Volume V, Appendix A

Part I: Summary of GMA and Countywide Planning Policies

City of Spokane Comprehensive Plan

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The following text presents the various planning goals and requirements set by the Growth Management Act of Washington as they relate to the various chapters and topics addressed in the Comprehensive Plan. Also included is a summary of the Countywide Planning Policies for Spokane County as they apply to the various chapters. Lastly, a full copy of the most current Countywide Planning Policies is included at the end of this appendix.

Land Use

GMA Land Use Planning Goals (RCW 36.70A.020)

The Washington State Growth Management Act (GMA) includes 13 goals, which were adopted to guide the development and adoption of comprehensive plans and development regulations. Most, if not all, of the GMA goals pertain to the land use element. Land use policies and implementing regulations influence transportation, housing, economic development, property rights, permits, natural resource industries, open space and recreation, environment, citizen participation and coordination, public facilities and services, and historic preservation. While all of these goals are important, the two goals that are most directly related to the land use element state:

- Urban growth. "Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner."
- Reduce sprawl. "Reduce the inappropriate conversion of undeveloped land into sprawling, low density development."

GMA Requirements for Land Use Planning (RCW 36.70A.070)

Land use is one of the mandatory elements of the Comprehensive Plan required pursuant to the GMA. As prescribed by the GMA, the land use chapter:

- Designates the proposed general distribution, general location, and extent of the uses of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, general aviation airports, public utilities, public facilities, and other land uses.
- Includes population densities, building intensities, and estimates of future population growth.
- Provides for protection of the quality and quantity of ground water used for public water supplies.
- Considers utilizing urban planning approaches that promote physical activity.
- Reviews drainage, flooding, and stormwater runoff in the area and nearby jurisdictions and provides guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state.

Countywide Planning Policies

The Countywide Planning Policies (CWPPs) were adopted by the Spokane Board of County Commissioners in 1994. There is not a separate chapter in the CWPPs that addresses the topic of land use. However, there are many policies that are required to be addressed in each jurisdiction's comprehensive plan land use element.

A key policy that advances the GMA goals that are cited above states: "Each jurisdiction shall plan for growth within Urban Growth Areas (UGAs) which uses land efficiently, adds certainty to capital facilities planning, and allows timely and coordinated extension of urban governmental services, public facilities and utilities for new development."

A common theme of the CWPPs is the relationship between land use and most other comprehensive plan topics. For example, policies call for consistency between the land use plan and the regional transportation system. Opportunities are to be provided for developments along corridors that support public transportation services. Master plans of major transportation facilities, such as airports, state highways, railroads, and major freight terminals, are to be included to ensure that they are reasonably accommodated and compatible with surrounding land uses. Policies also require that the land use element consider the intensity of development in the urban growth area and assure that the provision of public facilities and services is adequate to support that intensity. Another topic that is to be addressed in the land use element is the protection of neighborhood character. Policies are to be included to prevent neighborhoods from becoming segmented, fragmented, or degraded by growth.

For the full text of the Countywide Planning Policies, refer to the Countywide Planning Policies and Environmental Analysis for Spokane County document, adopted December 22, 1994, last amended December 14, 2004 by Resolution No. 96-1075.

Transportation

GMA Transportation Planning Goal (RCW 36.70A.020)

The Washington State Growth Management Act (GMA) includes 13 goals, which were adopted to guide the development and adoption of comprehensive plans and development regulations. The following is the GMA goal for transportation:

> *"Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans."*

GMA Requirements for Transportation Planning (RCW 36.70A.070)

The GMA requires that comprehensive plans include a transportation element. Although the GMA includes specific requirements for the transportation element, flexibility is written into the GMA so that jurisdictions can tailor their transportation plans to their own visions, goals, and needs. Key aspects of the GMA regarding transportation include:

- Considering many types of transportation, including walking, bicycling, driving, transit, rail, and air.
- Ensuring that all elements in the comprehensive plan are consistent, particularly the land use and transportation elements.
- Coordinating planning between jurisdictions and ensuring consistency between city, county, and regional plans.
- Establishing regionally coordinated level of service standards for arterials and transit routes.

- Ensuring that level of service standards adopted in the transportation element are maintained.
- Identifying transportation facility and service needs, including actions and requirements to maintain levels of service standards.
- Ensuring that adequate transportation service is provided concurrent with (or within six years of) development.

Countywide Planning Policies

The Countywide Planning Policies and Environmental Analysis for Spokane County (CWPPs), adopted by the Spokane Board of County Commissioners in 1994, include transportation as one of the nine policy topics. The CWPPs overview of the GMA's requirements for transportation planning states:

> *"Regional transportation systems include major highways, airports and railroads, as well as bikeways, trails and pedestrian systems. The Growth Management Act (GMA) encourages a variety of efficient transportation systems in order to reduce sprawl while improving the efficient movement of people, goods and services. Therefore, close coordination is necessary between transportation planning and the land use element of each jurisdiction's comprehensive plan. The Growth Management Act (GMA), as well as other state and federal legislation, requires transportation planning to be conducted on a regional basis.*
>
> *"According to RCW 36.70A, local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on the transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. The strategies could include increased public transportation services, ride-sharing programs, demand management strategies, and other transportation system management strategies."*

Twenty-one CWPPs for transportation were adopted. The document's overview of the transportation policies states:

> *"The Countywide Planning Policies (CWPPs) propose that transportation planning in Spokane County be carried out by the Spokane Regional Transportation Council. Consequently, each jurisdiction's land use plan should be consistent with the regional transportation system.*
>
> *"The policies recognize the need to preserve corridors capable of providing for high-capacity transportation such as commuter lanes, rail, or dedicated busways. Through their comprehensive plans, local jurisdictions will be responsible for planning for developments along these corridors that would support public transportation services.*
>
> *"The Countywide Planning Policies also recognize the need to preserve our existing regional transportation system. New land developments would not be allowed to lower the adopted level of service of the existing transportation system. To accomplish this,*

developments would be required to pay for transportation improvements at the time of construction or to identify other transportation strategies to offset the impacts. These strategies could include increased public transportation services, ride-sharing programs and other alternative programs."

For the text of the 21 policies, consult the Countywide Planning Policies and Environmental Analysis for Spokane County, adopted December 22, 1994.

Capital Facilities and Utilities

GMA Capital Facilities and Utilities Planning Goals (RCW 36.70A.020)

The Washington State Growth Management Act (GMA) includes 13 goals that are intended to guide the content of comprehensive plans and development regulations. Following are the GMA goals that relate to capital facilities and utilities:

- Urban growth. "Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner."
- Economic development. "Encourage economic development throughout the state that is consistent with the adopted comprehensive plans . . . and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities."
- Public facilities and services. "Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards."

GMA Requirements for Capital Facilities and Utilities Planning (RCW 36.70A.070)

Capital facilities and utilities are two of the required elements of a comprehensive plan under the GMA. They are both combined into one chapter in this comprehensive plan.

Capital facilities elements must include at least the following (RCW 36.70A.070(3)):

- An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities.
- A forecast of the future needs for such capital facilities.
- The proposed locations and capacities of expanded or new capital facilities.
- At least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes.
- A requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent.

The utilities element must describe the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines (RCW 36.70A.070(4)). Local criteria for siting utilities should address locations and densities of projected growth and land use, public service obligations, optimal siting for effective service, and design considerations (WAC 365-195-320,2,f). The Washington Administrative Code further outlines recommendations for meeting requirements relative to capital facilities (WAC 365-195-315) and utilities (WAC 365-195-320).

Checks and Balances

This capital facilities and utilities element should function as a check on the practicality of achieving other elements of the plan. For example, in order to prevent new development's service demands from lowering the community's existing level of service, concurrency requirements demand that adequate public facilities be available when the service demands of development occur. Taken in conjunction with the transportation and land use goals and policies, the following goals and policies related to capital facilities and utilities complete the framework for implementation of the GMA requirements for concurrency, consistency, and conformity.

Countywide Planning Policies

The Countywide Planning Policies (CWPPs) adopted by the Spokane Board of County Commissioners require the capital facilities and utilities chapter to address the siting of public capital facilities, joint city and county planning within urban growth areas, and the promotion of contiguous and orderly development and provision of urban services to such development (RCW 36.70A.210(3)).

For the entire text of the policy topics that relate to capital facilities and utilities, consult the Countywide Planning Policies for Spokane County, adopted December 22, 1994.

Housing

GMA Housing Planning Goal (RCW 36.70A.020)

The Washington State Growth Management Act (GMA) includes 13 goals, which were adopted to guide the development and adoption of comprehensive plans and development regulations. Housing is a required element under the GMA, which contains the following housing goal:

> *"Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock."*

GMA Requirement for Housing Planning (RCW 36.70A.070)

The GMA requires that each city prepare an inventory and analysis of existing and projected housing and that provisions are made for all economic segments of the community. The comprehensive plan must identify sufficient land for housing including, but not limited to, government assisted housing, housing for low-income families, manufactured housing, multifamily housing, group homes, and foster care facilities. Spokane County and its cities are required to plan cooperatively while accommodating the needs of the population.

Countywide Planning Policies

The Countywide Planning Policies (CWPPs), adopted by the Spokane Board of County Commissioners in 1994, include housing as one of the nine policy topics. The CWPPs overview of the GMA's requirements for housing planning states:

> *"Affordable housing applies to a wide range of housing types at varying costs which can meet the needs of a diverse community. The marketplace is generally capable of meeting the housing demands of the upper income segment of the population. Therefore, the primary focus of these policies is on mechanisms to increase the availability of affordable housing for middle- and lower-income households. Such mechanisms may include regulatory reform, inclusionary zoning, mixed use developments, incentives for increased housing densities and other incentives to encourage a variety of housing types to meet the needs of a diverse population.*
>
> *"The affordable housing policies provide a framework by which each jurisdiction can help meet the overall housing needs of Spokane County in a fair, consistent and coordinated fashion. They direct each jurisdiction to accommodate a wide variety of development and housing types; they call for consistency in development regulations and standards within Urban Growth Areas (UGAs) and they encourage reform of regulations which are unnecessary or costly barriers to the provision of affordable housing."*

For the text of the nine policies, consult Policy Topic 7, "Affordable Housing" within the Countywide Planning Policies and Environmental Analysis for Spokane County, originally adopted December 22, 1994.

Economic Development

GMA Economic Development Goal (RCW 36.70A.020)

The Washington State Growth Management Act (GMA) includes 13 goals, which were adopted to guide the development and adoption of comprehensive plans and development regulations. The GMA does not require, but rather encourages, that a separate economic development element be included in a jurisdiction's comprehensive plan or as part of the goals, policies, and strategies of each of the other elements. The following is the GMA economic development goal (Goal 5):

> *"Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities."*

Refer to the Growth Management Act, RCW 36.70A.020, "Planning Goals," for description of each goal.

Countywide Planning Policies

The Countywide Planning Policies (CWPPs), adopted by the Spokane Board of County Commissioners in 1994, include economic development as one of the nine policy topics. As an introduction to the CWPPS,

the "Statement of Principles" lists several themes that emerged during the citizen participation process as being of concern to residents. These became the overriding principles that guided the development of the Countywide Planning Policies. One of the principles focuses on economic vitality and states:

> *"The economic vitality of Spokane County is brought about by a collaborative effort of the public and private sectors. A healthy economy maintains jobs, as well as creates job opportunities. Additionally, it provides the ability to access housing for all economic segments of the community. A jobs-based economy brings together the environmental and the economic implications of managed growth and seeks a balance, which will help secure a quality community for future generations."*

The CWPPs overview of the GMA's requirements for economic development states:

> *"The Growth Management Act (GMA) establishes overall goals for economic development throughout the state and requires the topic to be addressed as part of the Countywide Planning Policies. The Growth Management Act (GMA) establishes the following as economic development goals for the State of Washington. RCW.36.70A.020(5).*
>
> - *Encourage economic development that is consistent with adopted comprehensive plans.*
> - *Promote economic opportunity for all citizens of the state, especially for unemployed and disadvantaged persons.*
> - *Encourage growth in areas experiencing insufficient economic growth.*
> - *Ensure economic growth occurs within the capacities of the state's natural resources, public services and public facilities.*

These goals, together with the Countywide Planning Policies, will provide guidance to individual jurisdictions as they develop the economic development elements of their comprehensive plans.

For the entire text of the economic development policies, consult the Countywide Planning Policies and Environmental Analysis for Spokane County, Topic 8, adopted December 22, 1994.

Urban Design and Historic Preservation

GMA Urban Design and Historic Preservation Planning Goals (RCW 36.70A.020)

The Washington State Growth Management Act (GMA) includes 13 goals, which were adopted to guide the development and adoption of comprehensive plans and development regulations. Although urban design and historic preservation have different points of emphasis, they have been grouped together in recognition of their similarities and overlap regarding improvement and preservation of quality of life. While Urban Design is not mentioned directly in the goals of the GMA, Goal 13 related to Historic Preservation states, "Identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance."

Urban design encompasses issues that are addressed in other GMA goals. Design is a necessary element in accomplishing Goals 1 and 2 of reducing sprawl and encouraging development in urban areas, thus

enabling the efficient provision of public facilities and services. Promoting a variety of residential housing types, as directed by Goal 4, requires good urban design to ensure they are compatible with existing neighborhoods and are accepted by the residents of a particular area. Preservation of the environment and retention of open space for recreational opportunities, Goals 9 and 10, obviously are included in the emphasis of urban design principles of the preservation of a high quality of life.

Last, citizen participation, Goal 11, is the driving force behind the historic preservation and urban design efforts. Continued public participation in these efforts is necessary to ensure that inevitable growth does not cause a decline in the quality of life and those physical features valued by the citizens (RCW 36.70A.020).

Countywide Planning Policies

The Countywide Planning Policies of Spokane County (CWPPs) do not specifically mention urban design or historic preservation. However, similar to the GMA goals, there are policies that are more easily achieved and accepted through the practices of good urban design and historic preservation.

County policies direct jurisdictions to ensure compatibility of mixed density residential development. Good design is the necessary ingredient to make this type of development acceptable to the citizens of the neighboring areas. Achieving the intent of the county policies related to affordable housing is also facilitated by urban design standards that ensure architectural and functional compatibility. Urban design, along with historic preservation, are both means to realizing economic development and maintaining the integrity of downtown Spokane as a retail and cultural center.

Natural Environment

GMA Natural Environment Planning Goal (RCW 36.70A.020)

The Washington State Growth Management Act (GMA) includes 13 goals, which were adopted to guide the development and adoption of comprehensive plans and development regulations. The GMA does not require a natural environment element. Based on citizen input and the importance of the natural environment relationships with all other topics, Spokane has chosen to include a natural environment element. The following is the GMA environment goal (Goal 10):

> *"Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water."*

Countywide Planning Policies

The Countywide Planning Policies (CWPPs), adopted by the Spokane Board of County Commissioners in 1994, do not include the environment as one of the nine policy topics. The environment is, however, mentioned in several areas of the CWPPs.

Six CWPPs under the Policy Topics of Urban Growth Areas (UGAs), Promotion of Contiguous and Orderly Development, Transportation, and Economic Development that reference or relate to the environment were adopted. To reinforce and add greater specificity to the GMA environment goal, the CWPPs also require certain specific actions.

For the text of the six policies, consult the CWPPs document, Countywide Planning Policies and Environmental Analysis for Spokane County, adopted December 22, 1994.

Social Health

GMA Social Health Planning Goals

While social health is not one of the elements required under the Washington State Growth Management Act (GMA), it falls within the provision for optional elements (RCW 36.70A.080). The social health chapter addresses a range of concepts identified as important by the citizens who participated with Spokane Horizons. For example, schools, libraries, and community centers are discussed as prime examples of public facilities that contribute to the social fabric of a healthy community. The chapter also complies with the GMA's requirement to discuss group homes and foster care facilities (RCW 36.70A.070(2)(c)) as well as the identification and siting of such essential public facilities as inpatient facilities, including substance abuse facilities, mental health facilities, and group homes (RCW 36.70A.200). Also included in this chapter are policies on the location of homes for the handicapped (RCW 36.70A.410) and family day care providers' home facilities (RCW 36.70A.450).

Countywide Planning Policies

In addition, the social health chapter incorporates requirements stated in the Countywide Planning Policies (CWPPs). For example, the Principle of Ethnic Diversity (CWPP, Statement of Principles) is covered under SH 4, the diversity goal. In addition to the information covered in the housing and capital facilities and utilities chapters, the social health chapter addresses those housing and essential public facilities issues that relate specifically to special needs populations. Maps SH 1 through SH 12 in the Draft Comprehensive Plan/EIS, Volume 2, identify the current locations of:

- Those essential public facilities that constitute inpatient facilities, including mental health facilities, and alcohol and substance abuse treatment facilities.
- Group homes, such as adult family homes, boarding and retirement homes, including assisted living facilities and congregate care facilities, nursing homes, transitional housing, emergency shelters, and facilities for the developmentally disabled.
- Foster care facilities.

These maps demonstrate the extent to which these facilities are fairly and equitably distributed throughout the City of Spokane. They also show whether or not the facilities are located either in areas of need or near similar facilities and public transportation. To identify relevant demographic trends, see the Draft Comprehensive Plan/EIS, Volume 2, Maps SH 17 through SH 23, for housing and population information from the 1990 U.S. Census. When compared with maps showing locations of such facilities countywide, this information also informs Steering Committee decisions related to population allocation between jurisdictions.

Specific policies in the social health chapter address particular requirements in the CWPPs, namely:

- SH 2.7 addresses the need to consider transportation, site design, and other service needs when evaluating potential locations for these particular essential public facilities. It also describes a

land use pattern that would promote accessibility to service and activity centers, jobs, and public transportation for special needs populations.

- SH 2.8 was written in recognition of federal and state fair housing mandates as they relate to the siting and development of housing for special needs populations.

Neighborhoods

GMA Neighborhoods Planning Goals (RCW 36.70A.020)

While neighborhoods is not one of the elements required under the Washington State Growth Management Act (GMA), it falls within the GMAs provision for optional elements (RCW 36.70A.080). The neighborhoods chapter addresses a range of principles for neighborhood growth identified by the citizens who participated in the Spokane Horizons planning process. These principles are incorporated into the neighborhoods' goals and policies, most of which support or relate to several of the broader goals of the GMA. The chapter contains goals and policies relating to the GMA goals of: (Goal 1) Reduce Sprawl, (Goal 3) Transportation, (Goal 4) Housing, (Goal 9) Open Space and Recreation, (Goal 10) Environment, (Goal 11) Citizen Participation and Coordination, (Goal 12) Public Facilities and Services, and (Goal 13) Historic Preservation. Refer to the Growth Management Act, RCW 36. 70A 020, Planning Goals, for a description of each goal.

Countywide Planning Policies

The neighborhoods chapter also addresses the protection of neighborhood character, one of the principles from the "Statement of Principles," which introduces the Countywide Planning Policies (CWPPs). These principles, identified by the Steering Committee of Elected Officials, embody the overall tone and viewpoint of the policies.

In addition, the neighborhoods chapter contains policies relating to the CWPP topics of Promotion of Contiguous and Orderly Development and Provision of Urban Services, Parks and Open Space, Transportation, Siting of Essential Public Facilities, Affordable Housing, and Economic Development. Refer to the Countywide Planning Policies and Environmental Analysis for Spokane County for the full content of each policy, adopted December 22, 1994.

Open Space and Recreation

GMA Open Space and Recreation Planning Goal (RCW 36.70A.020)

The Washington State Growth Management Act (GMA) encourages the retention of open space and the development of parks and recreational opportunities. The following is the GMA Open Space and Recreation goal (Goal 9):

> *"Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks."*

Countywide Planning Policies

Within Urban Growth Areas (UGAs), the GMA requires open space corridors to be identified and authorizes their purchase for use as greenbelts, parks, or wildlife habitat. Although the GMA does not

expressly require Countywide Planning Policies (CWPPs) on parks and open space, the Steering Committee of Elected Officials chose to include it as a Countywide Planning Policy topic and address it in other CWPP topics. Policy topics include: Urban Growth Areas (UGAs), Promotion of Contiguous and Orderly Development, Parks and Open Space, and Fiscal Impacts.

For the text of these policies, consult the CWPPs document, Countywide Planning Policies for Spokane County, adopted December 22, 1994.

Leadership, Governance, and Citizenship

GMA Goals and Provisions

The Washington State Growth Management Act (GMA) includes 13 goals, which were adopted to guide the development and adoption of comprehensive plans and development regulations, provides the following specific direction:

RCW 36.70A.010 Legislative Findings

"The legislature finds that uncoordinated and unplanned growth, together with a lack of common goals expressing the public's interest in the conservation and the wise use of our lands, pose a threat to the environment, sustainable economic development, and the health, safety, and high quality of life enjoyed by residents of the state. It is in the public interest that citizens, communities, local governments, and the private sector cooperate and coordinate with one another in comprehensive land use planning. Further, the legislature finds that it is in the public interest that economic development programs be shared with communities experiencing insufficient economic growth."

GMA Leadership, Governance, and Citizenship Planning Goals (RCW 36.70A.020)

The GMA identifies thirteen specific goals, four of which substantively relate to the issues of leadership, governance, and citizenship. These include:

- Urban Growth. "Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner."
- Reduce Sprawl. "Reduce the inappropriate conversion of undeveloped land into sprawling, low density development."
- Citizen Participation and Coordination. "Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts."
- Public Facilities and Services. "Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current services levels below locally established minimum standards."

In addition, the GMA, in RCW 36.70A.140, gives explicit direction regarding public participation. It states that the City of Spokane "shall establish procedures providing for early and continuous public participation in the development and amendment of comprehensive land use plans and development regulations implementing such plans." Further, this passage instructs the decision-makers to "respond to

public comments" in making the final decisions. In other words, should give substantial weight to process recommendations to respect the outcome of the public participation process.

Countywide Planning Policies

The Countywide Planning Policies provide some limited direction relative to Leadership, Governance, and Citizenship. This direction primarily addresses needs for on-going coordination of planning activities and service provisions between adjoining governmental agencies, such as between the City of Spokane and Spokane County. This information can be found in the Countywide Planning Policies and Environmental Analysis for Spokane County: Policy Topic 2 Joint Planning within Urban Growth Areas (UGAs); Policy Topic 3 Promotion of Contiguous and Orderly Development; and Policy Topic 8 Economic Development.

Volume V, Appendix A

Part II: Countywide Planning Policies – Full Text

City of Spokane Comprehensive Plan

Countywide Planning Policies for Spokane County

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Countywide Planning Policies for Spokane County Statement of Principles

Introduction

The Growth Management Act (GMA) mandates that each county develop Countywide Planning Policies (CWPPs) which shall serve as " . . . *written policy statements used solely for establishing a countywide framework from which county and city comprehensive plans are developed and adopted . . . .* " The policies are intended to guide interaction between the cities, towns and county government and ensure consistency between individual jurisdictions' comprehensive plans. While completing the Countywide Planning Policies ensures compliance with the legal mandates of GMA, it also offered the residents of Spokane County the opportunity to create a broad vision for the future of the community.

Developing the Countywide Planning Policies was an intense and lengthy process, which, as the title suggests, was truly a countywide effort. The process brought together a very special interest group, people who share the goal of protecting and enhancing those qualities that make Spokane County a unique and special place. This group was comprised of individuals from diverse backgrounds, including neighborhoods, the business community, technical experts, government officials and the general public. The Steering Committee of Elected Officials had the difficult task of balancing often conflicting ideas and developing policies which provide the greatest benefit for Spokane County and its citizens.

Throughout the 18 months of listening to residents and debating their ideas, several themes emerged which were discussed over and over again. These became the overriding principles that guided the development of the Countywide Planning Policies. Although they may not be expressly stated in any particular policy, their importance is reflected in the overall tone and viewpoint of the policies. The Countywide Planning Policies are intended to be read and interpreted in their entirety to better reflect the principles of the citizens and the themes that were discussed during community meetings.

These principles, identified by the Steering Committee, are summarized below with a brief explanation of their importance.

Citizen Participation

Citizen participation occurred throughout the process of formulating the Countywide Planning Policies. The Steering Committee intends to also involve citizens in every aspect of policy implementation. The Countywide Planning Policies specify numerous responsibilities that the Steering Committee will need to fulfill (e.g., specifying minimal levels of urban governmental services and revisiting them, as needed, determining a date for submittal of Urban Growth Area [UGA] proposals for new jurisdictions and review of UGA updates and/or changes for existing jurisdictions). Citizens will be encouraged to be involved in each of these tasks and others to ensure the vision contained in the policies is maintained in the future.

Protection of Neighborhood Character

Spokane County has well-established neighborhoods, each with its unique identity and character. For most citizens, neighborhood character is one of the primary ingredients in their perceived quality of life. Although growth in the region is inevitable, it is the intent of these policies to maintain neighborhood character and prevent neighborhoods from becoming segmented, fragmented or degraded by that growth.

Aquifer Protection

Most of the Spokane area is dependent upon the same large aquifer for its drinking water supply. Protection of that water supply is vital for both the economic and physical health of the area. Aquifer protection is identified in several specific policies, and numerous other policies support and strengthen that philosophy. For example, the policies call for the construction of infrastructure that will protect designated aquifers.

Ethnic Diversity

Spokane County does not currently have a wide diversity of peoples from differing ethnic, cultural or racial backgrounds. Early in the process of drafting the policies, the importance of encouraging ethnic diversity was recognized. Increased diversity is important to the area's quality of life and economic vitality as it links with the global economy.

Urban and Rural Character

The designation, review, and update of Urban Growth Areas (UGAs) is the most significant tool in the Countywide Planning Policies for managing growth. Within UGAs, lands will be developed with an urban character, while lands outside will remain rural or retain the character they have today. In urban areas, land will be used intensively and have adequate public facilities and services to support that intensity. In rural areas,

lower densities protect the rural character and avoid the need for extensive government services and facilities.

Economic Vitality

The economic vitality of Spokane County is brought about by a collaborative effort of the public and private sectors. A healthy economy maintains jobs, as well as creates job opportunities. Additionally, it provides the ability to access housing for all economic segments of the community. A jobs-based economy brings together the environmental and the economic implications of managed growth and seeks a balance, which will help secure a quality community for future generations.

Private Property Rights

Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

Policy Topic 1
Urban Growth Areas (UGAs)

INTRODUCTION

Overview of Growth Management Act (GMA) Requirements

The Growth Management Act (GMA) encourages development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner. The Growth Management Act (GMA) also establishes a goal to reduce the inappropriate conversion of undeveloped land into sprawling, low-density development. The concept of Urban Growth Areas (UGAs) is one of the primary tools to meet the goals of the Growth Management Act (GMA).

Each jurisdiction must propose an Urban Growth Area (UGA) within which urban growth shall be encouraged. The Board of County Commissioners has the final responsibility for designating Urban Growth Areas (UGAs). 'Urban growth' is defined as " . . . growth that makes intensive use of land for buildings, structures and other impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products or fiber, or the extraction of mineral resources" [RCW 36.70A.030(14)].

Urban Growth Areas (UGAs) will include sufficient land and densities to permit the urban growth that is projected to occur in the county for the next 20 years. Each city and town in the county must be included within an Urban Growth Area (UGA). Land outside city or town boundaries may also be included within Urban Growth Areas (UGAs) to accommodate the 20-year growth projection. Growth outside of the Urban Growth Areas (UGAs) can occur only if not urban in character. Urban Growth Area (UGA) designations are a required element of each jurisdiction's comprehensive plan. Urban Growth Areas (IUGAs) must be adopted prior to development of each jurisdiction's comprehensive plan.

Overview of Countywide Planning Policies

The Countywide Planning Policies provide the direction, process and framework to analyze, propose, modify, and eventually adopt Urban Growth Areas (UGAs). Urban

Growth Areas (UGAs) are the primary tool to control sprawl and ensure that adequate services and infrastructure are provided to developing areas. Urban Growth Areas (UGAs) must accommodate the 20-year growth projection and also include greenbelts and other open space. Each jurisdiction must also protect sensitive environmental and wildlife habitat areas.

A goal of the Growth Management Act (GMA) is for Urban Growth Areas (UGAs) to be consistently planned and designated throughout the county. The Steering Committee of Elected Officials has the responsibility of recommending how the population allocation and distribution will occur. The Steering Committee has also ensured consistency in Urban Growth Areas (UGAs) by specifying standards for Urban Growth Area (UGA) delineation and minimum levels of service for transportation, sewer, water, etc.

Lands outside of Urban Growth Areas (UGAs) will have low densities that can be sustained by minimal infrastructure improvements such as septic systems, individual wells and rural roads. When domestic water service can be provided in a timely and reasonable manner, individual wells should not be allowed. Growth outside of Urban Growth Areas (UGAs) should not alter the rural character, degrade the environment or create a need for urban services. However, areas outside of Urban Growth Areas (UGAs) must be adequately planned in order to accommodate future expansions of Urban Growth Areas (UGAs).

<u>Overview of Urban Growth Area Designation Process</u>

Urban Growth Area Designation Process for New Incorporated Cities:

1. The Steering Committee of Elected Officials will assign new incorporated cities an interim population allocation based on the Office of Financial Management population forecasts and previous allocations to the former unincorporated area.

2. The new city will conduct a land capacity analysis using the Land Quantity Methodology adopted by the Steering Committee.

    a. The city will first determine land capacity inside its limits and then will examine the capacity of unincorporated UGA's adjoining the jurisdiction's boundary.

3. The new city will develop the Urban Growth Area proposal as part of its comprehensive planning proces

a. The proposed UGA shall be presented to the Steering Committee at a public meeting. The new city must justify its UGA proposal, showing how the interim population allocation will be accommodated.

b. The city must show how the area will be provide a full range of urban services within the 20-year time frame of the comprehensive plan.

c. All Urban Growth Areas lying adjacent to the new city should be analyzed and either proposed as the jurisdiction's UGA, a Joint Planning Area (JPA), or proposed to be removed from the UGA and converted to rural land.

d. The city will show its work by presenting its land capacity analysis, urban service analysis and other information as appropriate.

4. The Steering Committee will conduct a public hearing on the population allocation and the Urban Growth Area and/or the (or Joint Planning Area) proposal.

   a. The Steering Committee will vote on the proposal and will forward a recommendation to the Board of County Commissioners via minutes from the public hearing.

5. The Board of County Commissioners may conduct a public hearing on the proposed Urban Growth Area, and/or the proposed Joint Planning Area, and population allocation. After the hearing, the Board will approve and adopt, modify or return the proposal to the city for revision and/or adoption.

   a. The new city shall include the approved or modified UGA and/or the JPA in its comprehensive plan.

   b. The new UGA or JPA will become an amendment to the Spokane County Comprehensive Plan by incorporation.

POLICIES
Urban

1. Urban Growth Areas (UGAs) are areas within which urban growth shall be encouraged and outside of which growth can occur only if it is not urban in nature. Urban Growth Areas (UGAs) shall include areas and densities sufficient to permit

the urban growth that is projected to occur in the county for the succeeding 20-year period [RCW 36.70A.110].

'Urban growth' refers to growth that makes intensive use of land for the location of buildings, structures and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products or fiber, or the extraction of mineral resources [RCW 36.70A.030(17)].

Urban growth should be located first in areas already characterized by urban growth that have existing public facility and service capacities to serve such development and second in areas already characterized by urban growth that will be served by a combination of both existing public facilities and services and any additional needed public facilities and services that are provided by either public or private sources. Further, it is appropriate that urban government services be provided by cities, and urban government services should not be provided in rural areas [RCW 6.70A.110(3&4)]. Rural governmental services may be provided in rural areas.

However, Urban Growth Areas may be established independent of incorporated areas. Within these independent Urban Growth Areas (UGAs), urban governmental services may be provided by other than cities. Some cities may rely on contracts from Spokane County for provision of urban services.

Urban Growth Areas (UGAs) include all lands within existing cities, including cities in rural areas.

2. The determination and proposal of an Urban Growth Area (UGA) outside existing incorporated limits shall be based on a jurisdiction's ability to provide urban governmental services at the minimum level of service specified by the Steering Committee. Jurisdictions may establish higher level of service standards in their respective comprehensive plans.

   The location of critical areas and natural resource lands should be a prime consideration in delineating Urban Growth Areas (UGAs). Whenever possible and practical, natural resource lands should not be included within Urban Growth Areas (UGAs) unless used as open space.

3. Each jurisdiction will initially determine land capacity by that particular jurisdiction's ability to accommodate growth within current city limits or within

unincorporated areas of the county using the Department of Community, Trade and Economic Development's guidelines for designating Urban Growth Areas ("Issues in Designating Urban Growth Areas Part I -- *Providing Adequate Urban Area Land Supply*," March 1992, or as revised, and "The Art and Science of Designating Urban Growth Areas Part II -- *Some Suggestions for Criteria and Densities*," March 1992, or as revised). Jurisdictions shall use as primary criteria the availability and capacity of urban governmental services and public facilities.

In the event of incorporation of a new city or town, the population allocation should be evaluated and re-allocated as needed.

In determining how much additional population can be accommodated within an UGA, jurisdictions should first encourage new development in areas where all urban governmental services and public facilities currently exist and secondly encourage new development in areas where all urban governmental services and public facilities can be provided economically.

Each jurisdiction shall accommodate its fair share of population growth based on its ability to provide urban governmental services and public facilities. New fully contained communities and master planned resorts will be addressed through Spokane County's Comprehensive Plan and population allocation process.

4. Each jurisdiction shall submit Urban Growth Area (UGA) boundaries and/or revisions to the existing UGA to the Steering Committee, including:

   a. justification in the form of its land capacity analysis and the ability to provide urban governmental services and public facilities;

   b. the amount of population growth which could be accommodated and the analytical basis by which this growth figure was derived; and

   c. how much unincorporated land is required to accommodate growth, including maps indicating the additional areas.

5. The Steering Committee shall analyze each jurisdiction's proposed Urban Growth Area (UGA) through the use of a multi-jurisdictional planning team and make recommendations to the Board of County Commissioners for Urban Growth Area (UGA) adoption or revision.

6. Whenever possible, Urban Growth Areas (UGAs) shall have identifiable physical boundaries and/or jurisdictional or special-purpose district boundaries.

7. Each municipality must document that urban governmental services will be provided within its existing city limits prior to the designation of an Urban Growth Area (UGA) outside of existing city limits. To propose an Urban Growth Area (UGA) designation outside of their existing city limits, municipalities must provide a full range of urban governmental services based on each municipality's capital facilities element of their Comprehensive Plan.

8. Jurisdictions shall provide for new commercial/industrial land uses within UGAs based on methodologies or criteria established by the Steering Committee in cooperation with the Spokane area business community and in conjunction with a citizen participation process. The Spokane County Comprehensive Plan will address future expansion of existing commercial/industrial land uses which may be located outside of Urban Growth Area (UGA) boundaries.

9. Within Urban Growth Areas (UGAs), lands that fall within planned high-capacity transportation corridors should be designated for sufficient intensity of land use to support the economic provision of multi-modal transportation.

10. Each jurisdiction's comprehensive plan shall, at a minimum, demonstrate the ability to provide necessary domestic water, sanitary sewer and transportation improvements concurrent with development. Small municipalities (those with a population of 1,000 or less) may utilize approved interim ground disposal methods inside of Urban Growth Areas (UGAs) until such time as full sanitary sewer services can be made available. Each jurisdiction should consider long-term service and maintenance requirements when delineating Urban Growth Areas (UGAs) and making future land use decisions.

11. Where applicable, comprehensive plans should contain land use policies which provide protection for the continued viability of Fairchild Air Force Base, Spokane International Airport, Felts Field, Deer Park Airport and other publicly owned airports within Spokane County.

12. Jurisdictions should work together to protect natural resource lands outside of Urban Growth Areas (UGAs) and to protect critical areas and open space within Urban Growth Areas (UGAs).

Rural

13. The County should identify Urban Reserve Areas and within those areas encourage densities and land use patterns that will be conducive to future urbanization.

    Designated rural lands shall have low densities which can be sustained by minimal infrastructure improvements such as septic systems, individual wells, and rural roads, without altering the rural character, or creating the necessity for urban level of services.

    Clustering of rural development may be permitted as a tool for the preservation of rural open space as long as it can be demonstrated that the rural character of the area can be maintained and that urban services are not required to serve the new development.

    'Rural' will be characterized by one or more of the following.

    a. Opportunities exist for farming and forestry activities that do not qualify for natural resource land designation.

    b. The rural designation serves as a buffer for designated natural resource lands.

    c. Significant environmental constraints make the area generally unsuitable for intensive urban development.

    d. Major physical barriers exist to providing urban governmental services and public facilities at reasonable cost.

    e. The area is contiguous to other designated rural lands or natural resource lands.

    f. The area has outstanding scenic and/or historic value that can best be protected by rural land uses and densities.

    g. The area has limited public facilities, extension of urban governmental services is not planned or in-fill at higher densities is not feasible or necessary to meet regional needs.

14. Unplatted property should not be allowed to be developed to urban densities unless and until located within an Urban Growth Area (UGA) boundary or designated as a master planned resort.

15. Extension of urban governmental services outside of Urban Growth Areas (UGAs) should only be provided to maintain existing levels of service in existing urban like areas or for health and safety reasons, provided that such extensions are not an inducement to growth.

Urban Growth Area Revisions

Mandated Review of County-wide UGA

16. The Urban Growth Area boundaries shall be reviewed to accommodate the succeeding twenty years of projected growth, as required by RCW 36. 70A.130. The County Commissioners shall initiate the review process approximately three years prior to the required review deadline. This process shall re-evaluate population allocation, land quantity analysis and urban service delivery. Any jurisdiction through its representative on the Steering Committee of Elected Officials may request that the Board of County Commissioners initiate a review of the Urban Growth Area boundaries prior to the scheduled time.

Triggers for Review of the UGA

17. Review of the Urban Growth Area shall be required when:

    a. Population growth within the UGA (cities plus unincorporated UGA combined) equals or exceeds fifty percent of the additional population capacity estimated for the UGA at the start of a twenty year planning period; or

    b. Population growth within a city and its assigned, unincorporated UGA equals or exceeds fifty percent of the additional population capacity estimated for the city and its assigned UGA at the start of a twenty year planning period.

    c. Population growth within all UGAs that have not been assigned to cities equals or exceeds fifty percent of the additional population capacity estimated for the unassigned UGAs at the start of a twenty year planning period.

The start of the twenty year planning period is defined as the initial adoption date of the comprehensive plan or the adoption date of a UGA update as required under RCW 36.70A.130(3).

The above review shall be consistent with the requirements of RCW.36.70A and the Countywide Planning Policies, and shall incorporate:

- an updated population capacity and land quantity analysis using the most recent residential capacity estimates and assumptions; and
- an evaluation of land use and capital facilities to determine land use and capital facility needs within the existing UGA and any proposed UGA expansion area.

18. Review of the Urban Growth Area to consider additional commercial or industrial land shall be required when:

    a. Commercial or industrial land consumption within the UGA (cities plus unincorporated UGA combined) equals or exceeds fifty percent of the developable commercial or industrial land supply within the UGA at the start of the twenty year planning period; or

    b. Commercial or industrial land consumption within a city and its assigned, unincorporated UGA equals or exceeds fifty percent of the developable commercial or industrial land supply within the city and its assigned, unincorporated UGA at the start of the twenty year planning period.

    c. Commercial or industrial land consumption within all UGAs that have not been assigned to cities equals or exceeds fifty percent of the developable commercial or industrial land supply within the unassigned UGAs at the start of the twenty year planning period.

    The start of the twenty year planning period is defined as the initial adoption date of the comprehensive plan or the adoption date of a UGA update as required under RCW 36.70A.130(3).

    The above review shall be consistent with the requirements of RCW.36.70A and the Countywide Planning Policies, and shall incorporate:

    - the most recent commercial/industrial capacity estimates and assumptions; and

- an evaluation of land use and capital facilities to determine land use and capital facility needs within the existing UGA and any proposed UGA expansion area.

19. Individual jurisdictions may consider UGA revisions as a part of their annual Comprehensive Plan Amendment process. All proposed amendments will be reviewed in the following sequence and as depicted in Chart 1; *UGA/JPA Amendment Process*.

- Conditionally approved amendments must be forwarded to the Steering Committee of Elected Officials. The Steering Committee shall consider the amendments at a public hearing and then forward a recommendation to the Board of County Commissioners. The Steering Committee shall consider cumulative effects of all UGA proposals in making their recommendation.

- The Steering Committee of Elected Officials will review Urban Growth Area changes resulting from adoption of subarea plans and/or Comprehensive Plan Amendments for all jurisdictions once a year.

- The Board of Commissioners will consider the Steering Committee's UGA recommendations at a public hearing. The Board of County Commissioners shall consider cumulative effects of all UGA proposals in making their decision. Urban Growth Area revisions must be approved and adopted by the Board of County Commissioners.

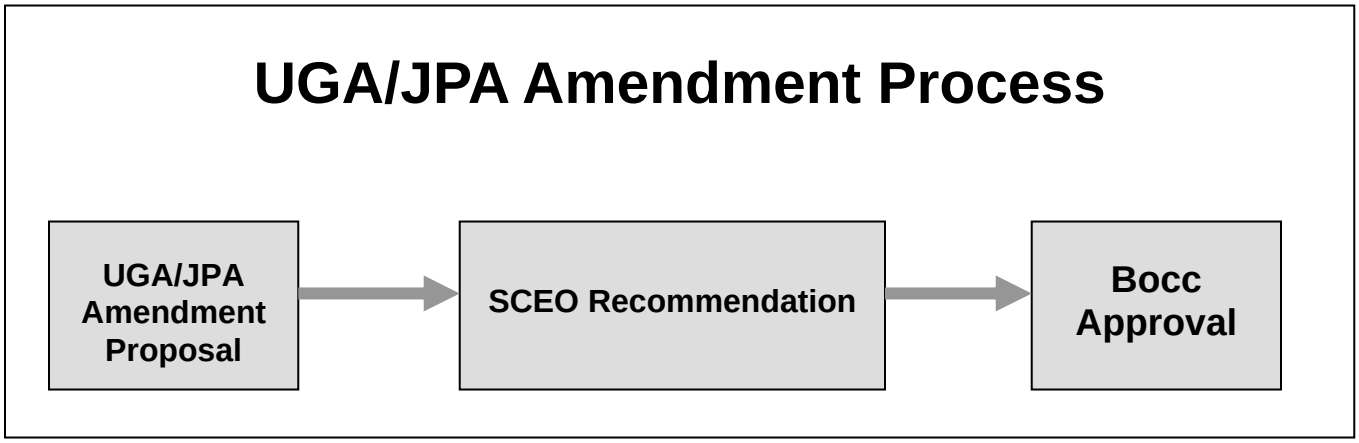

Chart 1: UGA / JPA Amendment Process

Policy Topic 2
Joint Planning within Urban Growth Areas (UGAs)

INTRODUCTION

Overview of Growth Management Act (GMA) Requirements

The Growth Management Act (GMA) requires the establishment of Urban Growth Areas (UGAs) and policies for joint county and city planning within Urban Growth Areas (UGAs). A goal of the Growth Management Act (GMA) is to encourage citizen involvement in the planning process and to ensure coordination between communities and jurisdictions to reconcile conflicts. Spokane County and each jurisdiction must plan jointly in the establishment of Urban Growth Areas (UGAs) and for future activity within those areas. RCW 36.70A.020 (Planning Goals), Goal # 11, states, "Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts". RCW 36.70A.100 (Comprehensive Plans, Must be Coordinated) states, "the comprehensive plan of each county or city that is adopted pursuant to RCW 36.70A.040 shall be coordinated with, and consistent with, the comprehensive plans adopted pursuant to RCW 36.70A.040 of other counties or cities with which the county or city has, in part, common borders or related regional issues." Finally, RCW 36.70A.210(3)(f) (Countywide Planning Policies), states that the Countywide Planning Policies must address "policies for joint county and city planning within urban growth areas." The Spokane County Comprehensive Plan defines Joint Planning Areas as "*areas designated as Urban Growth Areas assigned to a city or town for future urban development but located in the unincorporated county where a coordinated planning process between the cities, towns and the County will be conducted."*

Overview of Countywide Planning Policies

The Steering Committee of Elected Officials will be responsible to ensure joint planning within Urban Growth Areas (UGAs). The Steering Committee will specify standards for defining Urban Growth Areas (UGAs), minimum levels of service within Urban Growth Areas (UGAs), distribution of future growth, negotiating Urban Growth Area (UGA)

designations and making recommendations regarding Urban Growth Areas (UGAs) to the Board of County Commissioners.

POLICIES

1. The joint planning process should:

   a. Include all jurisdictions adjacent to the Urban Growth Area and Special Purpose Districts that will be affected by the eventual transference of governmental services.

   b. Recognize that Urban Growth Areas are potential annexation areas for cities.

   c. Ensure a smooth transition of services amongst existing municipalities and emerging communities.

   d. Ensure the ability to expand urban governmental services and avoid land use barriers to expansion; and

   e. Resolve issues regarding how zoning, subdivision and other land use approvals in designated joint planning areas will be coordinated.

2. Joint planning may be accomplished pursuant to an interlocal agreement entered into between and/or among jurisdictions and/or special purpose districts.

Policy Topic 3
Promotion of Contiguous and Orderly Development and Provision of Urban Services

INTRODUCTION

Overview of Growth Management Act (GMA) Requirements

The Growth Management Act requires the adoption of Countywide Planning Policies concerning the promotion of contiguous and orderly development and the provision of urban services. The Growth Management Act (GMA) establishes a goal of encouraging development in urban areas where adequate public facilities and services exist or can efficiently be provided. Growth planning must ensure that needed facilities and services are adequate to serve new development without decreasing current service levels below locally established minimum standards. The Growth Management Act (GMA) requires that adequate urban governmental services and public facilities be available at the time growth occurs, commonly known as concurrency. Realistically, growth would go first to areas with existing public services and facilities and then into areas in which those urban governmental services and public facilities could be efficiently extended.

Overview of Countywide Planning Policies

The Countywide Planning Policies address four general areas.

1. The specification of minimum level of service standards.

2. The planning for utilities, open space corridors, critical areas, natural resource lands and water management.

3. The provision of urban governmental services and public facilities.

4. The distribution of future growth and population within the county.

The policies call for an analysis of the maximum capacity of regional capital facilities, development of minimum standards for urban governmental services within Urban Growth Areas (UGAs) and specification of minimum development and transportation standards to promote efficient land use.

In order to coordinate population and the distribution of services, the County and each city and town should accommodate its fair share of housing and essential public facilities needed for the region. Small cities and towns will serve as the focal point and function as the "urban center" for the surrounding area. The policies also recognize Fairchild Air Force Base as an urban center.

POLICIES

1. Each jurisdiction shall include policies in its comprehensive plan to address how urban development will be managed to promote efficiency in the use of land and the provision of urban governmental services and public facilities. The Steering Committee has accepted regional minimum level of service standards for urban governmental services with the exception of police protection within Urban Growth Areas (UGAs). Local jurisdictions may choose higher standards. In its comprehensive plan, each jurisdiction shall include, but not be limited to, level of service standards for:

    a. fire protection;

    b. police protection;

    c. parks and recreation;

    d. libraries;

    e. public sewer;

    f. public water;

    g. solid waste disposal and recycling;

    h. transportation; and

i. schools. (Spokane County has not proposed a Level of Service for school districts to be adopted as part of the Comprehensive Plan. Individual school districts determine their own Level of Service Standards. However, if any jurisdiction within Spokane County or Spokane County chooses to implement impact fees for schools at any future time, each school district must develop a capital facilities plan consistent with the GMA.)

The Levels of Service are as follows:

FACILITY	LEVEL OF SERVICE STANDARD (LOS)
Domestic Water	Domestic Water Supply - Minimum Levels of Service for storage capacity and flow shall be consistent with the Washington State Department of Health requirements and the Spokane County Coordinated Water System Plan requirements (where applicable). System Design – Minimum Levels of Service for pipe sizing, flow rate, and systematic grid development shall be consistent with the Washington State Department of Health requirements and the Coordinated Water System Plan requirements (where applicable). Fire Flow – Fire flow rate and duration as well as fire hydrant specifications and spacing shall be consistent with local fire authority requirements or the Fire Code, which ever is more stringent.
Sanitary Sewer	Incorporated areas will be provided with wastewater collection and transport systems in accordance with the adopted sewer concurrency requirements of the jurisdiction. Unincorporated urban growth areas will be provided with wastewater collection and transport systems in accordance with the requirements for sewer concurrency as set forth in Spokane County's Development Regulations. Collection systems and transport systems will be designed for peak flow conditions so that overflows, backups, and discharges from the system do not occur under normal operating situations. Specific design criteria shall conform to the requirements of the Washington State Department of Ecology and local regulations. Wastewater collection and transport systems will convey wastewater to centralized wastewater treatment facilities. Centralized wastewater treatment and effluent

	disposal facilities will be planned, designed, and constructed to provide effluent that does not adversely impact the quality of surface or ground water of the State of Washington. Planning and design for wastewater treatment and effluent disposal facilities will be based on 20 year projections of population growth and current water quality criteria as established by the Washington State Department of Ecology. (*Centralized wastewater treatment facilities shall be a part of a sewage system owned or operated by a city, town, municipal corporation, county, political subdivision of the state or other approved ownership consisting of a collection system and necessary trunks, pumping facilities and means of final treatment and disposal and approved or under permit from the Washington State Department of Ecology.)*
Transportation	Maintain travel corridor time as established by Spokane Regional Transportation Council.
Stormwater	Flooding of property outside designated drainage-ways, de-facto drainage-ways, easements, flood zones or other approved drainage facilities, during the design precipitation or runoff event prescribed in the standards of the governing local agency or jurisdiction, shall be prevented within the reasonable probability afforded by such standards. Impact to buildings and accessory structures shall be avoided to the maximum extent practicable by evaluating the effects of a 100-year rain event, and implementing measures to ensure that the runoff attendant to such event is directed away from such buildings and accessory structures. Any stormwater discharge to surface or ground waters must meet federal, state and local requirements for water quality treatment, stormwater runoff and infiltration.
Law Enforcement	Each jurisdiction shall specify in its Comprehensive Plan a level of police protection that addresses the safety of its citizens.
Libraries	Each jurisdiction will specify its own level of service.
Parks	Each jurisdiction will specify its own level of service.

Solid Waste	Solid waste processing will meet Federal and State regulations, including maintaining any required facilities licenses.
Street Cleaning	Each jurisdiction within the non-attainment area shall develop and use a street cleaning plan, coordinating with Spokane County Air Pollution Control Authority (SCAPCA) as the oversight agency, to meet mandated Particulate Matter dust standards. Each jurisdiction's street cleaning plan will describe the programs and methods to be used to reduce particulate matter emissions from paved surfaces. Each plan shall address but not be limited to the following: 1) Street sweeping frequency and technology to be employed. 2) Factors for determining when and where to initiate street sweeping following a sanding event, with the goals of expeditious removal when safety and mobility requirements have been satisfied. 3) Sanding reduction goal. 4) Sanding materials specifications to be employed. 5)Locations, application rates and circumstances for use of chemical de-icers and other sanding alternatives. 6) Identification of priority roadways (over 15,000 average daily traffic count).
Public Transit	Jurisdictions within the Public Transit Benefit Area (PTBA) shall have policies consistent with the level of service adopted by the Spokane Transit Authority Board of Directors.
Fire and Emergency Services	Urban areas jurisdictions in excess of 5,000 population, or once a population of 5,000 persons is achieved, shall be served by Fire District with at least a (*Washington Survey and Rating Bureau of Insurance Services Office*) Class 6 Insurance Rating or better. For the purposes of GMA minimum Levels of Service, Class 6 or better shall be based on the ISO Grading Schedule for municipal fire protection, 1974 edition, as amended, by using the fire district, fire service communication, and fire safety control portions of the grading schedule. The total deficiency points identified in these portions of the ISO or Washington Survey and Rating Bureau schedule shall not exceed 1,830 points. All jurisdictions, regardless of size, shall ensure that new development has a Fire Flow and hydrant placement per the International Fire Code adopted by that jurisdiction. Urban

	areas must be within 5 road miles of an operating fire station that provides service with a "Class A" pumper, unless structures are equipped with fire sprinkler(s) that are rated in accordance with the edition of the International Fire Code adopted by the jurisdiction, and is located within 5 road miles of an operating fire station that provides service with a Class "A" rated pumper. Urban areas shall be served by a state certified basic life support (BLS) agency. Urban areas should be served by an operating basic life saving unit within 5 miles; and an operating advanced life support unit within 6 miles or 10 minutes response time for those jurisdictions with urban areas in excess of 5,000 population; and basic life support and advanced life support transport service.
Public Schools	To be determined by individual school district CFP.

2. Each jurisdiction and other providers of public services should use compatible information technologies to monitor demand for urban governmental and regional services and the efficiency of planning and services delivery.

3. Each jurisdiction shall include policies in its comprehensive plan to ensure that obstructions to regional transportation or utility corridors are not created. In addition, each jurisdiction should include policies in its comprehensive plan to ensure sustainable growth beyond the 20-year planning horizon.

4. Each jurisdiction shall include policies in its comprehensive plan to provide open space corridors within the expanding urban landscape.

5. All jurisdictions shall coordinate plans that classify, designate and protect natural resource lands and critical areas.

6. Each jurisdiction should establish programs or projects that demonstrate and identify the elements which ensure compatibility of mixed density residential developments (for example, single-family, town houses, duplexes, condominiums, apartments).

7. Each jurisdiction's comprehensive plan shall include, at a minimum, the following policies to address adequate fire protection.

a. Limit growth to areas served by a fire protection district or within the corporate limits of a city providing its own fire department.
b. Commercial and residential subdivisions and developments and residential planned unit developments shall include the provision for road access adequate for residents, fire department or district ingress/egress and water supply for fire protection.

c. Development in forested areas must provide defensible space between structure and adjacent fuels and require that fire-rated roofing materials be used.

8. The Steering Committee shall recommend to the Board of County Commissioners the allocation of population to jurisdictions based, in part, on each jurisdiction's contribution to regional housing goals and the ability to serve special-needs populations.

9. Wellhead protection plans should be coordinated with water purveyors and implemented and updated as needed, by local jurisdictions. Each jurisdiction should encourage and pursue strategies within its jurisdiction for water resource management, which will sustain projected growth rates and protect the environment.

10. Each jurisdiction shall include provisions in its comprehensive plan for distribution of essential public facilities.

11. Recognize Fairchild Air Force Base as an urban center with a major influence on the regional economy.

12. Each jurisdiction in its comprehensive plan should provide policies that support the compatible incorporation of utilities, greenbelts and open space within common corridors.

13. Each jurisdiction shall plan for growth within Urban Growth Areas (UGAs) which uses land efficiently, adds certainty to capital facilities planning and allows timely and coordinated extension of urban governmental services, public facilities and utilities for new development. Each jurisdiction shall identify intermediate growth areas (6 to 10 year increments) within its Urban Growth Area (UGA) or establish policies which direct growth consistent with land use and capital facility plans.

Policy Topic 4
Parks and Open Space

INTRODUCTION

Overview of Growth Management Act (GMA) Requirements

The Growth Management Act (GMA) encourages the retention of open space and the development of parks and recreational opportunities. Within Urban Growth Areas (UGAs), the Growth Management Act (GMA) requires open space corridors to be identified and authorizes their purchase for use as greenbelts, parks or wildlife habitat. (RCW 36.70A.160).

Although the Growth Management Act (GMA) does not expressly require Countywide Planning Policies on parks and open space, the Steering Committee of Elected Officials chose to include it as a Countywide Planning Policy topic.

Overview of Countywide Planning Policies

Included in the policies for Parks and Open Space are the following.

1. Utilize open space corridors between major developments.

2. Identify and protect large open space areas of regional significance.

3. Develop parks and retain open space to lessen the impact of high density land uses.

4. Utilize utility corridors as open space and for recreational opportunities.

POLICIES

1. The County and each jurisdiction shall establish policies, standards and regulations to plan for and acquire parks and open space that fall outside a municipality's corporate boundary and within its Urban Growth Area (UGA).

2. All jurisdictions should cooperate to identify and protect regional open space lands, natural areas and corridors of environmental, recreational and aesthetic significance to form a functionally and physically connected system which balances passive and active recreational uses. Each jurisdiction shall identify open space corridors within and between urban growth areas. (RCW 36.70A.160).

   All jurisdictions shall identify implementation, management, preservation and conservation strategies, through both regulatory and non-regulatory techniques, to protect identified lands and corridors, to sustain their open space benefits and functions. Implementation and management strategies should include collaboration and coordination with land trusts and other land preservation organizations.

3. Each jurisdiction shall require the development of parks and open space as a means to balance the impacts associated with higher density development.

4. Each jurisdiction should encourage cooperation with both utilities and users for the purpose of including compatible passive recreational and open space uses with existing utilities or when siting new utilities.

5. Each jurisdiction shall make appropriate provisions for parks and recreation areas.

Policy Topic 5
Transportation

INTRODUCTION

Overview of Growth Management Act (GMA) Requirements

Regional transportation systems include major highways, airports and railroads, as well as bikeways, trails and pedestrian systems. The Growth Management Act (GMA) encourages a variety of efficient transportation systems in order to reduce sprawl while improving the efficient movement of people, goods and services. Therefore, close coordination is necessary between transportation planning and the land use element of each jurisdiction's comprehensive plan. The Growth Management Act (GMA), as well as other state and federal legislation, requires transportation planning to be conducted on a regional basis.

According to RCW 36.70A, local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on the transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. The strategies could include increased public transportation services, ride-sharing programs, demand management strategies and other transportation system management strategies.

Overview of Countywide Planning Policies

The Countywide Planning Policies propose that transportation planning in Spokane County be carried out by the Spokane Regional Transportation Council. Consequently, each jurisdiction's land use plan should be consistent with the regional transportation system.

The policies recognize the need to preserve corridors capable of providing for high-capacity transportation such as commuter lanes, rail or dedicated busways. Through

their comprehensive plans, local jurisdictions will be responsible for planning for developments along these corridors that would support public transportation services.

The Countywide Planning Policies also recognize the need to preserve our existing regional transportation system. New land developments would not be allowed to lower the adopted level of service of the existing transportation system. To accomplish this, developments would be required to pay for transportation improvements at the time of construction or to identify other transportation strategies to offset the impacts. These strategies could include increased public transportation services, ride-share programs and other alternative programs.

POLICIES

1. Regional transportation planning shall be conducted by the Spokane Regional Transportation Council (SRTC). The SRTC shall coordinate with local jurisdictions and the Spokane Transit Authority (STA) to ensure that the regional transportation plan and local jurisdictions' land use plans are compatible and consistent with one another.

2. The regional transportation plan shall be developed in accordance with federal and state planning requirements in order to ensure that:

    a. coordinated, comprehensive and consistent transportation plans are adopted;

    b. air quality is evaluated and maintained; and

    c. the Spokane metropolitan area maintains eligibility for federal and state funding programs.

3. The regional transportation plan shall include, in addition to state and federal mandates:

    a. alternative modes of transportation to the automobile, including public transportation, pedestrian facilities, bikeways and air and rail facilities;

    b. an evaluation of the general environmental and economic impacts of the plan;

    c. coordination with land uses to reduce transportation demands;

d. standards for accessibility to major institutions, manufacturing and industrial centers and air and rail terminals;

e. incorporation of utility easements into transportation corridors;

f. provisions for special-needs populations; and

g. access management to regional arterials.

4. Comprehensive plans shall include, where applicable, the master plans of identified major transportation facilities to ensure that they are reasonably accommodated and compatible with surrounding land uses. Such facilities shall include, but not be limited to, airports, state highways, railroads and major freight terminals.

5. Local jurisdictions shall develop and adopt land use plans that have been coordinated through the Spokane Regional Transportation Council (SRTC) to ensure that they preserve and enhance the regional transportation system. These plans may include high capacity transportation corridors and shall fulfill air quality conformity and financial requirements of the Federal Transportation Laws and Regulations, the Clean Air Act Amendments of 1990 and the Growth Management Act (GMA).

6. Local jurisdictions shall designate within land use plans areas that can support public transportation services. These areas shall include existing as well as new development. Each jurisdiction's land use plan, the regional transportation plan and the Spokane Transit Authority's (STA) Long Range Transit Plan shall support, complement and be consistent with each other.

7. In the long term, growth and change will necessitate the designation of specific transportation corridors which can support high capacity transportation. These corridors shall:

   a. be identified for the specific purpose of preserving the right-of-way necessary to implement a high-capacity transportation system and to provide a development density that will support such a system;

   b. be recognized in each jurisdiction's comprehensive plan and development regulations. These plans and codes should provide the authority to establish high-capacity transportation activity centers and urban villages having a land use pattern of mixed use density and intensities;

c. be incorporated into capital facilities programs to provide a unified approach for preserving the character and quality of neighborhoods;

d. be evaluated to identify both interim and ultimate transportation strategies for each corridor;

e. encourage capital infrastructure investment to facilitate high-capacity transportation and supporting land uses; and

f. be supported through a public education process.

8. The regional transportation plan and comprehensive plan of each jurisdiction shall include roads, air and rail service that accommodates the need for freight and goods movement.

   Plans should identify specific routes that are, or could be, subject to available funding, designed and constructed utilizing a regional standard for heavy truck traffic to serve the movement of goods from industrial and rural areas to the market. Future land uses requiring heavy freight movement should be encouraged to locate along these routes.

9. Recognizing the need to maintain existing rail lines for shipments of commodities, which reduces the impacts of shipping commodities by roads, local jurisdictions should protect rail facilities to the extent possible.

10. Each jurisdiction should coordinate its housing and transportation strategies to support existing, or develop new, public multi-modal transportation systems.

11. Each jurisdiction shall address land use designations and site design requirements that are supportive of and compatible with public transportation, for example:

    a. pedestrian scale neighborhoods and activity centers;

    b. mixed use development; and

    c. pedestrian friendly and nonmotorized design.

12. Each jurisdiction should support the use of telecommunications technologies for telecommuting, teleshopping and video conferencing as alternatives to vehicle travel.

13. Each jurisdiction's transportation facilities shall be planned within the context of countywide, multi-county and bi-state air, land and water resources and shall not cause or contribute to exceeding federal or state environmental quality standards.

14. Each jurisdiction shall strive, through transportation system strategies, to optimize the use of and maintain existing roads to minimize the construction costs and impacts associated with roadway facility expansion.

15. In accordance with regional minimum level of service standards specified by the Steering Committee, each jurisdiction shall establish roadway standards, level of service standards and methodologies and functional road classification schemes to ensure consistency throughout the region and to support the use of alternative transportation modes.

16. Each jurisdiction shall address energy consumption/conservation by:

    a. designing transportation improvements for alternatives to the single-occupant vehicle;

    b. locating and adopting design standards for new development to support pedestrian or nonmotorized travel;

    c. providing regulatory and financial incentives to promote efforts of the public and private sector to conserve energy; and

    d. reducing the number of vehicle miles traveled and number of vehicle trips.

17. The transportation element of each jurisdiction's comprehensive plan, where transit service exists, will include level of service standards for transit routes and services. Each jurisdiction will coordinate the level of service standards with all adjacent jurisdictions and appropriate agencies.

18. Each jurisdiction shall use its adopted level of service standards to evaluate concurrence for long-range transportation planning, development review and programming of transportation investments.

19. The annual process to update and approve the Six-Year Transportation Improvement Program (TIP) by the Spokane Regional Transportation Council (SRTC) shall be used to prioritize regional transportation improvements and programming regional transportation revenues.

20. Transportation elements of comprehensive plans shall reflect the preservation and maintenance of transportation facilities as a high priority to avoid costly replacement and to meet public safety objectives in a cost effective manner.

21. Each jurisdiction, Spokane Regional Transportation Council (SRTC) and other transportation agencies shall identify significant regional and/or countywide land acquisition needs for transportation and establish a process for prioritizing and siting the location of transportation corridors and facilities.

Policy Topic 6
Siting of Capital Facilities of a Countywide or Statewide Nature

INTRODUCTION

Overview of Growth Management Act (GMA) Requirements

Public capital facilities of a county or statewide nature generally have characteristics which typically make them difficult to site. Such characteristics may include, for example, the number of jurisdictions served by the facility, the size of the facility or the facility's potential impacts such as noise, odor, traffic or pollution.

The Growth Management Act (GMA) recognizes those difficulties typically encountered in attempts to find locations for 'essential public facilities,' such as airports, colleges and universities, correctional facilities, solid waste stations, major highways or freeways, inpatient substance abuse treatment and mental health facilities and group homes. The Growth Management Act (GMA) requires that Countywide Planning Policies address the need to site these necessary facilities throughout the county in an equitable manner and specifically prohibits local comprehensive plans and development regulations from precluding these uses from their communities.

Overview of Countywide Planning Policies

The Countywide Planning Policies stress the necessity of active citizen involvement in siting decisions and the need to carefully consider transportation, site design and other service needs when evaluating potential locations for essential public facilities. Finally, the policies encourage major institutions such as colleges and hospitals to develop 'master plans' that can be adopted as elements of local comprehensive plans.

POLICIES

1. Each jurisdiction should encourage regional institutional facilities to prepare a master plan to be adopted as an amendment to the jurisdiction's comprehensive plan.

Preparation of the master plan should include a public participation process and the plan should be compatible and consistent with the jurisdiction's comprehensive plan.

