Shaping Spokane

Comprehensive Plan for the City of Spokane

City Council Consideration Draft
May 2017

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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

Adoption Date	Effective Date	Ordinance Number	Nature of Amendment
			"Office" to "Neighborhood Mini Center."
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.

Adoption Date	Effective Date	Ordinance Number	Nature of Amendment
2/7/2005	2/8/2005	C33585	Park Place Annexation – Land Use Plan Map amendments.
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.

Adoption Date	Effective Date	Ordinance Number	Nature of Amendment
8/17/2009	8/21/2009	C34468	Developer Agreement that implements ORD C34256.
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

Adoption Date	Effective Date	Ordinance Number	Nature of Amendment
			Plan policy.
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).

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.

Mayor

John T. Powers, Jr.

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Bob Johnson
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Bill Jones
Ila Jones
Nancy Ellen Jones
Jack Kampa
Susan Kaun
Kathy Kelley
Chris Kelly
Chuck Kertering
Rick Kielbon
Steven King
Dan Kirschner
Gregor Klante
Gene Klozar
Suzanne Knapp
Jackie Knight
Mike Kobluk
Kasey Kramer
Barbara Lampert
Ray Lancaster
Glen Lanker
Kenneth Laxton
Luc Le
Mark Lehinger
Gail Lehman
Allan LeTourneau
Nancy Lill
Ron Lindsey
Bonnie Mager
Debra Maher
Terry Mangan
Bob Mansfield
Suzanne Markham
Brad Marshall
Dylan Martin
Peter Martin
June Mather
Marcia Maunula
Bob McVicars
Kell McAboy
Ron Mcclellan
Joan McDaniels
Leonard McDonnell
Chuck McDowell
Cathy McGinty
W.M. McGinty
Hal McGlathery
John McKinney
Laurel McKinney
Barre McNeil
Dorothy Mehl-Thompson
Doug Menzies
Rod Michaelis
Chris Miller
Kathy Mulady
Larry Milsow
Linda Milsow
Kathy Miotke
Karen Mobley
Lois Moore
Marion Moos
Joan Moran
Steve Morris
Joanne Moyer
Lina Mraz
Dena Mullenix-Gallion
Steve Mumm
Peggy Murphy
Molly Myers
Ron Myers
Connie Nelson
Rick Nesti
John Newman
Russ Nobbs
Kelly Nolan
Art Noll
Holly O'Connell
Jean O'Keefe
Emily Oldenburg
John Olsen
Maurice Olson
Doug Orr
Rafaela Ortiz
Charles Owen
Michael Page
Sharon Page
David Peffer
Eric Pennala
Sally Phillips
Brian Poirier
Peter Pokorny
Julian Powers
Kay Preston
Ann Price
Jim Price
Irma Rader
Bill Rash
Daryl Reber
Andy Reid
Larry Reid
Lucy Reiner
Charles Riddle
Ray Rieckers
John Rimbach
Danyelle Robinson
Sam Rodell
Dexil Rold
Martin Rollins
Jim Rutherford
Mac Ryerse
Patricia Sampson
Calvin Sanger
Eric Sawyer
Joseph Schiessl
C. Schlegel
Lorraine Schmeling
Ann Schneider
Gina Schrock
Marisa Schuchart
Glenda Scott
Carol Seross
Melora Sharts
Linda Sheldon
Cathleen Sinclair
Robin Sleep
Christi Smith
Doug Smith
Guy Smith
Sandy Smith
Suzanne Snowdon
Joanne Snyder
Richard Sola
Billie Jo Sparling
Jerry Stege
Erika Steinhardt
Don Stephens
Stanley Stirling
Jeff Stevens
Kathleen Stevens
Marlene Stewart
Ryan Stewart
William Stewart
Tom Stewart
Alice Stolz

John Stolz
Terri Symbol
John Tedesco
Greg Tew
Mickey Thompson
Dorothy Timboe
Lew Titchenal
Beulah Townsend
Ton Townsend
Shirley Valentine
Stacy Valentine
Thomas Veljic
Don Walker
Pat Walter
Margaret Watson
Ellen Wedekind
Art Wegner
Carol Weinberger
Arnold Weinman
Craig Werner
Doris White
Don Whittaker
Conrad Wicht
Jeff Wilcox
Pam Wilcox-Mann
Brian Wilkes
Bobby Williams
Dick Winchell
Deborah Wittwer
Cam Wylie
Pam Wylie
Roger Wyssman
Linda Yeomans
Janet Young
Frank Yuse

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.

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- 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.
- 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.

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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.

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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.

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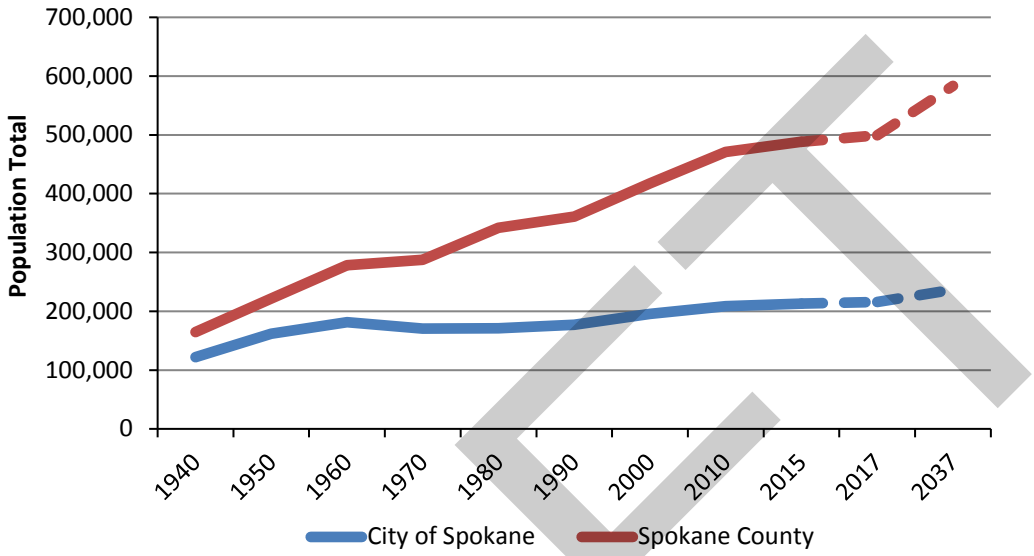
Figure 1 – Population Growth in the City and County of Spokane



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

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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

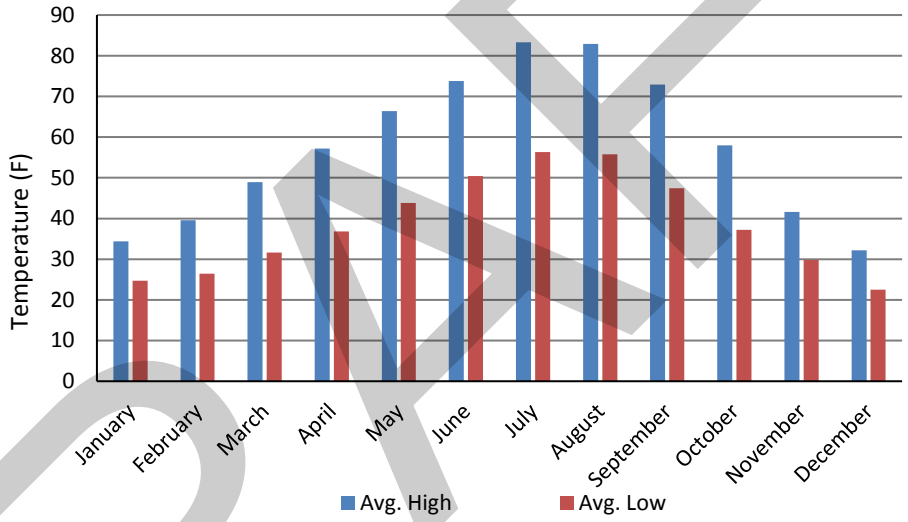
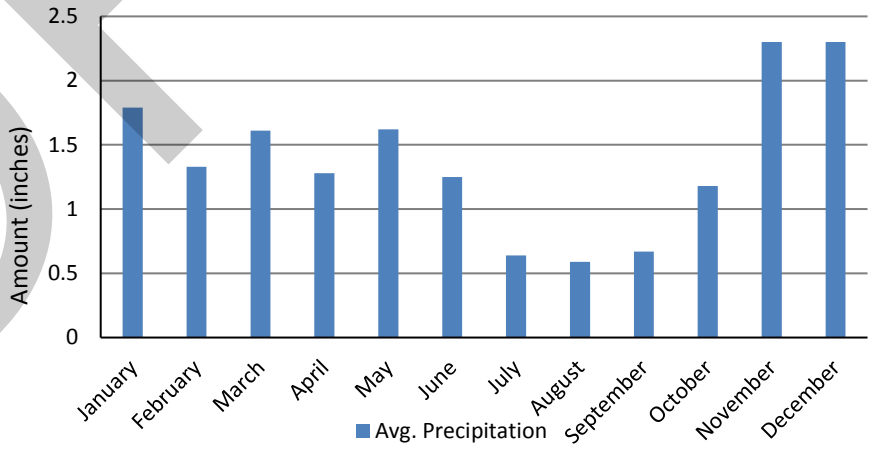


Figure 3 – Average Monthly Precipitation for Spokane



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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.

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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.

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

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1.4 PLAN DEVELOPMENT PROCESS AND ADOPTION

Spokane Horizons
Shared Directions For Tomorrow

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.

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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.

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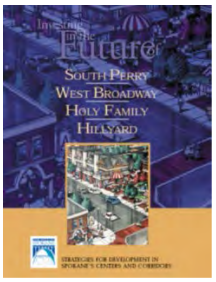
1.5 OVERVIEW OF PLANNING EFFORTS

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 economic 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.

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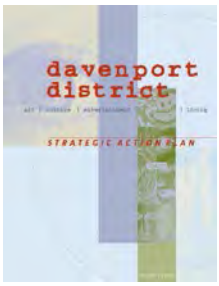

Davenport District Strategic Action Plan

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.

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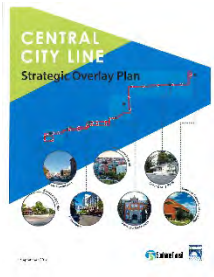
These efforts include a market analysis, housing study, and investment strategy. Copies of these documents can be found on the University District's website.



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.

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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.

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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

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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;

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- 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

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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.

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Concurrency is considered at the planning level and ensured at the project review level. During planning, the six-year capital improvement programs reflect 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.

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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 Capital Improvement Plans, 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.

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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

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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.

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CHAPTER 3 - LAND USE
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)
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**	Neighborhoods 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	Neighborhood Retail Use Direct new neighborhoods 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	Neighborhood Mini-Centers 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

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CHAPTER 3 - LAND USE Near and Mid-Term Implementation							
Goal	**Policy #**	**Policy**	**Related Elements**	**Future Projects**	**Ongoing**	**Near Term (1-2 years)**	**Mid Term (3-5years)**
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 1.8**	General Commercial Uses 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**
	LU 1.9	Downtown 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	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.	ED 2 TR 2,8,9,10,13	Enquire specifically regarding safe guarding.	**X**		**X**

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CHAPTER 3 - LAND USE
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)
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 3.2**	Centers and Corridors Designate centers and corridors (neighborhood scale, community or district scale, and regional scale) on the land use 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	Designating Centers and Corridors 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**
	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.		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**	

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CHAPTER 3 - LAND USE
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)
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.				SubArea Planning for West Hills Neighborhood Center	X	X	
	LU 3.6	Compact Residential Patterns 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	
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**	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.	Transportation Chapter	Central City Line Strategic Overlay Plan implementation strategies	X	X	
LU 5 DEVELOPMENT CHARACTER Promote development in a manner that is attractive, complementary, and compatible with other land uses.	**LU 5.5**	Compatible Development 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	

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CHAPTER 3 - LAND USE
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)
LU 7 IMPLEMENTATION Ensure that the goals and policies of the comprehensive plan are implemented.	**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.			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	
LU 9 ANNEXATION Support annexations that enhance effective and efficient government.	**LU 9.4**	Community Impacts 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	

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CHAPTER 4 - TRANSPORTATION
Near and Mid-Term Implementation

Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)
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 across the four seasons.	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	Promote Economic Opportunity Focus on providing efficient and affordable multi-modal access to jobs, education, and workforce training to promote economic opportunity in focused areas, develop "Great Streets" that enhance commerce and attract jobs.	LU 1.1 LU 4	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	
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.	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
TR 14	Traffic Calming Use context-sensitive traffic calming measures in neighborhoods to maintain acceptable speeds, reduce cut-through traffic, and improve neighborhood safety.	LU 4 N 4	Maintain and improve the neighborhood traffic calming program. Explore implementing 20 mph residential speed limit standards.	X	X	

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CHAPTER 4 - TRANSPORTATION
Near and Mid-Term Implementation

Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)
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.	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	Paving Existing and Unpaved Streets Identify and prioritize resources for paving existing dirt and gravel streets and alleyways.	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	Parking 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
TR 20	Bicycle/Pedestrian Coordination 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

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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 (3-5years)
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 1.1**	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.	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	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.	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	Maintenance 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**

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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 (3-5years)
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**	Use of Existing Structures 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	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.	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	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.	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**

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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 (3-5years)
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 1.9**	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.		Create 20 yr. plans for each of the utilities.	X		X
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 2.1**	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.	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	Concurrency Management System 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

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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 (3-5years)
CFU 5 ENVIRONMENTAL CONCERNS 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**	Stormwater 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

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CHAPTER 6 HOUSING
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)
H 1 HOUSING CHOICE AND DIVERSITY 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**	Regional Coordination 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	Regional Fair Share Housing 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	Use of Existing Infrastructure 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	Housing Information Participate in and promote the development of educational resources and programs that assist low and moderate-income households in obtaining affordable 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	

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CHAPTER 6 HOUSING
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)
H 1 HOUSING CHOICE AND DIVERSITY 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**	Mixed-Income Housing 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	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.	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	Access to Transportation 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	Affordable Housing Funding Sources 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

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CHAPTER 6 HOUSING
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)
H 1 HOUSING CHOICE AND DIVERSITY 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**	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.	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	New Manufactured Housing Permit manufactured homes on individual lots in all areas where residential uses are allowed.		Update comprehensive plan language	X	X	
	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.	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	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.	LU 1.1 LU 3.6 DP 2.6 CFU 4.1	Infill Comprehensive Plan revision SMC revision	X	X	

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CHAPTER 6 HOUSING
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)
H 2 HOUSING QUALITY Improve the overall quality of the City of Spokane's housing.	**H 2.4**	Linking Housing with Other Land Uses 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	

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CHAPTER 7- ECONOMIC DEVELOPMENT
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)
ED 1 COOPERATIVE PARTNERSHIPS 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 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	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.	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	Public-Private Partnerships 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 LAND AVAILABILITY FOR ECONOMIC ACTIVITIES Ensure that an adequate supply of useable industrial and commercial property is available for economic development activities.	**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.	LU 1.10 SMP 11.53 SMP 11.33	Stormwater solution for industrial property. Utilize incentives Historic Retail in residential zones	X	X	X
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 2.2**	Revitalization Opportunities 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

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CHAPTER 7- ECONOMIC DEVELOPMENT
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)
	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.	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	Mixed-Use 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 desiganted 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**	Economic Growth 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	
ED 3 STRONG, DIVERSE, AND SUSTAINABLE ECONOMY Foster a strong, diverse, and sustainable economy that provides a range of employment and business opportunities.	**ED 3.2**	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.	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

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CHAPTER 7- ECONOMIC DEVELOPMENT
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)
	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.	NE 10.3 AMP 5.5	Refer to 3.2	X	X	X
	ED 3.4	Value Added Business Strategy Promote value added business practices as an economic strategy.	SH 1.1 SH 3.1	Katerra	X	X	
	ED 3.5	Locally-Owned Businesses 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	Small Businesses 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
ED 3 STRONG, DIVERSE, AND SUSTAINABLE ECONOMY Foster a strong, diverse, and sustainable economy that provides a range of employment and business opportunities.	**ED 3.10**	Downtown Spokane 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 Income and Employment Opportunity 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**	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.	NE 16.1 NE 16.2 SMP 5.3	Update the chapter Develop performance measures, benchmarks and targets	X	X	

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CHAPTER 7- ECONOMIC DEVELOPMENT
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)
ED 5 Education and Workforce Development 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**	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.		Partner with work force training organization to apply for EPA Work Force Training Grant.	X	X	
	ED 5.8	Library as Educational Resource 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	
ED 6 Infrastructure 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**	Communication Facilities and Networks 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	Infrastructure Maintenance 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 Quality of Life and the Environment 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**	Contaminated Site Clean-Up Responsibilities 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

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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 (3-5years)**
DP 1 Pride and Identity Enhance and improve Spokane's visual identity and community pride.	**DP 1.1**	Landmark Structures, Buildings, and Sites 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	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.	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	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.	SH 3 N 8 NE 14 NE 15.5 SH 6.4	Neighborhood gateway development as resources become available, per neighborhood plans.	**X**	**X**	

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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 (3-5years)**
DP 2 Urban Design Design new construction to support desirable behaviors and create a positive perception of Spokane.	**DP 2.2**	Design Guidelines and Regulations 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	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.	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	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.		Additional Design Review Board Process Updates	**X**	**X**	

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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 (3-5years)
DP 2 Urban Design Design new construction to support desirable behaviors and create a positive perception of Spokane.	**DP 2.9**	Permit Process 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	Improvements Program 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	Infill Development 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**	

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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 (3-5years)
DP 2 Urban Design Design new construction to support desirable behaviors and create a positive perception of Spokane.	**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.	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	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.	ED 3.7	Sign code revisions for constitutional compliance	**X**	**X**	

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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 (3-5years)
DP 2 Urban Design Design new construction to support desirable behaviors and create a positive perception of Spokane.	**DP 2.18**	Bus Benches and Shelters Advertising 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 Preservation Preserve and protect Spokane's historic districts, sites, structures, and objects.	**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.	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	

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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 (3-5years)
DP 4 Downtown Center Viability 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**	Downtown Residents and Workers 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	
DP 5 Local Determination Make neighborhoods attractive, safe places by encouraging residents to express their design and development values.	**DP 5.2**	Neighborhood Involvement in the City Design Review Process 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	

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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 Water Quality Protect the Spokane Valley - Rathdrum Prairie Aquifer and other water sources so they provide clean, pure water.	**NE 1.1**	Aquifer Study 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	Stormwater Techniques 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 Sustainable Water Quantity Ensure all aquifers and water sources are not diminished below sustainable recharge or flow levels.	**NE 2.1**	Water Conservation 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 proctices to encourage conservation User-Oriented Water Use Utility Rates	**X**		
	NE 2.2	Landscaping Requirements 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**		

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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 3 Shorelines 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 Surface Water Provide for clean rivers that support native fish and aquatic life and that are healthy for human recreation.	**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.	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	Impervious Surface Reduction 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**		
NE 6 Native Species Protection 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**	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.	PRS 1 SMP 4	SMP and CAO Updates TLC Mycelia Program for PCB clean-up.	**X**		

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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 Native Species Protection 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 6.5**	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.	PRS 1 SMP 4	SMP and CAO Updates	**X**		
NE 7 Natural Land Form Preserve natural land forms that identify and typify our region.	**NE 7.1**	Land Form Identification Define, identify, and map natural land forms that typify our region and warrant protection.		Update CAO	**X**		
NE 8 Agricultural Lands Preserve land and provide opportunities for farming that generates produce for local markets and supports the farming economy.	**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 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**		

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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 11 Natural Areas Designate a network of natural areas (natural areas and connecting corridors) throughout Spokane that supports native habitats and natural land forms.	**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 nature spaces, and proximity to state parks.		Working with WSDOT on Children of the Sun Trail/ Fish Lake Trail.	**X**		
NE 12 URBAN FOREST Maintain and enhance the urban forest to provide good air quality, reduce urban warming, and increase habitat.	**NE 12.1**	Street Trees 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	Forest Inventory Database 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 NATURAL AESTHETICS Retain and enhance nature views, natural aesthetics, sacred areas, and historic sites that define the Spokane region.	**NE 15.1**	Protection of Natural Aesthetics 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**		

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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 Quality of Life 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**	Quality of Life Indicators 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	Benchmark Adoption 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 Natural Environment Education Educate children and the community on how to improve Spokane's natural environment.	**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.		Sources in City to disseminate information affecting programs/education Partner with local Tribes	**X**		

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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 17.3	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.		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**	Innovative Development 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 Flood Hazards Management Protect life and property from flooding and erosion by directing development away from flood hazard areas.	**NE 19.5**	Public Awareness and Education Develop a public awareness and education program for residents living within flood plains.		Develop an education program			

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CHAPTER 10 - SOCIAL HEALTH
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)
SH 1 FUNDING MECHANISMS TO SUPPORT SOCIAL HEALTH 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**	Public/Private Partnerships 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	Vacant Buildings 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 7 FOOD ACCESS AND SECURITY Ensure that all citizens have convenient access to healthy food.	**SH 7.1**	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.	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**	

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CHAPTER 10 - SOCIAL HEALTH
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)
SH 7 FOOD ACCESS AND SECURITY Ensure that all citizens have convenient access to healthy food.	**SH 7.2**	Community Gardens 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 7.3	Access to Fresh Produce 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 7.4	Urban Agriculture 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

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CHAPTER 11 - NEIGHBORHOODS
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)
N 1 THE DOWNTOWN NEIGHBORHOOD 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**	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.	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 & Reaffirmaiton Continued Target Area Development	**X**	**X**	
N 2 NEIGHBORHOOD DEVELOPMENT 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**	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.	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	Neighborhood Centers 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 amd plan for new centers where appropriate. East Sprague revitalization	**X**	**X**	**X**

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CHAPTER 11 - NEIGHBORHOODS
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)
N 4 TRAFFIC AND CIRCULATION 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**	Traffic Patterns 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	Pedestrian and Bicycle Connections 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	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.	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 OPEN SPACE Increase the number of open gathering spaces, greenbelts, trails, and pedestrian bridges within and/or between neighborhoods.	**N 5.3**	Linkages 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**

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CHAPTER 11 - NEIGHBORHOODS
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)
N 7 SOCIAL CONDITIONS Promote efforts that provide neighborhoods with social amenities and interaction and a sense of community.	**N 7.1**	Gathering Places 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 NEIGHBORHOOD PLANNING PROCESS 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**	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.	LU 7.4 DP 5.1 DP 5.2 LGC 3		**X**	**X**	**X**

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CHAPTER 11 - NEIGHBORHOODS
Near and Mid-Term Implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)
N 8 NEIGHBORHOOD PLANNING PROCESS 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**	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.	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	City Participation in Neighborhood Planning 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**

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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 (3-5years)
PRS 4 MAINTENANCE PROGRAM Recognize and update Spokane's existing park resources by continuing the park preventative maintenance program.	**PRS 4.1**	Maintenance Management Program 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	Park Sign Plan 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 PARKS SERVICE QUALITY Provide a parks and recreation system that is enjoyable, efficient, financially responsible, and a source of civic pride.	**PRS 7.5**	Evaluations 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	

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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**	Neighborhoods Utilize the neighborhood concept as a unit of design for planning housing, transportation, services, and amenities.
	LU 1.2	Districts Identify districts as the framework for providing secondary schools, larger park and recreation facilities, and more varied shopping facilities.
	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.
	LU 1.4	Higher Density Residential Areas Direct new higher density residential uses to centers and corridors designated on the land use plan map.
	LU 1.5	Office Uses Direct new office uses to centers and corridors designated on the land use plan map.
	LU 1.6	Neighborhood Retail Use Direct new neighborhoods retail use to neighborhood centers designated on the land use plan map.
	LU 1.7	Neighborhood Mini-Centers Create a neighborhood mini-center wherever an existing neighborhood retail area is larger than two acres.
	LU 1.8	General Commercial Uses Contain general commercial areas within the boundaries occupied by existing business designations and within the boundaries of designated centers and corridors.
	LU 1.9	Downtown Develop city wide plans and strategies that are designed to ensure a viable, economically strong downtown area.
	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.
	LU 1.11	Agriculture Designate areas for agriculture lands that are suited for long-term agricultural production.
	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.
	LU 1.13	Parks and Open Space 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.

