-Centers LU 4 - Transportation			X			
	N. 4.5	<u>Multimodal Transportation</u> Promote a variety of transportation options to reduce automobile dependency and neighborhood traffic.	LU 1.1 - Neighborhoods LU 4 - Transportation			X			
	N. 4.6	<u>Pedestrian and Bicycle Connections</u> Establish a continuous pedestrian and bicycle network within and between all neighborhoods.	LU 1.1 - Neighborhoods LU 4 - Transportation PRS 3 - Bicycle and Pedestrian Circulation	Pedestrian Master Plan Bicycle Master Plan		X	X	X	
	N. 4.7	<u>Pedestrian Design</u> Design neighborhoods for pedestrians.	LU 1.1 - Neighborhoods LU 3.2 - Centers and Corridors LU 4 - Transportation LU 4.5 - Block Length DP 2.10 - Business Entrance Orientation DP 4.2 - Street Life	Garland District Perry District Pedestrian Master Plan	East Sprague Streetscape North Monroe Streetscape	X			
	N. 4.8	<u>Sidewalk Program</u> Develop a sidewalk program to maintain, repair, or build new sidewalks in existing neighborhoods and require sidewalks in new neighborhoods concurrent with development.	LU 1.12 - Public Facilities and Services DP 2.11 - Improvements Program NE 13 - Connectivity	City requires sidewalks in new neighborhoods concurrent with development.	Develop and implement a financing strategy to maintain, repair, or build new sidewalks in existing neighborhoods.			X	X
	N. 4.9	<u>Pedestrian Safety</u> Design neighborhoods for pedestrian safety.	LU 1.1 - Neighborhoods LU 3.2 - Centers and Corridors LU 4 - Transportation LU 4.5 - Block Length DP 2.10 - Business Entrance Orientation DP 4.2 - Street Life	Pedestrian Master Plan		X			
	N. 4.10	<u>School Walking and Bus Routes</u> Coordinate with local school districts, private schools, and colleges to determine which bus and walking routes to and from neighborhood schools provide the highest degree of pedestrian safety.	LU 4 - Transportation NE 13 - Connectivity						

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Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
N 5 <u>OPEN SPACE</u> Increase the number of open gathering spaces, greenbelts, trails, and pedestrian bridges within and/or between neighborhoods.	N 5.1	<u>Future Parks Planning</u> Utilize neighborhood groups to work with the City of Spokane Parks and Recreation Department to locate land and develop financing strategies that meet the level of service standards for neighborhood parks and/or open space.	PRS 2 - Park and Open Space System						
	N 5.2	<u>Parks and Squares in Neighborhood Centers</u> Include a park and/or square in each neighborhood center.	DP 2.14 - Town Squares and Plazas PRS 2 - Park and Open Space System						
	N 5.3	<u>Linkages</u> Link neighborhoods with an open space greenbelt system or pedestrian and bicycle paths.	LU 4.4 - Connections TR 1 - Transportation Network for All Users TR 2 - Transportation Supporting Land Use TR 5 - Active Transportation TR 13 - Infrastructure Design TR 15 - Activation Prs 3.1 - Trails and Linkages PRS 3.2 - Trail Corridor Development			X	X	X	X
N 6 <u>THE ENVIRONMENT</u> Protect and enhance the natural and built environment within neighborhoods.	N 6.1	<u>Environmental Planning</u> Protect the natural and built environment within neighborhoods.	ED 8.1 - Quality of Life Protection			X			
	N 6.2	<u>Code Enforcement</u> Enforce the city codes for public nuisances impacting neighborhood properties.	LGC 6.1 - Enforcement of Land Use and Development Codes H 2.2 - Property Responsibility and Maintenance	Spokane Matters District Management Model.	Spokane Matters District Management Model.	X			
	N 6.3	<u>Open Space and Nature Corridors</u> Identify and protect nature and wildlife corridors within and between neighborhoods.	PRS 1.1 - Open Space System PRS 1.2 - River Corridors PRS 1.4 - Property Owners and Developers PRS 2 - Park and Open Space System						
	N 6.4	<u>Maintenance of City Property</u> Ensure that city land, property, and infrastructure within neighborhoods are adequately maintained to protect the public health, safety, and welfare.	ED 8.1 - Quality of Life Protection H 2.2 - Property Responsibility and Maintenance			X			
N 7 <u>SOCIAL CONDITIONS</u> Promote efforts that provide neighborhoods with social amenities and interaction and a sense of community.	N 7.1	<u>Gathering Places</u> Increase the number of public gathering places within neighborhoods.	PRS 1.4 - Property Owners and Developers LU 1.13 - Parks and Open Spaces	Create incentives in code to encourage the creation of public gathering spaces as part of commercial development in centers.	Explore the potential for expansion of the neighborhood retail designation, as appropriate, in neighborhoods that lack a neighborhood center.	X		X	
	N 7.2	<u>City Hall Outreach</u> Encourage City Hall outreach efforts in neighborhoods.	LGC 4 - Citizen and Government Communication	Office of Neighborhood Services	Spokane Matters District Management Model.	X			

CHAPTER 11 - NEIGHBORHOODS									
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Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
N 8 <u>NEIGHBORHOOD PLANNING PROCESS</u> Ensure a sense of identity and belonging for each neighborhood throughout the city and the city’s Urban Growth Area through a neighborhood planning process that is all-inclusive, maintains the integrity of neighborhoods, implements the comprehensive plan, and empowers neighborhoods in their decision-making.	N 8.1	<u>Inclusive Neighborhood Planning</u> Ensure that neighborhood planning is conducted through the cooperation and contributions of all interested parties, including institutions, organizations, and individuals of all ages, whether resident, property owner, business owner, or employee.	LU 7.4 - Sub-Area Planning Framework DP 5.1 - Neighborhood Participation DP 5.2 - Neighborhood Involvement in the City Design Review Process LGC 3 - Planning Through Neighborhood Councils			X	X	X	
	N 8.2	<u>Neighborhood Planning Process</u> Ensure that the neighborhood planning process carries out the city's firm commitment to neighborhood planning, involves simultaneous consideration of city and neighborhood goals and strategies, and includes representatives of both the city and neighborhood working together.	LU 7.4 - Sub-Area Planning Framework DP 5.1 - Neighborhood Participation DP 5.2 - Neighborhood Involvement in the City Design Review Process LGC 3 - Planning Through Neighborhood Councils	Neighborhood Planning Process as established by Resolutions 2008-0100 in 2008 and 2011-0100 in 2011. Neighborhoods that have finished planning are: Hillyard, Whitman, Bemiss (Greater Hillyard Northeast Planning Association - GHNEPA); Nevada/ Lidgerwood; East Central; Southgate; Five Mile; West Central; Logan; Cliff Cannon, Comstock, Lincoln Heights, Manito/Cannon Hill, Rockwood (South Hill Coalition - SHC); Emerson/Garfield; Grandview/Thorpe; Peaceful Valley; North Hill; North Indian Trail used funds for City Engineering design work on Indian Trail Road); Brown's Addition used funds for Park Plan with Parks Department; Chief Garry Park in process; West Hills in process; Riverside opted out of process.	Continue Neighborhood Planning Process with remaining neighborhoods that have not yet planned: Minnehaha Shiloh Hills Latah Valley Northwest Audubon/Downriver Balboa/South Indian Trail.	X	X	X	
	N 8.3	<u>City Participation in Neighborhood Planning</u> Require neighborhoods to coordinate and consult with the City of Spokane Planning and Development Services when conducting neighborhood planning.	LU 7.4 - Sub-Area Planning Framework DP 5.1 - Neighborhood Participation DP 5.2 - Neighborhood Involvement in the City Design Review Process LGC 3 - Planning Through Neighborhood Councils			X	X	X	
	N 8.4	<u>Consistency of Plans</u> Maintain consistency between neighborhood planning documents and the comprehensive plan.	LU 7.4 - Sub-Area Planning Framework LGC 3 - Planning Through Neighborhood Councils			X			
	N 8.5	<u>Neighborhood Planning Coordination</u> Require neighborhoods to coordinate planning and review of individual neighborhood plans so that neighborhood projects have minimal negative impacts on other neighborhoods.	LU 7.4 - Sub-Area Planning Framework LGC 3 - Planning Through Neighborhood Councils						

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Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
N 8 <u>NEIGHBORHOOD PLANNING PROCESS</u> Ensure a sense of identity and belonging for each neighborhood throughout the city and the city’s Urban Growth Area through a neighborhood planning process that is all-inclusive, maintains the integrity of neighborhoods, implements the comprehensive plan, and empowers neighborhoods in their decision-making.	N 8.6	<u>Neighborhood Planning Recommendations</u> Consider recommendations from neighborhood planning in the context of the city as a whole.	LU 7.4 - Sub-Area Planning Framework LGC 3 - Planning Through Neighborhood Councils			X			
	N 8.7	<u>Agreement for Joint Planning</u> Agree with the county, affected neighborhoods, and interested stakeholders on a consistent process for developing neighborhood plans within the adjacent unincorporated Urban Growth Area.	LU 7.4 - Sub-Area Planning Framework Countywide Planning Policies CFU 3.5 - Uniformity of Standards CFU 3.6 - Limitation of Services Outside Urban Growth Areas N 8.7 - Agreement for Joint Planning N 8.9 - Consistency of Plans Outside the City PRS 6.3 - Joint Park and Open Space Planning	Joint Planning Process Spokane Municipal Code	Work with Spokane County to encourage neighborhood planning within the UGA.	X			
	N 8.8	<u>Neighborhood Planning Outside the City</u> Use the City of Spokane and Spokane County planning processes when conducting planning in neighborhoods within the city’s unincorporated UGA.	LU 7.4 - Sub-Area Planning Framework	Joint Planning Process Spokane Municipal Code	Work with Spokane County to encourage neighborhood planning within the UGA.	X			
	N 8.9	<u>Consistency of Plans Outside the City</u> Maintain consistency between the city’s unincorporated UGA neighborhood plans and the City of Spokane and Spokane County Comprehensive Plans.	LU 7.4 - Sub-Area Planning Framework CFU 3.5 - Uniformity of Standards N 8.9 - Consistency of Plans Outside the City	Joint Planning Process Spokane Municipal Code		X			

<div>CHAPTER 12 - PARKS & OPEN SPACE</div> <div>Master</div>										
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)	
PRS 1 <u>PRESERVATION AND CONSERVATION</u> Assure the preservation and conservation of unique, fragile, and scenic natural resources, and especially non-renewable resources.	PRS 1.1	<u>Open Space System</u> Provide an open space system within the urban growth boundary that connects with regional open space and maintains habitat for wildlife corridors.	NE 7.5 - Slope Protection LU 1.13 - Parks and Open Spaces LU 6.1 - Advance Siting LU 6.2 - Open Space DP 2.14 - Town Squares and Plazas N 5 - Open Space N 6.3 - Space and Nature Corridors TR 5 - Active Transportation	Zoning Code	Update Parks, Open Space, Water Trails Master Plan					
	PRS 1.2	<u>River Corridors</u> Protect river and stream corridors as crucial natural resources that need to be preserved for the health, enjoyment and responsible use and access of the community, consistent with the Shoreline Master Program.	NE 4 - Surface Water NE 7.1 - Land Form Identification NE 11.5 - Spokane River Gorge NE 19.6 - Downstream Impacts Consideration N 6.3 - Open Space and Nature Corridors		Update Parks, Open Space, Water Trails Master Plan	X				
	PRS 1.3	<u>Funding for Open Space and Shoreline Land Acquisition</u> Purchase open space and shoreline land when they become available using funding sources available.	LU 6.2 - Open Space SH 1 - Funding Mechanisms to Support Social Health			X				
	PRS 1.4	<u>Property Owners and Developers</u> Work cooperatively with property owners and developers to preserve open space areas within or between developments, especially those that provide visual or physical linkages to the open space network.	LU 1.13 - Parks and Open Spaces LU 6.1 - Advance Siting LU 6.2 - Open Space DP 2.14 -Town Squares and Plazas N 5 - Open Space N 6.3 - Space and Nature Corridors TR 13 - Infrastructure Design							
	PRS 1.5	<u>Open Space Buffers</u> Preserve and/or establish areas of open space buffer to provide separation between conflicting land uses.	LU 2.2 - Performance Standards LU 5.4 - Natural Features and Habitat Protection			X				
	PRS 1.6	<u>Opportunity Fund</u> Create an “Opportunity Fund” to protect open space or acquire parkland, which would be lost if not immediately purchased.	LU 6.2 - Open Space							
PRS 2 <u>PARK AND OPEN SPACE SYSTEM</u> Provide a park system that is an integral and vital part of the open space system and that takes advantage of the opportunities for passive and active recreation that a comprehensive open space system provides.	PRS 2.1	<u>Amenities within City Boundaries</u> Provide open space and park amenities that serve all residents, as determined by the level of service standards.	LU 1.13 - Parks and Open Spaces LU 6.1 - Advance Siting LU 6.2 - Open Space DP 2.14 - Town Squares and Plazas N 5 - Open Space N 6.3 - Space and Nature Corridors LU 1.1 - Neighborhoods SH 1 - Funding Mechanisms to Support Social Health			X				