2. Locate essential public facilities based on the Spokane County Regional Siting Process for Essential Public Facilities, adopted February 4, 2003.

3. Each jurisdiction shall make provisions in its comprehensive plan for essential public facilities consistent with the Spokane County Regional Siting Process for Essential Public Facilities.

4. Each jurisdiction should identify in its comprehensive plan protective measures to prevent incompatible land uses from encroaching upon essential public facilities.

5. Each jurisdiction's comprehensive plan shall identify those specific local facilities that are essential public facilities consistent with the Spokane County Regional Siting Process for Essential Public Facilities. The comprehensive plan shall also identify public funding priorities for these facilities to better recognize the significance of each facility's service(s) and its relationship to the local area's growth and development.

Policy Topic 7
Affordable Housing

INTRODUCTION

Overview of Growth Management Act (GMA) Requirements

The Growth Management Act (GMA) stresses the importance of housing by requiring local governments to include it as an element in their comprehensive plans and requiring that affordable housing be addressed in Countywide Planning Policies. Goals within the Growth Management Act (GMA) encourage the availability of affordable housing to all economic segments of the population and preservation of existing housing stock. The Growth Management Act (GMA) goals also promote a variety of residential densities and housing types, discourage urban sprawl and encourage a fair and efficient permit process for development.

The Growth Management Act (GMA) does not define the term 'affordable housing,' but its use in the Act indicates that it should be broadly construed to refer to a wide range of housing types at varying costs capable of meeting the needs of all economic segments of the community.

The housing element in each jurisdiction's comprehensive plan must, at a minimum, include the following.

a. An inventory and analysis of existing and projected housing needs.

b. A statement of goals, policies and objectives for the preservation, improvement and development of housing.

c. Identification of sufficient land for housing, including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, group homes and foster care facilities.

d. Adequate provisions for existing and projected housing needs of all economic segments of the community.

These legislative requirements, together with the Countywide Planning Policies, provide a consistent framework for the County and each city and town as they develop the housing elements of their comprehensive plans.

Overview of Countywide Planning Policies

'Affordable housing' applies to a wide range of housing types at varying costs which can meet the needs of a diverse community. The marketplace is generally capable of meeting the housing demands of the upper income segment of the population. Therefore, the primary focus of these policies is on mechanisms to increase the availability of affordable housing for middle and lower-income households. Such mechanisms may include regulatory reform, inclusionary zoning, mixed use developments, incentives for increased housing densities and other incentives to encourage a variety of housing types to meet the needs of a diverse population.

The affordable housing policies provide a framework by which each jurisdiction can help meet the overall housing needs of Spokane County in a fair, consistent and coordinated fashion. They direct each jurisdiction to accommodate a wide variety of development and housing types; they call for consistency in development regulations and standards within Urban Growth Areas (UGAs) and they encourage reform of regulations which are unnecessary or costly barriers to the provision of affordable housing.

POLICIES

1. Each jurisdiction's comprehensive plan shall specify the strategies for attaining its affordable housing objectives. These strategies should include a diverse mix of housing types and prices, including low-income housing.

2. Each jurisdiction's comprehensive plan shall include policies and strategies to promote accessibility to service/activity centers, jobs and public transportation for special-needs populations.

3. All jurisdictions should establish consistent residential development regulations and standards within Urban Growth Areas.

4. Each jurisdiction's development policies, regulations and standards should provide for the opportunity to create affordable housing in its community, such policies may

include regulatory tools, such as inclusionary zoning, performance/impact zoning, mixed-use development and incentives for increasing density to promote greater choice and affordable housing.

5. Each jurisdiction shall ensure that standards in existing or future development regulations facilitate rehabilitation, restoration and relocation of existing structures or new construction of affordable housing.

6. In conjunction with other policy topics, coordinate housing, transportation, and economic development strategies to ensure that sufficient land and densities for affordable housing are provided in locations readily accessible to employment centers.

7. Each jurisdiction's comprehensive plan and development regulations shall recognize and incorporate the mandates of federal and state fair housing laws, particularly as they relate to siting and development of housing for special-needs populations.

Policy Topic 8
Economic Development

INTRODUCTION

Overview of Growth Management Act (GMA) Requirements

The Growth Management Act (GMA) establishes overall goals for economic development throughout the state and requires the topic to be addressed as part of the Countywide Planning Policies.

The Growth Management Act (GMA) establishes the following as economic development goals for the State of Washington. RCW.36.70A.020(5).

- Encourage economic development that is consistent with adopted comprehensive plans.
- Promote economic opportunity for all citizens of the state, especially for unemployed and disadvantaged persons.
- Encourage growth in areas experiencing insufficient economic growth.
- Ensure economic growth occurs within the capacities of the state's natural resources, public services and public facilities.

These goals, together with the Countywide Planning Policies, will provide guidance to individual jurisdictions as they develop the economic development elements of their comprehensive plans.

Overview of Countywide Planning Policies

The Countywide Planning Policies establish overall direction for economic development efforts in the region, both public and private, and also provide guidance to individual jurisdictions as they develop their comprehensive plans. The policies call for greater cooperation between the private sector and government in measuring both the

performance of the local economy and the relationship between economic development and preservation of the area's environment and quality of life. The policies stress the need to maintain downtowns as retail and cultural hubs. In addition, the policies indicate a need for a regional (Washington and Idaho) approach to the critical environmental issues of water and air quality and their potential influence on the region's economic development. Finally, the policies provide specific guidance regarding those topical areas to be addressed in the economic development element of each jurisdiction's comprehensive plan.

POLICIES

1. Include an economic development element in each jurisdiction's comprehensive plan that establishes local goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life. The element shall include:

    a. a summary of the local economy such as population, employment, payroll, sectors, businesses, sales, and other information as appropriate;

    b. a summary of the strengths and weaknesses of the local economy defined as the commercial and industrial sectors and supporting factors such as land use, transportation, utilities, education, work force, housing, and natural / cultural resources; and

    c. an identification of policies, programs, and projects to foster economic growth and development and to address future needs. A city that has chosen to be a residential community is exempt from the economic development element requirement of the GMA.

2. Jurisdictions should adopt in their comprehensive plans economic development policies which will help protect the environment as a key economic value in the region.

3. The Steering Committee should pursue options for regional planning, such as establishment of a regional planning association with adjacent counties and the State of Idaho.

4. Maintain the integrity of downtowns (Central Business Districts) as centers for retail, business and cultural activity.

5. Each jurisdiction should designate sites for industrial and service employers to encourage them to locate throughout urban areas in proximity to housing and regional transportation facilities (including public transportation).

6. Spokane County should maintain commercial agricultural areas to protect the long-term viability of agriculture as an important element of the local economy.

Policy Topic 9
Fiscal Impacts

INTRODUCTION

Overview of Growth Management Act (GMA) Requirements

The Growth Management Act (GMA) requires that Countywide Planning Policies " . . . address an analysis of the fiscal impact." The Act, however, does not clarify nor define the scope of the required financial analysis. The type of analysis is left to the discretion of the County, cities and towns, to be defined within their Countywide Planning Policies.

Overview of Countywide Planning Policies

The purpose of fiscal impact analysis is to assess the relative costs of providing urban governmental services to areas consistent with the plans developed by each jurisdiction. The Countywide Planning Policies establish overall direction for fiscal impact analysis as jurisdictions adopt their comprehensive plans. They call for revenue sharing and cooperation between jurisdictions to help finance shared needs and maintain levels of service. The policies require an examination of infrastructure costs and impacts caused by development, along with the capital resources available to accommodate growth. Finally, the policies provide specific guidance for conducting an analysis of comprehensive plan elements such as capital facilities, Urban Growth Areas (UGAs), housing and orderly development.

POLICIES

1. Each jurisdiction shall identify, within the capital facilities element of its comprehensive plan, capital resources that will be available to accommodate the additional development which is anticipated within Urban Growth Areas (UGAs).

Glossary
Countywide Planning Policy Terms

Access management - the controlling or managing of access along arterial roadways for the purpose of improving average travel speeds and increasing the capacity of the road.

Accessory dwelling unit - a dwelling unit that is a building, part of a building, or structure which is subordinate to, and the use of which is incidental to, that of the main building, structure or use on the same lot.

Adequate public facilities - facilities which have the capacity to serve development without decreasing levels of service below locally established minimums.

Affordable housing - adequate, appropriate shelter costing no more (including basic utilities) than 30 percent of a household's gross monthly income.

Air quality conformity - a mechanism for ensuring that transportation activities (plans, programs and projects) are reviewed and evaluated for their impacts on air quality prior to funding or approval.

Available public facilities - means that facilities or services are in place or that a financial commitment is in place to provide the facilities or services within a specified time. In the case of transportation, the specified time is six years from the time of development.

Carrying capacity - the finite limits of the environment, our physical resources and government's ability to respond to growth.

Clustering - a development design technique that concentrates buildings on a portion of a site to allow the remaining land to be used for recreation, common open space, agricultural uses, preservation of environmentally sensitive features or preserved for future development.

Commercial agricultural - agriculture primarily devoted to the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable or animal products or of

berries, grain, hay, straw, turf, seed, Christmas trees not subject to the excise tax imposed by RCW 84.33.100 through 84.33.140 or livestock.

Concurrent/concurrency - means that adequate public facilities are available when the service demands of development occur. This definition includes the two concepts of "adequate public facilities" and of "available public facilities" as defined above.

Congestion pricing - the application of pricing to control demand for road and parking use in congested areas.

Critical areas - includes the following areas and ecosystems.

a. Wetlands.
b. Areas with a critical recharging effect on aquifers used for potable water.
c. Fish and wildlife habitat conservation areas.
d. Frequently flooded areas.
e. Geologically hazardous areas.

De-facto drainageways – those areas not formally identified and/or categorized by the local jurisdiction or other authority, but whose topographic characteristics nonetheless allow water to concentrate and flow when acted upon by gravitational forces.

Designated drainageways – those areas identified and/or categorized by the local jurisdiction or other authority as paths into and along which water is concentrated and flows when acted upon by gravitational forces, usually during rainfall and runoff events.

Designated aquifer - aquifers designated by Spokane County in cooperation with the Department of Ecology (DOE) to be protected from business and residential pollution.

Equitable distribution - the allocation of population, essential public facilities, affordable housing, etc., by the Steering Committee, based upon each jurisdiction's ability to provide urban governmental services and public facilities and land availability. The term 'fair share' has the same meaning as equitable distribution.

Essential public facilities - includes those facilities that are typically difficult to site, such as airports, colleges, universities, correctional facilities, solid waste stations, major highways or freeways, in-patient substance abuse treatment facilities, mental health facilities and group homes.

Fair share - see definition for 'equitable distribution.'

Functional road classification - the division of highways, roads and streets into groups having similar characteristics of providing transportation mobility and/or land access.

Geographic Information System (GIS) - a computer system that stores and links nongraphic characteristics or geographically related data with graphic map features. A GIS system allows for a wide range of information processing and display operations, including the production of maps, analysis and modeling.

Growth Management Act (GMA) - a series of laws passed by the Washington State Legislature in 1990-91 that require cities and counties to plan for and manage growth and development.

High-capacity transportation - includes high-occupancy vehicle lanes, rapid transit [light or heavy rail], busways and commuter rail.

High-capacity transportation activity center - a concentrated area with an adequate mix and intensity of land uses and services to support high-capacity transportation.

Inclusionary zoning - regulations which increase housing choice by providing the opportunity to construct more affordable, diverse and economical housing to meet the needs of low and moderate-income families.

Joint Planning Areas – areas designated as Urban Growth Areas assigned to a city or town for future urban development but located in the unincorporated county where a coordinated planning process between the cities, towns and the County will be conducted."

Jurisdiction - the government of Spokane County and/or an incorporated city and/or town located within Spokane County.

Level of service - an established minimum capacity of public facilities or services that must be provided per unit of demand or other appropriate measure of need.

Low-income housing - housing that is economically feasible for families whose income level is categorized as low within the standards set by the Department of Housing and

Urban Development (HUD). 'Low income' is defined as 80% or less of the median family income for a particular market area.

Master planned resort - means a self-contained and fully integrated planned unit development in a setting of significant natural amenities, with primary focus on destination resort facilities consisting of short-term visitor accommodations associated with a range of developed on-site indoor or outdoor recreational facilities.

Mixed-use development - the development in a compact urban form of a tract of land or building or structure with two or more different uses, such as, but not limited to, residential, office, manufacturing, retail, public or entertainment.

Multijurisdictional planning team - an established group of planning professionals that represent each jurisdiction within Spokane County for the purpose of supporting the Spokane County Steering Committee in issues related to the Countywide Planning Policies.

Multimodal transportation - means a transportation system consisting of many travel choices or modes.

Municipality - an incorporated city or town.

Natural resource lands (resource lands) - lands not already characterized by urban growth which have long-term significance for the commercial production of food or other agricultural products, timber or the extraction of minerals.

New development - the improvement of vacant land with utilities, roads, storm drainage facilities and other features.

New fully contained community - is a development proposed for location outside of the existing designated Urban Growth Areas which is characterized by urban densities, uses and services and meets the criteria of RCW 36.70A.350.

New use - any change in land use by construction or expansion or a new or existing building or structure.

Open space corridors - lands within and between urban growth areas useful for recreation, wildlife habitat, trails and connection of critical areas.

Performance/impact zoning - a zoning category that does not specifically prescribe a use but leaves the means for achieving the classification or goal through established standards.

Public facilities - include, but are not limited to, streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities and schools.

Public services - include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection and other governmental services.

Regional - countywide activities involving the jurisdictions and, when applicable, the special purpose districts within Spokane County; may also include adjacent counties in Washington State and/or Idaho State as indicated in specific policies.

Regional arterials - roads and streets on the Federal Functional Classification System which are designated as Interstate, Principal or Minor arterials (regionally significant collector arterials may also be included).

Regional institutional facilities - includes all those facilities defined as essential public facilities above as well as major health care facilities and major industrial parks.

Regional transportation plan - means the transportation plan for the regionally designated transportation system which is produced by the Regional Transportation Planning Organization.

Regional Transportation Planning Organization (RTPO) - the voluntary organization conforming to RCW 47.80.020 consisting of local governments within a region containing one or more counties which have common transportation interests.

Revised Code of Washington (RCW) - legislation that has been passed by the State and documented in the form of a code.

Roadway standards - minimum standards for street development, including right-of-way, street width, bike lanes, curbs, sidewalks, landscaping, drainage, etc.

Rural Governmental Services – include those public services and public facilities historically and typically delivered at an intensity usually found in rural areas, and may include domestic water systems, fire and police protection services, transportation and public transit services, and other public utilities associated with rural development and normally not associated with urban areas. Rural services do not include storm or sanitary sewers, except as otherwise authorized by RCW 36.70A.110(4).

Rural lands - means all lands which are not within an Urban Growth Area and are not designated as natural resource lands having long-term commercial significance for production of agricultural products, timber or the extraction of minerals.

Shall - indicates that an action specified in a policy statement is mandatory.

Should - indicates that an action specified in a policy statement is discretionary.

Single-room occupancy (SRO) - a type of housing that is commonly one room with cooking facilities and private or shared bathroom facilities. Examples of SRO units are found in residence hotels and apartments.

Special purpose district - a district created by act, petition or vote by the residents within a defined area for a specific purpose with the power to levy taxes.

Special-needs populations - groups of individuals who, by reason of age, physical, mental or other characteristics, require nontraditional living arrangements and, in some instances, are not able to operate a motorized vehicle.

Spokane area business community - a diverse group of local area businesses and organizations such as the Economic Development Council, Momentum and the Chamber of Commerce.

Spokane Regional Transportation Council (SRTC) - the regional transportation planning organization (RTPO) that has been designated by the Governor for Spokane County.

Steering Committee of Elected Officials/Steering Committee - a body composed of 12 elected officials from jurisdictions throughout Spokane County established by interlocal agreement, with the responsibility of developing and carrying out the Countywide Planning Policies.

Town houses - a series of single-family dwelling units attached to other single-family dwellings, each by a common wall.

Transfer of Development Rights (TDR) - the transfer of the right to develop or build from land in one zoning district to land in another district where such transfer is permitted.

Transportation Improvement Program (TIP) - a schedule of proposed transportation improvements within a specific time period.

Urban center/urban village - a neighborhood, community or town that has an adequate mix of land uses and services to support local needs.

Urban governmental services - include those governmental services historically and typically delivered by cities and include storm and sanitary sewer systems, domestic water systems, street-cleaning services, fire and police protection services, public transit services and other public utilities associated with urban areas and normally not associated with nonurban areas.

Urban Growth Areas (UGAs) - are areas within which urban growth shall be encouraged and outside of which growth can occur only if it is not urban in nature. Urban Growth Areas (UGAs) shall include areas and densities sufficient to permit the urban growth that is projected to occur in the county for the succeeding 20-year period.

Urban Reserve Areas - those lands which may be designated within the rural element of Spokane County's Comprehensive Plan having the potential for inclusion within an Urban Growth Area (UGA) as expansion of Urban Growth Areas (UGAs) is deemed necessary to meet land availability requirements of future Washington State Office of Financial Management (O.F.M.) population projections. Selection of lands as Urban Reserve Areas shall utilize the criteria for Urban Growth Areas (UGAs) found within the Growth Management Act (GMA) (Chapter 36.70A RCW).

Utilities - means enterprises or facilities serving the public by means of an integrated system of collection, transmission, distribution and processing facilities through more or less permanent physical connections between the plant of the serving entity and the premises of the customer. Included are systems for the delivery of natural gas, electricity, telecommunications services and water and for the disposal of sewage.

Wellhead protection areas - designated areas surrounding wells that supply water to a public water system that require protection from contaminants.

Will - has the same meaning as the term 'shall.'

Volume V, Appendix B

The Horizons Process and The Ahwahnee Principles

City of Spokane Comprehensive Plan

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The Horizons Process

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.

Process Chronology

A chronological summary of the Spokane Horizons process follows. Additional details can be found in the supporting documents cited in the text.

➢ March 1995

Citizen Participation Forum

A citizen participation forum offers comments concerning the current state of citizen involvement and recommendations for how to motivate and involve people in community planning, producing "Key Principles for Public Participation."

Key Principles for Public Participation

- Include "input-based outcomes" to build ownership and increase participation.
- Ensure diversity and inclusiveness in the participation process.
- With the government, in community/neighborhoods, businesses, and their constituents should work collaboratively to achieve community consensus and build effective relationships.
- Communicate frequently and through a variety of techniques.
- Recognize individual time limitations.
- Focus on specific, direct-impact issues to generate interest and participation.
- View Spokane Horizons as a positive opportunity for the Spokane community.

Supporting Documents

- "Key Principles for Public Participation"
- "Citizen Participation Forum Summary Report." Spokane Horizons Newsletter, April 14, 1995.

➢ Spring to Summer 1995

Identifying Plan Topics

Citizens are asked for community issues of importance and topics that should be included in the city's comprehensive plan. Ten plan topics are crafted. Four chapters address mandated GMA topics while others are included by local decision. The ten plan topics include the following:

Elements Mandated by GMA

- Land Use;
- Capital Facilities and Utilities;
- Transportation;
- Housing;
- Elements Added by Local Decision;
- Economic Development;
- Urban Design and Historic Preservation;
- Natural Environment;
- Neighborhoods;
- Social Health; and
- Leadership, Governance, and Citizenship.

Supporting Documents

- "Charting a New Course." Spokane Horizons Newsletter, July 1995.

- "Salmon swim upstream…" Survey.

➢ Summer 1995

Development of Spokane Horizons Executive Board

The Spokane Horizons Executive Board, whose members represent fourteen diverse sponsor organizations, is formed to design and implement the Spokane Horizons process. The organizations represent neighbor-hood, business, civic and local government interests and provide expertise or resources normally not available to the city.

Sponsoring Organizations

- Chase Youth Commission.
- City of Spokane.
- Citizens League of Greater Spokane.
- Community Colleges of Spokane.
- League of Women Voters.
- Pacific Northwest Inlander.
- Spokane Area Chamber of Commerce.
- Spokane Neighborhoods.
- Spokane School District 81.
- Vision Spokane.
- AVISTA Utilities, formerly known as Washington Water Power.
- West Central, East Central, and North Central Community Centers.

➢ Fall 1995

Beginning to Identify Visions and Values

Over 80,000 questionnaires entitled, "50,000 People Are Coming to Dinner . . .and They're Staying the Night!" are distributed throughout the community via city utility bill mailings, organizations and various meetings. The responses serve as the initial steps toward developing the city's visions and values. It asks the community two questions:

- What do you really love about Spokane? What should we be sure to keep, even as we grow?
- Think about 50,000 more people living in our city. What changes are you concerned about or looking forward to with this growth? How do you feel this growth will affect the things that you like and want to keep?

Supporting Documents

- "50,000 People Are Coming to Dinner . . . and They're Staying the Night!" Brochure.

➢ March to April 1996

Clarifying and Confirming Visions and Values

Seven sub-area meetings are held throughout the city followed by a citywide meeting on April 17. Through these meetings and the work of the City Plan Commission, a citywide vision is developed, followed by vision and values statements for each of the plan topics.

Supporting Documents

- Spokane Horizons letter to participants, February 12, 1996.
- "Why Bother, Who Cares?" Meeting Flyer.

➢ June 10, 1996

Adoption of Visions and Values

The City Council unanimously adopts the visions and values as the basis for the comprehensive plan. Note: The adopted visions and values appear within their corresponding topic section in this document.

➢ July 1996

Ten Topic Work Groups Start Meeting

Ten citizen work groups start meeting to address the plan topics. The groups identify the predominant issues surrounding each topic and select three representatives to serve on the Core Committee, which shares ideas and provides coordination between topics.

➢ October 1996

APA/PAW Honor Award

On October 22, 1996, the city of Spokane receives an Honor Award from the American Planning Association and Planning Association of Washington for Spokane Horizons: Shared Directions.

➢ March 10, 1997

City Council Accepts Community Issues Report

The "Community Issues" report, containing lists of community issues to be addressed in subsequent planning phases, is accepted by the City Council.

Supporting Document

- "Community Issues." Report, undated.

➢ March to July 1997

Ideas for Community Solutions

The Horizons topic work groups continue to formulate solutions to their identified issues. In July, City Council accepts the "Ideas for Community Solutions" document.

Supporting Document

- "Ideas for Community Solutions." July 21, 1997.

➢ July to August 1997

Draft Goals Developed

The ten topic work groups produce the preliminary draft goals, which are approved in August by the Core Committee.

➢ September 1997

League of Women Voters Award

The League of Women Voters presented their 1997 Growth Management Award for Public Participation Programs to Spokane Horizons on September 18, 1997.

➢ August-December 1997

Draft Policies Developed; Growth Concepts Explored

Individual work groups develop draft policies addressing the approved goals. The city staff develops the first graphic representations of potential growth concepts that satisfy the draft goals and presents them to the Core Committee.

Supporting Document

- "Draft Goals and Policies, Horizons' suggestions for The City of Spokane's Comprehensive Plan," November 24, 1997.

➢ January-June 1998

Formulation of Growth Strategies/Alternatives

The Current Patterns and Focused Growth strategies develop from the initial growth concepts. Outreach to the public for feedback on the strategies includes presentations to more than 90 civic organizations, the preparation of a video and a newspaper tabloid, which is inserted in an April edition of The Pacific Northwest Inlander and throughout downtown and city neighborhoods.

Supporting Documents

- "Spokane Horizons Progress." Spokane Horizons Newsletter, April/May 1998.
- "Two Strategies for Growth, Which Path to the Future," Newspaper Tabloid.

➢ Fall 1998 and Spring 1999

Operational Analysis of Growth Alternatives

Information packages fully detailing the three proposed growth alternatives area presented to service providers (both city and non-city agencies) for their evaluation. The second round addresses a larger geographic area than the first round.

➢ Spring 1999

Adjustments

Adjustments to the growth population and the refinement of land capacity and demand start.

➢ Spring and Summer 1999

Market Analysis of Focused Growth

Consultants complete reports on the market possibilities of the focused growth alternatives.

Supporting Documents

- Focused Growth Alternatives: Mixed-Use Case Studies, March 1999.
- Focused Growth Alternatives: Summary of Stakeholder Interviews, July 1999.
- Focused Growth Alternatives: Summary Analysis Report, August 1999.

➢ Summer 1999

Preparation of Integrated Plan

The development of an integrated Draft Comprehensive Plan/EIS document containing the three alternatives begins.

Supporting Documents

- "Horizons' Choices to Hit City Streets" Spokane Horizons Newsletter, September 1999.

➢ Fall 1999

Further Work on Integrated Draft Plan

Additional narrative work, including background and discussion sections, is added to the draft plan while editing and graphic layout procedures continue.

➢ March 2000

Spokane Horizons Executive Board Reconvened

The Spokane Horizons Board is reconvened and provides review of the citizen participation process.

➢ Spring 2000

Draft Comprehensive Plan/EIS Chapters Introduced

Draft Comprehensive Plan/EIS chapters are introduced to the City Plan Commission.

➢ May-September 2000

Draft Comprehensive Plan/EIS Released

The Draft Comprehensive Plan/EIS is released May 22, 2000 for a public comment period that ends on September 26. The document is available in print, on CD-ROM, and on the city's website. 14,000 copies are distributed of a summary magazine titled "Spokane Quest." Public education and outreach efforts include presentations to over 80 civic organizations, booths at nine community festivals, and a standing display in City Hall called the Comp Plan Lab. Feedback instruments include surveys, an email response address, an Open Mike Night, several Tell-Back sessions, and the City Plan Commission hearing on September 6, 2000.

Supporting Documents

- Draft Comprehensive Plan and Draft Environmental Impact Statement.
- "Spokane Quest," Magazine.
- Public Participation Program Pamphlet.

➢ August 2000

Fiscal Analysis of Growth Alternatives

Consults prepare a report analyzing the fiscal impacts of each of the three proposed growth alternatives, which is released for public review on August 30, 2000.

Supporting Documents

- Fiscal Analysis for the Draft Comprehensive Plan/EIS, August 2000.

➢ October 2000

APA/PAW Honor Award

On October 3, 2000, the City of Spokane receives an Honor Award from the American Planning Association and Planning Association of Washington for Draft Comprehensive Plan Community Involvement.

➢ October 2000 – January 2001

City Plan Commission Deliberations

The City Plan Commission deliberates on the Draft Comprehensive Plan/EIS and the three proposed growth alternatives. After consideration of the fiscal, environmental, operational, social and market analyses, and an extensive review of the public comment, the City Plan Commission confirms Centers and Corridors as the preferred growth alternative. Changes are made to policy language and the land use map to address the City Plan Commission's concerns and those raised through the public comment process. The City Plan Commission then recommends this changed version of the plan to the City Council for adoption.

Supporting Documents

- 135 letters of public comment received.
- Tell-Back report: "Perception of Comprehensive Plan Strategies."
- Findings, Conclusions and Recommendation, dated January 17, 2001.
- City Plan Commission's Recommended Draft Comprehensive Plan (January 2001 version).

➢ January –May 2001

City Council Review

From January 18 to February 22, the City Plan Commission hold six study sessions with Planning staff to review the January 2001 Plan Commission's recommended version of the Draft Comprehensive Plan. The City Plan Commission proposes suggested changes to policy language and the land use map in order to address the concerns expressed by City Council members at these study sessions. Preliminary to the City Council hearings o the plan, the Plan Commission holds an open house on February 20 to show the public the February 13 version of the Comprehensive Plan/EIS that contains their recommendations together with the Council's changes to date.

The City Council holds seven weekly public hearings on the comprehensive plan from February 26 to April 9, 2001. The Final Environmental Impact Statement (FEIS) and final Capital Facilities Program (CFP) are released for public review on March 23. In response to the public comment, changes are made to comprehensive plan policies and the land use map during eleven joint City Council/City Plan Commission study sessions held between March 1 and May 10. All the changes that City Council made to the February 13 version of the Recommended Comprehensive Plan are compiled and released for ten days of public review on May 4. City Council hears public testimony on their proposed changes on May 7 and May 14. The City Council's first reading of the comprehensive plan adoption ordinance takes place on May 14. The City council hears final testimony, approves several last minute amendments to the plan text and map, and adopts the Comprehensive Plan by ordinance at the second reading on the ordinance on May 21, 2001.

Supporting Documents

- "Process Meets Product" Spokane Horizons Newsletter, January 2001.
- 234 letters of public comment received.
- City Plan Commission's Recommended Comprehensive Plan/FEIS (2/13/01 public release version).
- FEIS and final CFP.

- City Council's Recommended Changes to the Plan Commission's Recommended Comprehensive Plan (released 5/4/01).

- Comprehensive Plan Adoption Ordinance No. C32847.

➢ January-May 2001

Draft Initial Development Regulations

Draft Initial Development Regulations are released for a 30-day public comment period that runs from January 29 to February 28. The City Plan Commission's hearing on the Draft IDRs is held February 21. The Plan Commission deliberates on the Draft Initial Development Regulations on May 9, and passes their recommendation on to the City Council. A revised version of the IDRs is posted to the City's website for public review on May 15. The City Council's first reading of the revised IDRs takes place on May 14. They are adopted by City Council at the second reading on May 21 with no additional public testimony.

Supporting Documents

- Draft Initial Development Regulations, released on January 29, 2001.
- Initial Development Regulations Adoption Ordinance No. C32843.

The Ahwahnee Principles

A Way to Assess the Comprehensive Plan

The growth strategy in this Comprehensive Plan came purely from the desires and needs expressed by Spokane citizens who participated in the process. It is not mere coincidence, however, that these new directions for healthy community growth also seem somewhat familiar in their presentation. Before World War II and the ensuing sub-urbanization of the post-war, "modern" era, communities developed in ways greatly similar to those promoted in this Comprehensive Plan. A group of nationally recognized urbanists who are active in planning, designing and building healthier urban places has adopted a set of principles to state attributes of growth and development that contribute to high quality of life. These principles are included here as a way to look at Spokane's Comprehensive Plan in the context of the recommendations of these professionals and scholars.

Preamble: Existing patterns of urban and suburban development seriously impair our quality of life. The symptoms are: more congestion and air pollution resulting from our increased dependence on automobiles, the loss of precious open space, the need for costly improvements to roads and public services, the inequitable distribution of economic resources, and the loss of a sense of community. By drawing upon the best from the past and the present, we can plan communities that will more successfully serve the needs of those who live and work within them. Such planning should adhere to certain fundamental principles.

Community Principles:

- All planning should be in the form of complete and integrated communities containing housing, shops, work places, schools, parks and civic facilities essential to the daily life of the residents.
- Community size should be designed so that housing, jobs, daily needs and other activities are within easy walking distance of each other.
- As many activities as possible should be located within easy walking distance of transit stops.
- A community should contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries.
- Businesses within the community should provide a range of job types for the community's residents.
- The location and character of the community should be consistent with a larger transit network.
- The community should have a center focus that combines commercial, civic, cultural and recreational uses.
- The community should contain an ample supply of specialized open space in the form of squares, greens and parks whose frequent use is encouraged through placement and design.
- Public spaces should be designed to encourage the attention and presence of people at all hours of the day and night.

- Each community or cluster of communities should have a well-defined edge, such as agricultural greenbelts or wildlife corridors, permanently protected from development.
- Streets, pedestrian paths and bicycle paths should contribute to a system of fully connected and interesting routes to all destinations. Their design should encourage pedestrian and bicycle use by being small and spatially defined by buildings, trees and lighting; and by discouraging high-speed traffic.
- Wherever possible, the natural terrain, drainage and vegetation of the community should be preserved with superior examples contained within parks or greenbelts.
- The community design should help conserve resources and minimize waste.
- Communities should provide for the efficient use of water through the use of natural drainage, drought tolerant landscaping and recycling.
- The street orientation, the placement of buildings and the use of shading should contribute to the energy efficiency of the community.

Regional Principles:

- The regional land-use planning structure should be integrated within a larger transportation network built around transit rather than freeways.
- Regions should be bounded by and provide a continuous system of greenbelt/wildlife corridors to be determined by natural conditions.
- Regional institutions and services (government, stadiums, museums, etc.) should be located in the urban core.
- Materials and methods of construction should be specific to the region, exhibiting a continuity of history and culture and compatibility with the climate to encourage the development of local character and community identity.

Implementation Principles:

- The general plan should be updated to incorporate the above principles.
- Rather than allowing developer-initiated, piecemeal development, local governments should take charge of the planning process. General plans should designate where new growth, infill or redevelopment will be allowed to occur.
- Prior to any development, a specific plan should be prepared based on these planning principles.

Volume V, Appendix C

Capital Facilities Plan

City of Spokane Comprehensive Plan

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C.1 INTRODUCTION

The Capital Facilities Goals and Policies and this Capital Facilities Plan (CFP) complement the Land Use Chapter to ensure that facilities are available and funded for the city's proposed land uses.

This CFP specifically identifies public facilities that will be needed in the future. When a service provider does not maintain a separate plan addressing capital facilities, it is included within this document. The Citywide Six-Year Capital Improvement Program (CIP) is the six-year financing portion of the CFP. The CIP is updated annually prior to adoption of the city budget in order to incorporate capital improvement projects identified in the CFP.

For each service provider, this CFP contains an inventory of existing and proposed capital facilities, establishes level of service (LOS) standards, identifies long-range facility service capacities and projected deficiencies, and outlines the actions necessary to meet such deficiencies. The six year Citywide CIP, City of Spokane Stormwater Management Program, City of Spokane Integrated Clean Water Plan, City of Spokane Water System Plan, City of Spokane Wastewater Facilities Plan, Spokane County Solid Waste and Moderate Risk Waste Management Plan, Spokane Public Library Facilities and Future Service Plan, and the City of Spokane Parks and Open Spaces Plan, Roadmap to the Future are hereby adopted by reference as a part of the Comprehensive Plan. Printed copies are available and the programs may be viewed online at my.spokanecity.org.

Program Scope

The Capital Facilities Plan (CFP) addresses all areas within the incorporated city limits. The scope of the City of Spokane's Capital Facilities Plan is:

- Fire and Emergency Medical Services
- Law Enforcement
- Libraries
- Parks, Recreation, and Open Space Facilities
- Wastewater Management
- Schools
- Solid Waste
- Water
- Private Utilities

The Capital Facilities Plan for Transportation is included in Chapter 4, Transportation, of the Comprehensive Plan. Table CFU 1 lists service types, service providers and the associated capital facility related plans and programs.

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TABLE CFU 1 - TYPES AND PROVIDERS OF CAPITAL FACILITIES		
Service Type	**Service Provider**	**Source for Capital Facility Inventory, Planning, and Programming.**
Fire and Emergency Services	City of Spokane Fire Department and Fire Districts 1,3,6,8,9, and 10 See Map CFU 1	Comprehensive Plan Chapter 5.5 Citywide Six-Year Capital Improvement Program
Law Enforcement	City of Spokane Police Department and Spokane County Sheriff See Maps CFU 2 and 3	Comprehensive Plan Chapter 5.5 Citywide Six-Year Capital Improvement Program
Libraries	Spokane Public Libraries Spokane County Public Library District See Map CFU 4	Comprehensive Plan Chapter 5.5 Spokane Public Library's 2016 Facilities and Future Service Plan
Parks, Recreation, and Open Spaces	City of Spokane Parks and Recreation Department Spokane County Department of Parks, Recreation and Golf See Map CFU 5	City of Spokane Parks and Open Spaces Plan, Roadmap to the Future.
Wastewater Management	City of Spokane Sewer Maintenance, Spokane Wastewater Management, and Spokane County Public Works and Utilities See Maps CFU 6 and 7	Citywide Six-Year Capital Improvement Program City of Spokane Stormwater Management Program Spokane County Wastewater Facilities Plan City of Spokane Integrated Clean Water Plan City of Spokane Wastewater Facilities Plan (2014)
Schools	Spokane Public Schools (District 81), Mead School District, and Cheney School District See Maps CFU 8,9,10, and 11	Each school district maintains their own capital facility plan as needed.
Solid Waste	City of Spokane Solid Waste Management	Spokane County Comprehensive Solid Waste Management Plan of 2015 Citywide Six-Year Capital Improvement Program
Water	City of Spokane Water and Hydroelectric Services See Map CFU 12 and 13	Citywide Six-Year Capital Improvement Program City of Spokane 2016 Water System Plan
Transportation	City of Spokane Spokane County WA State Department of Transportation See Maps TR 1, 2, 3, 4, and 5	Transportation Chapter (Ch. 4) of the City of Spokane Comprehensive Plan Citywide Six-Year Capital Improvement Program

Explanation of Levels of Service (LOS) Standards

Levels of service (LOS) measure the quality and quantity of public facilities and services that are provided to the community, factors that significantly contribute to the community's quality of life. Service providers establish LOS to identify future capacities of capital facilities, projected deficiencies, and the necessary improvements to serve new growth while still maintaining service levels that will meet the desires of the community, state standards, and federal requirements.

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Typically, LOS is expressed as a ratio of facility or service capacity to unit(s) of demand. Examples of LOS measures include the number of police officers per 1,000 people, the number of park acres per 1,000 people, and the number of gallons of water used per day per customer.

Future Demand

As the LOS is based, for the majority of services, on population it is necessary to understand just how much the population of the city and UGAs may grow over the years. Per RCW 43.62.035 the Washington State Office of Financial Management (OFM) provides each county with a population projection range. The County chooses a population growth rate within this range and then allocates (or distributes) the population to the municipalities within its jurisdiction. The Spokane County Steering Committee of Elected Officials recommended that the OFM median 20 year population projection be used.

Spokane County has tentatively allocated for "initial planning purposes" a twenty year (to 2037) population growth of 20,859 new people to the City of Spokane.

The level of service standards and capacity analysis are based on population projections recommended to the Steering Committee of Elected Officials for Spokane County by the Planning Technical Advisory Committee (PTAC) and adopted by the Board of County Commissioners in June of 2016. The PTAC was comprised of planning professionals from Spokane County, cities within the County, the Spokane Regional Transportation Council (SRTC), and the Spokane Transit Authority (STA). The committee used information provided by the Washington State Office of Financial Management (OFM) to determine an appropriate population growth forecast to help predict the number of new users that may increase demand on existing facilities. Details of the committee's recommendation can be found in Volume V, Appendix E – Planning Technical Advisory Committee Population Forecast and Allocation.

The recommended forecast is based, in part, on OFM's Projections of the Resident Population for the Growth Management Medium Series, May 2012 which contains a high, medium, and low forecasted growth rate. The city's previous Comprehensive Plans utilized a higher growth rate which the city has historically not seen come to fruition. This has resulted in planning efforts that exceed the realized growth. The newly adopted growth rate forecasts a population that is smaller than what was used to inform the 2006 Plan resulting in facility and service capacity above what is needed to serve the forecasted population growth within our twenty year planning horizon.

The City of Spokane is planning to be able to accommodate a population increase of approximately 20,859 new people by the end of 2037.If the population increases according to these numbers, the total City of Spokane population will be 236,698 in 2037. For those service providers who have completed future planning prior to the adoption of these numbers, see those plans for information on the population on which they based their projections. Where possible (e.g. police) the information provided in this CFP utilizes the updated projections. Those service providers who used prior population projections accounted for higher growth than what has currently been adopted, therefore they can accommodate the now lower growth projections without additional services and/or capital facilities.

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Table CFU 2 - Population Estimates	
Service Type	**Service Provider**
2017	215,839
2037 Population Forecast	236,698
2017-2037 Population Allocation	20,859

Notes: Spokane County Planning and Technical Advisory Committee Population and Forecast Allocation. Report and recommendation to the Steering Committee of Elected Officials, adopted by County Commissioners June 2016.

Table CFU 3, "Capital Facility Level of Service Standards" lists proposed capital facility levels of service.

Table CFU 3 - Capital Facility Level of Service Standards	
Fire and Emergency Medical Services	11:00 min – non-emergency / non-life threatening - 90% of the time 8:30 min – emergency / potentially life-threatening -90% of the time 8:30 min – priority fire incident – 90% of the time 11:00 min – Effective Fire Force on Structure fires (16 personnel) – 90% of the time
Law Enforcement	1.5 officers per 1,000 residents
Libraries	.813 square feet per capita
Parks	Neighborhood – 1.28 acres per 1000 persons Community – 1.61 acres per 1000 persons Major - 3.09 acres per 1000 persons
Recycling	4.33 collections per household per month
Schools	1 teacher per 19 students
Solid Waste	4.33 collections per household per month
Stormwater	10 year design rainfall frequency for public right of way Prevent flooding of property during a 25-yr 24-hour rainfall event Prevent damage to buildings for a 100-year rainfall event
Wastewater	100 gallons per capita per day
Water	Minimum water pressure of 45 pounds per square inch

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C.2 FIRE AND EMERGENCY MEDICAL SERVICES

The Spokane Fire Department (SFD) serves the City of Spokane with a full range of "all-risk" fire suppression and Emergency Medical Services (EMS), as well as prevention and risk-reduction activities. Map CFU 1, "2016 Fire Districts" shows the location of city fire stations staffed and maintained by the Spokane Fire Department. It also shows the boundaries of the fire agencies in Spokane County and the current (as of 2016) fire station locations throughout Spokane County. All of these agencies have mutual aid agreements to assist each other in major emergencies.

Emergency Medical Services (EMS)

The fire department provides first response Emergency Medical Services (EMS) throughout the city for Basic Life Support (BLS) and Advanced Life Support (ALS). All firefighters assigned to the City of Spokane's 16 fire stations are cross-trained at the Emergency Medical Technicians (EMTs) level to provide a BLS function or trained to a paramedic level to provide ALS care. As of 2016, fifteen (15) SFD stations have paramedics assigned. It is anticipated that paramedic service will be added to Station 8 before the end of 2017 which would result in all SFD fire stations having paramedic service.

When someone calls 911 for medical help, the closest, most appropriate SFD unit is dispatched. SFD can respond in a number of different types of vehicles. SFD personnel may respond on a fire apparatus because they have multiple responsibilities – fire, rescue, and EMS, and might be called to another type of emergency at a moment's notice. If a patient needs advanced treatment, fire department paramedics can perform advanced life support functions, as well as administer IVs and medication. A private ambulance company is currently under contract with the City of Spokane to provide transportation of 9-1-1 patients to medical facilities.

Future Needs – EMS

Approximately 87 percent of SFD's total calls for services are for EMS purposes. In 2015, 33,441 EMS incidents, including automobile accidents, occurred within the city limits. This percentage has been steadily rising since the mid-1980s, when 67 percent of the Fire Department's total calls were for EMS purposes.

In recent years, Non-Life Threatening (NLT) medical calls have been the fastest growing segment of SFD incident response. NLT calls and other EMS calls are increasing for a number of reasons including: an aging population; access to insurance through federal health care legislation; growing health care cost; perceived delays in access to physicians; reduction in funding for Mental Health patients; and many others. This increasing demand has caused SFD and other fire agencies across the U.S. to evaluate and implement nontraditional programs and response models to minimize the out of service time for larger, more critical firefighting apparatus (Engines & Ladders). Furthermore, jurisdictions are looking at ways to meet the greater NLT call volume demand in the most cost-effective manner that may not include traditional staffing models.

In 2008, SFD took a major step towards helping to link the most vulnerable in the community, to the existing and growing social services available, by creating the CARES (Community Assistance Response) Team. The CARES Team is a program within the SFD in cooperation with Eastern Washington University (EWU), to interface with citizens who have received a response from fire personnel and are identified as needing social service or other support system assistance. Generally, the citizen needs help that is available through existing social services programs, but the individual was not able to access them

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through traditional means. In most cases, FD responders find these individuals feeling isolated or in some crisis and do not know where to turn for help. Often, these citizens generate many 9-1-1 calls for aid. The CARES team is composed of EWU students who are majoring in the Social Work degree programs. These students meet their academic practicum requirements by serving the CARES Team as student Interns who work to help those in need and reduce the chance of repeat calls for service.

Based on recommendations of the "2013 Fire Task Team" report, Alternative Response Units (ARU) were placed in service in 2013 to help reduce the responses by SFD's larger apparatus. This program places smaller SUV type vehicles with two personnel in the response system during peak incident periods (approximately 7:00 am – 7:00 pm) for response to primarily NLT incidents. The fire department's experience has shown positive results in reducing the number of responses by Engine and Ladder companies.

Because of the NLT call increase phenomena across Washington, legislative changes are being pursued to give SFD and other EMS providers other alternatives for transportation to medical destinations such as urgent care clinics and specialty facilities. The traditional model of ambulances taking 9-1-1 callers to the Emergency Department on every incident is not sustainable with the increasing demands on the healthcare system. In 2015, SFD initiated an Integrated Medical System approach towards streamlining EMS oversight, training and quality improvement. Through an Inter-Local Agreement with the Spokane Valley Fire Department, SFD began providing coordination services to improve the EMS system in Spokane County. The Integrated Medical System approach will continue to develop and impact SFD's involvement in how health care services are delivered in Spokane over the next decade.

Fundamental Health Care Education will be an important factor impacting future EMS needs. Increasing citizen participation in health care initiatives could help reduce the number of EMS needs in the future. Likewise, community involvement in learning Hands Only CPR and willingness to help those in need through the Pulse Point Mobile Application and other technology advancements can have a positive impact on the outcome of patient survivability and overall health system demands.

Level of Service (LOS)

A statewide standard for fire and EMS levels of service (LOS) does not exist. Individual communities are responsible for establishing their own level of service standards in consideration of variables such as risk, existing department resources, population density and dispersal, and benchmarking with other communities.

The National Fire Protection Association (NFPA) is a global nonprofit organization that provides research, training, and industry codes and standards related to the provision of fire and EMS services. The NFPA regularly updates and publishes hundreds of codes and standards for use by its members. As a member of the NFPA, the City of Spokane uses these publications as a guide for determining appropriate response times for our community. Although the city is not currently in a position to meet all of the specific objectives outlined by the NFPA, it is the city's goal to continuously update our service delivery model, improve response times, and align our levels of service as closely as possible with the guidelines recommended by the NFPA.

The level of service for EMS is a function of call type, response time and call volumes. These, in turn, are dependent on the number and location of fire stations, the number of response units, and the number of firefighters available to respond.

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In 2001, the Growth Management Steering Committee for Spokane County amended the interim regional minimum levels of service for emergency medical services to the following:

1. Urban areas shall be served by a state certified Basic Life Support (BLS) agency.
2. Urban areas should be served by:
    a. An operating Basic Life Support (BLS) unit within 5 miles; and
    b. An operating Advanced Life Support (ALS) unit within 6 miles or 10 minutes response time for those jurisdictions with urban areas in excess of 5,000 population; and
    c. BLS and ALS transport service.

Within the City of Spokane, the Fire Department's levels of service for EMS are as follows:

11:00 min – non-emergency / non-life threatening (90% of the time)
8:30 min – emergency / potentially life-threatening (90% of the time)

Need for Capital Facility Improvements

The Citywide Six-Year Capital Improvement Program provides information on the needed and planned capital improvements for fire protection and EMS services.

Proposed Facilities – EMS

The location of paramedic - equipped apparatus required within the next twenty years will depend on the location of additional population and demand for service. New units will likely be housed in either existing fire stations or in new fire stations, depending on demographics. It is anticipated that new ALS units will be achieved by staffing an existing BLS unit with additional personnel trained as paramedics or adding new companies with paramedics assigned. The assessment and use of Alternative EMS response unit utilization will be necessary to stabilize costs as EMS calls for service continue to rise.

As it becomes necessary to add additional response units, there is a cost associated with doing so. The approximate cost necessary to add additional units is as follows:

- 4 person company – 4 personnel per shift (4 x 4 = 16 personnel) ~ $1,500,000 (2016 cost)
- 3 person company- 3 personnel per shift (3 x 4 shifts = 12 personnel) ~ $1,200,000 (2016 cost)
- 2 person company – 2 personnel per shift (2 x 4 shifts = 8 personnel) ~ $800,000 (2016 cost)
- Apparatus & Equipment (2016 costs):
    - Engine ~ $630,000 + Equipment ~ $90,000
    - Tillered Ladder ~ $1,160,000 + Equipment ~ $70,000
    - Alternative Response Unit ~ $125,000 + Equipment ~ $60,000

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Fire Protection Services

The Washington Survey and Rating Bureau establishes a class of fire protection for an area, which is the basis for the insurance ratings charged by the insurance industry. The city currently has a Class 3 rating (on a scale of 1 to 10, with 1 being the best, thus lowest, insurance rates).

Inventory of Existing Facilities and Apparatus – Fire Protection

The fire department utilizes sixteen (16) fire stations, all staffed on a full-time basis. Staffed front-line equipment includes thirteen (13) engines, two quints, three ladders/towers and one Attack unit. Additionally, numerous apparatus is cross-staffed by station personnel including: one heavy rescue, one hazardous materials unit, one technical rescue unit, two marine rescue units, eight brush units and one command/rehab vehicle. The Fire Department maintains a reserve apparatus fleet of five engines and one ladder/tower. Table CFU 4, "Existing Facilities and Apparatus – Fire Protection," lists locations and square footage for each station.

TABLE CFU 4 - EXISTING FACILITIES AND APPARATUS – FIRE PROTECTION

Facility Name	Address	Unit Capacity Size (square feet)
Buildings		
Station 1	44 West Riverside Avenue	31,284
Station 2	1001 East North Foothills Drive	8,110
Station 3	1713 West Indiana Avenue	8,110
Station 4	1515 West 1st Avenue	12,821
Station 5	115 West Eagle Ridge Boulevard	3,218
Station 6	1615 South Spotted Road	5,015
Station 7	1901 East First Avenue	6,544
Station 8	1608 North Rebecca Street	8,110
Station 9	1722 South Bernard Street	8,110
Station 11	3214 South Perry Street	8,110
Station 13	1118 West Wellesley Avenue	8,110
Station 14	1807 South Ray Street	8,110
Station 15	2120 East Wellesley Avenue	6,724
Station 16	5225 North Assembly	8,110
Station 17	5121 West Lowell Road	8,110
Station 18	120 N. Lincoln Road	11,165
CCB (Combined Communications Building)	1620 North Rebecca	21,200 Total Bldg SFD space 12,200
Training Fieldhouse	1614 North Rebecca	26,126
Training Admin/ EOC.	1618 North Rebecca	17,000
Shop	1610 North Rebecca	21,754
Burn Building	1616 North Rebecca	3,215
	Total	(21 Buildings) 220,067
Fire Apparatus	**Location**	**Number of Units**

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TABLE CFU 4 - EXISTING FACILITIES AND APPARATUS – FIRE PROTECTION		
Facility Name	**Address**	**Unit Capacity Size (square feet)**
Engines: Pumper/ Ladders; Attack Unit		
Front Line Engine	Station 1	1
Front Line Engine	Station 2	1
Front Line Engine	Station 3	1
Front Line Engine	Station 4	1
Attack Unit	Station 5	1
Front Line Engine	Station 6	1
Front Line Engine	Station 7	1
Front Line Engine	Station 8	1
Front Line Engine	Station 9	1
Quint	Station 11	1
Quint	Station 13	1
Front Line Engine	Station 14	1
Front Line Engine	Station 15	1
Front Line Engine	Station 16	1
Front Line Engine	Station 17	1
Front Line Engine	Station 18	1
Reserve Engines	Various Locations	5
	Total	21
Ladders		
Front Line Ladder	Station 1	1
Front Line Tower	Station 2	1
Front Line Ladder	Station 4	1
Reserve Tower	Fire Station	1
	Total Ladders	4
Specialty Vehicles		
Battalion Chief	Stations 1, 13	2
Rescue	Station 9	1
Air Trailer	Station 1	1
Hazardous Materials Unit	Station 1	1
Decon Unit	Station 1	1
Marine 2	Station 2	1
Wildland Cache	Station 3	1
Tech Rescue	Station 4	1
Reserve Medic Units	Stations 11, 13	2
Command/Rehab Vehicle	Training	1
Marine 16	Station 16	1

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TABLE CFU 4 - EXISTING FACILITIES AND APPARATUS – FIRE PROTECTION		
Facility Name	**Address**	**Unit Capacity Size (square feet)**
Salvage Cache	Station 18	1
Brush Units	Stations 6,7,8, 11,14,15,17	8
ARU	Stations 1, 3, 15	3
	Total Specialty Vehicles	25
	Total Fire Apparatus	50

Future Needs – Fire Protection

Existing Demand

The fire department received 4,673 fire and miscellaneous calls in 1999, or 21.3 percent of total emergency service calls received and in 2015 received 4,958 fire calls and miscellaneous calls or nearly 13.3 percent of total emergency service calls. The level of calls for service received from a specific area can be influenced by numerous factors such as population density, age of construction of the area and income.

Level of Service (LOS)

Within the City of Spokane, the Fire Department's levels of service for Fire Protection is as follows:

8:30 min – Priority Emergency Incidents - 90% of the time
11:00 min – Effective Fire Force-Structure (16 Personnel) – 90% of the time

The level of service for fire protection is a function of response time, station/unit call volumes and the minute to minute status of the overall response system. These, in turn, are dependent on: the number and location of fire stations; the number of fire apparatus units; the number of firefighters; traffic patterns and vehicle or pedestrian congestion; and the type of structure.

Fire stations are located to provide the best citywide coverage possible within reasonable response times.. The fire department's ability to serve the community was greatly improved in 1989 when the public approved a bond issue that allowed fire stations to be relocated and built to accommodate multiple emergency units. The station design allowed the department to place various types of resources in fire stations based on analysis of prior calls for service.

Jurisdictions with urban areas shall, at a minimum, provide for the enforcement of the International Fire Code and conduct inspections.

Need for Capital Facility Improvements

By Washington Survey and Rating Bureau (WSRB) requirements, any areas within the city limits that are more than five (5) road miles from a fire station, receive a 9A rating rather than the city's general WSRB rating. This provision has been modified since the last update of the Comprehensive Plan and those areas impacted, typically see insurance rate increases. Currently, most of the populated portions of the city limits are within five (5) road miles of a fire station. Additionally, during 2015, the city entered into an Automatic Aid agreement with adjacent fire agencies to the north, east and south of the city. This means the closest unit responds to the incident, regardless of the jurisdictional boundary where the incident is

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occurring. This agreement provides better overall coverage for the citizens of all the involved jurisdictions.

Additional fire stations beyond the 16 currently in service in the City of Spokane, will only likely be necessary if significant growth or annexations occur. Other than the impacts on insurance rates due to distance from fire stations (as outlined above), in broad terms, a new fire station is justified with a population increase of approximately 7,000 to 10,000 and/or 200 calls for service per year. The location, construction and staffing of new fire stations will not only be determined based on maintaining levels of service and the timing of annexations, but will also be dependent on the city's ability to fund such new capabilities.

If increased population density occurs within the existing city limits, additional engines and ladder/towers will also need to be purchased, and staffed. These additional units and personnel would likely be housed in existing fire stations or through partnering opportunities. Apparatus and equipment may be redistributed based on where the specifically increased concentrations of the population and service demands occur.

Proposed Facilities

Additional Stations within Twenty Years:

1. No Stations are expected to be needed unless population density and incident volumes grow or annexations occur to trigger the need for additional stations. Land for future station locations may be acquired in growth areas if funding is available.

2. If fill-in growth occurs, additional engines, ladder/tower or other apparatus would have to be purchased and staffed. It is likely these added units would be housed in existing fire stations or through cooperative partnerships.

Additional Apparatus within Twenty Years:

1. One new Engine is expected to be needed when Permanent Fire Station 5 is opened in Southwest Spokane on or before January 1, 2020. The area is currently served from a Temporary Fire Station using Attack 5, a smaller response unit with minimal firefighting capabilities that is utilized due to space limitations within the temporary fire station.

2. No additional apparatus are expected to be needed unless population density and incident volumes grow or annexations occur to trigger the need for additional engines, ladders or other units.

3. If fill-in growth occurs additional engines and additional ladder/towers would have to be purchased and staffed.

Six-Year Financing Plan – Fire Protection

The Citywide Six-Year Capital Improvement Program identifies the funding sources and projects necessary to maintain the proposed LOS at proposed growth rates over the next six years. Printed copies are available and the programs may be viewed online at my.spokanecity.org.

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C.3 LAW ENFORCEMENT

Inventory of Existing Facilities – Law Enforcement

The Spokane Police Department (SPD) and the Sheriff's Office both reside in the county-owned City-County Public Safety Building (PSB) located on the Spokane County government campus. Both agencies rent additional space in nearby buildings to house expanding programs.

SPD and the Sheriff's Department have occupied the Public Safety Building jointly since 1970. SPD provides all records and property room services for both departments. The Sheriff's Department provides all identification, major crime processing, and evidence processing for both departments. The county, on a straight square foot basis, bills the Spokane Police Department for the space directly occupied. The joint use space such as the Records, Property, and Forensics Division are paid on calculations performed by the County Auditor formulated on 60 percent city expense and 40 percent county expense.

TABLE CFU 5 - EXISITING FACILITIES – LAW ENFORCEMENT (EXCLUDING C.O.P.S. SUBSTATIONS)

Facility Name	Location	Size (square feet)
Public Safety Building	1100 West Mallon Avenue	60,425
YWCA – Regional Domestic Violence Task Force	930 North Monroe	450
Police Academy (without Range Area)	2302 North Waterworks	13,500
Gardner- Investigations	1427 West Gardner	19,000
Regional Evidence Facility	4010 East Alki	63,000
North Precinct	5124 North Market	7,703
Downtown Intermodal	221 West 1st Avenue Amtrack Station	1,704
South Precinct	2116 East 1st Street	563
Core Office Facilities (Public Safety Building, YWCA and Gardner)	Total Square Feet	79,875

The Spokane Police Department and community volunteers have also developed and staffed Community Oriented Policing Services Substations (see Map CFU 3, "C.O.P.S. Substations," for locations). Both private and public funding sources fund the C.O.P.S. Substations. Because of the varied funding sources and limited capital expense, the C.O.P.S. Substations are not included in the needs analysis for future capital facilities. Currently, the Spokane Police Department has 282 vehicles for commissioned officers, 13 motorcycles, 16 vehicles for non-commissioned employees, 28 new and inactive vehicles, 9 ATV/Trailer/Etc. vehicles/units and 5 motorcycles in reserve status. Eight of the vehicles/units have been flagged for disposal.

Future Needs – Law Enforcement

Existing Demand

The Regional Evidence Facility vehicle storage area is at capacity today. There is an immediate need to seek additional space for these storage needs.

The Spokane Police Department has an authorized strength of 311 commissioned officers, although vacancies, attrition, and budget constraints cause actual staffing to fall below authorized numbers. The

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SPD also has 96 full-time civilians, 12 temporary or project employees, and 68 volunteers. All but a few of the 487 SPD employees work out of 79,875 square feet of combined core facility space (164 square feet per SPD employee).

Level of Service (LOS)

The number of officers per one thousand city residents is a common method used to measure level of police service. It is not a good indicator, however, of the actual demand upon police services because the service population is regionally based. More than this, some areas of the city require more police service as they generate more calls for service than others do.

A ratio of 1.5 officers per thousand persons has historically been considered adequate for the City of Spokane. The 2016 LOS was 1.45. The average for cities over 100,000 population in Washington State is 1.8 officers per one thousand citizens.

The city can afford to maintain the proposed LOS of 1.5 officers per thousand residents over the next six years. There is more to police work than just policing; it also includes a well-proportioned number of civilian employees to keep things running smoothly. It has been suggested that the current LOS provided by civilian employees at approximately .33 civilian employees per police officer is the standard that should be carried forward. This need is also reflected in Table CFU 6.

Future Demand

Table CFU 6 shows the number of officers needed over the next twenty years to maintain the LOS of 1.5.

The projected population growth within the city and its UGA is 20,859 new people through the year 2037. In order to maintain the adopted level of service the city will need a total of 455 officers and 150 civilian employees by 2037. This means the city will need to add a total of 144 additional officers and 54 civilians over the next 20 years.

In 2015, the total cost to support one officer was $191,703, which includes the cost of civilian personnel. This is operating cost only and does not address capital needs. A conservative 3 percent annual increase in operating expenses was used to project future officer support costs. The additional operating cost to support a level of service equal to that of 1.5 officers per thousand residents will require approximately $5.9 million in additional revenue to support SPD through 2037.

TABLE CFU 6 - LEVEL OF SERVICE – NEEDED LAW ENFORCEMENT OFFICERS

Year	Population	Officers per 1,000 Residents (LOS)	Number of Officers Needed to Provide Adopted LOS	Number of Civilian Employees Needed*
Total Population 2017 City (Present)	215,839	1.5	324	107
2017-2037 (Increase-City)	20,859	1.5	31	10
Total 2037 Population	303,106	1.5	455	150

**The number of civilian employees per police officer is estimated to be close to .33. Including this category in the Comprehensive Plan is intended to reflect the actual numbers of employees, and their associated costs, with anticipated population growth.*

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Six-Year Financial Plan

The Citywide Six-Year Capital Improvement Program identifies the funding sources and projects necessary to maintain the proposed LOS at proposed growth rates over the next six years. Printed copies are available and the programs may be viewed online at my.spokanecity.org.

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C.4 LIBRARIES

Inventory of Existing Facilities

Spokane Public Library (the "Library") currently has six branch libraries in the Indian Trail, Shadle, Downtown, South Hill, Hillyard, and East Side areas. Since their construction in the 1990s, these facilities have been inadequately maintained and are in dramatic need of updating due to rapid changes in technology, constant usage, and community need.

Future Needs

Existing Demand

High-quality public education is provided through the downtown branch, two community branches, three neighborhood branches, a digital branch, and outreach to the business and nonprofit community, seniors and youth. We serve the educational needs of every citizen.

Early, adult and digital literacy is supported through our collection of resources. In addition to resource materials for self-directed education, branch libraries also offer their meeting rooms for use by the community. Technology and research assistance is also provided via professional staff to navigate an increasingly complex and evolving world of information. Clearly, the public library system plays a crucial role in the educational, social, economic, recreational, technological and cultural health of the community. In 2013, Spokane Public Library adopted a new mission statement to better meet the evolving needs of the community with a renewed commitment to "high quality education for all," and established strategic directions related to community success, library impact, and organizational innovations.

This mission dovetails with City of Spokane's strategic focus, as well as with local and national shifts in library service demands. The Library has embraced its role as an educational resource and has bolstered its physical and digital resources, programmatic offerings, and staffing to reflect this role.

Level of Service (LOS)

Spokane Public Library's Strategic Directions, developed in 2014, outline the Library's service priorities.

1. Empower our citizens to help our community succeed
   - Goal: Inspire a community of readers
   - Goal: Expand citizen access and knowledge of emerging literacies and technologies
   - Goal: Be the resource for free learning opportunities for citizens of all ages so they can achieve their personal and professional goals
2. Build partnerships for a greater impact on citizen's lives
   - Goal: Be an engaged community partner
   - Goal: Collaborate to expand access to community expertise for customers
   - Goal: Meet customers and partners when and where they are with the information they want
3. Become an organization of growth and innovation
   - Goal: Remain relevant and vital through continuous learning

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- Goal: Transform our libraries to meet local needs of our customers and community
- Goal: Share the library messages widely

In addition, their level of service standards are as follows:

	1996	2014	Recommended
Operating budget per capita	$33.80	42.68	$50.00
Materials budget per capita	$4.56	4.24	$7.50
Percent of operating budget for materials	14%	10%	15%
Square feet per capita	.671	.671	.813
Circulation per capita	10.5	10.14	10.5
Unduplicated hours of operation per week	60	58	60

Spokane Public Library's Strategic Directions stress flexibility so their programs and level of service standards have room to evolve as customer needs change in the future.

Future Demand

Increased service demand resulting from future population growth could be addressed either through construction of new facilities, creative outreach programs and satellite service points, or a combination of both.

Need for Capital Facility Improvements

All of Spokane Public Library's facilities have been replaced with new buildings since 1991. Given an average life span of a library facility of 20 to 30 years, these facilities should not have to be replaced over the next 20 years. However, depending on how and where future growth and development occur, future population increases could require the expansion of existing facilities (at Indian Trail, for example) or construction of new facilities (perhaps in the Qualchan area).

As of 1998, all of Spokane Public Library's facilities were replaced with new buildings. Given an average life span of a library facility of 20 to 30 years, in 2015, Spokane Public Library conducted an extensive evaluation encompassing four aspects of library operations and capital:

- The system of library locations as they work together to serve the city;
- The Library's operations and customer experience, including the staffing structures that can maximize customer engagement and return on investment;
- SPL's technology platforms and technology-based opportunities; and
- The specific, physical facilities, their conditions, and how they can best accommodate current and future public demand.

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In 2016, the Library Board of Trustees adopted a Facilities and Future Service Plan to lay the groundwork for delivering 21st century library services. In addition to many outstanding deferred costs, all six branches are in need of updating in order to continue to meet growing and evolving demand. The Library's 2016 Future and Facilities Study revealed that substantial upgrades are necessary throughout the system to meet the needs of the 21st century citizen. Additionally, the Shadle and South Hill libraries will need to undergo expansions. Since the South Hill library is effectively landlocked, this branch will need to be relocated in order to undergo the necessary expansion.