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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 1.15**	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.
LU 2 PUBLIC REALM ENHANCEMENT Encourage the enhancement of the public realm.	**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.
	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.
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 3.1**	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.
	LU 3.2	Centers and Corridors Designate centers and corridors (neighborhood scale, community or district scale, and regional scale) on the land use map that encourage a mix of uses and activities around which growth is focused.
	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.
	LU 3.6	Compact Residential Patterns Allow more compact and affordable housing in all neighborhoods, in accordance with design guidelines.
	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.
	LU 3.8	Shared Parking Encourage shared parking facilities for business and commercial establishments that have dissimilar peak use periods.

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CHAPTER 3 - LAND USE Ongoing Implementation		
Goal	**Policy #**	**Policy**
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**	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.
	LU 4.2	Land Uses That Support Travel Option and Active Transportation Provide a compatible mix of housing and commercial uses in neighborhood centers, district centers, employment centers, and corridors.
	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.
LU 5 DEVELOPMENT CHARACTER Promote development in a manner that is attractive, complementary, and compatible with other land uses.	**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.
	LU 5.3	Off-Site Impacts Ensure that off-street parking, access, and loading facilities do not adversely impact the surrounding area.
	LU 5.4	Natural Features and Habitat Protection Ensure development is accomplished in a manner that protects significant natural features and wildlife habitat.
	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 Ensure the provision and distribution of adequate, well-located public lands and facilities throughout the city.	**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.
	LU 6.2	Open Space Identify, designate, prioritize, and seek funding for open space areas.

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CHAPTER 3 - LAND USE Ongoing Implementation		
Goal	**Policy #**	**Policy**
LU 6 ADEQUATE PUBLIC LANDS AND FACILITIES Ensure the provision and distribution of adequate, well-located public lands and facilities throughout the city.	**LU 6.3**	School Locations Work with the local school districts to identify school sites that are well-located to serve the service area and that are readily accessible for pedestrians and bicyclists.
	LU 6.4	School and City Cooperation Continue the cooperative relationship between the city and school officials.
	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 6.8	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.
	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 areas.
LU 7 IMPLEMENTATION Ensure that the goals and policies of the comprehensive plan are implemented.	**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.
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 8.1**	Role of Urban Growth Area 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	Joint Planning in Urban Growth Area Work with Spokane County toward adoption of consistent land use designations and development standards in unincorporated urban growth areas.
	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.
LU 9 ANNEXATION Support annexations that enhance effective and efficient government.	**LU 9.1**	Annexation Boundaries Encourage annexations that create logical boundaries and reasonable service areas within the city's urban growth area, where the city has demonstrated the fiscal capacity to provide services.

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CHAPTER 3 - LAND USE Ongoing Implementation		
Goal	**Policy #**	**Policy**
LU 9 ANNEXATION Support annexations that enhance effective and efficient government.	**LU 9.2**	Peninsula Annexation Encourage and assist property owners in existing unincorporated "peninsulas" in the city's urban growth area to annex to the city.
	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.
	LU 9.5	Funding Capital Facilities in Annexed Areas Ensure that annexations do not result in a negative fiscal impact on the city.
	LU 9.6	Land Use and Zoning Designation 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.
	LU 9.7	City Bonded Indebtedness Require property owners within an annexing area to assume a share of the city's bonded indebtedness.
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**	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 city's urban growth area to be built to city standards.
	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.

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CHAPTER 4 - TRANSPORTATION
Ongoing Implementation

Policy #	Policy
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 across the four seasons.
TR 2	Transportation Supporting Land Use Maintain an interconnected system of streets 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	Transportation Level of Service Set and maintain transportation level of service standards that align desired growth patterns with optimal choices of transportation modes.
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.
TR 5	Active Transportation Identify high-priority active transportation projects to carry on completion/upgrades to the active transportation network.
TR 6	Commercial Center Access Improve multimodal transportation options to and within districts, neighborhood mini-centers, activity centers, corridors, and downtown.
TR 7	Neighborhood Access Require developments to have open, accessible, internal multimodal transportation connections to adjacent properties and streets on all sides.
TR 8	Moving Freight 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.
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 focused areas, develop "Great Streets" that enhance commerce and attract jobs.
TR 10	Transportation System Efficiency & Innovation Develop and manage the transportation system as efficiently as possible while exploring innovative opportunities and technologies.
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.
TR 12	Prioritize & Integrate Investments Prioritize investments based on the adopted goals and priorities outlined in the comprehensive plan.

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CHAPTER 4 - TRANSPORTATION
Ongoing Implementation

Policy #	Policy
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.
TR 14	Traffic Calming Use context-sensitive traffic calming measures in neighborhoods to maintain acceptable speeds, reduce cut-through traffic, and improve neighborhood safety.
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.
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.
TR 17	Paving Existing and Unpaved Streets Identify and prioritize resources for paving existing dirt and gravel streets and alleyways.
TR 18	Parking Develop and administer vehicle parking policies that appropriately manage the demand for parking based upon the urban context desired.
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.
TR 20	Bicycle/Pedestrian Coordination Coordinate bicycle and pedestrian planning to ensure that projects that are developed to meet the safety and access needs of all users.

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CHAPTER 5 - CAPITAL FACILITIES AND UTILITIES
Ongoing Implementation

Goal	Policy #	Policy
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 1.1**	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.
	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.
	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.
	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.
	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.

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CHAPTER 5 - CAPITAL FACILITIES AND UTILITIES
Ongoing Implementation

Goal	Policy #	Policy
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 2.1**	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.
	CFU 2.2	Concurrency Management System Maintain a concurrency management system for all capital facilities.
	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.
	CFU 2.5	Exemptions from Impact Fees Exempt development activities with broad public purposes from growth-related impact fees.
	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.
	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.
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**	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.
	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.
	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.

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CHAPTER 5 - CAPITAL FACILITIES AND UTILITIES
Ongoing Implementation

Goal	Policy #	Policy
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 3.4**	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).
	CFU 3.6	Limitation of Services Outside Urban Growth Area Limit the provision of water and sewer service by the City of Spokane outside Urban Growth Areas (UGAs) to areas where exceptions apply.
CFU 4 SERVICE PROVISION Provide public services in a manner that facilitates efficient and effective delivery of services and meets current and future demand.	**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.
	CFU 4.2	Access to Utility Easements Require that subdivision and building regulations protect and preserve access to utility easements.
	CFU 4.3	Underground Utilities Require utility lines to be installed underground unless it is not physically feasible.
CFU 5 ENVIRONMENTAL CONCERNS 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**	On-Site Wastewater Disposal Prohibit on-site septic wastewater disposal within the adjacent Urban Growth Area.
	CFU 5.2	Water Conservation Encourage public and private efforts to conserve water.
	CFU 5.3	Stormwater Implement a Stormwater Management Plan to reduce impacts from urban runoff.
	CFU 5.4	Ground Water Protect, preserve, and enhance ground water resources through proactive, aggressive measures.
	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.
	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.
	CFU 5.7	Telecommunication Structures Use existing structures to support telecommunication facilities before new towers or stand-alone facilities are constructed.

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CHAPTER 5 - CAPITAL FACILITIES AND UTILITIES
Ongoing Implementation

Goal	Policy #	Policy
CFU 6 MULTIPLE OBJECTIVES Use capital facilities and utilities to support multiple interests and purposes.	**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 older parts of the city.
	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.
	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.

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CHAPTER 6 HOUSING
Ongoing Implementation

Goal	Policy #	Policy
H 1 HOUSING CHOICE AND DIVERSITY 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**	Regional Coordination Coordinate the city's comprehensive planning with other jurisdictions in the region to address housing-related needs and issues.
	H 1.2	Regional Fair Share Housing Participate in a process that monitors and adjusts the distribution of low income housing throughout the region.
	H 1.4	Use of Existing Infrastructure Direct new residential development into areas where community and human public services and facilities are available.
	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 housing.
	H 1.6	Fair Housing Promote compliance with fair housing laws.
	H 1.9	Mixed-Income Housing Encourage mixed-income developments throughout the city.
	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.
	H 1.11	Access to Transportation Encourage housing that provides easy access to public transit and other efficient modes of transportation.
	H 1.12	Affordable Housing Funding Sources Support the development of affordable housing development funding sources.
	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.
	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.
	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.

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CHAPTER 6 HOUSING
Ongoing Implementation

Goal	Policy #	Policy
H 1 HOUSING CHOICE AND DIVERSITY 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**	New Manufactured Housing Permit manufactured homes on individual lots in all areas where residential uses are allowed.
	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.
	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.
	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.
	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.
H 2 HOUSING QUALITY Improve the overall quality of the City of Spokane's housing.	**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.
	H 2.3	Housing Preservation Encourage preservation of viable housing.
	H 2.4	Linking Housing with Other Land Uses Ensure that land use plans provide increased physical connection between housing, employment, transportation, recreation, daily-needs services, and educational uses.
	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.

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CHAPTER 7- ECONOMIC DEVELOPMENT
Ongoing Implementation

Goal	Policy #	Policy
ED 1 COOPERATIVE PARTNERSHIPS 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.
	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.
	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.
	ED 1.4	Public-Private Partnerships Continue to encourage public-private partnerships that advance economic development opportunities.
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 2.1**	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.
	ED 2.2	Revitalization Opportunities Provide incentives to encourage the revitalization and utilization of historic and older commercial and industrial districts for redevelopment.
	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.
	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 Foster a strong, diverse, and sustainable economy that provides a range of employment and business opportunities.	**ED 3.1**	Economic Growth Stimulate economic growth by supporting the formation, retention, expansion, and recruitment of businesses.
	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.
	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.

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CHAPTER 7- ECONOMIC DEVELOPMENT
Ongoing Implementation

Goal	Policy #	Policy
ED 3 STRONG, DIVERSE, AND SUSTAINABLE ECONOMY Foster a strong, diverse, and sustainable economy that provides a range of employment and business opportunities.	**ED 3.5**	Locally-Owned Businesses Support opportunities to expand and increase the number of locally-owned businesses in Spokane.
	ED 3.6	Small Businesses Recognize the significant contributions of small businesses to the city's economy and seek to enhance small business opportunities.
	ED 3.7	Home-Based Businesses Encourage opportunities for teleworking and home businesses that are compatible with residential neighborhoods.
	ED 3.8	Technology-Based Industries Encourage the development of advanced and emerging technology - based industries.
	ED 3.9	Regional Marketplace Support strategies to expand regional markets for local services and products.
	ED 3.10	Downtown Spokane Promote downtown Spokane as the economic and cultural center of the region.
ED 4 Income and Employment Opportunity 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**	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.
	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.
	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 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**	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.
	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.

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CHAPTER 7- ECONOMIC DEVELOPMENT
Ongoing Implementation

Goal	Policy #	Policy
ED 5 Education and Workforce Development 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**	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 5.8	Library as Educational Resource Fund the library system at a level adequate to improve the education level of Spokane's workforce.
ED 6 Infrastructure 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**	Infrastructure Projects Promote infrastructure projects that enhance the city's quality of life and business climate.
	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.
	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.
ED 7 Regulatory Environment and Tax Structure Create a regulatory environment and tax structure that encourage investment, nurture economic activity, and promote a good business climate	**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 7.4	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.
	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.

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CHAPTER 7- ECONOMIC DEVELOPMENT Ongoing Implementation		
Goal	**Policy #**	**Policy**
ED 8 Quality of Life and the Environment 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**	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.
	ED 8.2	Sustainable Economic Strategies Promote sustainable economic strategies.
	ED 8.3	Recreation and Tourism Promotion Promote the region's outdoor amenities, recreational opportunities and tourism.
	ED 8.4	Environmental Protection Business Opportunities Encourage businesses that specialize in environmental protection.
	ED 8.5	Contaminated Site Clean-Up Responsibilities Facilitate the clean-up of contaminated sites.

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CHAPTER 8 URBAN DESIGN & HISTORIC PRESERVATION Ongoing Implementation		
Goal	**Policy #**	**Policy**
DP 1 Pride and Identity Enhance and improve Spokane's visual identity and community pride.	**DP 1.1**	Landmark Structures, Buildings, and Sites Recognize and preserve unique or outstanding landmark structures, buildings, 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.
	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.
	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.
DP 2 Urban Design Design new construction to support desirable behaviors and create a positive perception of Spokane.	**DP 2.1**	Definition of Urban Design Recognize current research that defines urban design and identifies elements of a well designed urban environment.
	DP 2.2	Design Guidelines and Regulations Adopt regulations and design guidelines consistent with current definitions of good urban design.
	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.
	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, and responds to the site's unique features, including topography, hydrology, and microclimate.
	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.
	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.

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CHAPTER 8 URBAN DESIGN & HISTORIC PRESERVATION Ongoing Implementation		
Goal	**Policy #**	**Policy**
DP 2 Urban Design Design new construction to support desirable behaviors and create a positive perception of Spokane.	**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.
	DP 2.12	Infill Development Encourage infill construction and area redevelopment that complement and reinforce positive commercial and residential character.
	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.
	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.
	DP 2.15	Urban Trees and Landscape Areas Maintain, improve, and increase the number of street trees and planted areas in the uban environment.
	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.
	DP 2.17	Billboards Prohibit new constructiojn of billboards and eliminate existing billboards over time.
	DP 2.18	Bus Benches and Shelters Advertising Continue to identify and implement ways to provide bus benches and control transit stop advertising.
	DP 2.19	Off-Premises Advertising Identify and implement ways to control various forms of off-premises advertising.
	DP 2.20	Telecommunication Facilities Control the visual impact of telecommunication facilities.
	DP 2.21	Lighting Maximize the potential for lighting to create the desired character in individual areas.

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CHAPTER 8 URBAN DESIGN & HISTORIC PRESERVATION Ongoing Implementation		
Goal	**Policy #**	**Policy**
DP 3 Preservation Preserve and protect Spokane's historic districts, sites, structures, and objects.	**DP 3.1**	Historic Preservation Establish historic preservation as a high priority within city programs.
	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.
	DP 3.3	Identification and Protection of Resources Identify historic resources to guide decision making in planning.
	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.
	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.
	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.
	DP 3.7	Protection of Archaeological and Historic Sites Ensure that archaeological and historic sites are identified and protected.
	DP 3.8	Legislative Reform Support city legislative priorities that promote historic preservation wherever possible.
	DP 3.9	Redevelopment Incentives Provide incentives to property owners to encourage historic preservation.
	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.
	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.
	DP 3.12	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 and cultural resources.

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CHAPTER 8 URBAN DESIGN & HISTORIC PRESERVATION Ongoing Implementation		
Goal	**Policy #**	**Policy**
DP 4 Downtown Center Viability 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**	Downtown Residents and Workers Encourage investments and create opportunities that increase the number of residents and workers in downtown Spokane.
	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.
	DP 4.3	Downtown Services Support development efforts that increase the availability of daily needed services in downtown Spokane.
DP 5 Local Determination Make neighborhoods attractive, safe places by encouraging residents to express their design and development values.	**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.
	DP 5.2	Neighborhood Involvement in the City Design Review Process Encourage the neighborhoods to participate in the city's design review process.

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CHAPTER 9 NATURAL ENVIRONMENT Ongoing Implementation		
Goal	**Policy #**	**Policy**
NE 1 Water Quality Protect the Spokane Valley - Rathdrum Prairie Aquifer and other water sources so they provide clean, pure water.	**NE 1.1**	Aquifer Study Continue to study the aquifer and utilize strategies to remedy all sources or activities of contamination.
	NE 1.2	Stormwater Techniques Encourage the use of innovative stormwater techniques that protect ground and surface water from contamination and pollution.
	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.
	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 Ensure all aquifers and water sources are not diminished below sustainable recharge or flow levels.	**NE 2.1**	Water Conservation Support a water conservation program that decreases household, commercial, industrial, and agricultural water use.
	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.

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CHAPTER 9 NATURAL ENVIRONMENT Ongoing Implementation		
Goal	**Policy #**	**Policy**
NE 3 Shorelines Protect the natural state of shorelines while providing community access that does not negatively impact riparian habitats, fragile soils, and native vegetation.		
NE 4 Surface Water Provide for clean rivers that support native fish and aquatic life and that are healthy for human recreation.	**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.
	NE 4.3	Impervious Surface Reduction Continue efforts to reduce the rate of impervious surface expansion in the community.
NE 5 Clean Air Work consistently for cleaner air that nurtures the health of current residents, children and future generations.	**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.
	NE 5.3	Packaging Reduction Create and support legislation, education, and other means that reduce product packaging so that waste disposal is decreased.
	NE 5.5	Alternative Transportation Incentives Encourage employers of all sizes to develop employee incentive programs that reward the use of alternative transportation.
NE 6 Native Species Protection 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**	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.
	NE 6.3	Habitat Network Identify and purchase Habitat Network.
	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 Preserve natural land forms that identify and typify our region.	**NE 7.1**	Land Form Identification Define, identify, and map natural land forms that typify our region and warrant protection.

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CHAPTER 9 NATURAL ENVIRONMENT Ongoing Implementation		
Goal	**Policy #**	**Policy**
NE 7 Natural Land Form Preserve natural land forms that identify and typify our region.	**NE 7.4**	Unstable Slope Protection Continue to designate unstable slopes as not suitable for development.
	NE 7.5	Slope Protection Integrate the protection of slopes with wildlife corridor and nature space 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.
NE 8 Agricultural Lands Preserve land and provide opportunities for farming that generates produce for local markets and supports the farming economy.	**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 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.
NE 10 NATURAL ENVIRONMENT AND EMPLOYMENT Create employment that enhances the natural environment.	**NE 10.1**	Environment Supporting Businesses Provide incentives for businesses that employ local people.
NE 11 Natural Areas Designate a network of natural areas (natural areas and connecting corridors) throughout Spokane that supports native habitats and natural land forms.	**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 nature spaces, and proximity to state parks.
	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.
NE 12 URBAN FOREST Maintain and enhance the urban forest to provide good air quality, reduce urban warming, and increase habitat.	**NE 12.1**	Street Trees Plant trees along all streets.

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CHAPTER 9 NATURAL ENVIRONMENT Ongoing Implementation		
Goal	**Policy #**	**Policy**
NE 12 URBAN FOREST Maintain and enhance the urban forest to provide good air quality, reduce urban warming, and increase habitat.	**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.
NE 13 CONNECTIVITY 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**	Walkway and Bicycle Path System Identify, prioritize, and connect places in the city with a walkway or bicycle path system.
	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 14 PLAZA DESIGN WITH NATURAL ELEMENTS Develop or revitalize plazas using local nature elements, including water, vegetation, wildlife, and land forms.	**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 Retain and enhance nature views, natural aesthetics, sacred areas, and historic sites that define the Spokane region.	**NE 15.1**	Protection of Natural Aesthetics Protect and enhance nature views, natural aesthetics, sacred areas, and historic sites within the growing urban setting.
	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.