CHAPTER 12 - PARKS & OPEN SPACE									
Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
PRS 2 <u>PARK AND OPEN SPACE SYSTEM</u> Provide a park system that is an integral and vital part of the open space system and that takes advantage of the opportunities for passive and active recreation that a comprehensive open space system provides.	PRS 2.2	<u>Access to Open Space and Park Amenities</u> Provide for linkages and connectivity of open space and park amenities.	N 5.3 - Linkages TR 5 - Active Transportation			X			
	PRS 2.3	<u>Parks and Recreation Amenities</u> Continue to develop Parks and Recreation amenities that enhance the local economy.	CFU 2.2 - Concurrency Management System	Master Park Plan		X			
	PRS 2.4	<u>Urban Forestry Program</u> Support a comprehensive urban forestry program.	NE 12.1 - Street Trees NE 12.2 - Urban Forestry Programs NE 6.2 - Citizen Recognition			X			
	PRS 2.5	<u>Park Funding</u> Consider all potential funding sources to maintain the adopted level of service standards for parks.	LU 6.2 - Open Space SH 1 - Funding Mechanisms to Support Social Health			X			
	PRS 2.6	<u>Capital Improvement Program</u> Prepare and update annually a six-year capital improvement program for implementation of the Parks, Recreation, and Open Spaces Plan.		Capital Improvement Program	Update Capital Improvement Program annually	X			
	PRS 2.7	<u>Cultural and Historic Parks</u> Encourage the preservation of, and showcase, the cultural and historic character of the parks and the park system.	DP 1.1 - Landmark Structures, Buildings, and Sites DP 1.3 - Significant views and Vistas DP 3 - Preservation	Historic Preservation Plan					
PRS 3 <u>BICYCLE AND PEDESTRIAN CIRCULATION</u> Work with other agencies to provide a convenient and pleasant open space-related network for pedestrian and bicyclist circulation throughout the City of Spokane.	PRS 3.1	<u>Trails and Linkages</u> Provide trails and linkages to parks in accordance with the City adopted plans.	N 5.3 - Linkages LU 1.1 - Neighborhoods LU 6.2 - Open Space NE 13 - Connectivity N 5 - Open Space TR 5 - Activation			X			
	PRS 3.2	<u>Trail Corridor Development</u> Include landscaping, revegetation, and reforestation in trail corridor development where appropriate and desirable to provide a pleasant trail experience, compatible with adjacent uses.	LU 6.2 - Open Space						
PRS 4 <u>MAINTENANCE PROGRAM</u> Recognize and update Spokane’s existing park resources by continuing the park preventative maintenance program.	PRS 4.1	<u>Maintenance Management Program</u> Implement a maintenance management program that will project maintenance, facility, and replacement costs.	CFU 1.3 - Maintenance H 2.2 - Property Responsibility and Maintenance ED 6.4 - Infrastructure Maintenance NE 12.2 - Urban Forestry Programs SH 7.2 - Community Gardens N 6.4 - Maintenance of City Property TR 16 - Right-of-Way Maintenance		Develop a maintenance program				

CHAPTER 12 - PARKS & OPEN SPACE									
Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
PRS 4 <u>MAINTENANCE PROGRAM</u> Recognize and update Spokane’s existing park resources by continuing the park preventative maintenance program.	PRS 4.2	<u>Park Circulation Patterns</u> Improve park circulation patterns for motorists, bicyclists, equestrians, and pedestrians.	TR 5 - Active Transportation TR 13 - Infrastructure Design			X			
	PRS 4.3	<u>Park Sign Plan</u> Implement and maintain a park sign plan that standardizes all park signs, including entrance, direction, and rules signs.			Develop a Park Signage Plan				
PRS 5 <u>RECREATION PROGRAM</u> Assure an indoor and outdoor recreation program, which provides well-rounded recreational opportunities for citizens of all ages and abilities.	PRS 5.1	<u>Recreation Opportunities</u> Provide and improve recreational opportunities that are easily accessible to all citizens of Spokane.	LU 1 - Citywide Land Use H 2.4 - Linking Housing with Other Land Uses SH 1 - Funding Mechanisms to Support Social Health SH 1.4 - Accessibility TR 5 - Active Transportation			X			
	PRS 5.2	<u>Private Partnerships</u> Create public-private partnerships and develop incentives for community-oriented programs, which are responsive to needs and fosters participant support of all ages and abilities.	LU 6.6 - Shared Facilities SH 1.5 - Public/Private Partnerships SH 2.6 - Joint-Use Facilities						
	PRS 5.3	<u>Special Programs</u> Support special population participants in Spokane Parks and Recreation Department programs.	SH 2 - Facilities for Special Needs Populations			X			
	PRS 5.4	<u>Community Outreach</u> Promote parks and recreation programs, services, and facilities through an effective community outreach program, utilizing a variety of communication methods.	N 5.1 - Future Parks Planning LGC 4.1 - Dissemination of Public Information TR 23 - Effective and Enhanced Public Outreach			X			
	PRS 5.5	<u>Indoor Recreational Facilities and Programs</u> Provide facilities and programs that afford the public the opportunity to participate in a broad range of indoor recreational activities.	ED 8.1 - Quality of Life Protection SH 1 - Funding Mechanisms to Support Social Health			X			
	PRS 5.6	<u>Outdoor Recreational Facilities</u> Provide facilities and programs that allow the public the opportunity to participate in a broad range of outdoor recreational activities.	ED 8.1 - Quality of Life Protection SH 1 - Funding Mechanisms to Support Social Health			X			
	PRS 5.7	<u>City Golf Courses</u> Continue to provide for and maintain the public golf courses in Spokane.	ED 8.1 - Quality of Life Protection ED 8.3 - Recreation and Tourism Promotion			X			

CHAPTER 12 - PARKS & OPEN SPACE									
Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
PRS 6 <u>COORDINATION AND COOPERATION</u> Encourage and pursue a climate of cooperation between government agencies, non-profit organizations, and private business in providing open space, parks facilities, and recreational services that are beneficial for the public.	PRS 6.1	<u>Duplication of Recreational Opportunities</u> Facilitate cooperation and communication among government agencies, non-profit organizations, school districts, and private businesses to avoid duplication in providing recreational opportunities within the community.	SH 5.1 - Coordination of Human Services						
	PRS 6.2	<u>Cooperative Planning and Use of Recreational Facilities</u> Conduct cooperative planning and use of recreational facilities with public and private groups in the community.	LU 6.7 - Sharing and Programming Planning SH 2.6 - Joint-Use Facilities			X			
	PRS 6.3	<u>Joint Park and Open Space Planning</u> Ensure that parks, open space, and trails are planned and funded in coordination with Spokane County prior to allowing urban development within the city's Urban Growth Area (UGA), yet outside city limits.	CFU 2.2 - Concurrency Management System N 5.1 - Future Parks Planning			X			
PRS 7 <u>PARKS SERVICE QUALITY</u> Provide a parks and recreation system that is enjoyable, efficient, financially responsible, and a source of civic pride.	PRS 7.1	<u>Quality of Service</u> Provide high quality of service to the community in all parks and recreation programs, services, and facilities.	CFU 1.1 - Level of Service CFU 2.2 - Concurrency Management System NE 4 - Surface Water			X			
	PRS 7.2	<u>Modern Management Practices</u> Employ state-of-the-art techniques in the park and recreation profession by providing staff training, labor-saving equipment, automatic systems, durable materials, effective facility design, and responsive leisure services.							
	PRS 7.3	<u>Standards and Policies</u> Maintain open communication and collaborative planning processes that help define service levels based on good management practices while providing quality service to the public.	CFU 2 - Concurrency						
	PRS 7.4	<u>Volunteers</u> Encourage and recruit volunteers to serve on advisory boards for program and facility design, leadership in program offering, and community service labor.	SH 1.8 - Volunteerism						

CHAPTER 12 - PARKS & OPEN SPACE Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
PRS 7 <u>PARKS SERVICE QUALITY</u> Provide a parks and recreation system that is enjoyable, efficient, financially responsible, and a source of civic pride.	PRS 7.5	<u>Evaluations</u> Conduct periodic monitoring of the Spokane Parks and Recreation Department services, facilities, and programs through staff, participant, and public evaluations.	CFU 2.2 - Concurrency Management System	Staff, Parks Board Open monthly board and committee meetings.	Create/Update a "Parks and Open Space Report Card" and/or dashboard item(s) for the website that track measurable successes. Develop Parks/Open Space Action Plan.				
	PRS 7.6	<u>Action Plan</u> Develop an action plan to ensure elements of the Roadmap to the Future Master Plan are implemented.	LGC 1 - Decision Process						
	PRS 7.7	<u>Public Participation</u> Ensure that decisions regarding the city's park and open space system encourage the full participation of Spokane's citizenry.	LGC 1.3 - Citizen Participation			X			

CHAPTER 13 - LEADERSHIP, GOVERNANCE, & CITIZENSHIP									
Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
LGC 1 <u>DECISION PROCESS</u> Make substantive planning decisions through an open public process in which the outcome of that process is expressed in the decision of elected officials.	LGC 1.1	<u>City Council Direction</u> Begin each planning activity with formal Spokane City Council direction and a commitment to the process’s outcome.				X			
	LGC 1.2	<u>Resource Allocation</u> Commit sufficient resources to planning activities in order to ensure that those activities engage the public and produce sound results.				X			
	LGC 1.3	<u>Citizen Participation</u> Employ a variety of techniques and venues to ensure a broad representation of the citizenry in planning activities.	N 8.1 - Inclusive Neighborhood Planning PRS 7.4 - Volunteers TR 23 - Effective and Enhanced Public Outreach			X			
	LGC 1.4	<u>Documentation Trail</u> Incorporate a documentation trail into the public record of each planning activity, tracing the public input to its ultimate expression in the final decision.				X			
LGC 2 <u>CITIZEN-DIRECTED DECISIONS</u> Encourage citizens to become engaged in public process opportunities.	LGC 2.1	<u>Leadership Training</u> Pursue and support a variety of public and private leadership training programs for the general public, elected officials and city staff.	N 8 - Neighborhood Planning Process TR 23 - Effective and Enhanced Public Outreach			X			
	LGC 2.2	<u>Civics Education Throughout Life</u> Encourage the development of responsible citizenship and a knowledge of civics.	SH 3.6 - Life-Long Learning			X			
	LGC 2.3	<u>Broad Community Representation</u> Strengthen the connection between city residents and city government by maintaining geographic diversity, cultural variety, and a wide range of community philosophies on boards and commissions.	N 8 - Neighborhood Planning Process PRS 7.4 - Volunteers ED 1.1 - Economic Development Programs			X			
	LGC 2.4	<u>Boards and Commissions</u> Recognize the credibility and value of City of Spokane boards and commissions by emphasizing the value of recommendations that are forwarded to decision-making bodies.	N 8 - Neighborhood Planning Process			X			

CHAPTER 13 - LEADERSHIP, GOVERNANCE, & CITIZENSHIP									
Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
LGC 3 <u>PLANNING THROUGH NEIGHBORHOOD COUNCILS</u> Utilize the neighborhood councils and the Community Assembly as a way for the public to participate in planning activities and bring proposals through the City Plan Commission to the City Council.	LGC 3.1	<u>Forum for Citizens</u> Use neighborhood councils as one of many forums for citizens to bring issues and/or problems to the City of Spokane for debate and to express their preferences for resolution.	N 8.1 - Inclusive Neighborhood Planning PRS 7.4 - Volunteers N 8 - Neighborhood Planning Process SH 6.6 - Neighborhood Role			X			
	LGC 3.2	<u>Roles, Relationships, and Responsibilities</u> Maintain the role, relationship, and responsibility of the neighborhood councils relative to City of Spokane activities as expressed in the City of Spokane Charter.	DP 5.2 - Neighborhood Involvement in the City Design Review Process N 8 - Neighborhood Planning Process			X			
	LGC 3.3	<u>Collaboration and Problem Solving</u> Create opportunities that foster successful collaboration among the neighborhoods.	N 8 - Neighborhood Planning Process N 7.2 - City Hall Outreach			X			
LGC 4 <u>CITIZEN AND GOVERNMENT COMMUNICATION</u> Maintain open two-way communication between the city and its citizens through a variety of avenues.	LGC 4.1	<u>Dissemination of Public Information</u> Use city cable television, websites, email, and other current technologies for dissemination of information on city and neighborhood activities.	N 7.2 - City Hall Outreach	Channel 5 broadcasts City Website		X			
	LGC 4.2	<u>Respect for Service Customers</u> Treat all citizens with respect in order to reinforce public trust.				X			
LGC 5 <u>YOUTH CITIZENSHIP</u> Value youth citizenship as the foundation of the community's future and ensure that young citizens are informed about the community, invited into community-building processes, and given the opportunity to contribute their insights and diversity into community dialogue.	LGC 5.1	<u>Youth Participation</u> Support and promote participation strategies that provide opportunities for young people to engage in decision-making.	ED 5.2 - Youth Programs SH 1.2 - Commitment to Youth	Chase Youth Commission		X			
	LGC 5.2	<u>Young People as Citizens</u> Share community resources, including public space and facilities, with young citizens.	ED 5.2 - Youth Programs SH 1.2 - Commitment to Youth	Youth & Police Initiative Chase Youth Commission		X			
	LGC 5.3	<u>Strategic Networking</u> Create effective advocacy in the interests of young people by building and maintaining alliances with a broad range of human resources, community interests, local government and the private sector.	SH 1.2 - Commitment to Youth TR 19 - Plan Collaboratively			X			

CHAPTER 13 - LEADERSHIP, GOVERNANCE, & CITIZENSHIP									
Master									
Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
LGC 6 <u>RESPONSIVE CITY GOVERNMENT</u> Increase public confidence in the city's responsiveness to the pursuit of community values through the day-to-day administration of land use and development codes.	LGC 6.1	<u>Enforcement of Land Use and Development Codes</u> Utilize a violation-driven code enforcement system rather than a complaint driven system to achieve compliance with land use and development codes.							