Other Plans

Meeting level of service standards is also affected by fluctuating revenue levels. For example, in November of 1999, Washington voters passed Initiative 695. One of the consequences of this action was that the Library, which receives operating support from the City of Spokane, was required to cut back on services. Their decision was to reduce off-hour access to the main library downtown. In addition, they shifted branch library operating hours to match those of the downtown library, with the exception that some branch libraries remained open on Saturdays. Operating budgets through the early 2000s were cut or flat for many years. Consequently, open hours for branches were drastically reduced for neighborhood branches. In 2013, City of Spokane voters passed a levy lid lift that stopped reductions in service hours and extended hours through 2017. A good library system is accessible to the community, and it is important that library hours include morning, afternoon, evening and weekend hours to serve customer needs. Availability and convenience of hours for citizens is an essential component of meeting level of service standards.

Proposed Facilities

Library facilities should either be in proximity to population centers or easily accessible by bicycle, bus, or private vehicle. If future development and population growth were to continue away from the city center and major corridors, the library would feel it necessary to build new facilities to serve these new areas.

Library operations would also be affected by growth patterns. Operations (utilities, security, minor contracts, etc.) and personnel costs would also increase.

Six-Year Financial Plan

Over the next six years, all six branch libraries will need to undergo significant makeovers and infrastructure upgrades. This is estimated to cost from $30-90 million, depending on the desires of the community. Information about planning related documents for the Spokane Public Library can be found at www.spokanelibrary.org.

The Citywide Six-Year Capital Improvement Program identifies the funding sources and projects necessary to maintain the proposed LOS at proposed growth rates over the next six years. Printed copies are available and the programs may be viewed online at my.spokanecity.org.

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C.5 PARKS, RECREATION, AND OPEN SPACE FACILITIES

The City of Spokane provides a system of local parks (neighborhood and community), major parks, and open space. The park system is managed by the Spokane Parks and Recreation Department with policy direction provided by the Spokane Park Board.

The current Parks and Recreation Department's Parks, Recreation, and Open Spaces Plan, Roadmap to the Future, offers a much more detailed picture of the park, recreation and open space system and what changes and improvements will be made in the future. The current Parks, Recreation and Open Spaces Plan, Roadmap to the Future is hereby adopted by reference as a part of the Comprehensive Plan. Information about planning related documents for the Spokane Parks and Recreation Department can be found at www.spokaneparks.org.

Inventory of Park Lands

The current Spokane Parks, Recreation, and Open Spaces Plan, Roadmap to Future, includes an inventory of each park and facility in the city. For a general location by park or facility type see Map CFU 5, "Parks". The various types of parks are described as follows:

Major Parks	A major park is a large expanse of open land designed to provide natural scenery and unique features of citywide and regional interest as well as affording a pleasant environment and open space in which to engage in active and passive recreation.
Physical Size	Between 90 and 237.94 acres.
Built Environment	
Assets (desired)	Restroom.
Assets (optional)	Shelter, electricity, play equipment, softball/ baseball, ADA access, picnic area, aquatic recreation.
Parking	0-120 Spaces. Multiple off-street parking lots to allow for access to different areas of the park.
Natural Environment	
Natural Area	May have natural area, stream, lake.
Environmental Benefits	Stormwater infrastructure, native plants, habitat.
Programs	
Programming (desired)	Community gatherings.
Programming (optional)	Scheduled for athletic teams, concerts, special sporting events, large special events, nature programs.
Geographic Range of Users (LOS)	Citywide, regional, tourists.

Community Parks	Community parks offer diverse recreational opportunities. These parks may include areas suited for facilities, such as athletic complexes and large swimming pools. Natural areas

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	for walking, viewing, and picnicking are often available in community parks. Water bodies are present in many of these parks.
Physical Size	Between 8- 51.3 acres.
Built Environment	
Assets (desired)	Play equipment, restroom, ADA access.
Assets (optional)	Shelter, electricity, baseball/ softball, picnic area, aquatic recreation.
Parking	0-312 Spaces. Off street parking.
Natural Environment	
Natural Area	May have natural area, stream, lake.
Environmental Benefits	Stormwater infrastructure, native plants, habitat.
Programs	
Programming (desired)	Community gatherings.
Programming (optional)	Scheduled for small concerts, natural activities, food vendors.
Geographic Range of Users (LOS)	Several surrounding neighborhoods between ½–2 mile radius.

Neighborhood Parks

Neighborhood parks are intended to provide both active and passive recreation for residents enjoying short daily leisure periods but should provide for most intensive use by children, family groups, and senior citizens. These parks are centrally located in neighborhoods with safe walking and bicycle access.

Physical Size	Between .66- 13.33 acres.
Built Environment	
Assets (desired)	Picnic area, ADA access, play equipment, restroom.
Assets (optional)	Basketball, Tennis, Softball, Baseball, Shelter, Electricity, Aquatic recreation.
Parking	Generally street parking, may have off street parking.
Natural Environment	
Natural Area	May have natural area, creek, lake.
Environmental Benefits	stormwater infrastructure, native plants.
Programs	
Programming (desired)	None.
Programming (optional)	Light scheduling for athletic teams, community gatherings, small concerts.
Geographic Range of Users (LOS)	Surrounding neighborhood, between ¼ mile and ½ mile.

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Neighborhood Mini-Parks

Mini-parks are developed to serve a concentrated or specific group, such as children or senior citizens. Mini-parks have often been developed in areas where land is not readily available for neighborhood parks.

Physical Size	Between .22 and 2.33 acres.
Built Environment	
Assets (desired)	Play equipment.
Assets (optional)	Shelter, electricity, restroom, ADA access, picnic area.
Parking	On street.
Natural Environment	
Natural Area	May have natural area, creek.
Environmental Benefits	Stormwater infrastructure, native plants.
Programs	
Programming (desired)	None.
Programming (optional)	Small community gatherings.
Geographic Range of Users (LOS)	Immediate neighborhood, ¼ mile radius.

Trails

Trails are paved or unpaved surfaces that are ideally separated from streets and are within an open space corridor. Trails are typically used for running, biking, walking, and skating.

Physical Size	1- 11 miles
Built Environment	
Assets (desired)	
Assets (optional)	Restroom, picnic area, ADA accessible.
Parking	Trailhead and on street parking.
Natural Environment	
Natural Area	May have shoreline, riparian area.
Environmental Benefits	Stormwater infrastructure, native plants, riparian area.
Programs	
Programming (desired)	None.
Programming (optional)	"Fun runs" and other small community gatherings.
Geographic Range of Users (LOS)	Citywide, regional, tourists.

Parkways

Parkways are often associated with arterials that have scenic features or connect parks. They have special landscape treatments such as trees, shrubbery, and grass. Some parkways have trails associated with them.

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Physical Size	Between 0.3 and 189.52 acres.
Built Environment	
Assets (desired)	Trees, grass.
Assets (optional)	Native plants, street lights.
Parking	N/A.
Natural Environment	
Natural Area	May have natural area.
Environmental Benefits	Stormwater infrastructure, native plants, riparian area.
Programs	
Programming (desired)	None.
Programming (optional)	None.
Geographic Range of Users (LOS)	Citywide, all travelers using the street.

Conservation Land

Conservation areas are open space areas designed to protect environmentally sensitive features, such as steep slopes, unstable soils, and shorelines. These areas are generally maintained in their natural state and help preserve significant views and wildlife habitats and corridors.

Physical Size	Between 7 and 464.15 acres.
Built Environment	
Assets (desired)	Native plants and vegetation.
Assets (optional)	Trails, shelter, restroom, picnic area.
Parking	0- 40 Spaces.
On or off street.	
Natural Environment	
Natural Area	May have natural area, creek, lake.
Environmental Benefits	Stormwater infrastructure, native plants, habitat, riparian corridor, erosion control.
Programs	
Programming (desired)	Environmental education.
Programming (optional)	Plant restoration, service projects, research.
Geographic Range of Users (LOS)	Citywide, regional, tourists.

Other Facilities

The Parks and Recreation Department also owns and manages other facilities including an arboretum, an art center, community/senior centers, golf courses, sports complexes and aquatic centers.

Physical Size	Between 1 and 198.99 acres.

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Built Environment	
Assets (desired)	Depends on intended use.
Assets (optional)	Depends on intended use.
Parking	Depends on intended use.
Natural Environment	
Natural Area	None.
Environmental Benefits	Native plants, habitat, and green stormwater infrastructure.
Programs	
Programming (desired)	Depends on intended use.
Programming (optional)	Depends on intended use.
Geographic Range of Users (LOS)	Citywide, regional, tourists.

Forecast of Future Park Needs

Level of Service (LOS)

The city measures LOS by comparing the acres of parks per every thousand residents. See the current Parks, Recreation and Open Spaces Plan, Roadmap to the Future, for an LOS analysis.

The city does not measure LOS for conservation land, parkways, or trails. These park types are typically purchased and developed on an opportunity basis. The city seeks to purchase and designate conservation land each year. The primary funding source is the Conservation Futures Program, which is administered by Spokane County.

Need for Capital Facility Improvements

In order to maintain the existing LOS as the city grows over the next twenty years, the city will have to develop new parks. See the Citywide CIP for a list of park facility projects scheduled for the next six years as well as project funding sources.

Six-Year Project and Financing Plan

See the current Parks, Recreation, and Open Space Plan, Roadmap to the Future, for details on needed future capital facilities and for a LOS analysis. The Citywide Six-Year Capital Improvement Program identifies the funding sources and projects necessary to maintain the proposed LOS at proposed growth rates over the next six years. Printed copies are available and the programs may be viewed online at my.spokanecity.org.

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C.6 WASTEWATER MANAGEMENT

Service Area

The Riverside Park Water Reclamation Facility (RPWRF) (Previously known as the Spokane Advanced Wastewater Treatment Plant (SAWTP)) serves the city, portions of the urbanized un-incorporated county, and several other communities. The city serves these additional areas based on interlocal agreements, which are similar to contracts. Some of these agreements are for small amounts of capacity while others, like the agreement with Spokane County, are for ten million gallons per day. With the multitude of users, the RPWRF is a regional system. See Map CFU 6, "Sewer Service Area."

Because of existing agreements and the location, the RPWRF will most likely always be a regional system. Spokane County Regional Water Reclamation Facility began operating in 2011. The current treatment capacity is 8 million gallons per day (MGD), but it can be increased in phases to 24 MGD.

Inventory of Existing Facilities

Sanitary Sewer and Stormwater Systems

The sanitary sewer system doesn't consist of a treatment plant alone. The city operates and maintains over 470 miles of sanitary sewer lines and 400 miles of "combined" sanitary lines that connect the treatment plant with the service area. Where needed, lift stations or inverted siphons provide sanitary sewage service in locations that are too low. Over 350 miles of storm drain pipes, catch basins and drywells, and combined sewer overflow structures (CSOs) provide stormwater service. Map CFU 7, "Stormwater Facilities," shows the location of the major sanitary sewer and stormwater facilities.

The City of Spokane Wastewater Facilities Plan with Amendments 1 through 3 includes a detailed inventory and future needs assessment of the regional wastewater system. This long range planning document covers a fifty year period and currently describes the needs of the system until 2030.

The 2014 City of Spokane Combined Sewer Overflow (CSO) Plan Amendment amends the city's 2005 CSO Plan and is designed to reduce CSO events. This 2014 Plan Amendment, documents modifications to the city's CSO Program as a result of changes to applicable regulations, improvements in computer modeling tools, information about the actual performance of CSO storage facilities already built, implementation of the Spokane County Reclamation Facility, and other progress made on CSO control within the city. To consider future growth, the computer simulations of individual basins were based on 2030 growth conditions and varied basin by basin.

The City of Spokane Integrated Clean Water Plan builds from the city's CSO Plan Amendment (final submitted to Ecology March 2014) and Wastewater Facilities Plan Amendment No. 3 (final submitted to Ecology March 2014), integrating CSO projects, stormwater projects, and municipal wastewater treatment projects into an overall investment focused on water quality.

Table CFU 7 is an inventory of the sewer system.

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TABLE CFU 7 - INVENTORY OF EXISTING SEWER FACILITIES		
Facility Category	**Quantity**	**Units**
Treatment Plant	1	each
Sewage Lift Stations	29	each
Sanitary Collection System	470	miles
Storm Water Collection System	350	miles
Combined Sewer Collection System	400	miles
Inverted Siphons	14	each
Catch Basins and Drywells	Over 18,000	each
CSO Regulating Structures	24	each

Future Needs

Existing Demand and Capacity Summary

The RPWRF recycles approximately 34 million gallons of wastewater a day and returns the cleaned water to the Spokane River. The facility can handle peak flows, included combined sewer flows, up to 150 million gallons a day. Planned construction is based on projected growth within city, as well as Spokane County contribution of 8 MGD and the completed CSO Abatement Program, as described in Facility Plan Amendment No. 3. The collection system, CSO control, and RPWRF are all being designed for 2030 projected population.

Variable flow is water that infiltrates or inflows into the system and is not associated with sanitary sewer users. The city continues to make improvements to the sewer collection system to limit the amount of variable flow.

Level of Service (LOS)

The proposed level of service (LOS) for sanitary sewage processing is 100 gallons per capita per day (GPCD). This means that the city must plan to be able to accommodate 100 gallons of sanitary sewage per day for every person in the service area. Although some citizens may generate less or more sanitary sewage, this is an accepted average that can be used for planning purposes.

The level of service (LOS) for stormwater is to design public right-of-way for a 10-year rainfall frequency, prevent flooding of property during a 25-yr 24-hour rainfall event, and prevent damage to buildings for a 100-year rainfall event.

Six-Year Financial Plan

The Citywide Six-Year Capital Improvement Program identifies the funding sources and projects necessary to maintain the proposed LOS at proposed growth rates over the next six years. Projects include reductions in septic systems, CSO events, infiltration and inflow, and capital improvements to the RPWRF. Printed copies are available and the programs may be viewed online at my.spokanecity.org.

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C.7 SCHOOLS

There are three school districts operating within the current Spokane city limits. The vast majority of the City of Spokane is served by Spokane School District No. 81 (Spokane Public Schools). Cheney School District No. 360 serves some small corners in the southwest area of the city and the west plains. Mead School District No. 354 is generally located on Five-Mile Prairie and north of Lincoln Road. Depending on the placement of the City of Spokane's final urban growth boundary and annexations related to those new boundaries, more of the city might be served by these last two school districts, with the possible addition of the Nine-Mile Falls and West Valley school districts. (See Map CFU 11, "School Districts and Facilities.")

Inventory of Existing Facilities

Spokane Public Schools operates thirty-four elementary schools, six middle schools and five high schools, in addition to several special schools, serving nearly 30,000 students each year. See Maps CFU 8, "Elementary School Boundaries," CFU 9, "Middle School Boundaries," and CFU 10, "High School Boundaries." In addition to the regular attendance center programs, the district is the sponsoring agency for the Spokane Area Skill Center (NEWTECH Skill Center), which serves students from Spokane Public Schools and nine neighboring school districts. Special learning centers like the Libby Center, Spokane Public Montessori, The Community School, The Enrichment Cooperative, On-Track, before and after-school childcare programs such as Express, and an extensive summer school program, round out the district offerings. The district also offers preschool for low income and special education students at some sites.

TABLE CFU 8 - INVENTORY OF EXISTING FACILITIES: SCHOOLS

School	Total Existing Enrollment
Elementary Schools	16,173
Middle Schools	3,992
High Schools	8,094
Other Buildings	1,678
Total School Facilities	**29,937**

Existing Enrollment

Spokane Public Schools has a total full-time enrollment of nearly 30,000 individual students. This includes 1,678 students enrolled in special schools. The focus of these alternative schools ranges from programs for troubled youth to professional-technical training at the NEWTECH Skill Center.

Shifting enrollment between schools requires the School District to remain flexible. State mandated classroom size reduction in kindergarten through third grade, combined with slow and steady growth, is adding to the complexity of facility capacity issues. The district reacts to these fluctuations through busing, building additions, and the use of "relocatables," which are portable buildings.

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TABLE CFU 9 - INVENTORY OF EXISTING FACILITIES: SCHOOLS BUILDING SQUARE FOOTAGE				
School	**Permanent**	**Portable**	**Total**	**Site Acreage**
Elementary	1,715,198	61,904	1,777,102	214.41
Middle	695,139	0	695,139	104.69
High	1,319,728	31,344	1,319,728	143.59
Other Buildings	515,666	0	547,010	63.27
Total for All Buildings	4,245,731	43,248	4,338,979	525.96

Existing Capacity

Currently the School District is facing a facility capacity challenge at the elementary level in two areas within the school district boundaries – the southern and northern most regions of the School District. To address this issue in the south area, the School District is adding an eight classroom addition to Mullan Road Elementary and making some minor boundary adjustments. To address the capacity issues in the northern area, the School District is building a new Linwood Elementary with more capacity. There will also be some boundary adjustment to address facility capacity issues at other elementary schools in the northern region. Another issue the district will be addressing is the state mandated K-3 classroom size reduction legislation. The School District is currently undertaking long range planning to address this facility capacity challenge in the next bond cycle to be voted on in February 2021.

Enrollment has been slowly increasing in the School District, starting at the elementary level. Where growth will occur has been difficult to predict due to the growth of apartments and multifamily developments in the city.

With future growth, the smaller class sizes and continuing programmatic changes, the School District will need to add classrooms (i.e., schools) to its inventory. The current estimate is a need for nearly 120 additional classrooms, possibly with additional elementary schools or middle schools.

The School District recently remodeled or replaced all five of its comprehensive high schools. A high school's capacity is measured more by total teaching stations than total enrollment. The district has capacity in its high schools.

Future Needs – Public Schools

Existing Demand – Enrollment

There were nearly 30,000 students enrolled in Spokane Public Schools elementary, middle, and high schools in 2016.

Level of Service (LOS)

Spokane Public Schools describes their current level of service standard as, "educate all children who wish to attend public schools, between the ages of five years and 21 years who have not received a high school diploma or equivalent [and] educate handicapped children between the ages of three and five years."

For elementary schools, more specific level of service standards include: 500 to 625 students per school, 5 or more acres of land per school, and a student/teacher ratio in K-3 of 25 to 1 and a ratio of 28 to 1 in 4-6. The standard student/teacher ratio for middle and high school is 30:1. Students who live more than a mile from school may travel to school on district-approved buses. Bus service is also provided to those

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students whose school route has been declared unsafe by the district safety office or who participate in after-school activities.

Future Demand – Enrollment Projections

Demographic shifts have a cyclical effect on projected enrollment. As the adults in a neighborhood age, the number of school children decreases. When older residents gradually give way to young families, the number of school children increases. Certain types of employment and higher income levels typically indicate a family with older children who will be phasing out of the school system relatively soon.

In addition to unique local phenomenon, Spokane Public Schools bases their enrollment projections on the cohort survival method. Since there is limited in-migration, births within the School District account for the bulk of growth. Birth numbers are based on enrollments in birth classes and are projected out five years to calculate the projected kindergarten enrollments

Shown in Table CFU 10 the projections are showing a slow and steady growth pattern. This does not however show the impact of classroom size reduction that is being projected by the state. This is planned to be fully implemented by 2018. This will drive a need for additional classroom needs at grades K-3. The projected classroom size reduction ratio is 1 teacher to 20 students. This will leave a shortage of classrooms in our elementary schools of approximately 120 classrooms that will require additional construction of schools.

TABLE CFU 10 - ENROLLMENT PROJECTIONS

Year	School Level			
	Elementary	Middle School	High School	Total
16-17	16,801	4,294	8,394	29,490
17-18	16,950	4,224	8,391	29,583
18-19	17,077	4,370	8,244	29,691
19-20	17,032	4,621	8,209	29,862
20-21	17,028	4,743	8,303	30,074
21-22	16,983	4,707	8,520	30,209
22-23	17,113	4,540	8,777	30,429
23-24	17,155	4,458	9,001	30,614

Projections from Spokane School District 81: Planning Capital Projects, April 2, 2014.

Plans of Other Providers

In order to sustain and improve overall community health, Spokane Public Schools makes their buildings and recreational facilities available to the public for use during non-school hours. Priority for scheduling and rental fee structure ranges over five classes: school district sanctioned activities, joint use agreements and contracts, other educational institutions, civic and service use, and private interest groups. (See the Spokane Public School Board Policy Procedure Manual.)

Proposed Facilities

Currently, the School District is in the third six-year bond cycle of a long-range facility improvement plan. The District is already starting preliminary bond planning for a 2021 election which will be implemented

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between 2021 and 2027. A list of projects has not been selected at this time and will be determined by the District's bonding capacity in 2021.

Six-Year Financial Plan

Six-Year Funding and Projects

In 2015, Spokane Public Schools successfully passed a $145 million bond, which funds the following projects shown on Table CFU 11, "2015 Bond Projects." With bond interest income, a capital fund residual balance from 2009, and the estimated state matching funds the total funds of the 2015 bond will be $209,425,000. The projects fall into the categories of: Major Construction Projects, Smaller School Improvements at All Schools, Technology Upgrades and Replacements, and Safety and Security Improvements.

TABLE CFU 11 - 2015 BOND PROJECTS

Bond Project	Stage of Project	Project Budget	Completion Date
Adams – Limited Facility Improvements	Planning	$5,000,000	2021
Franklin Modernization and Renovation	Design Phase	$25,725,000	2018
Linwood Replacement	Design Phase	$22,400,000	2020
Wilson - Classroom Addition	Planning	$4,500,000	2020
Salk Middle School Replacement	25 Percent	$36,000,000	2017
Shaw Middle School Gymnasium Replacement and Master Plan	Planning	$13,600,000	2021
Lewis and Clark – Classroom Addition	Planning	$4,500,000	2020
North Central Commons and Classroom Additions	20 Percent	$18,600,000	2017
Land Acquisitions	In Process	$9,500,000	2021
Portable/Classroom Additions	In Process	$9,000,000	2021
District Annual School Projects	20 Percent	$33,000,000	2021
District Technology Improvements	20 Percent	$23,000,000	2021
Safety and Security Upgrades	30 Percent	$4,000,000	2018
Total		$209,425,000	

Capacity Balance

Spokane Public Schools knows that additional facility capacity will need to be generated to meet future needs. Excess capacity will not be generated, as it limits their eligibility for state matching funds to offset the cost of school construction. Table CFU 12, "Capacity Balance After 2015 Bond Projects," shows the capacity balance after completion of the 2015 school bond projects.

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TABLE CFU 12 - CAPACITY BALANCE AFTER 2015 BOND PROJECTS		
Site	**Project**	**Additional Capacity**
Adams Elementary	HVAC upgrades, window replacements and elevator addition	0 students
Franklin Elementary	Modernization and replacement	100 to 150 students
Linwood Elementary	Replacement	100 to 125 students
Wilson Elementary	Classroom addition	25 to 50 students
Salk Middle School	Replacement	75 to 100 students
Shaw Middle School	Gymnasium replacement and master planning	0 students
Lewis and Clark High School	Classroom addition	0 students
North Central High School	Commons and classroom addition	100 to 150 students
Land Acquisitions	Purchase land for growth and class size reduction	Unknown
Portable/Classroom Addition	To allow for growth and class size reduction	Unknown
Annual Capital	Investments to the school sites	0 students
Technology	Improve and update technology	0 students
Safety and Security	Single point of entry at all sites	0 students

Elementary Schools

Spokane Public Schools continues to look ahead in anticipation of future growth and program needs that will impact the need for elementary schools. Their current standard of an elementary school is a capacity of 585 to 625 students. Programs for music, physical education, art, science and other special courses have increased the need for additional classrooms and specialty spaces. The district is also seeing a growth in special education. In the last two years, the School District has opened Spokane Public Montessori as a K-8 school.

The state has also been charged with fully funding basic education. In the McCleary decision, the Washington State Supreme Court found that legislators were not meeting that requirement. The state responded by implementing a goal of classroom size reduction in grades K-3 by 2018. This alone will bring about a need for additional classroom capacity in all district elementary schools.

Spokane Public Schools is looking at many ways to address the need for growth and class size reduction in the next 20 years. They are studying many long range plans to address these upcoming needs at their elementary schools. The District would need to build five to seven additional elementary schools keeping their current grade configuration of K-6. If the District were to change the configuration to be K-5 and 6-8 middle schools, it could require one to two new elementary schools along with 3 additional middle schools looking twenty years ahead.

Middle Schools

Spokane Public Schools currently has six middle schools with grade configurations of 7-8. One of the six, Salk Middle School, is currently under construction and will open for the 2017-18 school year. The old building will then be demolished. Shaw Middle School is also on the current 2015-2021 bond with a new gymnasium to be constructed and master plan for the campus completed. This will allow the district to get an early start on the replacement of the school with passage of the 2021 bond. Middle schools slated

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to be replaced in the future include Glover, Sacajawea, and Shaw. Chase and Garry have had some major renovations during the past bonds.

The decision of how we address the needs at the elementary level will drive the need for adding new middle schools in the future. Currently, there is limited facility capacity in the District's middle schools. There will be a need for additional capacity in middle schools looking forward 20 years. The School District's current designs add capacity to middle schools with a standard capacity of 850 students.

TABLE CFU 13 - TWENTY-YEAR PROJECTS	
Scenario	
Scenario 1: Middle Schools Include Only Grades 7-8 K-6, 7-8, 9-12	NC Phase III renovation
	5 existing elementary schools: Renovate/replace with new construction
	8 to 9 new elementary schools along with property
	3 existing middle schools: Renovate/replace with new construction
	Selected high schools: Additions
Estimated Total Cost	**$650,000,000 - $800,000,000**
Scenario 2: Middle Schools Include Grades 6-8 K-5, 6-8, 9-12	5 existing elementary schools: Renovate/replace with new construction
	Selected high schools: Additions
	1 to 2 new elementary schools: New construction/new sites
	3 existing middle schools: Renovate/replace with new construction
	3 new middle schools: New construction/new sites
Estimated Total Cost	**$570,000,000 - $700,000,000**

High Schools

Since passage of the 2003 bond, Spokane Public Schools has renovated all five of its comprehensive high schools. North Central High School will need additional modernization as part of the master campus improvement plan in the future to include renovation of 1980-era classrooms, administration center and site improvements. When renovating the high schools, the School District added capacity and replaced all relocatables that were located at the sites. High school athletic fields were also improved to new standards. There remains a need to replace two of the School District's alternative high schools in the coming future - On Track Academy and The Community School.

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C.8 SOLID WASTE

The Solid Waste Management Department is responsible for the collection of solid waste and recyclables generated within the City of Spokane and the operation of disposal facilities that serve Spokane County. The City of Spokane administers and operates a broad range of solid waste management activities within the city and in Spokane County. They include:

- Collection of solid waste generated by residential and commercial customers in the city.
- Operation of the Valley Transfer Station and the Colbert Transfer Station.
- Operation of the Northside Landfill.
- Collection of recyclables and yard waste from residential and commercial customers in the city.
- Contract administration for the processing of recyclables collected in the City of Spokane.
- Operation of a moderate risk waste collection station at the Waste to Energy (WTE) Plant.
- Operation of transfer activities between the WTE Plant and a Regional Disposal Company.
- Operation of transfer activities between the transfer stations, WTE Plant, Private Compost Facility, and recycling companies.
- Administration and permitting of medical waste haulers in the city.
- Illegal dumping inspections and cleanup for the city through the Department of Code Enforcement.
- Coordination with the Spokane Regional Health District and the City of Spokane on facility inspections and enforcement.

The information that follows in the rest of 5.12 Solid Waste is a general overview of the existing Solid Waste management system. The full details of the Solid Waste Management Plan and financing program are found in the Spokane County Comprehensive Solid Waste Management Plan of 2015 and the Citywide Six-Year Capital Improvement Program (CIP).

The Spokane County Comprehensive Solid Waste Management Plan of 2015 contains detailed descriptions of the Solid Waste system and interlocal agreements between the City of Spokane and surrounding jurisdictions that describe the Solid Waste Management system.

The Citywide Six-Year Capital Improvement Program contains the projects or programs, with descriptions of the proposed locations and capacities of the new or expanded capital facilities the city contemplates funding in the next six years. These projects and programs are incorporated herein, along with the financing plan for each of them found in the CIP. The projects and programs may change over time. Emergencies and unanticipated circumstances may result in allocating resources to projects not listed. This finance plan shows full funding for all improvements to existing facilities and for new or expanded facilities the city expects to need to serve the projected population through the six-year period covered by the CIP. Additionally, the CIP contains funding for major maintenance and for other improvements that will both maintain and enhance the city's existing facilities.

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General Inventory of Existing Facilities

A detailed inventory of existing facilities and their capacity is contained in the Citywide CIP.

Service Area

The City of Spokane provides collection of solid waste generated by residential and commercial customers in the City of Spokane. As stated earlier, the City of Spokane also administers and operates a broad range of solid waste management activities within the city and county.

Capacity

The city has the ability to meet the present and future recycling and disposal needs. To accommodate future population growth, there will be a need to acquire additional solid waste apparatus and there may be a need for modifications to the WTE Plant. Specific alternatives and potential funding mechanisms are discussed in the Spokane County Comprehensive Solid Waste Management Plan of 2015.

Future Needs

Existing Demand

In 2000, city crews collected 66,052 tons of solid waste from residential customers and 72,903 tons from business and institutional customers. In 1996, the city began transitioning to a fully automated collection system for residential refuse. This system is now in place citywide. Recyclables are collected from residential customers in automated collection vehicles. Most refuse collected by the city is delivered to the WTE Plant and recyclables are delivered to a private intermediate processor. In 1997, the city began offering curbside collection of yard waste to residential customers. Further details on existing demand and levels of service are found in the Citywide CIP and the Spokane County Comprehensive Solid Waste Management Plan.

Capacity

The city has the ability to meet the present and future solid waste disposal needs. Specific alternatives to accommodate future population growth and potential funding mechanisms are discussed in the Spokane County Comprehensive Solid Waste Management Plan (CSWMP), 2015. The CSWMP addresses the management and disposal of municipal solid wastes and moderate risk waste currently generated in Spokane County, identifies types and quantities of wastes currently generated in the county, discusses needs and opportunities for solid waste management, develops objectives for solid waste management, and proposes alternatives for management of these wastes.

Level of Service (LOS)

Information regarding the existing and proposed solid waste level of service is provided below.

Existing LOS

- Residential: 4.33 collections per household per month.
- Commercial: As needed.
- Recycling: 4.33 collections per household per month.
- Yard/Food Waste: 4.33 collections per household per months of service (9 months.)

Proposed LOS

- Residential: 4.33 collections per household per month.

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- Commercial: As needed.
- Recycling: 4.33 collections per household per month.
- Yard/Food Waste: 4.33 collections per household per months of service (9 months.)

Facility Improvements

Collection System

As growth occurs, the number of solid waste and recycling collection routes will increase. Additional trucks and other apparatus will be needed, as well as employees to drive the trucks and operate equipment. Other equipment, such as recycling carts, and dumpsters, will also have to be purchased as customers are added to the collection routes. In general, equipment needs and employees are funded by collection fees. Details on the needs of the collection system as growth occurs are found in the Citywide Six-Year CIP and the Spokane County Comprehensive Solid Waste Management Plan.

Financial Plan

The Citywide Six-Year Capital Improvement Program identifies the funding sources and projects necessary to maintain the proposed LOS at proposed growth rates over the next six years.

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C.9 WATER

The City of Spokane Water and Hydroelectric Services Department provides potable water to the City of Spokane and several areas that are outside the Spokane city limits. A complete inventory, analysis of need, and Capital Facilities Plan is provided in the City of Spokane Water System Plan (2014).

Inventory of Existing Facilities

Service area summary

The City of Spokane provides water service to approximately 208,916 residents in Spokane as well as to approximately 18,539 residents outside the Spokane City limits. The City of Spokane provides water to, and has interties with, several small purveyors plus Fairchild Air Force Base to provide them water during emergency situations. The Intertie Agreements between the City of Spokane and each purveyor dictate the conditions for providing water. The current retail service area is approximately 88 square miles. Map CFU 12, "Water Service Areas," identifies the current water service area.

Facilities and Water Rights

The City of Spokane's sole source of water is the Spokane Valley – Rathdrum Prairie Aquifer. The water system is comprised of 7 well stations that pump water from the aquifer, 25 booster pump stations, 34 storage reservoirs, and 1,000 miles of pipeline. The city's current average daily demand is approximately 58.6 million gallons per day (MGD) based on an average daily use of approximately 258 gallons per person per day.

The City of Spokane holds water rights to a Maximum Instantaneous Flow Rate of 241,100 gallons per minute (gpm). The Current Maximum Instantaneous Flow Rate is 195,570 gpm. Map CFU 13, "Water Facilities and Pressure Zones," identifies the location of various water facilities and pressure zones.

Fire Flows

Firefighting requires water at high flow rates and sufficient pressures for the time period necessary to extinguish the fire. A water system is required to have a supply, storage, and distribution system grid of sufficient capacity to provide firefighting needs while maintaining maximum daily flows to residential and commercial customers.

The City of Spokane typically requires designs for the water system to provide fire flows that exceed: standards established by the Insurance Service Office (ISO); standards administered by the Washington Survey and Rating Bureau (WSRB); minimum fire flows required by state law, set forth in Washington Administrative Code 248-57: and/or fire flows required by the fire district that has jurisdiction.

In 1999, The City of Spokane Water Department and the water system it operates were the subject of an extensive survey conducted by the WSRB. The results of this survey placed the Water Department and the water system in Class I. This rating, in conjunction with the Fire Department rating of Class III, brings with it a very good firefighting system, and with that, lower fire insurance rates for the citizens of Spokane.

Capacity Summary

Table CFU 14, "Inventory of Capital Facilities: Water Supply," shows the city's existing water system facilities and corresponding capacities. The current pumping capacity of the water system is 282 MGD. This capacity is based on equipment nameplate data.

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TABLE CFU 14 - INVENTORY OF CAPITAL FACILITIES: WATER SUPPLY	
Facilities	**Capacity**
Ground Water	**Pump Capacity**
Spokane Valley-Rathdrum Prairie Aquifer	Estimated 624.6 MGD
Well Stations	**Station Capacity**
Well Stations-Total System Capacity	282 MGD
Booster Stations	**Station Capacity**
Total Booster Station Capacity	212.85 MGD
Reservoirs and Storage	**Storage Capacity**
Total Storage Capacity	106.34 MGD

Forecast of Future Needs

Existing Demand

The city's average daily water system demand in 2013 was 58.6 million gallons per day (MGD), which is a daily water demand of approximately 258 gallons per person per day based on a service area population of approximately 227,455 persons. The city's peak day water system demand in 2013 was 188 million gallons, which is 828 gallons per person.

Level of Service (LOS) Standard

The city presently has seven well sites tapping into the aquifer for its water supply source. Ideal design practice recommends that the source of supply capacity be equal to the maximum day demand (MDD), allowing stored water to be used for the peaking requirements of the system. The total system pumping capacity is 282 MGD. The highest recorded MDD is 188 MGD.

Minimum LOS standards were established in the Countywide Planning Policies. According to these policies, distribution pipelines must be designed to deliver sufficient water to meet peak customer demands (peak hourly demand), this period occurring over a range of a few minutes to several hours. The flow rate must be provided at no less than 30 psi (pounds per square inch) at all points in the distribution system (measured at any customer's water meter or at the property line if no meter exists) except for fire flow conditions. By existing policy, the City of Spokane Water Department requires that the water system provide the specified LOS at a minimum pressure of 45 psi. Water pressures of at least 45 psi have proven more satisfactory in terms of meeting the water needs for most customers.

Future Demand

It is recognized that the city is not the only water purveyor within the proposed UGA. If the City of Spokane should someday annex areas within the adopted UGA that are currently being served by other water purveyors, it is anticipated that these water purveyors will continue to serve the customers into the foreseeable future. It is anticipated, however, that City of Spokane design standards will be implemented to govern the installation or replacement of water system facilities in these areas.

Proposed Facility Improvements

This is a summary review of proposed water facility improvements. A detailed list of capital improvement projects is provided in the 2014 Comprehensive Water System Plan.

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Source Improvements

Source improvements refer to improvements at well stations. The improvements may entail upgrades and/or rehabilitation of existing facilities that are subject to aging equipment. Improvements may also include the construction of new well stations to accommodate growth, and/or provide redundancy for wellhead protection.

Booster Pump Stations

Improvements to existing booster stations may require upgrades and/or rehabilitation of aging equipment. Improvements may also include the construction of new booster stations to accommodate growth. As an example, anticipated growth in the West Plains Pressure Zone will require construction of a new booster station as well as increasing the pumping capacity of two existing booster stations.

Storage System

Improvements to the water and storage facilities are made to accommodate growth, hydraulic consistency within a pressure zone, or for redundancy.

Any project that requires a water system expansion and/or infrastructure infill to support new growth will be funded at the expense of the project proponent.

Pipelines

Most of the system piping is in good shape. However, old large steel transmissions, cast iron pipe with leadite joints, and kalamein pipe are being replaced on a systematic basis.

Funding

Facilities constructed to replace old worn out infrastructure will be paid for from the rate stabilization fee portion of the rate structure. Facilities constructed for growth will be paid for with a combination of general facility charges (hook-up fees), developer funding, and cash reserves.

Six-Year Financial Plan

To ensure current or improved levels of service to its customers, the city is following an aggressive improvement schedule. The Six-Year Citywide Six-Year Capital Improvement Program identifies the funding sources and projects necessary to maintain the proposed LOS at proposed growth rates over the next six years. Printed copies are available and the programs may be viewed online at my.spokanecity.org.

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C.10 PRIVATE UTILITIES

Introduction

The Growth Management Act (GMA) requires a utilities element consisting of the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines.

The City of Spokane recognizes that planning for private utilities is the primary responsibility of the service providers. Regulations may place restrictions on the location and site development of the utilities and may require a public review process before utility facilities may be located.

Many private utilities are under directive by their licensing agency and franchise agreements to provide a specific level of service to their service area. In many instances, this regulating agency is the Washington Utility and Transportation Commission (WUTC). Services are provided on an "on demand basis." Any new development within a service provider's area must be served. Most service providers monitor development plans and try to build excess capacity into their facilities at the time of construction to allow for future demand.

Private utilities may be restricted by their environment. Competing districts or limited service areas may limit future expansion. For example, packaged sewage treatment plants may serve only the development for which they were originally intended. Water providers may be limited by the quantity of their water rights or surrounding providers. Telecommunication companies are not restricted by these types of limitations; however, they are regulated by the WUTC.

Map CFU 14, "Existing Electrical and Natural Gas Facilities," identifies the location of existing major utility transmission lines, substations, and other regional facilities in Spokane.

Utilities

Electricity

Avista is the only private electricity provider within the City of Spokane. Other providers may be found in the surrounding area. In addition to Avista, the Bonneville Power Administration (BPA) owns transmission lines and substations on the outskirts of the city boundary which are interconnected to the Avista transmission system. Map CFU 14, "Existing Electrical and Natural Gas Facilities," indicates the current and future location of electrical transmission lines and substations in and around the City of Spokane. The Bonneville Power Administration (BPA) provides electricity from the federal power grid to Avista Utilities and some private businesses in the area. BPA has a number of substations in the area, which allow the power coming from Grand Coulee Dam and other locations on the grid to be stepped down to a level that is compatible with local needs.

With population growth, Avista anticipates increases in future system demands. Planning for future substation upgrades and new substations are forecasted periodically to adequately keep the correct capacity to meet demands of the increasing population. Enhancements include the installation of additional equipment, the replacement of existing equipment with larger capacity and other technological enhancements to facilitate improved system performance methodologies. Avista continually strives to keep updated with state of the art technologies and endeavors to research, design and implement those innovations and technologies that provide the greatest benefits to the community. In addition to enhancing existing substations, new substations are desired on the east and west sides of the downtown

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area within the ten year planning horizon. Other new substation locations are being evaluated. Plans for rebuilding and constructing several new transmission lines are under consideration. New transmission line construction is primarily being considered on the outskirts of the city.

Natural Gas

Map CFU 14, "Existing Electrical and Natural Gas Facilities," shows the location of transmission natural gas lines as well as Avista's natural gas distribution system in and around the City of Spokane. Existing gas service serves the majority of the city limits and urban growth areas in the City of Spokane. Avista identifies a strategic natural gas resource portfolio to meet customer demands over the next 20 years. Evaluations are completed to include peak weather conditions as well as normal/average conditions to meet customer demand forecasting. Construction projects of varying magnitude will happen each year as aging infrastructure is replaced and capacity is added to support future growth. The Spokane area and urban growth area is a part of the Washington/Idaho service territory.

TABLE CFU 14 - UTILITY SERVICES: SPOKANE

Utility	Provider	Existing Capacity	Planned Capacity
Natural Gas	Avista Utilities	Within the WA service territory the average daily demand is 137,110 dekatherms.	Within the WA service territory, the forecasted levels in 2035 is projected at 159,541 dekatherms.
Electrical	Avista Utilities Inland Power and Light	Several internal and external company standards require adequate capacity to serve the expected customer demand. The summer peak load within the general city boundary in 2015 was 575 MW.	Planned capacity will be sufficient to meet the increase in customer demand.

Telecommunications

Telecommunications travel many paths throughout the city of Spokane; fiber optic, traditional telephone lines and cellular phones. Fiber optic lines provide another communication link and are replacing traditional telephone lines that can be found throughout the developed areas of the city. Cellular phones provide a third method of communication. Traditional telephone lines and wireless communication support towers can have a profound impact on the visual environment. The WUTC regulates a number of long distance and cellular phone companies in the Spokane area. The City of Spokane has Class "A" and "B" local telephone exchange services that are regulated by the WUTC. The WUTC defines a "Class B" telecommunications company as having less than 10,000 access lines. Communication by computer is a fast growing method of general communication and commerce, as well.

Cable television is provided by a private franchise for the City of Spokane. Because the franchise is held by a private company, it provides services on demand through its distribution system generally located on the same poles as traditional telephone lines. In addition, satellite television is increasingly providing competition to cable and free television.

The Spokane area is served by several cellular providers. Cellular calls are routed by a series of low-powered transmitting antennas through a central computer, which connects the call to its destination. Transmitting antennas are located at "cell sites", and their coverage areas are known as "cells." A network of strategically placed antennas allows a "handing off" of the signal as the carrier of the phone travels.

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Capacity overload and cellular system expansion are in response to several factors: an increase in the number of customers residing within a designated area, a shift in traffic volumes affecting cellular users, or a record of service inadequacies, such as dropped calls or poor sound quality. In these cases, additional antennas are then planned with site selection influenced by topography and other engineering constraints.

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C.11 MAPS

CFU 1 Fire Districts
CFU 2 Police Patrol Areas
CFU 3 C.O.P.S. Substations
CFU 4 Library Sites and Service Areas
CFU 5 Parks
CFU 6 City of Spokane Sewer Service Area
CFU 7 City of Spokane Stormwater Facilities
CFU 8 Elementary School Boundaries
CFU 9 Middle School Boundaries
CFU 10 High School Boundaries
CFU 11 School Districts and Facilities
CFU 12 Water Service Areas
CFU 13 Water Facilities and Pressure Zones
CFU 14 Existing Electrical and Natural Gas Facilities

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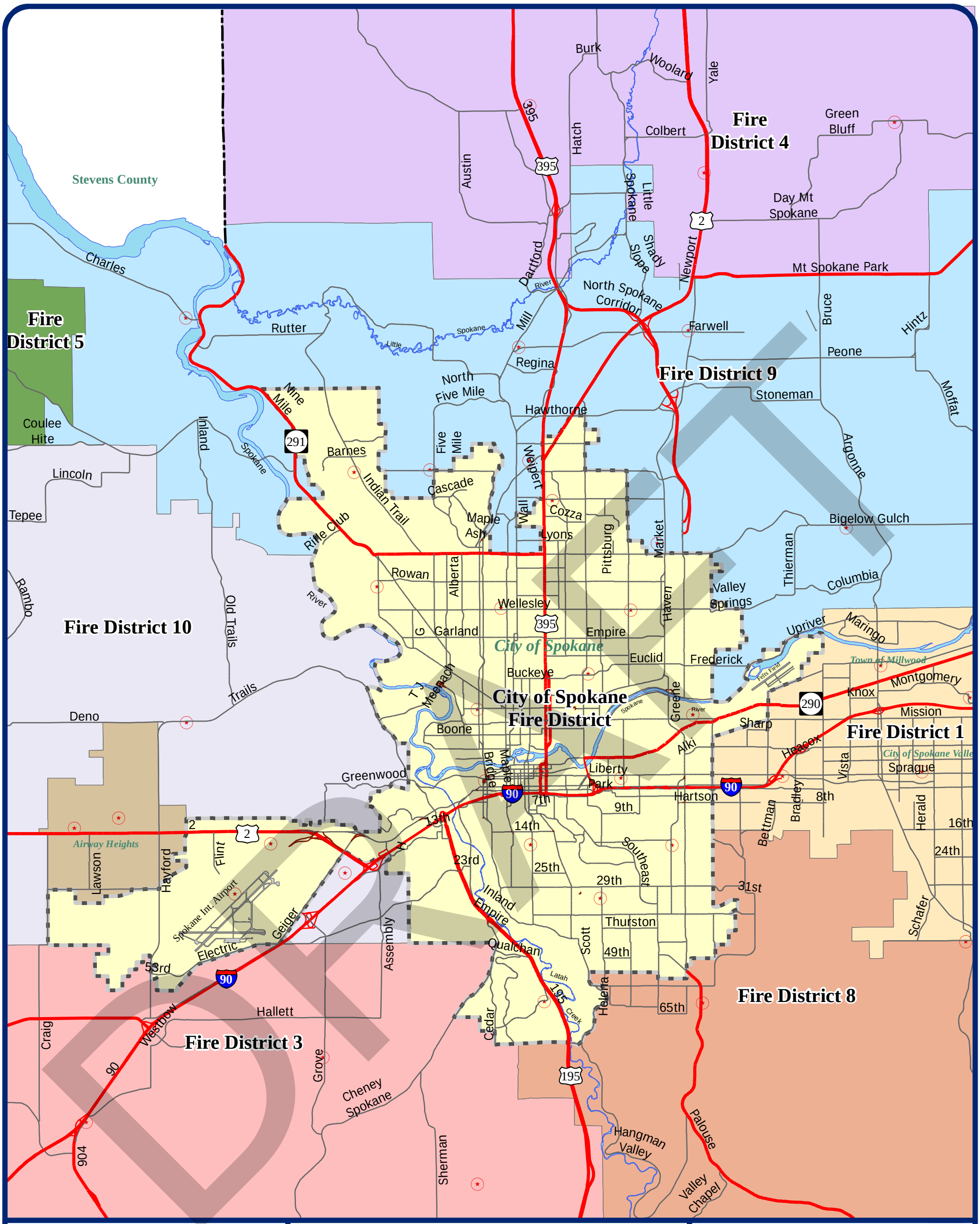


Fire Districts

Map CFU 1

Legend

Fire Stations

Base Information

City Limits

County Boundary

Highways

Major Arterials

Interstate Highway

Rivers

Source: GIS

Date: 08/16/2016

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.

Police Patrol Areas

Map CFU 2

Legend

- North Patrol
- Downtown Patrol
- South Patrol

Base Information

- City Limits
- County Boundary
- Highways
- Major Arterials
- Interstate Highway
- Rivers

1 0.5 0 1 Miles

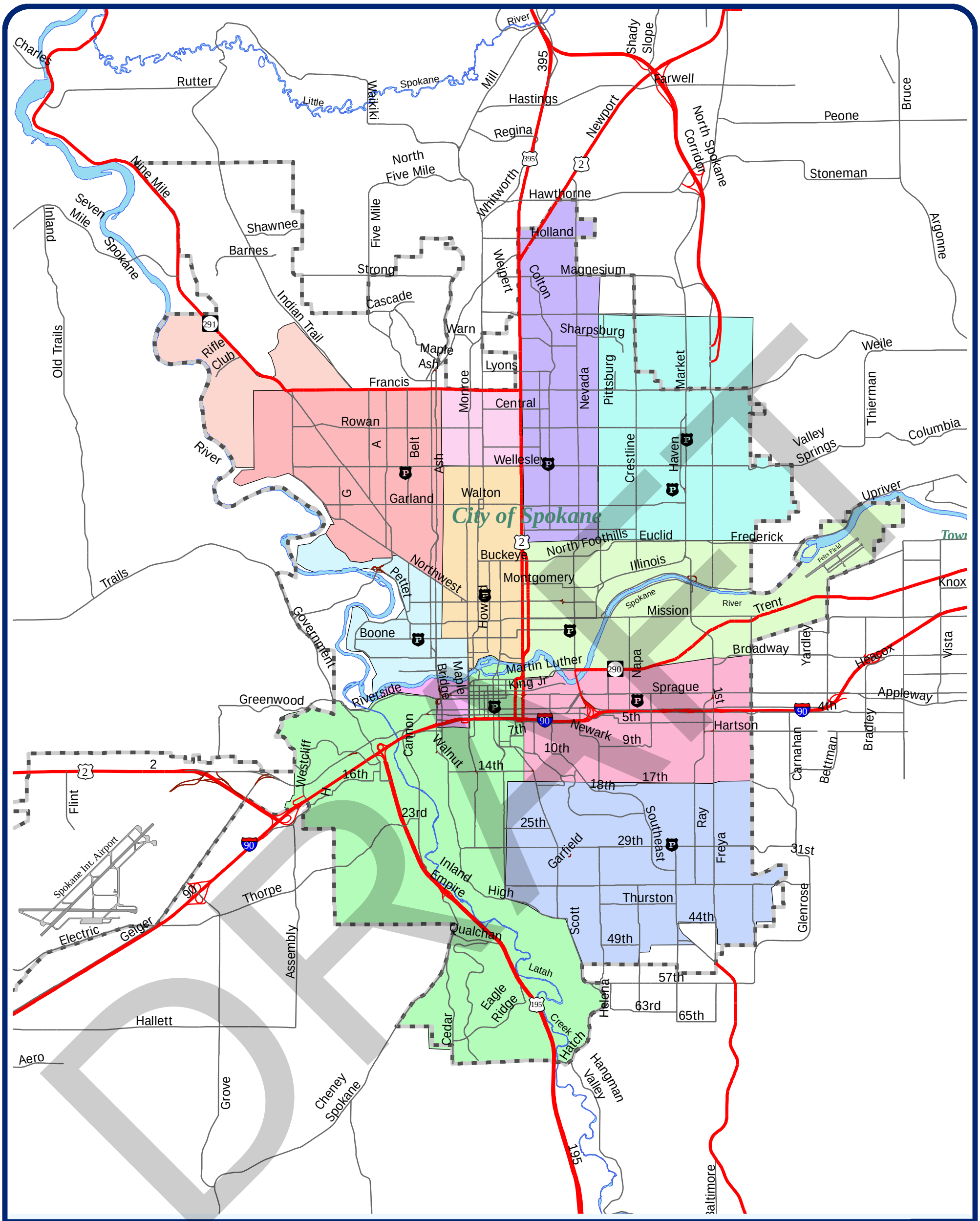
N W E S

Source: GIS

Date: 08/17/2016

CITY OF SPOKANE

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.



C.O.P.S. Substations

Map CFU 3

Legend

C.O.P.S. Substation Locations

Base Information

- City Limits
- County Boundary
- Highways
- Major Arterials
- Interstate Highway
- Rivers

1 0.5 0 1 Miles

N W E S

Source: GIS

Date: 08/17/2016

CITY OF SPOKANE

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Library Sites and Service Areas

Map CFU 4

Legend

- City Library
- East Side
- Hillyard
- Indian Trail
- Main
- Manito
- Shadle

Base Information

- City Limits
- County Boundary
- Highways
- Major Arterials
- Interstate Highway
- Rivers

1 0.5 0 1 Miles

N W E S

Source: GIS
Date: 08/17/2016

CITY OF SPOKANE

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Parks

Map CFU 5

Legend

- Arboretum
- Community Parks
- Community Center
- Conservation Land
- Major Parks
- Neighborhood Mini-Parks
- Neighborhood Parks
- Golf Courses
- Parkways
- Sports Complexes
- State Parks
- County Parks & Open Spaces
- Trails

Base Information

- City Limits
- County Boundary
- Highways
- Regional Streets
- Interstate Highway
- Rivers

1 0.5 0 1 2 Miles

Source: GIS
Date: 08/17/2016

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CITY OF SPOKANE

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Stevens County
Dover
Four Mound
Charles
Rutter
Garfield
Tepee
Rambo
Old Trails
Deno
Trails
Brooks
Medical Lake
Barker
Craig
Medical Lake Four Lakes
Melville
Westbow
Aero
Hallett
Grove
Cheney Spokane
Assembly
Airway Heights
Lawson
Hayford
Flint
Spokane Int. Airport
Electric
Fairchild A/Force Base
53rd
Westcliff
Greenwood
Fort George Wright
Boone
Buckeye
Garland
Walton
Rowan
Wellesley
Valley Springs
Columbia
Upriver
Maringo
Empire
Frederick
Illinois
Greene
Sharp
Alki
Heacox
Vista
Montgomery
Mission
Broadway
City of Spokane Valley
Pines
Liberty Park
3rd
7th
9th
13th
14th
Hartson
Bettman
Bradley
Herald
Bowdish
25th
29th
31st
32nd
Southeast
Freya
Schafer
Sands
Inland Empire
High
Thurston
Qualchan
Latah Creek
Scott
Eagle Ridge
Helena
57th
Palouse
Dishman Mica
Hangman Valley
195
90
2
291
395
Austin
Dartford
Midway
Little Spokane
Colbert
Green Bluff
Day Mt Spokane
Newport
Mt Spokane Park
Shady Slope
Mead Airport
Farwell
Bruce
Hintz
Peone
Stoneman
Mofat
Argonne
Market
North Spokane Corridor
Weile
Bigelow Gulch
Mill
Waikiki
Regina
Spokane River
Little Spokane River
Five Mile
Nine Mile
Indian Trail
Barnes
Cascade
Country Homes
Weigert
Cozza
Lyons
Pittsburg
Rowan
Inland
North River
Maple
Bridge
Cedar
Ridge
Town of Millwood
Zeis Field
City of Spokane

City of Spokane Sewer Service Area

Map CFU 6

Legend

- Currently Serviced Areas
- Sewer Service Area Boundary (County Comprehensive Wastewater Plan)
- Interceptor Trunk
- Wastewater Treatment Plant / Lift Stations
- Siphons

Base Information

- City Limits
- County Boundary
- Highways
- Regional Streets
- Interstate Highway
- Rivers

1 0.5 0 1 2 Miles

Source: GIS
Date: 08/17/2016

N W E S

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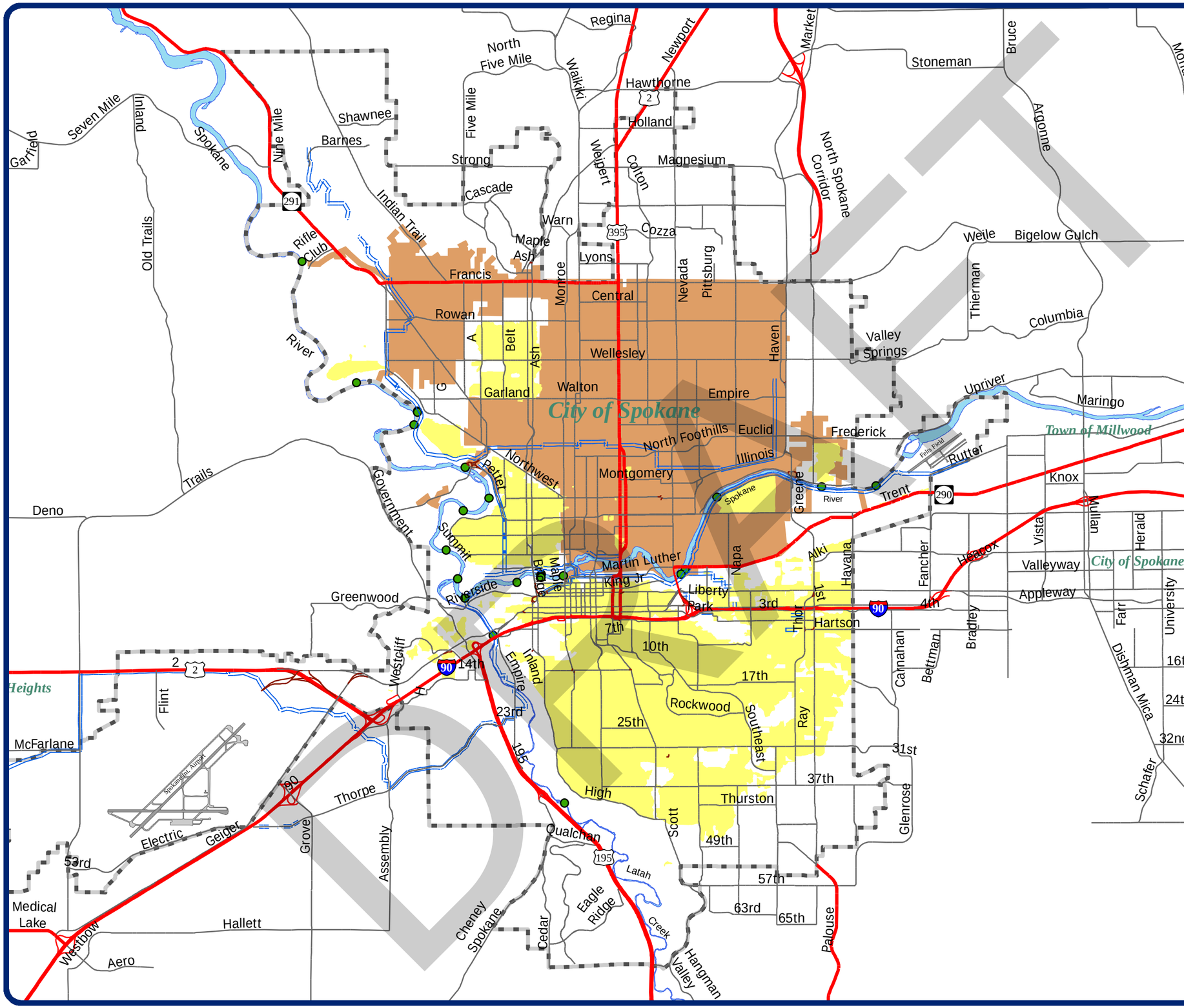
Four Mound
Dover
Charles
Rutter
Dartford
Wandermere
Shady Slope
Mead Airport
Mt Spokane Park
Bruce
Hintz
Peone
Stoneman
Moffat
Argonne
Mill
Spokane
Little
Waikiki
Regina
Newport
Market
Mine
Mile
Five Mile
Barnes
Indian Trail
Cascade
Country Homes
Wall
Cozza
North Spokane Corridor
Weile
Bigelow Gulch
Columbia
Inland
Lincoln
Tepee
Rifle Club
Rowan
Pittsburg
Division
Valley
Springs
Wellesley
Garland
Walton
City of Spokane
Upriver
Maringo
Empire
Frederick
Buckeye
Illinois
Greene
Sharp
Montgomery
Mission
Broadway
City of Spokane Valley
Pines
Vista
Alki
Hegeox
Ash
Boone
North River
Liberty Park
3rd
Hartson
7th
9th
14th
Bettman
Bradley
Herald
Bowdish
4th
24th
32nd
Old Trails
Rambo
Deno
Trails
Greenwood
Maple
Bridge
Westcliff
23rd
25th
29th
31st
Southeast
Freya
Schafer
Spaces
Dishman Mica
Madison
Airway Heights
Lawson
Hayford
Flint
Spokane Int. Airport
Brooks
Fairchild Airforce Base
53rd
Electric
Assembly
High
Thurston
Scott
Qualchan
Latah Creek
Eagle Ridge
Helena
57th
65th
Cedar
Hallett
Westbow
Aero
Medical Lake
Craig
Barker
Medical Lake Four Lakes
Grove
Cheney Spokane
Sherman
Hangman Valley
Palouse
Valley Chapel
Melville
Old PSH 11
90
904
2
290
395
291
195
Fells Fault

City of Spokane Stormwater Facilities

Map CFU 7



Legend

- CSO Outfall Locations
- Wastewater Treatment Plant
- Interceptor Trunk
- Storm Sewer to River
- Combined Sewer to Treatment Plant
- On-Site Storm Sewer Systems

Base Information

- City Limits
- County Boundary
- Highways
- Major Arterials
- Interstate Highway
- Rivers

*CSO (Combined Sewer Overflow)

1 0.5 0 1 2 Miles

Source: GIS
Date: 08/17/2016

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Elementary School Boundaries

Map CFU 8

Legend

District 81 Schools

- Elementary
- Middle
- High
- Alternative

Base Information

- City Limits
- County Boundary
- Highways
- Regional Streets
- Interstate Highway
- Rivers

0.85 0.425 0 0.85 1.7 Miles

Source: GIS
Date: 08/17/2016

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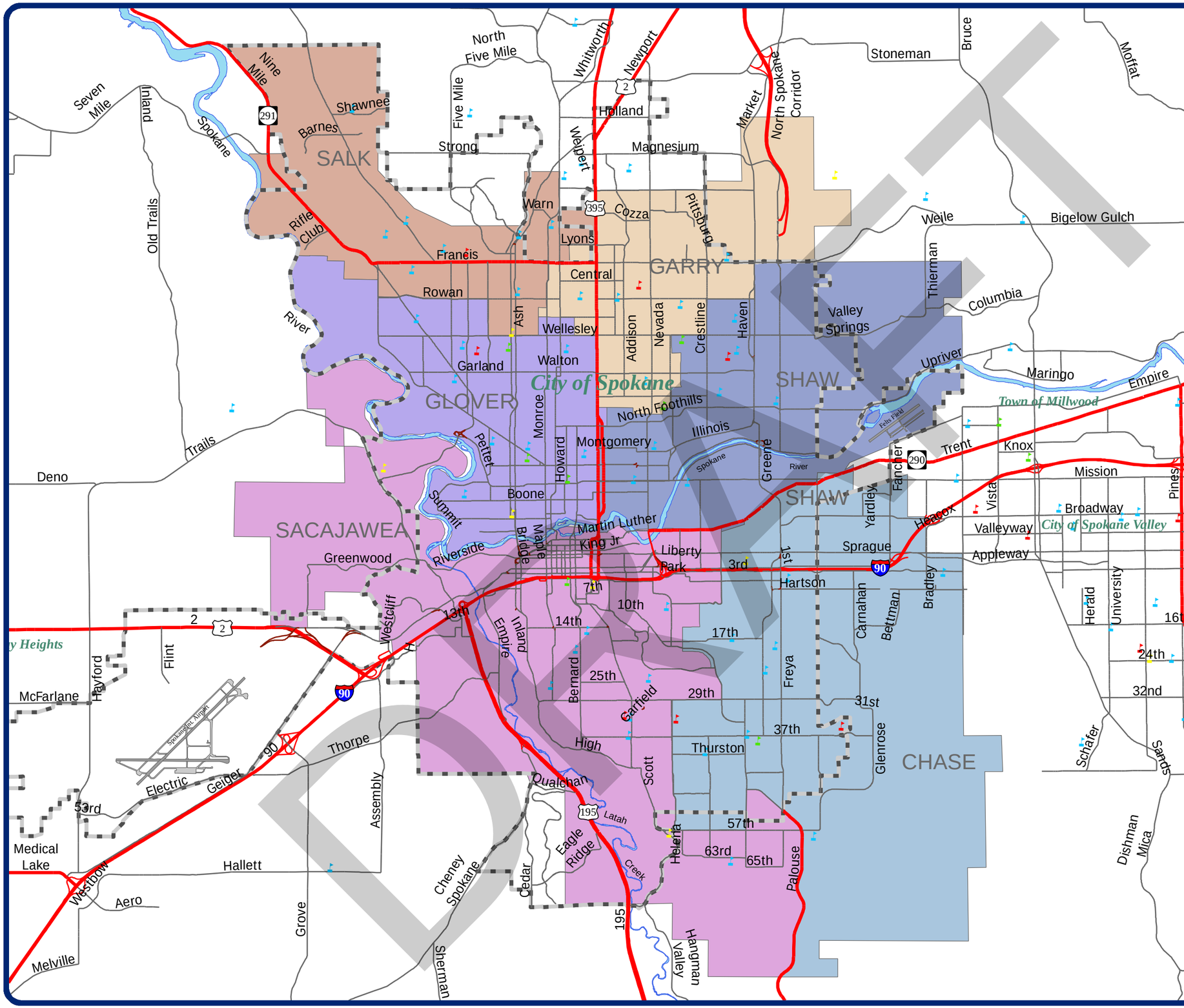
Middle School Boundaries

Map CFU 9



Legend

District 81 Schools

- n Elementary
- n Middle
- n High
- n Alternative

Base Information

- City Limits
- County Boundary
- Highways
- Major Arterials
- Interstate Highway
- Rivers