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CHAPTER 9 NATURAL ENVIRONMENT Ongoing Implementation		
Goal	**Policy #**	**Policy**
NE 16 Quality of Life 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**	Quality of Life Indicators Coordinate with other groups and agencies to develop quality of life indicators based upon what others have previously identified.
	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 Educate children and the community on how to improve Spokane's natural environment.	**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.
	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 Promote the conservation of energy in the location and design of residential, service, and workplaces.	**NE 18.1**	Innovative Development Encourage innovative residential development techniques that produce low energy consumption per housing unit.
NE 19 Flood Hazards Management Protect life and property from flooding and erosion by directing development away from flood hazard areas.	**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.
NE 19 Flood Hazards Management Protect life and property from flooding and erosion by directing development away from flood hazard areas.	**NE 19.2**	100-Year Flood Plain Reassessment Conduct a reassessment of the 100-year flood plain in areas with a history of flooding.
	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.
	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.

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CHAPTER 10 - SOCIAL HEALTH Ongoing Implementation		
Goal	**Policy #**	**Policy**
SH 1 FUNDING MECHANISMS TO SUPPORT SOCIAL HEALTH 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**	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.
	SH 1.2	Commitment to Youth Allocate resources at a consistent and meaningful level to provide access to youth-related programs.
	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.
	SH 1.4	Accessibility Improve communication with and access to public recreational, cultural, and educational facilities or programs.
	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 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**	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.
	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 mobility limitations.
	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.
SH 3 ARTS AND CULTURAL ENRICHMENT Support community image and identity through the arts and accessible art activities.	**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.
	SH 3.2	Neighborhood Arts Presence Provide the regulatory flexibility necessary to support and encourage an arts presence at the neighborhood level.
	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 3.8	Community Festivals Support celebrations that enhance the community's identity and sense of place.

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CHAPTER 10 - SOCIAL HEALTH Ongoing Implementation		
Goal	**Policy #**	**Policy**
SH 4 DIVERSITY Develop and implement programs that attract and retain city residents from a diverse range of backgrounds and life circumstances so that all people feel welcome and accepted, regardless of their race, religion, color, sex, national origin, marital status, familial status, age, sexual orientation, economic status, disability, or other protected classes.	**SH 4.1**	Universal Accessibility Ensure that neighborhood facilities and programs are universally accessible.
	SH 4.2	Cultural Competency and Education Encourage programs and events that foster understanding and appreciation of the diversity of the community and region.
SH 5 PUBLIC BENEFIT USES 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**	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.
	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.
SH 6 SAFETY 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**	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.
	SH 6.2	Natural Access Control Use design elements to define space physically or symbolically to control access to property.
	SH 6.3	Natural Surveillance Design activities and spaces so that users of the space are visible rather than concealed.
	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.
	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.
	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.).

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CHAPTER 10 - SOCIAL HEALTH Ongoing Implementation		
Goal	**Policy #**	**Policy**
SH 7 FOOD ACCESS AND SECURITY Ensure that all citizens have convenient access to healthy food.	**SH 7.1**	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 7.2	Community Gardens Enable the establishment and maintenance of community gardens on city property, as appropriate.
	SH 7.4	Urban Agriculture Recognize urban agriculture as a strategic asset for community development, neighborhood beautification, and public health.

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CHAPTER 11 - NEIGHBORHOODS
Ongoing Implementation

Goal	Policy #	Policy
N 1 THE DOWNTOWN NEIGHBORHOOD 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**	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.
N 2 NEIGHBORHOOD DEVELOPMENT 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**	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.
	N 2.2	Neighborhood Centers Develop neighborhoods that enable citizens to live, work, shop, socialize, and receive other essential services within their neighborhood.
	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.
N 3 NEIGHBORHOOD FACILITIES Maximize the usefulness of existing neighborhood facilities and services while minimizing the impacts of major facilities located within neighborhoods.	**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.
N 4 TRAFFIC AND CIRCULATION 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**	Neighborhood Traffic Impact Consider impacts to neighborhoods when planning the city transportation network.
	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.
	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.

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CHAPTER 11 - NEIGHBORHOODS
Ongoing Implementation

Goal	Policy #	Policy
N 4 TRAFFIC AND CIRCULATION 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**	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.
	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.
	N 4.9	Pedestrian Safety Design neighborhoods for pedestrian safety.
N 5 OPEN SPACE Increase the number of open gathering spaces, greenbelts, trails, and pedestrian bridges within and/or between neighborhoods.	**N 5.3**	Linkages Link neighborhoods with an open space greenbelt system or pedestrian and bicycle paths.
N 6 THE ENVIRONMENT Protect and enhance the natural and built environment within neighborhoods.	**N 6.1**	Environmental Planning Protect the natural and built environment within neighborhoods.
	N 6.2	Code Enforcement Enforce the city codes for public nuisances impacting neighborhood properties.
	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.
N 7 SOCIAL CONDITIONS Promote efforts that provide neighborhoods with social amenities and interaction and a sense of community.	**N 7.1**	Gathering Places Increase the number of public gathering places within neighborhoods.
	N 7.2	City Hall Outreach Encourage City Hall outreach efforts in neighborhoods.

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CHAPTER 11 - NEIGHBORHOODS
Ongoing Implementation

Goal	Policy #	Policy
N 8 NEIGHBORHOOD PLANNING PROCESS 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**	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.
	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.
	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.
	N 8.4	Consistency of Plans Maintain consistency between neighborhood planning documents and the comprehensive plan.
	N 8.6	Neighborhood Planning Recommendations Consider recommendations from neighborhood planning in the context of the city as a whole.
	N 8.7	Agreement for Joint Planning Agree with the county, affected neighborhoods, and interested stakeholders on a consitent process for devloping neighborhood plans within th 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.
	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.

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CHAPTER 12 - PARKS & OPEN SPACE
Ongoing Implementation

Goal	Policy #	Policy
PRS 1 PRESERVATION AND CONSERVATION Assure the preservation and conservation of unique, fragile, and scenic natural resources, and especially non-renewable resources.	**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.
	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 1.4	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.
	PRS 1.5	Open Space Buffers Preserve and/or establish areas of open space buffer to provide separation between conflicting land uses.
PRS 2 PARK AND OPEN SPACE SYSTEM 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**	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.
	PRS 2.3	Parks and Recreation Amenities Continue to develop Parks and Recreation amenities that enhance the local economy.
	PRS 2.4	Urban Forestry Program Support a comprehensive urban forestry program.
	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.

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CHAPTER 12 - PARKS & OPEN SPACE
Ongoing Implementation

Goal	Policy #	Policy
PRS 3 BICYCLE AND PEDESTRIAN CIRCULATION 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**	Trails and Linkages Provide trails and linkages to parks in accordance with the City adopted plans.
PRS 4 MAINTENANCE PROGRAM Recognize and update Spokane's existing park resources by continuing the park preventative maintenance program.	**PRS 4.1**	Maintenance Management Program Implement a maintenance management program that will project maintenance, facility, and replacement costs.
	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.
PRS 5 RECREATION PROGRAM Assure an indoor and outdoor recreation program, which provides well-rounded recreational opportunities for citizens of all ages.	**PRS 5.1**	Recreation Opportunities Provide and improve recreational opportunities that are easily accessible to all citizens of Spokane.
	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.
	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.

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CHAPTER 12 - PARKS & OPEN SPACE
Ongoing Implementation

Goal	Policy #	Policy
PRS 7 PARKS SERVICE QUALITY Provide a parks and recreation system that is enjoyable, efficient, financially responsible, and a source of civic pride.	**PRS 7.1**	Quality of Service Provide high quality of service to the community in all parks and recreation programs, services, and facilities.
	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.
	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.

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CHAPTER 13 LEADERSHIP, GOVERNANCE, & CITIZENSHIP
Ongoing Implementation

Goal	Policy #	Policy
LGC 1 DECISION PROCESS 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**	City Council Direction Begin each planning activity with formal Spokane City Council direction and a commitment to the process's outcome.
	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 Encourage citizens to become engaged in public process opportunities.	**LGC 2.1**	Leadership Training Encourage citizens to become engaged in public process opportunities.
	LGC 2.2	Civics Education Throughout Life Encourage the development of responsible citizenship and a knowledge of civics.
	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 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**	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.

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CHAPTER 13 LEADERSHIP, GOVERNANCE, & CITIZENSHIP
Ongoing Implementation

Goal	Policy #	Policy
LGC 4 CITIZEN AND GOVERNMENT COMMUNICATION Maintain open two-way communication between the city and its citizens through a variety of avenues.	**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.
LGC 5 YOUTH CITIZENSHIP 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**	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.

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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.

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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.
- Utilizing current residential lots before developing raw land."

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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.
- Using design guidelines to ensure that commercial buildings and higher density housing are compatible with existing neighborhood character in and around Centers and Corridors.

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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.

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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,

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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.

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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.

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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

Contain General Commercial areas within the boundaries occupied by existing business designations and within the boundaries of designated Centers and Corridors.

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

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adopted to minimize detrimental impacts on the residential area. Existing commercial strips should be contained within their current boundaries with no further extension along arterial streets allowed.

Recognizing existing investments by both the City of Spokane and private parties, and given deference to existing land use patterns, an exception to the containment policy may be allowed by means of a comprehensive plan amendment to expand an existing commercial designation, (Neighborhood Retail, Neighborhood Mini-Center, or General Commercial) at the intersection of two principal arterial streets or onto properties which are not designated for residential use at a signalized intersection of at least one principal arterial street which as of September 2, 2003, has traffic at volumes greater than 20,000 vehicular trips a day. Expansion of the commercial designation under this exception shall be limited to property immediately adjacent to the arterial street and the subject intersection and may not extend more than 250 feet from the center of the intersection unless a single lot, immediately adjacent to the subject intersection and in existence at the time this comprehensive plan was initially adopted, extends beyond 250 feet from the center of the intersection. In this case the commercial designation may extend the length of that lot but in no event should it extend farther than 500 feet or have an area greater than three acres.

If a commercial designation (Neighborhood Retail, Neighborhood Mini-Center, or General Commercial) exists at the intersection of two principal arterials, a zone change to allow the commercial use to be extended to the next street that runs parallel to the principal arterial street may be allowed. If there is not a street that runs parallel to the principal arterial, the maximum depth of commercial development extending from the arterial street shall not exceed 250 feet.

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.

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,

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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

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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

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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

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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

Encourage the preservation of manufactured and mobile home parks, where appropriate to provide quality affordable housing options through voluntary incentives and related strategies.

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.

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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

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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.

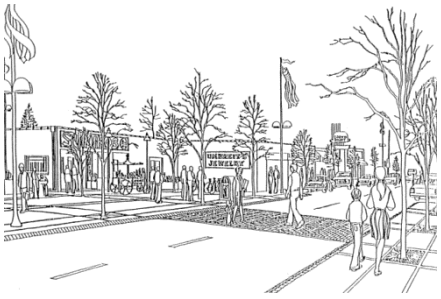
The Centers and Corridors designated on the Land Use Plan Map are the areas of the city where incentives and other tools should be used to encourage infill development, redevelopment and new development. Examples of incentives the city could use include assuring public participation, using public facilities 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

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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;

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- 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;
- 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

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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

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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:

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- 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.

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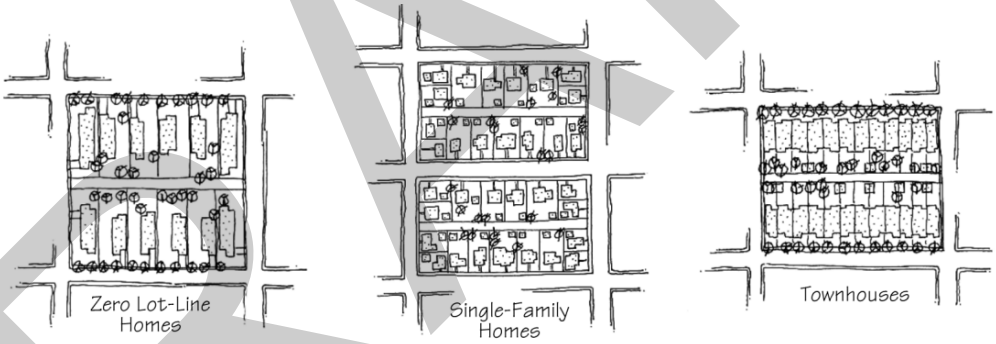
This recommended proportion of uses is based on site area and does not preclude additional upper floors with different uses.

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

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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.

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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 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.

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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.

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LU 6 ADEQUATE PUBLIC LANDS AND FACILITIES

Goal: Ensure the provision and distribution of adequate, well-located 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

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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 well-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

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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.

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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

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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 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.

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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:

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- 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

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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.

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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.

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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

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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.

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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

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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.

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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:

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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.	-	-
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

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TABLE LU 2 – DESCRIPTION OF LAND USE DESIGNATIONS

Land Use Designations	Typical Land Use	Density (Units per Acre)	
		Minimum	Maximum
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.	-	-

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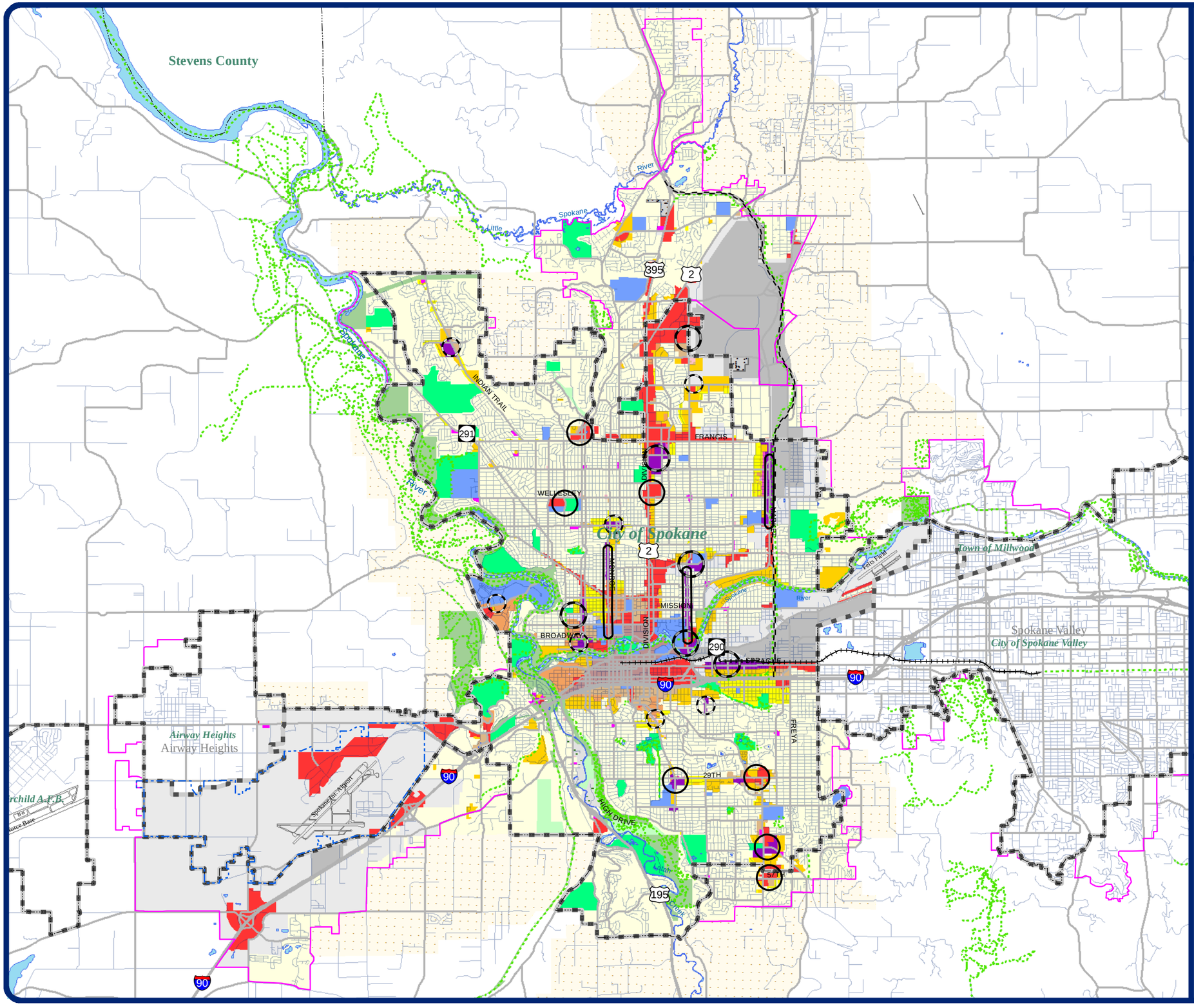
Land Use Plan Map

Map LU 1



Legend

Land Use Plan Categories

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

Center and Corridor Types

- Neighborhood Center
- District Center or Corridor
- Employment Center

Base Map Layers

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

0 0.5 1 2 3 4 Miles

N W E S

Source: GIS
Date: 09/2016

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
- City Limits
- County Boundary
- FAFB Boundary
- Airport Property
- Rivers and Streams
- Interstate Highway
- Arterials
- Railroads
- Runways
- Planned Runway

Source: GIS
Date: 09/2016

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THIS IS NOT A LEGAL DOCUMENT:
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CITY OF SPOKANE

Spokane
Little
Spokane
INDIAN TRAIL
River
WELLESLEY
DIVISION
FRANCIS
MARKET
MONROE
MISSION
BROADWAY
SPRAGUE
FREYA
29TH
57TH
HIGH DRIVE
Latah Creek
City of Spokane
Airway Heights
Fairchild A.F.B.
Fairchild Airforce Base
Spokane Int'l Airport
Felts Field
Town of M
River
Spokane
Latah Creek
Latah Creek
cal Lake

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 programing 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, "Shaping Spokane."

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,

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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). Given this strategic location, transportation conditions in Spokane are strongly influenced by forces beyond the City's control.

Institutional Coordination

Planning and operating the transportation systems of Spokane is not an insular task. Instead, there are many entities involved in the planning for the region's and the area around the City's future 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, these agencies 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 driving, bicycling, walking and taking the bus. Citizens also recognized that transportation has key relationships to other planning topics 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.
- Design is important to transportation.

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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)
- Recognize that the car will remain the primary mode of transportation

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
    - 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
- Lower maintenance costs
- Support economic development efforts and foster vibrant business districts
- Save households $ (i.e. the "green" dividend)

Fix it First

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

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Balanced Transportation Approach

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 desire 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.

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.

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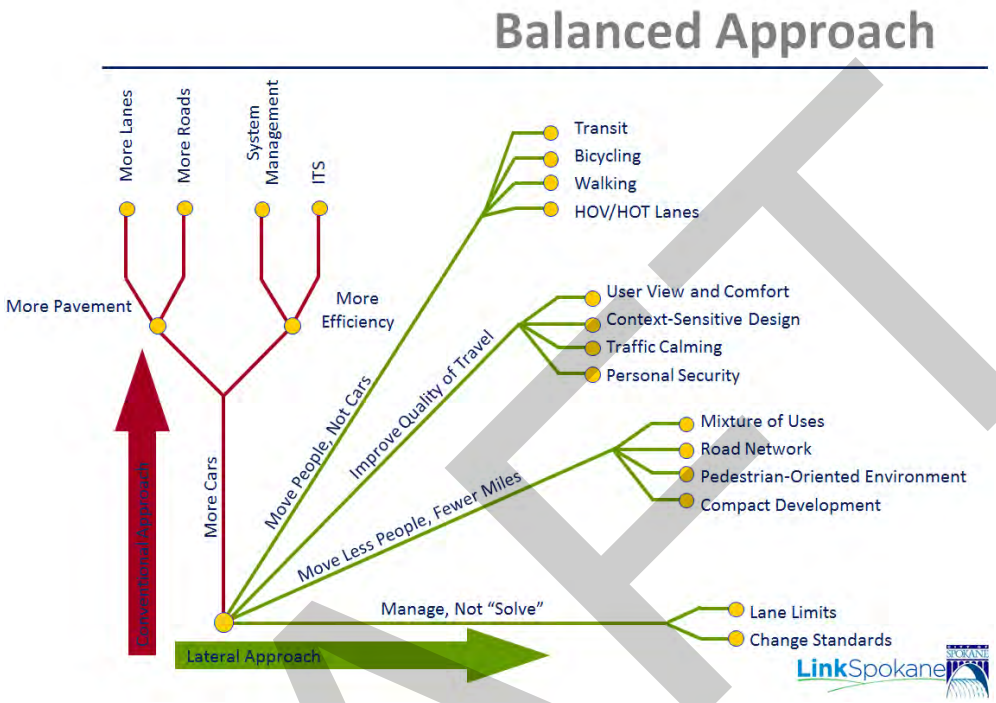

Figure TR 1. A Balanced Approach to Transportation Planning

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.

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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 condition
- Multi-modal transportation components—bike lanes, pedestrian improvements,
- Mass transit
- Public & private utility infrastructure
- Economic Development opportunities
- 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…

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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).