Volume V, Appendix H

Neighborhood Planning

City of Spokane Resolutions

City of Spokane Comprehensive Plan

*The following two Resolutions, approved by the City Council of Spokane, concern the process by which the City conducts initial neighborhood planning. For policies regarding neighborhood planning, see Chapter 11 of the Comprehensive Plan. Neighborhood Plans completed by the City to date have been included in **Volume IV** of the Comprehensive Plan as well.*

RESOLUTION NO. 2008-0100

A resolution accepting the Community Assembly's neighborhood planning action committee's recommendation for an abbreviated neighborhood planning process and neighborhood guidelines for use of planning funds provided by the City Council

WHEREAS, the Washington State Legislature passed the Growth Management Act (GMA) in 1990 requiring, among other things, the development of a Comprehensive Plan for the City of Spokane; and

WHEREAS, the City of Spokane City Council adopted the Spokane Comprehensive Plan on May 21, 2001 that included policies calling for neighborhood planning; and

WHEREAS, the City of Spokane City Council in April 2003 adopted by resolution the Neighborhood Planning Guidebook that outlined a process for neighborhood planning; and

WHEREAS, the Priorities of Government process of 2003 and 2004 eliminated the neighborhood planning section of the Planning Services Department, leaving only a few staff in the long range planning section to finish up center and corridor land use and zoning designations that were in process; and

WHEREAS, the City of Spokane City Council in the fall of 2007 (ordinance # C-34090) set aside \$550,000 to be used for neighborhood planning with the restriction that the money could not be used for to pay for building neighborhood projects; and;

WHEREAS, in September 2007, the Community Assembly created the Neighborhood Planning Action Committee (CAR 2007-004) to develop the process of implementing and distributing the neighborhood planning funds provided by the City Council; and

WHEREAS, on June 1, 2007 the Community Assembly passed a resolution (CAR 2007-002) and as amended (CAR 2007-007) that described equitable access to neighborhood planning for all twenty seven (27) neighborhoods; and

WHEREAS, City Council members hosted meetings in their respective districts and identified the order in which neighborhoods will participate in neighborhood planning; and

WHEREAS, the Community Assembly Neighborhood Planning Action Committee developed the Neighborhood Planning Guidelines Draft 2.1 to assist the City of Spokane and the neighborhoods in administering the \$550,000 that has been provided for neighborhood planning; and

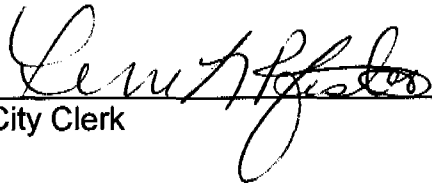
As Amended by Council
10-27-08

WHEREAS, the Community Assembly Neighborhood Planning Action Committee developed the Abbreviated Neighborhood Planning Process to guide neighborhoods through a process that allows the most efficient use of the neighborhood planning funds; and

WHEREAS, the Abbreviated Neighborhood Planning Process calls for the creation of the Neighborhood Action Committee that will have the responsibility to receive the results of each neighborhoods planning activity and determine resolution of identified issues, recommended regulation, or policy additions; -- Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL FOR THE CITY OF SPOKANE that it hereby accepts the work of the Community Assembly Neighborhood Planning Action Committee identified in the Neighborhood Planning Guidebook, Abbreviated Neighborhood Planning Process and the Neighborhood Planning Guidelines Draft 2.1.

ADOPTED by the City Council this 27th day of October, 2008.


City Clerk

Approved as to form:


Assistant City Attorney





ABBREVIATED NEIGHBORHOOD PLANNING PROCESS

WHITE PAPER FOR
COMMUNITY ASSEMBLY CONSIDERATION

May 9, 2008



Overview

The Abbreviated neighborhood Planning Process has been developed to allow neighborhoods to maximize the amount the \$550,000 that has been allocated by the City Council in 2007. Once the Neighborhoods have determined the priority of planning per council district, the abbreviated neighborhood planning process can begin. It is recognized that not enough resources have been allocated to conduct full neighborhood planning as described in the Neighborhood Planning Guidebook, therefore the Community Assembly Neighborhood Planning Action Committee working with Planning Services and Office of Neighborhood Services has developed this abbreviated process that can be funded by the Council's allocation. Some neighborhoods have additional funding or have previously completed neighborhood planning activities that may allow them to complete a full "Guidebook" neighborhood planning process. The abbreviated process is as follows:

1. Establish Stakeholder Team
2. Identify Issues
3. Identify Solutions
4. Report to Neighborhood Action Committee (NAC)
5. Track Results

1. Establish Stakeholder Team:

Your neighborhood must form a stakeholder team to represent the neighborhood in the planning process. Neighborhood representation must be as broad and diverse as possible. Several factors, taken together, define inclusiveness: numbers, diversity across incomes, occupations, location, interest, race and ethnicity. Optimally, team membership should be limited to 15-20 people. Neighborhoods may be authorized to use their allocated funding for public outreach and stakeholder team recruiting. It is understood that neighborhoods will put forth a good faith effort to build their stakeholder team and still may not fill each suggested representative slot. It will be up to the neighborhood to determine if they have adequate representation. If a lack of representation is brought up during the adoption process or Neighborhood Action Committee process it may compromise the neighborhood's final product.

Since stakeholder teams will be reflective of area demographics, each stakeholder team will be unique. To achieve diversity, neighborhoods should consider representatives from the following groups:

- a. Residents—Owners and Tenants
- b. Business Owners and Organizations
- c. Employees of Local Businesses
- d. Schools and Students

Abbreviated Neighborhood Planning Process

- e. Major Institutions
- f. Land Owners
- g. Developers
- h. Community Organizations
- i. Religious Institutions
- j. Financial Institutions
- k. Government Representatives—Transit, City, County, Regional

Neighborhood Stakeholder Manager

Each neighborhood stakeholder team elects a manager. This position should be filled by one or more neighborhood representatives who are knowledgeable in working with the city or have other leadership/management experience. The responsibilities of the position will require a significant amount of the manager's time. The manager's duties include:

- a. Stakeholder Team Chair
- b. Liaison to City Staff
- c. Planning process oversight
- d. Deadline management

2. Identify Issues:

Issue identification is a major step in your planning process. The issue identification will help your neighborhood identify issues that are not already addressed in the Comprehensive Plan – remaining neighborhood issues that you determine must be addressed through further planning at the neighborhood level or in some cases a recommended Comprehensive Plan amendment.

The issues your neighborhood identifies should include the issues that face all the residents of your neighborhood. Therefore, your stakeholder team should invite as many neighborhood residents as possible, representing the various socio-economic groups that comprise your neighborhood. Neighborhoods may choose to use focus group meetings to discuss topic specific issues.

Consider the following as you plan who will attend your meeting:

- a. Cultural diversity
- b. Racial diversity
- c. Economic diversity
- d. Employment, career, job diversity
- e. Age diversity
- f. Business owners and organizations
- g. Employees of local businesses
- h. Landowners
- i. Developers
- j. Major institutions
- k. Financial institutions
- l. Neighborhood Council/Steering Committee representatives

Abbreviated Neighborhood Planning Process

- m. Agency and organization representatives
- n. School representatives, including students
- o. Residents – owners and tenants

Prior to your issue identification, it will be helpful to walk your neighborhood while thinking about your neighborhood issues. It will also help to study the Comprehensive Plan to become familiar with its contents. Preparing in advance for your issue identification will reduce the risk of your neighborhood overlooking an important neighborhood issue.

Issue Identification will be a brainstorming exercise for you to identify as many issues as possible, be they major or minor. The issues and needs you identify in your process will generally fall into six categories:

- a. **Physical** – neighborhood appearance, infrastructure, land uses, traffic, housing and other facilities characterizing the built environment.
- b. **Social** – health and welfare of residents, special needs such as day care for young children, youth or senior services
- c. **Economic** – job opportunities, commercial vitality, and access to resources
- d. **Communications** – flow of information between neighbors, businesses, organizations, agencies and government.
- e. **Environmental** – quality of the environment (air, water, noise, wildlife, critical areas etc.) and quality of life
- f. **Political** – political forces at work within your neighborhood, community, or city that may affect your neighborhood

After you have identified your issues, they should be sorted into the following:

- a. Specific neighborhood issues not addressed by Comprehensive Plan policy
- b. Issues that can be resolved through an action not addressed in the Comprehensive Plan
- c. Issues that identify Comprehensive Plan goals and policies that may need to be amended
- d. Issues that relate to the operation of City services
- e. Issues that are addressed in the Comprehensive Plan

Sorting your issues will help you to determine short and long term issues that can be tackled within a targeted span of time.

It may also be helpful to prioritize your issues as well. Having a top-1- issue list will be helpful when presenting to the Neighborhood Action Committee.

3. Identify Solutions:

What are the solutions to your neighborhood issues? Your stakeholder team will develop solutions to the issues you identified in your issue identification. This step will more than likely take more than one meeting, probably several. You might want to consider using the following steps to develop solutions to your issues:

Abbreviated Neighborhood Planning Process

a. Brainstorm solutions.

Your stakeholder team should appoint a recorder who quickly writes down ideas for solutions. During your brainstorming exercise, the recorder will write down every suggested idea, whether it seems viable or not at first glance. The goal is to write down as many ideas as possible. Use butcher paper, newsprint, or black or white board, so that all members of the team can refer back to the ideas that have already been suggested. Go through each category of issues (land use, transportation, etc) and write down all suggested ideas for solutions to each issue.

b. Discuss each solution, issue by issue.

Your stakeholder team should discuss each solution and screen each based on the following:

- i. Is the solution (and corresponding issue) already adequately addressed in the Comprehensive Plan goals and policies? (If so, you do not need to repeat it in your plan. You may state in your plan, under the appropriate element, that the Comprehensive Plan adequately addresses your issue and solutions, with no further discussion.)
- ii. Is the solution consistent with the Comprehensive Plan goals and policies?
- iii. Will the solution require a Comprehensive Plan Amendment?
- iv. Will your solution help implement the Comprehensive Plan goals and policies?
- v. Is the solution a short-term fix that will do more harm than good in the long run, or is it a viable, long-term solution that meets your neighborhood expectations for higher standards regarding quality of life?
- vi. What would the impacts (positive and negative) be to your neighborhood if you implemented this solution?
- vii. What would the impacts (positive and negative) be to surrounding neighborhoods and to the city as a whole? This question may require some coordination with surrounding neighborhoods.
- viii. Would the solution impact (positively or negatively) the economic stability of the neighborhood?
- ix. What are the impacts (positive and negative) to the environment – noise, traffic, water, air, aesthetics, animal habitat, housing, and other elements of the environment?

c. Group similar solutions that address the same issue, if possible.

During your discussions of the issues and solutions, you may find that there are solutions to an issue that are similar in nature that can be grouped together as a solution. For example:

The issue: “Our neighborhood streets are not pedestrian-friendly.” (Sidewalks are cracked, it’s dangerous to walk at night, there are no trees for shade in the summer, it’s difficult to cross the street with so much traffic speeding by, and there’s no place for neighborhood residents to sit and rest.)

Several solutions have been suggested to address the issue:

“Build new sidewalks,” “Install new lighting,” “Add street trees and landscaping,” “Put in crosswalks,” and “Install sidewalk benches.”

Abbreviated Neighborhood Planning Process

The solutions above all address the same issue and can be grouped together as one solution: “Develop a streetscape plan for the neighborhood that addresses our neighborhood’s need for a more pedestrian-friendly environment. The streetscape plan will include new sidewalks, lighting, street trees and landscaping, crosswalks, and benches.”

d. Tally your rankings & reach consensus on the preferred solution.

The solution with the highest ranking should reflect your group’s preference for the preferred solution to each issue. However, you will undoubtedly have ties or very close rankings for some of your ideas for solutions. If so, discuss the merits of each solution further to try to reach consensus on your team’s preferred solution. If you cannot reach a consensus on a solution, present your alternative ideas for solutions to the broader neighborhood when you present your draft plan to them so that they can give you input on what they prefer – they can break the tie!