1 0.5 0 1 2 Miles

Source: GIS
Date: 08/17/2016

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CITY OF SPOKANE

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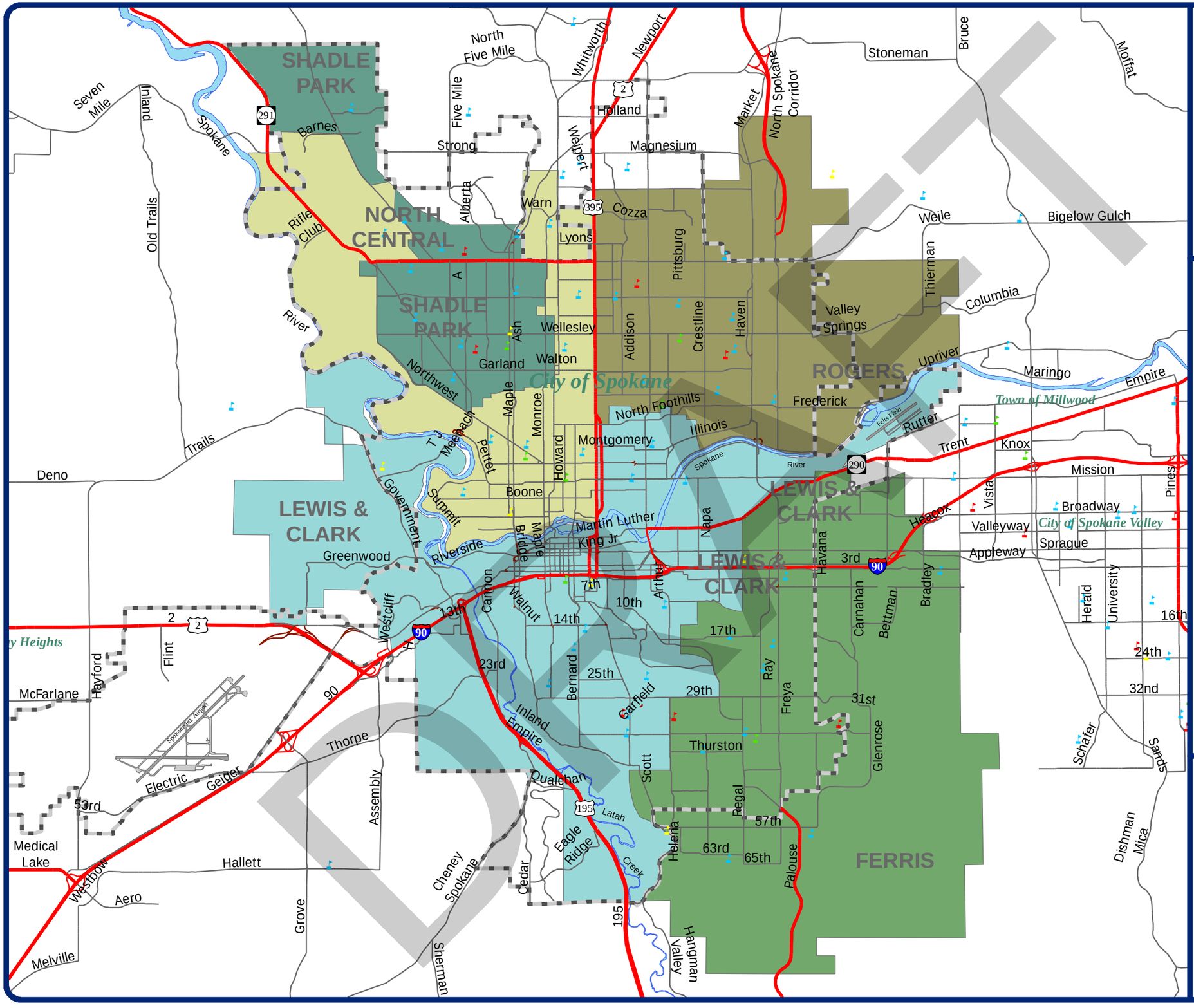
DRAFT

High School Boundaries

Map CFU 10



Legend

District 81 Schools

- Elementary
- Middle
- High
- Alternative

Base Information

- City Limits
- County Boundary
- Highways
- Major Arterials
- Interstate Highway
- Rivers

1 0.5 0 1 2 Miles

Source: GIS
Date: 08/17/2016

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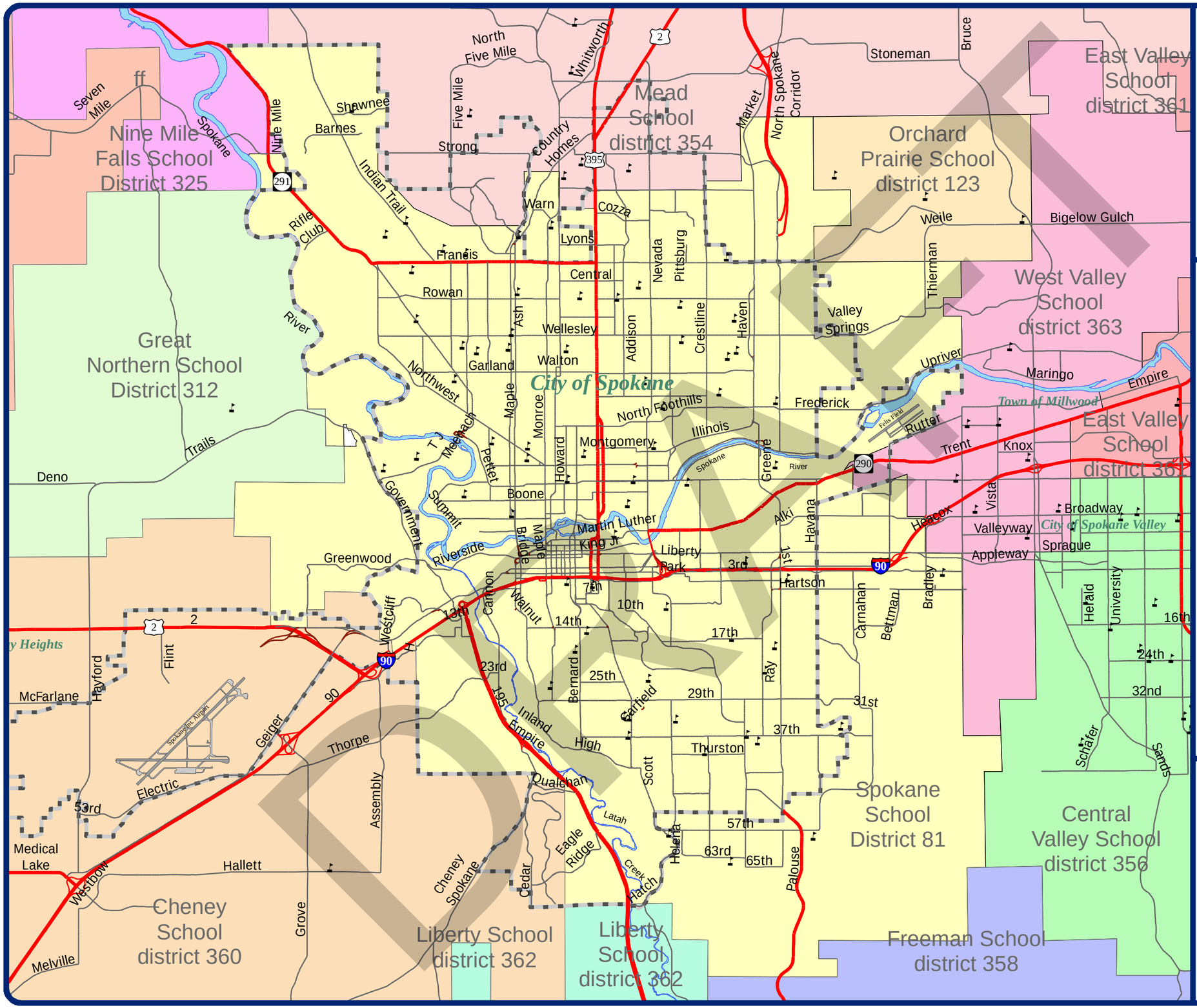

School Districts and Facilities

Map CFU 11

Legend

School and Facility Locations

Base Information

City Limits
County Boundary
Highways
Major Arterials
Interstate Highway
Rivers

1 0.5 0 1 2 Miles

Source: GIS
Date: 08/17/2016

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Water Service Areas

Map CFU 12

Legend

- City of Spokane Current Service Area
- Airway Heights
- Fairchild AFB
- Medical Lake
- Millwood
- City of Spokane
- Other Water Districts

Base Information

- City Limits
- County Boundary
- Highways
- Major Arterials
- Interstate Highway
- Rivers

0.85 0.425 0 0.85 1.7 Miles

Source: GIS
Date: 08/17/2016

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Water Facilities and Pressure Zones

Map CFU 13

Legend

Water Facility Locations

- Reservoir
- Booster Station
- Stand Pipe
- Press Reducer
- Well
- Elevation Tank

Water Pressure Zones

- Cedar Hills
- Eagle Ridge
- Eagle Ridge 2
- Five-Mile
- Geiger Heights
- Glennaire
- Hatch Road
- High
- Highland
- Indian Hills
- Intermediate
- Kempe
- Low
- Midbank
- N.W. Terrace
- North Hill
- S.I.A.
- Shawnee
- South View
- Top
- Vel View
- Woodland Heights
- Woodridge
- West Plains

Water Transmission Lines

Base Information

- City Limits
- Major Arterials
- County Boundary
- Interstate Highway
- Highways
- Rivers

0.75 0.375 0 0.75 1.5 Miles

Source: GIS

Date: 08/17/2016

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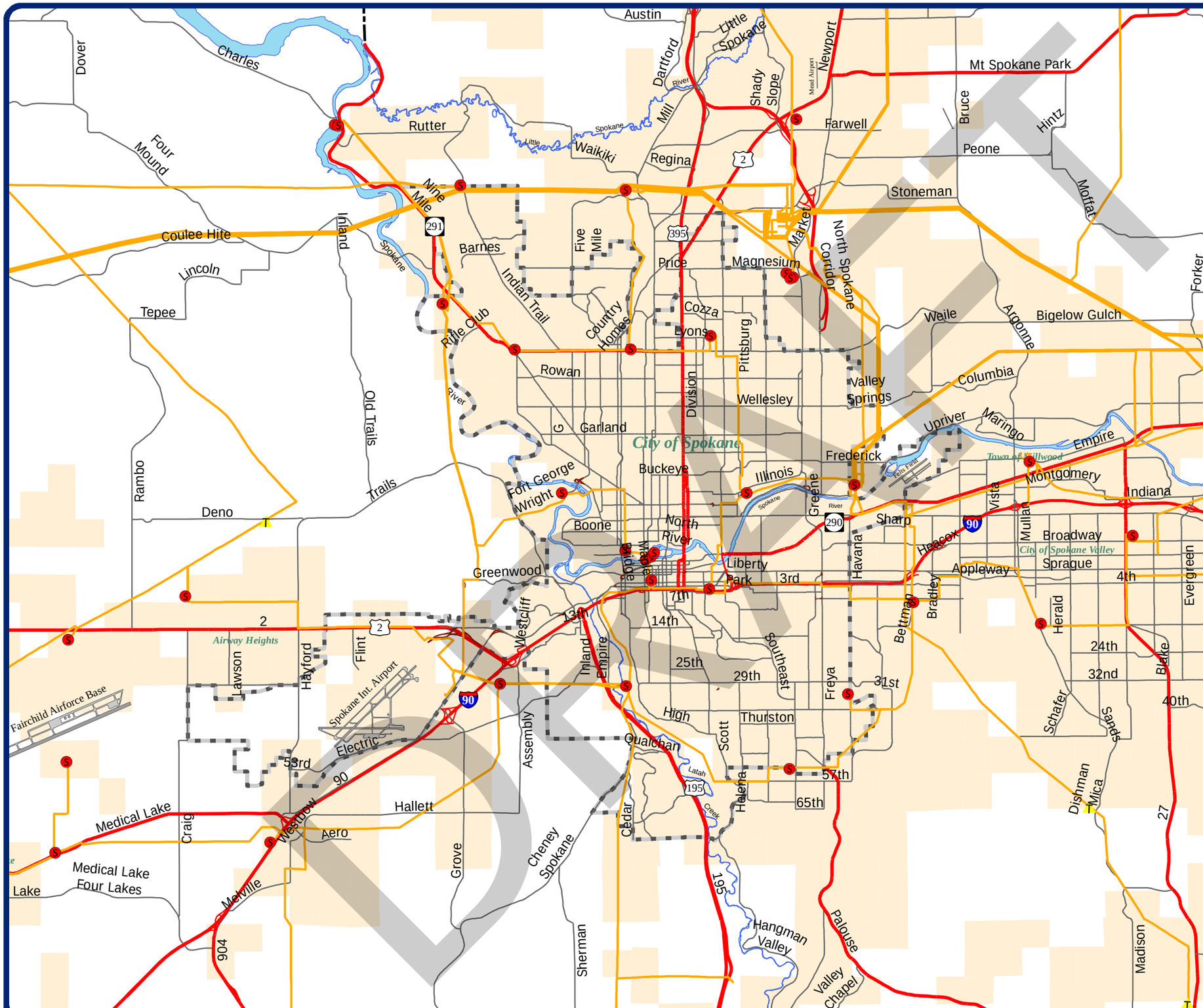

Existing Electrical and Natural Gas Facilities

Map CFU 14

Legend

- Avista Power Transmission Line
- Avista Gas Service Area
- Avista Sub Station
- IP&L Sub Stations

Base Information

- City Limits
- County Boundary
- Highways
- Major Arterials
- Interstate Highway
- Rivers

0.85 0.425 0 0.85 1.7 Miles

Source: GIS
Date: 08/17/2016

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Volume V, Appendix D

Transportation

City of Spokane Comprehensive Plan

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Volume V, Appendix D

Part I: Transportation Policy Advisory Group Membership

City of Spokane Comprehensive Plan

Member		Business/Position
Callary	Raychel	Lilac Services for the Blind
Carroll	Tom	Catholic Charities
Cathcart	Michael	Homebuilders - Director of Government Affairs
Clements	Sara	Hospitals - Providence
Darlene	Deanne	Centennial Real Estate Investments
Dewey	Heleen	Spokane Regional Health District
Dice	Sarah	Greater Spokane Incorporated - Economic Development
Dietzman	John	Planning Commission
Ewers	Matt	Inland Empire Distribution Services Inc.
Francis	Greg	Rockwood CA Dist 2 CA Plan Commission Rep
Haught	Lunell	Gonzaga
Hawkins	Dallas	Public Works Committee
Hill	Latisha	Avista
Hoffman	Carlie	Emerson/Garfield CA District 3 (N Monroe) and PeTT Rep (Pedestrian, Transportation, & Traffic Comm)
Jackson	Joe	West Plains Chamber of Commerce
Jones	Margaret	College of Nursing, WSU
Joplin	Amber	Access for All Spokane
Kay	Char	WSDOT
Kehr	Garry	Bicycle Advisory Board
Kelley	Bill	EWU
Key	Lisa	City of Spokane Planning Director
Kilday	Cheryl	Visit Spokane
Klitzky	Kitty	Futurewise
Kropp	Paul	Neighborhood Alliance/SRTC TAC
Mansfield	Mark	U-District Development
Mansfield	Amanda	SRTC
McFaul	Loreen	Friends of the Centennial Trail
McIntyre	Jamie	Aging and Long Term Care Eastern Washington
Mclellan	Rhonda	Spokane Schools
Minder Jones	Margaret	Land Use Committee
Otterstrom	Karl	STA
Prosser	Gail	Planning Commission
Reynolds	Dave	The Arc of Spokane
Richard	Mark	Downtown Spokane Partnership
Schad	Jon	WSU Spokane
Schoelen	Lena	Dept of Services for the Blind
Scranton	Steve	Washington Trust Bank
Stewart	Cheryl	Associated General Contractors
Tolley	Luke	Hillyard Comm Assem Dist 1 (N/S Corridor Econ Devel)
Tortorelli	Joe	Spokane Area Good Roads Association
Warrington	Steven	Centennial Real Estate Investments
Weinand	Kathleen	STA

Volume V, Appendix D

Part II: Planning Documents Reviewed

City of Spokane Comprehensive Plan

City of Spokane Plans/Studies

- The City of Spokane's Comprehensive Plan
- Spokane Master Bike Plan
- The Downtown Plan: Fast Forward Spokane (2008)
- University District / Downtown Spokane Transportation Improvement Study (2009)
- Downtown Parking Study (2005 & 2010 reports)
- University District Strategic Master Plan (2004)
- University District Parking Study (2007)
- Division Street Gateway Study (2015)
- Pedestrian Plan (2015)
- Davenport Arts and Entertainment District Plan (2002)
- West Plains Transportation Subarea Plan (2014)
- ADA Transition Plan (2015)
- Growth and Transportation Efficiency Center Plan (GTEC) (2008)

Neighborhood Plans

- Browne's Addition: Master Plan for Coeur d'Alene Park - Spokane Park Board Approval
- East Central: City Council resolution number: RES 2006-0032
- Emerson-Garfield: City Council resolution number: RES 2014-0086
- Five Mile: City Council resolution number: RES 2012-0007
- Grandview/Thorpe: City Council resolution number: underway
- Logan: City Council resolution number: RES 2006-0069
- Logan Neighborhood Identity Plan and Model Form-Based Code for Hamilton Corridor: RES 2014-0053
- Nevada Lidgerwood: City Council resolution number: RES 2012-0009
- North Hill: City Council resolution number: underway
- Peaceful Valley: City Council resolution number : underway
- Southgate: City Council resolution number: RES 2012-0008
- South Hill Coalition: City Council resolution number: RES 2014-0067
- West Central: City Council resolution number: RES 2013-0012

Spokane Regional Transportation Council (SRTC)

- SRTC HORIZON 2040: The Metropolitan Transportation Plan
- Spokane Unified Regional Transportation Vision and Implementation Strategy (2011)
- Spokane Regional Transportation Council (SRTC) 2011-2035 Metropolitan Transportation Plan
- Regional Commute Trip Reduction Plan Update (2015)
- Spokane Regional Commute Trip Reduction Plan (2008)

- Spokane Region ITS Systems Plan (2013)

- Spokane Regional Pedestrian Plan (2009)
- Spokane Regional Bike Plan (2008)

Spokane Transit Authority (STA)

- STA Moving Forward (2016)
- Connect Spokane (2015)
- Transit Development Plan (2016)
- Central City Line Strategic Overlay Plan (2016)
- Ft. George Wright Drive Station and Corridor Plan (2016) – move to neighborhood section?

Washington State Department of Transportation (WSDOT)

- WSDOT North Spokane Corridor Project (underway)
- WSDOT – Washington Transportation Plan (WTP 2035)
- WSDOT 2007-2026 Washington Transportation Plan (2006)

MISC

- 2016 to 2024 6 Year Capital Improvement Program
- Previous "Unfunded" Capital Projects List
- City Transportation Funding History: Capital and Maintenance
- Health District Assessment of Spokane's Street Design Standards
- Impact Fee Ordinance and projects
- City draft policy on pedestrian crossings? – Crosswalk Ordinance?
- Residential Traffic Calming Guide
- City Unified Development Code
- Street Design Standards
- Spokane Riverpoint Campus Academic & Master Plan Update (2009)

Volume V, Appendix D

Part III: Integrated Capital Projects Matrix Scoring Summary

City of Spokane Comprehensive Plan

Integrated Streets Matrix Scoring Summary

LinkSpokane

LINK Spokane
Project Selection Criteria

Evaluation Categories

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

Sources for Project List

- Existing Comprehensive Plan
- Neighborhood Plans
- Downtown Plan & U-District Plan
- Bicycle and Pedestrian Plan
- Existing Impact Fee List
- West Plains Transportation Study
- Arterial and Utility Conditions

Matrix Types

- Reconstruction
  - Projects of Significance
- Maintenance / Overlays
- Non-Motorized
- Transportation Impact Fee List

Transportation Choices

Person Capacity

1 pt - < 5k ADT

2 pts – < 5k ADT + HPTN *or* 5k-10k ADT

3 pts – 5k-10k ADT + HPTN *or* 10k-20k ADT

4 pts – 10k-20k ADT + HPTN *or* > 20k ADT

5 pts – > 20k ADT+ HPTN

Transportation Choices

Network Connectivity

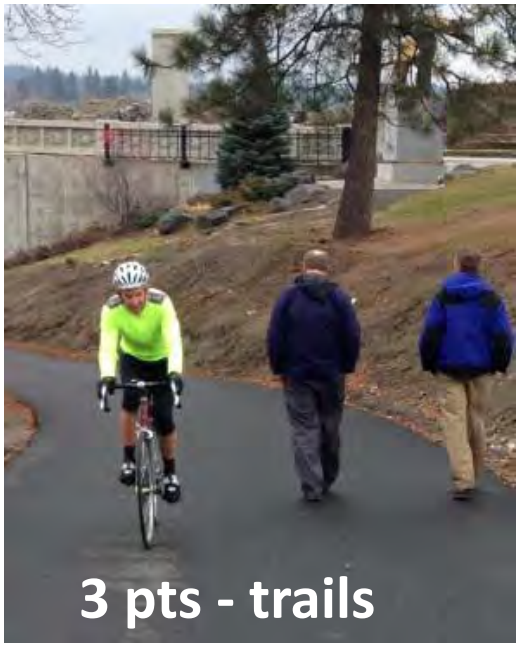
0 pts - none

2 pt – adds one mode

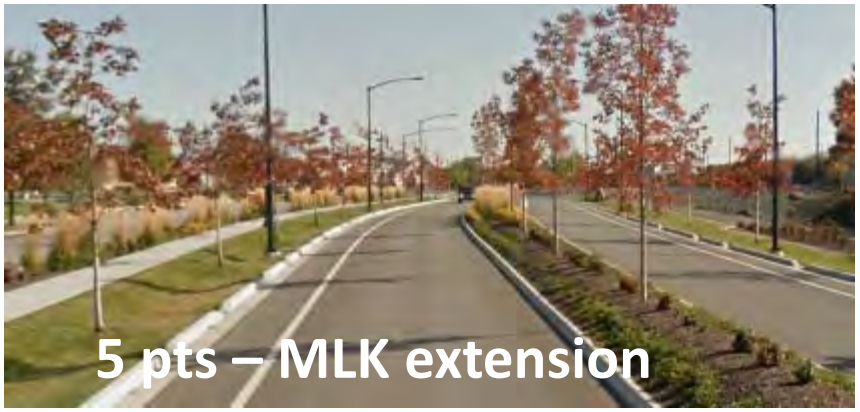
3 pts – adds two modes

4 pts – adds three modes

5 pts – adds four modes



3 pts - trails



5 pts – MLK extension

Access to daily needs

Neighborhood Accessibility

1 pts – score 1-5

2 pts – score 6 -10

3 pts – score 11 - 15

4 pts – score 16-20

5 pts – score 21-25

Access to daily needs

Regional Accessibility

0 pts - none

2 pt – 1-2 destinations near project limits

3 pts – 3-4 destinations near project limits

4 pts – 5-6 destinations near project limits

5 pts – downtown core

Access to daily needs

Disadvantaged Accessibility

0 pts - 0% - 6.92%

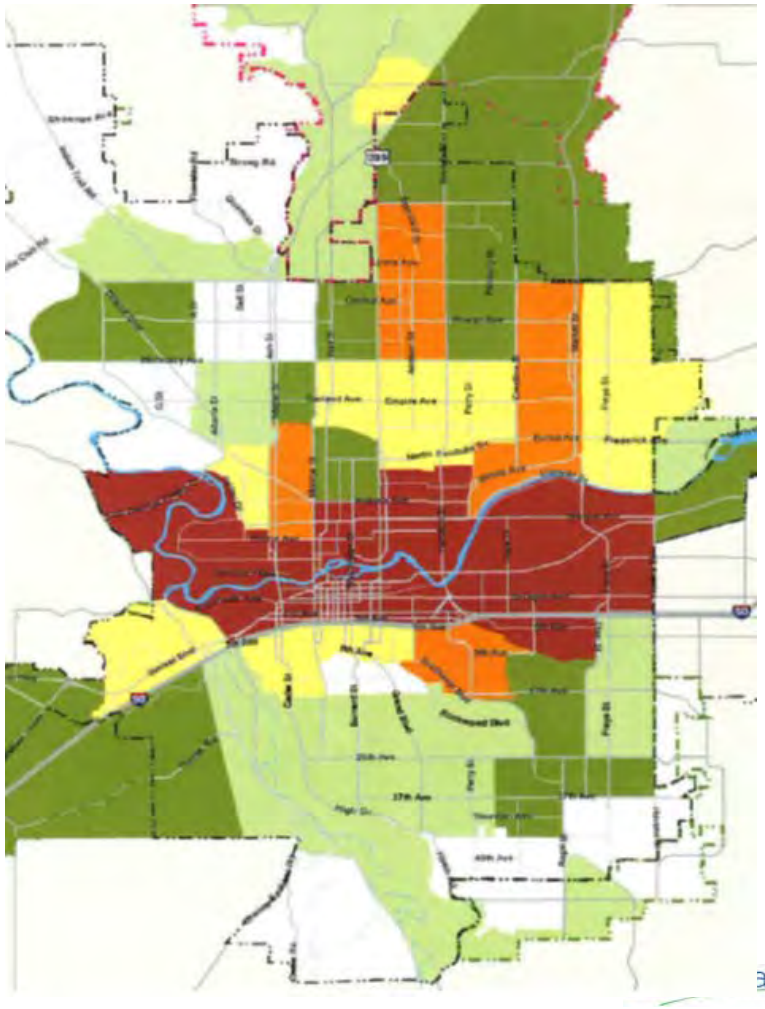
1 pts – 6.93% - 11.43%

2 pts – 11.43% - 19.36%

3 pts – 19.37% - 26.4%

4 pts – 26.45% - 32.9%

5 pts – 32.91%



Economic Opportunity

Freight & Goods Movement

0 pts - not classified

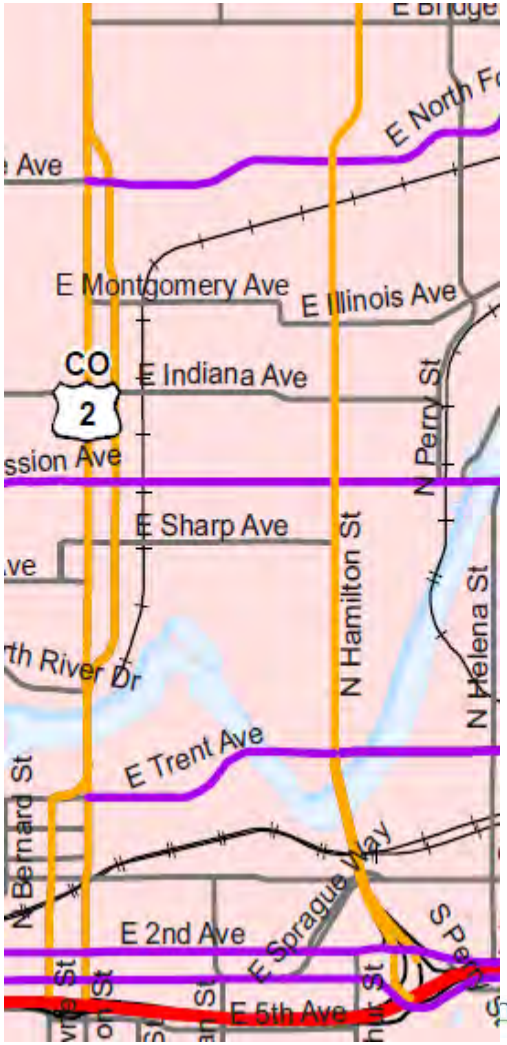
1 pt – T5 (20-100 tons)

2 pts - T4 (100-300 tons)

3 pts - T3 (300-4,000 tons)

4 pts - T2 (4,000-10,000 tons)

5 pts - T1 (over 10,000 tons)



Economic Opportunity

Development/Redevelopment Potential

0 pts - none

1 pt – within ½ mile

3 pts – within ¼ mile

5 pts – within project limits

Target Areas

Centers and Corridors

The YARD

Natural & Neighborhood Assets

Air Quality

0 pts - adds VMT

2 pt – neutral

3 pts – decreases idling

5 pts – reduces VMT

Natural & Neighborhood Assets

Water Quality

0 pts - negative

2 pts - neutral

5 pts – includes new or updated stormwater facilities

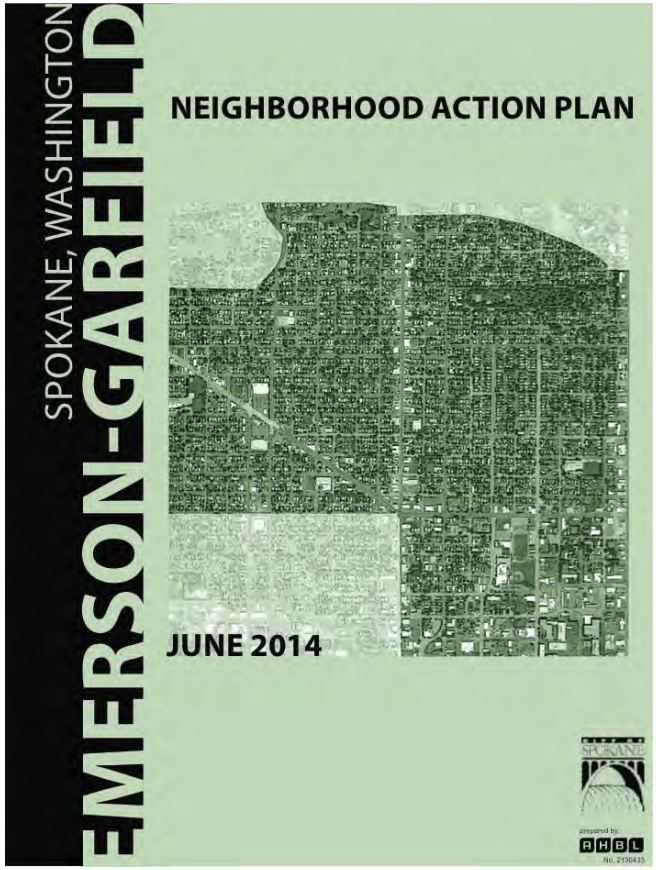
Natural & Neighborhood Assets

Neighborhood/District Impact

0 pts -
not in neighborhood plan

2 pt – consistent with plan concepts

5 pts – project listed in neighborhood plan



Enhance Public Health & Safety

Vehicle Safety

0 pts - none

3 pts – clear safety benefit

5 pts – corrects documented collision pattern

Enhance Public Health & Safety

Bike Safety

0 pts - none

2 pts – signing, marking

3 pts – bike lane

4 pts – buffered lane, greenway, controlled xing

5 pts - separated path, grade separated xing

Enhance Public Health & Safety

Pedestrian Priority Area

0 pts – none

2 pts – vicinity of ped priority area

5 pts – in ped priority area

Enhance Public Health & Safety

Pedestrian Safety

0 pts - none

2 pt – sidewalk ramps or leveling

3 pts – adds sidewalk or crosswalk

4 pts – adds controlled crossing

5 pts – adds separated path or xing

Fiscal Responsibility

CSO Integration

0 pts - none

1 pts – Low Priority

3 pts – Medium Priority

5 pts – High Priority

Fiscal Responsibility

Water Integration

0 pts - none

1 pts – 1995 – present

2 pts – 1975 - 1994

3 pts – 1956 - 1974

4 pts – 1931-1955

5 pts – 1850-1930

Fiscal Responsibility

Maintenance and Facility Condition

0 pts - PCI 80-100

2 pts – PCI 60-80

3 pts – PCI 40-60

4 pts – PCI 20-40

5 pts – PCI 0-20

Fiscal Responsibility

Leveraged Financing

0 pts - limited

1 pt – grant eligible

2 pts – on impact fee list

4 pts – <50% funded

5 pts - >50% funded

(excludes levy funds)

Volume V, Appendix D

Part IV: Transportation Project Lists

City of Spokane Comprehensive Plan

Integrated Streets Evaluation Matrix

					Provide Transportation Choices					Access to Daily Needs and Regional Destinations							Promote Economic Opportunity					Respect Natural and Neighborhood Assets							Enhance Public Health and Safety										Maximize Public Benefits and Fiscal Responsibility with Integration											
ID	Project Name	Project Location	Project Description	Integration	Person Capacity		Network Connectivity		Score	Neighborhood Accessibility		Regional Accessibility		Disadvantaged Accessibility		Score	Freight/ Goods movement		Development & Redevelopment Potential		Score	Air Quality		Water Quality		Neighborhood/District Impact		Score	Vehicle Safety		Bike Safety		Ped Plan Priority Area		Ped Safety		Score	CSO Integration		Water Integration		Maint and Facility Condition		Leveraged Financing (excludes levy)		Score	Total Score	Total Estimated Planning Cost with Inflation
1	Main Avenue	Monroe to Wall	Full depth reconstruction, SW repair, structural sidewalk mitigation, stripe bike lanes, redo lighting (parking funds)	replace CI distribution main, storm separation	5k-10k ADT	2	Adds 1 mode	2	4	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	Neutral	2	Project listed in plan	5	6	None	0	buffered lane, greenway,	4	In Ped Priority Zone	5	add sw and/or xwalk	3	6	Medium	3	1850-1930	5	PCI 60-80	2	grant eligible	1	6	**36.5**	$ 2,380,000
2	Sprague	Howard to Browne	Full depth reconstruction, SW repair, structural sidewalk, stripe bike lanes, redo lighting (parking funds)	replace waterline	10k-20k ADT	3	Adds 1 mode	2	5	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	Neutral	2	Consistent with plan concepts	2	4	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 40-60	3	grant eligible	1	6	**35.0**	$ 4,200,000
3	Spokane Falls Blvd.	Post to Division	Full depth reconstruction, SW repair, structural sidewalk, redo lighting (parking funds)	replace waterline	5k-10k ADT + HPTN	3	None	0	3	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	New or updated facilities	5	Consistent with plan concepts	2	6	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Low	1	1850-1930	5	PCI 60-80	2	grant eligible	1	5	**33.5**	$ 5,180,000
4	1st Ave	Wall to Bernard	Full depth reconstruction, SW repair, structural sidewalk, redo lighting (parking funds)	replace CI distribution main (Madison to Howard), storm separation?	< 5k ADT	1	Adds 1 mode	2	3	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	Neutral	2	Consistent with plan concepts	2	4	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 40-60	3	grant eligible	1	6	**33.0**	$ 2,660,000
5	27th Avenue	SE Blvd to Ray	Full depth reconstruction, SW repair		< 5k ADT	1	Adds 2 modes	3	4	score 6-10	2	none	0	11.43%-19.36%	2	3	T5	1	adjacent	5	6	Decreases ic	3	New or updated facilities	5	Project listed in plan	5	9	None	0	bike lane	3	vicinity of Ped Priority Zone	2	add sw and/or xwalk	3	4	High	5	1956-1974	3	PCI 0-20	5	grant eligible	1	7	**32.3**	$ 2,100,000
6	Howard Street	SFB to Riverside	Full depth reconstruction, SW repair, structural sidewalk, redo lighting (parking funds)	storm separation?	< 5k ADT	1	None	0	1	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 60-80	2	grant eligible	1	6	**31.2**	$ 1,260,000
7	Howard Street	Sprague to 4th	Full depth reconstruction, SW repair, structural sidewalk, redo lighting (parking funds)	replace CI distribution main (1st to 4th), storm separation?	< 5k ADT	1	None	0	1	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 60-80	2	grant eligible	1	6	**31.2**	$ 2,940,000
8	Washington	SFB to 4th	Full depth reconstruction, SW repair, structural sidewalk, redo lighting (parking funds)	replace CI distribution main (SFB to 3rd), storm separation?	10k-20k ADT	3	None	0	3	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	signing, marking	2	none	0	add sw and/or xwalk	3	3	Medium	3	1850-1930	5	PCI 60-80	2	grant eligible	1	6	**30.7**	$ 4,900,000
9	Main Avenue	Cedar to Monroe	Full depth reconstruction, SW repair, structural sidewalk	CSO separation work (2017)	< 5k ADT	1	None	0	1	score 11-15	3	downtown core	5	32.91% +	5	9	T4	2	adjacent	5	7	No change	2	Neutral	2	Consistent with plan concepts	2	4	None	0	none	0	In Ped Priority Zone	5	sw ramps or repair	2	4	High	5	1931-1955	4	PCI 40-60	3	limited	0	6	**30.2**	$ 1,960,000
10	Maxwell	Maple to Monroe	Full depth reconstruction, SW repair	replace CI distribution main from Adams To Monroe	5k-10k ADT	2	None	0	2	score 6-10	2	1-2 destinations near project limits	2	32.91% +	5	6	T3	3	within 1/4 mile	3	6	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 20-40	4	limited	0	6	**29.7**	$ 1,960,000
11	4th Avenue	Jefferson to Division	Full depth reconstruction, SW repair	replace CI distribution main, storm separation?	< 5k ADT	1	None	0	1	score 1-5	1	downtown core	5	19.37%-26.4%	3	6	T5	1	adjacent	5	6	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 40-60	3	grant eligible	1	6	**28.7**	$ 3,360,000
12	Mallon	Monroe to Howard	Full depth reconstruction, SW repair	replace CI distribution main, possible storm separation	< 5k ADT	1	Adds 1 mode	2	3	score 6-10	2	3-4 destinations near project limits	3	32.91% +	5	7	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	None	0	1850-1930	5	PCI 40-60	3	limited	0	4	**28.3**	$ 1,120,000
13	Monroe	Maxwell to Indiana	Full depth reconstruction, SW repair	replace CI transmission main, storm separation?	10k-20k ADT + HPTN	4	None	0	4	score 6-10	2	none	0	32.91% +	5	5	T4	2	adjacent	5	7	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	none	0	In Ped Priority Zone	5	sw ramps or repair	2	4	Medium	3	1850-1930	5	PCI 80-100	0	grant eligible	1	5	**28.3**	$ 10,500,000
14	Post St.	Main to 3rd	Full depth reconstruction, SW repair, structural sidewalk, redo lighting	replace CI transmission main, storm separation?	< 5k ADT	1	None	0	1	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	In Ped Priority Zone	5	sw ramps or repair	2	4	High	5	1850-1930	5	PCI 60-80	2	limited	0	6	**28.2**	$ 3,360,000
15	Belt	Garland to Rowan	Full depth reconstruction, new sidewalk, SW repair, crosswalks, bike lane	storm separation	5k-10k ADT	2	Adds 2 modes	3	5	score 11-15	3	1-2 destinations near project limits	2	6.93%-11.43%	1	4	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	vicinity of Ped Priority Zone	2	add sw and/or xwalk	3	4	Medium	3	1931-1955	4	PCI 60-80	2	limited	0	5	**27.2**	$ 3,360,000
16	Stevens	SFB to 4th	Full depth reconstruction, SW repair, structural sidewalk, redo lighting	replace waterline (SFB to Main)	< 5k ADT	1	None	0	1	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	New or updated facilities	5	Not in plan	0		None	0	signing, marking	2	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1931-1955	4	PCI 60-80	2	grant eligible	1	5	**25.5**	$ 4,760,000

Integrated Streets Evaluation Matrix

					Provide Transportation Choices						Access to Daily Needs and Regional Destinations							Promote Economic Opportunity							Respect Natural and Neighborhood Assets							Enhance Public Health and Safety									Maximize Public Benefits and Fiscal Responsibility with Integration										
ID	Project Name	Project Location	Project Description	Integration	Person Capacity		Network Connectivity		Score	Neighborhood Accessibility		Regional Accessibility		Disadvantaged Accessibility		Score	Freight/ Goods movement		Development & Redevelopment Potential		Score	Air Quality		Water Quality		Neighborhood/District Impact		Score	Vehicle Safety		Bike Safety		Ped Plan Priority Area		Ped Safety		Score	CSO Integration		Water Integration		Maint and Facility Condition		Leveraged Financing (excludes levy)		Score	Total Score	Total Estimated Planning Cost with Inflation
17	Cedar	11th to 15th	Full depth reconstruction, SW repair, bike lane	replace waterline (14th - 15th), CSO work	10k-20k ADT	3	Adds 1 mode	2	5	score 1-5	1	none	0	19.37%-26.4%	3	3	T3	3	None	0	3	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	vicinity of Ped Priority Zone	2	sw ramps or repair	2	4	High	5	1931-1955	4	PCI 60-80	2	grant eligible	1	6	**24.8**	$ 980,000
18	Broadway Avenue	Cedar to Post	Full depth reconstruction, SW repair	replace waterline , CSO work	< 5k ADT	1	None	0	1	score 6-10	2	1-2 destinations near project limits	2	32.91% +	5	6	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	In Ped Priority Zone	5	sw ramps or repair	2	5	None	0	1850-1930	5	PCI 60-80	2	limited	0	4	**24.7**	$ 1,960,000
19	Riverside Ave	Hemlock to Maple	Full depth reconstruction, SW repair	replace waterline	< 5k ADT	1	None	0	1	score 1-5	1	downtown core	5	32.91% +	5	7	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority Zone	2	sw ramps or repair	2	3	None	0	1850-1930	5	PCI 60-80	2	limited	0	4	**24.5**	$ 1,400,000
20	Cowley St.	4th to Rockwood	Full depth reconstruction, SW repair, add sidewalk	replace waterline, CSO work	< 5k ADT	1	Adds 1 mode	2	3	score 6-10	2	1-2 destinations near project limits	2	19.37%-26.4%	3	5	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority Zone	2	add sw and/or xwalk	3	4	Medium	3	1850-1930	5	PCI 40-60	3	limited	0	6	**24.3**	$ 1,680,000
21	Summit Blvd - Mission	A St. to Pettit	Full depth reconstrction, SW repair	replace waterline (A to Lindeke)	< 5k ADT	1	None	0	1	score 6-10	2	none	0	32.91% +	5	5	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority Zone	2	sw ramps or repair	2	3	High	5	1931-1955	4	PCI 40-60	3	limited	0	6	**24.3**	$ 1,540,000
22	Boone	Maple to Monroe	Full depth reconstruction, SW repair	replace waterline, CSO work	5k-10k ADT	2	None	0	2	score 6-10	2	none	0	32.91% +	5	5	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	In Ped Priority Zone	5	sw ramps or repair	2	4	Medium	3	1850-1930	5	PCI 80-100	0	limited	0	4	**23.8**	$ 1,820,000
23	Howard Street	Mallon to Maxwell	Full depth reconstruction, SW repair	replace waterline	< 5k ADT	1	None	0	1	score 6-10	2	3-4 destinations near project limits	3	32.91% +	5	7	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	None	0	1850-1930	5	PCI 60-80	2	limited	0	4	**23.8**	$ 1,820,000
24	Indiana Avenue	Ash to Monroe	Full depth reconstruction, SW repair, bike lanes	replace waterline, CSO work	< 5k ADT	1	Adds 1 mode	2	3	score 6-10	2	none	0	32.91% +	5	5	T4	2	within 1/2 mile	1	3	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	none	0	sw ramps or repair	2	3	Medium	3	1850-1930	5	PCI 40-60	3	grant eligible	1	6	**23.8**	$ 2,240,000
25	Wellesley	Division to Nevada	Full depth reconstruction, SW repair	replace waterline as needed?	10k-20k ADT + HPTN	4	None	0	4	score 1-5	1	1-2 destinations near project limits	2	26.45%-32.9%	4	5	T3	3	within 1/4 mile	3	6	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	vicinity of Ped Priority Zone	2	sw ramps or repair	2	2	None	0	1931-1955	4	PCI 20-40	4	grant eligible	1	5	**23.8**	$ 4,200,000
26	Boone	Summit Blvd to Ash	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	None	0	1	score 6-10	2	none	0	32.91% +	5	5	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	In Ped Priority Zone	5	sw ramps or repair	2	4	High	5	1850-1930	5	PCI 40-60	3	limited	0	7	**23.3**	$ 3,640,000
27	Maple-Walnut	5th to 11th	Full depth reconstruction, SW repair	replace waterline, CSO work	10k-20k ADT	3	Adds 1 mode	2	5	score 1-5	1	none	0	19.37%-26.4%	3	3	T3	3	None	0	3	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	vicinity of Ped Priority Zone	2	sw ramps or repair	2	4	None	0	1850-1930	5	PCI 40-60	3	grant eligible	1	5	**23.3**	$ 1,540,000
28	Rowan	Division to Nevada	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	None	0	1	score 6-10	2	1-2 destinations near project limits	2	26.45%-32.9%	4	5	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	None	0	1850-1930	5	PCI 20-40	4	limited	0	5	**22.5**	$ 2,380,000
29	SE Blvd	29th to 31st	Full depth reconstruction, SW repair		10k-20k ADT + HPTN	4	None	0	4	score 6-10	2	none	0	11.43%-19.36%	2	3	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	none	0	sw ramps or repair	2	3	None	0	1975-1994	2	PCI 20-40	4	grant eligible	1	4	**22.3**	$ 560,000
30	Monroe	Garland to Wellesley	Full depth reconstruction, SW repair	some utility work	10k-20k ADT + HPTN	4	None	0	4	score 1-5	1	none	0	19.37%-26.4%	3	3	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Consistent with plan concepts	2	4	None	0	none	0	vicinity of Ped Priority Zone	2	sw ramps or repair	2	2	None	0	1931-1955	4	PCI 20-40	4	grant eligible	1	5	**22.2**	$ 1,960,000
31	Havana	Broadway to Sprague	Full depth reconstruction, SW repair		5k-10k ADT	2	Adds 1 mode	2	4	score 1-5	1	1-2 destinations near project limits	2	26.45%-32.9%	4	5	T2	4	None	0	4	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	none	0	add sw and/or xwalk	3	2	High	5	1995-present	1	PCI 40-60	3	grant eligible	1	5	**21.8**	$ 2,100,000
32	Freya (Phase 1)	Wellesley to Francis	Full depth reconstruction, SW repair		5k-10k ADT	2	None	0	2	score 1-5	1	1-2 destinations near project limits	2	19.37%-26.4%	3	4	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Project listed in plan	5	6	None	0	none	0	none	0	sw ramps or repair	2	1	None	0	1956-1974	3	PCI 40-60	3	limited	0	3	**21.0**	$ 2,380,000
33	Rowan	Crestline to Market	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	Adds 1 mode	2	3	score 1-5	1	none	0	26.45%-32.9%	4	3	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority Zone	2	add sw and/or xwalk	3	4	None	0	1850-1930	5	PCI 60-80	2	limited	0	4	**21.0**	$ 2,100,000
34	17th Avenue	Grand to Upper Terrace	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	Adds 1 mode	2	3	score 1-5	1	1-2 destinations near project limits	2	6.93%-11.43%	1	3	T5	1	within 1/2 mile	1	2	No change	2	Neutral	2	Not in plan	0	3	None	0	buffered lane, greenway,	4	none	0	add sw and/or xwalk	3	4	High	5	1850-1930	5	PCI 20-40	4	limited	0	7	**20.8**	$ 840,000
35	Boone	Washington to Division	Full depth reconstruction, SW repair	replace waterline, CSO work	5k-10k ADT	2	None	0	2	score 6-10	2	1-2 destinations near project limits	2	32.91% +	5	6	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	In Ped Priority Zone	5	sw ramps or repair	2	5	None	0	1850-1930	5	PCI 60-80	2	limited	0	4	**20.7**	$ 1,400,000

Integrated Streets Evaluation Matrix

					Provide Transportation Choices								Access to Daily Needs and Regional Destinations								Promote Economic Opportunity								Respect Natural and Neighborhood Assets								Enhance Public Health and Safety												Maximize Public Benefits and Fiscal Responsibility with Integration													
ID	Project Name	Project Location	Project Description	Integration	Person Capacity		Network Connectivity		Score		Neighborhood Accessibility		Regional Accessibility		Disadvantaged Accessibility		Score		Freight/ Goods movement		Development & Redevelopment Potential		Score		Air Quality		Water Quality		Neighborhood/District Impact		Score		Vehicle Safety		Bike Safety		Ped Plan Priority Area		Ped Safety		Score		CSO Integration		Water Integration		Maint and Facility Condition		Leveraged Financing (excludes levy)		Score		Total Score	Total Estimated Planning Cost with Inflation
36	Howard Street	Maxwell to Buckeye	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	None	0	1		score 1-5	1	1-2 destinations near project limits	2	32.91% +	5	5		T4	2	within 1/4 mile	3	5		No change	2	Neutral	2	Not in plan	0	3		None	0	bike lane	3	none	0	sw ramps or repair	2	3		None	0	1850-1930	5	PCI 40-60	3	limited	0	4		20.5	$ 3,640,000
37	Havana	3rd to Hartson	Full depth reconstruction, SW repair		5k-10k ADT	2	Adds 2 modes	3	5		score 1-5	1	1-2 destinations near project limits	2	6.93%-11.43%	1	3		T4	2	None	0	2		No change	2	Neutral	2	Not in plan	0	3		None	0	bike lane	3	none	0	add sw and/or xwalk	3	3		High	5	1995-present	1	PCI 20-40	4	limited	0	5		20.3	$ 980,000
38	Nevada	Magnesium to Holland	Full depth reconstruction, SW repair		>20k ADT	4	None	0	4		score 1-5	1	none	0	19.37%-26.4%	3	3		T2	4	None	0	4		No change	2	Neutral	2	Not in plan	0	3		None	0	none	0	In Ped Priority Zone	5	sw ramps or repair	2	4		None	0	1975-1994	2	PCI 20-40	4	grant eligible	1	4		20.3	$ 3,080,000
39	Havana	Sprague to 3rd	Full depth reconstruction, SW repair		5k-10k ADT	2	Adds 1 mode	2	4		score 1-5	1	none	0	11.43%-19.36%	2	2		T3	3	None	0	3		No change	2	Neutral	2	Not in plan	0	3		None	0	bike lane	3	vicinity of Ped Priority Zone	2	add sw and/or xwalk	3	4		High	5	1995-present	1	PCI 40-60	3	limited	0	5		20.2	$ 1,260,000
40	14th Avenue	Bernard to Grand	Full depth reconstruction, SW repair	some utility work	< 5k ADT	1	None	0	1		score 6-10	2	none	0	0%-6.92%	0	1		T5	1	adjacent	5	6		No change	2	Neutral	2	Not in plan	0	3		None	0	signing, marking	2	none	0	sw ramps or repair	2	2		High	5	1931-1955	4	PCI 20-40	4	grant eligible	1	7		20.0	$ 700,000
41	Frederick	Freya to Havana	Full depth reconstruction, SW repair	some utility work	5k-10k ADT	2	Adds 2 modes	3	5		score 1-5	1	none	0	19.37%-26.4%	3	3		T3	3	None	0	3		No change	2	Neutral	2	Not in plan	0	3		None	0	bike lane	3	none	0	add sw and/or xwalk	3	3		None	0	1931-1955	4	PCI 40-60	3	limited	0	4		19.8	$ 1,540,000
42	Bernard - Ben Garrett - Grove	9th to 14th	Full depth reconstruction, SW repair	some utility work	10k-20k ADT	3	None	0	3		score 6-10	2	none	0	6.93%-11.43%	1	2		T4	2	within 1/2 mile	1	3		No change	2	Neutral	2	Not in plan	0	3		None	0	signing, marking	2	vicinity of Ped Priority Zone	2	sw ramps or repair	2	3		High	5	1931-1955	4	PCI 60-80	2	grant eligible	1	6		19.7	$ 1,960,000
43	Freya paving	37th to 42nd	Full depth reconstruction, SW repair		5k-10k ADT	2	Adds 1 mode	2	4		none	0	1-2 destinations near project limits	2	6.93%-11.43%	1	2		T4	2	within 1/2 mile	1	3		No change	2	Neutral	2	Not in plan	0	3		None	0	bike lane	3	none	0	sw ramps or repair	2	3		High	5	1975-1994	2	PCI 40-60	3	grant eligible	1	6		19.7	$ 1,540,000
44	Hartson	Freya to Havana	Full depth reconstruction, SW repair		< 5k ADT	1	Adds 1 mode	2	3		score 1-5	1	none	0	32.91% +	5	4		T4	2	None	0	2		No change	2	Neutral	2	Not in plan	0	3		None	0	signing, marking	2	none	0	add sw and/or xwalk	3	3		High	5	1956-1974	3	PCI 40-60	3	limited	0	6		19.7	$ 1,960,000
45	Wellesley	Crestline to Haven	Full depth reconstruction, SW repair	replace waterline, CSO work	10k-20k ADT	3	None	0	3		score 6-10	2	none	0	26.45%-32.9%	4	4		T3	3	within 1/2 mile	1	4		No change	2	Neutral	2	Not in plan	0	3		None	0	none	0	vicinity of Ped Priority Zone	2	sw ramps or repair	2	2		None	0	1850-1930	5	PCI 60-80	2	grant eligible	1	4		19.7	$ 2,660,000
46	Freya paving	17th to 29th	Full depth reconstruction, SW repair	replace waterline, CSO work	10k-20k ADT	3	None	0	3		score 1-5	1	none	0	6.93%-11.43%	1	1		T3	3	within 1/2 mile	1	4		No change	2	Neutral	2	Not in plan	0	3		None	0	signing, marking	2	none	0	sw ramps or repair	2	2		High	5	1850-1930	5	PCI 60-80	2	grant eligible	1	7		19.5	$ 2,240,000
47	Wellesley	Driscoll to A St.	Full depth reconstruction, SW repair		5k-10k ADT	2	Adds 1 mode	2	4		score 1-5	1	1-2 destinations near project limits	2	6.93%-11.43%	1	3		T3	3	None	0	3		No change	2	New or updated facilities	5	Not in plan	0	5		None	0	bike lane	3	none	0	sw ramps or repair	2	3		None	0	1995-present	1	PCI 40-60	3	grant eligible	1	3		19.3	$ 980,000
48	Freya	Upriver to Euclid	Full depth reconstruction, SW repair	some utility work	5k-10k ADT	2	Adds 2 modes	3	5		none	0	none	0	19.37%-26.4%	3	2		T4	2	None	0	2		No change	2	Neutral	2	Not in plan	0	3		None	0	bike lane	3	vicinity of Ped Priority Zone	2	sw ramps or repair	2	4		None	0	1931-1955	4	PCI 40-60	3	grant eligible	1	4		19.2	$ 2,380,000
49	Sharp-Atlantic	Boone to Pearl	Full depth reconstruction, SW repair	replace waterline, CSO work	5k-10k ADT	2	None	0	2		score 6-10	2	1-2 destinations near project limits	2	32.91% +	5	6		T4	2	None	0	2		No change	2	Neutral	2	Not in plan	0	3		None	0	signing, n	2	vicinity of Ped Priority Zone	2	sw ramps or repair	2	3		None	0	1850-1930	5	PCI 60-80	2	limited	0	4		19.2	$ 1,680,000
50	Empire / Garland	Crestline to Market	Full depth reconstruction, SW repair		5k-10k ADT	2	None	0	2		score 6-10	2	1-2 destinations near project limits	2	26.45%-32.9%	4	5		T3	3	None	0	3		No change	2	Neutral	2	Not in plan	0	3		None	0	signing, marking	2	vicinity of Ped Priority Zone	2	sw ramps or repair	2	3		None	0	1956-1974	3	PCI 40-60	3	limited	0	3		19.0	$ 2,520,000
51	Summit Blvd	Boone to Broadway	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	None	0	1		score 1-5	1	1-2 destinations near project limits	2	32.91% +	5	5		T4	2	None	0	2		No change	2	Neutral	2	Not in plan	0	3		None	0	signing, marking	2	none	0	sw ramps or repair	2	2		High	5	1850-1930	5	PCI 60-80	2	limited	0	6		19.0	$ 1,120,000
52	Rowan	Assembly to Driscoll	Full depth reconstruction, SW repair	some utility work	< 5k ADT	1	Adds 1 mode	2	3		score 6-10	2	none	0	11.43%-19.36%	2	3		T4	2	None	0	2		No change	2	New or updated facilities	5	Not in plan	0	5		None	0	signing, marking	2	none	0	sw ramps or repair	2	2		None	0	1931-1955	4	PCI 20-40	4	grant eligible	1	5		18.8	$ 980,000
53	Cedar - High Drive	15th to 29th	Full depth reconstruction, SW repair	some utility work	10k-20k ADT	3	None	0	3		score 1-5	1	none	0	6.93%-11.43%	1	1		T3	3	None	0	3		No change	2	Neutral	2	Not in plan	0	3		None	0	bike lane	3	none	0	sw ramps or repair	2	3		High	5	1931-1955	4	PCI 60-80	2	grant eligible	1	6		18.5	$ 4,200,000
54	Central Ave	Wall to Division	Full depth reconstruction, SW repair	some utility work	< 5k ADT	1	Adds 1 mode	2	3		score 6-10	2	none	0	19.37%-26.4%	3	3		T4	2	within 1/2 mile	1	3		No change	2	Neutral	2	Not in plan	0	3		None	0	signing, marking	2	vicinity of Ped Priority Zone	2	add sw and/or xwalk	3	4		None	0	1931-1955	4	PCI 60-80	2	limited	0	3		18.5	$ 1,540,000
55	Summit Blvd	A St. to Boone	Full depth reconstruction, SW repair	some utility work	< 5k ADT	1	None	0	1		score 1-5	1	1-2 destinations near project limits	2	32.91% +	5	5		T4	2	None	0	2		No change	2	Neutral	2	Not in plan	0	3		None	0	signing, marking	2	none	0	sw ramps or repair	2	2		High	5	1931-1955	4	PCI 60-80	2	limited	0	6		18.5	$ 1,120,000
56	14th Avenue	Monroe to Grand	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	None	0	1		score 6-10	2	1-2 destinations near project limits	2	0%-6.92%	0	3		T4	2	within 1/4 mile	3	5		No change	2	Neutral	2	Not in plan	0	3		None	0	signing, marking	2	none	0	sw ramps or repair	2	2		High	5	1850-1930	5	PCI 80-100	0	limited	0	5		18.3	$ 2,100,000
57	Freya	Wellesley to Euclid	Full depth reconstruction, SW repair		5k-10k ADT	2	Adds 2 modes	3	5		none	0	none	0	19.37%-26.4%	3	2		T4	2	within 1/2 mile	1	3		No change	2	Neutral	2	Not in plan	0	3		None	0	bike lane	3	none	0	add sw and/or xwalk	3	3		None	0	1995-present	1	PCI 40-60	3	grant eligible	1	3		18.2	$ 2,940,000

Integrated Streets Evaluation Matrix

					Provide Transportation Choices								Access to Daily Needs and Regional Destinations								Promote Economic Opportunity								Respect Natural and Neighborhood Assets								Enhance Public Health and Safety										Maximize Public Benefits and Fiscal Responsibility with Integration											
ID	Project Name	Project Location	Project Description	Integration	Person Capacity		Network Connectivity		Score	Neighborhood Accessibility		Regional Accessibility		Disadvantaged Accessibility		Score	Freight/ Goods movement		Development & Redevelopment Potential		Score	Air Quality		Water Quality		Neighborhood/District Impact		Score	Vehicle Safety		Bike Safety		Ped Plan Priority Area		Ped Safety		Score	CSO Integration		Water Integration		Maint and Facility Condition		Leveraged Financing (excludes levy)		Score	Total Score	Total Estimated Planning Cost with Inflation
58	Indiana Avenue	Monroe to Division	Full depth reconstruction, SW repair	replace waterline, CSO work	10k-20k ADT	3	None	0	3	score 6-10	2	none	0	26.45%-32.9%	4	4	T5	1	None	0	1	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	vicinity of Ped Priority Zone	2	sw ramps or repair	2	2	None	0	1850-1930	5	PCI 20-40	4	grant eligible	1	5	**17.7**	$ 3,920,000
59	Bernard	29th to High Drive	Full depth reconstruction, SW repair		< 5k ADT	1	Adds 1 mode	2	3	score 1-5	1	none	0	6.93%-11.43%	1	1	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	add sw and/or xwalk	3	3	High	5	1956-1974	3	PCI 40-60	3	grant eligible	1	6	**17.5**	$ 2,380,000
60	Sunset Blvd	Hwy 2 to Rustle	Full depth reconstruction, SW repair		5k-10k ADT + HPTN	3	Adds 1 mode	2	5	score 1-5	1	1-2 destinations near project limits	2	11.43%-19.36%	2	3	T3	3	None	0	3	No change	2	New or updated facilities	5	Consistent with plan concepts	2		Clear safety benefit	3	bike lane	3	none	0	sw ramps or repair	2	4	None	0	None	0	PCI 40-60	3	grant eligible	1	2	**17.3**	$ 8,820,000
61	14th Avenue	Cedar to Monroe	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	None	0	1	score 1-5	1	none	0	19.37%-26.4%	3	3	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	High	5	1850-1930	5	PCI 20-40	4	limited	0	7	**17.3**	$ 700,000
62	Illinois	Perry to Market	Full depth reconstruction, SW repair	replace waterline, CSO work	5k-10k ADT	2	None	0	2	score 1-5	1	none	0	19.37%-26.4%	3	3	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	vicinity of Ped Priority Zone	2	sw ramps or repair	2	4	None	0	1850-1930	5	PCI 40-60	3	grant eligible	1	5	**17.3**	$ 5,320,000
63	Lincoln	Division to Nevada	Full depth reconstruction, SW repair		5k-10k ADT	2	None	0	2	score 1-5	1	none	0	19.37%-26.4%	3	3	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	None	0	1975-1994	2	PCI 20-40	4	limited	0	3	**17.3**	$ 3,220,000
64	Belt	NW Blvd to Montgomery	Full depth reconstruction, SW repair	some utility work	< 5k ADT	1	None	0	1	score 6-10	2	none	0	19.37%-26.4%	3	3	T4	2	within 1/2 mile	1	3	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority Zone	2	sw ramps or repair	2	3	Low	1	1931-1955	4	PCI 40-60	3	limited	0	4	**17.0**	$ 840,000
65	25th Avenue	Bernard to Grand	Full depth reconstruction, SW repair	some utility work	< 5k ADT	1	None	0	1	score 1-5	1	1-2 destinations near project limits	2	6.93%-11.43%	1	3	T5	1	within 1/2 mile	1	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	High	5	1931-1955	4	PCI 20-40	4	limited	0	7	**16.8**	$ 1,400,000
66	Empire	Nevada to Crestline	Full depth reconstruction, SW repair	some utility work	5k-10k ADT	2	None	0	2	score 1-5	1	none	0	19.37%-26.4%	3	3	T3	3	None	0	3	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority Zone	2	sw ramps or repair	2	3	None	0	1931-1955	4	PCI 40-60	3	limited	0	4	**16.8**	$ 2,940,000
67	Milton-14th	16th to Lindeke	Full depth reconstruction, SW repair		< 5k ADT	1	Adds 1 mode	2	3	score 1-5	1	none	0	6.93%-11.43%	1	1	T5	1	None	0	1	No change	2	Neutral	2	Project listed in plan	5	6	None	0	signing, marking	2	none	0	add sw and/or xwalk	3	3	None	0	1956-1974	3	PCI 40-60	3	limited	0	3	**16.8**	$ 560,000
68	Rockwood Blvd	Grand to Cowley	Full depth reconstruction, SW repair		< 5k ADT	1	None	0	1	score 1-5	1	none	0	19.37%-26.4%	3	3	T5	1	within 1/2 mile	1	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority Zone	2	add sw and/or xwalk	3	4	Medium	3	1956-1974	3	PCI 20-40	4	limited	0	5	**16.8**	$ 1,400,000
69	Wellesley	Nevada to Crestline	Full depth reconstruction, SW repair	replace waterline, CSO work	10k-20k ADT	3	None	0	3	score 1-5	1	none	0	19.37%-26.4%	3	3	T3	3	None	0	3	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	none	0	sw ramps or repair	2	1	None	0	1850-1930	5	PCI 40-60	3	grant eligible	1	5	**16.8**	$ 3,220,000
70	Rowan	Nevada to Crestline	Full depth reconstruction, SW repair	replace waterline, CSO work	5k-10k ADT	2	Adds 1 mode	2	4	score 1-5	1	none	0	11.43%-19.36%	2	2	T4	2	within 1/2 mile	1	3	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	add sw and/or xwalk	3	3	None	0	1850-1930	5	PCI 80-100	0	limited	0	3	**16.7**	$ 3,080,000
71	6th-7th Avenue	Inland Empire to Walnut St.	Full depth reconstruction, SW repair	some utility work	< 5k ADT	1	None	0	1	score 1-5	1	none	0	19.37%-26.4%	3	3	T4	2	within 1/2 mile	1	3	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	None	0	1931-1955	4	PCI 60-80	2	limited	0	3	**16.3**	$ 1,680,000
72	Perry	Wellesley to Euclid	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	Adds 1 mode	2	3	score 1-5	1	none	0	11.43%-19.36%	2	2	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	add sw and/or xwalk	3	3	None	0	1850-1930	5	PCI 40-60	3	limited	0	4	**16.2**	$ 2,940,000
73	Empire	Division to Nevada	Full depth reconstruction, SW repair	some utility work	5k-10k ADT	2	None	0	2	score 1-5	1	none	0	19.37%-26.4%	3	3	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority Zone	2	sw ramps or repair	2	3	None	0	1931-1955	4	PCI 40-60	3	limited	0	4	**15.8**	$ 2,940,000
74	Wellesley	Freya to Havana	Full depth reconstruction, SW repair		< 5k ADT	1	None	0	1	none	0	none	0	19.37%-26.4%	3	2	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	none	0	sw ramps or repair	2	1	None	0	1956-1974	3	PCI 20-40	4	grant eligible	1	4	**15.7**	$ 980,000
75	Strong Road	Five Mile to Cedar	Full depth reconstruction, SW repair		< 5k ADT	1	Adds 2 modes	3	4	none	0	none	0	0%-6.92%	0	0	T5	1	None	0	1	No change	2	Neutral	2	Consistent with plan concepts	2	4	None	0	bike lane	3	none	0	add sw and/or xwalk	3	3	None	0	1975-1994	2	PCI 20-40	4	grant eligible	1	4	**15.5**	$ 2,660,000
76	Cozza Drive	Division to Nevada	Full depth reconstruction, SW repair		< 5k ADT	1	None	0	1	score 1-5	1	none	0	26.45%-32.9%	4	3	T4	2	within 1/2 mile	1	3	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	none	0	sw ramps or repair	2	1	None	0	1956-1974	3	PCI 20-40	4	limited	0	4	**14.5**	$ 3,500,000
77	Lindeke Street - 16th	Sunset Blvd to 195	Full depth reconstruction, SW repair	some utility work	< 5k ADT	1	Adds 1 mode	2	3	score 1-5	1	none	0	6.93%-11.43%	1	1	T5	1	None	0	1	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	None	0	1931-1955	4	PCI 20-40	4	limited	0	4	**14.0**	$ 2,380,000
78	Qualchan Dr	Cheney Spokane to 195	Full depth reconstruction, SW repair		5k-10k ADT	2	Adds 1 mode	2	4	none	0	none	0	0%-6.92%	0	0	T5	1	None	0	1	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	add sw and/or xwalk	3	3	None	0	1975-1994	2	PCI 40-60	3	grant eligible	1	3	**13.2**	$ 1,540,000
79	Rustle-Garden Springs	Sunset to City limits (near Assembly)	Full depth reconstruction, SW repair		< 5k ADT	1	None	0	1	score 1-5	1	none	0	11.43%-19.36%	2	2	T5	1	None	0	1	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	none	0	1	None	0	1956-1974	3	PCI 20-40	4	limited	0	4	**11.2**	$ 840,000