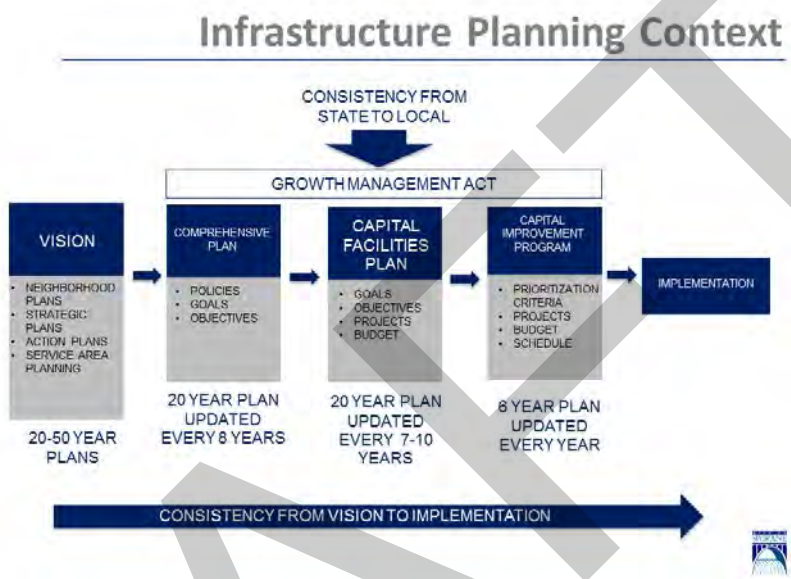

Figure TR 2. Infrastructure Planning Context

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.

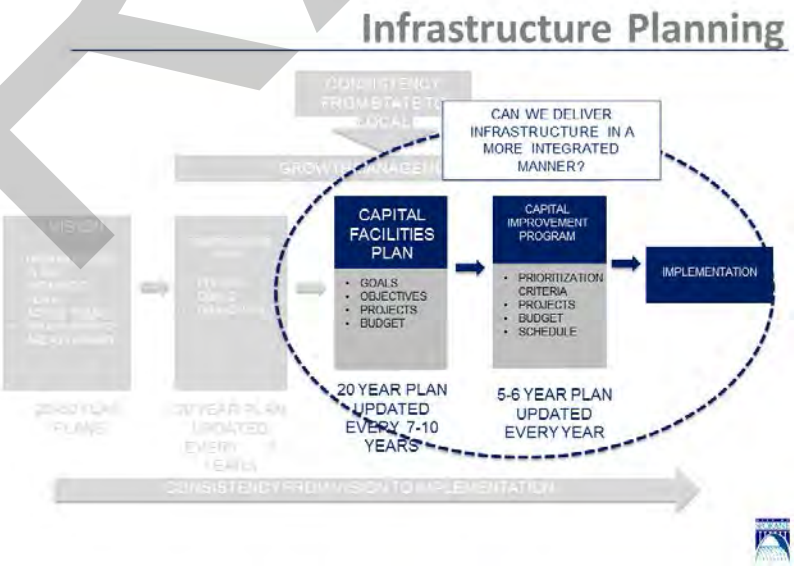

Figure TR 3. Integrated Infrastructure Delivery

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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 accountability 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.

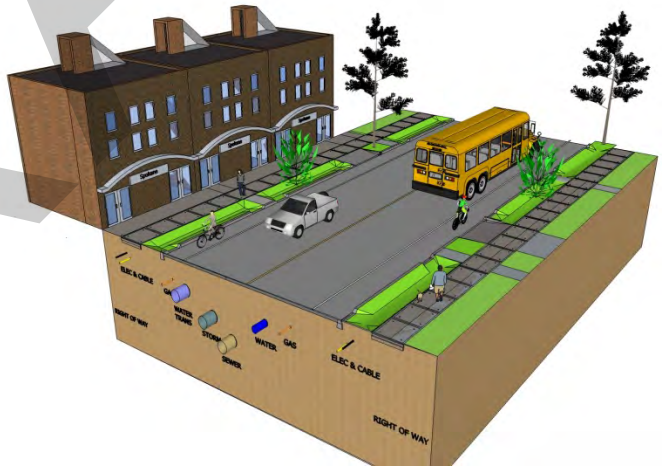

Figure TR 4. Three-Dimensional View of the Street

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

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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.
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).

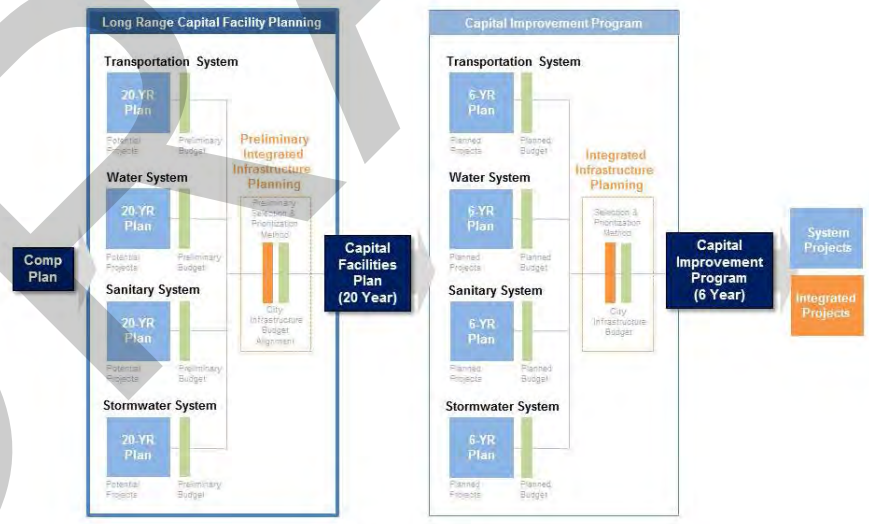

Figure TR 5. Integrated Infrastructure Planning

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

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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.

Values

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

Well-maintained multi-modal transportation system

- Year-round accessibility for all people and goods
- Inclusivity
- Diversity

Safe and efficient mobility for all

- Safety, including protecting vulnerable users
- Individual Time

Enhancing personal choice

Economic and community vitality

- Economic Vitality
- Protecting personal rights
- Equitable
- Technological innovation

A healthy, livable community

- Environmental Justice
- Environmental Conservation
- Enhancing the quality of life
- Sustainable
- Stewardship

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4.3 GOALS, POLICIES, AND ACTIONS

Goals

NOTE: Goals are designated A through G and Policies are designated as TR 1 through TR 23 for convenience in referencing, but not to reflect any priority. All the 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

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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/lift 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, and an efficient multi-modal system accommodates the needs for 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

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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.

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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 accountable, 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
- City will prioritize projects using an integrated approach that considers all needs in the right of way

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- 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.

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.

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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

- 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.
- Utilize relevant performance measures to track the City's progress in developing the transportation network for all users.
- Recognize and accommodate the special transportation needs of the elderly, children, and persons with disabilities in all aspects of, transportation planning, programming, and implementation.
    - 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.
    - 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.

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Key Actions

- 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.
- Develop transportation decisions, strategies and investments in coordination with land use goals that support the Land Use Plan and Center and Corridor strategy.
- 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 is permitted in center and corridor areas where growth is being encouraged and where 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

- Maintain and refine processes to ensure that future developments contribute to mitigation of impacts on local transportation system demand.
- 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.
- Measure throughput in terms of number of people passing through an intersection, not vehicles.

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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.

Key Actions

- 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.
- 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.
- Develop partnerships to provide commercial districts with maps identifying multi-modal travel options (transit lines, bike routes, etc).
- Partner with public (SRTC) and private sector partners to collect and monitor travel pattern data, assess TDM effectiveness and track changes in commute patterns.
- 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.
- Incorporate TDM strategies and context sensitive solutions in development projects that impact the City's right-of-way. Design-based TDM measures may include:
    - Ensuring designs reflect the adopted pedestrian and bicycle plans
    - 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
    - Providing bikeshare/carshare facilities on site for use by the public
    - Orienting development to the street and allowing for a clear path from the front door to pedestrian and transit facilities
    - Managing parking in a way that reflects the surrounding land uses and available transit services
    - Participation in neighborhood programs/promotions
    - Develop partnerships to provide innovative access to information
- Encourage developers who are seeking LEED certification to pursue all points available related to alternative transportation credits.
- Encourage the expansion of carshare programs in high-density residential areas.
- Encourage the development and expansion of a bikeshare system.
- Encourage transportation alternatives through events such as Walk to School Day, or Bike to Work Day.

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TR 5 Active Transportation

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

Key Actions

- Ensure that the pedestrian and bicycle networks provide direct connections between major activity centers and transit stops and stations.
- The planning, design and construction of transportation projects should maintain or improve the accessibility and quality of existing and planned pedestrian and bicycle facilities.
- Implement a network of low vehicle volume, bike-friendly routes throughout the city.
- Support the development of a bike-share program within the city core.
- Seek grant funding for projects and programs such as Safe Routes to School, Transportation Alternatives, and other active transportation initiatives.
- Utilize the Bicycle Plan and the Pedestrian Plan to guide the location and type of bicycle and pedestrian facilities developed in Spokane to:
    - Provide safe, attractive, convenient and quality pedestrian and bicycle linkages to transit stops and stations
    - 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.
    - Provide safe, attractive, convenient and quality pedestrian and bicycle facilities and an aesthetically pleasing environment on bridges.
    - Enhance the pedestrian and bicycle environment along routes to schools to provide a safe walking and riding environment for children.
    - Enhance the pedestrian, bicycle and transit environment along routes to desirable destinations for seniors.
    - Enhance the pedestrian, bicycle and transit environment along routes in communities with a high percentage of underserved populations.
    - Provide safe bicycle and pedestrian access to city parks from surrounding neighborhoods
- Provide viable facilities for active transportation modes as alternatives to driving
    - Ensure gaps in the bicycle network are identified and prioritized to complete and expand the connected bicycle network
    - Ensure sidewalk gaps are not present and provide for safe pedestrian circulation within the city. Wherever possible, this should be in the

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form of sidewalks with a pedestrian buffer strip or other separation from the street.
    - Use pedestrian safety strategies on high bicycle and pedestrian traffic corridors
    - Establish and maintain crosswalks at key locations where active transportation facilities cross collector and arterial roadways
- 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.
- Work with local and regional partners to implement the "Spokane County Wayfinding and Gateway Feature Placement & Design Plan"
- 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 districts, neighborhood mini-centers, activity centers, corridors, and downtown.

Key Actions

- 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.
- 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
- Designate and develop neighborhood greenways and low vehicle volume bicycle routes that parallel major arterials through designated Centers and Corridors.
- Establish and maintain bicycle parking guidelines and standards for Centers and Corridors to provide sufficient and appropriate short- and long-term bicycle parking
- Provide transit supportive features (e.g. sidewalks, curb ramps, bus 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.

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Key Actions

- Increase connectivity by providing walking and biking pathways where roadways do not connect.
- Ensure future connectivity to adjacent future development on vacant and/or underutilized parcels.
- Work with STA to plan for access to bus stops and consider the location and design of bus 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 in to the freight network, and the national trend of increased deliveries to residences anticipated.

Key Actions

- Designate truck freight routes through the city that provide appropriate access without compromising neighborhood safety and livability.
- Periodically work with commercial freight mapping services to update their truck route information.
- Provide an easy to find freight map on the City's website.
- Explore establishing delivery time designations/restrictions in specified areas
- 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 designed growth areas, develop "Great Streets" that enhance commerce and attract jobs.

Key Actions

- Ensure street designs support business activity-and thus jobs creation-to ensure that travelers feel comfortable to stop and shop.
- Coordinate closely with STA and area colleges and universities to provide convenient, cost-efficient transit service for students.
- Use new technology when feasible to increase efficiency in all transportation modes, such as:
    - intelligent feedback to users

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  - dynamic traffic signals
  - priority bus routes and signaling
  - information sharing about capacity
- Coordinate closely with STA to identify opportunities for service improvements in designated land use areas.
- Coordinate with Visit Spokane and other relevant groups to support and promote bicycle tourism in the city and region.
- Partner with business entities and organizations to educate them and their members on the economic benefits of transit and active transportation oriented development
- 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

- Develop Access Management Strategies for arterials
- 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.
- Implement Intelligent Transportation System (ITS) improvements as identified by the Spokane Regional Transportation Management Center (SRTMC)
- 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

- 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.
- Reference STA's standard plans for the design of all transit stops
- Provide appropriate right-of-way, paving and wiring for High Performance Transit Network improvements

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- Prohibit parking within bus stop zones
- 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

- Maintain and update as needed the metrics tied to the long range transportation prioritization matrix used to help determine transportation system capital investments
- Link transportation investments with investments made under the Integrated Clean Water Plan to manage stormwater and wastewater
- 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

- 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.
- 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
- Collaborate with key agencies to plan the locations of arterials, ensuring compatibility with and satisfy the needs of existing and future land uses

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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

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

- 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.
- 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

- 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.

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- 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.
- Develop a strategy to identify and address general right-of-way maintenance, including noxious weed control and removal.
- 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.
- Develop public outreach strategies to educate business owners about the benefits of maintaining sidewalks.
- Develop and institute a process for identifying and repairing broken and uneven sidewalks in conjunction with the responsible adjacent land owner.
- 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

Key Actions

- 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.

TR 18 Parking

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

Key Actions

- Conduct outreach to businesses to educate them on the benefits of a smart parking management approach.
- Implement recommendations from area parking studies such as the Downtown Parking study and the U-District Parking Study.
- Provide the option of reducing parking supply requirements for development that is designed close to transit and in a manner that supports transit.
- 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.

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- 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.
- Review parking minimums to ensure they are not resulting in a disconnect in the amount of parking provided and land use goals.
- Consider parking maximum policies to limit how much parking is developed.
- Enforce on-street parking in areas where there are spill over parking from neighboring development to ensure that driveways are not blocked.
- Develop shared parking strategies to explore:
    - Where parking is already overprovided, new businesses do not need to create additional supply, but rather can share existing supply.
    - Ways to incentivize integrated parking.
    - Ways to incentivize collaboration among private businesses to co-share parking, particularly in neighborhood districts.
    - 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

- 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
- 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
- Coordinate with WSDOT in areas where Highways of Statewide Significance (HSS) intersect/impact the local roadway network
- Use the adopted Countywide Planning Policies (CWPP) as additional guidance for transportation planning
- 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

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- Share information between transportation entities on a regular basis and during appropriate phases of projects and comprehensive plan updates and amendments
- 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

- Coordinate City of Spokane departments and other agencies to efficiently provide transportation alternatives and facilitate the accomplishment of the City's transportation priorities
- Incorporate bicycle/pedestrian facilities as early as possible into development and roadway plans to reduce costs and take advantage of cooperative opportunities
- Seek funding sources for active transportation projects
- 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.
- Develop transportation-related educational programs for both non-motorized and motorized transportation users
- 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

- Develop educational campaigns that promote alternatives to driving alone for the purpose of reducing environmental impacts andtravel costs.
- 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,

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practicing safe behaviors on the road, and calling attention to vulnerability of some road users
- Develop partnerships to educate residents on the economic and health benefits of active transportation.
- 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

- 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.
- Work with local and regional partners and emergency management providers to maintain reliable mobility and access for emergency management needs.
- Identify locations for targeted enforcement efforts throughout the City in partnership with the Police Department, City Council, and Community Assembly
- Work with the Police Department to integrate greater understanding and enforcement of pedestrian and bicycle regulations into officers' regular duties and activities.
- Educate residents on their rights and responsibilities as roadway users, regardless of mode choice.
- 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.

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Key Actions

- Develop community engagement plans for projects to ensure opportunity is provided for all potentially impacted parties to make concerns known.
- Provide multiple opportunities for stakeholders to provide input on projects (before they are planned, while they are being scoped or planned and during design).
- 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.

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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. 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.

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. Bus 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.

Walkability

Establishing a well-connected pedestrian network of sidewalks and recreational paths is essential for creating a lively environment. In neighborhoods, pedestrian 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

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centers and active corridors as they allow for high levels of pedestrian 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 walkability. In these cases, traffic calming and sidewalk improvements are necessary tools to activate pedestrian space.

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.

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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.

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- **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
- 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

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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.

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2017 Bike Master Plan Update

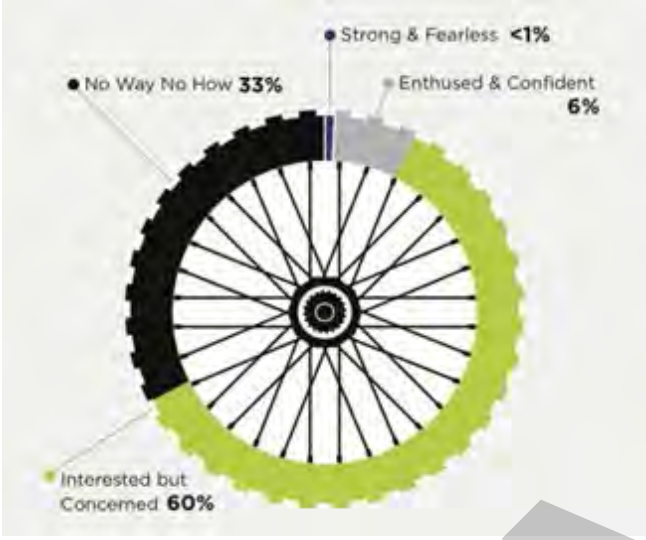

Figure TR X. Categories of Bicyclists

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.
- **Enthused & 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.

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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

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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

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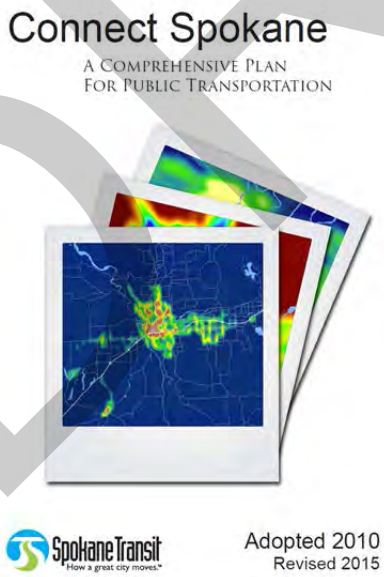
adjacent to active freight tracks. A great example of an urban pathway, the project will connect to schools, parks, business districts, transit facilities, neighborhoods, Spokane Community College, and a regional mall. Currently used by walkers, joggers, and mountain bikers, the project will provide 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.

Based on years of input from citizens and technical

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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.

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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.

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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 trough 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 that 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

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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
    - 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

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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

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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 in 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

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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.

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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.

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Table TR 2 identifies the various roadway classes and descriptions for Spokane, as defined by the FHWA[1].

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 at the one adopted at the state level. Any variation between the two may be due to a difference in traffic volume, where a street may be treated as a collector by the city but there is insufficient traffic for it to meet the standards for a collector at the state level.

The actual design of the street is determined by two primary factors: context and street type. In terms of context, for example, sidewalks must be wider on downtown streets to accommodate higher pedestrian volumes. In terms of street type, bicycle facilities on arterial roads in any context require physical separation of vehicles for

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

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

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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

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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.
  - 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.

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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

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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.

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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.

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.

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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

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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
- 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.

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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)
- 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. 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
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**

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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.

- Transportation Choices
- Access to Daily Needs
- Economic Opportunity
- Natural & Community Assets
- Enhance Public Health & Safety
- Fiscal Responsibility

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.

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        - Roadways of Significance are also ranked for priority
    - 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
    - Roadways of Significance
- Maintenance / Overlays
- Everything has its Place

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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
  - 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 Avenue	Monroe to Wall	Full depth reconstruction, SW repair, structural sidewalk mitigation, stripe bike lanes, redo lighting (parking funds)
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 Avenue	SE Blvd to Ray	Full depth reconstruction, SW repair
6	Howard Street	SFB to Riverside	Full depth reconstruction, SW repair, structural sidewalk, redo lighting (parking funds)
7	Howard Street	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 Avenue	Cedar to Monroe	Full depth reconstruction, SW repair, structural sidewalk

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TABLE TR 5 – INTEGRATED STREET REBUILDS			
ID	**Project Name**	**Project Location**	**Project Description**
10	Maxwell	Maple to Monroe	Full depth reconstruction, SW repair
11	4th Avenue	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 Avenue	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 Street	Mallon to Maxwell	Full depth reconstruction, SW repair
24	Indiana Avenue	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

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TABLE TR 5 – INTEGRATED STREET REBUILDS			
ID	**Project Name**	**Project Location**	**Project Description**
34	17th Avenue	Grand to Upper Terrace	Full depth reconstruction, SW repair
35	Boone	Washington to Division	Full depth reconstruction, SW repair
36	Howard Street	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 Avenue	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 Drive	15th to 29th	Full depth reconstruction, SW repair
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 Avenue	Monroe to Grand	Full depth reconstruction, SW repair
57	Freya	Wellesley to Euclid	Full depth reconstruction, SW repair
58	Indiana Avenue	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 Avenue	Cedar to Monroe	Full depth reconstruction, SW repair

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TABLE TR 5 – INTEGRATED STREET REBUILDS			
ID	**Project Name**	**Project Location**	**Project Description**
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 Avenue	Bernard to Grand	Full depth reconstruction, SW repair
66	Empire	Nevada to Crestline	Full depth reconstruction, SW repair
67	Milton-14th	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 Avenue	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 Road	Five Mile to Cedar	Full depth reconstruction, SW repair
76	Cozza Drive	Division to Nevada	Full depth reconstruction, SW repair
77	Lindeke Street - 16th	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

Roadways of Significance

Projects that the City designates as a "Roadway of Significance" are arterials with a unique economic opportunity within a Council identified area target for economic growth. These projects are allowed to be placed within the 6-year street program to begin seeking funding and eventual construction, even though they may not be identified as next in line in the City's 20-year capital project list based upon the ranking criteria used. The expectation is that there will be very few projects that will be promoted over the projects that rank higher according to the criteria used to develop the prioritized 20-year capital project list. Resources dedicated towards

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"Roadways of Significance" are by necessity no longer available for other priority projects within the six-year program.

A Roadway of Significance will be pursued recognizing that it will likely be an incremental improvement towards an eventual complete street. The first stage of the project will typically address only the most pressing transportation elements first with other integrated elements added over time. These projects recognize unique circumstances where a project is desired to fulfil a shorter term community objective.