4. Report to the Neighborhood Action Committee (NAC):

Once you have completed identifying solutions to the issues, it is time to present your issue and solution report to the NAC. This committee will consist of city staff and neighborhood representatives and will be held accountable to the Mayor and City Council. The Community Assembly shall report to the Mayor and or City Council if they believe the NAC is not meeting their responsibilities under this process. They will receive reports from the neighborhood stakeholder manager regarding the progress of each individual neighborhood planning process. The committee will use these reports to delegate responsibilities to city staff from all relevant departments to assist and assure progress in the neighborhood planning process. The committee will have a representative from the following departments/organizations:

- a. Public Works Department (including Streets, Engineer, and Capital Programs)
- b. Office of Neighborhood Services
- c. Community Development Board
- d. Community Assembly
- e. Neighborhood Business Centers (Neighborhood Business Associations)
- f. City Council Sub Committee on Neighborhoods
- g. Planning Services
- h. Contract Manager*

This committee will be chaired by the Office of Neighborhood Services Director.

This committee will bring everybody who is involved with creating and implementing neighborhood planning to one table and allow for the most efficient resolution of identified issues and solutions.

After the initial presentation by the neighborhood, the issue and solution reports will be routed to key departments. Departments will have a responsibility to report back to the NAC within a certain time frame based on criteria developed by the NAC. The departments will report on the feasibility of implementing the issue and solution reports.

The NAC will then meet with the neighborhood to discuss how, when, and if the issue and solution report can be implemented. If a City Department determines that an issue, solution, idea

Abbreviated Neighborhood Planning Process

or portion of a neighborhood plan is not viable; the NAC will facilitate a discussion between the Department and the neighborhood to find a resolution that may work for both groups. If a neighborhood doesn't agree with a NAC determination, they can appeal that decision to the Mayor.

5. Track Results

After neighborhoods present their Issue and Solution reports to the NAC, it is important that implementation of the issue and solution report is tracked. A matrix format will be used to assist in tracking. Updates will be sent to the neighborhood from the NAC every three months and posted on the ONS website. The NAC will also meet with the participating neighborhood every year until the issue and solution report is fully implemented.

The Issue and Solution reports, if kept up to date, can serve as a guiding document for neighborhoods as well as the catalyst for change if appropriately used by the NAC.

* The Contract Manager will be staffed by the Office of Neighborhoods and will be responsible for managing the contract with a planning consultant. The consultant's time can be purchased by neighborhoods on an as needed basis.



COMMUNITY ASSEMBLY

OF THE NEIGHBORHOODS OF THE CITY OF SPOKANE
NEIGHBORHOOD PLANNING ACTION COMMITTEE



This document is intended to represent a set of guidelines for the Neighborhoods and the City Staff of Spokane for Neighborhood Planning, now and in the future, regardless of the source of funding. It does however take into account our Neighborhood Planning budget situation, as such, it may not take into account all eventualities. Should further clarification be required, the Community Assembly Neighborhood Planning Action Committee encourages City Staff and Elected Officials to utilize the Neighborhoods' wishes as the advice and guidance they are intended to be by the City Charter.

All guidelines assume full support of the City of Spokane Planning Services Department.

Neighborhood Planning Guidelines Draft 2.1

1. Forms of Planning:

- a. Full Neighborhood Planning Guidebook Process: A Neighborhood may choose to fund a full Guidebook Planning process if they have access to the economic resources.
- b. Abbreviated Planning Process: A Neighborhood may choose to plan as outlined in the Abbreviated Planning Process White Paper
- c. Project Planning: A Neighborhood may choose to plan a smaller scope "project" instead of their entire neighborhood. Such a Project Plan would still require a stakeholder group.
- d. Neighborhood Assessment (NA): The NA is the first step of planning in the Neighborhood Planning Guidebook. It is possible that many neighborhoods will only complete a NA with the funds available. If so, the resulting matrix of planning issues and potential solutions should be addressed by the Neighborhood Action Committee (NAC) similarly to a plan.
- e. Neighborhoods with draft plans: Several neighborhoods have draft plans. Should they choose, those neighborhoods should employ a planner to review their draft plan and recommend steps to proceed with or revise the draft. Similarly, such neighborhoods would be encouraged to re-evaluate their stakeholders group to make sure it is diverse and inclusive. See the Stakeholders section below.
- f. City Staff Planner vs. Independent Consultant: Neighborhoods will be allowed to choose between a contract City Planner or a qualified private sector planner. Planning Services and Office of Neighborhood Services should develop a system for determining qualification of private sector planning, allowing for a wide range of qualifications and multiple planners. Many Neighborhoods have professional Planners as residents and will likely be able to maximize their funding with in-kind donations from said Planners.
- g. Reference: Please refer to WHITE PAPER: Response to Spokane Community Assembly Concerns on Neighborhood Planning drafted by City Staff and ratified by the Community Assembly, outlining the creation of the Neighborhood Action Committee and various other policies AND Abbreviated Neighborhood Planning Process: White Paper for Community Assembly Consideration drafted by City Staff and ratified by the Community Assembly, outlining the Abbreviated Planning Process, sometimes referred to as "Planning Lite." Both of these documents are considered to be agreed upon by both City Staff and the Neighborhoods and should be followed.

2. Stakeholders:

- a. Definition: The Neighborhood Planning Guidebook and the Abbreviated Neighborhood Planning Process White Paper define requirements and recommendations for Stakeholder groups.
- b. Evaluation: Depending on which form of planning a Neighborhood uses, their Stakeholder team will be evaluated by those evaluating the end product (i.e. NAC, City Council, Project Manager, etc.). Planning Services will not be approving or disapproving stakeholder groups.
 - i. Due Diligence: Neighborhoods should document their stakeholder group building efforts, especially their due diligence given to involving any demographics that do not come forward to join as stakeholders. Such documentation will serve to defend the composition of their stakeholder group.

- ii. Cooperation: Planning Services and the City Council are good resources to turn to when a Neighborhood has difficulty building a comprehensive stakeholder group.
- c. Funds: Neighborhood Planning funds (see Funding and Budgeting section below) may be used for neighborhood outreach and stakeholder team building.

3. Order of Planning:

- a. Prime Directive: The Neighborhoods have all agreed that the Neighborhoods and City Staff should keep equitable access to planning their prime directive. All Neighborhoods should get the same opportunities and resources for Neighborhood Planning.
- b. Cooperation: It is important that no Neighborhood plans in a bubble. Each will have some degree of cooperation with surrounding neighborhoods. No restrictions shall be put on the amount of cooperation, though they will have to work out with Planning Services how the funding will be coordinated.
- c. Awareness: It will be important for Planning Services and the Neighborhoods to be aware of complementary planning efforts outside of the neighborhood planning process, i.e. Bicycle Master Plan, Sustainability, Walkability, etc. Such efforts should not be duplicated and Neighborhoods with the assistance of Planning Services should work to connect the stakeholders of complementary groups to synergize their efforts. Similarly, the NAC should serve as an advisory body to City Council and Staff on issues of accountability of those outside planning efforts, i.e. whether they are working with the Neighborhoods and getting a true comprehensive stakeholder team to plan.
- d. Capacity: It will be essential for Planning Services to estimate what their available resources for Planning activities will be, both for contract City Staff and for independent consultants that will require some interaction with Planning Services. Planning Services should speak to the Neighborhoods to establish the need for resources.
- e. Districts: An equal number of Neighborhoods from each district should plan at the same time (as much as is practical). Neighborhoods within each district should decide within themselves an equitable order of planning, taking into account the available resources of Planning Services and potential for multiple Neighborhoods teaming up to plan.
 - i. District Organizations: While it will likely be necessary for Neighborhoods within each district to meet, to work out order of planning, it is not necessary for them to form any formal organizations, nor are they required to meet regularly. However, they may choose to do so.
 - ii. Fast Tracking: It is recognized that some Neighborhoods are closer to being ready to plan than others. Planning Services should accommodate both new and experienced stakeholder groups concurrently. Neighborhoods within each District may collectively accommodate those Neighborhoods who are ready to plan, while others start their pre-planning.

4. Resources:

- a. Education: Neighborhoods new to Neighborhood Planning will require education on the process, both generally and within the current situation. Planning Services should provide: planning workshops, TV/DVD resources to be checked out, academic resources, available online and in-print guides, websites of planning resources and organizations etc. in order to give Neighborhoods the practical application context of how Planning will happen and advice on how it has been done elsewhere.
- b. Pre-Planning Support: In order to engage in the Neighborhood Planning process many Neighborhoods will require support from Planning Services prior to deciding which way to plan (as described above) or building stakeholder groups.
 - i. Leadership: Guidance and leadership from Planning Services and City Hall will be required to get some Neighborhoods comfortable with the process and their options. City Staff should be familiar with this and other Neighborhood Planning documents and be able to answer questions about Neighborhood Planning.

Neighborhood Planning Guidelines (Draft 2.1)

- ii. Examples/Boilerplates: Examples or Boilerplates are needed from Planning Services for the Neighborhoods, including: budgets (estimates of hourly rates and how far \$20,000 can go), timelines, scope of work, plan of action, and samples of satisfactory Neighborhood Plans.
- c. Neighborhood Assessments: There are many resources now available online for completing the Neighborhood Assessment, like the EWU Community Indicators project, that Planning Services should make sure are available to the Neighborhoods.
- d. City Staff Education: It will be necessary to educate City Staff, inside and outside Planning Services and the Office of Neighborhood Services about this Neighborhood Planning process. One of the most damaging things to a Neighborhoods' efforts is mis-information from City Hall. It is important that all Neighborhoods receive the same information when speaking with City Staff.
- e. Additional Funding: Many Neighborhoods, especially those that do not receive Community Development Block Grant funds would benefit greatly from additional funds. Such funds are often available through grants. The Planning Services Department should create a list/database of available Neighborhood Planning grants.
 - i. Grant Writer: The Neighborhoods would be well served by a grant writer, for Neighborhood Planning, and other neighborhood efforts that require funding outside the traditional readily available sources.

5. Funding and Budgeting:

- a. Stakeholder Treasurer: A Neighborhood should have a Treasurer for their Neighborhood Planning funds. This person could double as the Stakeholder Committee Chair. The Treasurer should administer the funds, tracking expenditures and working with Planning Services for account balances or any other financial issues. The Treasurer should request fund expenditures and track the Neighborhood's budget.
- b. Budgeting: Neighborhoods are encouraged to establish a written budget prior to embarking on Neighborhood Planning. Planning Services should provide the support and data necessary for the Neighborhood to establish a budget.
- c. Neighborhood Accounts: Neighborhood Planning funds, allocated to Planning Services for Neighborhood Planning should be placed into individual Neighborhood accounts, similar to how the Office of Neighborhood Services administers clean-up funds. Those funds should be re-distributed, transferred and/or expended at the Neighborhoods request.
 - i. Neighborhood Control: Any funds distributed from a Neighborhood's planning funds should be at the sole discretion of that Neighborhood as approved by their Neighborhood Council and/or appointed Stakeholder group.
- d. Budget Approval: The neighborhood's planner should help the neighborhood develop a workable budget. The planner and the neighborhood need to be "on the same page" about the budget and have the same goal for how far their Planning funds will take them. They should also work together to maximize their planning dollars.
- e. Expenditure Approval: Office of Neighborhood Services, as administrators of the private planners and Planning Services as administrators of the contract planners need to establish policy (with input from the neighborhood) and provide that policy to the neighborhoods on how the expense of funds for planners will work. Neighborhoods will need to know how to hire consultants.

6. Outcome:

- a. Product Review: Depending on the type of Planning a Neighborhood chooses, a different product will be the result. Reviewers should take into account impact on surrounding Neighborhoods.

Neighborhood Planning Guidelines (Draft 2.1)

- i. Planning Guidebook: See Planning Guidebook. Land-use and Comprehensive Plan changes go through Planning Services, the Plan Commission and finally the City Council. The Neighborhood Action Committee (NAC) can be used to judge the validity of the plan and the likelihood it would pass.
- ii. Abbreviated Planning Process: Varies from case to case, but likely the NAC would be the primary reviewer.
- iii. Neighborhood Assessment (NA): An NA results in a matrix of problems and potential solutions. A Neighborhood would work with the NAC to realize the solutions.
- iv. Project Plan: The individual Project Manager from City Staff would review the resulting plan. If there is no project manager, the NAC will review, along with any other appropriate City departments.
- b. Review to Implementation: The NAC will work with City Staff and elected officials to implement the portions of a Neighborhood Plan that apply to those individual departments. The Neighborhood is encouraged to review their plan periodically and keep working with the NAC and their elected officials to accomplish their goals.
- c. Steps of the NAC: Once finished with their Neighborhood Plan, a Neighborhood and their Planner should work with Planning Services to schedule a NAC review. After the NAC review, NAC should work with the Neighborhood and the City departments on prioritizing and implementing the planning recommendations.
- d. Accountability: The Neighborhood Action Committee will be composed of City Staff who are accountable to the Mayor and Neighborhood volunteers accountable to the Community Assembly and their individual neighborhoods. As such, without a formal accountability agreement, it will be essential for the Mayor to direct City Staff to implement Neighborhood Plans. The Community Assembly and the Neighborhood should be vigilant and report to the Mayor if such political will does not appear genuine in practice.