	Project Name	Project Location		Planning-Level Cost Estimates
1	27th	SE Blvd to Ray		$770,000
2	29th Ave	Freya to Havana		$550,000
3	2nd Avenue	Thor to fiske		$330,000
4	Conklin St. - 17th Ave	SE Blvd to Rockwood		$220,000
5	17th Ave	SE Blvd to Ray		$1,320,000
6	23rd Avenue - Thorpe Rd	195 to Inland Empire Way		$220,000
7	3rd Avenue	Arthur to Magnolia		$660,000
8	49th Ave	Perry to Crestline		$550,000
9	Addison	Wellesley to Rowan		$660,000
10	Belt	Maxwell to Boone		$220,000
11	Carlisle / Ralph	Upriver to Upriver		$330,000
12	Garland	Washington to Division		$220,000
13	Grandview Avenue	Garden Springs to 17th		$550,000
14	Indiana / North Center Street	Perry to Upriver Dr		$110,000
15	Wellesley	Freya - Havana		$330,000
16	13th-Rosamund	Lindeke to West Drive		$1,760,000
17	17th Ave	Ray to Havana		$770,000
18	2nd Ave	Freya to Havana		$660,000
19	2nd Avenue	Fiske to Arthur		$1,760,000
20	A Street	Driscoll to Francis		$1,650,000
21	Addison	Bridgeport to Wellesley		$1,210,000
22	Colton	Standard to Magnesium		$220,000
23	Garland	NW Blvd to Ash		$1,760,000
24	Hawthorne	Division to Nevada		$550,000
25	Hayford Road	48th to McFarlane		$1,100,000
26	Helena St	Trent to 2nd		$1,760,000
27	Holland	Division to Nevada		$3,300,000
28	Lidgerwood	Lyons to Francis		$330,000
29	Lincoln	Nevada to Crestline		$990,000
30	Lincoln / Post	river to Mission		$880,000
31	Lincoln	Main to SFB		$110,000
32	Lyons	Division (Atlantic) to Lidgerwood		$440,000
33	Magnesium	Nevada to Crestline		$660,000
34	Montgomery	Division to Astor		$440,000
35	Napa	Sprague to Trent		$330,000
36	Nevada	Lincoln to Magnesium		$990,000
37	Nevada	Francis to Lincoln		$1,980,000
38	North River Dr.	Washington to Division		$440,000
39	Pacific Park Dr	Indian Trail to Pamela		$440,000
40	Perry St.	Wellesley to Empire		$550,000
41	Pittsburg	Lyons to Francis		$330,000

	Project Name	Project Location		Planning-Level Cost Estimates
42	Queen Ave	Wall to Lidgerwood		$990,000
43	Sharp	Division to Pearl		$330,000
44	Shawnee	Indian Trail to Sundance Dr		$550,000
45	Thor	Sprague - 3rd		$330,000
46	Valley Springs Road	Havana to city limits		$440,000
47	16th	17th to Milton		$440,000
48	29th Ave	Grand to SE Blvd		$1,760,000
49	3rd Avenue	Freya to Havana		$550,000
50	44th Ave	Crestline to Ray		$880,000
51	5th Ave	Monroe to Division		$990,000
52	8th/Stevens/Washington	McClellan to 3rd		$1,430,000
53	Altamont	Hartson - 9th		$220,000
54	Ash Street	Broadway to turnaround		$220,000
55	Assembly	Wellesley to Rowan		$770,000
56	Aubrey White Pkwy	Rifle Club Rd to Downriver Dr		$2,420,000
57	Belt	Rowan to Francis		$550,000
58	Belt	Francis to 5-Mile		$220,000
59	Bernard	SFB to 1st		$440,000
60	Broadway	Summit Blvd to Cedar		$1,430,000
61	Cedar Road	Cheney-Spokane to city limits		$990,000
62	Central Avenue	Division to Lidgerwood		$330,000
63	Downriver Dr	Aubrey White Pkwy to Pettet Dr		$880,000
64	Eagle Ridge	Meadow Lane to Cedar		$1,650,000
65	Flint Rd	Hwy 2 to airport drive		$1,760,000
66	Freya	Sprague - Hartson		$660,000
67	Garland	Ash to Washington		$1,100,000
68	Geiger Blvd	Hwy 2 to Assembly		$2,310,000
69	Geiger Blvd	Assembly to Electric Ave		$880,000
70	Hamilton	Trent to Ermina		$1,870,000
71	Inland Empire Way	23rd to 9th		$11,220,000
72	Inland Empire Way	23rd to 195		$770,000
73	Lidgerwood	Wellesley to Rowan		$660,000
74	Magnesium	Division to Nevada		$990,000
75	Mission	Division to Hamilton		$550,000
76	Monroe	Wellesley to Francis		$1,430,000
77	Monroe	Spokane River to Maxwell		$1,100,000
78	Napa	Trent to Mission		$660,000
79	Nevada	Holland to Hawthorne		$3,300,000
80	NW Blvd	Maple to Lincoln		$1,210,000
81	Perry St.	Empire to Foothills		$660,000
82	Post St.	Cleveland to Garland		$880,000
83	Shawnee	Indian Trail to east end		$990,000

	Project Name	Project Location		Planning-Level Cost Estimates
84	Sherman	Sprague to 3rd		$440,000
85	Thorpe Road	RR tunnel to 195		$110,000
86	Upriver	Mission to Greene		$1,760,000
87	Wall STreet	Garland to Princeton		$330,000
88	29th Ave	High to Bernard		$770,000
89	29th Ave	Bernard to Grand		$1,100,000
90	29th Ave	SE Blvd to Freya		$1,210,000
91	2nd Ave	Thor to Freya		$110,000
92	2nd Ave	Division to Arthur		$1,210,000
93	2nd Ave	Sunset to Division		$1,980,000
94	37th Ave	Perry to Regal		$880,000
95	37th Ave	Grand to Perry		$550,000
96	37th Ave	Bernard to Grand		$880,000
97	37th Avenue	Regal to E city limits		$1,540,000
98	3rd Ave	Division to Arthur		$1,100,000
99	3rd Avenue	Magnolia to Altamont		$440,000
100	3rd Avenue	Altamont to Freya		$990,000
101	44th Ave	Ray to Freya		$220,000
102	4th-5th	Division to Arthur		$990,000
103	5-mile Road	Austin to Lincoln		$1,870,000
104	5-mile Road	Austin to Maple		$220,000
105	5th Ave	Ray to Freya		$330,000
106	5th Ave	Pittsburg to Ray		$1,210,000
107	9th Ave	Perry to Altamont		$550,000
108	Addison	Rowan to Columbia		$220,000
109	Addison	Columbia to Francis		$440,000
110	Addison-Standard	Francis to Colton		$1,870,000
111	Alberta	Cascade Way to 5-Mile		$330,000
112	Alberta/Cochran	NW to Francis		$2,750,000
113	Arthur St.	I-90 to 2nd Ave		$220,000
114	Arthur st.	I-90 to Newark (Perry)		$330,000
115	Ash/Maple	NW to Wellesley		$3,190,000
116	Ash/Maple	Wellesley to Country Homes		$2,970,000
117	Ash-Maple	Bridge to NW Blvd		$2,200,000
118	Barnes Road	west end to Phoebe		$1,430,000
119	Belt	Nora to Montgomery		$330,000
120	Bernard	29th to 14th		$1,320,000
121	Boone	Monroe to Washington		$880,000
122	Bridgeport	Division to Crestline		$1,650,000
123	Broadway - Alki Avenue	Freya to Havana		$1,320,000
124	Browne - 7th - McClellan	3rd to 9th		$660,000
125	Buckeye	Post to Division		$880,000
126	Cedar Road	Country Homes to Strong		$880,000
127	Cheney-Spokane	195 to city limits		$1,980,000
128	Crestline	Wellesley to Francis		$1,540,000

	Project Name	Project Location		Planning-Level Cost Estimates
129	Crestline	Illinois to Wellesley		$2,200,000
130	Crestline	Francis to Lincoln		$1,430,000
131	Crestline	Lincoln to Magnesium		$440,000
132	Crestline	44th to 53rd		$440,000
133	Crestline	44th to Thurston		$330,000
134	Crestline	Thurston to 37th		$330,000
135	Crestline	37th to Thurston		$330,000
136	Division	3rd to 7th		$440,000
137	Driscoll	Assembly to Wellesley		$1,870,000
138	Driscoll	Wellesley to Alberta		$1,430,000
139	Electric Ave	west city limits to Geiger		$2,200,000
140	Euclid	Crestline to Market		$880,000
141	Foothills	Division to Crestline		$550,000
142	Francis	Crestline to Market		$990,000
143	Francis	Freya to city limits		$1,100,000
144	Francis	Division to Crestline		$2,310,000
145	Freya	42nd to Palouse Highway		$550,000
146	G Street	NW to Wellesley		$880,000
147	Grand	43rd to 29th		$1,320,000
148	Grand Blvd	14th to 29th		$1,430,000
149	Grand Blvd/McClellan	14th to 18th		$0
150	Grand Blvd-9th	McClellan to 14th		$660,000
151	Greene	Market to Mission		$1,430,000
152	Greene-Freya	Mission to Sprague		$2,200,000
153	Grove	14th to Sumner		$330,000
154	Gvmt Way	Hartson to Greenwood		$880,000
155	Gvmt Way	Sunset to Hartson		$220,000
156	Hamilton	Ermina to Foothills		$880,000
157	Hatch Road (phase 1)	Highland Park Drive to 57th		$660,000
158	Hatch	57th to 43rd		$770,000
159	Havana St	Broadway to Mission		$440,000
160	Havana St	37th to Glenrose		$770,000
161	Haven	Market to Market		$1,320,000
162	Helena Street	Lincoln to Sharpsburg		$880,000
163	High Drive	29th to Scott		$2,090,000
164	High Drive	Bernard to Grand		$880,000
165	Illinois	Hamilton to Perry		$990,000
166	Indiana	Dakota to Perry		$770,000
167	Indiana	Division to Dakota		$880,000
168	Indiana	Belt to Ash		$550,000
169	Inland Empire Way - Sunset Blvd.	9th to 2nd		$880,000
170	Jefferson St	Riverside to 4th		$660,000
171	Liberty Park Place - Medlia - 4th	Perry to Pittsburg		$220,000

	Project Name	Project Location		Planning-Level Cost Estimates
172	Lidgerwood	Rowan to Francis		$660,000
173	Lincoln	29th to 14th		$1,100,000
174	Lyons	Lidgerwood to Addison		$220,000
175	Maple-Walnut	5th to river		$1,540,000
176	Market	Garland to Francis		$2,200,000
177	Market	Greene to Empire		$1,430,000
178	Mission	Hamilton to Greene		$1,870,000
179	Mission Ave	Washington to Division		$440,000
180	MLK	Division to Sherman		$660,000
181	MLK (2017 build)	Sherman to Trent		$0
182	Monroe-Lincoln	8th to 17th		$660,000
183	Monroe-Lincoln	2nd to 8th		$990,000
184	Monroe-Lincoln	Main to 2nd		$990,000
185	Montgomery/Illinois	Astor to Hamilton		$660,000
186	Nevada	Broad to Decatur		$1,210,000
187	Nevada	Foothills to Broad		$1,650,000
188	NW Blvd	Alberta to Ash		$1,540,000
189	NW Blvd	C Street to Lindeke		$660,000
190	NW Blvd	Wellesley to Audbon		$1,980,000
191	Parkidge - Lincoln Way	Qualchan to Eagle Ridge		$2,970,000
192	Perry St	Mission to Illinois		$660,000
193	Perry St	45th to Thurston		$330,000
194	Perry St.	29th to Thurston		$880,000
195	Perry St.	45th to 53rd		$770,000
196	Perry ST.	Arthur to SE Blvd.		$1,320,000
197	Pittsburg	4th to 5th		$110,000
198	Post St.	Maxwell to Cleveland		$1,430,000
199	Ray ST	37th to 29th		$770,000
200	Ray Street	29th to 17th		$1,320,000
201	Regal St	Palouse Hwy to 55th		$660,000
202	Regal St	39th to Palouse Highway		$990,000
203	Rifle Club Road	west end to 9-Mile Road		$550,000
204	Riverside	Clarke to Hemlock		$330,000
205	Riverside	Gvmt Way to Clark		$440,000
206	Rockwood	Cowley to Southeast		$2,640,000
207	Rowan	Driscoll to Alberta		$1,100,000
208	Rowan	Alberta to Wall		$1,430,000
209	S. Riverton	Lacey to Ermina		$550,000
210	S. Riverton	Mission to Lacey		$990,000
211	SE Blvd	29th to perry		$1,540,000
212	SE/Sherman	Perry to 3rd		$1,760,000
213	Sharpsburg	Nevada to Pittsburg		$660,000
214	Sherman	MLK - SFB		$220,000
215	Spokane Falls Blvd	Division to Hamilton		$1,320,000
216	Sprague	Hatch to Helena		$990,000

	Project Name	Project Location		Planning-Level Cost Estimates
217	Sprague	Helena to Stone		$880,000
218	Sprague	Stone to Freya		$1,430,000
219	Sprague	Freya to Havana		$990,000
220	Stevens	4th to 9th		$550,000
221	Summit Parkway	College to Monroe		$2,420,000
222	Summit Parkway (Bridge)	Monroe to Lincoln		$110,000
223	Thurston	Hatch to Perry		$440,000
224	Thurston	Perry to Crestline		$550,000
225	Upper Terrace	17th to Rockwood		$110,000
226	Upriver	Greene to city limits		$2,860,000
227	Wall Street	SFB to 4th		$660,000
228	Wall Street	4th to 5th		$110,000
229	Wall Street	Princeton to Francis		$990,000
230	Washington	Boone to Buckeye		$1,650,000
231	Washington St	4th to 9th		$440,000
232	Wellesley	Assembly to C Street		$1,100,000
233	Wellesley	A to Ash		$1,100,000
234	Wellesley	Maple to Divison		$1,650,000
235	West Drive - Westcliff - Deska	Rosamund to Assembly		$990,000
236	3rd Avenue	Sunset - Division		$2,090,000
237	Francis	Market - Freya		$440,000

2017 DRAFT Capacity Improvement Project List

Project	Description	Estimated Cost	Region
5th Ave / Sherman St	Intersection - Install new traffic signal	**$700,000**	D
Trent / Hamilton intersection	modifications due to new traffic patterns with NSC	**$1,000,000**	D
Downtown Bike Share	Paid bike share program	**$200,000**	D
D Bicycle Improvements	stripe bike facilities on arterials	**$500,000**	D
D Pedestrian Improvements	install pedestrian facilities on arterials	**$250,000**	D
Ash Street 2-way from Broadway to Dean	Convert Ash Street to a 2-way street to allow access to Maple Street Bridge SB.	**$250,000**	D
Assembly St / Francis Ave (SR291)	Intersection - Construct Roundabout	**$3,000,000**	NW
Indian Trail Rd - Kathleen to Barnes	Widening - Construct to 5-lane section	**$4,100,000**	NW
Francis/Alberta	modify NB and SB lanes to allow protected phasing	**$500,000**	NW
Francis/Maple	add WBR lane	**$500,000**	NW
NW Bicycle Improvements	stripe bike facilities on arterials	**$250,000**	NW
NW Pedestrian Improvements	install pedestrian facilities on arterials	**$250,000**	NW
29th Ave / Freya St	Stripe EBL and WBL turn lanes, and widen for NB and SB left turn lane. Keep 4-way stop.	**$1,500,000**	S
29th Ave TWLTL	between Martin and Strong	**$300,000**	S
37th Ave / Freya st	Construct traffic signal	**$250,000**	S
37th Ave / Ray St	Construct traffic signal and WBR channelization	**$250,000**	S
Ray-Freya Crossover	Segment - construct road project	**$4,056,000**	S
44th Ave from Crestline to Altamont	new collector road section	**$500,000**	S
44th/Regal	Widen northbound approach to 2 lanes	**$150,000**	S
Freya / Palouse Hwy	roundabout (or turn lanes)	**$1,000,000**	S
S Bicycle Improvements	stripe bike facilities on arterials	**$250,000**	S
S Pedestrian Improvements	install pedestrian facilities on arterials	**$250,000**	S
Lincoln Rd / Nevada St	Intersection Improvements - Construct separate eastbound and westbound left-turn lanes; include west leg widening and construction of 5-lane east of Nevada 1000'	**$1,000,000**	NE
Hamilton St Corridor - Desmet Ave to Foothills Ave	Segment Improvements - Construct traffic signal modifications to accommodate protected or protected/permitted signal phasing. New signal at Desmet.	**$0**	NE
Mission/Havana	signal	**$800,000**	NE
Nevada / Magnesium	left turn phasing, additional lanes	**$1,000,000**	NE
Greene/Ermina	New signal to accommodate SCC access for transit and future NSC (mostly funded by STA)	**$200,000**	NE
NE Bicycle Improvements	stripe bike facilities on arterials	**$250,000**	NE
NE Pedestrian Improvements	install pedestrian facilities on arterials	**$250,000**	NE
US 2 / Deer Heights Signal	new signal	**$1,200,000**	W
21st Avenue: Deer Heights to Flint/Granite	segment - construct new 3-lane arterial	**$2,583,000**	W
Deer Heights Road: south end to 18th/21st	segment - construct new 2-lane arterial	**$610,000**	W
12th Avenue: Deer Heights to Flint/Granite	segment - construct new 2-lane arterial	**$1,865,000**	W
US 2 Bike Path	bike path from Deer Heights to Sunset Hill	**$0**	W
W Bicycle Improvements	stripe bike facilities on arterials	**$100,000**	W
W Pedestrian Improvements	install pedestrian facilities on arterials	**$100,000**	W

Total Downtown =	$2,650,000
Total Northwest =	$8,600,000
Total South =	$8,506,000
Total Northeast =	$3,500,000
West Plains =	$6,458,000
Grand Total =	***$29,714,000***

Volume V, Appendix D

Part V: Transportation Demand Management (TDM) Toolkit

By: Nelson\Nygaard

City of Spokane Comprehensive Plan

MEMORANDUM

To: Louis Mueller, Mike Tresidder, City of Spokane

From: Paul Moore, Roger Pardo, Nelson\Nygaard

Date: December 14, 2016

Subject: Transportation Demand Management Toolkit - Update

EXPLORING TDM MEASURES

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

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

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

The City should continue to improve upon TDM strategies that are already being used in the region and continue to explore implementation of other TDM strategies covered in this TDM toolkit.

- Commute Trip Reduction Plan / Growth and Transportation Efficiency Center Plan
- Shared Parking Codes and Incentives
- Bicycle, Pedestrian, and Transit System improvements
    - Bicycle Share Program
- Transit Supportive policies and programs
    - Park and Ride Facilities
    - Car and Van Pool Support
    - Ride Share / Guaranteed Ride Home program

PARKING CASH-OUT

A parking cash-out program is one in which people (typically commuters, sometimes residents of multi-family housing) are offered the opportunity to choose either a parking space or the cash equivalent of the space, based on the out-of-pocket costs to the employer. The employee or resident can determine whether to use the cash for alternative modes of transportation or keep the funds. Offering the option of "cashing out" their subsidized parking space can incentivize employees to ride transit, bike, walk, or carpool to work, thereby reducing vehicle commute trips and emissions.

This program can benefit commuters, employers, taxpayers, and the environment.

- Employees/residents get freedom of choice and additional income, and appreciate the fairness of the program;
- Employers can reduce the need for parking spaces;
- Because vehicle miles traveled are reduced, auto emissions drop, leading to better air quality;
- The community benefits from reduced traffic congestion.

Steps for Implementation: The City may implement a policy supporting employers that provide employees with subsidized parking to offer a cash allowance instead of a parking space. The intent of such a program is to encourage employees to seek out alternative modes of transportation for their commutes, reducing congestion and minimizing the demand for parking. Alternatively, a cash-out program could be a key feature of a transportation management association (TMA), typically a partnership of major employers in a region collaborating to improve transportation options and air quality.

UNBUNDING PARKING COSTS

Separating the cost of parking from building cost is a strategy used to 1) increase housing affordability and housing choice, and 2) reveal the true cost of parking to employers and their employees. By requiring payment for parking every day or month as opposed to receiving it for free or bundled in with rents, residents and employees are more likely to become conscious of this cost and utilize alternative transportation modes. Charging separately for parking is the single most effective strategy to encourage households to own fewer cars, and rely more on walking, cycling, and transit.

Parking costs are often part of the sale, lease or rental price of housing and commercial space for the sake of simplicity. Although the cost of parking is often hidden in this way, parking is never free. "Unbundling" the cost of parking is a valuable change to status quo parking provision. We have learned that providing parking – or, for that matter, anything – for free or at highly subsidized rates to users encourages its use and means that more parking spaces have to be provided to achieve the same rate of availability.

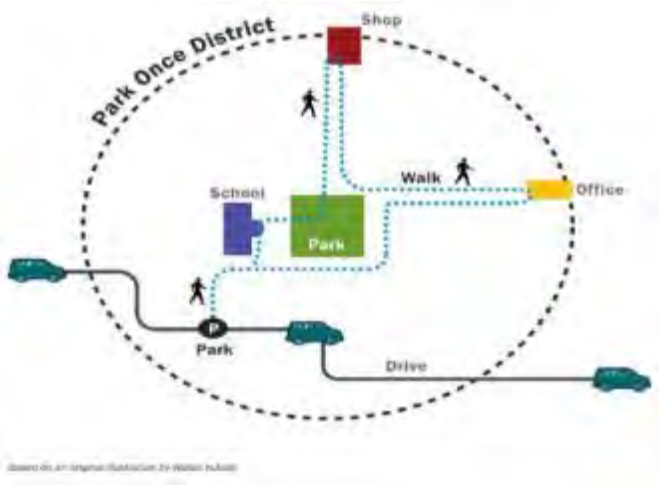
Residential unbundling provides a financial reward to households who would like to reduce the number of their vehicles, changing parking from a required purchase to an optional amenity. This provides additional choice and a market of residents who wish to live in a walkable, transit-oriented neighborhood where it is possible to live well with a single car, or even no car, in the household.

Unbundling for commercial uses provides strategies that make it easier for businesses to save money by reducing employee parking demand. Strategies include providing an option for commercial tenants to either minimize or not include the parking in a commercial space lease. Parking could be leased to tenants or employees separately, with employers having the option of changing their supply as needed or at a minimum when the lease is renewed. Progressive parking policy moves towards the separation of parking costs, as it is continually shown to be the primary factor guiding employers to incentivize alternatives to expense of needing an automobile.

Steps for Implementation: Spokane may consider adopting an unbundled parking policy. This would decouple the cost of rent and parking, which will make housing more affordable for some, and financially incentive some residents to utilize alternative modes of transportation. Such a policy is particularly effective in walkable areas with access to alternative modes of transportation.

SHARED PARKING

Mixed-use developments offer the opportunity to share parking spaces between various uses, thereby reducing the total number of spaces required compared to the same uses in stand-alone developments. This is a primary benefit in mixed-use development contexts of moderate-to-high density. Shared parking operations offer many localized benefits to the surrounding community, including a more efficient use of land resources and reduced traffic congestion.



Park Once District

Often compact and walkable environments allows for parking to be shared. Visitors can park once and walk to multiple destinations; employees can park once for the day and walk to complete errands before, after, or during their workday. Each land use does not need its own dedicated supply of parking, yet that is often what standard parking generation analysis and zoning code parking requirements create. In reality, different uses have different peak demands throughout the day. For example, an office may have a high demand until 5pm, and a restaurant open for dinner may have a high demand only after 5pm.

Shared parking encourages use of large centralized parking facilities and discourages the development of many small facilities. This results in more efficient traffic flow because there are fewer curb cuts and turning opportunities on main thoroughfares. This has the added benefits of reducing accidents and reducing emissions from idling vehicles stuck in traffic.

Steps for Implementation: In areas where there is a diverse mix of land uses, the City of Spokane may consider expansion of shared parking policy. A shared parking policy reduces the amount of total parking developed by maximizing the utility of each space and sharing it amongst multiple land use types. In areas identified as viable locations for a shared parking strategy, developers may be allowed to pay into a fund for development and/or maintenance of off-site

municipal parking facilities, or to lease underutilized parking spaces from a nearby private facility, rather than build new, unnecessary supply. This provides developers an alternative to the hefty cost of providing parking and allows the City to use pricing or regulation tools to manage parking supply and demand in shared parking districts.

BIKE INFRASTRUCTURE

Bike System Improvements

Bike Lane in Philadelphia, PA

Bicycle system improvements can help reduce peak-hour vehicle trips by making commuting by bike easier and more convenient for more people. Bike facilities can serve direct door-to-door trips, especially those trips that are "too far to walk but not far enough to drive" (e.g. trips of between one and two miles are too long to walk for most people, but are a short bicycle ride). In addition, improved bicycle facilities can increase access to and from transit hubs, thereby expanding the "catchment area"[1] of the transit stop or station and increasing ridership. Bicycle access can also reduce parking pressure on heavily-used and/or heavily-subsidized feeder bus lines and auto-oriented park-and-ride facilities.

Safe accommodation of cyclists should be made within travel ways of the street in either mixed flow or within designated bicycle lanes.

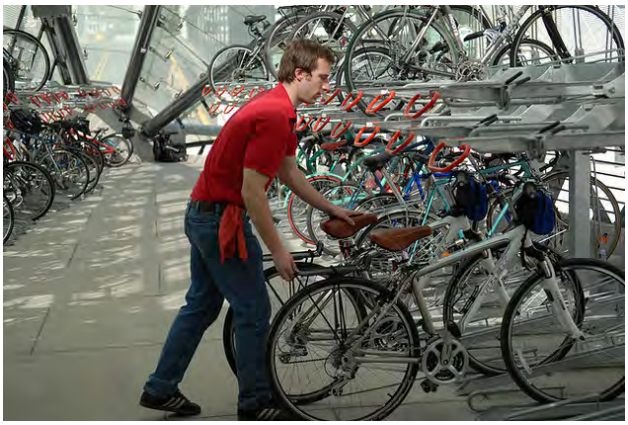
Steps for Implementation: The principal step in bringing bicycle infrastructure to the City of Spokane is the adoption of the Bicycle Master Plan, something the City has accomplished, and updated in recent years. The plan has identified specific routes where bicycle facilities should go. The City should ensure that the installation of bicycle facilities is conducted efficiently and as part of other roadway maintenance projects as necessary.

Spokane should prioritize the elimination of system gaps and introduce facilities where high use is expected. In addition, bicycle facilities may be proposed to developers as a condition for development.

[1] A transit catchment area is the geographic area from which a transit station draws riders.

Bike Depot (with Bus Rapid Transit Station)

A high level of bicycle access suggests that a transit station may be suitable for a "bicycle station." Bicycle stations offer sheltered and secure bicycle storage facilities that provide safe and accessible locations for riders looking to bridge their "first mile/ last mile barrier" with a transit connection. Bicycle storage facilities are often membership based and sometimes staffed, meaning cyclists do not have to reserve space in advance. If designed well, they have been shown to dramatically expand the "catchment area" of a transit station by removing a key obstacle to increased bicycle use – the fear of having a bike damaged by weather or vandalism, or stolen. Some bike depot facilities even provide tool and repair stations, showers, and bathrooms, as well as valet parking during staff hours.



BikeStation in Washington, DC

Source: Bikestation

Bicycle stations operate at rail stations throughout the US, including the Palo Alto Caltrain Station, Embarcadero and Berkeley BART stations, Long Beach Blue Line station in California; Pioneer Square Tunnel Station in Seattle; Millennium Park in Chicago, and Union Station in Washington, DC.

Steps for Implementation: The City of Spokane should identify high ridership stops with the assistance of the Spokane Transit Authority. These stops could be considered as potential locations for a bike depot where transit riders may accomplish their first mile to or from transit. Such a strategy would require significant level of transit ridership, as well as adequate bicycle facilities to encourage individuals to ride a bicycle to connect to transit. Funding may be a collaborative effort between the city and transit agency.

Sheltered and Secure Bicycle Parking

Providing sheltered or indoor bicycle parking for long-term parkers, such as residents and employees – as well as many convenient short-term racks on-street and near entries – helps treat bicycling as a serious alternative to the automobile by providing the same level of access, security and amenity that a car gets.

Covered or sheltered bicycle parking should be located in areas suitable for longer-term stays. The bicycle parking should:

- Be able to be accessed 24 hours a day
- Be identified via clear signage
- Have convenient access to/from surrounding streets
- Be safe and secure

Bike Shelter

All long-term spaces will be designed to accommodate bicycles with a length of 6-feet and a minimum width of 2-feet.

The proportion of short and long term spaces provided varies depending on the type of building use (e.g. retail uses have predominantly short-term spaces, whereas office and residential buildings need more long-term parking).

On-Site Bike Repair Facilities

Installing a bicycle repair facility with air compressors for tires is a minimal investment to support infrastructure that can keep bicycles in circulation and reduce parking demand that might otherwise be created by frustrated former bike commuters.

A simple do-it-yourself bicycle stand is an inexpensive investment that provides essential support for cyclists, including tire gauges, air pumps, and wrenches and other tools for minor repairs. A bicycle stand can fit in a small space in a parking garage or on the ground floor of a building.

A full-service, staffed bicycle repair facility could add professional repair services as well as bike rentals, valet bike parking, and bike share registration.

On-Site Changing Facilities for Bicyclists

For many commuters, arriving at work covered in sweat is a bike-commuting deal breaker. An increasingly popular means for avoiding this green-commute barrier is to provide employee facilities for showering and changing into fresh clothes.

End of trip and support facilities are key parts of a complete bicycle trip. Shower, changing, and locker facilities promote bicycle commuting by providing a convenient place for bicyclists to shower, change, and/or store their clothes if they arrive in sweat, mud, or rain. Simple secure facilities are an easy addition to on-site bathrooms.

Steps for Implementation: Spokane should establish a policy that requires developers to create secured bicycle parking when developing parking. Such facilities should also be paired with on-site changing facilities and on-site repair stations outfitted with basic tools for bicyclists. Providing such amenities provides a visual cue for people to consider bicycling to work. The City of Spokane could establish such amenities for City employees to establish a precedent.

BIKE SHARE

Bike share programs bring the convenience and speed of biking in an urban/downtown setting without the hassle of owning, maintaining, and finding parking for your own bike, which can allow residents and employees to commute and do errands without needing to transfer bus lines, find parking, or get stuck in traffic. Bike sharing is a form of bike rental where anyone can have access to a shared fleet of bicycles on an as-needed basis. Bike share programs provide safe and convenient access to bicycles for short trips, such as running errands during lunch or for accessing the transit system by helping to bridge "first mile/last mile" barriers.

Bicycle sharing programs work in a similar fashion to car-sharing programs in that they provide people with an on-demand mobility option without the operation and maintenance costs that come along with ownership. These programs also attempt to increase physical activity and health of users, and reduce traffic congestion and air pollution in urban areas.

These programs have been implemented in various forms for the past 40 years. Until recently, bike share programs worldwide have experienced low to moderate success. However, in the last 5 years, innovations in technology have given rise to a new (third) generation of technology-driven bike share programs. These new bike share programs can dramatically lower the barrier to use by allowing reservations and/or payment via smart card, credit card, or even cell phone. In addition, damage or theft of bicycles is minimized by linking accounts to a user's credit card.

The most common operational models for third generation bike sharing programs are:

- The first and most common model is a privately–operated program, where contracts for exclusive rights to outdoor advertising space (bus stops, billboards, etc.) include a provision that requires the advertising company to install, operate, and maintain a bike sharing system. The Vélib system in Paris is an example of this first model.
- The second model is a publicly-operated program run by a government agency as part of a larger transit access or TDM/parking management strategy. Montreal's Bixi and Long Beach's employee-based program are examples of this second model. Some cities sell advertising rights at the bike stations and on the bikes themselves to help defray program costs, but the program is not operated by an advertising company.

Hubway Bike Share, Boston, MA

Steps for Implementation: In order to bring a bike share system to Spokane, the City should undergo an analysis to determine the demand for such a service, and identify locations where stations would be successful. Such a program would be helpful for reducing the use of personal vehicles to accomplish short trips, and would likely find success in Downtown.

PEDESTRIAN INFRASTRUCTURE IMPROVEMENTS

A walkable environment gives people more transportation choices and improves quality of life. A well-designed network of streets and pedestrian ways is key to pedestrian accessibility, and includes streets, alleys, trails, midblock crossings and pedestrian pass-throughs.

Demand for parking can be reduced by providing pedestrian and bicycle amenities that make it easier and more pleasant for people to walk or bicycle rather than drive. These amenities and design changes can help alleviate traffic congestion. In particular, improving the walkability and pedestrian orientation of mixed use neighborhoods encourage an increase in physical activity and health of users.

Promoting bicycle and pedestrian transport modes can also be accomplished through simple design changes, some of which can be implemented at no additional cost. Instead of locating parking between the street and the buildings, requiring pedestrians and bicyclists to navigate through parking lots, parking should be set back behind or to the side of buildings. Simple low cost pedestrian infrastructure improvements include

- Creating continuous sidewalks and installing visible crosswalks at intersections
- Landscaping and buffers between sidewalks and the roadway
- Handicapped accessible curb ramp design
- Highly visible pavement markings
- Reducing intersection crossing distance
- Pedestrian-scaled lighting

Vancouver, BC

Steps for Implementation: Spokane faces a challenge in regards to maintaining sidewalks, as the owners of adjacent property are responsible for maintenance. However, improving walkability makes a community significantly more accessible, and is particularly important in locations where there is a mix of land uses and destinations, where walking is a viable alternative for getting between destinations. The City of Spokane can work with local businesses to establish a business improvement district (BID). BID's bring together private organizations and businesses to improve a local district to attract visitors, and as such, could guide sidewalk development and design.

DISTRICT- BASED SHUTTLE

Shuttle services are a form of public transit that utilizes smaller buses or vans to bring passengers to their destinations. Some employers provide or contract transit providers to operate direct shuttles between employment sites and transit or parking facilities. Employer shuttles pick up employees at a parking lot, regional bus stop, or commuter rail station, and drive them to their workplace. Some employers also operate daytime shuttles, allowing employees to leave their jobsite for lunch or running errands, making it unnecessary for them to drive. Shuttles can be operated by a local transit system, an employer, a municipality, a nonprofit, or a partnership of a combination of these entities.

Atlantic Station Free Shuttle
Source: CBS Atlanta

Steps for Implementation: Spokane would need to identify significant trip patterns that could potentially benefit from a shuttle. Once identified, survey data could be collected to gauge the willingness of individuals to use such a service between key destinations. Spokane Transit Authority would likely be a leading partner in the development of these kings of systems.

CAR-SHARING

Car-sharing programs allow people to have on-demand access to a shared fleet of vehicles on an as-needed basis. Usage charges are assessed at an hourly and/or mileage rate, in addition to a refundable deposit and/or a annual membership fee. Car-sharing is similar to conventional car rental programs with a few key differences:

- System users must be members of a car-sharing organization.
- Fee structures typically emphasize short-term rentals rather than daily or weekly rentals.
- Vehicle reservations and access is "self-service."
- Vehicle locations are widely distributed rather than concentrated.

Car-sharing programs reduce the need for businesses or households to own vehicles, and reduce personal transportation costs and vehicle miles traveled (VMT). Through car-sharing, individuals

Car2Go Car Share, Calgary, AB
Source: Calgarysun.com

gain access to vehicles by joining an organization that maintains a fleet of cars and light trucks in a network of locations.

Car-sharing has sometimes been referred to as the "missing link" in the package of alternatives to the private automobile ownership. For example, vehicles available near a person's workplace or school can enable them to commute to work via transit or other means, knowing that they'll have a car-share vehicle available during the day only if needed for work or personal trips. It has proven successful in reducing both household vehicle ownership and the percentage of employees who drive alone because of the need to have a car for errands during the workday. As a result, car sharing can be an important tool to reduce parking demand.

For residents, car sharing reduces the need to own a vehicle, particularly a second or third vehicle. Recent surveys have shown that more than half of car-share users have sold at least one vehicle since joining the program in the San Francisco Bay Area (source: survey by Nelson\Nygaard Consulting Associates for City CarShare). For employees, car sharing allows them to take transit to work, since they will have a vehicle available for errands during the day.

SUBSIDIZED/ UNIVERSAL TRANSIT PASSES

Reduced price passes have been shown to increase transit ridership and provide an incentive to reduce vehicle ownership. Similar programs have been successfully created for a wide range of residential developments. In recent years, growing numbers of transit agencies have teamed with cities, employers, operators of multi-family residential complexes and even with entire residential neighborhoods to provide transit pass programs.

Calgary Transit Pass, Calgary, AB
Source: Calgary Transit

The principle of reduced transit passes is similar to that of group insurance plans – transit agencies can offer deep bulk discounts when selling passes to a large group with universal enrollment on the basis that not all those offered the pass will actually use them regularly.

Private employers may provide transit subsidies to their employees. The type and amount of subsidy varies by employer. Some employers cover a percentage of the cost that an employee spends on transit, others give a set dollar amount, and some provide employees with free transit passes. In addition, some cities require developers to provide subsidized transit passes to employees and/or residents of a development as a condition of approving project entitlements.

Studies have shown that reduced cost transit passes have led to reductions in car mode share of 4 to 22-percent, with an average reduction of 11-percent. Many of these reductions have occurred in areas with very limited transit service.

Steps for Implementation: Spokane may adopt a policy that provides developers of multi-family housing in areas with transit access with the option of reducing the amount of parking constructed if subsidized transit passes are provided to residents. Similar strategies may be used by employers, and could be part of a package of strategies led by a TMA.

TRANSIT STOP AMENITIES

To transit riders, travel time, frequency and cost are the most important factors in determining satisfaction in transit service. Apart from capital improvements impacting these factors, stop level amenities, specifically transit shelters and real-time information availability, are the most important improvements impacting transit rider satisfaction according to a 2016 study completed by the Transit Center.

These are relatively simple and low-cost improvements when compared to the capital costs associated with travel time, frequency and cost. Transit shelters provide an enhanced experience for riders by providing a shield from the elements, be it rain, snow, or the warm sun. In addition, real-time information takes away the uncertainty previously associated with transit service, allowing riders to maximize their time by limiting wait times. Real-time information can be displayed on transit shelters as well as be made accessible on mobile devices.

Steps for Implementation: Spokane and Spokane Transit Authority should collaborate to identify what transit stop amenities could feasibly be introduced to the system and to identify financing.

TRANSPORTATION DEMAND MANAGEMENT COORDINATOR

Mobility coordinators or ambassadors have been used to great success throughout the United States to help administer transportation demand management programs at specific businesses, individual developments, or a group of organizations under a Transportation Management Association (TMA), which often collaborates with the city to meet transportation management goals. The tailored individual perspective of an on-site resource greatly improves the efficiency of getting travelers to use alternative modes. One of the greatest cost benefits of a TDM Coordinator is the ability to appoint or assign this role to an assisting staff member, and incorporates the details of this position within their job responsibilities.

Commuter Challenge Award Ceremony
Boulder, Colorado

Mobility Coordinators administer and actively market demand management programs. They may also serve as a facility-wide concierge, providing personalized information on transit routes and schedules, ridesharing information, bicycle routes and facilities, and other transportation options available to residents, employees and customers. The Coordinator also negotiates with transit agencies for low cost transit passes.

Typical responsibilities of Mobility/TMA Coordinators include:

- Providing information about monthly transit passes
- Marketing, including distribution of new employee/tenant orientation materials
- Distribution of transportation news and commuter alerts
- Assisting with rideshare matching
- Providing Guaranteed Ride Home vouchers

- Audit and review corporate/building transportation needs
- Consultation regarding pre-tax transportation fringe benefits, setting-up commute programs, and compliance with regulatory requirements

Steps for Implementation: The City of Spokane should continue to explore opportunities to enhance TDM strategies particularly within Downtown. Supporting efforts like the Growth and Transportation Efficiencies Center (GTEC) plan can support many of the goals of TDM. The position should also coordinate with relevant departments and agencies, such as STA, Planning and Public Works to ensure the City has a cohesive approach to improving transportation and parking options.

CARPOOLING/ VANPOOLING

Carpooling is the shared use of a car by the driver—usually the owner of the vehicle—and one or more passengers. When carpooling, people either get a ride or offer a ride to others instead of each driving separately. Carpooling programs involve varying degrees of formality and regularity. Although carpools are typically formed voluntarily, institutions, employers, developers and property owners can encourage and accommodate them through the establishment and reservation of preferred parking spaces and free or reduced parking costs for designated and registered carpools.

Vanpools serve longer-distance commutes along corridors with very limited or no existing transit service. They consist of a group of five to 15 commuters who rideshare to and from work in vans either leased from an outside operator or transit agency who owns and maintains the vehicles and provides insurance and other support, or self-supporting, where operating costs are divided among individual riders. In some cases, vans can be provided by an employer or can be owned by an individual. One of the vanpool participants serves as the primary driver and another as a backup driver. (Volunteer drivers usually ride free in exchange for their additional driving and coordination responsibilities.) The cost for participants depends on the size of the van, the length of the commute trip, the number of participants, and the availability of employer or government subsidies.

Employee Vanpool

Rideshare and Ride Matching

One of the greatest impediments to carpool and vanpool formation can be finding suitable partners with similar work schedules, origins, and destinations. Facilitated rideshare matching can overcome this obstacle by enabling commuters who are interested in ridesharing to enter their travel preferences into a database and receive a list of potential rideshare partners. The success of these programs is largely determined by the number of participants and, in turn, the

number of potential matches that can be made. Rideshare programs may be administered through individual employers, but are often most effective when coordinated through a transportation management association or other larger scale program. The home, workplace, or local TMA coordinator often obtains the responsibility of overseeing this program.

Steps for Implementation: The city could partner with other agencies or launch its own web-based rideshare tool to assist residents in finding a carpool, and could also provide incentives such as priority parking spaces and parking discounts in City-managed facilities. This strategy could be accomplished by a TMA that collaborates with local employers to market such opportunities to employees.

GUARANTEED RIDE HOME

A long-standing but effective TDM strategy, Guaranteed Ride Home programs provide transportation when typical means are not available to residents or employees returning home outside of their normal schedule. An employer or association provided benefit allows for a set amount of free taxi rides or car-share usage for unplanned trips home that cannot be accommodated by the employee's normal commute mode (e.g., working late past last scheduled bus, carpool passenger with sick child at school). Statistics on such programs indicate that although they tend to have relatively low employee utilization rates, they have very high satisfaction rates from participants, providing a high benefit for a low cost to employers.

A recent Nelson\Nygaard study evaluating the effectiveness of a regional GRH program in Alameda California found that 95% of program participants felt that the GRH program did encourage alternative mode use. Another study found that 15-25% of program enrollees would otherwise drive to work if the GRH program did not exist.

Steps for Implementation: With the rise of services such as Uber and Lyft, the taxi industry has had to identify operational niches. Spokane may establish a GRH program in partnership with local taxi service providers, that provide employees with a trip home as necessary. Such a program assumes that employers, likely those participating in a TMA to reduce transportation demands, will provide employees with a set amount of rides for such trips. This strategy provides taxis with a service niche, while providing employees that opt not to drive with a guaranteed trip home.

TDM MEASURES MATRIX

This section provides a matrix of the previously described TDM measures with high level information regarding the effectiveness, planning level costs, and associated traffic, parking, or mode split benefits of each strategy. The planning level costs associated with these measures provide a general range of prices associated with each strategy, which can vary depending on the depth and details of each program, but provide a good starting point for consideration. Similarly, the percentages provided in the traffic, parking, and mode split benefits column are based on observed impacts and help quantify each measure's effectiveness. While it is difficult to pinpoint the precise impact each measure may provide, the impact ranges provide a basis for discussions of measures. While evidence from published literature about the effectiveness of some strategies can be limited, or difficult to untangle from the effects of other transportation strategies that were implemented at the same time, most strategies work best in tandem with a combination of TDM programs.

Figure 1: TDM Measure Cost/Benefit Summary

TDM Measure	Cost Estimates- Planning Level	Traffic/ Parking / Mode Split Benefit	Impact per cost
Parking Cash-Out	Varies on depending on location and parking supply factors. Effective cash out for employees/ residents ranges around $30-$150/ month, but requires less parking to be built (cost of parking ranges $5,000-$40,000)	Reduces automobile commuting by 10-30% Reduces parking demand and saves cost of providing parking Reduce employee VMT by 12% for those choosing cash-out	High
Unbundling Parking	None Reduces rent/lease costs as parking is not subsidized	Reduces vehicle ownership and parking demand 10-20%	High
Shared Parking	Staff/ management costs to administer	Reduction of 10-30% of parking required	High
Bicycle Infrastructure	Average cost of $130,000 per mile with a range of $5,000 to $535,000 per mile depending on the condition of the pavement, the need to remove and repaint the lane lines, and other project specifications.	In U.S. cities with more than 250,000 residents, each additional mile of bike lanes per square mile is associated with a 1% increase bicycle commute mode share.	Medium
Bike Share*	Capital Cost per station*: Approximately $55,000 Annual Operational Costs*: $2,500 per bike Yearly Memberships- $85-144 (a majority provide bulk discounts)	Increase in mode share of bicyclists 1-2% Reduction in automobile usage by 5%-30%	Medium
Bike Depot	Construction Costs: $500,000- $1,000,000 (depending on size and amenities) Operating Costs: $100,000- $150,000 Membership: $80-$100/ year	Reduces parking and traffic by 5-15%	Low-Medium
On-Site Secure Bicycle Parking	Varies with number of bicycle parking and type of storage Ranges: $200-$600	Reduces parking and traffic by 5-15%	High
Bike Rack	$150-300 (for a two bicycle rack)	Reduces parking and traffic by 1-5%	Medium
On-Site Bicycle Changing Facilities	Construction costs associated with development.	Reduces parking and traffic by 5-15%	Medium
On-Site Bicycle	$100-$300 (basic bicycle repair tools)	Reduces parking and traffic by 1-5%	Medium

TDM Measure	Cost Estimates- Planning Level	Traffic/ Parking / Mode Split Benefit	Impact per cost
Repair			
Pedestrian Infrastructure Improvements	Varies by type of improvement Sidewalks: $5-$10 per square foot Handicap accessible curb ramp: $800-$1,000 Crosswalk: $100-$400 (one leg) Curb Extensions: $3,000-7,000) Planting Tree: ($150-$300)	Increase walking mode split by 0.27% per 1% increase in sidewalk coverage.	Medium-High
District- Based Shuttle	Service Operation: $80-$100 / hour Purchase of shuttle/ bus: $30,000 (10-14 passenger) -$100,000 (30-passenger)	Reduces up to 40% of vehicle trips to shuttle trips *This percentage varies dramatically depending on type of service, frequency, location/ geography, origin/destination etc.*	Medium-High
Car Share (Car2Go/Zip Car)**	Designating Car Share Spaces in Development: No cost associated with designating Car2Go parking locations within development, however surface lots must be accessible 24/7 to public users and on-street parking near the development must be within the "Home Area" zone. Purchasing Corporate/ Bulk Memberships: There is often a bulk discount associated with purchasing bulk memberships for employees or residents. Generally a membership for Car2Go is a one-time $35 fee, and members pay for their usage.	Each car share vehicle eliminates demand for 15-20 private vehicles and each car share member reduces their driving between 27%-69%	High
TMA Coordinator	Varies- based on staffing from part time responsibilities to full time coordinator	Reduce requirements 10-40% at worksites with effective parking and mobility management programs. (Cannot combine reduction effects with the Coordinator's TMA implementation strategies.)	High
Carpool/ Vanpool	Carpool: None Vanpool: $30,000-$40,000 (purchase of 10-14-person shuttle/ bus) Operating costs can be offset by charging participants- average $100/ month	Reduces parking and traffic by 5-10%	Low-Medium

TDM Measure	Cost Estimates- Planning Level	Traffic/ Parking / Mode Split Benefit	Impact per cost
Rideshare	None	Reduces parking and traffic by 1-5%	Medium-High
Guaranteed Ride Home	Varies depending on the number of rides designated to employee/ resident and form of transportation	Reduces automobile commuting by 15-25%	Medium-High
Discount Transit Passes	$50-$120/ month (depending on subsidy discount rate, generally 50%-60% of a full price monthly transit pass for full time employees)	Reduces automobile commuting by 4% to 22% with an average reduction of 11%	Medium

*Costs derived from Regional Bike Share Implementation Plan for Los Angeles County http://clkrep.lacity.org/onlinedocs/2015/15-0985_misc_f_08-20-15.pdf

**Information derived from Car2Go Seattle Website: https://www.car2go.com/en/seattle

Volume V, Appendix E

Population Projections

City of Spokane Comprehensive Plan

Report and Recommendation to the Steering Committee of Elected Officials

Planning Technical Advisory Committee

Population Forecast and Allocation

Periodic Update under the Growth Management Act
2017 to 2037

Public Hearing, November 4, 2015

Planning Technical Advisory Committee to the Steering Committee of Elected Officials

City of Airway Heights
Derrick Braaten, Planner

City of Cheney
Brett Lucas, Senior Planner

City of Deer Park
Roger Krieger, Community Dev. Director

City of Liberty Lake
Amanda Tainio, Planning& Building Services Manager

City of Medical Lake
Doug Ross

City of Millwood
Tom Richardson, AICP, Comm. Dev. Director

City of Spokane
Louis Meuler, Principal Planner
Jo Anne Wright, AICP, Associate Planner

City of Spokane Valley
Lori Barlow, Senior Planner

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Spokane Transit Authority
Karl Otterstrom, AICP, Planning Director
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Commerce (formerly CTED)
Dave Andersen, AICP

Fairchild Air Force Base
Alec Young, Community Planner
Ronald Daniels, Deputy Base Civil Engineer
Lee Paul, Chief of Engineering Department

Introduction

The Revised Code of Washington Chapter RCW 36.70A.130(5)(c) requires periodic review of city and county comprehensive plans, development regulations and urban growth areas to ensure the plans and regulations comply with the requirements of the Growth Management Act. The next review is required to be completed by June 30, 2017 and will cover the planning horizon from 2017 to 2037. The last periodic review and update of the urban growth areas was completed on July 18, 2013 (BCC Resolution 2013-0689). The 2013 update covered the planning period from 2011 to 2031 and included extensive studies and review.

A first step in this process is to adopt population forecasts and allocations to provide a target for determining the adequacy of comprehensive plans and urban growth areas including planned capital facilities (water, waste water treatment, schools, parks, public safety, etc.) and transportation facilities. Forecasts and allocations are adopted by the Board of County Commissioners following recommendations by the Planning Technical Advisory Committee (PTAC) and the Steering Committee of Elected Officials (SCEO).

The PTAC is tasked by the Countywide Planning Policies (CWPP) to provide staff support and recommendations to the SCEO concerning regional planning efforts (CWPP Policy Topic 1, Policy 5). The PTAC includes staff from Spokane County and Cities within the County, along with staff from Spokane Regional Transportation Council (SRTC) and the Spokane Transit Authority (STA). The Planning Technical Committee met on a regular basis between March and October of 2015 to research and develop population forecasts for Spokane County.

The forecasts in this report rely on data from the Washington State Office of Financial Management (OFM) and the census. OFM provides countywide population forecasts to assist Counties in Growth Management planning. The PTAC used OFM data to identify a range of future populations based on the accuracy of past forecasts by OFM.

Summary of Recommendation: The PTAC is recommending a population forecast equivalent to the 2037 medium OFM forecast of 583,409 with growth for cities and towns based on historic growth patterns.

Population Forecast

Background

A forecast of future population growth has been developed by the Planning Technical Advisory Committee (PTAC) for consideration in the 2017 Comprehensive Plan review process. The forecast was a collaborative effort involving discussions over the course of several months. Several sources of data were used in developing the estimates including Census data, Washington State Office of Financial Management (OFM) projections and population studies by Spokane County. This PTAC recommendation is intended to provide a reasoned forecast of population combining historic growth patterns with forecasts of countywide populations provided by OFM.

Assumptions and Methodology

Washington State Office of Financial Management

Two sets of data from the Washington State Office of Financial Management (OFM) were used in this study. The first data set is from OFM's *Projections of the Resident Population for the Growth Management Medium Series, May 2012*. The projections provide a county-wide population forecast for each year out to the year 2040 including a low, medium and high forecast.[1] The OFM forecasts were used to establish a county-wide population number for 2017 and 2037 relying on the medium OFM forecast as the most likely outcome.

The second set of OFM data is the *Office of Financial Management, April 1, 2015 Population of Cities, Towns and Counties*. Each year OFM produces a population estimate that is primarily used for determining distribution of state revenues. The OFM estimate relies on past census data and local analysis of growth. The estimates include the County as a whole and a population for each jurisdiction. OFM's data was used in this report to establish a population for the year 2015.

[1] RCW 43.62.035

Developing a Range of Most Likely Population Outcomes for 2037

The PTAC has analyzed past accuracy of OFM forecasts to develop a likely range of population outcomes for the 2017 to 2037 population horizon. OFM provides GMA forecasts every five years and the forecasts developed in 2002, 2007 and 2012 were used to analyze the accuracy of the OFM medium series forecasts. Reviewing the 2002 and 2007 forecasts shows that the OFM medium forecast has predicted actual population for future years within 1.7% of actual population for every target year examined. This range of accuracy was used to develop a range of 2037 population forecasts that provides a range of reasonably likely outcomes based on past performance. The calculations and range of population outcomes is shown in Table 1 and 2 below.

Table 1 shows a comparison of past OFM forecasts to actual population in the county for various forecast years. This provides an assessment of how closely actual population has tracked prior forecasts. Actual population has ranged from 1% above the OFM Medium forecast in 2010 to 1.7% below the OFM Medium forecast in 2015. OFM has predicted a slightly higher population than actual in more years than they have predicted a slightly lower population. This provides a range of population forecasts that are reasonably likely based on the performance of past forecasts and forms the basis for the range recommended by the PTAC. This comparison suggests that it is very likely that the 2037 population of Spokane County will be between 573,770 and 589,418.

Table 1
Comparing Office of Financial Management Population Estimates to Actual Growth
OFM Medium Series – Spokane County

Historic OFM Forecasts	**2005**	**2010**	**2015**	**2037**
2002 OFM forecast	441,068	466,417	496,981	
2007 OFM forecast		466,724	496,513	
2012 OFM forecast			489,491	583,409
Actual Population (OFM and Census)	**438,249**	**471,221**	**488,310**	

Accuracy of OFM Forecasts	**2005**	**2010**	**2015**	**2037**
2002 OFM forecast	-.6%	1%	-1.7%	
2007 OFM forecast		1%	-1.7%	
2012 OFM forecast			-.2%	

Table 2 **Range of most likely Population Outcomes for Spokane County**	**2037**
Forecast at Maximum Range (1% above OFM Medium)	**589,418**
Forecast at OFM Medium	**583,409**
Forecast at Minimum Range (1.7% below OFM Medium)	**573,770**

Forecasting Population for Cities and Towns

Once a countywide forecast is established, the next step is forecasting in which jurisdiction in the county growth will occur. Washington State Office of Financial Management (OFM) forecasts do not provide population projections for individual cities and towns. The analysis contained herein provides a forecast of population growth for 2017 and 2037 for each jurisdiction within Spokane County and for the rural area. The allocations assume that growth patterns in the future will be roughly the same as growth patterns occurring in the period from 2003 to 2015. The forecasts use the growth rate for each city or town between the years 2003 and 2015 to predict future growth. These growth rates are established as a percentage of total urban growth area growth for the 2003 – 2015 timeframe as shown in Figure 1. The growth rate is then applied to anticipated county-wide growth of the urban growth area for the 2017-2037 planning horizon.

Rural Area Growth Forecast

The PTAC recommendation assumes that 21% of future growth will occur in rural Spokane County (Outside the UGA). This assumption is based on a study conducted by Spokane County in 2012 titled, “Spokane County Population Study, October 2012”. The study conducted a detailed analysis of rural growth using building permit data over a five year period and concluded that 21% of all growth in the County is occurring in the rural area. Past assumptions of rural growth have ranged from 20 to 25% of county-wide growth.

Figure 1 – Population Growth as a % of Total Urban Growth, 2003-2015

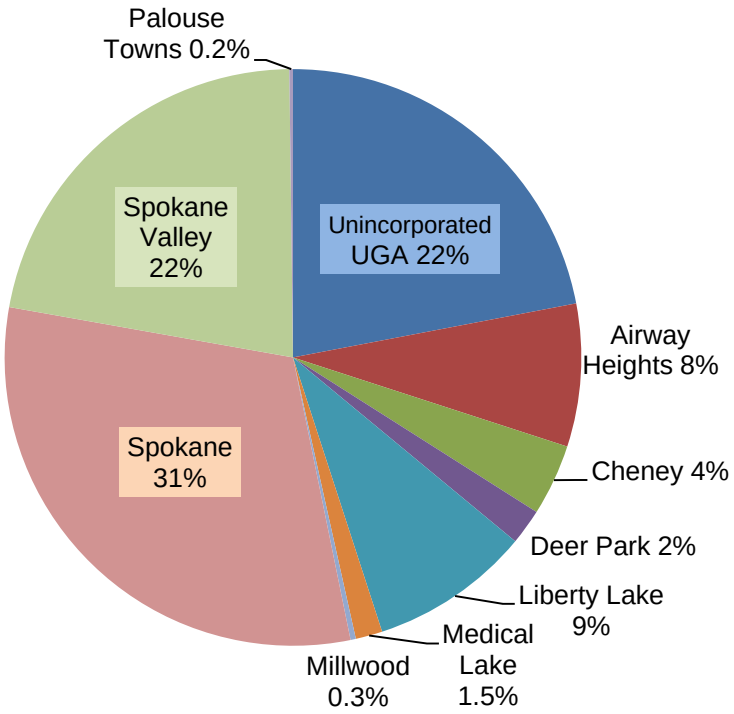


Table 3 shows the range of likely population outcomes using the maximum (1% above) and minimum (1.7% below) range of forecasting accuracy in Table 2. Population forecasts for cities and towns are established by applying historic growth trends for cities and towns based on overall county population totals.

Table 3 – Range of Population Forecasts Based on Accuracy of Past OFM Forecasts

Jurisdiction	2037 Population Forecast Minimum drift 1.7% below OFM Medium	2037 Population Estimate Medium OFM	2037 Population Forecast Maximum Drift 1% above OFM Medium
Spokane County	**573,770**	**583,409**	**589,418**
Unincorporated Spokane County	173,125	176,780	179,059
Unincorporated UGA	66,486	68,117	69,134
Unincorporated Rural	106,639	108,663	109,925
Urban Growth Area	467,131	474,746	479,493
Incorporated Spokane County	400,645	406,629	410,359
Airway Heights	13,698	14,298	14,671
Cheney	14,438	14,776	14,986
Deer Park	5,185	5,325	5,412
Fairfield	656	660	663
Latah	195	195	195
Liberty Lake	15,206	15,909	16,348
Medical Lake	5,931	6,042	6,111
Millwood	1,932	1,947	1,958
Rockford	470	470	470
Spangle	287	288	288
Spokane	234,306	236,698	238,189
Spokane Valley	108,233	109,913	110,960
Waverly	108	108	108

Planning Technical Committee Recommendation

The Planning Technical Advisory Committee (PTAC) recommends adoption of the following forecast and allocation for the 2017 to 2037 planning horizon. The recommendation utilizes the Office of Financial Management (OFM) medium series forecast for 2037 and applies the historic growth rate from 2003 through 2015 to forecast the future population of cities, towns and the unincorporated urban growth area. The population allocation in the last column is simply the 2037 forecast minus the 2017 population. The PTAC recognizes that adoption of a population forecast within the maximum/minimum values illustrated in Table 3 would be viable alternatives.

Table 4 – PTAC Recommendation, 2037 Forecast and Allocation

Jurisdiction	2017 Population Estimate	**2037 Population Forecast**	**2017 - 2037 Population Allocation**
Spokane County	499,348	**583,409**	
Unincorporated Spokane County	144,903	**176,780**	
Unincorporated UGA	53,893	**68,117**	**14,224**
Unincorporated Rural	91,010	**108,663**	**17,653**
Urban Growth Area	408,338	**474,746**	**66,408**
Incorporated Spokane County	354,445	**406,629**	**52,184**
Airway Heights	9,071	**14,298**	**5,226**
Cheney	11,827	**14,776**	**2,949**
Deer Park	4,110	**5,325**	**1,215**
Fairfield	620	**660**	**40**
Latah	195	**195**	**0**
Liberty Lake	9,780	**15,909**	**6,129**
Medical Lake	5,072	**6,042**	**970**
Millwood	1,808	**1,947**	**139**
Rockford	470	**470**	**0**
Spangle	281	**288**	**7**
Spokane	215,839	**236,698**	**20,859**
Spokane Valley	95,264	**109,913**	**14,650**
Waverly	108	**108**	**0**

Data Sources

The following data sources were used in the development of this report:

1. Washington State Office of Financial Management, Projections of the Resident Population for the Growth Management Medium Series, 2012
2. Washington State Office of Financial Management, Projections of the Resident Population for the Growth Management Medium Series, 2007
3. Washington State Office of Financial Management, Projections of the Resident Population for the Growth Management Medium Series, 2002
4. Spokane County Department of Building and Planning, Spokane County Population Study, October, 2012
5. Washington State Office of Financial Management, Intercensal estimates 2000-2010
6. Washington State Office of Financial Management, April 1, 2015 population of cities, towns, and counties for the allocation of selected state revenues

Volume V, Appendix F

Neighborhood Profiles

City of Spokane Comprehensive Plan

Audubon/Downriver

Audubon/Downriver - Days of Yore

Local Native American tribes used the Spokane River on the west side of the neighborhood for fishing and winter camps for trading. On the east side of the neighborhood a thoroughfare crossed from springs located near Euclid Avenue and Maple Street to Indian Trail Road at Francis Avenue, carrying native people, trappers and early settlers between the large falls to the southeast and the Little Spokane River to the northwest. The natural springs in the area (now known as Drumheller Springs) were an important gathering place for at least one band of the Spokane Tribe; natives made annual trips to stay in lodges above the springs until the 1930s. Plants with edible roots, bulbs and berries grew here. Gridded street subdivisions later replaced the native trail, but the area around the springs was purchased by the Eastern Washington Historical Society and became protected conservation park land.

Chief Garry, thought to be one of the first educated natives from the Pacific Northwest, returned from studies in what is now Manitoba in 1830 and taught agriculture and religion in a school near the mouth of the Little Spokane River. He established a second school in a longhouse near Drumheller Springs in the 1860s, which has the distinction of being the first school located within the city. In the 1880s, the springs provided clean water to Daniel M. Drumheller's slaughterhouse and the growing city.

Partners Frank P. Hogan and John A. Finch contributed to the growing neighborhood by donating Audubon Park in 1905 in exchange for the City providing landscaping, road and water improvements to the park and their nearby housing projects. The 33-acre park was named after famed naturalist John James Audubon because of "the number and variety of birds that are constantly to be seen in the locality." A school built in 1924 adjacent to the park bears Finch's name; he died in 1915, leaving a large portion of his fortune to local organizations. Near the time of Hogan's death in 1927, a newspaper article recalled how he and Finch changed "that northwest section of the city from a thinly settled prairie to a beautiful district of modern homes." Rival streetcar companies extended street railways within Northwest and Driscoll Boulevards to serve the growing neighborhoods.

An early "isolation hospital" owned by the City of Spokane was located on the river bank across Downriver Drive from what is now the Downriver Golf Course. This hospital treated acute infections in the early 1900s. Later, the U.S. Army built the Baxter General Hospital, located between Assembly Street and Fairmount Memorial Park, to care for wounded veterans returning to the region during World War II, with 300 buildings and 2,001 beds. Portions of this 200-acre site became the Veteran's Affairs Memorial Hospital in 1948 and Joe Albi Stadium, which originally opened as Memorial Stadium, in 1950. A nearby rope tow operated as City Ski Acres in the late 1950s.