In summary "Roadways of Significance" projects and designations:

- Provide or support a special economic development opportunity
- Are located in a Council-defined areas targeted for economic growth
- Will be the least-used approach to having project promoted to the 6-Year Street Program
- Provide features that may only be the minimum work needed to serve the near term need
- Recognizes that this designation will slow the completion of a project that was deemed a higher priority following the goals of the transportation plan
- Council must approve the promoting the project over other projects that ranked higher on the 20 Year Transportation Capital project list

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

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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 bus 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 Drive	Connect from Boone to Pettet Drive
6	Downtown Structural Sidewalk Repair	various locations downtown

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TABLE TR 6 – ACTIVE TRANSPORTATION PROJECTS		
ID	**Project Name**	**Project Location**
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

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TABLE TR 6 – ACTIVE TRANSPORTATION PROJECTS		
ID	**Project Name**	**Project Location**
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 Drive
26	Cook Street Greenway	SE Blvd to 49th
27	US 2 - Shared Use Path - Spotted to Flint	North Side of US 2 b/w Spotted Rd and Flint Rd.
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 3rd
37	Ferris/Adams/Palouse Hwy Student Trail	Along Freya crossover ROW, connecting south to Palouse Highway

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TABLE TR 6 – ACTIVE TRANSPORTATION PROJECTS		
ID	**Project Name**	**Project Location**
38	Holy Family Area - sidewalk infill	Central, Standard, as needed
39	Belt St sidewalk	east side Wellesley to Longfellow
40	US 195 Shared Use Path	Spokane-Cheney commercial area to Meadowlane
41	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
42	17th Avenue Greenway	Cedar to Rockwood Blvd
43	Hartson Ave sidewalk infill	gaps from Regal to Freya
44	Rowan Ave sidewalk	north side Napa to Crestline
45	Greene/Upriver area - sidewalk infill	west of Greene, Jackson, Market, Carlisle
46	Alberta St. sidewalk	east side gaps from Wellesley to Francis
47	Francis sidewalk gaps	Sutherlin to Winston (both sides)
48	Alberta-Cochran sidewalk	infill from NW Blvd to Gordon
49	Driscoll Blvd sidewalk	Alberta to Garland
50	Alberta St. Sidewalk	east side from Driscoll to Longfellow
51	Perry St. sidewalk	east side Bridgeport to Empire
52	Cliff Dr sidewalk	gaps from Bernard to Grand
53	Alberta St.sidewalk	west side from Driscoll to Garland
54	Perry St. sidewalk	east side Empire to Wellesley

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TABLE TR 6 – ACTIVE TRANSPORTATION PROJECTS		
ID	**Project Name**	**Project Location**
55	Helena St. sidewalk	both sides Rowan to Olympic
56	Fish Lake Trail Gap I	Sandifur Bridge to Fish Lake Trailhead
57	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 Street to a 2-way street to allow access to Maple Street 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

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TABLE TR 7 – CAPACITY IMPROVEMENT PROJECTS		
Region	**Project Name**	**Project Location**
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
S	Ray-Freya Crossover	Segment - construct road project
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

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TABLE TR 7 – CAPACITY IMPROVEMENT PROJECTS		
Region	**Project Name**	**Project Location**
W	US 2 / Deer Heights Signal	new signal
W	21st 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	12th 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

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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.

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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 trajectory[2].

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

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

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- Facilitating and encouraging the sharing economy
- Establish autonomous vehicles as support for transit and active modes, not a replacement
- 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 structures[3].

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.

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

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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 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.

Demographics[4]

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.

[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-fhwas-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/

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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.

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.

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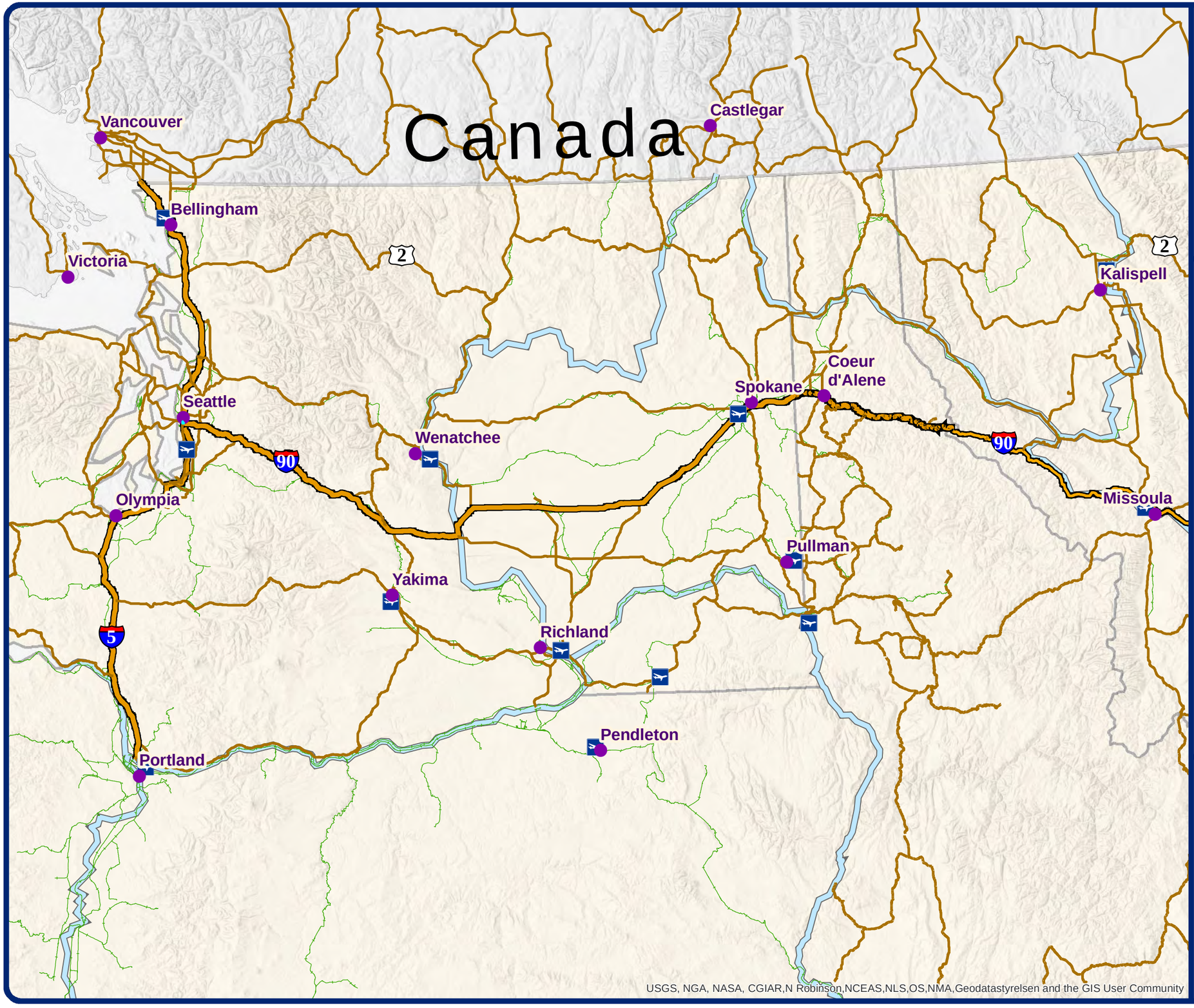

Regional Map

Map TR1

Legend

- Major Cities
- Airports

Roadways

- Interstate
- Highways
- Major Rail Lines
- Rivers

0 12.5 25 50 75 100 Miles

Source: GIS
Date: 09/2016

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W E
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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.

Housing Unit Density Change

Map TR 2

Legend

Housing Unit Density (2010-2040)

Higher

Lower

Base Map Layers

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

1 0.5 0 1 2 Miles

N W E S

Source: GIS
Date: 09/2016

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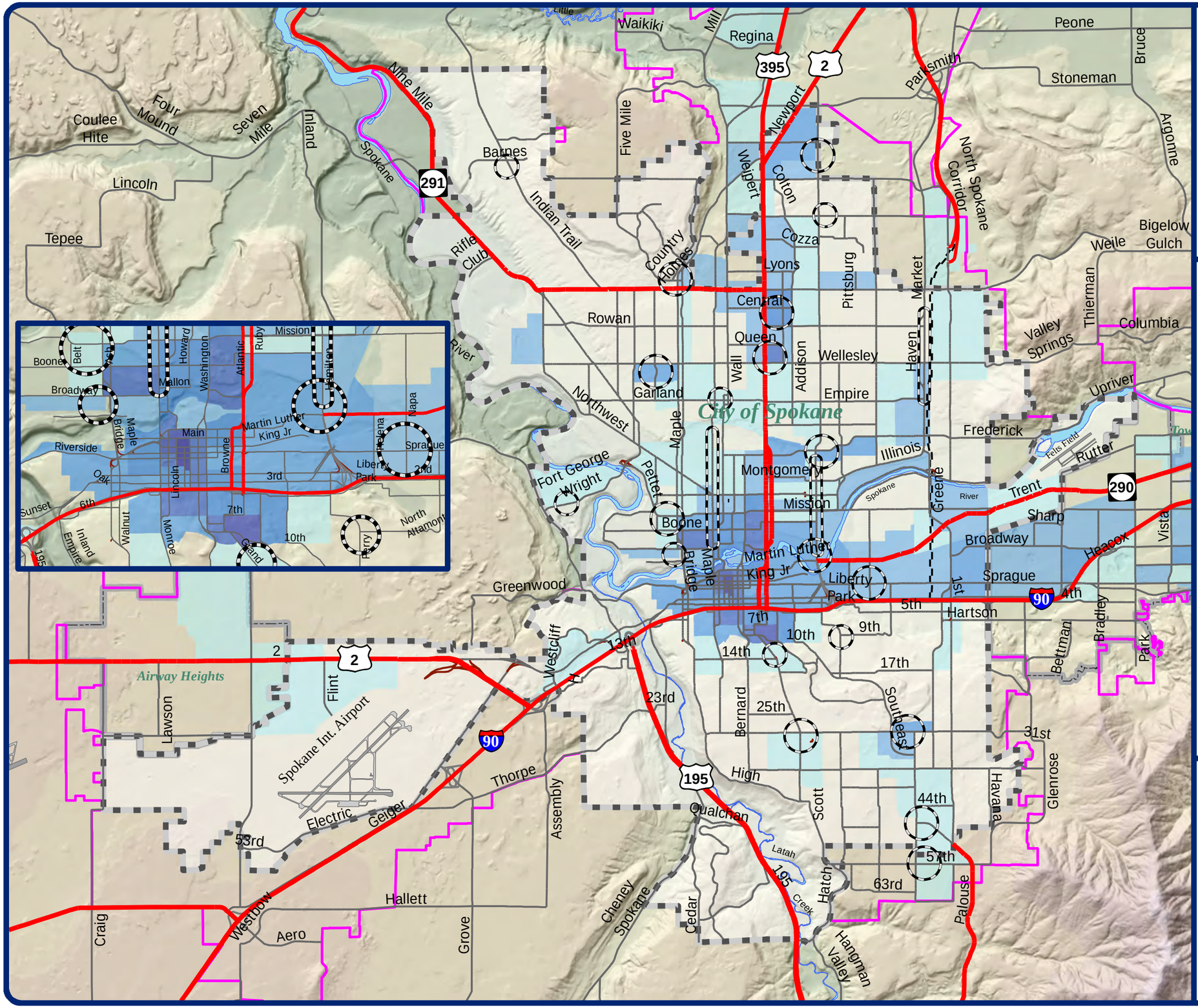
City of Spokane
Airway Heights
Medical Lake
Hallett
Latah Creek
Spokane River
Spokane Int. Airport
Fort George Wright
Martin Luther King Jr
Indian Trail
North Spokane Corridor
Country Homes
Valley Springs
Felts Field
Liberty Park
Greenwood
Qualchan
Eagle Ridge
Cheney Spokane
Hangman Valley
Regina
Stoneman
Bruce
Argonne
Bigelow Gulch
Weile
Thierman
Columbia
Upriver
Frederick
Rutter
Mission
Sharp
Broadway
Heacox
Vista
Havana
Sprague
Bradley
Park
Bettman
Glenrose
Coulee Hite
Four Mound
Seven Mile
Inland
Garfield
Tepee
Spokane
Nine Mile
Barnes
Rifle Club
Five Mile
Webert
Colton
Cozza
Lyons
Central
Rowan
Northwest
Garland
Wellesley
Empire
Montgomery
Boone
Greene
Pittsburg
Market
Haven
Division
Wall
Maple
Pettet
Illinois
Trent
Havana
1st
3rd
7th
9th
10th
14th
16th
17th
23rd
25th
31st
44th
63rd
Bernard
Southeast
Scott
Hatch
Palouse
Grove
Assembly
Thorpe
Geiger
Electric
53rd
Westbow
Craig
Aero
Melville
Lawson
Flint
Westcliff
High
Cedar
Creek
Mill
Bridge
Boone
Belt
Ash
Howard
Mallon
Broadway
Washington
Atlantic
Ruby
Mission
Hamilton
Napa
Helena
Sprague
Liberty Park
2nd
3rd
Main
Martin Luther King Jr
Riverside
Bridge
Maple
Oak
Lincoln
Browne
Sunset
6th
7th
10th
Walnut
Monroe
Grand
Perry
North Altamont
Inland Empire
195
2
90
291
395
290

Employment Density Change

Map TR 3



Legend

Employment Density (2010-2040)

Higher

Lower

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

1 0.5 0 1 2 Miles

Source: GIS
Date: 09/2016

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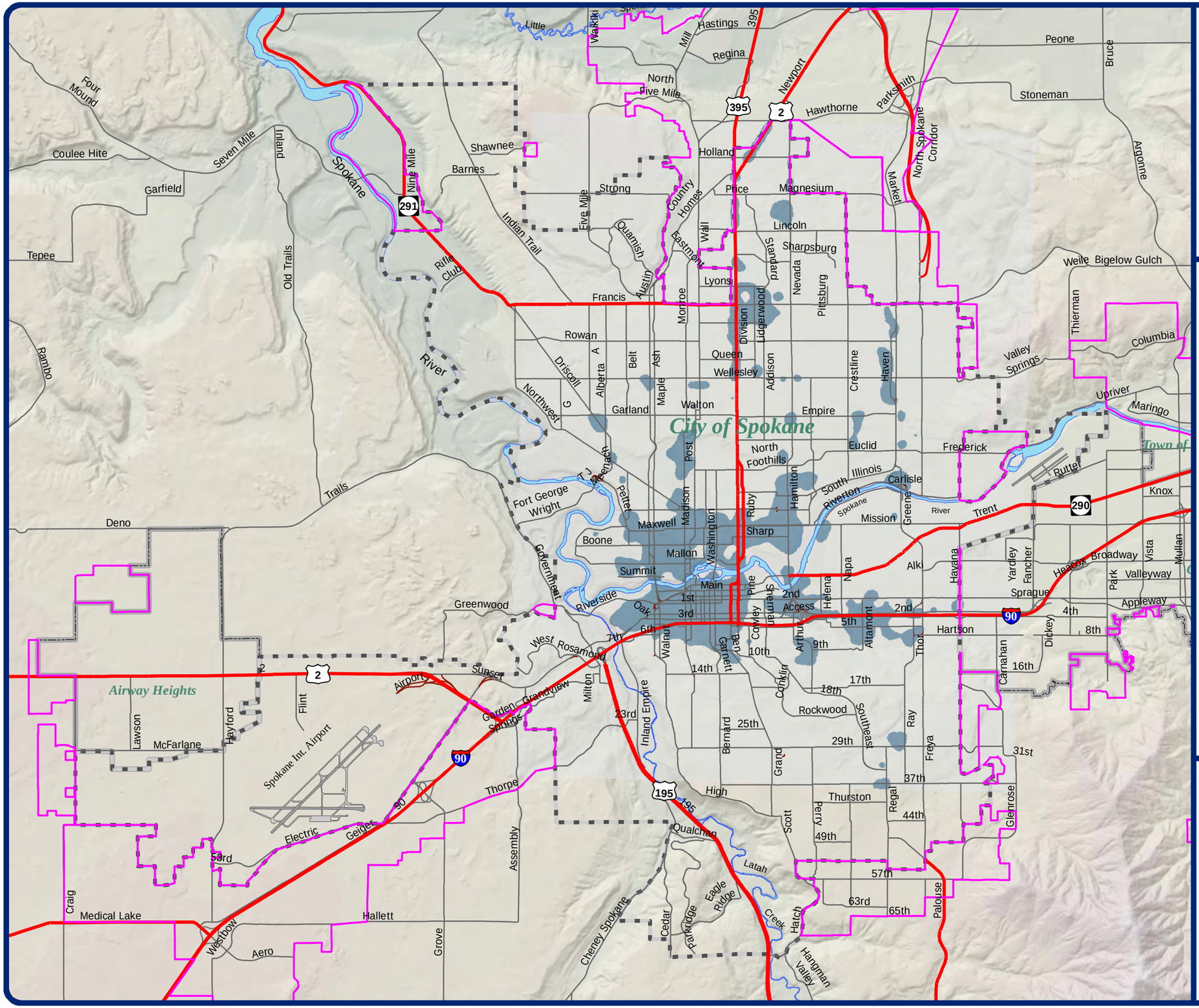
Composite Needs Map: Pedestrian Priority Zones

Map TR 4


City of Spokane
Airway Heights
Town of
Four Mound
Coulee Hite
Seven Mile
Garfield
Tepee
Rambo
Deno
Trails
Old Trails
Inland
Spokane
River
Nine Mile
Rifle Club
Shawnee
Barnes
Indian Trail
Five Mile
Strong
Quamish
Austin
Country Homes
Eastmont
Wall
Monroe
Francis
Rowan
Driscoll
Northwest
Alberta
Belt
Ash
Maple
Garland
Walton
Empire
Post
North Foothills
Euclid
Frederick
Rutter
Knox
Trent
Mission
Greene
Carlisle
South Illinois
Riverton
Hamilton
Ruby
Sharp
Madison
Washington
Maxwell
Boone
Mallon
Summit
Main
1st
2nd
3rd
6th
7th
Riverside
Oak
Pine
Cowley
Sherman
Access
Helena
Napa
Alki
Havana
Yardley
Fancher
Broadway
Vista
Mullan
Park
Valleyway
Sprague
Appleway
Hartson
Dickey
8th
4th
5th
Altamont
Arthur
9th
10th
14th
17th
18th
Rockwood
Southeast
Ray
Freya
31st
37th
Thurston
Regal
44th
49th
57th
63rd
65th
Palouse
Glenrose
Perry
Scott
High
Qualchan
Latah
Eagle Ridge
Creek
Hatch
Hangman Valley
Cedar
Parkridge
Cheney Spokane
Assembly
Grove
Hallett
Aero
Medical Lake
Craig
Westbow
Geiger
Electric
53rd
Thorpe
Sunset
Airport
Garden Springs
Grandview
Milton
Inland Empire
23rd
Bernard
25th
29th
Grand
Conklin
Lidgerwood
Division
Monroe
Standard
Nevada
Pittsburg
Lyons
Sharpsburg
Lincoln
Price
Magnesium
Holland
Hawthorne
Newport
Parkesmith
North Spokane Corridor
Market
Stoneman
Peone
Bruce
Argonne
Bigelow Gulch
Weile
Thierman
Columbia
Valley Springs
Upriver
Maringo
Greenwood
West Rosamond
Lawson
McFarlane
Hayford
Flint
Spokane Int. Airport
Addison
Crestline
Haven
Wellesley
Queen
Greenmont
Ridgeline
Walnut
Pittsburg
Division
Lidgerwood
Standard
Nevada
Sharpsburg
Lincoln
Price
Magnesium
Holland
Hawthorne
Newport
Parkesmith
North Spokane Corridor
Market
Stoneman
Peone
Bruce
Argonne
Bigelow Gulch
Weile
Thierman
Columbia
Valley Springs
Upriver
Maringo
Knox
Trent
Mission
Greene
Carlisle
South Illinois
Riverton
Hamilton
Ruby
Sharp
Madison
Washington
Maxwell
Boone
Mallon
Summit
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Cowley
Sherman
Access
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Alki
Havana
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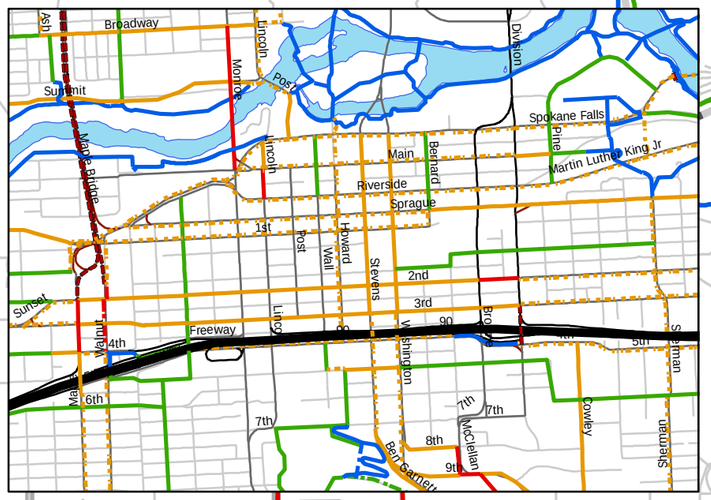
Fancher
Broadway
Vista
Mullan
Park
Valleyway
Sprague
Appleway
Hartson
Dickey
8th
4th
5th
Altamont
Arthur
9th
10th
14th
17th
18th
Rockwood
Southeast
Ray
Freya
31st
37th
Thurston
Regal
44th
49th
57th
63rd
65th
Palouse
Glenrose
Perry
Scott
High
Qualchan
Latah
Eagle Ridge
Creek
Hatch
Hangman Valley
Cedar
Parkridge
Cheney Spokane
Assembly
Grove
Hallett
Aero
Medical Lake
Craig
Westbow
Geiger
Electric
53rd
Thorpe
Sunset
Airport
Garden Springs
Grandview
Milton
Inland Empire
23rd
Bernard
25th
29th
Grand
Conklin
Lidgerwood
Division
Monroe
Standard
Nevada
Pittsburg
Lyons