Drafted by the Community Assembly – Neighborhood Planning Action Committee, submitted for Community Assembly Approval, 11 July 2008.

Approved by the Community Assembly of the Neighborhoods of the City of Spokane, 1 August 2008
(estimated)

RESOLUTION NO. 2011-0100

A RESOLUTION accepting the Community Assembly Neighborhood Planning Action Committee's (CA-NPAC) recommendations for improvements to the neighborhood planning process.

WHEREAS, the Washington State Legislature passed the Growth Management Act (GMA) in 1990 requiring, among other things, the development of a Comprehensive Plan for the City of Spokane; and

WHEREAS, the City of Spokane City Council adopted the Spokane Comprehensive Plan on May 21, 2001 that included policies calling for neighborhood planning; and

WHEREAS, the City of Spokane City Council in the fall of 2007 (ordinance #C-34090) set aside \$550,000 to be used for neighborhood planning with the restriction that the money could not be used to pay for building neighborhood projects; and

WHEREAS, in September 2007, the Community Assembly created the Neighborhood Planning Action Committee (CAR 2007-004) to develop the process of implementing distribution of neighborhood planning funds provided by the City Council; and

WHEREAS, on June 1, 2007 the Community Assembly passed a resolution (CAR 2007-002) and as amended (CAR 2007-007) that described equitable access to neighborhood planning for all twenty six neighborhoods (the 27th neighborhood, Riverside, opted out of the process); and

WHEREAS, City Council members hosted meetings in their respective districts and identified the order in which neighborhoods will participate in neighborhood planning; and

WHEREAS, the Community Assembly Neighborhood Planning Action Committee developed the Neighborhood Planning Guidelines Draft 2.1 to assist the City of Spokane and the neighborhoods in administering the \$550,000 that has been provided for neighborhood planning; and

WHEREAS, the Community Assembly Neighborhood Planning Action Committee developed the Abbreviated Neighborhood Planning Process to guide neighborhoods through a process that fosters the most efficient use of the neighborhood planning funds; and

WHEREAS, on October 27, 2008, the City Council adopted Resolution 08-100, accepting the work of the Community Assembly Neighborhood Planning Action Committee as identified in the Neighborhood Planning Guidelines 2.1 and the Neighborhood Planning Guidebook Abbreviated Neighborhood Planning Process; and

WHEREAS, Planning Services Department staff and neighborhood representatives recognized a need to improve the neighborhood planning program in order to make it more effective and responsive to both City and neighborhood needs; and

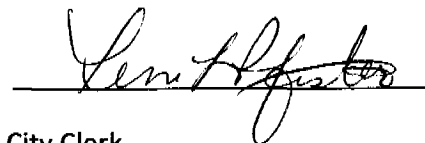
WHEREAS, a committee was formed consisting of Planning Services Department staff, members of City Council, Office of Neighborhood Services staff, and Community Assembly Neighborhood Planning Action Committee members to discuss improvements to the neighborhood planning process; and

WHEREAS, the committee drafted the *Neighborhood Planning Proposed Process Improvements*; and

WHEREAS, on September 9, 2011 the Community Assembly passed a resolution approving the *Neighborhood Planning Proposed Process Improvements*; and

THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL FOR THE CITY OF SPOKANE that it hereby accepts the *Neighborhood Planning Proposed Process Improvements*.

PASSED by the City Council of the City of Spokane this 19th day of December, 2011.


City Clerk

Approved as to Form:


Assistant City Attorney



City of Spokane
NEIGHBORHOOD PLANNING PROPOSED PROCESS IMPROVEMENTS

Introduction

It is estimated that the first six neighborhoods should be nearing completion on or before the end of 2011. It is anticipated that the second phase of neighborhoods will begin planning thereafter. As a result of lessons learned from this first phase, it is agreed that some refinements would improve the neighborhood planning process. The goal of these revisions is to offer the neighborhoods more certainty about the process and outcomes and to improve the timelines so all neighborhoods have the opportunity to engage in the process in a timelier manner. This is not intended to describe what topics the neighborhood decides to undertake.

This document was originally an outline of a White Paper created by Planning Services. It has since been reviewed and clarified by the Community Assembly-Neighborhood Planning Action Committee.

Process Improvements

The following process improvements are summarized from the DRAFT Neighborhood Planning White Paper, dated October 2010. *Please see DRAFT Neighborhood Planning White Paper** for further background on the following expectations:*

1. Every neighborhood must complete the Abbreviated Planning Process (per Spokane City Council Resolution RES 2008-0100 documents: May 9th 2008 White Paper & "Planning Lite" Draft 2.1 dated 8/1/2008) and that should occur at the beginning of the process to help inform the next steps. Neighborhoods who have previously completed planning efforts shall review the results of those efforts with planning staff prior to proceeding with further planning.
2. Neighborhoods must sign a Memorandum of Understanding (MOU) with the City prior to beginning the planning process.
3. Neighborhoods must work with planning staff to focus on:
 - Achievable goals within the parameters of funding, resources, and timeline. By focusing on an achievable goal, neighborhoods may have the opportunity to benefit from implementation in the future.
 - The planning process, land use, comprehensive plan, city operations and rules;
 - Defining the process and establishing a scope, budget, and product.
 - Working on a timeline and a budget.
4. Select a consultant or other approved university help early in the process so they may assist in defining goals, timeline, and budget. A list of consultants and local university planners is available to assist neighborhoods. Consultants must work with City staff.
5. Neighborhoods must complete their planning process within two years of signing the Memorandum of Understanding with Planning Services. A MOU must be signed within the first month of beginning the neighborhood planning process.

6. Neighborhoods are strongly encouraged to wait to start the neighborhood planning process until it is their turn to begin planning and before they have staff assistance. Moving forward without assistance can lead to unintended consequences, such as:
 - Neighborhoods may focus on issues that are not easily solved within the parameters of the neighborhood planning process;
 - Working over budget;
 - Working without a timeline;
 - Stakeholder burnout early in the process; long-term damage to neighborhood community building.
7. The order in which neighborhoods plan may be reexamined, by discussion and agreements of the neighborhoods in a district.
8. Adjacent neighborhoods are encouraged to combine financial resources and plan together if they have similar characteristics and goals.
9. Neighborhoods must assign a representative to attend the meetings of the Community Assembly Land Use Subcommittee while planning, and make quarterly reports to this group of peers.

Outcomes

Expected final product from neighborhood planning process:

1. Completion of Abbreviated Planning Process, which includes meeting with the Neighborhood Action Committee at appropriate times coordinated with Planning Staff, followed by:
 - a. Neighborhood Action Plan:
 - i. Neighborhood wide action plan; or
 - ii. Specific type of plan such as connectivity or park plan.
 - b. Project Planning - engineering or design work (construction is not permitted with these funds):
 - i. Some projects may need assistance from staff. For example, the Ben Burr Trailheads project required SEPA work by Planning Services and construction assistance by the Parks Department.
 - ii. Other projects may direct funds to Engineering or Business and Development Services for existing projects which create no extra work load for city staff. (Examples: North Indian Trail engineering work and GHNEPA funding of NE Development).
2. Neighborhoods will need to continue to advocate for implementation of projects after process and/or plan is completed.

**** DRAFT Neighborhood Planning White Paper: <http://www.spokaneplanning.org/neighborhood.html>**

Steps for Approval and Implementation of Neighborhood Plans

Planning Services Department

Planning Services proposes to refine the neighborhood planning process to offer each neighborhood a clear path for their neighborhood planning documents. Planning proposes a two step, three-track system for neighborhoods to use as they plan. Each track has a different result for the neighborhood planning document and each track has responsibilities. Additionally, a new **Appendix Four: Neighborhoods** is proposed as the instrument within which eligible neighborhood plans are maintained.

STEP 1 – IDENTIFICATION OF ISSUES AND SOLUTIONS

- A. Follow the Abbreviated Planning Process (as outlined in detail in the White Paper for Community Assembly Consideration, May 9, 2008):
 - 1. Establish Stakeholder Team
 - 2. Identify Issues
 - 3. Identify Solutions
 - 4. Report to Neighborhood Action Committee (NAC)
 - 5. Track Results
- B. Completion of a background report to highlight existing conditions, such as population, income, education, etc, to assist in determining the need for further planning.
- C. Select planning focus
Planning Services staff will assist the stakeholder in the selection of a feasible planning topic and track.

STEP 2

Track 1: Project Plan

In this track, a neighborhood may decide to plan for a specific project that supports the goals and objectives of the Comprehensive Plan and the neighborhood.

The following steps must be completed to be recognized (not all inclusive)

- A. Review and approval by the Neighborhood Council
- B. Add Disclaimer to Maps: *"The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship property lines, section lines, roads, etc."*
- C. Submit the Following Items in a Single Package:
 - 1. The Project Plan
 - 2. State Environmental Policy Act (SEPA) Checklist (if needed)

3. Letter of submission of your project plan
4. Relationship of your project plan to, and consistency with, the Comprehensive Plan.
5. Project implementation summary (what are the proposed steps to implement the plan)

D. Plan Commission Informational Session

The City of Spokane Plan Commission may hold at least one session on your project plan. The purpose of a session is to allow the Plan Commission to learn about and discuss your project plan. More than one information session may be necessary if the Plan Commission needs more time for review. Your stakeholder team will appoint a member who will be responsible for presenting the neighborhood plan and the approval package to the Plan Commission.

E. City Council Briefing (if needed)

Planning Services staff may brief City Council on the progress or completion of the project plan. The purpose of the briefing is to allow the City Council to learn about and discuss your project plan. This may include a visual presentation including any graphics generated through the process.

Track 2: Visioning Plan

The visioning plan is completed using non-analytical and far less difficult processes than a Comprehensive Plan Amendment (see track 3). Neighborhoods will use this approach as a vision statement for the neighborhood and its future. This deliverable would likely be a stand-alone document with a wide range of topics or elements. Recommendations may include specific requests for future land use revisions or other amendments to the Comprehensive Plan. Once adopted by resolution, the plan is placed in Appendix Four for future reference.

The following steps must be completed to be recognized by resolution (not all inclusive):

- A. Review and approval by the Neighborhood Council
- B. Public participation process (beyond stakeholder group and neighborhood council)
 1. Notice to private property owners within the neighborhood and Joint Planning Area (if needed)
 2. Neighborhood newsletter or newspaper insert
 3. Neighborhood web site
 4. Open house
- B. Coordinate with applicable Spokane County Departments (if needed)
- C. Presentations (if needed):
 1. Surrounding Neighborhood Councils
 2. Bicycle Advisory Board
 3. Community Assembly
 4. Parks Board

5. Other

D. Add Disclaimer to Maps: *"The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship property lines, section lines, roads, etc."*

E. Submit the Following Items in a Single Package:

1. The Plan
2. State Environmental Policy Act (SEPA) Checklist
3. Letter of submission of your plan
4. Relationship of your plan to, and consistency with, the Comprehensive Plan.
5. Summary of your plan's goals, policies, and projects and potential changes to the Comprehensive Plan, park plan, and other city codes.
6. Proposed project priority list (if needed).
7. Prioritized implementation list of projects
8. Documentation of public participation in the planning process, such as meeting minutes, meeting agendas, worksheets, etc.

F. Review by City Departments for consistency with the Comprehensive Plan and Municipal Code

G. Work with Planning Services staff to draft resolution

H. Plan Commission Informational Session

The City of Spokane Plan Commission may hold at least one session on your visioning plan. The purpose of a session is to allow the Plan Commission to learn about and discuss your plan. More than one information session may be necessary if the Plan Commission needs more time for review. Your stakeholder team will appoint a member who will be responsible for presenting the neighborhoods plan to the Plan Commission.

I. City Council Study Session

The City of Spokane City Council may hold at least one study session on your plan. The purpose of the study session is to allow the City Council to learn about and discuss your plan. At the study session, Planning Services staff and/or a member of your stakeholder team will present the plan to the City Council. This will include a visual presentation including any graphics generated through the process. Planning Services staff will assist your stakeholder team in putting together the presentation.

F. City Council Briefing

Planning Services staff may brief City Council on the progress or completion of the project plan. The purpose of the briefing is to allow the City Council to learn about and discuss your project plan. This may include a visual presentation including any graphics generated through the process.

J. City Council Recognition

The public meeting may be scheduled after the City Council has had enough time to review and learn about your plan. The public meeting will be held in City Hall during the regular City Council legislative session. Your stakeholder team should attend the meeting. Planning Services staff and/or a member of your stakeholder team will make a short presentation to the City Council and the

audience. This is only to give a basic understanding of the plan and cover the main concepts. After the presentation, the City Council will ask for those in the audience who wish to speak. Following the public comment period, the City Council will vote on the resolution.