To the east, straddling the old native trail, Josie Comstock Shadle donated land to the City in 1944 for a park to honor her late husband, Eugene A. Shadle.

The Audubon/Downriver Neighborhood Council meets the third Thursday of each month September through May at 7:00 pm. Meetings are held at Finch Elementary at 3717 N Milton St.

audubondownriver.spokaneneighborhoods.org/

Spokane's fourth high school, Shadle Park High School, was built in 1957 on the east edge of the park, to serve the large tracts of housing built during the 1940s and 1950s north of the school. Eugene Shadle was a business partner of Josie's father, James M. Comstock, and managed the Crescent department store downtown for 52 years.

Nearby Glover Junior High School opened in 1958. It is named after James N. Glover, who established the city by filing the plat of Spokane Falls in 1878 in what is now downtown Spokane, three years prior to its incorporation. The Shadle Park Shopping Center was developed in the 1960s near these schools, offering the growing neighborhood its own department stores, grocery and drug stores, and restaurants.

Life in Audubon/Downriver Today

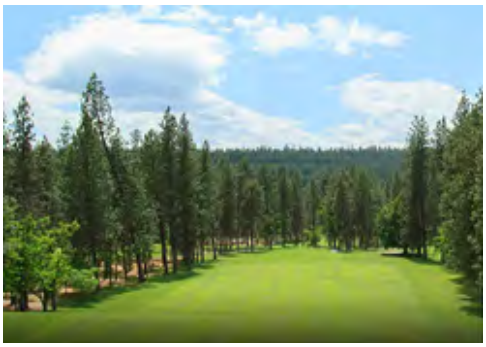
The neighborhood features all of life's conveniences – it is close to downtown and within walking distance of several parks and recreational facilities. Good schools attract families, while professionals and retirees are attracted by well-built and relatively inexpensive housing along tree-lined streets, which are shady and hilly in some places. People are proud of well-kept yards. The neighborhood has tall stands of pines that articulate the horizon. People go to parks to hike, bike, walk, and run on bike routes and trails—some of which offer terrific views of the river and city.

Two popular neighborhood parks stand out: Audubon Park, a family destination with its impressive stand of mature pines. Among the open spaces are picnic tables, a small basketball court and children's splash pad/play area. Shadle Park is known for its public swimming pool, tennis courts, baseball field, picnic shelter, and community library. Families also visit smaller parks, such as Loma Vista, to enjoy the open air or to fly a kite.

Shadle Shopping Center is a busy destination for groceries, fuel, household goods, or for a quick meal or coffee. While the neighborhood is predominantly residential, there are a few isolated commercial pockets sprinkled throughout, where residents go to find cozy cafés, and pubs for a great breakfast or specialty pizza, a hardware store, and an eclectic garden shop.

Treasures

- Christmas decorations light up the neighborhood in select hotspots such as Courtland Avenue around the holiday season.
- Finch Elementary School, built in 1924,is an example of a preserved historic exterior from the early 20th Century with architectural interest.
- Riverside State Park is a regional treasure. It was formed from 1933 to 1936 when the Civilian Conservation Corps constructed the Aubrey L. White Parkway, rock walls next to the roadway, trails, and several structures, including the swinging bridge across the river at the Bowl and Pitcher. The parkway is popular for running, bicycling and driving. A campground in the park offers real camping in the city along a beautiful river.
- Upriver from the Bowl and Pitcher, "Black Water" near the Downriver Disc Golf Course is a mellow spot with deep, dark water where folks can relax or swim in the river and view swallows burrowing in small



tunnels dug into the soft, sandy riverbank. Near TJ Meenach Bridge is a river beach where kayakers and river floaters can take turns jumping from a rope swing after an easy carry out.

- Farther downriver, near Camp Seven Mile, Plese Flats is another beach suitable for easy river raft take out near parking and a picnic area.

Audubon/Downriver - Natural & Built Identity

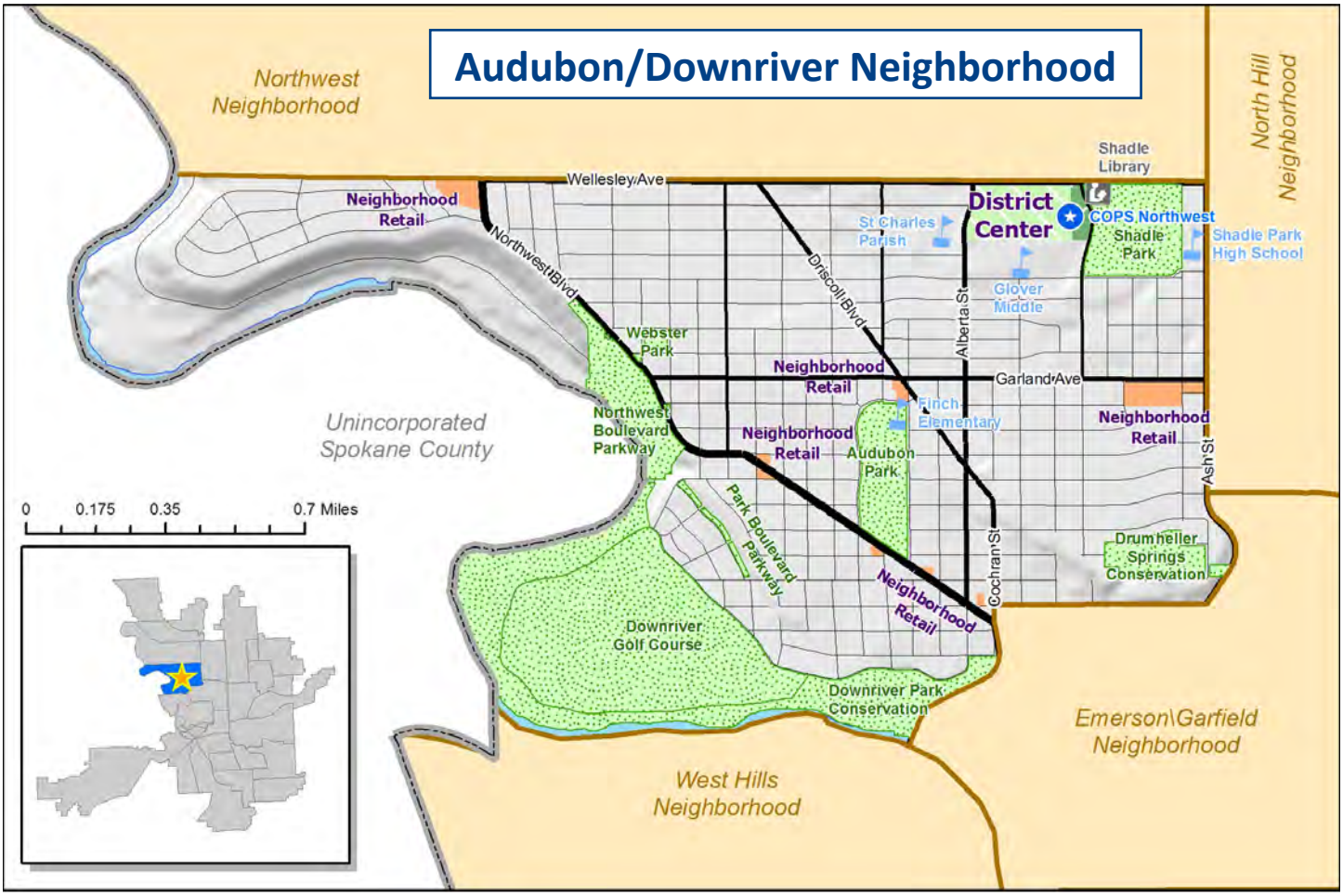
- The Spokane River forms the neighborhood's southern and western boundary, contributing to a keen awareness of nature's presence. River access, wildlife, hilly terrain and basalt rock define the natural environment.
- The interior of the neighborhood is characteristically flat with shaded streets.
- The iconic green-and-yellow water tower visible across much of Spokane honors the spirited Shadle Park High School "Highlanders."
- St. Charles Catholic Parish represents later-20th-Century architecture featuring a combined bell tower and fountain.
- Ranch style homes, brick materials, cottage style homes.
- Gridded streets give way to curvilinear pockets such as the Boulevard Park Addition near Driscoll Blvd. and a western portion of the Audubon Park Addition. Greenbelts and the southern bluff provide favorite destinations and great views for neighborhood walks.
- The 18-hole Downriver Golf Course provides a defining feature of the neighborhoods. Adjacent to the course along the river is conservation land within Riverside State Park, including adisc golf course.
- Fairmount Memorial Park contributes a quiet, peaceful location for contemplation.

Neighborhood Tales

"On the day I moved in a neighbor brought over two bags full of fresh vegetables that he had grown in his garden." – Justin Helm

Annual Events or Activities

- Summer music concerts in Audubon Park and Shadle Park.



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Surveys of neighborhood residents conducted fall 2014.

Balboa/South Indian Trail

Balboa/South Indian Trail - Days of Yore

A well-worn path crossed the Balboa/South Indian Trail neighborhood, used for Native Americans traveling from the southwest to Mt. Spokane, and later by settlers traveling from Spokane Falls to the pioneer Colville road and toward the Columbia River. A Scotch-Irishman named Robert McKinley, who was born in Belfast, Northern Ireland and grew up in Philadelphia, acquired 640 acres of land in 1883, at a spot along the road where travelers would stop because of a spring offering the only drinking water between the Little Spokane and the big river. McKinley referred to this as the Indian Springs camp. The natives named him E-lo-uke, or "man with big tree house," for the log house he built below the spring and in which he and his wife, Helen lived. The McKinleys later lived to the west, near the river, and eventually moved to a home in the city. The 1940 Census indicates Robert became a traveling wholesale drug salesman.

In 1926, Olaf Upsjon interpreted markings on a rock near the Indian springs "as bearing the record … of the hardy Norske being here in the year 1010." This record was later described as an account of a battle between natives and a band of Norsemen visiting the spring, but controversy persisted over whether the writings were Native American or Old Norse. The City of Spokane acquired the remaining 225 acres of the old McKinley homestead in 1948 for a rock crushing site, shortly before Helen McKinley died. As terms of the transfer, she stipulated that the "Runic" rock be preserved.

Most of the neighborhood is built on the original McKinley homestead, including both of its elementary schools. In 1931, a landfill was opened on the west side of Indian Trail Road and stopped receiving refuse in 1991. The neighborhood was annexed between 1956 and 1966.

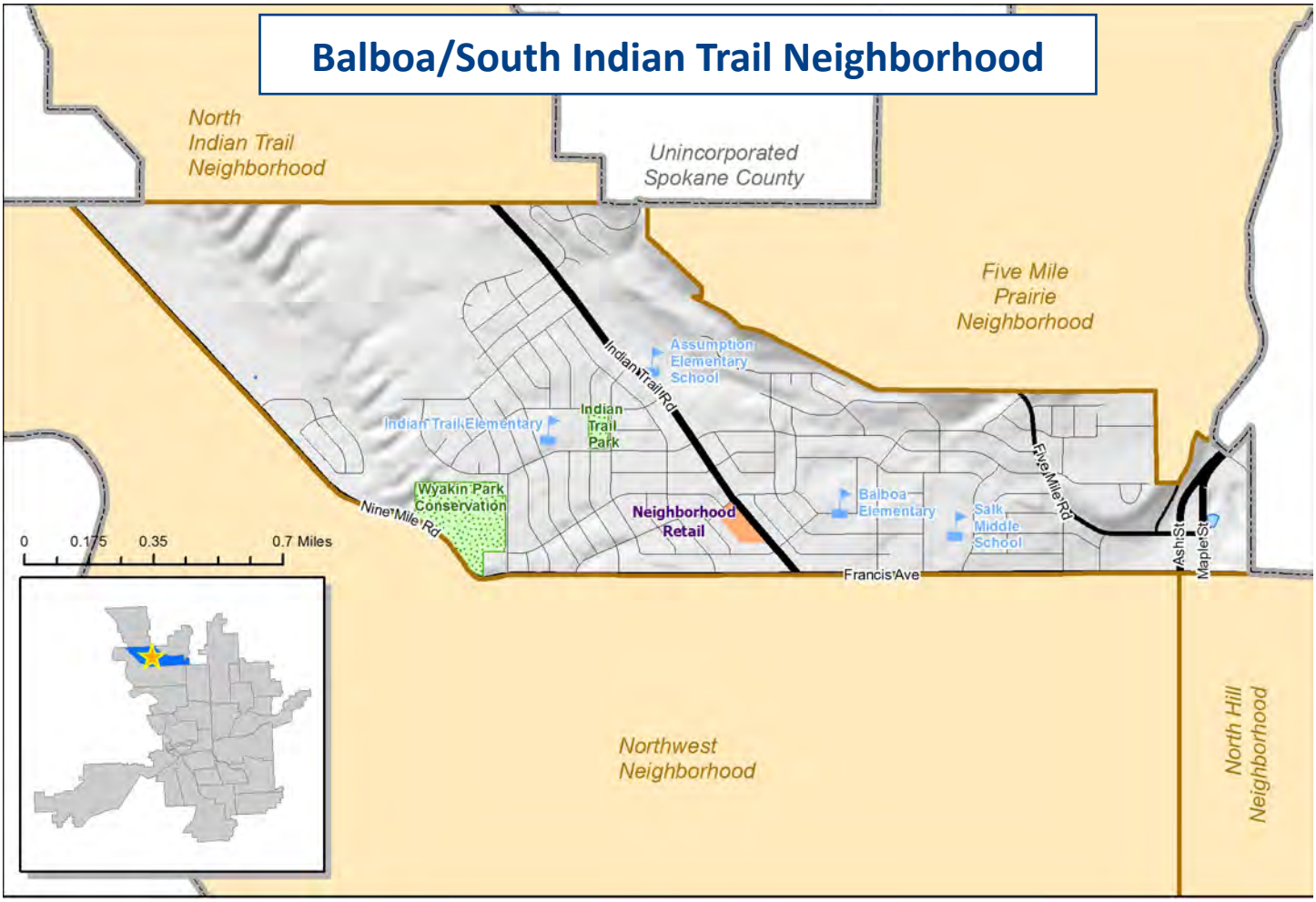
Balboa Elementary School opened in 1960 in Spokane's Pacific Heights Addition on the site of a former chicken ranch. The name honors the Spanish explorer who was the first European to see the Pacific Ocean. Salk Junior High School (now Salk Middle School) opened its doors in 1961. The schools both experienced years of overcrowding as the Pacific Heights development brought families into the area, before other schools were built to help absorb the population. Indian Trail Elementary opened in 1964, adjacent to a new city park with the same name.

The Balboa/South Indian Trail Neighborhood Council meets the 1st Wednesday of the month at Salk Middle School Cafeteria. No July, August, or December meetings.

balboasouthindiantrail.spokaneneighborhoods.org

Life in Balboa/South Indian Trail – Today

The Balboa/South Indian Trail neighborhood is well established and provides for a safe and clean community. Residents enjoy the low cost of living and proximity to neighborhood serving retail including a locally owned grocery store on Francis Avenue. This is a family oriented neighborhood where many residents enjoy outdoor activities like walking, biking, and running. Neighbors are proud to call Balboa/South Indian Trail home, as evidenced by the well maintained houses and yards.



Bemiss

Bemiss - Days of Yore

The Bemiss neighborhood is unique because of its early evolution in two cities -- Spokane and Hillyard. (The town of Hillyard was platted in 1892, incorporated as the Town of Hillyard in 1907, and annexed to the City of Spokane in 1924). By 1890, seven residential additions had been laid out in the neighborhood, including the Hays Park, Arlington Heights, and Avondale Additions. The Ross Park Street Railway trolley connected downtown Spokane Falls, southwest of the emerging neighborhood, to Crestline Street at Illinois Avenue. The trolley, powered by hydroelectricity generated by the Spokane River, was the first electric railway in the city.

From the end of the Ross Park line, the Arlington Heights Motor Railway Company constructed a line northward along Crestline Street, which operated with steam power until the line was electrified in 1891. The line's north end soon became the bustling community of Hillyard. These streetcar lines serving the neighborhood became merged into the Washington Water Power's street railway system by 1899.

In 1907, the area north and east of Rich Avenue and Crestline Street was incorporated as part of the Town of Hillyard and that same year, the City of Spokane annexed the remaining unincorporated area to the south and west.

The Hillyard school district opened a three-story public school -- containing the district's office, high school and grade school -- that stood on Regal Street, immediately northeast of the existing site of Regal Elementary School. The high school's first class, consisting of five students, graduated in 1911. After six years of sharing the building, the growing high school moved to its own building approximately one-half mile north -- also located on Regal Street. A new Regal Elementary building replaced the former structure next to this site in 1982. Community members salvaged the original building's cupola and bell and erected them as a tribute on the old school site.

Farther south, the City of Spokane acquired land for Hays Park from the Big Bend Land Company in 1907 for $1.00. Five blocks to the southeast, a school opened on the site of Bemiss Elementary in 1909 as the Hays Park School to serve the Spokane Public School District.

A permanent building for the Hays Park School was built in 1912, which the school board renamed in 1915 for David Bemiss, an important figure at the helm of the first wave of expansion of the public school system. Bemiss, born and educated in Ontario, Canada, served ten years as

Spokane's superintendent, beginning in 1889. His son, Elbert, was among the seven students in Spokane High School's first graduating class in 1891.

John R. Rogers High School was constructed in 1932 as Spokane's third high school and named for Washington's third governor, a reformer and supporter of public education. The school replaced the old Hillyard High School and was purposefully built closer to central Spokane in order to add students from additional surrounding areas. A fire in 1931 that caused heavy damage to a portion of the old school helped push its construction. The school district later expanded and modernized the structure but maintained all of the elevations built in the Art Deco style that define its original character.

Life in Bemiss - Today

Bemiss is a diverse community. Residents of all ages and family types live in Bemiss and maintain a proud recognition of the community's blue-collar workforce heritage. Housing styles of early 20th Century Craftsman for large families and smaller tidy bungalows reflect this culture. Bemiss hosts a mixture of residents who have lived their entire life in the neighborhood, and others who are relatively new. A single block is home to baby-boomer retirees and older folks, twenty-somethings with babies and toddlers, thirty-somethings with kids in school and those in their forties with high-school kids. Strong ties within the community help to ensure children have a safe place to call home. Neighbors know each other by name and give assistance when needed.

The physical neighborhood is as diverse as its people. Three major nearby businesses, Jubilant HollisterStier, Comcast, and Sonderen Packaging, provide a broad range of job types. A gridded street system and commercial arteries along Market Street and portions of Crestline Street and Euclid Avenue provide residents easy access on foot or by bus to groceries and restaurants within the neighborhood and beyond. The Hillyard Library is next door to the Northeast Community Center, which provides medical, dental, and social services, as well as the Hillyard Senior Center.

Children who live in Bemiss attend all grades at neighborhood schools and visit the neighborhood's three parks. Hays Park is an arboretum about one-quarter mile in length with a play structure and picnic tables. Courtland Park, next to Bemiss Elementary School, is a smaller park that contains a baseball field and barbecues. Andrew Rypien Field is a sports complex that hosts soccer fields, a mile-long loop walking path, and a modified baseball field for children with physical restrictions. Businesses, organizations and other community members partnered to clean up and transform the former junkyard site into the sports complex that also includes a community garden.

Bemiss - Treasures

- Rogers High School is a source of pride for the Bemiss neighborhood.
- Crowds of families pack Andrew Rypien Field to watch soccer and baseball games. The field also contains community vegetable gardens.
- Young children and their families play in Hays Park with neighbors. The park provides a defining feature with a playground and arboretum that is quiet, clean, comfortable and safe. Now a favorite destination, the Olmsted Brothers firm recommended it as a playfield site in a report to the Board of Park Commissioners in 1907.

Bemiss - Natural & Built Identity

- Views of the Spokane River valley and surrounding foothills from Illinois Avenue.
- The railroad industry's legacy is ingrained in the community, with childhood memories of playing, watching the trains and using rail routes as shortcuts to downtown. Observers can still see trains along the local rail route leaving Hillyard.

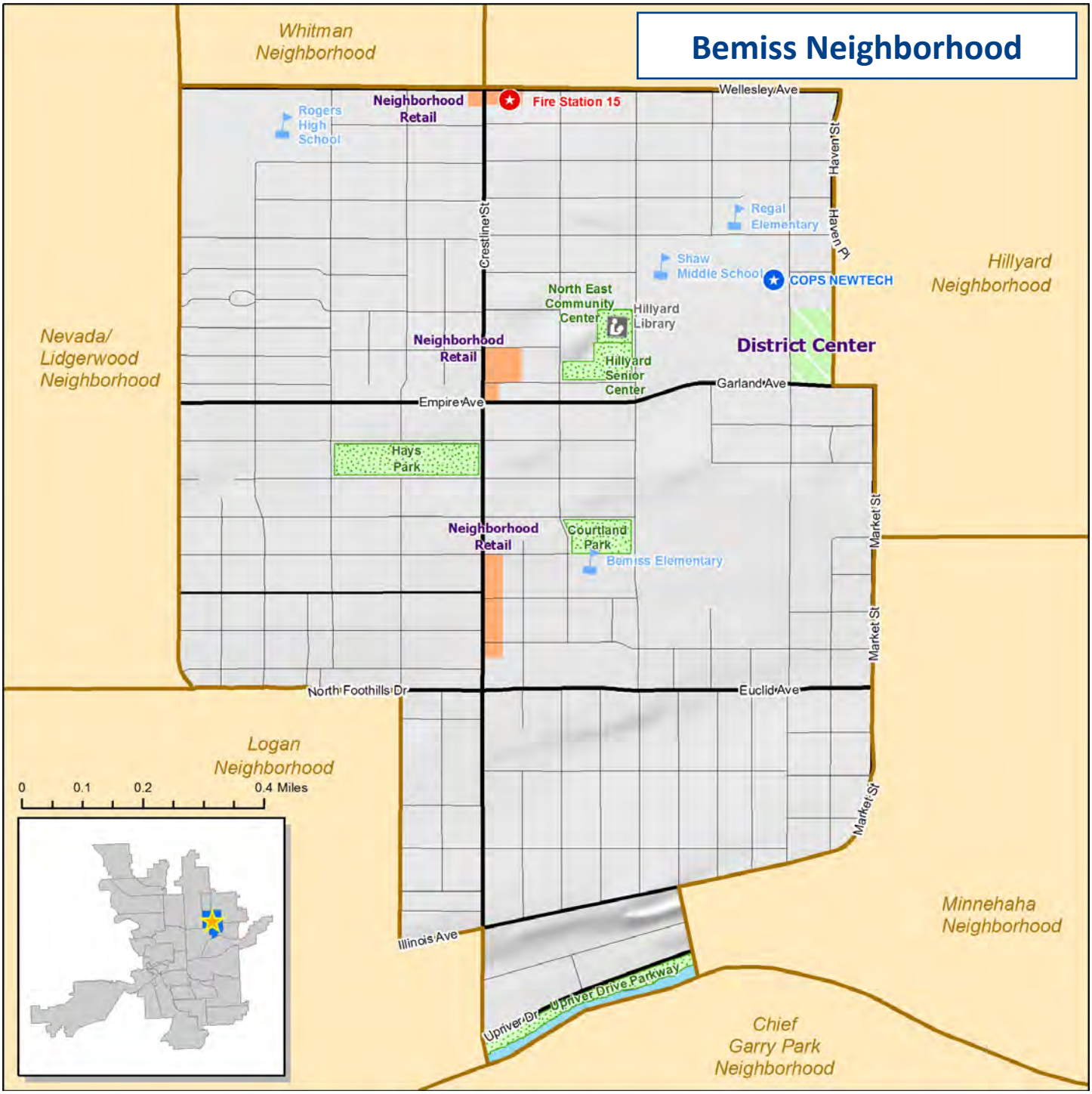
Bemiss - Neighborhood Tales

"During the winter in the 1950s and earlier, the Napa Hill was unpaved, as was Euclid at that time. The Utilities Department would close the hill from Dalton to Fairview, and provide an employee and wood to keep a fire going on the northeast corner of the two. I spent many, many, many days and evenings on the 'Hill.' Kids came from neighborhoods all around to slide on Napa Hill and there was never any real trouble. Some of the best times of growing up in Spokane."

- Resident

"Derry Oil was a full service fuel station and fuel oil supplier for much of North Spokane. Directly across Fairview from Derry Oil, my grandfather worked shoveling coal in a coal yard."

- Resident



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Surveys of neighborhood residents conducted fall 2014.

Browne's Addition

Browne's Addition - Days of Yore

In 1878, two men, J J Browne and A M Cannon, arrived in Spokane Falls looking for adventure and fortune. They saw the potential of the raging river and the natural resources to support a larger population than the 54 hearty pioneers that inhabited the little town. They decided to invest. With a down payment of $50, they bought ¼ of the Spokane Falls town site from James Glover, the founding father of Spokane. Later on, they each laid claim to 160 adjoining acres west of town for development as Browne's Addition and Cannon Addition.

By 1880, the population had grown to 350 people. The plethora of Chinese railroad laborers and servants were not included in that number. In spite of tremendous racial enmity toward Asians, the Chinese had an important role in Spokane and in Browne's Addition. Their cemetery was situated at the west end of the neighborhood, overlooking the confluence of Latah Creek and the Spokane River. Chinese funerals brought a parade of Chinese through Browne's Addition with their noise-makers and bright colorful banners to scare away evil spirits. The bodies were later exhumed and sent to China, leaving behind the only vacant lot in the neighborhood, at the end of Pacific Avenue.

The Northern Pacific Railroad reached Spokane Falls in 1881 and by the end of that year, the population had grown to 1,000. By 1883, Browne and Cannon had platted their land and were selling lots. They set aside almost 10 acres straddling their adjoining land for a park. In 1891, Coeur d'Alene Park in Browne's Addition became the first park in the growing city of Spokane. The neighborhood was on its way to becoming a highly desirable and prestigious residential community.

Throughout the eras of history from then until now, Browne's Addition has mirrored the development of Spokane in its architecture and residents. In the early years, families moved into Queen Anne and Folk Victorian style houses. They were often built from blueprints and instructions that could be easily purchased. After the big fires of 1889 until the turn of the 20th century, the economic growth of the city was reflected in the many architect-designed houses. With the continued building boom, brought on by entrepreneurs in successful lumber, real estate, and mining ventures, wealthy homeowners commissioned leading architects and builders to design and erect opulent homes and carriage houses in a variety of styles -- Colonial, Tudor Revival, Neoclassical, Craftsman, and Mission Revival. Such first-rate architects as Kirtland Cutter, W.J. Carpenter, Albert Held and Loren Rand showcased their talent in architectural wonders from traditional to exotic eclectic interpretations. Following the frenetic building of extravagant mansions, after the turn of the century, smaller houses and luxury apartments were built throughout the neighborhood. The Westminster, built in 1905, became the largest luxury apartment block in the area with large suites, rooms for the families' servants and a formal dining room. Before the Great Depression, Browne's Addition was the place to live.

The Browne's Addition Neighborhood Council meets monthly on Wednesdays at 6:30 p.m. at the Northwest Museum of Arts and Culture.

mybrownesaddition.org

From the 1930s to the 1980s, many residences were demolished to make way for smaller dwellings and modern commercial intrusions. Many of the elegant mansions were altered as apartment houses. The neighborhood became run down and crime was rampant. The 1980s and 1990s brought a resurgence of community interest when a small group of residents formed the Browne's Addition Steering Committee. With the influx of money from the city's Neighborhood Community Development Program and other federal monies, the Steering Committee worked with the city to prepare a "Browne's Addition Design Plan" which mapped out a strategy for neighborhood identity.

Many of the historic houses were rehabilitated; a traffic circle was constructed in the middle of the small business intersection; and, a gazebo was built in the park, using the original design from the one built in the early part of the century. The Victorian theme from an earlier era is evident in lights and street signs. This renewal brought a re-energized interest in historic preservation and education as the 21st century approached.

Life in Browne's Addition - Today

Browne's Addition's close proximity to the center of the city of Spokane has brought new residents who are interested in an urban lifestyle in a diverse neighborhood. One recent new resident remarked that he walked every street in the neighborhood before deciding to move. He loves the historic character and the diversity of buildings and lifestyles.

The historic mansions and stately homes from an earlier era still hold their character and infuse the neighborhood with a sense of pride and tradition. The traffic circle in the middle of the neighborhood boasts popular and diverse eating experiences while other businesses, like hair salons, dentist offices, and a grocery store support the dense population of modern times. People of all ages, cultures, incomes, and backgrounds give Browne's Addition a dynamic, changing personality. Everything seems close, making the historic community quite walkable, with a new look on every block. Transportation options exist with convenient transit routes and multiple bicycle routes running through and connecting to other destinations.

The American Planning Association selected Browne's Addition as one of the "Great Neighborhoods" in their "Great Places in America" annual selection in 2009. They stated:

"The most culturally diverse neighborhood in Spokane, Browne's Addition is a mosaic of past and present. Stately mansions are juxtaposed with low-rise apartment buildings and condominiums. Residents appreciate the neighborhood's proximity to downtown and its recreational opportunities and physical beauty. An increasingly vibrant pedestrian realm has created a strong sense of community and provides opportunities for neighbors to mix and mingle."

Browne's Addition - Treasures

Northwest Museum of Arts and Culture

The Northwest Museum of Arts and Culture (MAC), situated in Browne's Addition, is one of the key historical and cultural resources in the Inland

Northwest. It showcases the best of regional history, art, and American Indian cultures. In a recent review on Trip Advisor, one visitor wrote:

"The MAC is one of the most successful local cultural centers to adjust to the needs of the 21st century. The MAC has embraced opening up the museum for a wide variety of activities that include free museum cruising and live music on a monthly basis as well as sponsoring author and artist readings as well as hands-on craft activities for kids. Instead of wishing for days of generous patronage, the museum has recognized a need to appeal to a broader audience and has a host of activities to engage people of almost every interest in the community. Well-worth an afternoon or evening of cultural engagement with the exhibits and events occurring on a rotating basis."

Coeur D'Alene Park

This 10-acre piece of land in Browne's Addition is the centerpiece of the neighborhood. In early summer, residents of the region crowd into the park for ArtFest, which features the art of local artists as well as music, food and activities for children. In July and August, people spend their Thursday evenings listening to local bands of every genre. On even the hottest days, the park is a cool place to sit or play with its many trees, both coniferous and deciduous, that give it a canopy of shade and beauty. The gazebo in the middle of the park has been recently renovated and reflects the fresh, proud attitude of the neighborhood residents. The splashpad, basketball and tennis courts are popular places for people of all ages to play. The Friends of Coeur d'Alene Park work behind the scenes, doing fund raising and spearheading improvement projects, based upon the park's comprehensive plan.

Overlook Park

Far into the neighborhood, at the western edge, one can stand in Overlook Park and gaze out over Latah Creek into the horizon. Along this narrow strip of green space, are historic signs that tell the story of the early years and later development of the area. It's a small, pleasant place to spend a few quiet minutes reading, thinking or chatting with friends.

Neighborhood Eateries

The traffic circle at Pacific and Cannon is a very popular place to enjoy a quick snack or an evening of fine dining. This intersection hosts the Elk Public House, El Que Tacqueria, Italia Trattoria, Caffe Capri, Pacific Pizza, and Browne's Tavern. During ElkFest in June, the streets are closed so that people can enjoy a weekend of local bands, beverages, and food. At other times, diners enjoy inside entertainment and even an occasional movie night in the secret garden behind the tavern. This intersection is the year round gathering place for the neighborhood. Coffee drinkers can also find good coffee and creamy ice cream at Cannon Coffee and Cone on the edge of the neighborhood.

Community Building in the Neighborhood

During the summer months, neighbors gather on the yard of the Emmanuel Lutheran Church to tend their community gardens while they swap advice about growing vegetables. This is the place to watch nature develop from the dry debris of winter to the lush green of spring and summer. Unique art pieces adorn the plots of various gardeners who show their own special kind of creativity.

Two free libraries have shown up in the front yards of residents who are interested in sharing the joys of reading with the neighborhood. Residents can be seen browsing the selections and swapping out new books with ones they've read.

Browne's Addition - Natural & Built Identity

The December 2009 edition of Planning Magazine had this to say about Browne's Addition:

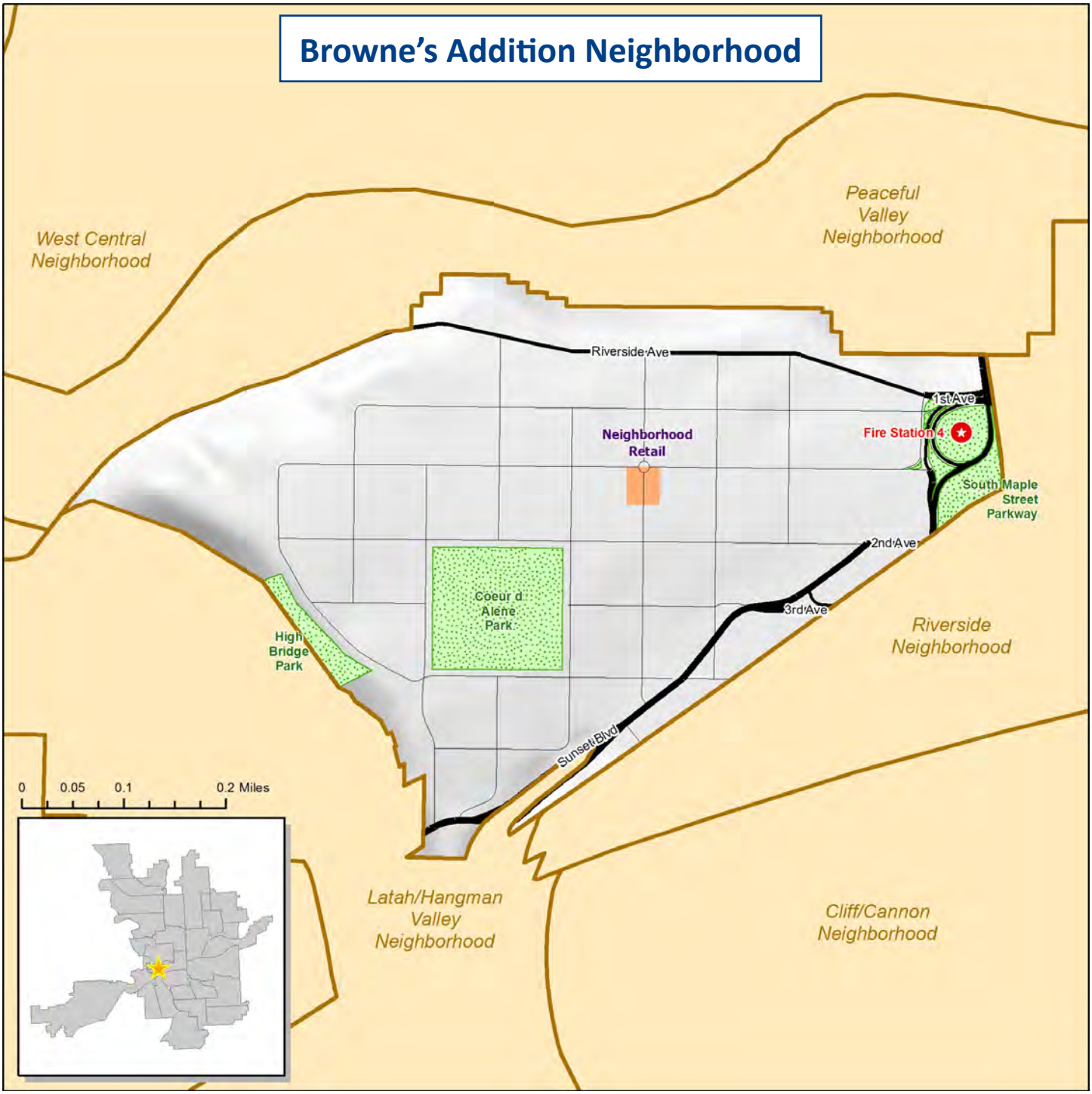
"The 176-acre, historic Browne's Addition in Spokane, Washington (pop.210,000), lies directly west of the city center, overlooking the confluence of the Spokane River and Latah Creek. In this culturally and architecturally diverse neighborhood, 19th century mansions coexist with low-rise apartment buildings and condominiums. Among its amenities: spectacular views of the nearby rivers and distant mountains; a design by Olmsted Brothers Landscape Architects dating from 1907; and 10-acre Coeur d'Alene Park (the city's first park). The neighborhood has also successfully emerged from a long period of decline. All but 43 acres were designated a National Historic District in 1976. Virtually every residential style fashionable in the Pacific Northwest from 1880 to 1930 is found here."

Browne's Addition - Neighborhood Tales

Visitors to Browne's Addition can sometimes take historical tours and hear stories about the lives and mishaps of the residents from times gone past. Listeners can hear about a dead body discovered in the basement of one mansion turned restaurant. Is her ghost still haunting the visitors to the mansion? Then there's the story about a poor widow who found a secret treasure of gemstones, left by a former wealthy resident. Why didn't they remember to take the family jewels? Another tale involves a famous poet who used to bother his neighbors with his mysterious drumming, chanting and dancing. What tragedy befell him? What's the story about the former Montana madam who lived among the wealthy leaders of Spokane? Why was a silver napkin ring found under the floorboards in the attic of one of the mansions? Where can you find the former homes of J. J. Browne and James Glover? Are these urban fact or urban myth?

Browne's Addition - Annual Events or Activities

Annual Summer Art's Festival in Coeur D'Alene Park - Browne's Addition Summer Concerts in Coeur D'Alene Park - On-going events and exhibitions at the Northwest Museum of Arts and Culture - Historical walking tours and storytelling of the early wealthy families in the neighborhood - ElkFest in June - Summer outdoor movies and musical entertainment at Pacific and Cannon Street businesses.



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Cats Eye Photography

Special thanks to MaryLou Sproul and Elizabeth Marlin for writing most of this profile.

Chief Garry Park

Chief Garry Park - Days of Yore

The Chief Garry Park neighborhood is one of Spokane's oldest neighborhoods and includes the city's oldest home. In 1879, U.S. District Court Judge Lucias B. Nash and his family arrived in Spokane. In 1886 he built a home near the intersection of Tilsley Place and Iowa Street. Designed by Nash's wife, the Queen Anne mansion overlooked the Spokane River. It boasted 24 rooms and was one of the first homes in Spokane to utilize indoor plumbing.

Nearby, a row of small bungalows was built along Tilsley Place in the early 1900s. Streetcar lines that ran along Boone to Nelson and along Nora to Green connected the neighborhood to the rest of the city and many homes along and south of Mission Avenue were built between 1900 and1930. Stevens Elementary School was originally a two-room school; then in 1908-09, an eight room brick building was constructed. From 1901 to 1916, Stevens was also a night school for Swedish and German immigrants.

During the same uring period from 1900 to 1930, homes and a school were built in the Parkwater area located at the extreme eastern edge of the neighborhood. Built in 1913 at Fancher Street and Commerce Avenue, the Parkwater School served the neighborhood until it closed in 1933.

Aviators began using Parkwater Aviation Field in 1913. In 1919, the Northwest Aircraft Company of Spokane leased 1,000 acres at Parkwater from the Spokane Park Board with the intention of installing hangars and starting an airline service. By 1920, the City of Spokane designated the field as its municipal airport, making it one of the first officially recognized airports in the United States. During the 1920s, Charles Lindbergh landed his Spirit of St. Louis at Parkwater. In 1927, Parkwater was renamed Felts Field to honor Lt. James Buell Felts who was killed in a crash there.

Chief Garry Park dates back to 1912 when seven acres of land were purchased and set aside as a neighborhood park. In their 1913 Report to the Board of Park Commissioners, the Olmsteds refer to the land as "well adapted to a park and playground" and noted that "there is no immediate call for improvements, as the district is as yet sparsely populated." In 1932 it was named to honor Chief Garry with an official dedication ceremony.

During the decade after World War II and following the breakup and subdivision of the Nash estate, most of the homes north of Mission were

The Chief Garry Park Neighborhood Council meets every 3rd Thursday of the month - 6:30 p.m., 2103 E. Mission, except in July, August, and December.

chiefgarrypark.spokaneneighborhoods.org

constructed, as was the 1946 building that now houses Cassano's. Napa and Mission has long been the primary convenience shopping area for the neighborhood.

In 1957 Spokane Public Schools began operation of the Spokane Technical and Vocation School at Mission and Greene. This school became Spokane Community College in 1963.

Between 1970 and1980, many of the multi-family structures along South Riverton were constructed and between 1980 and 1990, the neighborhood spent over $44,000 of community development funds on site improvements at Stevens Elementary as evidence of the importance of the school to the community. In 1994, a new building replaced the 1908 structure.

Life in Chief Garry Park - Today

This neighborhood includes a diverse population of first time home buyers, students, retirees, and others of all ages with an active Neighborhood Council. The majority of Chief Garry Park neighborhood is a residential community. In addition, it has a significant portion of light industrial zoned land and businesses along the southern section and to the east, where Felts Field is located. A few small commercial areas with local businesses are located along Mission Avenue and the airport complex serving the community and the greater Spokane region. The location of Chief Garry Park offers good access to much of Spokane for employment commutes, education, and other needs.

Affordable, single and multi-family housing is available, both owner occupied and leased. Neighbors enjoy nice residential gardens and a few little free libraries. The neighborhood recently started a "Welcome to the Neighborhood Letter" given to all new residents. Chief Garry Park has a Facebook page and maintains an active email distribution list. Recent community-lead projects include improvements to existing parks, new benches-waste receptacles along East South Riverton Avenue, sidewalk improvements, and a new bus shelter.

The growing Spokane Community College at Mission and Greene Streets keeps the neighborhood youthful and energized. A number of large regional and community events are also held on the college campus. The City of Spokane's Street Department Facility is located within the neighborhood and the new Central Service Center, Solid Waste & Fleet Maintenance Facility is located in the neighborhood. Planning is ongoing for the Spokane Transit Central City Line as well, which will link the neighborhood with downtown and Browne's Addition.

"My favorite place of all is Cassano's Italian Deli & grocery, great people, fantastic food, great prices and just a fun place to visit or share lunch with a friend."

-Colleen Gardner

Chief Garry Park - Treasures

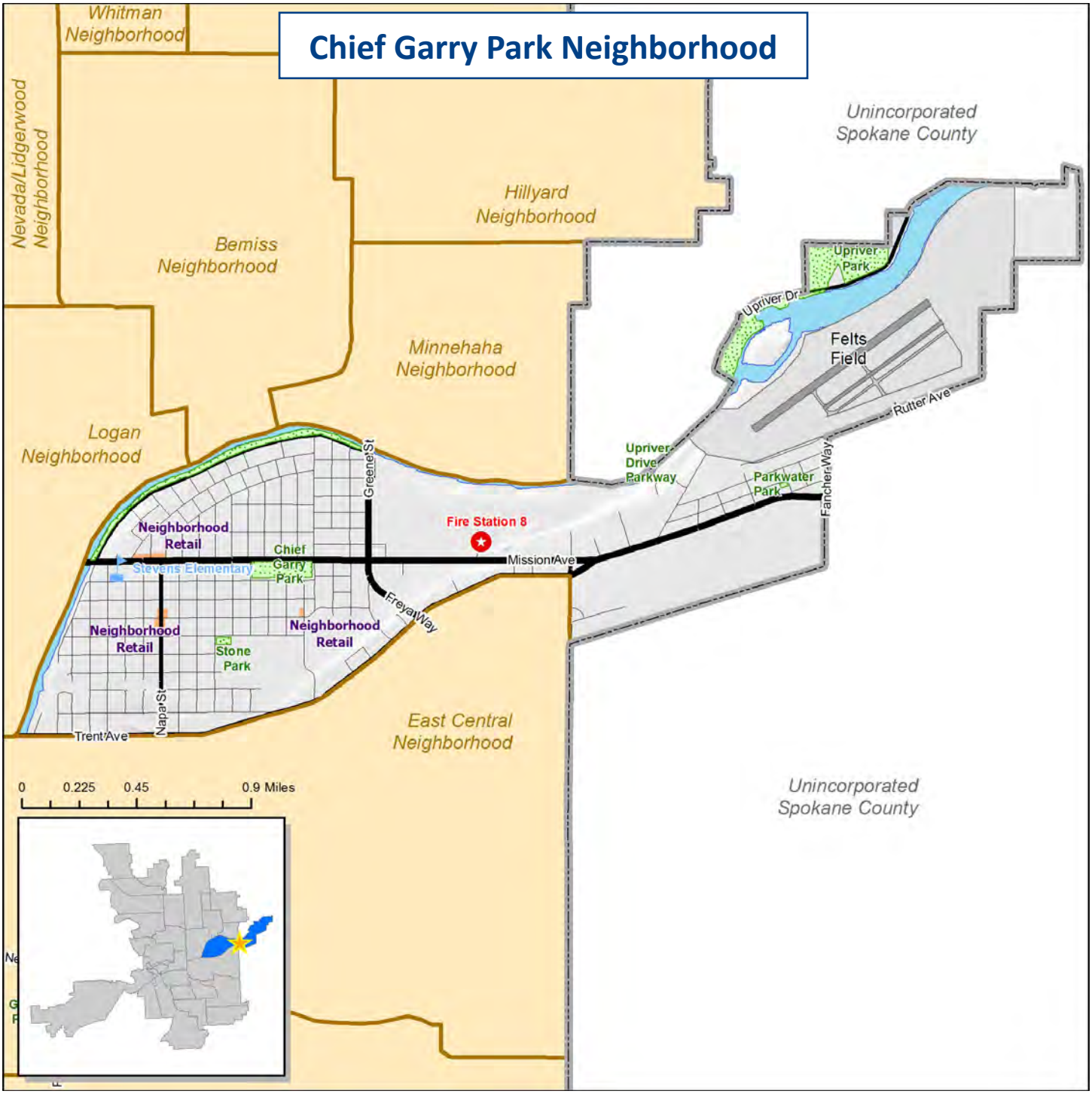
- Chief Garry City Park, Stone Park, Parkwater Park
- Felts Field Historic District
- Site of Spokane's oldest home, Nash Residence, 1886, Tilsley Place & Iowa Street

Chief Garry Park - Natural & Built Identity

The Spokane River serves as the neighborhood border to the north with preserved native open space along the River. Tuffy's Trail, a paved shared-use trail, is located along East South Riverton Avenue. Most of the neighborhood has gentle, rolling terrain and is well developed, except for the low-lying river front areas. Chief Garry Park Neighborhood has a long and narrow shape, traversing west to east over three miles. Mission Avenue is the primary east-west arterial street providing access through the neighborhood's center, including public transportation routes. Felts Field is still an active small airport, and has been designated as an historic district. Chief Garry City Park is in the center of the neighborhood's residential area and celebrated its 100-year anniversary in 2012 with a grand event. The Park is still popular today with three ball fields and other facilities for all ages. Although well established, parts of the neighborhood are in transition with redevelopment, increasing improvements to homes and properties, and more small businesses. The neighborhood recently completed major cleanups at all three parks as well as along Riverton Avenue.

Chief Garry Park - Annual Events or Activities

- Night Out Against Crime
- Kidicalmass Bike Rides
- Three neighborhood clean-ups annually



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Cliff Cannon

Cowley Park

Leuthold House

Lewis and Clark High School

Sacred Heart Children's Hospital

Cliff Cannon - Days of Yore

In 1874, Reverend Henry Thomas Cowley and his family were one of the first four families to settle in Spokane Falls. The Spokane Tribe helped build a log cabin and a schoolhouse on the land that is now Cowley Park at Sixth Avenue and Division Street. Some 250-300 Native Americans assembled in the vicinity of Pine Street to be close to the school.

Cannon's Addition and Cliff Park form most of what is known as the Cliff Cannon Neighborhood. Cannon's Addition was named for and originally platted by Anthony McCue Cannon in 1883. By the late 1800s, the northern portion of Cannon's Addition had evolved into an elite neighborhood. Bankers, senators, businessmen, mining and lumber entrepreneurs, doctors, architects and lawyers built their mansions along the base of the basalt bluff. Famous names include Kirtland Kelsey Cutter, D.C. Corbin and James Glover. Even apartment dwellings were designed by prominent architects for wealthy tenants. The primary development of Cannon's Addition occurred between 1900 and 1925.

Also in 1883, a four-room school opened at Fourth Avenue and Stevens Street. In 1891, the school moved to Fifth Avenue and Washington Street and was later named South Central when North Central was built. The school was destroyed by fire in 1910 and on April 8, 1911 Theodore Roosevelt set the cornerstone for the new Collegiate Gothic Style building, Lewis and Clark High School, at the corner of Fourth Avenue and Howard Street.

The Cliff Park neighborhood developed around a 4.5 acre park donated to the City by real estate developers Harl Cook and Charles Clarke in 1904. A 100-foot volcanic outcrop is the centerpiece of the park and affords 360-degree views of the City of Spokane. From its founding to the present day, the area's residents have included the most prominent citizens of Spokane. Many of the homes were designed by Spokane's leading architects.

In 1907 the cornerstone for a new Sacred Heart hospital was dedicated at Eighth Avenue and Browne Street. The same year, as Spokane's population spread up the South Hill, a two-story brick building was constructed for Roosevelt Elementary School at Fourteenth Avenue and Bernard Street (replaced in 1981). The stylish brick building at Eighth Avenue and Monroe Street was once Spokane Fire Station No. 9 built in 1930 to replace the original 1908 structure.

The Cliff Cannon Neighborhood Council meets the 1st Tuesday of the month, 7:00pm, at the Woman's Club

cliffcannon.spokaneneighborhoods.org
facebook.com/pages/Cliff-Cannon-Neighborhood

Edwidge Woldson Park (Formerly Pioneer Park)

Streetcars served the South Hill from 1888 until 1936. "Cook's Line" ran from Trent Avenue and Washington Street, up Bernard Street, then south on Grand Boulevard. The "North Monroe-Cannon Hill Line" zigzagged south along Howard, Adams, Jefferson and Madison Streets, and another line ran diagonally across the neighborhood from Ninth Avenue to Bernard Street, then south.

Pioneer Park was formed in 1945 when the Spokane Park Board purchased the D.C. Corbin, the former Frank Rockwood Moore and the United States Senator George Turner properties. The property includes the Moore-Turner Heritage Gardens built between 1889 and 1932. The park originally included thirteen acres, from Seventh Avenue to Cliff Drive between Howard and Stevens Streets. In the 1960s, the Stevens Street extension was constructed and took three acres from the park. The park is included in the Marycliff-Cliff Park National Register Historic District. Pioneer Park was renamed Edwidge Woldson Park in 2010 in honor of her contributions to the community.

Cliff Park

During construction of Interstate 90, from 1965 to 1971, part of the Historic Cannon's Addition was demolished. Years later, residents began to revive the neighborhood and to build awareness about the history of the area. Accomplishments listed by The Spokesman-Review (Feb. 13, 1997) included "a Community-Oriented Policing Services (COPS) station, a neighborhood park (Polly Judd Park) and historic homes being listed on local, state and national registers."

Life in Cliff Cannon - Today

Rocket Bakery

Cliff Cannon is one of the great historic neighborhoods in central Spokane. Rising uphill to the south, it has a dramatic, elevated location. Residents have a strong connection to living here and enjoy the proximity to downtown Spokane for work or pleasure. They also enjoy close neighborhood shopping, parks and trail access, or a simple walk along the tree-lined quiet streets. People who live here strive for a neighborhood that is safe, friendly, clean and beautiful. Neighbors get to know one another with block parties, barbeques, yard sales and an occasional neighborhood clean-up. Younger and older families, professionals, students, retirees, singles, health conscious-individuals and skilled craftsmen call this home. Housing choices include historic mansions, modest older homes, condominiums, apartments and historic restoration projects. Roosevelt Elementary School and Lewis and Clark High School are located in the neighborhood. Major health care centers for the region located at the north end of Cliff Cannon include Deaconess, Shriners and Sacred Heart hospitals, along with other supporting medical facilities.

Huckleberry's Center

"It's a neighborhood with history and friendly neighbors that is near downtown and easy to commute to and from."

-Jeff Galpin

Woman's Club

Plymouth Congretional Church

Marycliff Center

Polly Judd House

Cliff Cannon - Treasures

- Cliff Park, Edwidge Woldson Park, Cowley Park and Polly Judd Park
- Glover Mansion
- Moore-Turner Heritage Gardens
- Westminster Congregational Church of Spokane
- Plymouth Congregational Church
- Marycliff-Cliff Park Historic District, Ninth Avenue Historic District, and Booge's Addition Historic District with numerous historic homes
- Woman's Club of Spokane
- Lewis and Clark High School
- Marycliff High School
- Remaining trolley track and brick streets

Cliff Cannon - Natural & Built Identity

The natural setting for much of Cliff Cannon is special. The elevation gain from the Spokane River Valley below allows sites to have spectacular hilltop vistas of Spokane and the mountains beyond. The variety of shapes and sizes of natural basalt outcropping remaining today dictated the development patterns of streets and building sites years ago. Intermixed within the rocky side-slopes and ridges are mature stands of conifer and deciduous trees. Most streets have short block grid patterns, except for curvilinear roadways traversing the steeper sections of the neighborhood. The built structures have a rich diversity of styles, materials, size and details reflecting their purpose and desires of the original owners. Housing styles include Craftsman, Brick Tudor, Victorian and other more modern designs. Many older homes have been preserved and well maintained, while others have been removed over time and replaced with newer single family houses, apartments and condominiums. Numerous old landscape walls and steps built from native rock still remain throughout the parks and building sites. Many outstanding residential landscapes and gardens also exist in Cliff Cannon. Today, small commercial centers in the neighborhood offer the convenience of nearby grocery and hardware stores, restaurants and coffee shops.

Nuzum House

Cliff Cannon - Neighborhood Tales

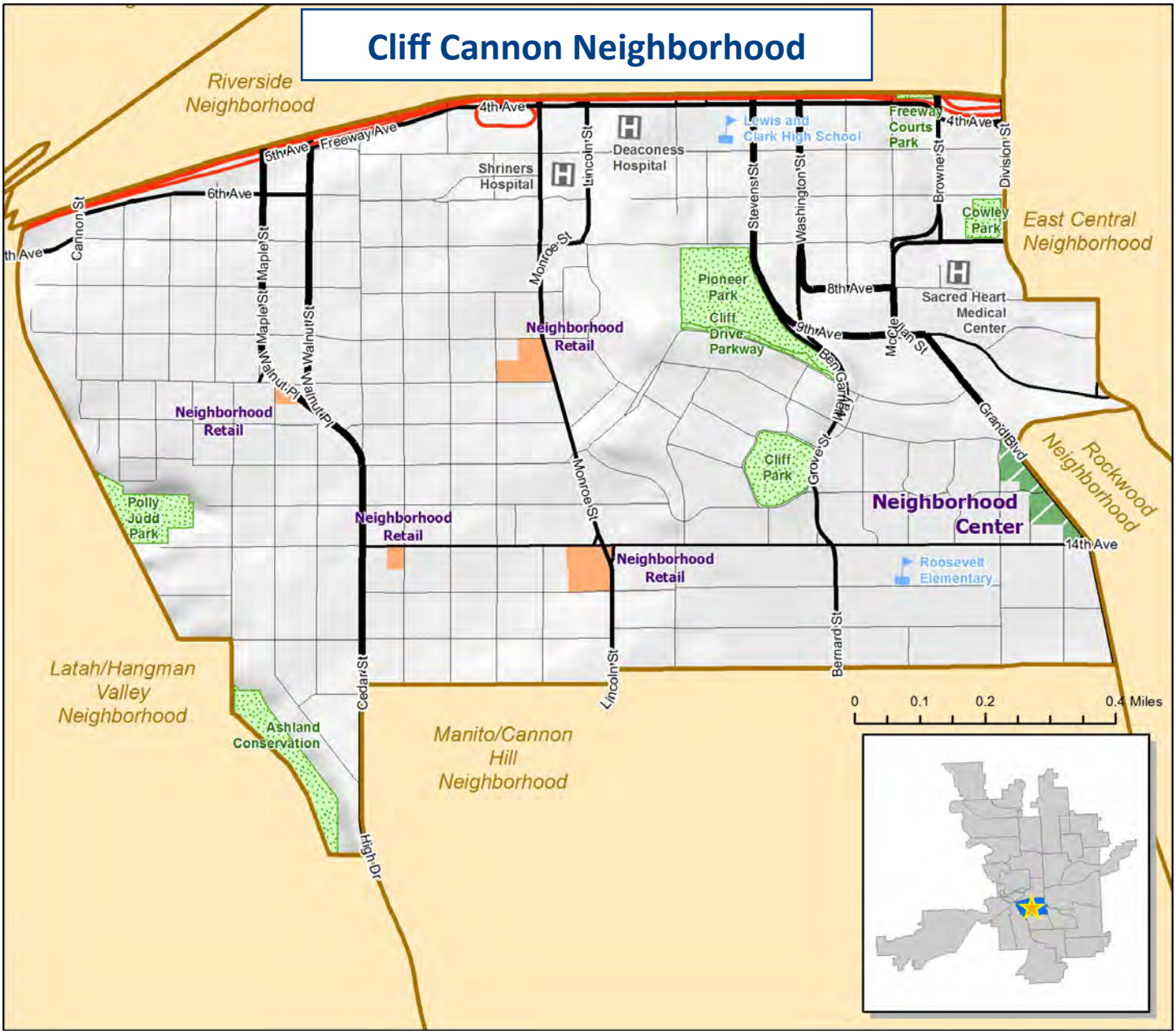
"People traveling north to Spokane from the Palouse could stop at Polly Judd's house (facing south over what is now Polly Judd Park) and freshen up before traveling into the City of Spokane proper. The ravine is filled now (Polly Judd Park and railroad fill), but used to connect down to a very old road that ran near Latah Creek. Occasionally people will tell you the Polly Judd house had a speakeasy in the 1920s, but I can't confirm that. Polly Judd was a lilac hybridizer who also had a Japanese garden on her property."

-Rosemary Small

Moore-Turner Heritage Garden Pond

Cliff Cannon - Annual Events or Activities

- Lower South Hill Neighborhood Block Party and Potluck: every September
- The Winter Vintage Fashion Tea: every December at the Woman's Club of Spokane



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Comstock

Comstock - Days of Yore

It likely began with the streetcars. In 1888, the Montrose Electric Company or “Cook’s Line” started downtown and ended at the car house near 37th and Grand. Streetcars also ran to 33rd along Division. The streetcar era ended in 1936. But during that time, homes, schools and businesses were built in the vicinity of the north-south rails at Division and Grand while other parts of Comstock remained un-platted or undeveloped.

In 1906, Spokane College, a four year liberal arts school that included a law school, was built in the area that is now Manito Shopping Center. Amenities across the street included a library and drug store. Jefferson Elementary began as a two-room school house at 38th Avenue and Hatch Street in 1908 before moving to the two-story brick building at Grand and 37th in 1909.

Manito Boulevard was built in 1907 as part of Manito Addition (between 14th and 33rd and Division and Hatch). The boulevard stretched from Manito Park to approximately 35th Avenue where the developers had sold 50 acres to the Spokane Country Club in 1903, expecting that the presence of the golf course would help promote home sales in the surrounding area. The club built a clubhouse on the site, but the facility burned down in 1908 and the club moved in 1910. Next, Manito Golf & Country Club was founded on the same site in 1917. Then in 1922, the Club permanently moved to its current location, between 44th and 53rd. In 1925, Lewis & Clark’s Principal Hart secured the Hart Field property for the school and community.

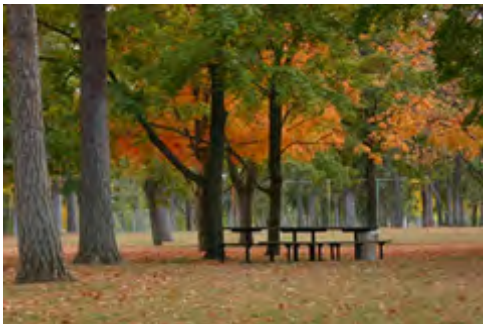
In their 1913 report to the Spokane Park Board, the Olmsted Brothers recommended building High Drive Parkway and extending Manito Boulevard from 35th directly south to High Drive. These were among several roads recommended for the purpose of “pleasure driving and walking” and to connect parks.

By the second quarter of the twentieth century, residential development began to boom south of 35th Avenue (east of Bernard) and in post war 1947, the Manito Boulevard Extension was completed, curving west along 35th then south at Division to High Drive. To serve the growing neighborhood, an addition to Jefferson Elementary was made in 1948 and Manito Elementary was built on the west side of Hart Field (1952-1961).

Comstock Park, dedicated in 1938, was originally designed for recreation and youth activities. The swimming pool was state of the

The Comstock Neighborhood Council meets the 3rd Wednesday of the month, 6:00pm, at Sacajawea Middle School, 401 E. 33rd Ave.

comstock.spokaneneighborhoods.org/



art for its time and was large enough for a tournament. Originally surrounded by mostly vacant land, by 1958 there was a new residential neighborhood to the west and south along 33rd. The south side of the park is owned by the school district and was once the site of Comstock Elementary School (1956 – 1972).

In 1960, a portion of Hart Field at 33rd became the site of Sacajawea Middle School. In 1969, after being used by two colleges, World War II soldiers, and apartment dwellers, the Spokane College building at 29th and Grand was torn down to make way for Manito Shopping Center. Most recently, land tracts south and east of Comstock Park and along High Drive have filled in with mid to high-end residences.

Life in Comstock - Today

Location, fun, and fitness. This is a neighborly place where people can walk or bike to destinations such as the South Hill Library, Manito Post Office, restaurants, coffee shops, grocery stores, banks, dry cleaners, schools, and churches or synagogues.

Weekday mornings in Comstock might include a morning jog through the neighborhood or to Manito Park. Neighborhood children can walk, bike or bus to Jefferson Elementary or Sacajawea Middle School. Getting to work in Downtown Spokane is easy by city bus or private automobile, and some prefer to bicycle.

Evenings and weekends might include a stop at Rocket Market to stock up for a picnic at Comstock or Manito Park, take a wine tasting class, or enjoy outdoor live music in the summer. For those seeking exercise or outdoor recreation there are private fitness centers, a private golf and country club, or community amenities. Comstock Park has a pool large enough for lap swimmers as well as tennis and basketball courts. Scenic High Drive overlooking the Latah Valley is a great place to bike, share a sunset, catch a lightning storm, walk close to nature, or simply take in some fresh air. The drive was recently upgraded to include dedicated bike lanes and just off High Drive, hikers and mountain bikers can enjoy breathtaking views while exploring 25 miles of South Hill Bluff Trails. Tree lined Manito Boulevard has been called a “walker’s haven” and the neighborhood takes pride in the fact that the street pavement is shared with people using all modes of transportation including bicycles, strollers, and wheelchairs. In the winter, cross country skiers make tracks through the boulevard from Hart Field to Manito Park.

Residents tend to describe the neighborhood as established, family friendly, safe and stable. Some neighbors keep in touch with one another through block parties and neighborhood meetings. Many see each other when out walking, jogging or biking. Housing ranges from small and affordable to large and expensive. Regardless of size, homes tend to be well maintained. Likewise the people who live here are diverse; they have varied interests, religious preferences, and professions. But many voice a shared appreciation for the location,

affordability, walkable tree lined streets, neighborhood shopping center, outdoor recreation opportunities, and healthy lifestyle.

Comstock - Treasures

- Comstock Park
- Scenic High Drive
- The Bluff Trails off High Drive
- Rocket Market
- South Hill Library
- Manito Golf & Country Club
- Manito Boulevard
- Manito Shopping Center
- 31 acre Hart Sports Field

Comstock - Natural & Built Identity

Manito Golf & Country Club, Comstock Park, Manito Boulevard, High Drive and Hart Field help establish a neighborhood character of rolling lawns and park-like stands of trees and ponderosa. There is a feeling of openness despite the fact that typical residential lots are relatively small and range from two to seven homes per acre. While buildings vary widely in terms of period, style, cost, and materials, most are relatively small scale and two stories or less. A few date to the early 1900s, but the majority of the existing neighborhood was built post World War II. Neighborhood services, retail and restaurants in the Manito Shopping Center help maintain a fresh vibe in this 1960s automobile strip mall. Within the neighborhood, the terrain is relatively level with occasional basalt outcrops and low basalt walls. Most streets are on a grid and some older sections of the neighborhood (generally in the vicinity of Grand Avenue) still have the original sidewalks and street trees. In post war and more recently developed areas, quiet streets wind through well-maintained lawns and front landscaping. At the far western edge along High Drive the residential patterns give way to native vegetation, dramatic topography, and expansive sunset views across the Latah Valley.