Proposed Bike Network Map

Map TR 5



Legend

Proposed Bike Network

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

Base Map Layers

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

0.85 0.425 0 0.85 1.7 Miles

N W E S

Source: GIS
Date: 09/2016

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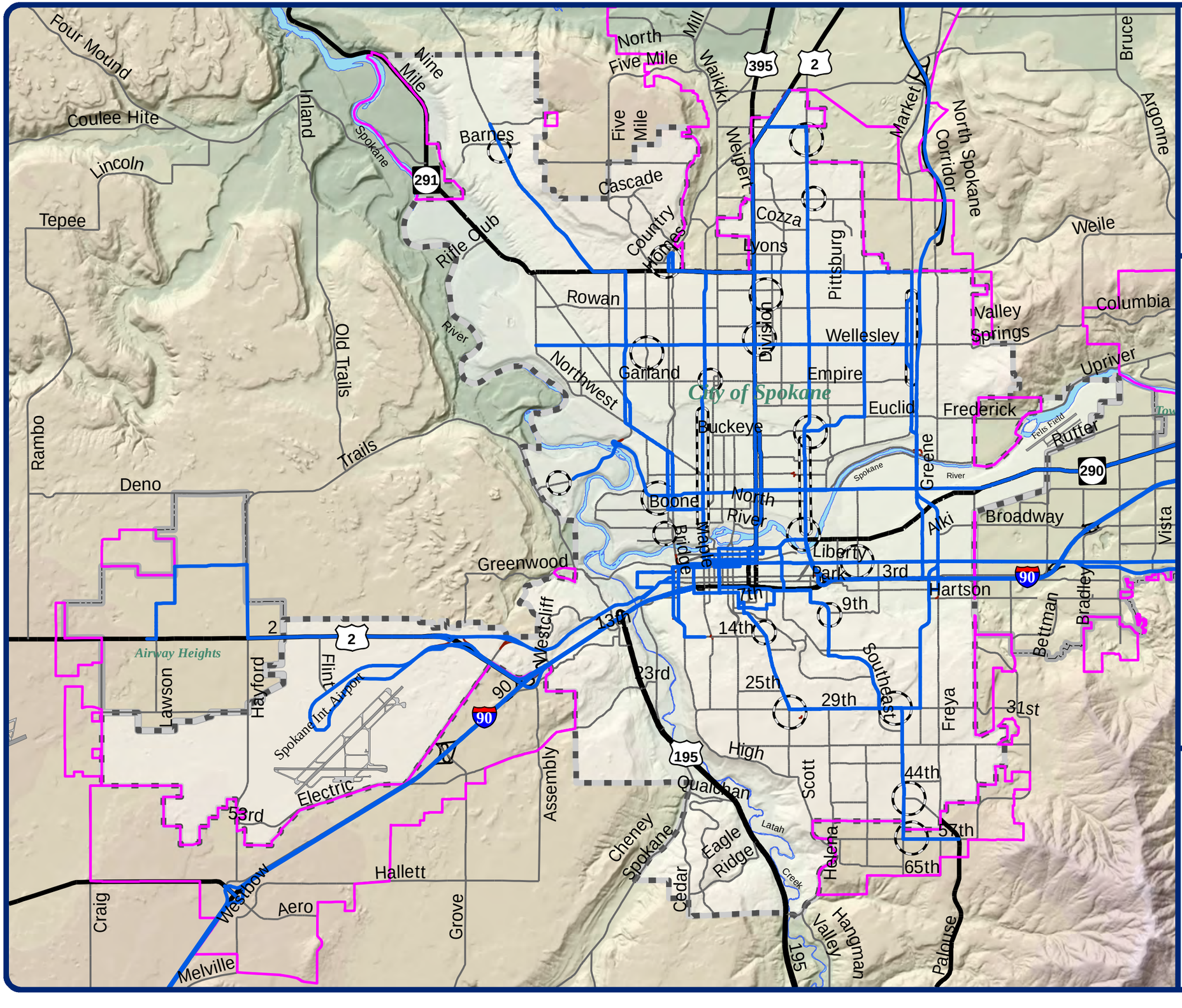
STA: High Performance Transit Network

Map TR 6



Legend

High Performance Transit Network

- High Performance Transit Network

Base Map Layers

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

1 0.5 0 1 2 Miles

Source: GIS
Date: 09/2016

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CITY OF SPOKANE

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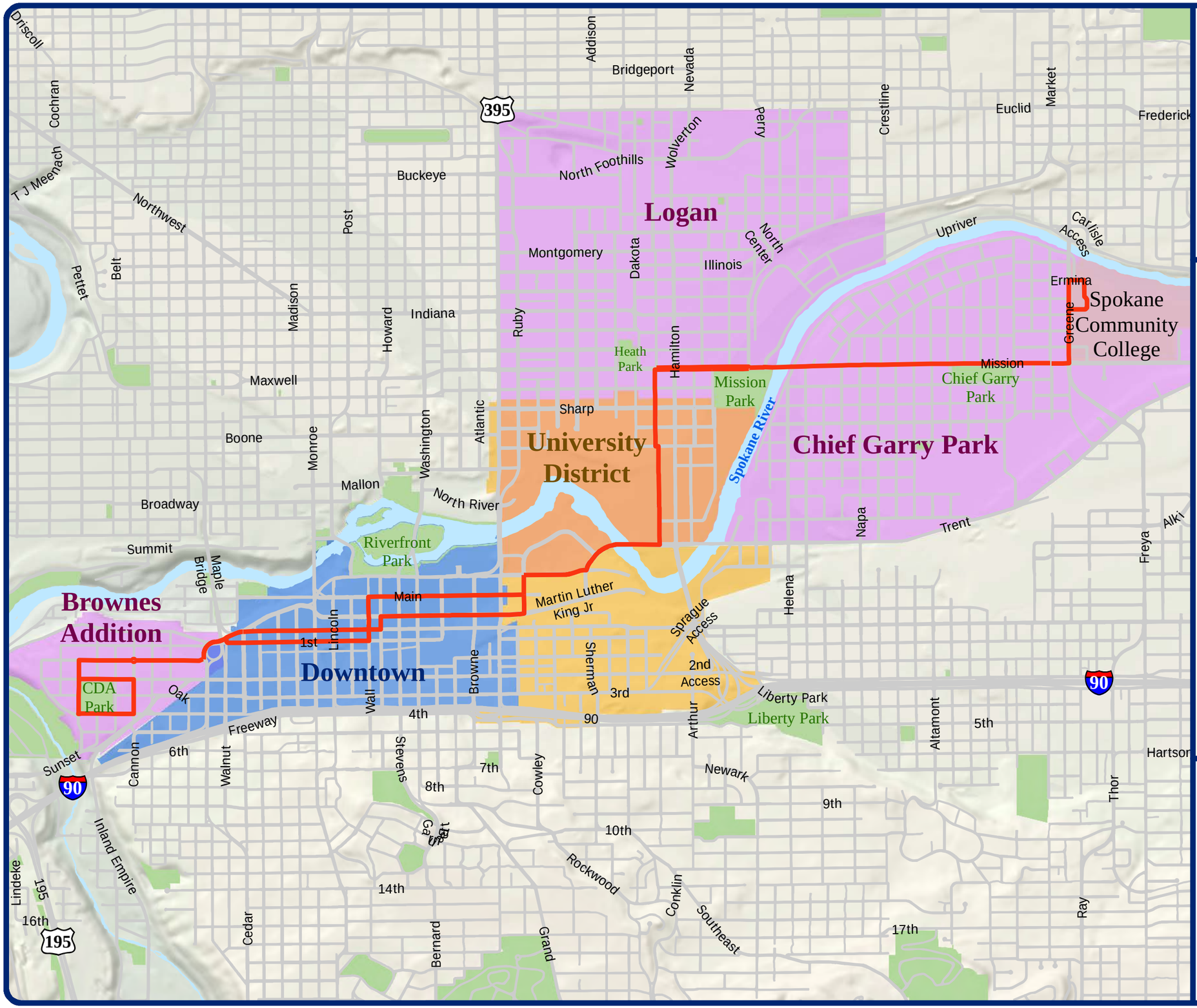
Central City Line Route

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

N W E S

Source: GIS
Date: 09/2016

CITY OF SPOKANE

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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: 09/2016

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Heavy Haul Network

Map TR 9

Legend

Future NSC/395

Heavy Haul Routes

Heavy Haul

State Route

Railroad

Main Track

Spur Track

City Zoning

Heavy Industrial

Light Industrial

Base Map Layers

County Adopted Urban Growth Area

Municipal Boundary

County Boundary

Rivers

State Routes

Arterials

Future North/ South Corridor

1 0.5 0 1 2 Miles

Source: GIS

Date: 09/2016

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CITY OF SPOKANE

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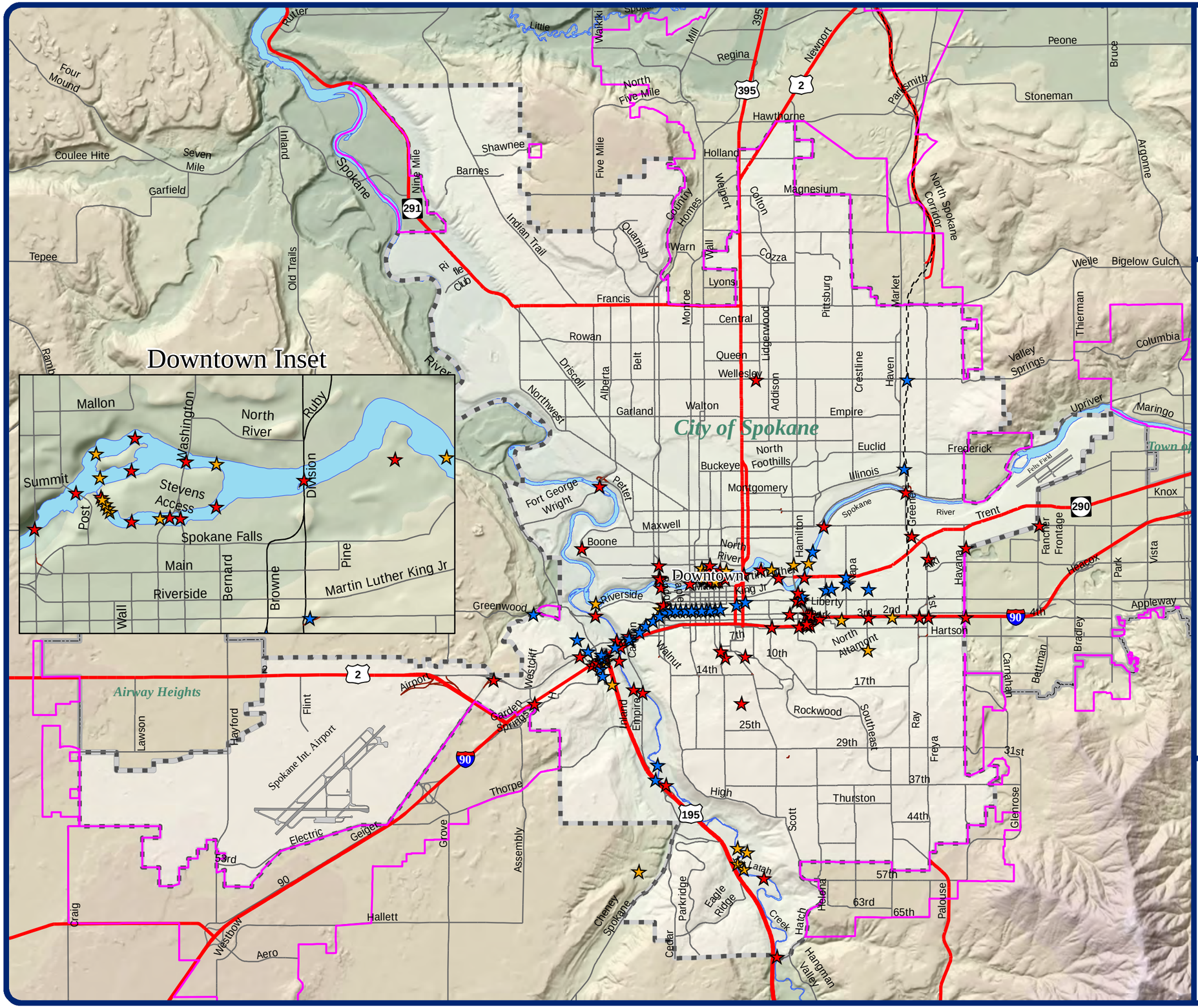
Bridge Inventory Map

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

1 0.5 0 1 2 Miles

Source: GIS
Date: 09/2016

N W E S

CITY OF SPOKANE

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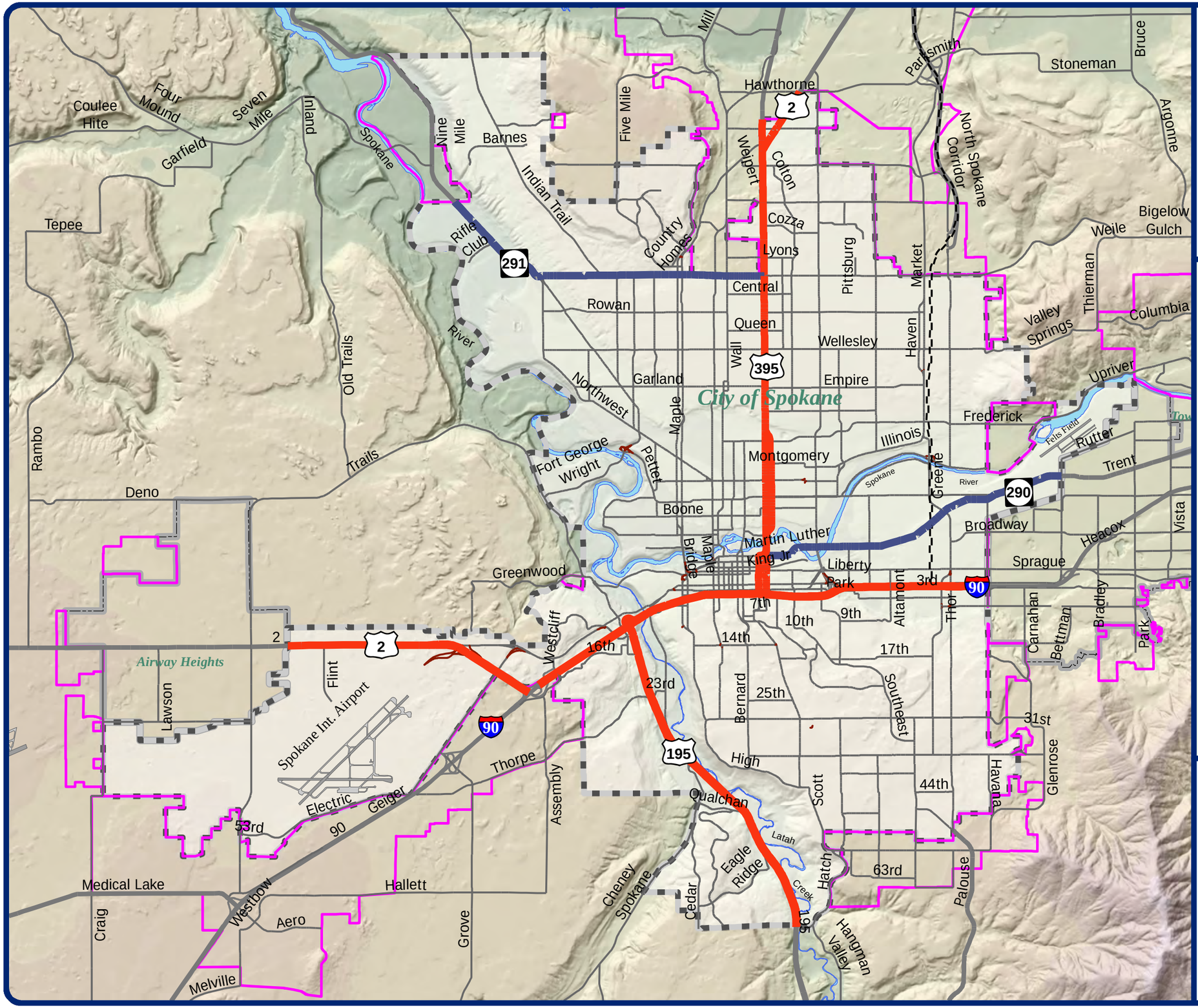
State Owned Facilities

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

1 0.5 0 1 2 Miles

N W E S

Source: GIS
Date: 09/2016

CITY OF SPOKANE

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Proposed 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

- County Adopted Urban Growth Area
- Municipal Boundary
- County Boundary
- Rivers

1 0.5 0 1 2 Miles

Source: GIS
Date: 09/2016

N W E S

CITY OF SPOKANE

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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.

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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.

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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.
- Maintaining quality education and avoiding overcrowding in the schools."

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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 proposes a more intense development pattern, and maximization of existing utility capacity, not 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.

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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

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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

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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

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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.

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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.

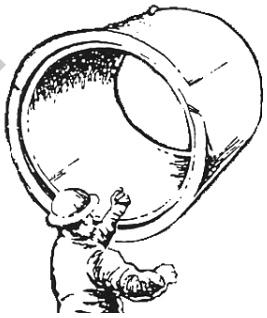
Policies

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

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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:

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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.

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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

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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.

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.

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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: 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.

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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.

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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

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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.

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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.

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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.
- Rehabilitating older neighborhoods."

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6.3 GOALS AND POLICIES

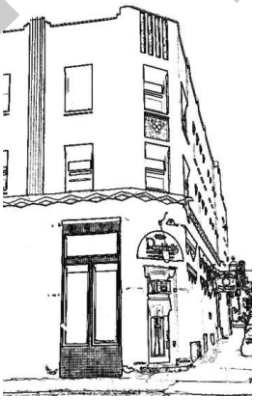
Goals and policies provide specificity for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane. Additional supporting materials for this chapter are located in the Draft Comprehensive Plan/EIS, Volume 2, 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.

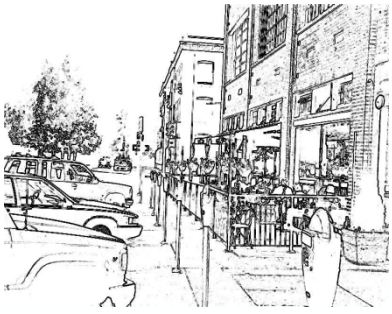
Discussion: It is critical to maximize the effectiveness of scarce public resources in improving housing opportunities throughout the region with coordination and management programs across jurisdictional boundaries.

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

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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.

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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

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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.

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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.

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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.

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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.

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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.

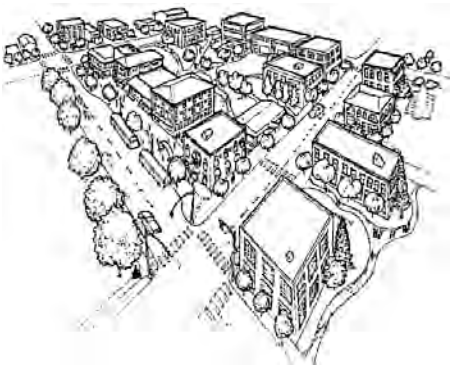
Information about soon-to-be-demolished housing should be made available to the public, such as on the internet, so that concerned housing-related groups can determine if there are alternatives to demolition when the structure is worth preserving. Options might include purchase of the property or relocation 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

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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.

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Chapter 7

Economic Development

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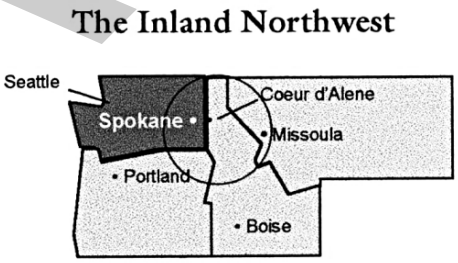
7.1 INTRODUCTION

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.

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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 SIRTI, 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

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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.

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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.
- Encouraging economic development that values the environment as a component of our quality of life."

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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.

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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.

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- 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.

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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.

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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.

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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.

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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.

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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

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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.

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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.

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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.

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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.

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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.

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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.
- Supporting neighborhoods and their associated business districts."

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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.

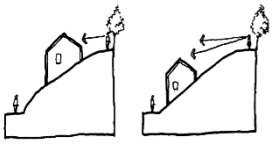
DP 1.2 New Development in Established Neighborhoods

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

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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

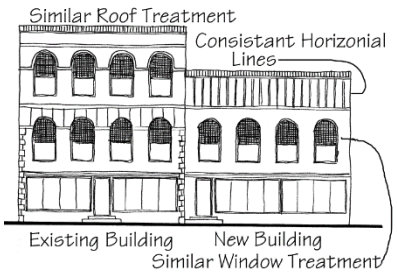
DP 2.1 Definition of Urban Design

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

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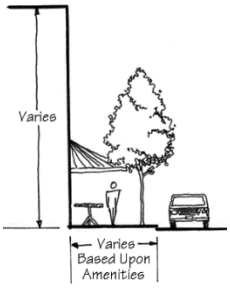
enhancing local character. Maintaining or enhancing the neighborhood's character, livability, and property value is a benefit to the residents of an area and provides business owners with some assurance of community stability. Adopted standards that are adhered to, even when some flexibility is included, 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.