K. Implementation

After a plan has been recognized by the City of Spokane, it is the responsibility of the neighborhood to remain involved and continue to work on obtaining additional funding to reach project implementation. Each action item listed in a plan will likely require separate and specific implementation. The following steps may be needed to implement the plan:

1. Identify potential partners and/or end users for the various projects
2. Property and right-of-way purchasing plan
3. Seek funding for engineering and design
4. Seek funding to conduct conceptual study
5. Seek construction/implementation funding
6. Potential inclusion of projects in City of Spokane Operating and Capital Budgets
7. Construct project

Track 3: Neighborhood Plan Adopted by Ordinance

In this track, the neighborhood plan is undertaken with the same diligence as any other amendment to the Plan. This will likely be the most expensive and complex track, including the use of technical experts. Once adopted, the changes are incorporated in the Comprehensive Plan and a copy of the neighborhood plan amendment is placed in Appendix Four.

The following steps must be completed (not all inclusive):

- A. Review and Approval by Neighborhood Council
- B. Public Participation Process (beyond Stakeholder Group and Neighborhood Council)
 1. Notice to all private property owners within the neighborhood and Joint Planning Area
 2. Neighborhood newsletter or newspaper insert
 3. Neighborhood web site
 4. Open House(s)
- C. Coordinate with applicable Spokane County Departments (if needed)
- D. Presentations (if needed):
 1. Adjacent Neighborhoods
 2. Bicycle Advisory Board
 3. Community Assembly
 4. Parks Board
 5. Design Review Board

6. Other

- E. Meetings with property owners directly affected by the plan
- F. Traffic Impact Analysis
- G. Engineering Concept Report
- H. Land Use Analysis
- I. Population Projections and Analysis
- J. Financial plan for securing sufficient revenues to cover the costs of implementing projects
- K. Add Disclaimer to Maps: *"The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship property lines, section lines, roads, etc."*
- L. Submit the Following Items in a Single Package:
 - 1. Comprehensive Plan Amendment Application and Supplemental Materials
 - 2. The Neighborhood Plan/Action Plan
 - 3. State Environmental Policy Act (SEPA) Checklist
 - 4. Letter of submission of your plan
 - 5. Relationship of your neighborhood plan to, and consistency with, the Comprehensive Plan. Relevant sections of the Comprehensive Plan
 - 6. Summary of your plan's goals, policies, and projects and proposed changes to the Comprehensive Plan, park plan, and other city codes
 - 7. Project implementation summary
 - 8. Proposed project priority list (if needed)
 - 9. Map showing parcel(s) subject to the plan amendment
 - 10. Documentation of public participation in the planning process (such as meeting minutes, meeting agendas, worksheets, etc.)
- M. Review by City Departments consistency with the Comprehensive Plan and Municipal Code
- N. Plan Commission Workshop(s)

The City of Spokane Plan Commission will hold at least one workshop on your plan. The purpose of a workshop is to allow the Plan Commission to learn about and discuss your plan. More than one workshop may be necessary if the Plan Commission needs more time for review. The Plan Commission and City Council may both be present at an initial workshop. Your stakeholder team will appoint a member who will be responsible for presenting the neighborhood plan and the adoption package to the Plan Commission.
- O. Plan Commission Hearing

The public hearing will be scheduled after the Plan Commission has had adequate time to review the draft neighborhood plan. This is a legislative hearing. Your entire stakeholder team should attend the hearing to hear public testimony on the draft plan. Planning Services staff and/or a member of your stakeholder team will make a brief presentation to the Plan Commission and the

audience at the opening of the hearing. Following the presentation, the Plan Commission will ask for those in the audience who wish to testify.

Depending on the material being considered, a hearing may be continued to a future date or the Plan Commission may decide to keep the comment period open to allow further testimony and submittals. This will be announced at the hearing. If the comment period is extended at the hearing, the Plan Commission will also state the date, time, and place that comments need to be delivered. A hearing for a legislative consideration may take place over several dates, especially for complicated or controversial issues.

P. City Council Study Session

The City of Spokane City Council will hold at least one study session on your plan. The purpose of the study session is to allow the City Council to learn about and discuss your plan. At the study session, Planning Services staff and/or a member of your stakeholder team will present the neighborhood plan and the adoption package to the City Council. This will include a visual presentation including any graphics generated through the process. Several team members may want to be present at this study session to answer council member's questions. Planning Services staff will assist your stakeholder team in putting together the presentation.

Q. City Council Hearing

The public hearing will be scheduled after the City Council has had enough time to review and learn about your plan. The hearing will be held in City Hall during the regular City Council meeting. This is a legislative hearing. Your stakeholder team should attend the hearing. Planning Services staff and/or a member of your stakeholder team will make a short presentation to the City Council and the audience at the opening of the hearing. This is only to give a basic understanding of the plan and cover the main concepts. After the presentation, the City Council will ask for those in the audience who wish to speak.

R. Adopt by Ordinance

Volume V, Appendix I

Public Outreach, Participation and Coordination

City of Spokane Comprehensive Plan

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I.1 Introduction

This appendix summarizes the 2017 City of Spokane Comprehensive Plan Update public involvement process and engagement activities that the Planning and Development Services staff provided early on and throughout the project timeline, consistent with GMA's public participation requirements. This process, which began in 2013, included coordinating with community stakeholders, and provided a variety of opportunities for the public to offer input to the Plan through review, discussion and comments.

How has the public been involved in the Comprehensive Plan Update?

Throughout the 2017 Comprehensive Plan Update, the City has been committed to engaging the public in the planning process. This section describes the range of public involvement and outreach efforts provided by the City since the commencement of the 2017 Update in 2013.

I.2 Public Participation Plan

On February 4, 2013, Planning staff submitted a draft Comprehensive Plan Review and Update Public Participation Plan to the Spokane City Council to encourage and facilitate broad, robust and continuous community outreach and participation. The Plan was adopted per Resolution No. 2013-0011 the same day and outlines the project, goals, schedule and methods that were to be used for outreach including:

- Open Houses, Workshops, other Public Meetings
- Focus Groups, Advisory Committee(s)
- Plan Commission Workshops and Hearings
- City Council Briefings and Hearings
- Written Comments
- Public Notices – Hearings/Decisions
- Update Website
- Public Notice and Mailing List
- On-line Surveys
- Press Releases, Media Advertisements, and
- E-Newsletters

2013 Outreach Activities

The community outreach and engagement activities that occurred early in 2013 included:

- 2013 Washington State Department of Commerce Comprehensive Plan Update Checklist review and identification of gaps.
- Planning staff initial review, editing and formatting of all chapters except Shorelines.
- February 2013 – City Council District Open Houses – Districts 1, 2, and 3. Presentations, open discussion, policy and visual preference surveys, and open house format.

- March 2013 - Plan Commission Open House – presentation, open discussion, surveys, results from District Meetings surveys.
- Numerous Community Assembly and Land Use Sub-Committee updates.
- Updates to Neighborhood Councils.
- Council District Neighborhood Outreach Committee (one neighborhood representative from each district), sent emails to neighborhoods requesting participation in policy focus groups.
- Formation of and meetings of six policy focus groups for Land Use, Housing, Urban Design and Historic Preservation, Social Health, Neighborhoods, and Parks, Recreation, and Open Spaces chapters. March – December, 2013.

Policy Focus Groups

2013 Update activities also included formation of policy focus groups for each of the following Comprehensive Plan chapters: Land Use, Housing, Urban Design and Historic Preservation, Social Health, Neighborhoods, and Parks and Recreation. These groups met in 2013 over several months.

The focus groups consisted of representatives from agencies, neighborhoods, organizations and City staff, and were facilitated by City Planning staff. A Council District Outreach Committee consisting of neighborhood representatives from each district requested participation from the public as well. The focus groups used review guidelines to condense chapters and eliminate redundancies. They also rearranged entire sections of text to enable a better flow of ideas. In some instances, new policies were added if the group believed there were “gaps” in policy language for that chapter.

The following tables indicate the breadth of the focus group members, which provided an opportunity for a diverse perspective of each of the review chapters.

TABLE 1 – LAND USE FOCUS GROUP MEMBERS

Name	Affiliation
Candace Mumm	5-Mile Stakeholders
Mike Ekins	Plan Commission Liaison
Brandon Rapez-Betty	Downtown Spokane Partnership -and- U-District Public Development Authority
Brittany Hadley	Spokane Regional Health District (SRHD)
Heleen Dewey	Spokane Regional Health District (SRHD)
Jay Cousins	Emerson/Garfield Neighborhood
Joel Soden	Spokane Transit Authority
Karl Otterstrom	Spokane Transit Authority
Kelly Cruz	West Central Association of Business (WCAB)
Kitty Klitzke	Futurewise
Michael Cathcart	Spokane Home Builders Association (SHBA)

Name	Affiliation
Paul Kropp	Neighborhood Alliance
Jo Anne Wright	City Planning and Development

TABLE 2 – LINK SPOKANE TRANSPORTATION POLICY ADVISORY GROUP

Name	Affiliation
Raychel Callary	Lilac Services for the Blind
Tom Carroll	Catholic Charities
Michael Cathcart	Homebuilders - Director of Government Affairs
Sara Clements	Hospitals - Providence
Deanne Darlene	Centennial Real Estate Investments
Heleen Dewey	Spokane Regional Health District
Sarah Dice	Greater Spokane Incorporated - Economic Development
John Dietzman	Planning Commission
Matt Ewers	Inland Empire Distribution Services Inc.
Greg Francis	Rockwood CA District 2 CA Plan Commission Rep
Lunell Haught	Gonzaga
Dallas Hawkins	Public Works Committee
Latisha Hill	Avista
Carlie Hoffman	Emerson/Garfield CA District 3, (N Monroe), and PeTT Rep (Pedestrian, Transportation, and Traffic Committee).
Joe Jackson	West Plains Chamber of Commerce
Margaret Jones	College of Nursing, WSU
Amber Joplin	Access for All Spokane
Char Kay	WSDOT
Garry Kehr	Bicycle Advisory Board
Bill Kelley	EWU
Lisa Key	City of Spokane Planning Director
Cheryl Kilday	Visit Spokane
Kitty Klitzky	Futurewise
Paul Kropp	Neighborhood Alliance/SRTC TAC
Mark Mansfield	U-District Development
Amanda Mansfield	SRTC
Loreen McFaul	Friends of the Centennial Trail
Jamie McIntyre	Aging and Long Term Care Eastern Washington
Rhonda Mclellan	Spokane Schools
Margaret Minder Jones	Land Use Committee

Name	Affiliation
Karl Otterstrom	STA
Gail Prosser	Planning Commission
Dave Reynolds	The Arc of Spokane
Mark Richard	Downtown Spokane Partnership
Jon Schad	WSU Spokane
Lena Schoelen	Department of Services for the Blind
Steve Scranton	Washington Trust Bank
Cheryl Stewart	Associated General Contractors
Luke Tolley	Hillyard Community Assembly Dist 1 (N/S Corridor Economic Development)
Joe Tortorelli	Spokane Area Good Roads Association
Steven Warrington	Centennial Real Estate Investments
Kathleen Weinand	STA

TABLE 3 – HOUSING CHAPTER FOCUS GROUP MEMBERS

Name	Affiliation
Gail Prosser	Plan Commission Liaison
Cindy Algeo	Spokane Low Income Housing Consortium
Linda Peterson	Cliff Cannon Neighborhood
Michael Cathcart	Spokane Home Builders Association
Melissa Cloninger	Second Harvest Food Bank
Amanda Carpentier	Spokane Housing Authority
Matthew Collins	Arts Fund/Design Review
Cindy Green	Spokane Regional Health District
Kristine Williams	City of Spokane Community Development
Jerrie Allard	City of Spokane Human Services
Cal Coblenz	Sinto Senior Center
Jon Carollo	Volunteers of America
Marilee Roloff	Volunteers of America
Joel Williamson	Project Hope
Shawn Dobbs	Lighthouse for the Blind
Melissa Owen	Impact Capital
Kate Green	Northeast Youth Center
Anna Matthews	Avista Corporation
David Roberts	Spokane Housing Ventures

Name	Affiliation
Nikole Coleman	City of Spokane Planning and Development

TABLE 4 – URBAN DESIGN AND HISTORIC PRESERVATION CHAPTER FOCUS GROUP MEMBERS

Name	Affiliation
Christopher Batten	Design Review Board
Teresa Brum	Historic Preservation Consulting
Rod Butler	Plan Commission Liaison
Kristen Griffin	Historic Preservation Officer
Jim Kolva	Landmarks Commission
Stephen Meek	Design Review Board
Joanne Moyer	Spokane Preservation Advocates
Julie Neff	City Planning and Development
Kaitlin Shain	City/County Preservation Office
Jo Anne Wright	City Planning and Development