Comstock - Neighborhood Tales

- *“Manito Golf and Country Club used to be on the west side of Hatch Road before the club house was moved to the east side and Quail Run gated community was developed. My girlfriends and I would pick up lost golf balls and sell them to her dad for 5 for 25 cents.*

- *"There were two 'penny candy' stores, one at 37th & Grand across from Sigman's Grocery and one on Grand just south of 29th, before Manito Shopping Center was developed.*
- *"There was a gas station near the current post office on Grand that rented tandem bikes for 50 cents an hour.*
- *"Learning to swim at Comstock Swimming Pool."*

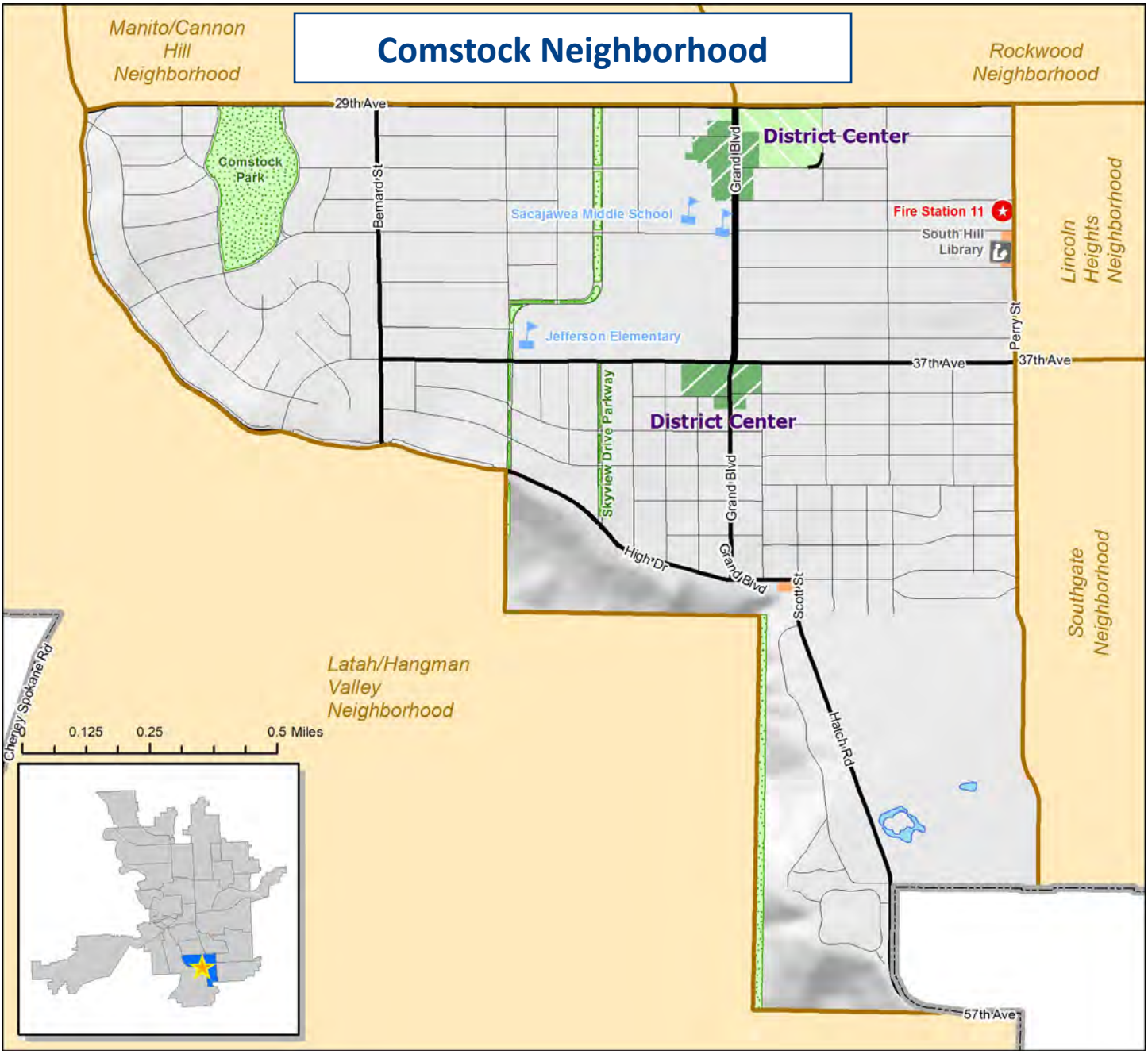
-M. Wittstruck

"We were feeling more than a little apprehensive about the decision to move to Spokane to be closer to family. It was late October 2002 and moving day from West Seattle into a vintage craftsman home on Manito Boulevard. The boulevard was vivid gold in the sunshine and our new neighbors were raking up knee high piles of leaves. As the day unfolded, there was a steady stream of foot and bike traffic on the boulevard, children played in giant mounds of leaves, and the few cars that passed were obviously there to enjoy the fall colors. Soon afterwards, a group of neighbors invited my husband and me to dinner. At Halloween we were pleasantly surprised by the steady stream of trick-or-treaters. In early December, there was a knock on the door and our neighbors invited us to walk with them to a holiday party a few blocks away. We protested, not wanting to barge in on the hosts and were assured that they wouldn't mind. We were met with genuine warmth at a small, very crowded house and were excited to meet some of the amazing people who call Spokane home. By the night of that party we were confident that the move was a great decision."

-J. Neff

Comstock - Annual Events or Activities

- Annual Labor Day Concert at Comstock Park
- Summer Parkways – Manito/Comstock Neighborhoods
- Doggy Dip at Comstock Pool



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East Central

East Central - Days of Yore

One of the first communities in Spokane to be developed with numerous suburban neighborhoods was a large tract of land east of the city called East Central Spokane. It was roughly bounded on the north by Trent Avenue, then later by Sprague Avenue, and extended south to Fourteenth Avenue. Spreading east from Division Street, the East Central area stretched for more than five miles to the city limits at Havana Street. Numerous multiple-block subdivisions were platted within the extensive East Central area.

According to an aerial perspective drawn in 1887, East Central Spokane was originally dotted with pine trees and covered with wild grasses and meadowland. Indians lived, fished, hunted, and traveled through the area on a regular basis. As reported in an April 20, 2000 article in the Spokesman-Review, Southeast Boulevard, which winds up the hill above Liberty Park to Twenty-Ninth Avenue, was first an Indian trail that was made into a road by pioneers who later settled the area. Spokane historian Nancy Compau explained in the article that "immigrants were attracted to Spokane with promises of work and farmland, and traveled there on 'immigrant trains.' Scandinavians, Italians, Russians, African Americans, French, and Poles settled into the East Central neighborhood, one of the oldest parts of Spokane. It was a good place to build because it was flat and easily accessible. The Spokane Inland Empire Electric Railway traversed through the East Central Neighborhood from downtown and east to Liberty Lake, Hayden Lake and into the Palouse with the Electric current being changed at the "Changing Station".

East Central Spokane grew as an outgrowth of industrial development, which was built east of the city's downtown core. Developed in the late 1800s and early 1900s as a working-class neighborhood, East Central Spokane was colloquially known as "Union Park," a name originated from a concentrated industrial settlement that developed along Trent and Sprague Avenues. Union Park was described as the factory section of town. Nearby were lumber mills, flour mills and sawmills. The people who lived in Union Park were thrifty, hard-working people many of whom had immigrated from Italy and the Scandinavian countries. Most of Spokane's banking, commerce, and merchant based businesses were established in the city's central business district, located along Riverside Avenue west of Division and Bernard Streets, while industrial enterprises sporadically developed east of the downtown core along the Northern Pacific Railroad tracks and along Trent and Sprague Avenues. Mill sites, horse-and-buggy services followed by the automobile centers,

and a variety of stores, shops, markets, banks, and bars were clustered along Sprague and Trent Avenues. During the period from about 1889 to the early 1950s, the land south of Sprague was developed for residential purposes. Hundreds of small, affordable homes were built on 50-foot-wide lots. House styles were mostly vernacular expressions as interpreted by Spokane builders and from house plan catalogues that were widely distributed throughout the country. Old-timers remembered when land in the area sold for $5 an acre and homes rented for $5-$10 a month.

Life in East Central - Today

Interstate-90 Freeway became the dividing line in the neighborhood in the late 1950s. Traffic through Spokane via East Sprague had become congested and plans were made to build the freeway corridor of 6-8 lanes. The building of the freeway destroyed the Historic Liberty Park and removed many hundreds of homes from Division to Havana on 2nd and 3rd and built a barrier dividing the neighborhood. The East Central neighborhood is in transition and growing. The low cost of living combined with proximity to downtown has created a suitable location for many young families to move in and call this part of Spokane home. With this influx of new residents, crime has dropped and diversity has increased.

Neighbors are full of optimism about the neighborhood's future. On any given day, families, professionals, and older veterans share space within the neighborhood. The South Perry Business District and Sprague Avenue in the East University District are two areas that have recently been transformed with the addition of neighborhood serving restaurants and businesses. The neighborhood is served by several parks, and residents love the older housing stock that has charm and value. Neighbors are friendly and get together in the summer over to barbeque and play kickball. In addition, the various events such as summer concert series and the South Perry Street Fair create family-friendly recreation activities.

East Central - Treasures

- Budge Brothers Brewery
- Eastside Library
- The Shop
- Casper Fry
- South Perry Pizza
- Lantern
- South Perry Brewing Company

- Thursday Farmer's Market
- Grant Park
- South Altamont Blvd
- Overlook that leads down to Lincoln Park
- Stone Path – Beautiful stairs from Liberty Park up the hill
- Liberty Park Florist
- East Central Community Center

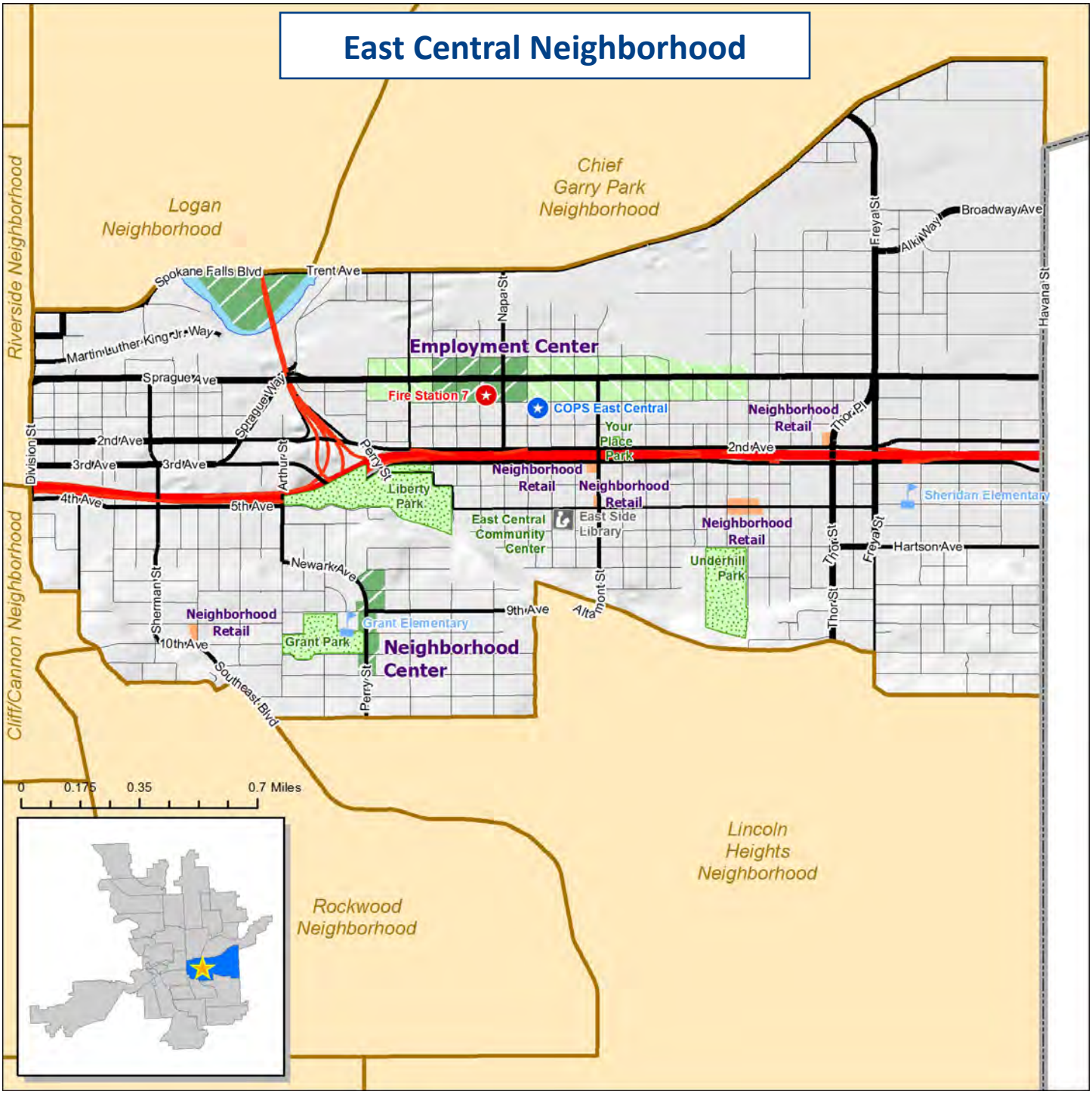
East Central - Natural & Built Identity

- Liberty Park
- Older craftsmen homes that have great potential
- Big beautiful trees
- Streetscape on East Sprague – trees and lighting, bump-outs on Perry
- Parks

East Central - Annual Events or Activities

- Concert Series
- South Perry Street Fair
- Farmer's Market

East Central Neighborhood



Emerson-Garfield

Emerson-Garfield - Days of Yore

Built mostly in the early 20th century, Emerson-Garfield is one of Spokane's original neighborhoods. On its north side, the area that is now Corbin Park was once a 40-acre oval race track owned by the Washington Idaho and Fair Association. Horses, bicycles and people raced around the track while spectators cooled themselves with lemonade. The fair and races lasted from 1887 to 1890, and the races continued independently until 1899 when D.C. Corbin, a wealthy mining and railroad mogul, purchased the property. Corbin presented the City with a plan to plat a residential area surrounding the racetrack oval. The resulting park helped enhance the surrounding lots and resulted in a concentration of distinguished homes in the Queen Anne, Bungalow and Classic Box architectural styles. In 1913, a master plan for the park was developed by the Olmsted Brothers, landscape architects of national renown.

Trolleys had an important influence on wider neighborhood development. Spokane's streetcar era lasted from 1888 to 1936; during this period Emerson-Garfield was connected to downtown Spokane and points beyond with multiple trolley lines along neighborhood streets. By the first quarter of the 20th century, the neighborhood was well established along these fixed public transportation routes. Along North Monroe Street, the neighborhood's central retail corridor, were several bakeries, apartments, a church, an undertaker, a fire station and the Palladian-style Carnegie Library. A boat shop, auto repair and a dress factory were among the businesses that lined North Division Street at the eastern edge of the neighborhood.

Starting with Emerson Elementary in 1893, schools were built to serve the neighborhood. The school was a brick building that consisted of six rooms. Just five years after construction, Emerson added 12 more rooms, and then peaked with enrollment in 1909 with 709 students. Garfield Elementary was built not long after Emerson, opening in 1899. Garfield was originally housed in a new brick building composed of two stories and ten rooms. North Central High School—so named to distinguish it from South Central (now Lewis and Clark High School)—opened in 1908 while still under construction. By 1909, it was expected to be the largest and best equipped high school in the Northwest. Also in 1909, Audubon Elementary opened in a four-room brick school. Havermale Junior High School opened later in 1928. Churches such as Knox Presbyterian (b. 1917) and the Mission-inspired St. Anthony (b. 1909) likewise emerged to fill the community's spiritual and social needs.

The Emerson-Garfield Neighborhood Council meets the 2nd Wednesday of the month - 6:00pm, Corbin Senior Center, 827 W. Cleveland Ave.

emersongarfield.spokaneneighborhoods.org

Taking its name from its two historic elementary schools, Emerson-Garfield was officially established as a neighborhood in 1976. By this time, the original neighborhood streets had been widened to carry additional vehicle traffic as the suburbs expanded north, segmenting some of the neighborhood's previous cohesion. The neighborhood saw other changes—some large, some small—in the period that followed. In 1979, Spokane Public Radio moved its facilities into the red-brick Hoban Building along North Monroe, beginning a 37-year tenure there .

During the 1980s, the stately buildings that housed Emerson, Garfield and Audubon Elementary as well as North Central High School were all demolished as part of a massive citywide reconstruction project. Each of the schools was rebuilt on or close to the former sites, with the exception of Emerson Elementary, which became a park. Havermale Junior High School was given a new use as the Community School/ Joseph Jantsch High School.

But a need for preservation was also recognized. The former ice cream factory at Shannon and Wall (b. 1914) was given new life as C.O.P.S. North Central. During the 1990s, Corbin Park Historic District was listed on the Spokane and the National Historic Registers, becoming Spokane's first local residential historic district. This coincided with an increasing desire for neighborhood advocacy. In 1986, civic-minded residents drafted the neighborhood's first design plan to address issues such as land use and community resources. Emerson-Garfield residents were the first to apply for formal recognition as a neighborhood through the City's newly established Office of Neighborhood Services in 1995.

Life in Emerson-Garfield - Today

Emerson-Garfield has a strong mix of residential and commercial land uses. With such diversity it's impossible to characterize the community according to one predominant theme. More than 9,000 people live in this historic but evolving neighborhood: longtime residents, young professionals, students, growing families and local business owners. Private companies, independent retailers, service businesses, seasonal markets, restaurants and almost every type of basic consumer need are met along the busy arterial streets of Monroe, Northwest Boulevard, Indiana and Division. Now unified in the former Havermale/Community School building, Spokane Public Montessori rounds out the strong presence of public schools and the private Trinity Catholic School. Emerson and Corbin Parks remain popular outdoor attractions for all ages. Residents appreciate their down-to-earth neighbors, tree-lined local streets, easy access to nearby amenities and downtown Spokane, and the historical character of the many older homes and commercial buildings.

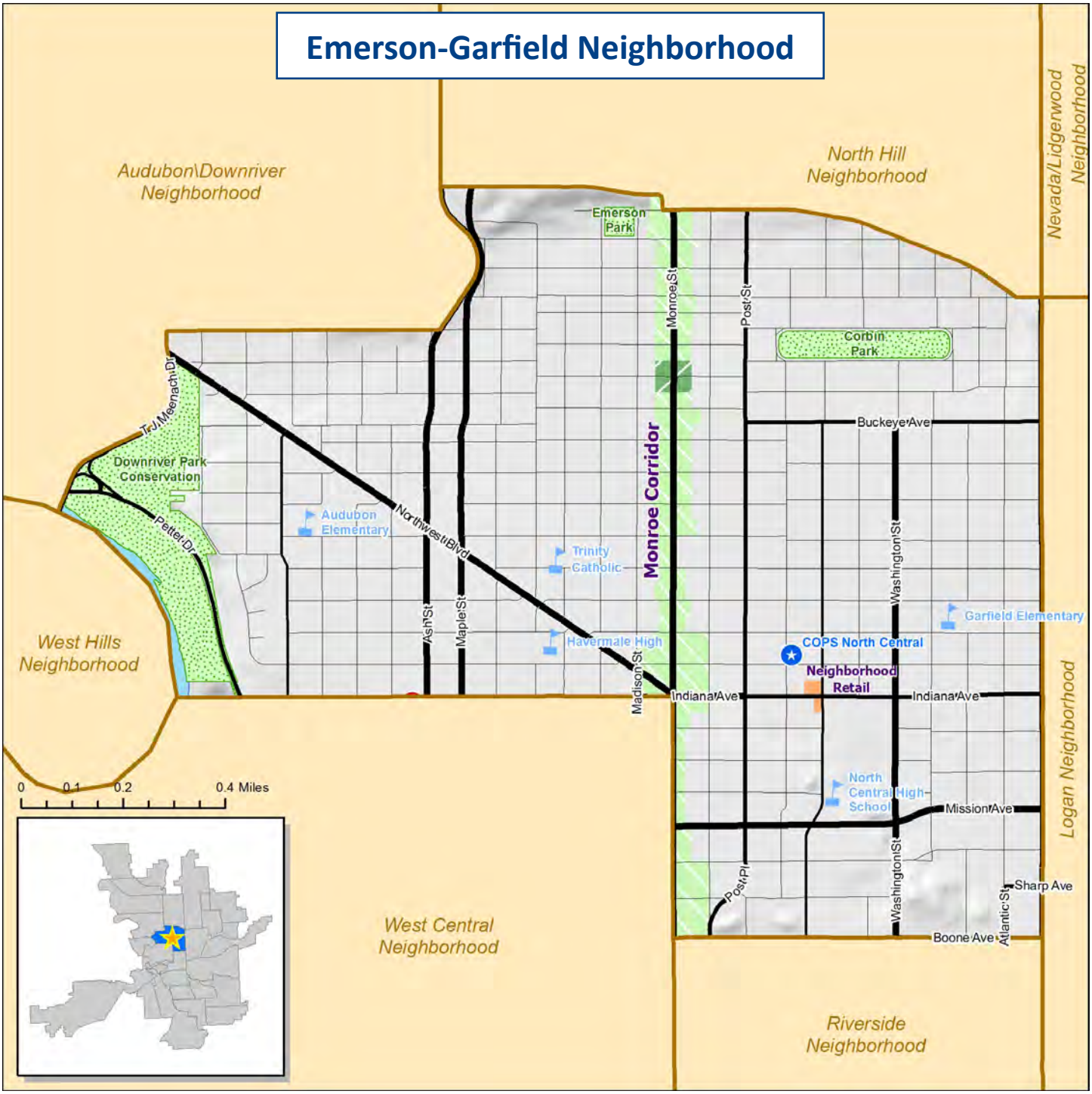
Emerson-Garfield - Treasures

- Corbin and Emerson Parks

- Drumheller Springs Historic District
- Carnegie Library (b. 1914)
- John A. Currie House (b. 1889)
- Inland Casket Company Building (b. 1913, 1927)

Emerson-Garfield - Natural & Built Identity

The neighborhood has only modest elevation changes and few natural rock outcroppings, conditions that made it suitable for the rapid development of Spokane in the late 19th and early 20th centuries. Its community quickly emerged during this prosperous period of Spokane. Schools in particular played a significant role in Emerson-Garfield, meeting increasing educational needs with new facilities over the years. North Monroe Street, a central north–south thoroughfare, has been a major transportation and business corridor since the beginning; it will be revitalized and beautified through a 2018 infrastructure project. A number of extant historic commercial buildings and homes give Emerson-Garfield a strong connection to its past. Some have been carefully restored and maintained, while others have yet to be returned to their original beauty. Emerson-Garfield as a whole is in a period of transition, reemerging as a neighborhood that seamlessly combines the charm of its still-visible yesterdays with the forward-thinking promise of its tomorrows.



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Five Mile Prairie

Five Mile Prairie - Days of Yore

Located in the northwest corner of the City, Five Mile Prairie sits atop a 400-foot high, 3400-acre granite and lava mesa. A southern portion of the prairie is within the borders of the City of Spokane; the remainder of the prairie lies within unincorporated Spokane County to the north. Circular in outline, basalt cliffs almost totally surround Five Mile Prairie. It rises abruptly on the north, east, and west, but slopes gently on the south.

The first known inhabitants of the prairie were the Siwash Indian Tribe, ancestrally connected to the Spokane Indian Tribe. They named the prairie Billymeechum, “home of the tall grass,” after their chief. It is unknown when the tribe first came to the prairie, but the earliest records of their activities date back to the year 1010. Pictographs on the lava rock cliffs are thought to depict a battle between the Siwash and traveling Norsemen. Still visible today, the pictographs are protected and enjoyed by residents, visitors, and historians.

The J. F. Strong House, built in 1879, is the oldest inhabited house on Five Mile Prairie. Mr. Strong was the first settler to build on the prairie, but by the end of the year, six other families had settled nearby. In 1908, the name of the Prairie was changed to Five Mile, signifying the distance to Spokane Falls in Downtown Spokane.

The settlers planted orchards of fruit trees, vegetables, berries, wheat, oats, and barley on a series of 160-acre homesteads and accompanying farms, earning Five Mile Prairie the distinction as the “agricultural gem of Spokane.” In the late 1880s, an apple packing plant was built, which is now the historic grange on the prairie. In 1927, a serious freeze killed off most of the orchards, though a few apple and plum trees can still be found here and there on the prairie. During the Great Depression, many residents became truck farmers, selling their crops in downtown Spokane.

In 1901, the original Five Mile Prairie Schoolhouse was built as a one-room building for fourteen students and one teacher. By 1912 the building proved too small and was replaced by a three-story brick building. The Five Mile Schoolhouse that stands today was built in 1939 as a federal Works Progress Administration project. The building was used as a storage facility for many years and opened again in 2006 as an educational resource center for the Mead School District, which serves Five Mile Prairie students.

The Five Mile Prairie Neighborhood Council meets the second Tuesday of each month at 6:30 pm. Meetings are held at the Five Mile Grange.

fivemileprairie.spokaneneighborhoods.org

Life in Five Mile Prairie - Today

Today Five Mile Prairie is largely a residential area. This neighborhood still offers "country living," while close to the City. The change in elevation and distance to the area's broad mesa creates a sense of separation and distinction from the rest of Spokane. The north and west slopes of the five mile mesa are still wild and forested. Homes on the rim of the plateau afford spectacular views across the city. The neighborhood has visible connections to its past with many remaining farmsteads, contrasting and intermixing with new suburban subdivisions on level and rolling terrain. During the transition from rural to urban development, challenges do exist with gaps in urban infrastructure, connections, and amenities. A combination of families, retirees, and working professionals choose to live here. Subdivisions offer mostly mid-sized single family homes, while others have larger lots and homes. Presently, no neighborhood commercial businesses are located here, which requires residents to travel almost a mile south for shopping and weekly needs. Mead School District serves the neighborhood, with Prairie View Elementary and Five Mile Prairie School located in the community. Many have chosen to live here because of the schools. Residents love the outdoors here and are seen walking, biking, and enjoying the park and open spaces.

Five Mile Prairie - Treasures

- Historic, remodeled Five Mile Schoolhouse (listed on historic register). It is now used for home school program, neighborhood meetings, yoga classes, etc.
- Community Grange (also listed on historic register), used for weddings, birthday parties, craft shows, etc.
- Sky Prairie Park, 24 acres. Great for dog walking, jogging, soccer, playground, picnics, wildlife viewing, cross-country skiing and sledding in winter.
- Community Garden at Horizon Church

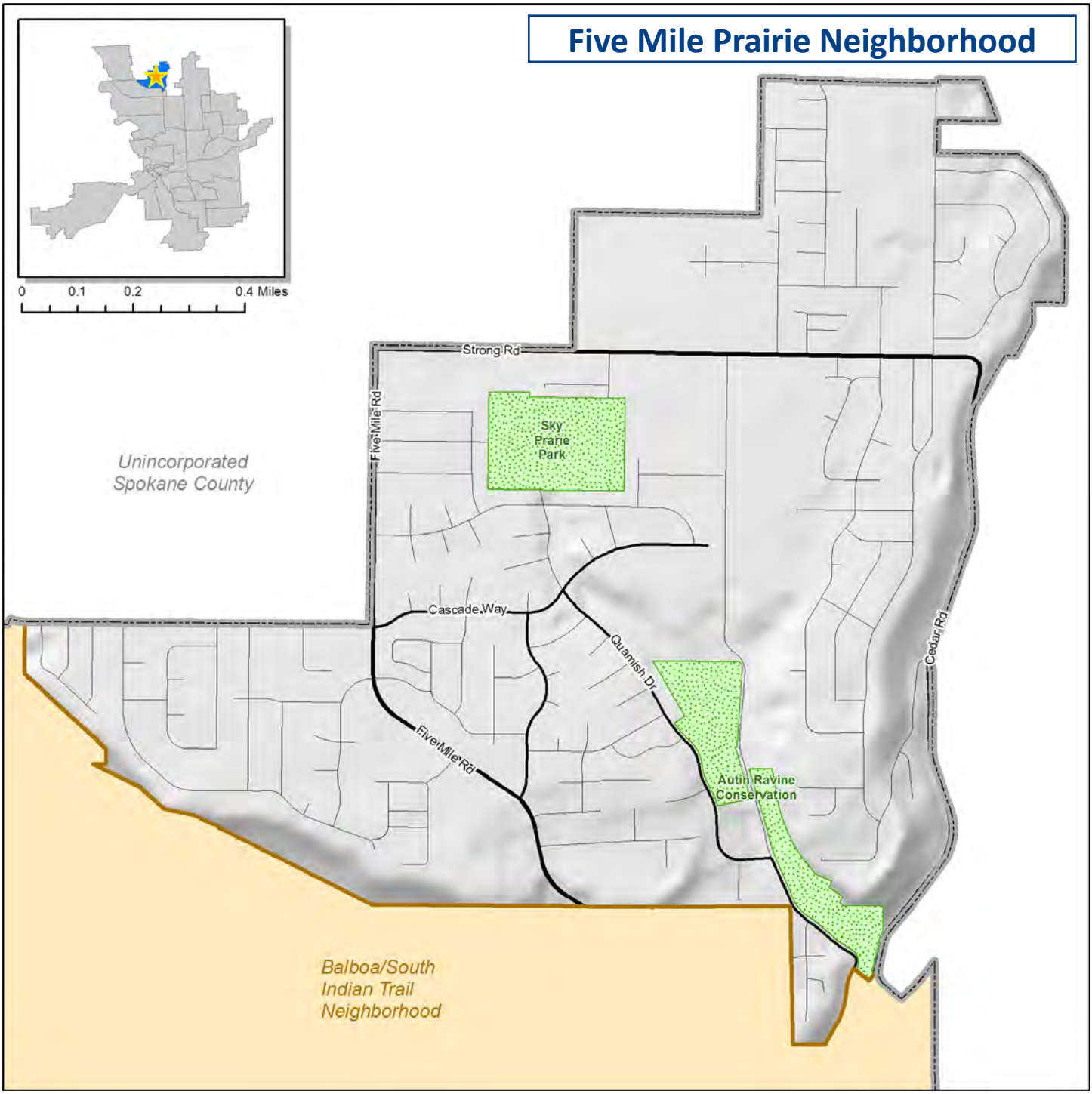
Five Mile Prairie - Natural & Built Identity

Five Mile Prairie is in transition from a rural, formerly agricultural area into an urban residential community on the north edge of Spokane. Sharp contrasts are still seen in the process. Many areas still have open fields, cultivation, native grasses, farms, and farm buildings. Others contain pockets and expanses of new housing. Developments consist of newer residential subdivisions, especially in the north portion of the neighborhood. Some subdivisions have been built out, but most are continuing to be developed with new housing. Extensive stands of mature pine trees remain in the valleys, which have not been cultivated over the years. Wildlife habitat remains the area, mostly in the undeveloped waterways, along steeper slopes, and the preserved

acreage of Sky Prairie Park. Deer and many species of birds are frequently seen. Unlike many neighborhoods in Spokane, many residents here can view the sunrise and sunset from the open, plateau setting. Significant Five Mile landmarks include the rural water tower, Five Mile Schoolhouse, and remaining family farmsteads. Five mile road is the major entrance into the area, which has recently been rebuilt and improved to the south.

Five Mile Prairie - Annual Events or Activities

- Neighborhood “Prairie Days” every September.
- Multiple neighborhood get-togethers in Northview Estates



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Grandview-Thorpe

Grandview-Thorpe - Days of Yore

In 1941, a newspaper reported that from Grandview Avenue, one could see the many mountains north of Spokane in neighboring counties and east to Montana. Although several residential additions were laid out by 1900, the Grandview/Thorpe neighborhood remained sparsely populated. One of Washington Water Power Company's streetcar lines connected the Grandview/Thorpe neighborhood with downtown Spokane, crossing the Latah Valley over the first high bridge in that location, a long wooden trestle built in1904.

The Washington Water Power Company also operated the Medical Lake Railroad line, an interurban line connecting Spokane to Medical Lake. The rail line climbed from the bridge to the Garden Springs station and around the edge of the Grandview bluffs, hugging the hillside, then rising to meet Thorpe Road, west of Assembly Road, and crossing the west plains beyond. It operated as an interurban line from 1905 to 1922. In 1907, passenger service increased with an added connection to Cheney. The Garden Springs, Dodd, Reimer, Lincoln, Washington Park, and Windsor stations in and near the neighborhood were wooden platforms with small buildings for storage. Bundled newspapers were delivered daily to each station, to be distributed by delivery employees to area residents.

Eleven passenger trains ran each day at the inter-urban trolley line's peak. It transported as many as 4,000 people on busy days, such as the Fourth of July. In 1909 and 1910, both Medical Lake and Cheney were voted "dry" towns, while Spokane remained "wet." The last train from Spokane became known as the "suitcase special" because of the tendency of someone returning to Medical Lake or Cheney to board in Spokane with a suitcase heavily laden with alcoholic beverages. By 1916 Washington State had voted to go dry, and the 18th Amendment, prohibiting the manufacturing, sale and transport of alcohol for beverage purposes, was passed in 1919.

Several real estate developments were promoted near the interurban line. One within the Grandview/Thorpe neighborhood was called Stirling Heights. The west portion of Stirling Heights included a park on the north side of 27th Avenue with the slightly altered spelling of Sterling Heights. Mrs. Rebecca Stirling granted the park to the City of Spokane for $1.00 with the restriction that there be no liquor or dance pavilion located there.

The Grandview-Thorpe Neighborhood Council meets quarterly at various locations. Contact the neighborhood council Chair for the meeting location.

grandviewthorpe.spokaneneighborhoods.org/

Like many other trolley systems in the United States, the passenger numbers on the Medical Lake line began to decline with the development of roads. The underpasses on Thorpe Road, once known as the Medical Lake Road, were built in 1913 and 1917. From 1918 to 1921, more travelers made use of the improving roads, forcing Washington Water Power Company to discontinue operation of the line in 1922. Some of the interurban cars were reused in another streetcar line in Arkansas. To the east of a trailhead at Assembly Road, a one-mile segment of the railroad bed was preserved in public ownership as the Reimer Trolley Trail in 2001 and became managed by the City of Spokane Parks and Recreation Division.

Noncommissioned officers in the U.S. Army occupied houses built in the vicinity of 14th Avenue and “D” Street from 1941 to 1945. The development was later bisected by the construction of Interstate 90.

Grandview and 17th Avenues were paved in 1963 and sewer lines were installed in the 1970s. Grandview Park was developed between 1990 and 2007 with support from the Grandview/Thorpe neighbors on a portion of 23 acres the City of Spokane acquired from a land foreclosure on a debt owed for a local improvement district.

Life in Grandview-Thorpe - Today

Grandview/Thorpe is set apart from other neighborhoods on the edge of the city, perched above sweeping views of Spokane and the Latah Valley and separated by steep bluffs and regional highways. Some think of the neighborhood as Spokane’s “other South Hill.” The quiet, wooded surroundings contribute to routine wildlife sightings of deer and moose on residential streets and in back yards near natural habitat areas. Residents consider the neighborhood one of Spokane’s little-known secrets, enjoying a serene lifestyle and walkable streets only a few moments’ drive—or a three-mile walk—from downtown.

The people of Grandview/Thorpe are often long-term residents, contributing to strong friendships across several blocks. Families with young children play in Grandview Park with neighbors. Throughout the year, neighbors get together to celebrate holidays with parties and barbecues, and newcomers are often welcomed with food. People also pitch in to help with regular community maintenance and cleaning events.

For exercise, many residents walk dogs on the quiet streets or head down to walk or ride the Fish Lake Trail, a popular paved trail on a former railroad line. The Trolley Trail is another well-used soft pathway, also on a former rail line. Walking, running, biking and hiking are popular activities.

Residents must drive to shopping centers or bike or walk to downtown. Employees typically drive vehicles to work because there are few

workplaces and no transit in the neighborhood. Children must take the school bus to other neighborhoods.

Grandview-Thorpe - Treasures

- Grandview Park is a favorite destination with a splash pad, playground and barbecue grill. It is popular for meeting neighbors for a play date or dinner.
- Residents like to exercise on the Fish Lake Trails.
- People love the Reimer Trolley Trail, an unpaved neighborhood trail also within an abandoned rail line. It is a great place to walk, bicycle, ride horses and enjoy nature.

Grandview-Thorpe - Natural & Built Identity

- Trees and streams
- Hilly terrain
- Undeveloped property
- Quiet, natural habitat with common wildlife sightings

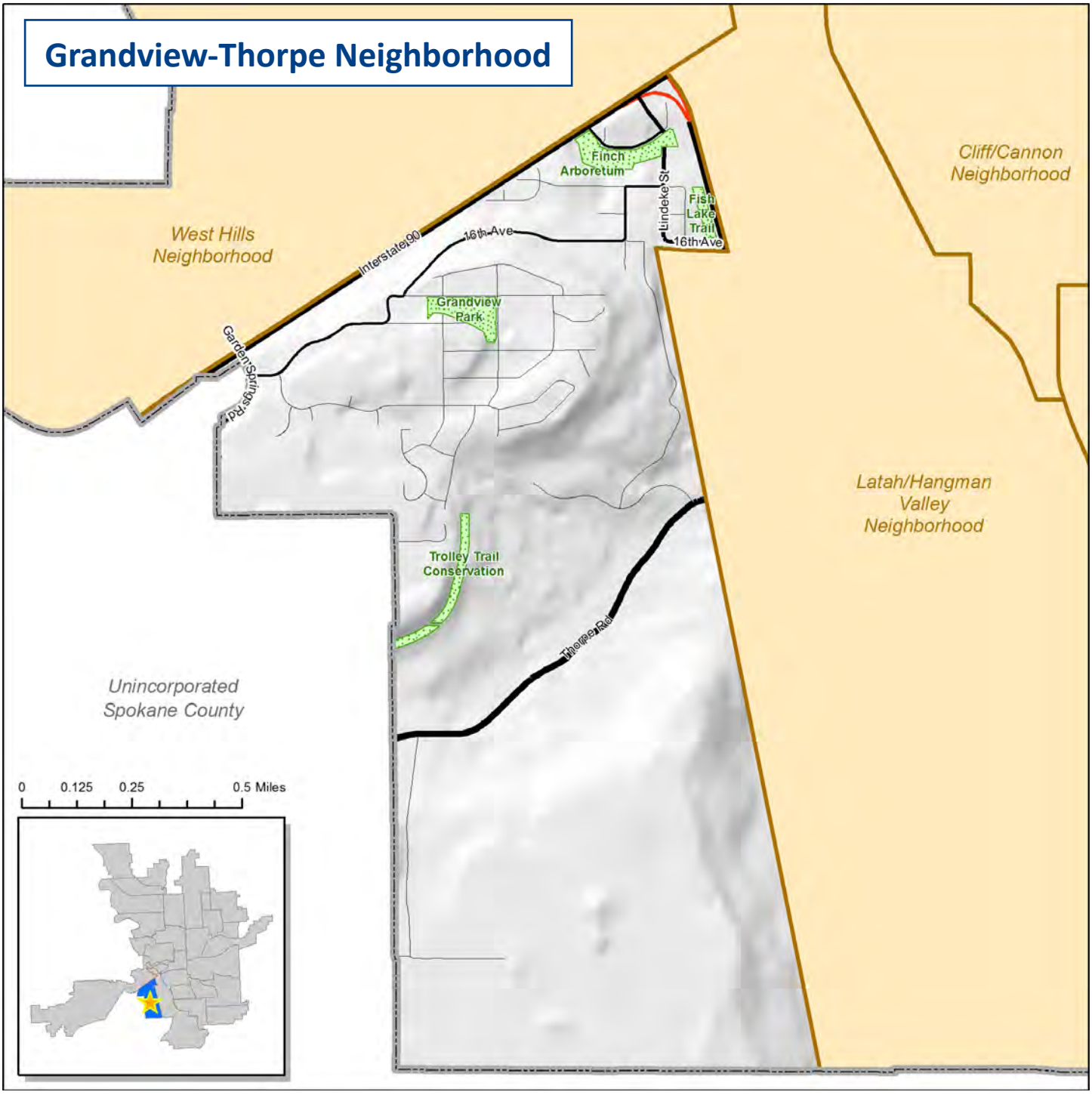
Grandview-Thorpe - Neighborhood Tales

"The new 'Swale' on Lindeke street has created a beautiful ecosystem incorporating part of Finch Arboretum creek. The wildlife, birds, etc. love it."

– Mary Wilber

Grandview-Thorpe - Annual Events or Activities

- Yard Sales
- Block Watch
- Two annual cleanup events, typically in June and September
- Night Out against Crime



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Surveys conducted Fall 2014.

Hillyard

Hillyard - Days of Yore

As the Great Northern Railway pushed across Montana, Idaho and Washington in 1892, a spot five miles northeast of Spokane Falls was selected as the railroad's storage and staging area. It was called the Spokane Material Yard until January 1893 when James J. Hill picked it for the division point between Spokane and Kalispell. This resulted in the rapid construction of major terminal and shop facilities on the site. The Hillyard shops became the major shop facility for the western part of the Great Northern systems and the largest west of St. Paul.

In 1912, the heavy repair shop (back shop) was opened, enabling extensive rebuild work of locomotives. In 1927, the shop superintendent and foreman convinced Great Northern president Ralph Budd they could build an order for heavy freight locomotives cheaper than any of the eastern manufacturers. The shops were awarded a contract to build ten locomotives, making Hillyard the first manufacturer of large locomotives in the west and bringing a sizeable payroll increase to Spokane. The shop's 800 personnel rolled out the last R-1 class locomotive assembled here in late 1928.

The history of the town of Hillyard paralleled that of the railroad. The townsite was platted for 5,000 people on October 25, 1892 by Leland D. and Kate C. Westfall and was named in honor of James J. Hill and the Great Northern Railway's yard to which it was adjacent. Conceived as an independent town, Hillyard remained that way until 1924, although the expanding City of Spokane had incorporated the lands to the west, south and east. Hillyard became incorporated as a town in 1907, with the railroad yards and shops being carefully kept outside the town limits.

In 1929-30, the shops were given another order for a larger version of the articulated locomotive and then returned to major overhaul and repair work. As the diesel locomotives took over larger portions of the railroad's work, all steam locomotive maintenance west of Minot, North Dakota, was concentrated here until the end of the steam engine's use on the western lines in 1953.

In 1924, after a number of discussions and attempts over the years to annex to the City of Spokane, an election was held on the issue. Eight days following a popular vote of 808-681, Hillyard became part of the City of Spokane. At that time it had a population of some 4,500 people and an area of just under one square mile. After all of the transfers had been carried out, an official celebration was held on the 11th of October

The Hillyard Neighborhood Council meets on the 2nd and 4th Wednesday of each month at 6:30 pm. Meetings are held at the Northwest Community Center at 4001 North Cook Street.

hillyard.spokaneneighborhoods.org

to conclude the annexation process, complete with a parade, dancing, and concerts.

The old steam locomotive backshop building was remodeled into a completely modern diesel heavy repair shop which was the railroad's largest facility west of the Rockies. The new shop was formally dedicated on November 19, 1954 with a celebration of 62 years of working together between the railroad and the Hillyard community.

An annual Hillyard community celebration called the Hillyard Hijinks occurred from 1934 to 1968.

The festival ranged from one to four days and included fundraising for various neighborhood civic groups. The Hillyard Hijinks community celebration was revived in 1970 as Jim Hill Days as part of an effort to promote the Hillyard community and offset the negative impact of the pending Burlington Northern merger. It was revived again in 1978 and held regularly in the following decades with the help of area businesses, residents and service clubs.

Life in Hillyard - Today

Hillyard has an inherent identity and pride that is built on tradition, history, and place. At its core, Hillyard is a community of people living and sharing life together. Kids play in the streets, residents walk their dogs and everyone works to make Hillyard a better place. The neighborhood is family oriented, established, and in transition.

Neighbors enjoy access to parks and the pedestrian friendly nature of the physical landscape. Residents will admit the neighborhood is not perfect, but people are proud of the neighborhood's "rough edges" that keep it unique and real. It's a place that has real people with real stories and more community than any other place in the region.

The neighborhood has many dedicated and involved residents who volunteer most of their free time to a variety of organizations such as the Hillyard Neighborhood Council and Greater Hillyard Business association, to name a few. These efforts have created exciting changes over the years including a reconstructed Market Street, new business opportunities, and neighborhood revitalization. It is this strong sense of community, built on history and involvement, that attracts new residents to call Hillyard home.

People are proud of the historic homes, friendly neighbors, and the casual atmosphere. Residents enjoy a host of community events and get together for clean-up activities, children play-dates, barbeques, and many other events. A variety of people live in Hillyard including families, retirees, artists, immigrants, community-minded folks, visionaries, and professionals.

Hillyard - Treasures

- Historic Hillyard Business District
- Hillyard antique stores
- Train station
- Hillyard Skate Park
- Schools

Hillyard - Natural & Built Identity

- Hills to the east
- Plains where the wild horses used to roam
- Harmon Park
- Buddhist Temple
- The Yard
- Neighborhood Churches
- Shadow of Beacon Hill

Hillyard - Neighborhood Tales

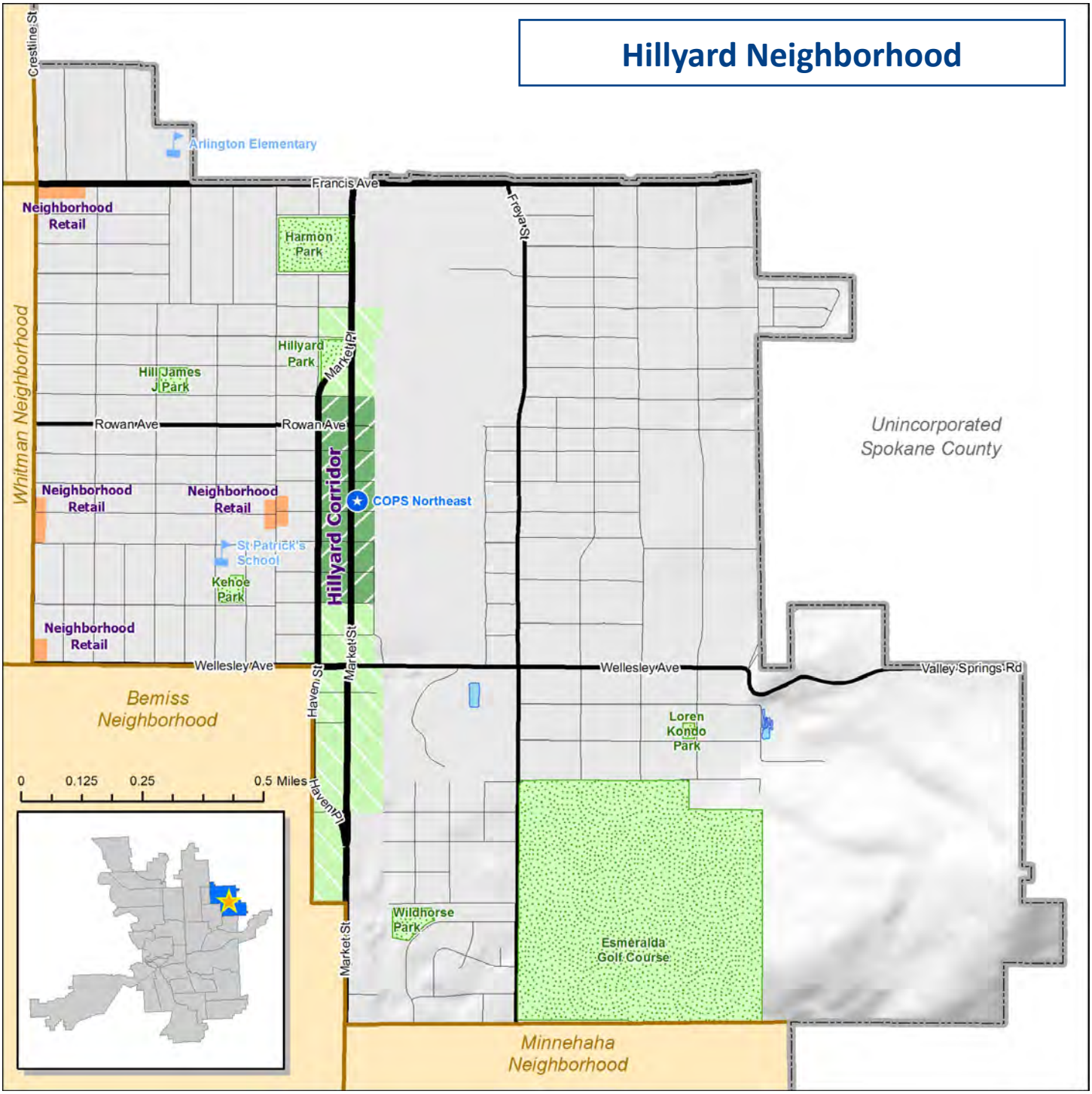
"Hillyard is an old neighborhood that has seen its shares of up and downs. Its strength is that history and staying power and the vision of those young and old who choose to invest their lives in Hillyard."

– Luke Tolley

Hillyard - Annual Events or Activities

- Hillyard Festival
- Hillyard Hippie Happening
- Chalk Art Walk

Hillyard Neighborhood



Latah/Hangman

Latah/Hangman - Days of Yore

The Hangman or, more properly named, Latah Valley was formed primarily during the Quaternary period by periods of glaciating and a series of Great Lake Missoula floods that carved out the existing alluvial landscape. This left the valley with a naturally beautiful setting of sheer basalt outcroppings, sandy bluffs, cliffs, rich, deep valley soils which are among the region's most fertile, and Latah Creek itself. The creek flows northwest from the Rocky Mountains to Spokane, where it meanders through Latah Valley before emptying into the Spokane River. The mouth of the creek at the Spokane River is located just beyond the neighborhood's northern border.

In the late 1880s, immigrants were drawn to the area for the fertile soils and the plentiful wildlife. By the early 1900s, numerous small farms thrived. But, as the nation grew, so did the Latah Valley. Roads and railroads were laid down through the center of the valley. Portions of Latah Creek were straightened or re-routed for construction ease without consideration of the impacts to the ecosystem (such as increased erosion and flooding) and to downstream property owners.

Latah Valley is a large neighborhood, stretching from the Riverside Avenue bridge over Latah Creek to the north to the extreme southern boundary of the City of Spokane. The neighborhood is divided into two distinct areas: the older Vinegar Flats, located on the valley floor in the northern portion, and the more recent developments of Qualchan and Eagle Ridge, located to the south on the western hillsides. U.S. Route 195, railroad lines, and Latah Creek all bisect the neighborhood, creating areas of small, isolated clusters of homes.

Vinegar Flats

In the late 19th and early 20th centuries, local apple farmers delivered their product to a plant in southwest Spokane to be processed into vinegar. As workers built homes and cottages near the plant, one of Spokane's earliest "creek" neighborhoods was born The new community that blossomed around the vinegar plant became known as Vinegar Flats.

The vinegar plant is long gone, but the houses and history remain. With its location at the foot of a steep, sandy bluff, along with the construction of railroad and freeway bridges, Vinegar Flats was effectively severed from the bustling downtown only a mile away. As stately homes filled the South Hill ridge above, Vinegar Flats sank into a quiet existence. As

the years passed, small businesses appeared then disappeared, homes were built along muddy roads, Wentel Grant Park was laid out, and Vinegar Flats crept up the winding Latah Creek until it was pinched off where Inland Empire Highway meets the U.S. Highway 195.

After World War II, many Japanese produce farmers relocated around the valley. As more and more people discovered the natural beauty of the area, more homes were built. Property taxes began to rise and many nuisance lawsuits over dust, noise, and pollution were filed against the area farmers. In the late 1980s, city water and sewer was extended through the valley. Large housing developments appeared in areas that were once single family farms. As farmers saw their property values and taxes increasing and their profits declining, they sold out to large developers. Today, only a handful of working farms exist.

Today, Inland Empire Way, which connects the area with the rest of the city, is the main arterial in Vinegar Flats. This area is a patchwork of small homes, empty lots, greenhouses, riparian areas along the creek and city parks. Immediately to the north of the neighborhood are the high bridges over the creek of I-90, Sunset Boulevard, and the BNSF railroad. Located beneath and around those bridges is the aptly named High Bridge Park. The park is mostly undeveloped along the hillside and creek but has a picnic shelter, maintained grass area, and a disc golf course.

Life in Latah/Hangman - Today

Qualchan/Eagle Ridge is the newest addition to the neighborhood and is composed of two separate but adjacent suburban style developments located along the hills in the southwestern portion of Latah Valley. This is the most modern part of the neighborhood as these two developments are still expanding. The boundaries of these developments are roughly the intersection of Cheney-Spokane Road and U.S. 195 to the north, the city limits on the south and west, and U.S. 195 on the east. At the northern end is the commercial center of Latah Valley with a new grocery store, a gas station, restaurants and other small shops.

Residents love the character of the neighborhood including its housing stock and tree-lined streets. The neighborhood is safe, clean, friendly, and is in close proximity to Downtown. Neighbors enjoy the community oriented feel of the neighborhood and participate in annual block parties and holiday events put on the by Eagle Ridge Homeowner's Association. The neighborhood is lined with craftsman style homes that are connected by quality streets that offer bike routes. Accessibility to trails, parks and natural features such as rock walls, bluffs, and the river creates a perfect urban/rural blend.

Latah/Hangman - Treasures

- Qualchan Golf Course
- South Hill Bluff area Trails

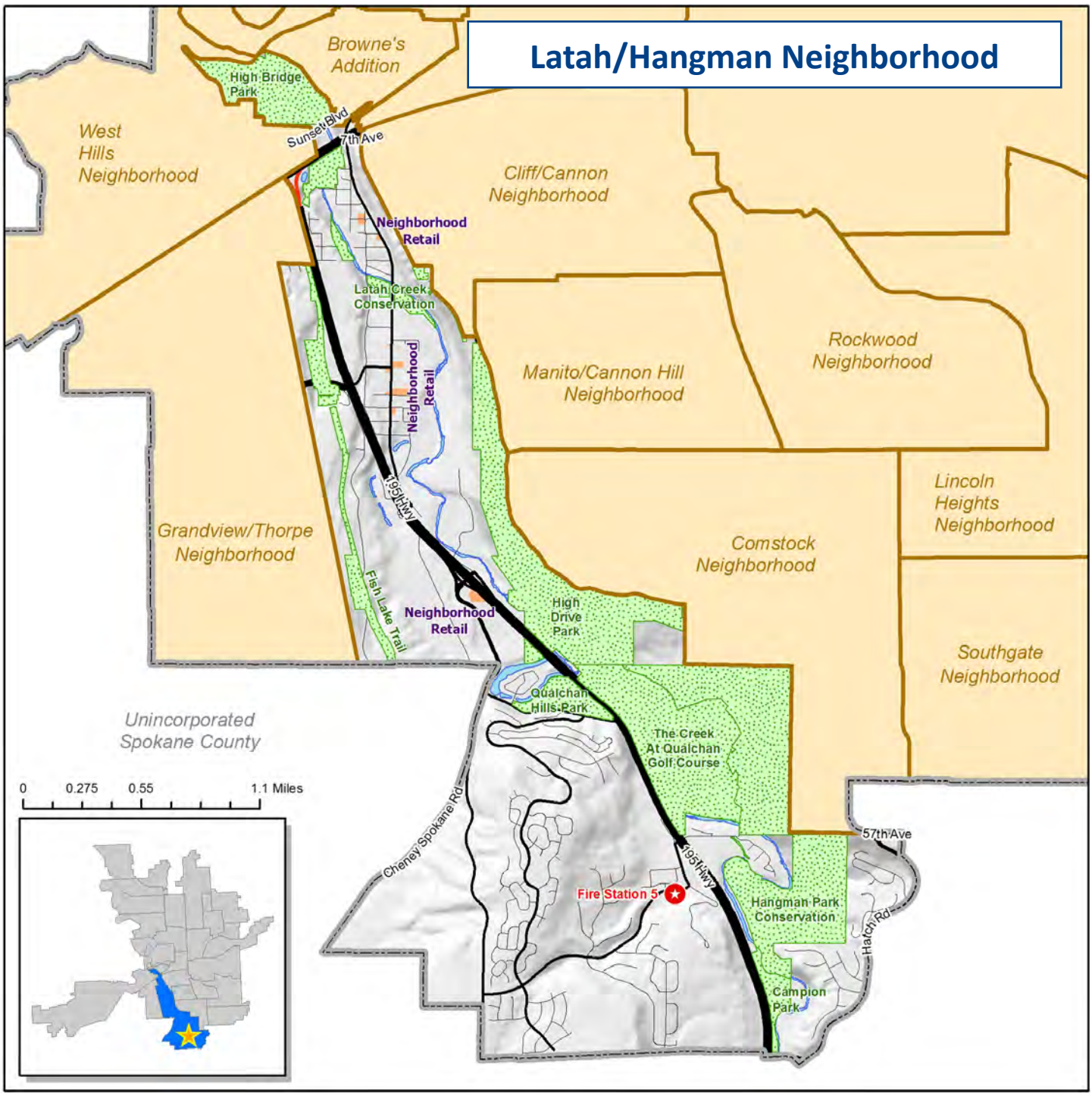
Latah/Hangman - Natural & Built Identity

The neighborhood has a terrain with hills and bluffs. Residents enjoy wildlife activity in the natural areas of the neighborhood.

Latah/Hangman - Annual Events or Activities

Barbecue, movies, and holiday events sponsored by Eagle Ridge Homeowner's Association.

Latah/Hangman Neighborhood



Lincoln Heights

Lincoln Heights - Tales of Yore

Lincoln Heights' main east-west connector, 29th Avenue, was established as a county road through the neighborhood in 1885. A period of economic recovery following Spokane's fire and the Panic of 1893 fueled competition between Spokane's street railway companies for selling home sites, driving the extension of the Standard Traction Company's Rockwood street car line east within 29th Avenue, from Southeast Boulevard to Myrtle Street, to serve the new developments. Two other Standard Traction streetcar lines terminated in the neighborhood: one at 12th Avenue and South Altamont Boulevard, and the other at 17th Avenue and Ray Street. The landscaping consultant John C. Olmsted, of Brookline, Massachusetts, favored the name "Rockwood" for the emerging neighborhood, but instead it came to be called Lincoln Heights.

A major landowner of this period was Charles F. Adams, Jr. of Boston, who represented his family's real estate trust and who was a trustee and major stockholder in the Washington Water Power Company. Adams was a Civil War veteran of the Battle of Gettysburg and grandson of the sixth U.S. President. His father, Charles F. Adams, Sr., was President Lincoln's foreign minister to the United Kingdom during most of the Civil War, a position the elder Adams held until 1868. Adams Elementary School, built in 1908 adjacent to the Lincoln Heights Addition, bears this famous family's name.

North of the Lincoln Heights Addition, the Olmsted Brothers' firm recommended creating a park in order to provide benefits to the surrounding area as it grew. At the time of the Olmsted Brothers' 1908 report, there was little development in the vicinity, including only one street, Southeast Boulevard. The new park would contain 78 acres of developed and undeveloped areas connected by winding drives and walks, with a wading pool and other children's recreation amenities, and swamps converted to "charming little lakes" by way of supplying additional water to compensate for Spokane's dry summer climate.

Charles Adams, Jr. visited Spokane personally to close the sale of his family's 900-acre property on the eastern edge of the city, three months prior to local development company partners William Kiernan and Jay Lawyer's filing of the Lincoln Heights Addition in 1909. Although the development opened with strong sales and streets and sidewalks were installed, many of the long lots remained vacant for several decades. The area retained a semi-rural character as the boom subsided.

Meanwhile, prominent philanthropists Levi W. and Mary (May) Arkwright Hutton advocated for city parks and partly realized the Olmsted Brothers' vision by donating some 31 acres of land in 1912 to establish Lincoln Park.

The Huttons then moved from their building downtown to a large house they built adjacent to the park at 17th Avenue and Crestline Street in 1914. May Hutton was nationally known as an activist in the women's suffrage movement. She died in 1915 from a kidney condition at the age of 55, having inhabited the

The Lincoln Heights Neighborhood Council meets the Third Tuesday of January, March, May, July, September, and November at 7:00 pm at Southside Senior and Activity Center, 27th & Ray

lincolnheights.spokaneneighborhoods.org/

new home for only 15 months. Levi Hutton, who served as a member of the park board and donated funds to construct the wading pool and playground equipment in Lincoln Park, continued to live there until his death in 1928, at age 68. The park eventually grew to 51 acres by 1942. The wading pool existed until at least 1963, when the first swimming lessons for the city's children under 7 were offered there. It was later replaced by a ball field.

The Lincoln Heights Shopping Center was constructed in the 1950s and expanded in the 1970s on 29th Avenue, near the northern terminus of Regal Street.

Life in Lincoln Heights - Today

Residents live in Lincoln Heights because it is quiet, with a reasonable cost of living and nearby shopping and services. Parks and residential streets are shaded with abundant Ponderosa Pines, Spokane's designated city tree. Nearby wetlands provide open space for filtering storm water and providing habitat and recreational opportunities. Nice days bring many neighbors outdoors to walk, exercise their dogs, bicycle, or run in the streets, on the Ben Burr Trail or in Lincoln or Thornton Murphy Parks. Children primarily walk to school.

The Lincoln Heights Shopping Center along 29th Avenue is home to a wide range of professional and personal services, as well as small retail stores, supermarkets, and a variety of restaurants. 29th Avenue provides Lincoln Heights with a bustling center, providing frequent transit connections for nearby retirement communities. Many residents can walk here to shop for groceries, books, and hardware—or eat at diners, pubs and coffee shops. The Southside Senior and Community Center, near the shopping center and adjacent to Thornton Murphy Park, is very active with programs, classes offered with Community Colleges of Spokane and other partners, and health-related and recreational activities.

The neighborhood contains a mix of older and newer homes, primarily owner-occupied. Styles of homes range from early 1900s Craftsman to mid-century ranchers and newer split-levels. Many residents keep attractive yards and gardens. Neighbors introduce themselves to newcomers and some even offer home-grown vegetables during plentiful seasons.

Lincoln Heights - Parkland Treasures

- Fifty-one acre Lincoln Park is a favored destination for walkers and runners with a biking path circling a pond, a natural area, and great views of the city.
- Eight-acre Thornton Murphy Park is connected via bike lanes to Lincoln Park.
- Five-acre Froggy Pond, 30th & Havana, has wetlands that absorb storm water runoff, as well as provide nature trails.
- The Ben Burr Trail connects Liberty and Underhill Parks, one mile apart, sports beautiful views of Spokane and is a great place to spot deer.
- Thirty-Fifth Avenue is a favorite neighborhood street with a tree-lined

median. The median was originally railroad right-of-way, but the railroad was never built.

- Glenrose Prairie, to the east of the neighborhood, offers local roads that are popular with bicyclists. Glenrose connects Lincoln Heights to 2 ½ mile hiking trails winding through Dept of Natural Resource and Dishman Hills land.

Lincoln Heights - Natural & Built Identity

- Altamont Hill is a defining feature that contains many beautiful historic neighborhood homes, and has been the site of a Mother's Day historic home tour. Altamont Circle was once a horseracing track. The carriage house still stands.
- Lincoln Heights shopping center anchors the neighborhood with a service and retail district, including a hardware store, drug store, bakery, craft store, restaurants, bookstores with new and used books, and movie rental stores. There are numerous places to eat in Lincoln Heights.
- There are 9 churches in Lincoln Heights and 5 schools.
- Haase's Greenhouse, a hidden treasure along 34th Avenue, is a locally owned nursery.
- Proud residential gardeners have been featured on city garden tours.
- Basalt rock outcroppings on uneven terrain provide open space for pine trees and wildlife habitat. The many rock features and ridgelines create winding or dead end streets. Ridgelines provide homes with great views.

Lincoln Heights - Neighborhood Tales

"The first night we were in our new home, we decided to go outside and sit on the front porch to enjoy the quiet night after a long day. After a few minutes chatting, we heard a rustle and looked over to see two deer about 40 feet down the sidewalk eating crab apples off our neighbor's tree. We were stunned! And that cemented the love of our new home right then and there."