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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

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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.

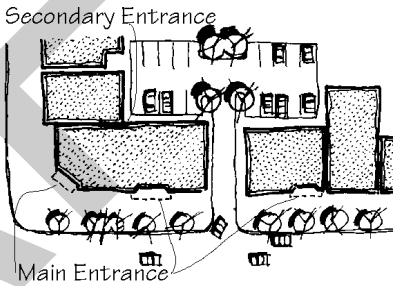
DP 2.9 Permit Process

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.

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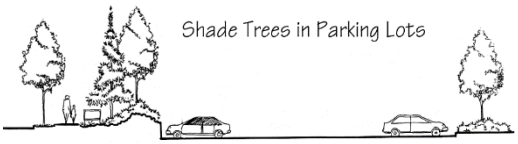
Discussion: Infill construction can benefit the community when done in a manner that improves and does not detract from the livability of the neighborhood and the desirable design character of the area.

DP 2.13 Parking Facilities Design



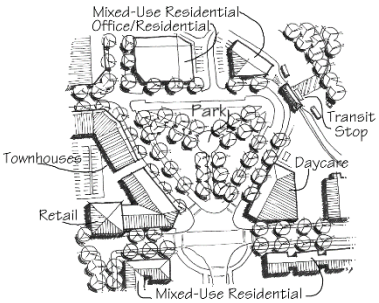
Minimize the impacts of surface parking on the neighborhood fabric by encouraging the use of structured parking with active commercial storefronts containing retail, service, or office uses, and improve the pedestrian experience in less intensive areas through the use of street trees, screen walls, and 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.

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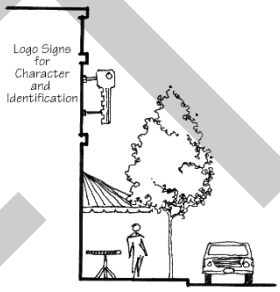
The city could establish incentives, such as reduced building setback deviations for tree planting and replacement.

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.

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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.

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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 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.

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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

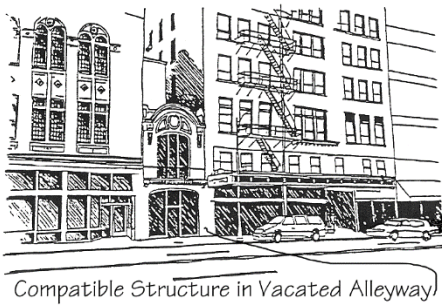
Require a critical review of a project prior to the removal or destruction of any publicly-owned building, structure, or site that is listed on, or is eligible for listing on the local, state, or national historic registers.

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 benefitted from, and should support, continued authorization of the federal Investment Tax Credit Program, and the state-

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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

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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 and cultural resources.

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.

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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

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design review meetings regarding projects that are being proposed to be developed within their particular neighborhood.

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Chapter 9

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.

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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.
- Preserving the Spokane River and Latah Creek."

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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.

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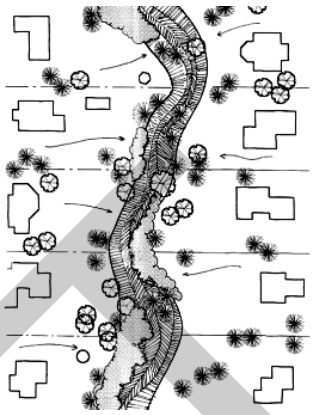
NE 1.6 Natural Water Drainage



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.

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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

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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.

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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.

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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

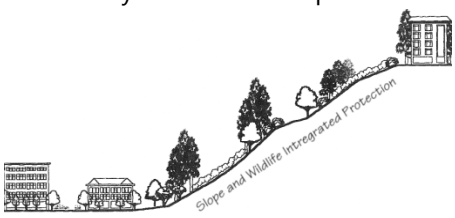
Identify and protect basalt rock formations that give understanding to the area's geological history, add visual interest to the landscape, and contribute to a system of connected conservation lands.

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.

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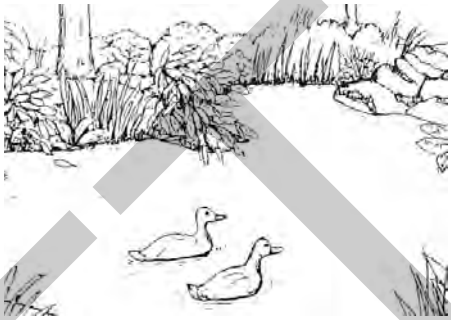
NE 7.6 Geologically Hazardous Areas

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.

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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.

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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.

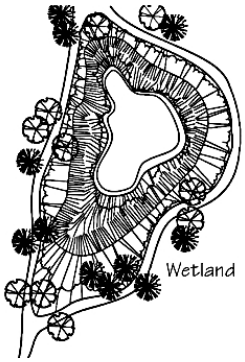
NE 11.3 Acquisition Techniques

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.

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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.

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NE 13 CONNECTIVITY

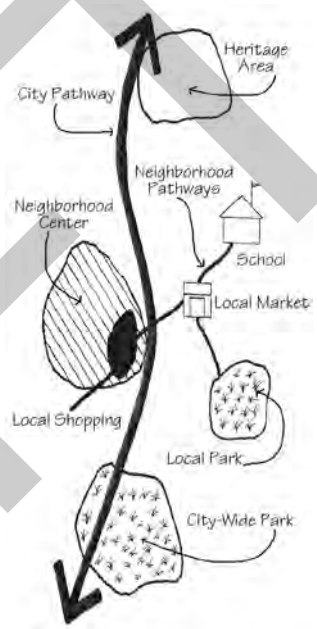
Goal: Create a citywide network of paved trails, designated sidewalks, and soft pathways that link regional trails, natural areas, parks, sacred and historical sites, schools, and urban centers.

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.

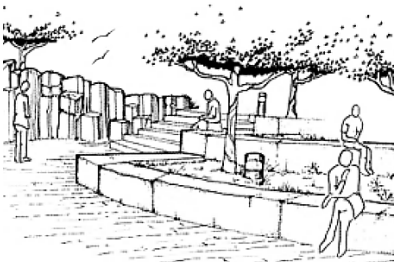
NE 13.4 Winter Trail Network

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.

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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.

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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.

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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.

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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.

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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, 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 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

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opportunity to communicate and develop a positive relationship with their neighbors. These relationships can erase barriers that arise from differences in age or socioeconomic and cultural backgrounds. For this reason, the social health chapter includes policies that encourage diversity in each neighborhood.

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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, 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.
- Assuring that access to recreational opportunities is not lost as growth occurs."

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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

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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 Buildings

Promote and assist non-profit organizations in purchasing and renovating vacant properties in order to provide sites for additional community-related facilities.

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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.

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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 mobility limitations.

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

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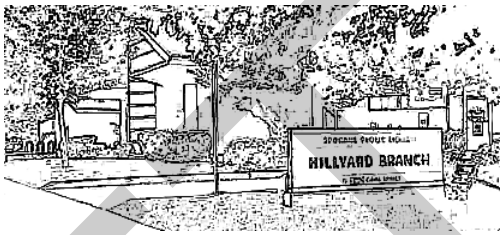
residential dwelling in the same zone. However, certain procedures and conditions may be required insofar as they relate specifically to use of the property as a day care facility, as outlined in RCW 36.70A.450.

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 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.

Examples of such facilities include mental health facilities, and residential settings for persons involved with the criminal justice system, such as detoxification facilities, parolee work release facilities, sexual offender treatment facilities, and other re-entry facilities. These facilities are often difficult to site.

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.

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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.

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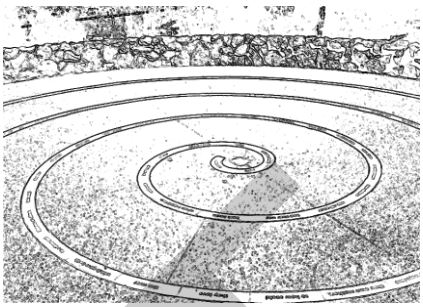
Discussion: The City of Spokane desires an aesthetic environment and use of arts in public and private development as a way to connect with local history, reinforce neighborhood identity, and strengthen a sense of belonging. A design committee or art selection committee should review any proposed public 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.

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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

Goal: Develop and implement programs that attract and retain city residents from a diverse range of backgrounds and life circumstances so that all people feel welcome and accepted, regardless of their race, religion, color, sex, national origin, marital status, familial status, age, sexual orientation, economic status, disability, or other protected classes, consistent with SMC Title 18.

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.

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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, 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, schools, libraries, community centers, and neighborhood groups. Efforts should be directed toward issues related to persons who are homeless, disabled, in low-income brackets, 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

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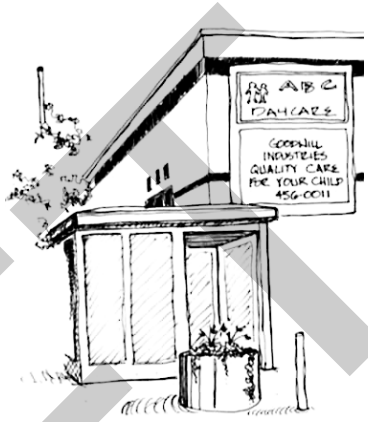
for which they are eligible. These efforts should specifically focus on projects that support the location of human services in neighborhood and district centers.

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.

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- **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

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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.

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Substations also provide vital venues for decentralized, neighborhood-based collaborative outreach between agencies.

SH 7 FOOD ACCESS AND SECURITY

Goal: Ensure that all citizens have convenient access to healthy food.

Policies

SH 7.1 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 7.2 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 7.3 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 7.4 Urban Agriculture

Recognize urban agriculture as a strategic asset for community development, neighborhood beautification, and public health.

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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.

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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.
- Ensuring safe, relaxing, attractive, livable, enjoyable, economically diverse neighborhoods."

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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.

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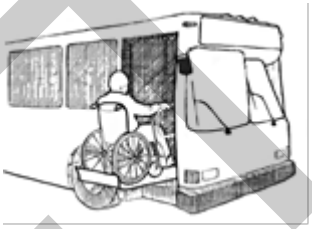
N 2.2 Neighborhood Centers

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.

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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.

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N 4 TRAFFIC AND CIRCULATION

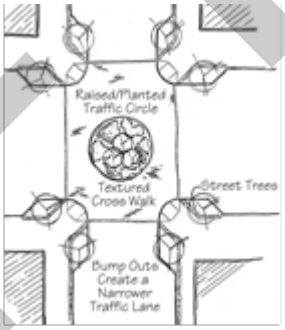
Goal: Provide Spokane residents with clean air, safe streets, and quiet, peaceful living environments by reducing the volume of automobile traffic passing through neighborhoods and promoting alternative modes of circulation.

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.

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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

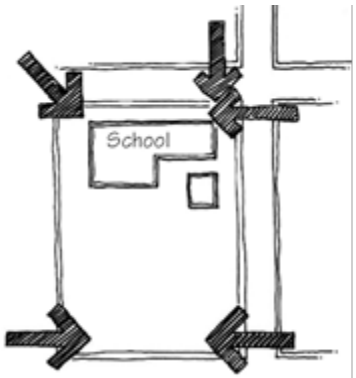
Promote a variety of transportation options to reduce automobile dependency and neighborhood traffic.

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.

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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.

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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.

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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.

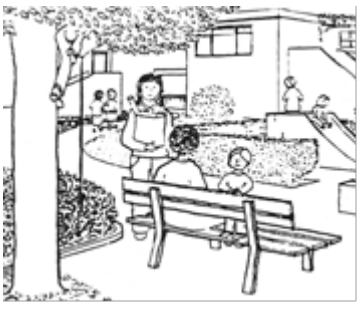
N 8 NEIGHBORHOOD PLANNING PROCESS

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

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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.

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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 adjacent 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.

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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.

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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.
- Maintaining linkages between parks, recreation facilities, and open spaces."

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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.

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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.

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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.

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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.

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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.

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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.

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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.

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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.

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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.
- Guaranteeing that cost and benefits are distributed equitably among those receiving city services and amenities."

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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.

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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.

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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.

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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.

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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.

- 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

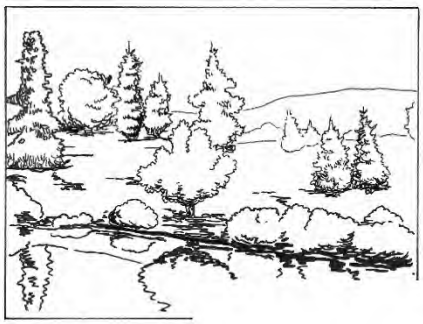
Coordinate shoreline planning between the City of Spokane, agencies with jurisdiction, adjoining jurisdictions, the State of Washington, and the State of Idaho into which the river basin extends.

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

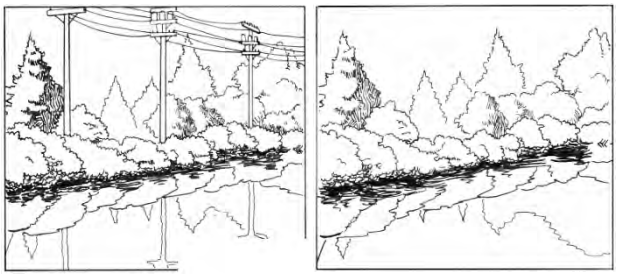
Assure no net loss of shoreline ecological functions as a result of the improvement, development, expansion, location, design, or maintenance of any facility or utility.

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.

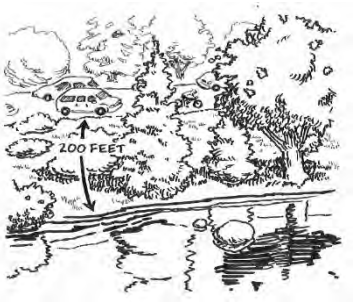
SMP 3.3 Access Streets on Landward Side of Development

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.

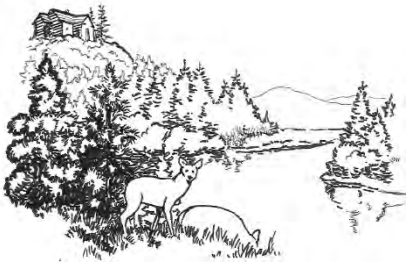
Policies

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.*
- *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

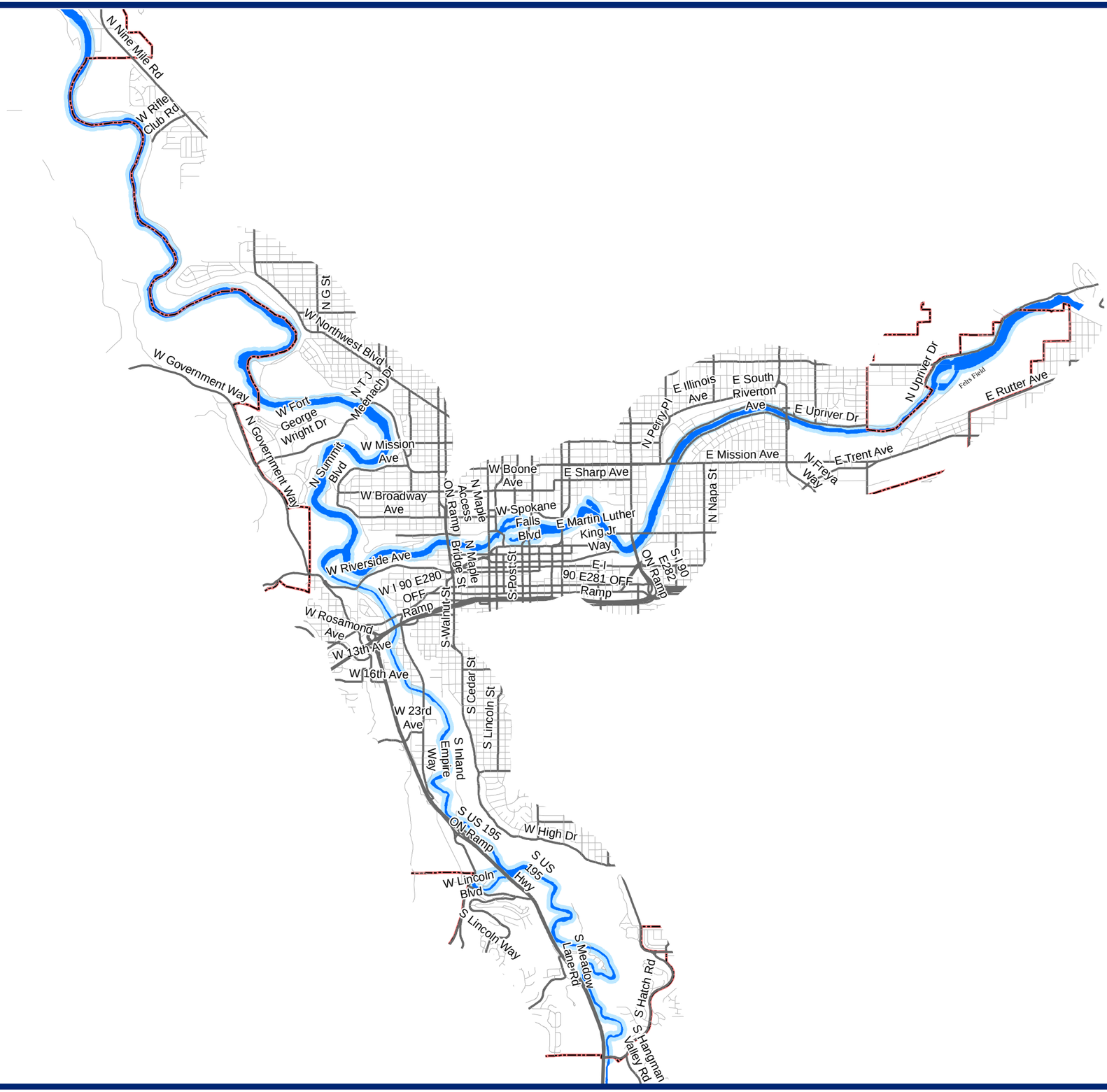
Locate and design boating facilities to minimize adverse effects upon geohydraulic processes, fragile shoreline features, natural wetlands, and aquatic and wildlife habitats.

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

N W E S

Source: GIS

Date: 8/17/2016

THIS IS NOT A LEGAL DOCUMENT:
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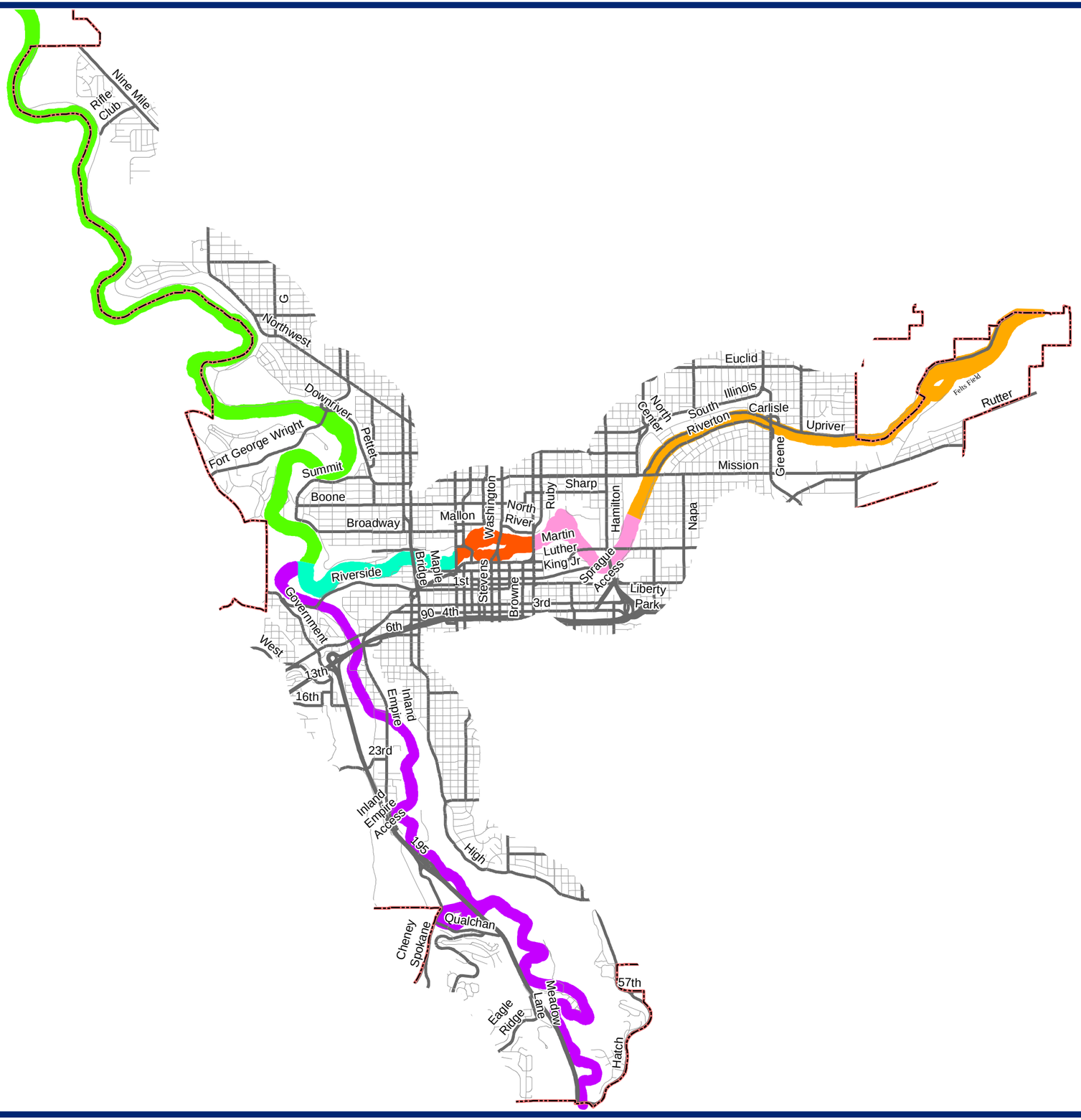
Shoreline Districts