TABLE 5 – SOCIAL HEALTH CHAPTER FOCUS GROUP MEMBERS

Name	Affiliation
Gail Prosser	Plan Commission Liaison
Cindy Algeo	Spokane Low Income Housing Consortium
Linda Peterson	Cliff Cannon Neighborhood
Michael Cathcart	Spokane Home Builders Association
Melissa Cloninger	Second Harvest Food Bank
Amanda Carpentier	Spokane Housing Authority
Matthew Collins	Arts Fund/Design Review
Cindy Green	Spokane Regional Health District
Kristine Williams	City of Spokane Community Development
Jerrie Allard	City of Spokane Human Services
Cal Coblentz	Sinto Senior Center
Jon Carollo	Volunteers of America
Marilee Roloff	Volunteers of America
Joel Williamson	Project Hope
Shawn Dobbs	Lighthouse for the Blind
Melissa Owen	Impact Capital
Kate Green	Northeast Youth Center

Name	Affiliation
Anna Matthews	Avista Corporation
David Roberts	Spokane Housing Ventures
Nikole Coleman	City of Spokane Planning and Development

TABLE 6 – NEIGHBORHOODS CHAPTER FOCUS GROUP MEMBERS

Name	Affiliation
Ann Bergeman	Neighbors for Neighborhoods
Kerry Brooks	Plan Commission Liaison
Jay Cousins	Emerson Garfield
Christy Hamilton	Spokane C.O.P.S
Jennifer Hansen	Spokane Regional Health District
Paul Kropp	Neighborhood Alliance
Rod Minarik	Office of Neighborhood Services
Kevin Morrison	Spokane School District #81
Jeff Stevens	Northwest, District 3 Neighborhood Representative
Luke Tolley	Hillyard, District 1 Neighborhood Representative
Chris Tornquist	Comstock, District 2 Neighborhood Representative
Jo Anne Wright	City Planning and Development

TABLE 7 – PARKS, RECREATION, AND OPEN SPACE CHAPTER FOCUS GROUP MEMBERS

Name	Affiliation
Tony Madunich	City of Spokane Parks Department
Garrett Jones	City of Spokane Parks Department
Asher Ernst	Plan Commission Liaison
Ken Van Vorhees	Spokane Parks Board
Loreen McFaul	Centennial Trail
Jen Hussey	West Central Neighborhood
Mike Peterson	Lands Council
Tim Sanger	Friends of the Falls
Kathy Ely	Spokane Public Schools
Juliet Sinisterra	Riverfront Park Master Plan
Paul Knowles	County Parks Department
Jan Loux	Peaceful Valley Neighborhood
Matthew Phillipy	Peaceful Valley Neighborhood

Name	Affiliation
Nikole Coleman	City of Spokane Planning and Development

Link Transportation Chapter

In 2013, and in addition to the 2017 Comprehensive Plan Update process, the City initiated an update to the Comprehensive Plan's Transportation Chapter through a separate, but concurrent process branded as LINK Spokane. This chapter integrates the Transportation and Capital Facilities (sewer, water and stormwater) chapters. The LINK update included a review of transportation and integrated infrastructure best practices; review and participation by staff and agencies in a technical advisory group, and a citizen public policy group that reviewed and updated the Transportation Chapter's Vision, Values, Goals, Policy, and Actions. A joint Public Policy Group and Technical Advisory Group meeting kicked off this portion of the update.

The LINK Spokane update process included transportation tours of the City, a wide variety of innovative public input strategies, open houses, brochures for distribution, television and social media updates, as well as participation in three Council District Meetings held in 2013, drop-in workshops held around the City, booths at community street fairs and multi-cultural celebrations, and a joint Plan Commission and City Council meeting focused on transportation system needs.

Formation of the LINK Spokane Policy Advisory Group occurred between January and September of 2016, where the group worked on developing and refining the vision statement, values, goals, policies, and actions in the Link Chapter. The City offered four LINK Spokane/Shaping Spokane Open Houses during the months of February and March of 2017 in Council Districts 1, 2, and 3 as well as Downtown.

2014-2015 Outreach Activities

On May 1, 2014, the 2013 Public Participation Plan was updated. The overall objective of this program was to describe how the City would continue to engage the public during the course of the Comprehensive Plan review and update. This program included an updated project description, goals, and schedule. Additionally, the public participation methods and tools varied by type of activity.

While traditional methods (meetings, workshops, presentations, etc.) played an important role in public engagement efforts during the 2017 Update process, the City also utilized alternative participation tools to broaden outreach and disseminate information. Websites and social media were used to share information throughout the review and update.

These broader outreach methods and tools included:

- Broad dissemination of background data and growth alternatives, proposals and alternatives:
 - Documents such as the public participation program, draft and final Plans, draft and final environmental review documents, and other project materials were posted on the website and made available at local libraries.
 - Notice of the availability of the draft Plan was published in the Spokesman-Review (a newspaper of general circulation).

- The City sent information to the Plan Commission, regional and City agencies as appropriate and local and community-based organizations to extend outreach and expand participation.
- Opportunities for written comments:
 - Online public feedback tools (email, website, and Facebook).
 - Comment forms available at public meetings and hearings.
- Public meetings after effective notice:
 - General notice of the time and place of public meetings were provided through standard notice procedures such as emails to project list-serve and other related email lists.
- Opportunities for open discussion:
 - Online dialogue and interactive activities (via social media or website).
 - Presentations to Community Assembly and other citizen groups.
 - Public meetings, open houses, and presentations.
 - Workshops with interested community or stakeholder groups.
 - Youth engagement activity through partnerships.
- Communication programs and information services:
 - Website, Facebook page, Twitter, blogs.
 - Online narrated PowerPoint presentation to introduce the 2017 Update on website, Twitter, and Facebook.
 - Links to background reports, research and articles relevant to the Comprehensive Plan Elements.
 - Press briefings for reporters and bloggers and press releases distributed to local community and ethnic media.
- Consideration of and response to public comments:
 - The City considered public comments throughout the review, and the Comment Log is included at the end of this appendix.

Neighborhood Profiles

Starting in 2014, Planning and Development Services staff worked with neighborhood councils in developing their neighborhood profiles, which highlight each neighborhood's assets for use by visitors, developers and businesses. The profiles include the history, life, treasures, physical features, tales, events, and activities that residents love about their neighborhoods. Staff developed an instruction booklet and CDs for the neighborhoods to use when writing their profiles, and worked with the Community Assembly and each neighborhood council on their profiles. An interactive website map allowed people to pin icons to places of interest in their neighborhoods, with the results being included in the profiles.

2016-2017 Outreach Activities

The City's public engagement efforts in processing the 2017 Update have been consistent with, and in many cases, exceeded the identified engagement activities identified in the adopted Public Participation Plan.

TABLE 8 – 2016 & 2017 PUBLIC OUTREACH EVENTS

Public Outreach Event	Date
Formation and meetings of LINK Spokane Policy Advisory Group, working on developing/refining vision, values, goals, policies, and actions.	January, February, March, April, June, August, September 2016
Shaping Spokane Neighborhood Profiles sent back to neighborhoods for final approval at Community Assembly meeting.	April 7, 2016
Power Point presentation - Planning and Economic Development Committee	April 18, 2016
Power Point presentation - Community Assembly	July 7, 2016
Website, press releases, blogs, Facebook, Twitter, videos, newspaper notices, notices, emails, advertisements and articles.	2016-2017
Neighborhood Profile updates	2014-2017
Staff coordination with Department of Commerce on GMA's Comprehensive Plan update process. The City's work on the 2017 Update followed guidance from the Washington State Department of Commerce (i.e., Periodic Update Checklist for Cities – Updated June 2016, Development Regulations Checklist, and Expanded Comprehensive Plan Checklist). In addition, the City has complied with RCW 36.70A.370 in processing the 2017 Update.	2016-2017
Staff coordination with Spokane Regional Transportation Council throughout 2017 Update process.	2015-2017
Seven chapter reviews and editing by other City departments and agency representatives.	2015-2017
Public Open Houses – Council Districts 1, 2, and 3 as well as Downtown.	September 13, 20, 22 and 29, 2016
Plan Commission workshops to review public comment.	September 2016 through March 2017.
Virtual Open House on website.	On-going
21 Plan Commission workshops.	2016-2017
Six City Council study sessions.	2016-2017
Community Assembly and Land Use Sub-Committee meetings and updates.	2016-2017
Updates to Neighborhood Councils.	2015-2017
Updates to Planning and Economic Development Committee.	2016-2017
The City issued a State Environmental Policy Act (SEPA) Addendum for the 2017 Update.	February 20, 2017

Public Outreach Event	Date
LINK Spokane and Shaping Spokane Open Houses - Council Districts 1, 2, and 3 and Downtown.	February 28, March 1, 2, 7 and 8 2017
The City published a combined notice of the SEPA addendum and the Plan Commission Public Hearing in the Spokesman-Review, a City of Spokane newspaper, and the Official Gazette.	February 21, 2017 February 28, 2017
PowerPoint presentation - Plan Commission Wetlands Hearing.	March 2017
The Plan Commission held a public hearing and received public testimony on the 2017 Update.	March 8, 2017
PowerPoint presentation - Plan Commission Hearing	March 8, 2017
PowerPoint presentation - City Council and Plan Commission Joint Session	March 16, 2017
PowerPoint presentation - Plan Commission Deliberations	March 22, 2017
The Plan Commission extended the public comment period for written testimony to March 15, 2017, and held deliberations on the Comprehensive Plan Update proposals on March 22, 2017.	March 22, 2017
The Department of Commerce and Spokane Regional Transportation Council will review the Comprehensive Plan pursuant to the GMA requirement which requires a 60-day comment period prior to adoption by City Council in April, following Plan Commission review and recommendation of the 2017 Comprehensive Plan Update, and prior to scheduling a hearing before Spokane City Council for review and adoption of the 2017 Comprehensive Plan Update, as may be amended.	Spring 2017
Plan Commission Hearings and City Council Hearings.	2016-2017
Final Adoption	June 30, 2017

I.3 2017 Comprehensive Plan Update Public Comment

Opportunities

The City of Spokane welcomed public comments throughout the update process, which began in 2013. Comments were taken at all public meetings, including the focus group meetings, open houses, Community Assembly meetings, Neighborhood Council meetings and at Plan Commission and City Council hearings. Feedback from the Plan Commission and City Council was received at Plan Commission Workshops and City Council Study Sessions. Written comments were received throughout the entire process including comments received on the Shaping Spokane website. When the Draft 2017 Comprehensive Plan was completed in March of 2017, the draft Plan was distributed to local libraries, agencies and members of the public who had requested to be on the distribution list. The City placed official public notices and invitations to comment in the local paper of record, official City Gazette, and on the project website, which included an on-line survey. A full record of comments and responses is attached at the end of this appendix.

I.4 Public Hearings

The City provided an opportunity for public comment at the Plan Commission Hearing on March 8, 2017, where the public comment period was extended to March 15, 2017. Deliberations were held on March 22, 2017. Public comment will also be taken at the City Council hearing(s) in June 2017.

I.5 Formal Consultation

Formal consultation includes communication that is required by regulation and includes formal agency review. The City participated in formal consultation with the Department of Commerce and Spokane Regional Transportation Council.

I.6 Informal Consultation

Informal consultation consists of staff-to-staff contact between agencies or offices, generally through a formal email announcement. The City consulted informally with local jurisdictions, tribal governments and other stakeholders continuously from the beginning of the project through a distribution list.

Attached:

- Public Participation Plan Resolution 2013
- Spokane Public Participation Program May 2014 – Updated February 2016
- Shaping Spokane Comment Log

** Additional information is available upon request from the Planning and Development Services Department at City Hall - 509-625-6300.*

02/08/13
588



Agenda Sheet for City Council Meeting of:
02/04/2013

Date Rec'd	1/24/2013
Clerk's File #	RES 2013-0011
Renews #	
Cross Ref #	
Project #	
Bid #	
Requisition #	

Submitting Dept	PLANNING SERVICES
Contact Name/Phone	JO ANNE 6017 WRIGHT
Contact E-Mail	JWRIGHT@SPOKANECITY.ORG
Agenda Item Type	Resolutions
Agenda Item Name	COMPREHENSIVE PLAN REVIEW AND UPDATE PUBLIC PARTICIPATION PLAN

Agenda Wording

Resolution approving the Public Participation Plan for the Comprehensive Plan Review and Update.

Summary (Background)

The City is undertaking a major periodic review of the Comprehensive Plan as required by the Washington State Growth Management Act (GMA). The GMA requires local governments to develop a Public Participation Plan (Plan) for early and continuous public participation. The Plan shall provide information to assist the public in understanding issues and provide opportunities for the public to contribute ideas and provide feedback to staff and appointed and elected officials.