Map SMP 2



Legend

ShorelineDistricts

- Campus / U-District
- Downriver
- Downtown
- Great Gorge Park
- Latah Creek
- Upriver

- City Of Spokane

0 0.5 1 2 Miles

N
W E
S

Source: GIS
Date: 8/17/2017

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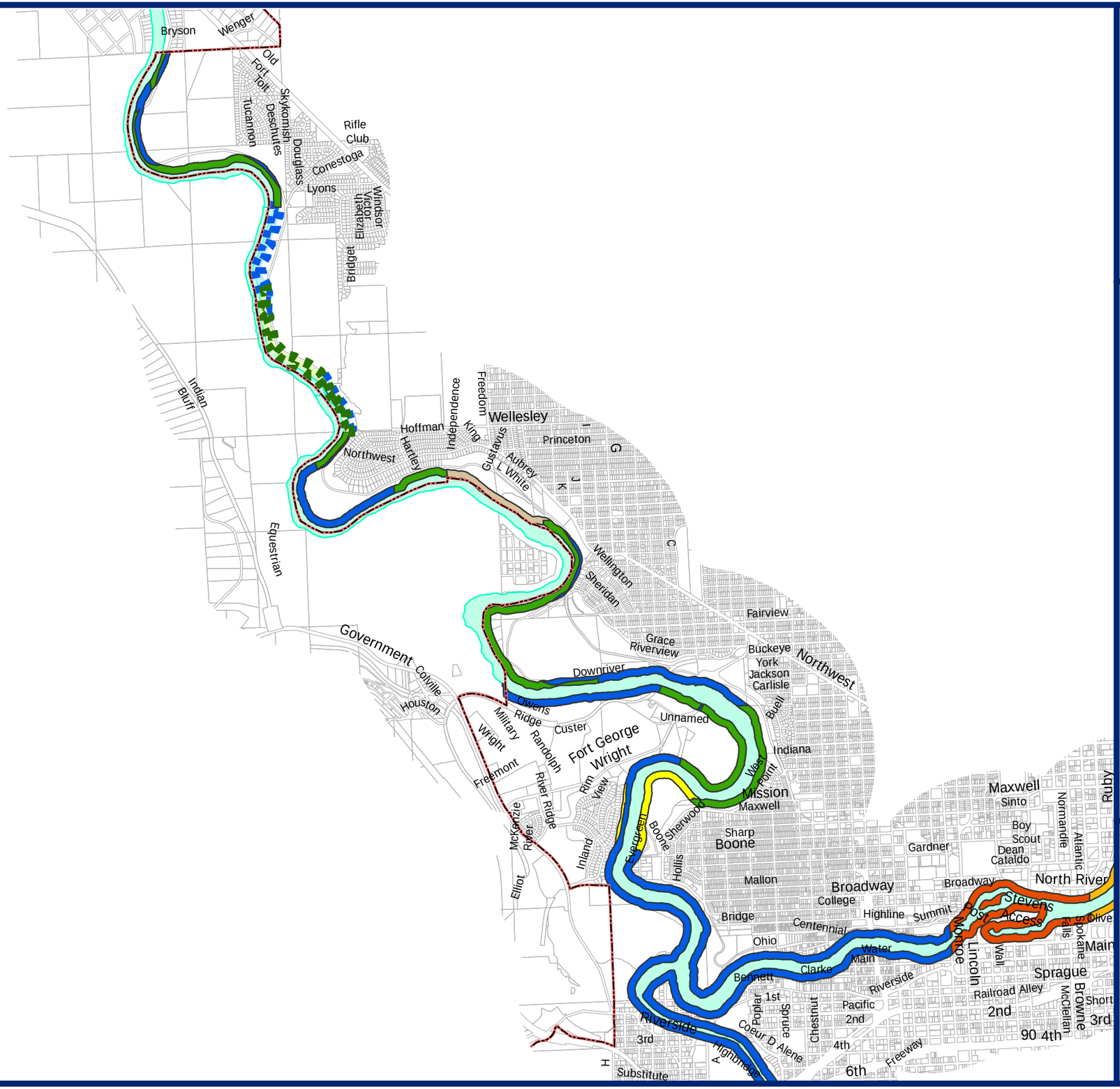
Shoreline Environment Designations Downriver

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

0 0.25 0.5 1 Miles

N W E S

Source: GIS
Date: 8/17/2016

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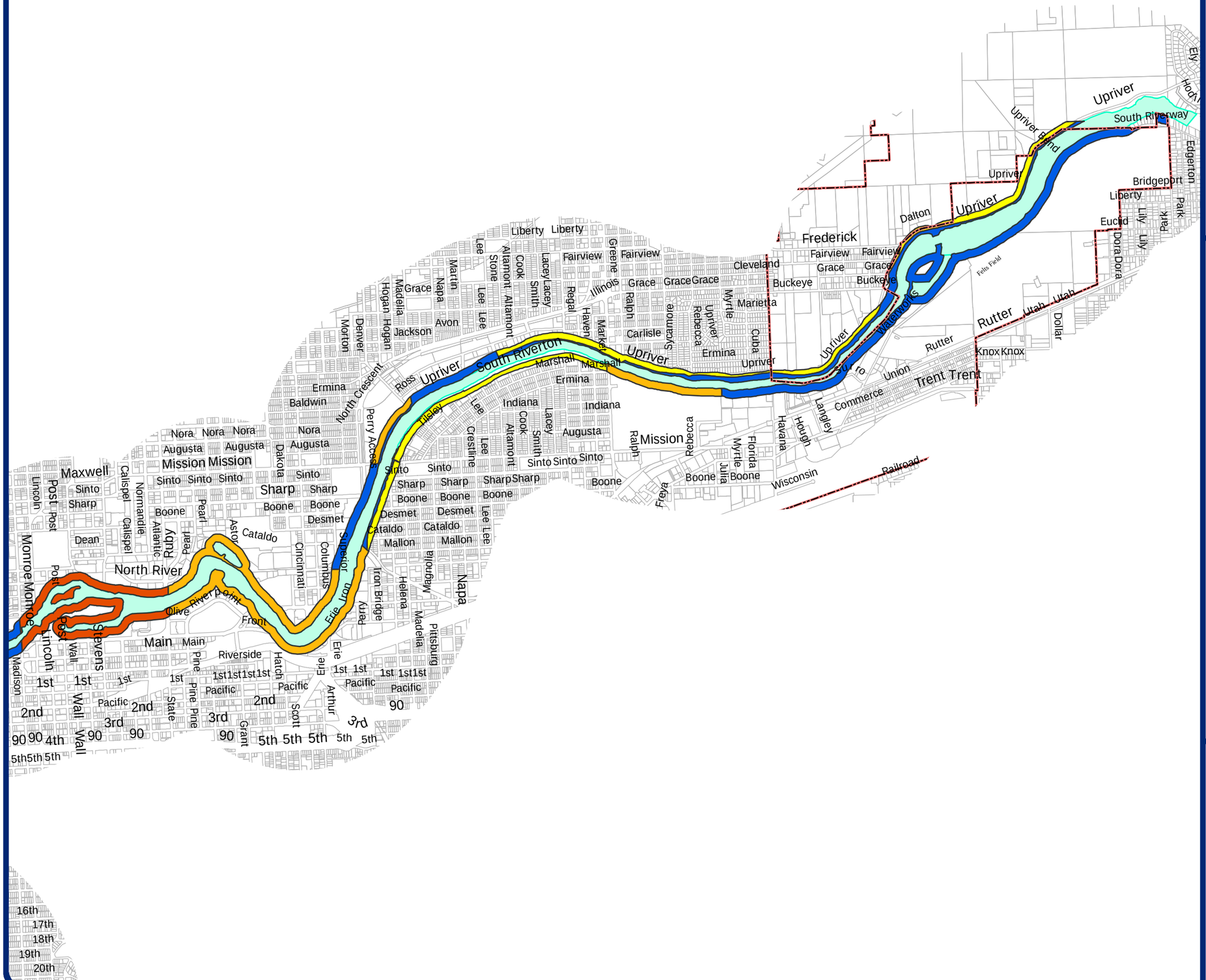
Shoreline Environment Designations Upriver

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 - Unsurveyed
- Urban Conservancy Environment - Unsurveyed
- Ordinary High Water Mark
- Parcels
- City Of Spokane

0 0.25 0.5 1 Miles

N W E S

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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

0 0.25 0.5 1 Miles

N W E S

Source: GIS
Date: 8/17/2016

CITY OF SPOKANE

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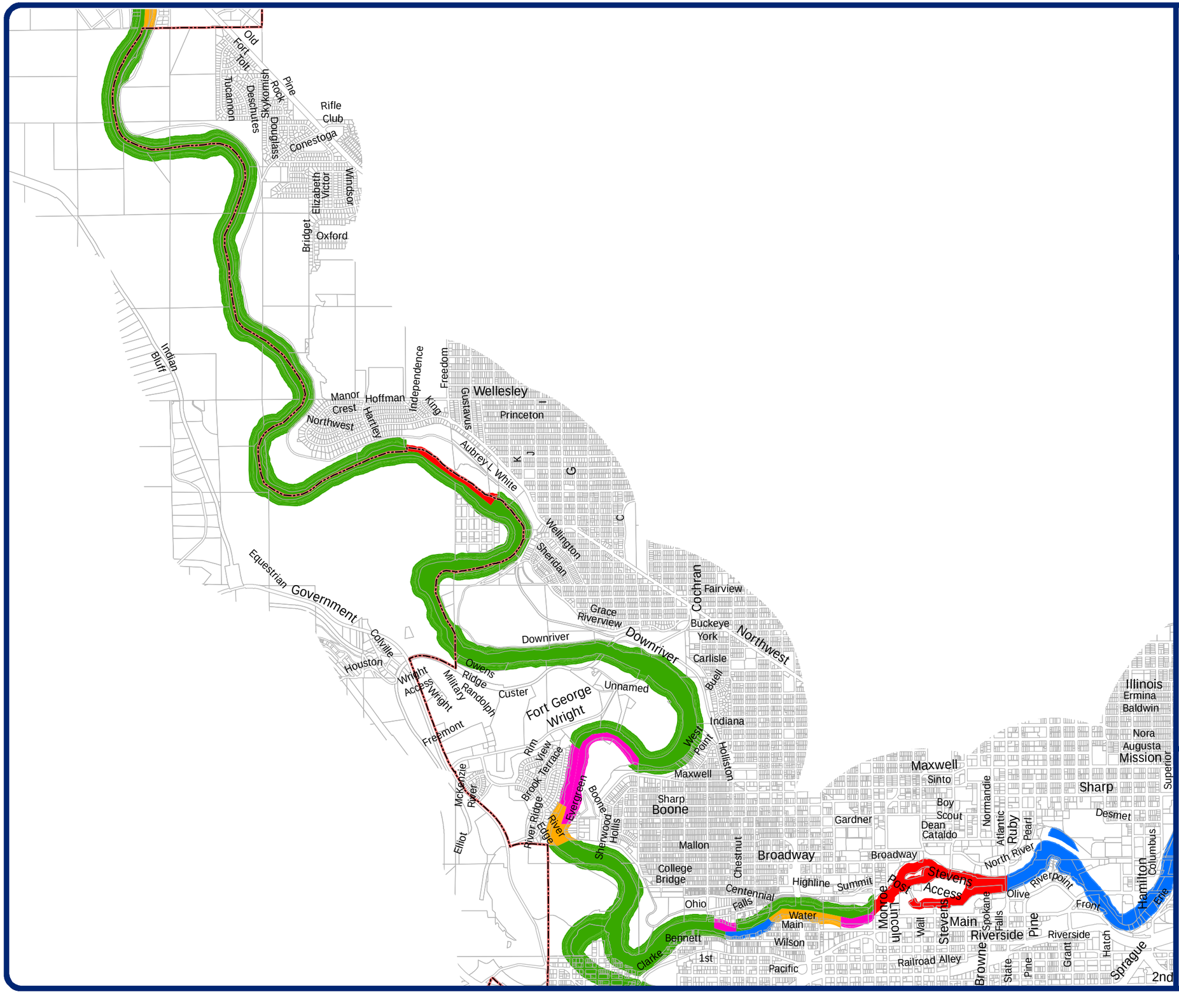
Shoreline Buffers Downriver

Map SMP 6



Legend

Shoreline Buffers

- 50 feet
- 60
- 75
- 100
- 150
- 200
- City Of Spokane
- Parcels

0 0.25 0.5 1 Miles

N W E S

Source: GIS

Date: 8/17/2016

CITY OF SPOKANE

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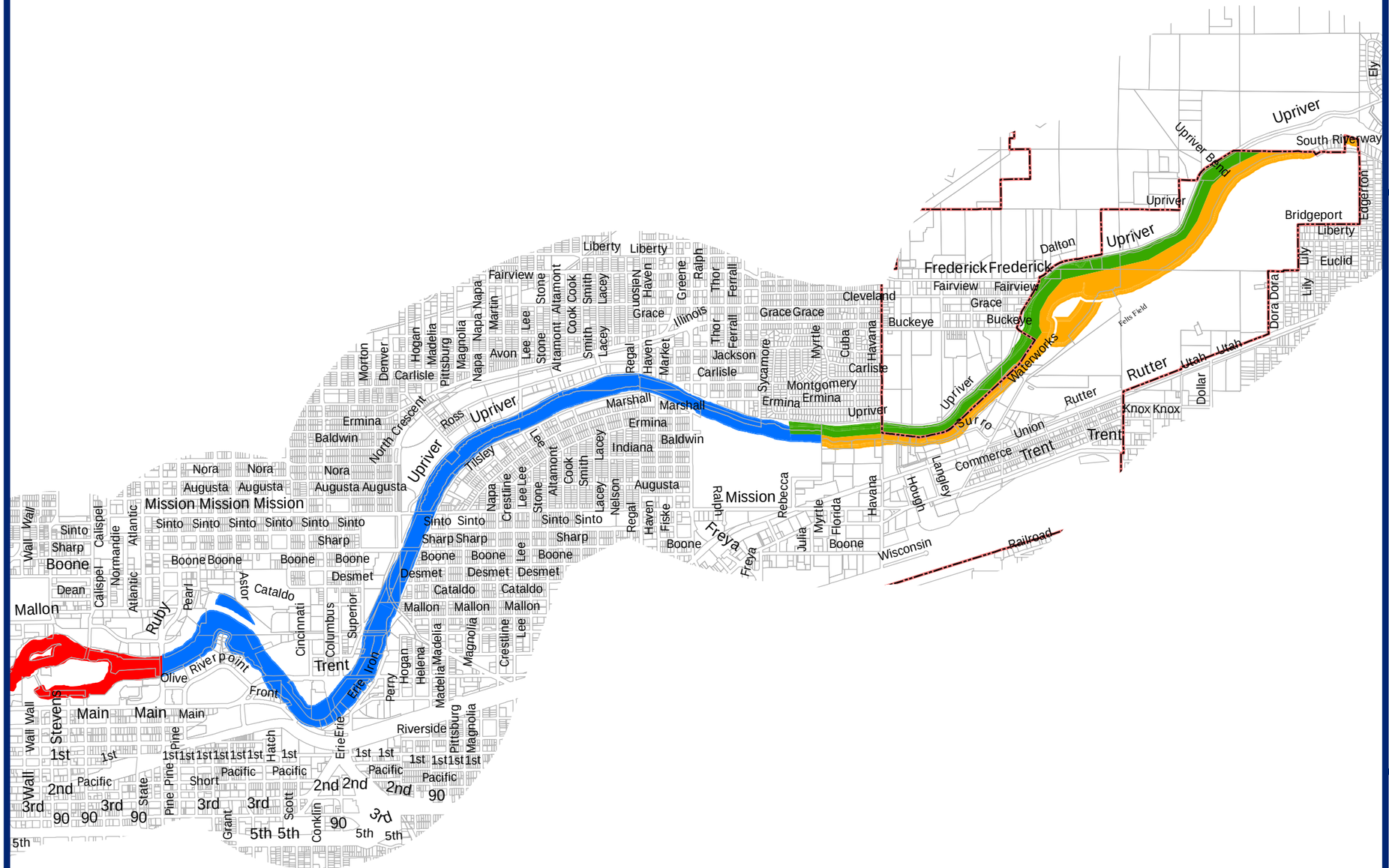
Shoreline Buffers Upriver

Map SMP 7



Legend

Shoreline Buffers

- 50 feet
- 60
- 75
- 100
- 150
- 200
- City Of Spokane
- Parcels

0 0.25 0.5 1 Miles

N
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S

Source: GIS

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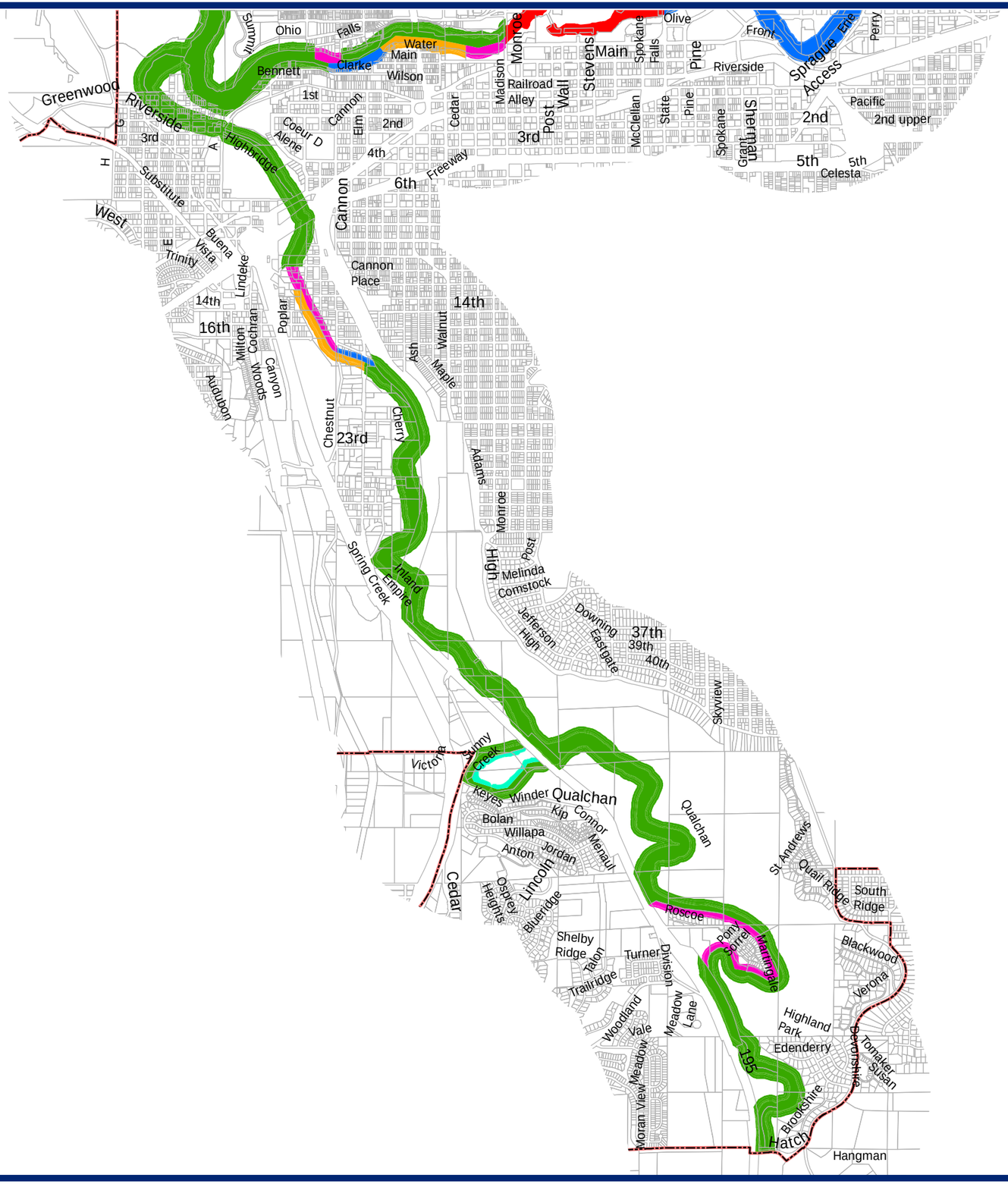
Shoreline Buffers Latah

Map SMP 8



Legend

Shoreline Buffers

- 50 feet
- 60
- 75
- 100
- 150
- 200
- City Of Spoke
- Parcels

0 0.25 0.5 1 Miles

N W E S

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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 the 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	• 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	• 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	• 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	• 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).

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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 waster, 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.

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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.

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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.

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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.

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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

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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 trans-actions, 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.

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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.

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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 be-tween 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 per-cent 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.

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- **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 Count 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.

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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 pro-vided 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 in-come 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).

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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.

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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' 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.

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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 de-sign 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.

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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.

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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.

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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.

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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

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tax increment money is given to the city for their use in making street, water, and sewer improvements in the district.

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.

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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

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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.

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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

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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
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

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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

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