Fiscal Impact		Budget Account	
Select	\$		#
Select	\$		#
Select	\$		#
Select	\$		#
Approvals		Council Notifications	
Dept Head	CHESNEY, SCOTT	Study Session	
Division Director	QUINTRALL, JAN	Other	PCED
Finance	BUSTOS, KIM	Distribution List	
Legal	BURNS, BARBARA	schesney@spokanecity.org	
For the Mayor	SANDERS, THERESA	lmeuler@spokanecity.org	
Additional Approvals			
Purchasing			

ADOPTED BY SPOKANE CITY COUNCIL

2/4/2013
[Signature]
CITY CLERK

RES 2013-0011

RESOLUTION NO. 2013-0011

A RESOLUTION ADOPTING A PUBLIC PARTICIPATION PLAN FOR THE
CITY OF SPOKANE COMPREHENSIVE PLAN REVIEW AND UPDATE

WHEREAS, the Washington State Legislature passed the Growth Management Act (RCW 36.70A) in 1990 requiring, among other things, early and continuous public participation; and

WHEREAS, the City of Spokane adopted the Comprehensive Plan in 2001 containing a set of goals, policies, maps, illustrations, and implementation strategies that state how the city should grow physically, socially, and economically.; and

WHEREAS, the City of Spokane will be completing a review and update to the Comprehensive Plan, as required by WAC 36.70A; and

WHEREAS, periodic review and update of the City's Comprehensive Plan provides the City with the opportunity to reconsider and evaluate local needs, incorporate current laws and new data, correct errors, and/or clarify intent; and

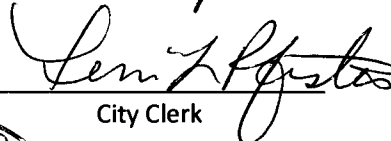
WHEREAS, the Planning and Development Department has prepared a Public Participation Plan to establish how the City will engage the public during the course of the Comprehensive Plan Review and Update; and

WHEREAS, the Public Participation Plan developed for the Comprehensive Plan Review and Update shall provide information to assist the public in understanding issues, seek early and continuous involvement of all citizens, and provide opportunities for the public to contribute ideas and provide feedback to staff and appointed and elected officials; and

WHEREAS, successful and meaningful public participation can only be assured through a public education effort where the issues and complexities of planning can be simply explained and openly discussed; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL FOR THE CITY OF SPOKANE THAT IT HEREBY ADOPTS the Public Participation Plan for the Comprehensive Plan Review and Update.

ADOPTED by the City Council this 4th day of February, 2013.


City Clerk

Approved as to form:


Assistant City Attorney



City of Spokane Comprehensive Plan Review and Update

Public Participation Plan

INTRODUCTION

The City of Spokane is undertaking a major periodic review of the Comprehensive Plan as required by the Washington State Growth Management Act (GMA). GMA requires local governments to develop a public participation plan. (Revised Code of Washington [RCW] 36.70.A. 140). This Public Participation Plan (Plan) addresses how the City will meet the requirements for early and continuous public participation.

In addition to complying with the GMA, periodic review and update of the City's Comprehensive Plan and development regulations provides the City with the opportunity to reconsider and evaluate local needs, incorporate current laws and new data, correct errors, and/or clarify intent.

GOALS

The goals of this Plan are to:

- Provide information to assist the public in understanding issues
- Seek early and continuous involvement of all citizens
- Provide opportunities for the public to contribute ideas and provide feedback to staff and appointed and elected officials
- Make the process accessible and engaging to interested citizens

SCHEDULE

The review began in mid 2012 and will continue for approximately two years. It will conclude when the City Council adopts the revised Comprehensive Plan and any associated development regulations.

Step 1	Determine Extent of Update, Develop Public Participation Plan	Summer – Fall 2012
Step 2	Review and Analyze GMA Requirements and Compliance	Summer – Fall 2012
Step 3	Evaluate Status of Comprehensive Plan and Implementation	Fall 2012 – Fall 2013
Step 4	Develop Alternatives and Draft Amendments as Needed	Fall 2013
Step 5	Final Recommended Plan Review and Adoption	Winter – Summer 2014

METHODS

The objective of this Plan is to establish how the City will engage the public during the course of the review. The Plan includes multiple strategies to encourage and facilitate widespread community participation, although participation methods used for each step may vary. This Plan may be reviewed and refined as the review progresses.

Open Houses, Workshops, Other Public Meetings

Community open house meetings, workshops with key community or stakeholder groups, or any additional relevant public meeting(s) will be held at key points during the process to inform and provide opportunities for public comment. General notice of the time and place of the public meetings will be provided through standard notice procedures, such as emails and newspaper notices.

Focus Groups, Advisory Committee(s)

Focus Groups and/or an Advisory Committee will provide feedback to staff on proposed changes to goals, policies, and any relevant regulations.

Plan Commission Workshops

The City of Spokane Plan Commission will hold public workshops throughout the review process. Meetings times are posted on the Plan Commission web page on the City of Spokane Planning and Development Services website at www.spokaneplanning.org.

City Council Briefings

The Council will periodically review and discuss the review process at their Planning, Community, and Economic Development (PCED) meetings, held every first and third Monday at 11:00 a.m. in the Fifth Floor Conference Room at City Hall. In addition, briefings may be scheduled for Council Study Sessions, which are held every Thursday at 3:30 in the City Council Briefing Center.

Plan Commission Hearing(s)

The City Plan Commission will conduct one or more public hearings to gather and consider public comment on the update proposals before they make a recommendation to the City Council. The City Plan Commission will forward their findings and recommendations to the City Council for their consideration.

City Council Hearing(s)

The City Council will conduct at least one public hearing to gather and consider public input on the proposed amendments recommended by the Plan Commission. Public notice of the hearing will clearly state that the hearing(s) will be the final opportunity for public comment.

Written Comments

Written comments are welcome throughout the Comprehensive Plan review. Formal written comments may be submitted for a public hearing of the City of Spokane Plan Commission and/or a public hearing of the City Council. To ensure consideration, written comments must be received by the City of Spokane prior to the close of the public hearing. Please submit written comments to:

Nikole Coleman-Porter
Address: City of Spokane Planning and Development Services
RE: Comprehensive Plan Review
808 W Spokane Falls Blvd, Spokane WA 99201-3329
Fax: (509) 625-6013
Email: ncoleman@spokanecity.org

Hearings-Decisions:

Public notice of all public hearings and any decisions regarding the review and update of the Comprehensive Plan will be published under the "Legals" section in The Spokesman-Review Newspaper classified section.

Public notification of all hearings pertaining to the Comprehensive Plan will be provided at least 10 days before the date of the hearing. Public notification of amendments to development regulations will be provided at least 14 days prior to the hearing date.

Webpage

City of Spokane Planning and Development Services will establish a web presence for the review that includes status updates, reports, meeting notices and agendas, and other information. Follow the Update link at: www.spokaneplanning.org

Public Notice and Mailing List

Planning and Development Services will maintain a list of interested persons and organizations to receive notices of scheduled public meetings. Notice will be provided either by mail or email. Interested persons should contact Nikole Coleman-Porter at ncoleman@spokanecity.org.

Online Surveys

Online surveys may be used at key points in the review process to gather input on specific topic areas.

Press Releases, Media Advertisements

The City of Spokane will issue news releases to local media and/or place advertisements announcing public meetings or other key events or information updates during the review process. Media contacts include but are not limited to:

The Spokesman-Review, Pacific Northwest Inlander, City Cable 5, and other TV media.

E-Newsletters

Electronic newsletters may be used periodically to provide short informative subject specific information.

CONCLUSION

Since the Plan has been drafted at the beginning of the review process, it may change somewhat as conditions change over the review period. The most current information about upcoming activities and

comment opportunities related to the review will be available on the Planning and Development Services website. For information about the review, please contact the following City of Spokane Planning and Development Services Staff:

Jo Anne Wright, AICP
Comprehensive Plan Review Project Manager
509-625-6017
jwright@spokanecity.org

Nikole Coleman-Porter, AICP
509-625-6883
ncoleman@spokanecity.org

Tirrell Black, AICP
509-625-6185
tblack@spokanecity.org

May 1, 2014
UPDATED February, 2016



City of Spokane

Comprehensive Plan Update

Updated Public Participation Program

City of Spokane
Comprehensive Plan Update
Revised Public Participation Program (RCW 36.70A.140)

INTRODUCTION

The City of Spokane is undertaking a major periodic review of the Comprehensive Plan as required by the Washington State Growth Management Act (GMA). The GMA requires local governments to create and broadly disseminate a Public Participation Program (Program). This revised Program updates an earlier version to reflect a modified schedule for the Review. It also describes how the City of Spokane (City) will meet the requirements for early and continuous public participation during the Review.

A. GOALS

The overall goals of the Program are to:

- Provide objective information to assist the public in understanding issues
- Provide opportunities for the public to contribute ideas and provide feedback through all phases of the review
- Improve the involvement of traditionally under-represented audiences
- Make the process accessible and engaging to interested citizens

B. SCHEDULE

The GMA requires that the City complete a major review of its Comprehensive Plan by June 30, 2017. The City initially launched the Review in late June, 2012 and conducted outreach and engagement in 2012-2013. The previous activities include:

- | | |
|--|-------------------------|
| • Determine Extent of Update, Develop Original Public Participation Plan | Summer - Fall 2012 |
| • Review and Analyze GMA Requirements and Compliance | Summer – Fall 2012 |
| • Evaluate Status of Comprehensive Plan and Implementation | Fall 2012 |
| • Information on the City | Summer 2012 |
| • Use of Social Media | Summer 2012, Ongoing |
| • Three Public Council District Meetings | Spring 2013 |
| • Plan Commission Public Open House | Spring 2013 |
| • Focus Groups Update Comprehensive Plan Chapters | Spring – Winter 2013 |
| • Neighborhood Profiles Creation | Winter 2014 – Fall 2015 |

In winter 2013 the City hired a consultant to complete an audit of the 2001 Comprehensive Plan and make recommendations for potential changes to its land use growth strategies, complete three neighborhood plans, and make recommendations for Comprehensive Plan policy updates as part of the Plan of Spokane, necessitating a revised schedule and approach for the review. Since that time the update was put on nominal hold while certain decisions were made and

further consideration of the scope and breadth of the update was completed. During that time the Link Spokane effort was initiated as well as the Integrated Transportation and City Utilities project. As a result, the original timeline presented in the revised Public Participation Plan requires further update.

The revised review schedule is as follows:

- | | |
|--|---------|
| • Audit of Comprehensive Plan and Recommendations (COMPLETE) | 3Q 2015 |
| • Finalization of Neighborhood Profiles | 2Q 2016 |
| • Public Draft – Comprehensive Plan (Except Link Spokane) | 3Q 2016 |
| • Completion of Link Spokane | 3Q 2016 |
| • Public Open Houses (4 Total) | 3Q 2016 |
| • Plan Commission Workshops | 4Q 2016 |
| • Final Draft – Comprehensive Plan | 1Q 2017 |
| • City Council Work Sessions | 1Q 2017 |
| • Plan Commission Hearing | 1Q 2017 |
| • City Council Hearing | 2Q 2017 |
| • Plan Adoption | 2Q 2017 |

The City is managing the Link Spokane process separate but concurrent with the update of the remainder of the Comprehensive Plan. The City will package the completed products from these concurrent projects to complete the Comprehensive Plan update prior to the Plan Commission workshops.

C. METHODS AND TOOLS

The overall objective of this program is to describe how the City will engage the public during the course of the review. Public participation methods and tools may vary by type of activity. This Program may continue to be reviewed and refined throughout the review if needed.

While traditional methods (meetings, workshops, presentations, etc.) will still play an important role in public engagement, the City will use alternative participation tools to broaden outreach and disseminate information. Websites and social media will be used to share information throughout the review.

Some or all of the following methods will be used in one or more phases to achieve broad and continuous public participation.

Broad dissemination of background data and growth alternatives, proposals and alternatives:

- Documents such as the public participation program, draft and final Plans, draft and final environmental review documents, and other project materials will be posted on the website and made available at local libraries.
- Notice of the availability of the draft Plan will also be published in the Spokesman-Review (a newspaper of general circulation).

- The City will send information to the Plan Commission, regional and City agencies as appropriate and local and community-based organizations to extend outreach and expand participation.

Opportunities for written comments:

- Online public feedback tools (Email, Website, and Facebook).
- Comment forms available at public meetings and hearings.

Public meetings after effective notice:

- General notice of the time and place of public meetings will be provided through standard notice procedures such as emails to project listserv and other related email lists.

Opportunities for open discussion:

- Online dialogue and interactive activities (via social media or website).
- Presentations to Community Assembly and other citizen groups.
- Public meetings, open houses, and presentations.
- Workshops with interested community or stakeholder groups.
- Youth engagement activity through partnerships.

Communication programs and information services:

- Website, Facebook page, Twitter
- Online narrated PowerPoint presentation to introduce the update on Website, Twitter, and Facebook
- Links to background reports, research and articles relevant to Comprehensive Plan Elements
- Press briefings for reporters and bloggers and press releases distributed to local community and ethnic media.

Consideration of and response to public comments:

- The City will consider public comments throughout the review.

CONCLUSION

This Program may be updated as conditions change or additional resources to support outreach activities become available. At a minimum, the Program will be updated quarterly. For more information on the update, please go to the City of Spokane Planning and Development Services website at www.spokaneplanning.org, Comprehensive Plan Update. To provide feedback on the Program, please contact the following City of Spokane Planning and Development Services staff:

Jo Anne Wright
509-625-6017
jwright@spokanecity.org

Tirrell Black
509-625-6185
tblack@spokanecity.org

Kevin Freibott
509-625-6184
kfreibott@spokanecity.org