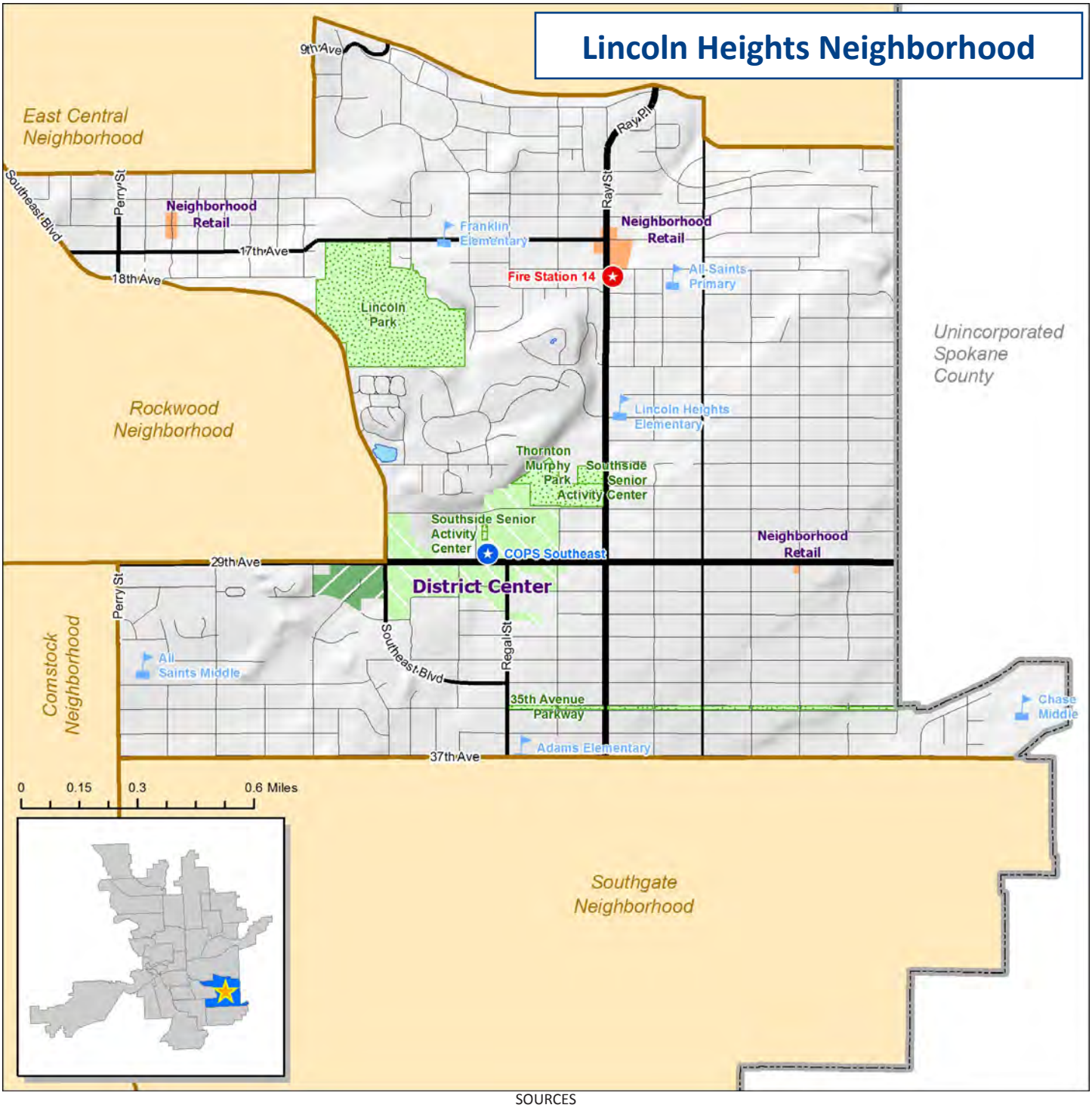
– Gini Nowitzki

"Sharing a laundry room has allowed me to meet interesting people. The stories people share with me when doing laundry are both interesting and startling."

– Alvaro Figueroa

"We have great neighbors that look out for each other."

– Marilyn Lloyd



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Surveys of neighborhood residents conducted fall 2014.

Logan

Logan - Days of Yore

Situated close to the heart of Spokane, the Logan Neighborhood has developed as one of the oldest residential neighborhoods in the community. Platted and developed between 1884 and 1889 by Sylvester and Ida Heath and the Jesuits of Gonzaga College, the area developed as a “suburb” of downtown Spokane. The pattern of wide streets and boulevard landscaping was introduced by the priests as a reflection of popular trends in Europe and cities of the eastern United States. The wide streets, in particular, served the function of parade grounds for college men enrolled in the Reserve Officer Training Corp. These were horse and buggy days and the generous platting accommodated the mix of pedestrian, horse and occasional “horseless” carriage with only minor conflict.

Gonzaga College was established with a land purchase in 1887. In 1892 Gonzaga College, later Gonzaga University, started to receive electricity and city water. The University has continued to grow and now is a nationally recognized, liberal arts university with an enrollment of more than 7,800 students. The Logan neighborhood has a strong tie with Gonzaga University and continues to serve as the home for faculty, staff, and students.

The McGoldrick Lumber Company was the city’s largest employer for many years. J.P. McGoldrick purchased the mill from A.M. Fox in 1905 and relocated here from Minnesota. Although the business no longer exists, the company had a strong influence on the neighborhood. The company was located adjacent to Gonzaga and on the Spokane River. Logs were floated on the river to the lumber mill. Gonzaga’s present day baseball field and Lake Arthur were all once part of the company’s operations. Mr. McGoldrick made it a point to see that all of his employees were able to own a home and was one of Spokane’s most beloved employers. A devastating fire in 1945 caused the mill’s closure the following year.

The Model Pharmacy, owned by the Armstrong family, was once featured as the first drive-through pharmacy in the United States in an industry magazine. They sold malts, nuts, and candies at the counter along with filling prescriptions and retailing other sundry goods. The family later sold the pharmacy, which then became the legendary Donut Parade.

The Logan neighborhood has evolved to contain a mix of residential structure types. Two Historic Districts lay within the neighborhood boundaries: the Mission Avenue Historic District and Desmet Avenue Warehouse District, both of which are listed on the National Historic Register. Logan Elementary is one of the founding schools of School District 81.

Life in Logan – Today

Logan boasts verdant canopies of overarching trees, four parks, three major retirement centers, the Hamilton Street Business District, two elementary schools, a high school, a university and a law school.

The Logan Neighborhood Council meets the fourth Wednesday of each month at 6:30 pm. Meetings are held at Fourth Memorial Church at 2000 N Standard Street.

logan.spokaneneighborhoods.org

A competitive cost of living and close proximity to universities and downtown attract people to the Logan neighborhood. It is an established neighborhood where many enjoy peace and quiet in daily life. People sometimes bike or walk to meet their shopping or travel needs.

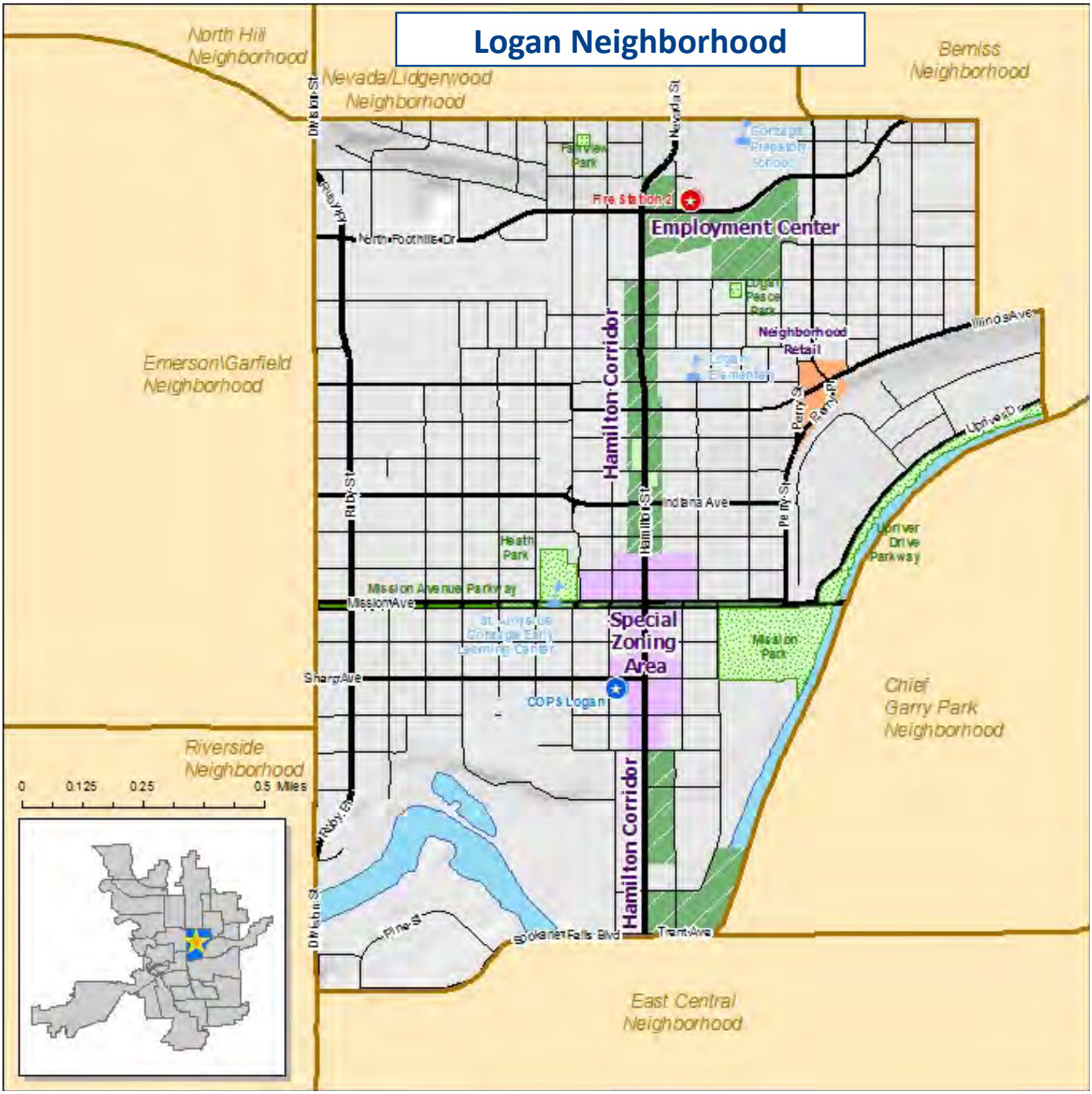
Logan - Treasures

- Many historic homes and other buildings from the early 1900s possess distinguished architectural character in the Queen Anne and Craftsman styles. These add cherished value to the Logan neighborhood.
- "The Crosby House" Bing Crosby museum at 508 East Sharp Avenue
- The Donut Parade was featured in the film Different Drummers (1993).

Logan - Natural & Built Identity

- The Spokane River is the most outstanding physical feature of the neighborhood. Recent development has taken advantage of showcasing the river's qualities. The river defines the neighborhood's south and east boundaries.
- The Division-Ruby Street corridor along the west boundary hosts regional commercial destinations in the neighborhood's backyard.
- The Hamilton Street corridor serves as the neighborhood's central mixed-use district, including several historic industrial and commercial buildings. Pedestrian streetscape amenities such as special paving, street lighting, street signs, and art are important components of this corridor.

- Gonzaga University is a major educational institution with many iconic structures, such as the Administration Building and St. Aloysius Church
- The Centennial trail is a favorite destination for recreation in the neighborhood, providing river views and a link between Mission Park and Gonzaga University. It crosses above Hamilton Street on an overpass that allows distant views both ways along Hamilton.
- The Iron Bridge provides a spur from the Centennial Trail and river crossing that offers a different view of the river.



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Surveys of neighborhood residents conducted fall 2014.

Manito/Cannon Hill

Manito/Cannon Hill - Days of Yore

Catalysts for residential development in Manito/Cannon Hill included the streetcars (1888-1936), parks, boulevards, and Wilson Elementary.

In the 1880s, a clay deposit was discovered on the land that is now Cannon Hill Park. The clay was used for making bricks and the site became a brickyard. Once all of the clay was harvested, the brickyard was moved, making way for Cannon Hill Park amenities in later years.

To the east, Francis Cook purchased 160 acres which includes all of the present Manito Park. He called the area Montrose Park. His plan was to develop home sites in the area. In 1888, Cook built a streetcar line that ran along Grand Boulevard and ended at a car house near 37th to provide transportation to future residents. But, Cook lost everything during the 1893 depression. Jay P. Graves, who made a fortune in mining, took over Cook's streetcar line, naming it the Spokane and Montrose Motor Company. Other streetcar lines in the area included one that zigzagged southward west of Manito Park along Bernard and then Browne before ending at 33rd and Division; and the Washington Waterpower Company's (WWP) North Monroe-Cannon Hill line that meandered southward along Jefferson, Madison, Lincoln (west of Cannon Hill Park) and Howard before ending at 29th.

In addition, Graves and a group of partners formed the Spokane-Washington Improvement Company to develop and sell properties in their new Manito Addition (between 14th and 33rd Avenues north-south, and Division and Hatch Streets east-west). Realizing the value that a park and other city services would add to the adjacent residential parcels, Graves' company, along with other investors including WWP, made a deal with the city to donate approximately 95 acres of land for Manito Park in exchange for roads and utilities. Manito Park was dedicated in 1904 and originally hosted a zoo. Manito Park, Manito Boulevard, and subdivision development cumulatively resulted in a real estate boom in the area, as reinforced in a front page article in the Spokesman-Review on August 4, 1907 stating, "park improvements add fifteen times their cost to adjacent property… property adjacent… is 100 per cent more valuable than it would have been in the same district without the park or boulevard improvements having been made." Since that time many updates have been made to Manito Park, including the rose garden, a Japanese Garden, the sunken gardens, the greenhouses, playgrounds, shelters, and other improvements. Manito Park and Manito Boulevard have since been placed on the National Register of Historic Places.

The Olmsted brothers developed their design for Cannon Hill Park when they arrived in Spokane in 1907. The plans included a recommendation to replace the old brickyard with a park dedicated to "quiet recreation." The design included a stone shelter, two pergolas, and a children's wading pool. The wading pool was easy to construct as a depression left in the ground by the brickyard left a natural pool, shallow enough to play in to cool off in the summer

The Manito/Cannon Hill Neighborhood Council meets the 2nd Thursday of the month at 6:30 p.m., Wilson Elementary Library

http://manitocannonhill.spokaneneighborhoods.org/

and freeze for ice skating in the winter. The park was originally named Adams Park because the land was owned by John Quincy Adams' grandson and was changed to Cannon Hill Park for A. M. Cannon, local banker and real estate developer.

The Olmsteds also outlined a vision for High Drive Parkway and Adams Boulevard (21st Avenue) for the purpose of "pleasure driving and walking" and to connect parks in their 1908 System of Parks and Parkways. In 1909, Adams Boulevard was developed as part of the Cannon Hill residential addition, and included some of the nicest homes in the city.

Wilson Elementary opened in 1927. The modern, thoughtfully designed school was such an attraction that in 1926 the Spokesman Review credited it with stimulating construction of 12 new houses in the neighborhood before the school was even completed.

Life In Manito/Cannon Hill - Today

This is a classic, well-designed, built, and maintained neighborhood of yesteryear. Most homes were built in the early twentieth century. It has a layout of short grid streets and blocks, with nearby parks and schools that residents can walk to. Residents love the mature trees throughout the neighborhood. During all seasons, people can be seen outside walking and enjoying the experience. Living here is as popular today as it seemed to be decades ago. Many residents have lived in the neighborhood for several years and know their neighbors. Often, when residents have needed a larger house, they have upsized within the neighborhood. Block parties are common, continuing close neighborhood ties. Neighbors can choose a new book to read from a "little free library" along many sidewalks. Popular neighborhood hang-outs for all ages are the "Scoop" ice cream shop, Rocket Bakery Coffee Shop, and the City's Manito and Cannon Hill parks - including the "Park Bench" in Manito Park. Neighborhood shopping, restaurants, banking, and other services are close-by at 29th & Grand. A mix of families, younger and older professionals, and retirees live in the neighborhood. The area is close and convenient to downtown Spokane, and is well served by Spokane Transit with two bus lines routed through the neighborhood. It's a great neighborhood in which to walk, run, or bike. Sidewalks are prevalent and separated from the street edge, and bicycle routes, bicycle lanes, and low traffic volume streets exist in the Manito/Cannon Hill neighborhood. Yard sales are common on many warm weather weekends, and neighborhood gardens can be found here and there. Many residents have said that they feel "safe" and "connected" in this neighborhood.

Manito/Cannon Hill - Treasures

- Historic Manito Park (pubic gardens, greenhouse, pond area, walking trails, playground). In 2009, Manito Park was identified as "Best of Attractions - Spokane, Washington" by UpTake.com.
- Tree-lined Manito Boulevard.
- Cannon Hill Park.
- Manito White House and other historic homes

Manito/Cannon Hill - Natural & Built Identity

This neighborhood is within the commonly referred to South Hill area of Spokane. The southern portion of the neighborhood is built on higher level ground. The northern portion slopes uniformly and increasingly downhill toward the center of Spokane and the river valley. The area has been fully developed for many decades with mostly mid-sized single family homes, along predominant east-west street blocks. The homes are similar in size, but are quite distinctive from one another with façade design, colors, materials, and roof lines. Many of the lots still have alley access, which was common during that period of residential development. Most of the mid-sized and smaller houses were originally built without garages. Consequently, many homeowners through the years have added a detached garage if their property provided the space and access. Native, majestic ponderosa pines remain scattered in front and backyards, along streets, and within the two historic parks. Other mature, deciduous street trees add grand definition to the corridors and boulevard streets. Smaller, native basalt rock outcroppings are found throughout the area, which were avoided and built around years ago. Occasionally wild turkeys wander the neighborhood. Scenic High Drive is the western boundary of the Manito/Cannon Hill Neighborhood.

Manito/Cannon Hill - Neighborhood Tales

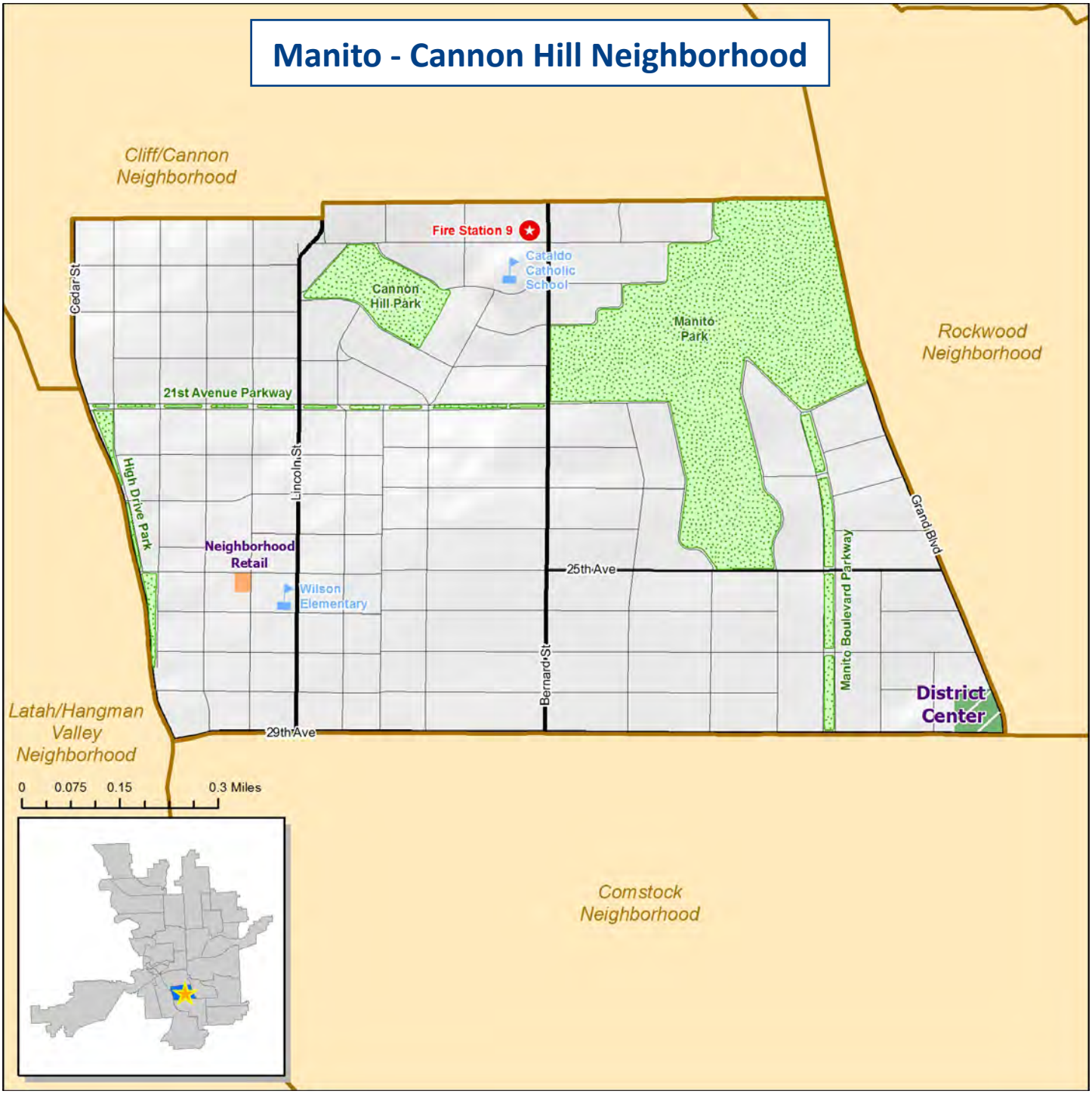
- *"Apparently in the early days there was a "speak-easy" in a house near 25th Street and Madison.*
- *"Manito Golf and Country Club used to be on the west side of Hatch Road before the club house was moved to the east side and Quail Run gated community was developed. My girlfriends and I would pick up lost golf balls and sell them to her dad for 5 for 25 cents.*

- *"There were two "penny candy" stores, one at 37th & Grand across from Sigman's Grocery and one on Grand just south of 29th, before Manito Shopping Center was developed.*
- *"There was a gas station near the current post office on Grand that rented tandem bikes for 50 cents an hour.*
- *"Learning to swim at Comstock Swimming Pool."*

-M. Wittstruck

Manito/Cannon Hill - Annual Events or Activities

- Holiday Lights at Gaiser Conservatory, Manito Park.
- Annual Friends of Manito Park Fall Plant Sale
- Meals on Wheels Great Pumpkin Race



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Minnehaha

Minnehaha - Days of Yore

In the late 1890s, Edgar J. Webster, a Spokane lawyer, discovered a mineral spring on the site of the current Minnehaha Park. He later turned the site into a spa. The stone building still located in the park was the home of Webster and served the spa and other endeavors which followed. Mr. Webster sold the land to Mr. and Mrs. John Hieber, who for a time used the mineral water for their brewery. Between 1918 and 1924, the site was rented to several motion picture companies. The Minnehaha neighborhood was served by the Ross streetcar line, also owned by Mr. Webster, which ran from downtown Spokane up to the park.

Minnehaha Park and much of the surrounding neighborhood was annexed into the city in 1907. The Park is located close to the eastern edge of the city limits and adjacent to Esmeralda Golf Course to the north. In 1909, the city of Spokane purchased property for park purposes but park development did not start until 1924.

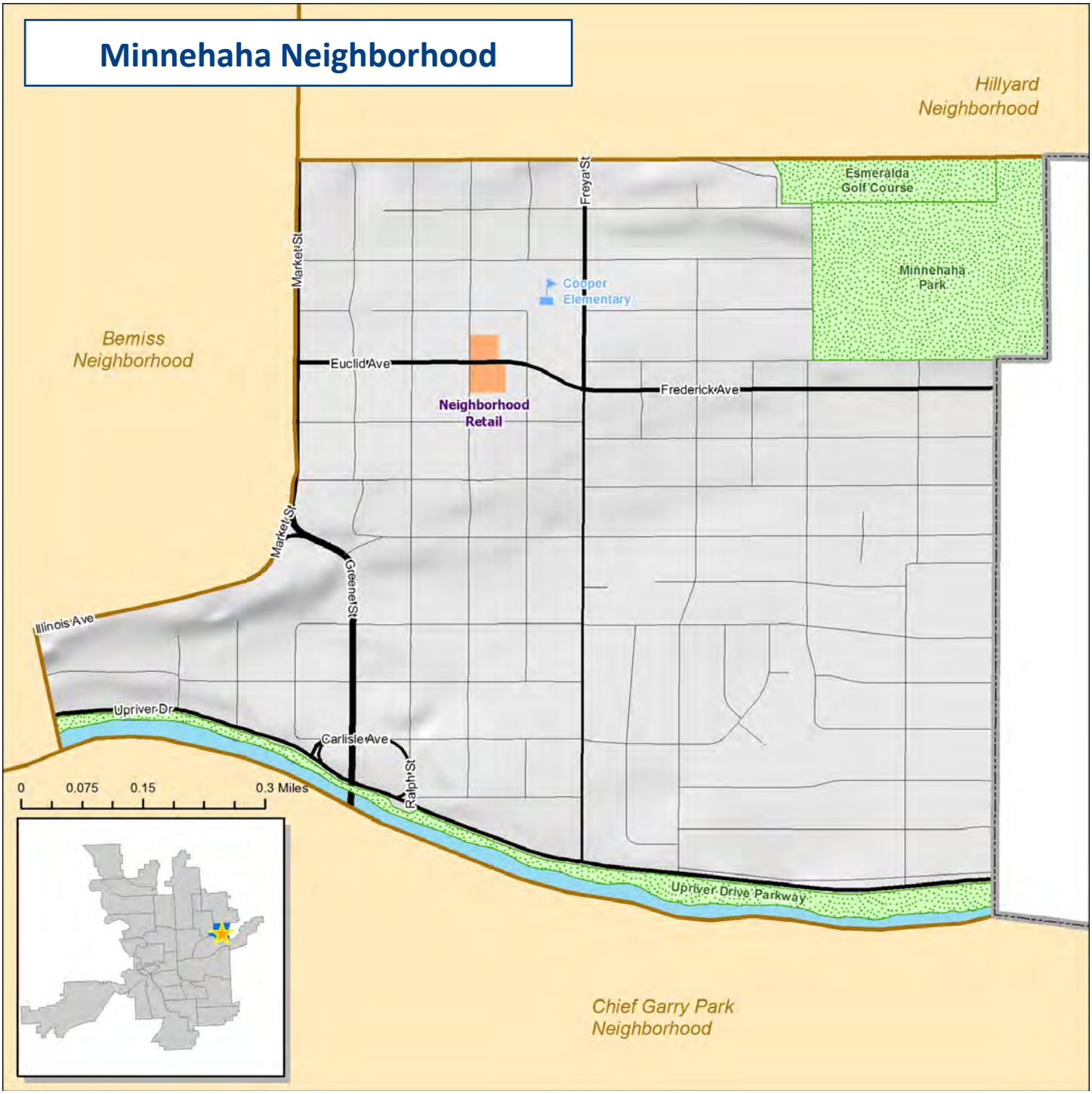
Minnehaha School, now named Cooper Elementary, is the anchor to the neighborhood and was annexed to District 81 in 1908. It was then renamed in honor of James Fennimore Cooper, the American writer. The current building was built in 1979 and continues to serve the neighborhood and its children. A grocery store near the school named Mauro's served the neighborhood and the greater Spokane Italian community (Mauro's is now closed).

The Minnehaha neighborhood is also known for its location as an access point for outdoor recreation with its proximity to the trails on Beacon Hill, the Centennial Trail, and the adjacent rock climbing at Minnehaha Rocks.

The Minnehaha Neighborhood Council meets the second Thursday of each month at 7:00 pm. Meetings are held at Cooper Elementary at 3200 North Ferrall Street.

minnehaha.spokaneneighborhoods.org

Minnehaha Neighborhood



Nevada/Lidgerwood

At the time this profile was prepared, Nevada/Lidgerwood was in the process of dividing into two neighborhoods. The proposed dividing line was Francis Avenue. As this division was not finalized at the time of publication this profile applies to both parts of the Neighborhood.

Nevada/Lidgerwood - Days of Yore

The Nevada/Lidgerwood neighborhood's development spans over a century. South of Wellesley, the age of structures includes every decade since 1900, but most development occurred between 1910 and 1950. The south half of the neighborhood (Dalton to Francis) was annexed to the City between 1891 and 1907, while the northern portion was annexed between 1967 and 1994.

The original Lidgerwood Park development covered a full section of land, which was subdivided in 1889 by John and Harriet Lidgerwood, Patrick and Ida Byrne and Chester and Beatrice Glass. Dr. Byrne sacrificed a large and very lucrative practice in Yonkers, New York to concentrate all his attention and time to his real estate interests in Spokane Falls. John Lidgerwood was also from New York, and he, Byrne, and Chester Glass were determined to make the Lidgerwood Park property the "choicest and healthiest residence section of this city."

Mr. Glass was one of the initial owners of the City Park Transit Company (CPT). The company had plans calling for a line through the Lidgerwood Park real estate development, then back to the city center by a different route. On October 23, 1890, the CPT opened its line to serve Lidgerwood Park. Because the CPT built its line to serve that development, it was often called the Lidgerwood Line. One hundred and fifty lots in Lidgerwood Park were auctioned off as part of the opening celebration.

In 1892, the Lidgerwood Electric Railway Company placed an advertisement in the Daily Chronicle proclaiming that its "Pavilion in the Woods" on the line of the railway, was now open to the public, complete with refreshment rooms and dance floor. In the same article, the company advertised the availability of a large block of land, suitable for a quarter mile race course in the woods, close to the Pavilion. It is believed that this block later became the site for the NorthTown Mall.

The neighborhood's first school, Longfellow Elementary, was completed in 1893 on Rochelle Street (later renamed Cincinnati Street). As the population grew in the Lidgerwood Park area, Longfellow underwent a series of building additions and was ultimately rebuilt in 1980.

The Nevada/Lidgerwood Neighborhood Council meets the second Wednesday of each month at 7:00 pm. Meetings are held at the Neva-Wood COPS Shop at 4705 N. Addison Street.

nevadalidgerwood.spokaneneighborhoods.org

Hamilton Elementary is the second oldest neighborhood school. It was originally built in 1903 as the Kenwood School with four classrooms. In 1909 a new building was constructed of brick with eight rooms and a playroom at a cost of $33,900. In the early days of Hamilton School it was not unusual to find Native American tepees pitched on the west side of the school. The Native Americans came to the school to fetch water from a well. In 1972, the building became the annex to Continuation High School, later named Joseph Jantsch High School, and remained so through the 1980- 1981 school term. In 1981, Jantsch High School took over Havermale Junior High School and became a single-campus school. Hamilton School was left without students for the first time in 78 years. It was sold as surplus property to the Zion Faith Association in 1982.

The initial stages of the NorthTown Shopping Center at Wellesley and Division occurred in the early 1950's with a new 30,000 square foot Albertson's Supermarket. Between Wellesley and Francis, development occurred primarily in the 1950s and 1960s. The last major developments in this area occurred along Division, evidenced most noticeably by the Franklin Park Mall in the mid-1970s and a multi-block commercial project at Francis in the 1980s. North of Francis, urban growth was precipitated with the development of "Continental City" in the early 1960s. This area continues to develop with various housing densities, offices, and general commercial uses, including the Northgate shopping complex at Francis and Division.

Life in Nevada/Lidgerwood - Today

The neighborhood has a casual and inviting atmosphere. Nevada/ Lidgerwood is an established neighborhood with many residents enjoying the grid street patterns that allow for easy navigation and quick access to downtown and other parts of the city. The low cost of living has attracted many residents to the neighborhood while offering a peaceful place to call home. A diverse group of residents call Nevada/ Lidgerwood home, including families, retirees, and professionals. Residents enjoy shopping in the neighborhood, going to the parks, biking, running, and getting together for yard sales and neighborhood barbeques.

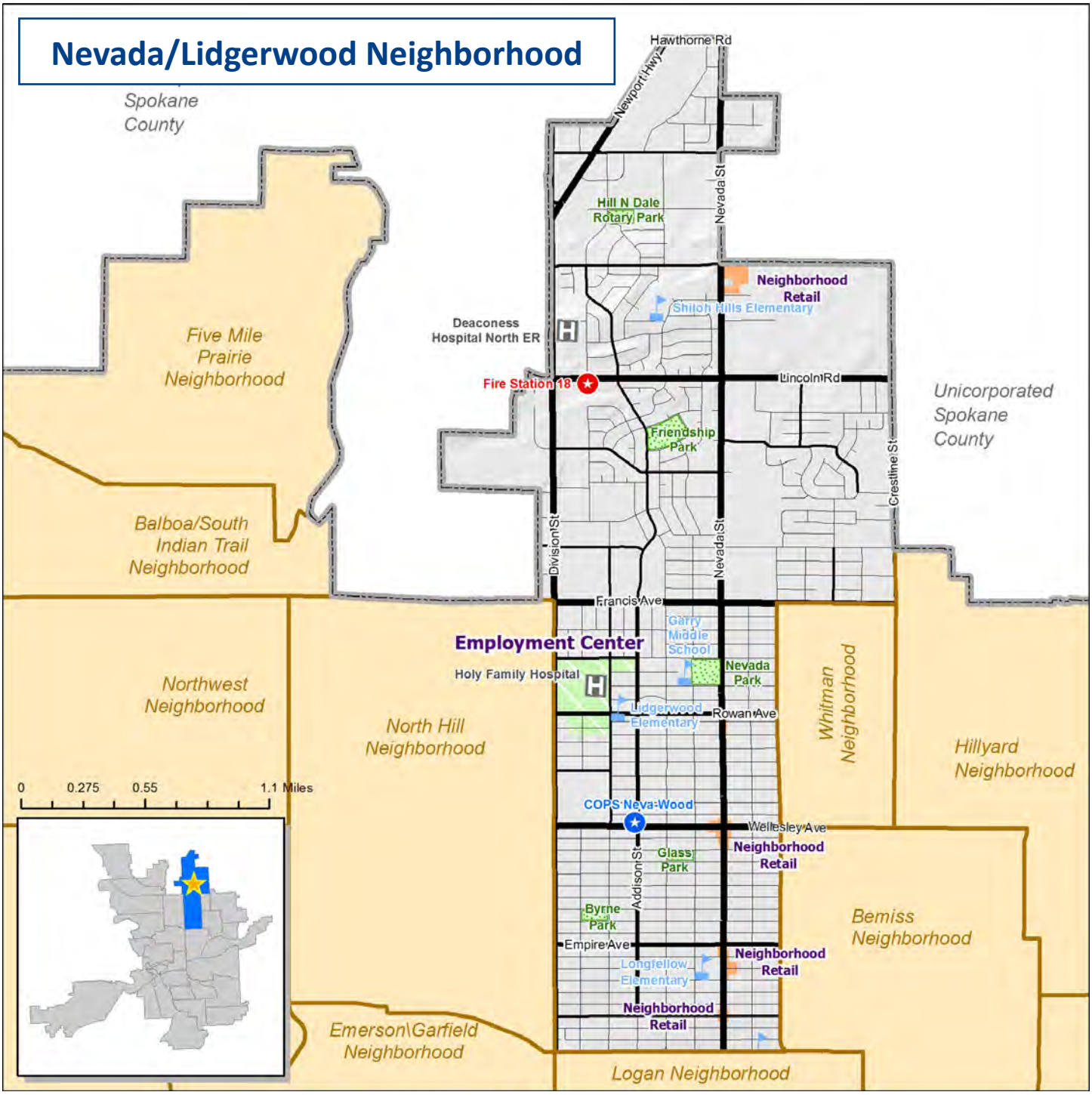
Nevada/Lidgerwood - Treasures

- Parks
- Schools

Nevada/Lidgerwood - Natural & Built Identity

- Grid Street Pattern
- Flat Terrain
- Parks

Nevada/Lidgerwood Neighborhood



North Hill

North Hill - Days of Yore

The Monroe Street Hill once marked the northern border of the city. With the development of a street railway system in the early 1900s North Hill began to transform from a forested rural community into a residential neighborhood served by businesses, schools, churches and parks. Many homes were built in North Hill during the early 1900s near streetcar lines along Howard and Madison Streets. Styles include Craftsman bungalows, cabins, Tudor and Swiss Chalets and two-story farmhouses. More contemporary homes and low-rise apartment buildings were built throughout the 50s, 60s and 70s in the northern part of the neighborhood. Infill housing and new businesses continue to transform our diverse neighborhood.

The Garland District began in 1910 with the building of the street railway system, particularly the Post Street line. By the late 1920's, the district started to take shape. Three buildings in particular are eligible for the Historic Register. The Masonic Temple, built in 1922, is an example of late Romanesque revival style with gabled parapets, round arches and decorative motifs in the brickwork. In 1935, the Milk Bottle was built as part of the Benewah Creamery Chain. The Garland Theater, established in 1945, an example of Art Deco architecture opened on Thanksgiving Day. This theater had almost 1,000 seats & a gift shop. At the time it was considered a very modern movie house. In 1954 they installed a wide screen, stereophonic sound system, new seats & curtains for $20,000. Some businesses still have their original neon signs dating back to the 1950's.

Parks began about the same time. B.A. Clark Park at Division & Garland was named for B.A. Clark, the Supervisor of Playgrounds who helped execute the Park Fund to partially implement the Olmsted Brothers firm's recommendations in 1913. History of our largest park, Franklin Park at Queen and Division, records the grading and planting occurred from 1910 to 1912.

Ruth Park was adjacent to the Byrne's Addition School, built in 1910. Dr. Patrick S. Byrne, donated the land for the school at Whitehouse Street and Dalke Avenue in 1908. Dr. Byrne's daughter's name was Ruth.

The history of the neighborhood is partially reflected in the construction of the three public elementary schools: Madison, Willard and Ridgeview. The first, Frances Willard Elementary School, opened in 1908 as a small brick building with four rooms, and quickly tripled in size by 1911. The old Willard Elementary School building was replaced in 1980 with

The North Hill Neighborhood Council meets the second Thursday of each month at 6:30 pm. Meetings are held at The Gathering House at 733 West Garland Avenue.

http://northhill.spokaneneighborhoods.org/

the new school facing Longfellow Avenue. Dr. Patrick S. Byrne, a mayor of Spokane, helped plan an early part the North Hill neighborhood. In 1908 he donated about one-half acre for the Byrne's Addition School, built in 1910 at Whitehouse Street and Dalke Avenue; later renamed the Madison School in 1915. A new Madison School opened four blocks to the south in 1949 adjacent to Franklin Park. Following a successful bond initiative, a third elementary school was added to the neighborhood when Ridgeview opened in September 1953 as Ridgeview Primary School, which then rapidly expanded over the next few years.

Life in North Hill - Today

The North Hill neighborhood draws people who want to live in a, well-established neighborhood, with many peaceful, quiet streets, unique older homes, reasonably priced housing options, and walkable destinations. Other reasons people choose to live here are proximity to work, neighborhood shopping, parks, and schools. Yards and houses are kept tidy and neighbors watch out for and take care of each other.

A diverse mixture of families and single people of all ages live here, including many who are characteristically easy-going and casual. Neighbors greet each other while working in their yards and occasionally get together for neighborhood activities like basketball games, yard sales and children's playdates.

The Garland Avenue business district is a unique commercial district. This area provides the neighborhood with walkable, nearby entertainment, art-oriented shops, services, restaurants, and nightlife, as well as some funky shops. Notable businesses and attractions include Ferguson's Café, the Garland Theater (a popular independent movie theater), and the Blue Door Theater, which bills itself as "The Inland Northwest's Premier Improv Company." Ferguson's Café, described as "a neighborhood staple" which first opened in the 1930s, appeared in three feature films: Why Would I Lie? (1980), Vision Quest (1985), and Benny & Joon (1993).

Our main arterials serve the basic needs of our residents. For example, on the western Maple-Ash Street corridor, a cluster of businesses serves nearby residents at the Rowan Business Center. This area features hardware and auto supply stores, a gas station, 'take out' pizza, and a small café. Friendly staff and basic supplies and services, similar to a small town, offer the neighborhood a convenient alternative to the big box shopping centers. Similar clusters that exist on other arterials offer a blend of residential homes and businesses.

Many professional and small business enterprises line Francis Avenue, which defines a corridor along the northern edge of the neighborhood. The Division commercial area, on the eastern edge, fulfills needs for banking, health care, office equipment, restaurants, coffee shops, a new health food store, and other retail needs. Weekly needs such as

supermarkets are a short drive away and there is a nearby summer farmers' market in the adjacent Emerson-Garfield Neighborhood. Plans for a similar market in the Garland District are underway.

Active churches in the neighborhood make a big impact on the community. One church parking lot is used as a staging area for neighborhood cleanup events for people from throughout the neighborhood to gather and help out.

Neighbors head to the bluff south of Garland to walk and enjoy the view (including downtown's Fourth of July fireworks), or to one of the neighborhood's three bustling parks: B.A. Clark, Franklin and Ruth. Commuting to downtown takes only minutes by bus, or about a five-minute drive or bike ride. Some residents can walk downtown in as few as twenty minutes.

North Hill - Treasures

- Numerous older Craftsman style homes, built in the early 1900s.
- The Milk Bottle, formerly the drive-up Benewah Dairy, an iconic restaurant and ice cream parlor set within a two-story white-and-cream-colored bottle shaped building built in 1935 on Garland Avenue.
- The refurbished Garland Movie Theater, which opened in 1945 as Spokane's first cinema outside downtown, sports a prominent neon sign, seats more than 600 people, and since the 1980s has shown discount movies. Its location is a defining feature of the neighborhood.
- The southern bluff offers neighborhood views of Spokane, sunsets, and wildflowers. The area defines a gateway to the neighborhood. The Monroe Street Hill once marked the northern border of the city. Both sides of the Post Street Hill feature the presence of this wildlife corridor that extends west to the Spokane River. The area is filled with natural vegetation and gives a sense of wilderness within the city.
- Great parks, churches and schools.
- Ruth Park is a hidden gem in the north part of the neighborhood, mainly used by people who live nearby.
- Franklin Park is a favorite destination with diverse uses that invite people to use it: sports fields, a pathway, covered gazebo, children's play area, pine grove, and more.
- BA Clark Park provides a defining feature, with a preserved grove of pines, colorful trees and inviting features, such as a picnic shelter, play area, ball fields and a perimeter walkway.

North Hill Neighborhood Council

North Hill - Natural & Built Identity

- The Garland Avenue Business District's interesting buildings, featuring café windows, where customers view daily life in the street, and specialty businesses that offer visual, performing & musical arts, retail and a range of services.
- Southern bluff with a walkway offering great views open to the public
- Brick building materials that highlight some of our historic buildings.
- Large, mature street trees and neighborhood trees that provide green space for neighbors to enjoy, shade in summer and nesting for a variety of birds.
- A pedestrian-friendly grid pattern of level, tree-lined streets with sidewalks to parks, schools and business areas.
- Access to rear yards from alleys

North Hill - Neighborhood Tales

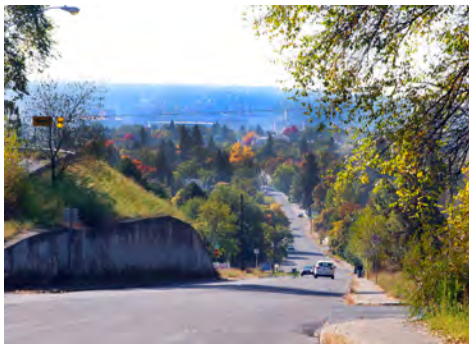
"I like living near the Garland district, to have a destination to walk to, and that the historic architecture has been preserved."

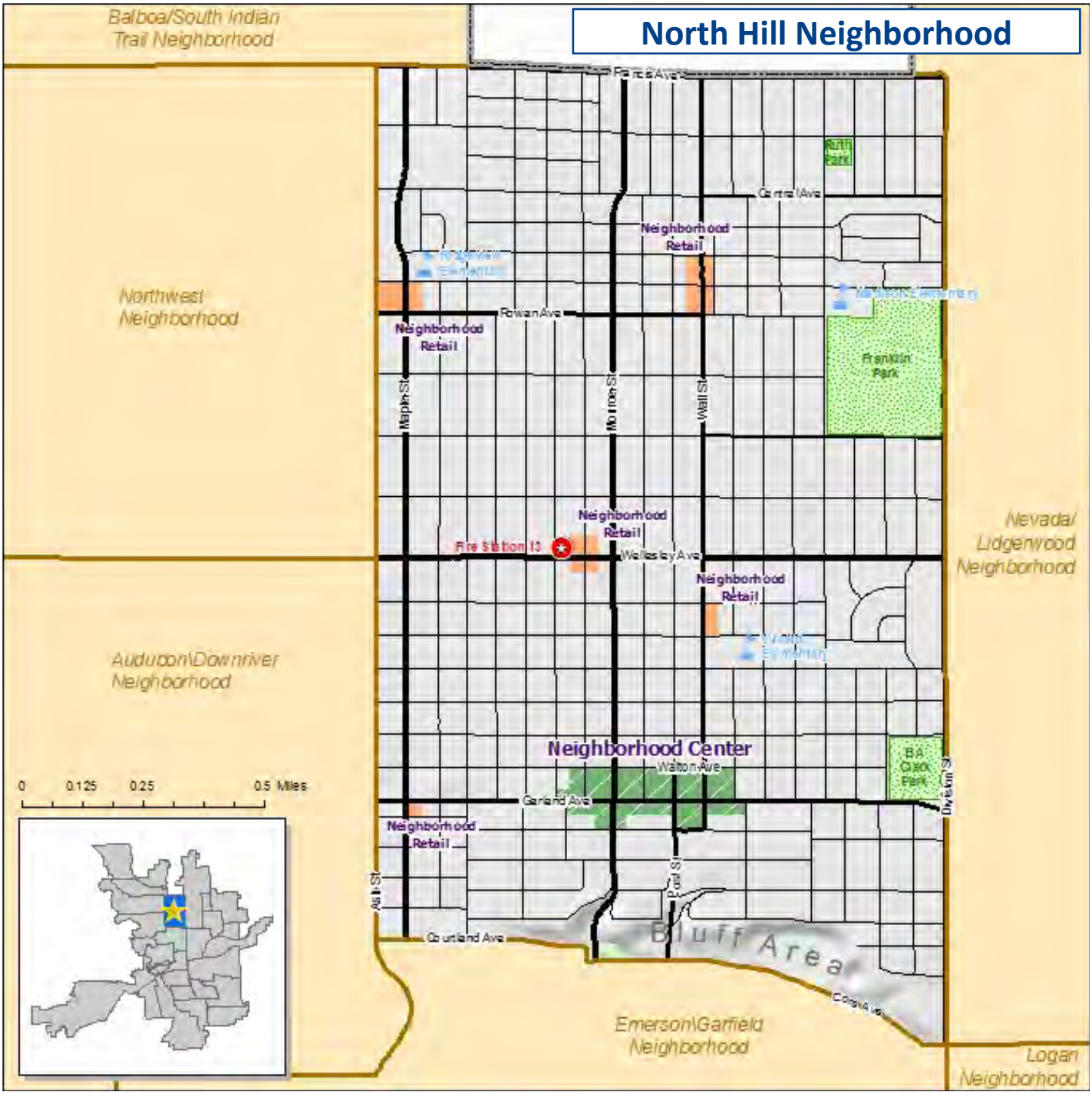
-- Anji Mertens

North Hill - Annual Events or Activities

Throughout the summer, Clark and Franklin Parks host ball games. Franklin Park has many events including horseshoe tournaments, soccer games and picnics. It includes a gazebo for large gatherings and playground equipment including a splash pad during the summer.

Neighbors attend the Garland Street Fair, a festival held each summer in the Garland Avenue business district.





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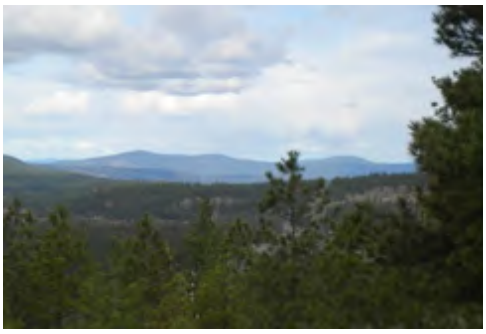
North Indian Trail



North Indian Trail - Days of Yore

The North Indian Trail neighborhood is located in the northwestern corner of the Spokane city limits. Its name is derived from the Indian Trail Road, an arterial that runs in a northwest direction through the neighborhood from Francis Avenue to the south and to undeveloped County land to the north. The neighborhood is mostly developed, with a few remaining open spaces. Stands of Ponderosa Pine trees remain in many parts of the neighborhood.

Indian Trail Road, once referred to as Pioneer Road and then formally named Sturman Road during the early part of the 1900s, connected the Columbia River to the Little Spokane River and was used for centuries by Native Americans who lived in the territory to the north. Trappers from the Hudson's Bay Company post that was built in the 1800s at the confluence of the Spokane River and Little Spokane River also used the road, as did pioneers, prospectors, and troopers en route to Spokane. A stagecoach ran from Spokane to Colville. It was the popular and shortest road to the northwest country.

Samuel C. Sturman was an early settler who arrived at the Little Spokane River area from North Dakota in 1885. The school that once stood at the junction of Rutter Parkway and Indian Trail, to the north of the present-day neighborhood, was known as Sturman School, and a bridge three miles above the confluence of the Little Spokane and Spokane rivers was also named after him.

The area remained rural in nature with large tracts of undeveloped land until the City annexed the area north of Francis Avenue in the 1950s, followed by extensive development of mainly single-family homes on relatively large city lots. The area grew rapidly northward over the next two decades and in the 1970s, the North Indian Trail neighborhood began its initial development with single-family homes, which continues to the present day. In 1981, the new Woodridge Elementary School opened its doors to North Indian Trail students. All of the students who attend the school are within walking range; no students are bussed.

The western edge of the neighborhood features homes overlooking the Spokane River Gorge. Residential development also features some duplexes, and apartments were built close to the 32-acre Sundance Plaza shopping complex, developed at the intersection of Indian Trail Road and Barnes Road in 2002. The shopping center serves surrounding communities including Five Mile Prairie, Rutter Parkway, Seven Mile and the rural areas beyond.

The North Indian Trail Neighborhood Council meets regularly at 7:00 PM at the Prince of Peace Lutheran Church, 8441 N Indian Trail Road

http://www.nitnc.com

Life in North Indian Trail – Today

This neighborhood has become a popular area for Spokane citizens to call home. It has steadily been developed, retaining much of its open, scenic appeal. A mix of citizens- families with children, singles, retirees, and professionals live here, many in newer single family homes. Many residents make the daily work commute into central Spokane on weekdays. Indian Trail Road is the major transportation corridor providing access to the area, connecting to local streets and subdivisions. A large neighborhood commercial center serves the community, located at North Indian Trail Road and West Barnes Road. Restaurants, banks, grocery, and a variety of retail stores are found here. The Indian Trail Public Library and Providence Health Care Clinic are other popular and convenient facilities. Adults and kids enjoy Pacific Park with its playground, splash ponds, and open space.

"I think the best features are the nearby open spaces like the power line corridor which goes up to the north end of Five Mile Bluff and Riverside State Park. Also close and connected to Indian Painted Rocks and the Little Spokane River Natural Area".

-Ed Bowers

"Family oriented community."

-Linda Gervais-Falkner

North Indian Trail - Treasures

- Pacific Park
- Vistas from ridgelines above the Spokane River Gorge to the west.

North Indian Trail - Natural & Built Identity

A diverse natural environment exists in the North Indian Trail Neighborhood. The neighborhood has an ever-changing landscape with mature pines, native grasses, hilltops, valleys and ridges. The topography and natural features have dictated where development has occurred over the last few decades. This variety of terrain brings an added distinctiveness and separation to many of the subdivisions located within the neighborhood. Some subdivisions have open views on a plateau, several exist within a forested valley, and others are built on broad, gentle side-slopes. The built environment consists primarily of single family residential developments with suburban characteristics of larger building lots, front and backyards, with mid-sized to larger homes. A variety of other housing choices exist as well including apartments, duplexes, and condominiums, all with different features and amenities. Residents here enjoy tree-lined streets and an abundance of open space and natural vegetation. The North Indian

Trail neighborhood is on the “edge”, both geographically from the City, and above the scenic river gorge below.

North Indian Trail - Neighborhood Tales

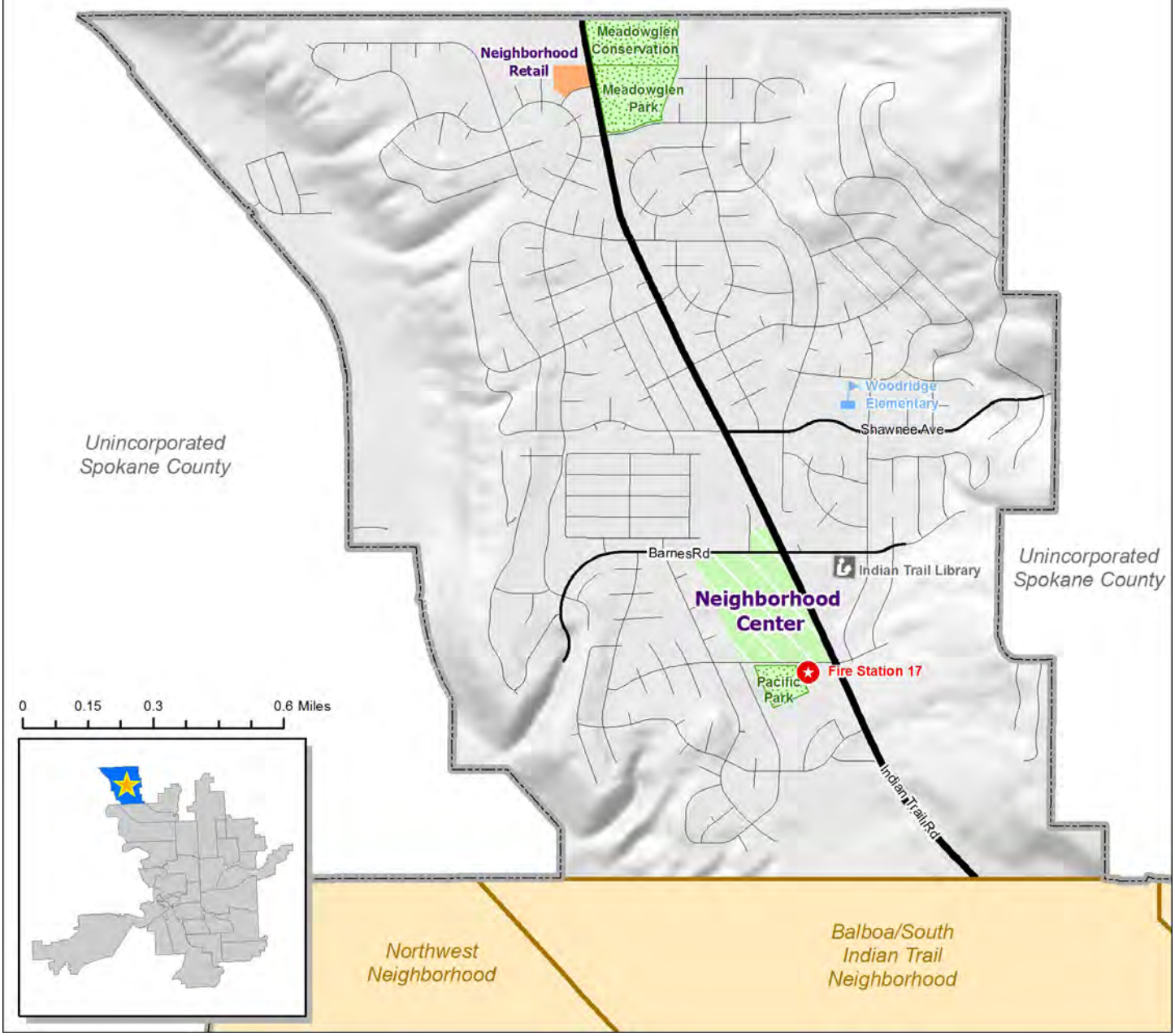
“When I was a kid Indian Trail was not half as developed as it is now. It was still out in the country, but now it has many commercial establishments and is a great place to live. You still feel somewhat outside the city but have the convenience of grocery stores, restaurants, etc.”

-Corey Blair

North Indian Trail - Annual Events or Activities

- Annual organized neighborhood yard sales.
- Wednesday night summer community picnics with live music.

North Indian Trail Neighborhood



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Northwest

Northwest - Days of Yore

Local Native American tribes used the Spokane River on the west side of the neighborhood for fishing and winter camps for trading. On the east side of the neighborhood a thoroughfare crossed from springs located near Euclid Avenue and Maple Street to Indian Trail Road at Francis Avenue, carrying native people, trappers and early settlers between the large falls to the southeast and the Little Spokane River to the northwest. Plants with edible roots, bulbs and berries grew here. Gridded street subdivisions later replaced the native trail, but the area around the springs was purchased by the Eastern Washington Historical Society and became protected conservation park land. Rival streetcar companies extended street railways within Northwest and Driscoll Boulevards to serve the growing neighborhood.

During World War II the U.S. Army built the Baxter General Hospital, located between Assembly Street and Fairmount Memorial Park to care for wounded veterans returning to the region during World War II, with 300 buildings and 2,001 beds. Portions of this 200-acre site became the Veteran's Affairs Memorial Hospital in 1948 and Joe Albi Stadium, which originally opened as Memorial Stadium, in 1950. A nearby rope tow operated as City Ski Acres in the late 1950s.

Life in Northwest Today

Good schools attract families, while professionals and retirees are attracted by well-built and relatively inexpensive housing along tree-lined streets, which are shady and hilly in some places. People are proud of well-kept yards. The neighborhood has tall stands of pines that articulate the horizon.

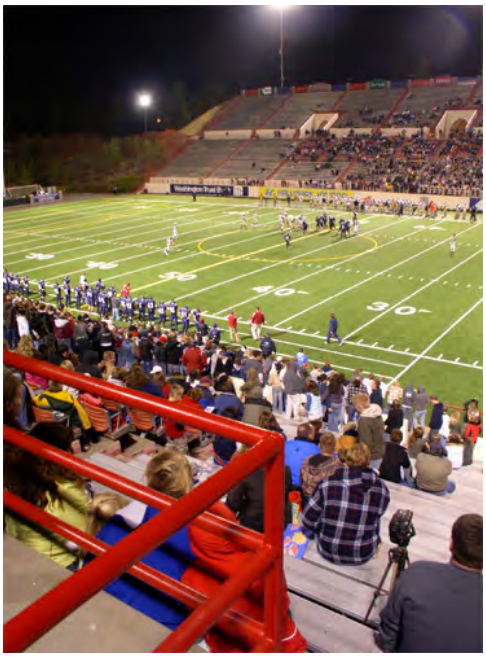
The neighborhood is described as friendly, stable, established and casual, full of hip, trendy, and established people and families. Many shop at nearby farmers' markets and get together for yard sales, block parties, and fall cider squeezes. Some neighbors proudly introduce themselves, welcome and accept newcomers, host barbecues, and generously help clear sidewalks and help with other tasks, such as lawn care, landscaping and moving furniture.

In their spare time, many people walk to Joe Albi Stadium or the Dwight Merkel Sports Complex. The stadium hosts football, Junior Bloomsday and other activities, while the sports complex features a BMX track, a skate court, soccer fields, softball fields and a perimeter walking trail. People go to parks to hike, bike, walk, and run on bike routes and trails—some of which offer terrific views of the river and city. Families visit parks, such as Loma Vista Park, to enjoy the open air or to fly a kite.

While the neighborhood is predominantly residential, there are many other isolated commercial pockets sprinkled throughout, mostly near old trolley lines, where residents go to find groceries, hardware, specialty pizza, great breakfast, cozy cafés, pubs, a bakery and an eclectic garden shop.

The Northwest Neighborhood Council meets the third Thursday of each month (except July, August and December) at 7:00 pm. Meetings are held at Browne Elementary at 5102 W. Driscoll Blvd.

northwest.spokaneneighborhoods.org/



Northwest - Treasures

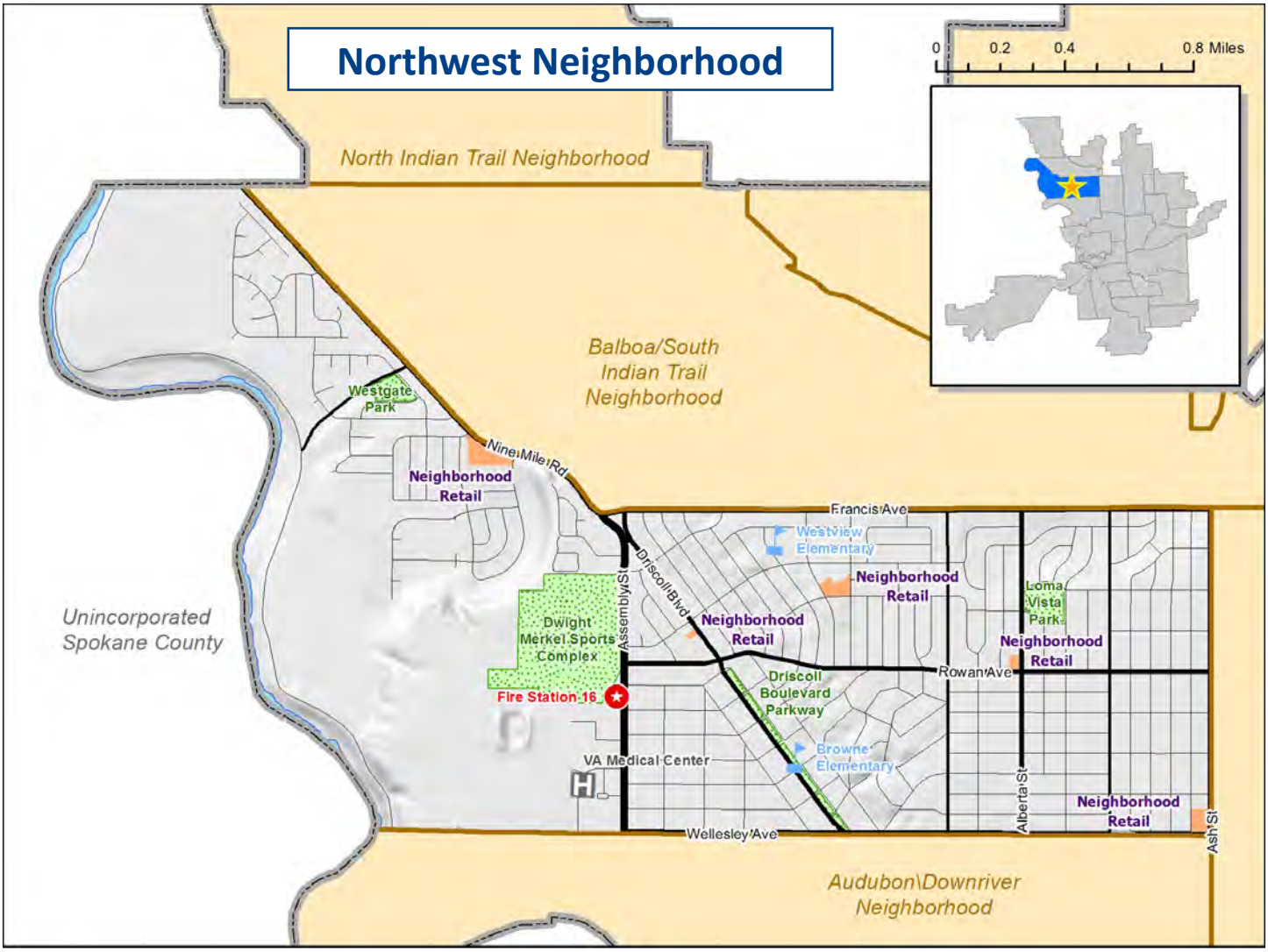
- Riverside State Park is a regional treasure. It was formed from 1933 to 1936 when the Civilian Conservation Corps constructed the Aubrey L. White Parkway, rock walls next to the roadway, trails, and several structures, including the swinging bridge across the river at the Bowl and Pitcher. The parkway is popular for running, bicycling and driving. A campground in the park offers real camping in the city along a beautiful river.
- Upriver from the Bowl and Pitcher, “Black Water” near the Downriver Disc Golf Course is a mellow spot with deep, dark water where folks can relax or swim in the river and view swallows burrowing in small tunnels dug into the soft, sandy riverbank.
- Along the river near Camp Seven Mile, Plese Flats is a beach suitable for easy river raft take out near parking and a picnic area.

Northwest - Natural & Built Identity

- The Spokane River forms the neighborhood’s western boundary, contributing to a keen awareness of nature’s presence. River access, wildlife, hilly terrain and basalt rock define the natural environment.
- The interior of the neighborhood is characteristically flat with shaded streets.
- St. Charles Catholic Parish represents later-20th-Century architecture featuring a combined bell tower and fountain.
- Ranch style homes, brick materials, cottage style homes.
- Gridded streets give way to curvilinear pockets such as the Boulevard Park Addition near Driscoll Boulevard. Greenbelts and the bluff provide favorite destinations and great views for neighborhood walks.
- Fairmount Memorial Park contributes a quiet, peaceful location for contemplation.

Northwest - Neighborhood Tales

“On the day I moved in a neighbor brought over two bags full of fresh vegetables that he had grown in his garden.” – Justin Helm



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Surveys of neighborhood residents conducted fall 2014.

Peaceful Valley

Peaceful Valley reflects both its working class past and the people who currently live there: independent, feisty, neighborly, often bohemian. The tolerant live-and-let-live attitude has been attractive to artists and writers, and others who have sought a more unconventional place to live along the Spokane River, which has shaped the valley and the lives of the people who have long lived in its constant presence.

Peaceful Valley - Days of Yore

Peaceful Valley has a rich history and is a unique part of Spokane. A natural bluff dominates and separates Peaceful Valley from the Browne's Addition neighborhood to the south. The Spokane River to the north and the confluence of the river and Latah/Hangman Creek to the west have shaped the history and formed the neighborhood boundaries. Main Avenue feeds directly uphill into Downtown Spokane to the east boundary at Monroe Street. This area was a traditional gathering place for Native Americans as a trading center for bartered goods and the abundant salmon which were harvested from the Spokane River and Latah Creek.

Early settlers came to Spokane; they too appreciated the view of the falls from Peaceful Valley. The typical home was often dictated by the platted narrow lots, only 25 feet wide, but deep enough, at 100 feet, for a second home, often rented out, behind the street side residence. Housing seasonal laborers, the turn of the century shotgun-style houses were an affordable option for loggers and miners. Once called Poverty Flats and Spring Flats (from the natural springs flowing from the south bluff) the neighborhood still has a distinct mining town air to it. These small narrow houses would only later be fitted with toilets and garages.

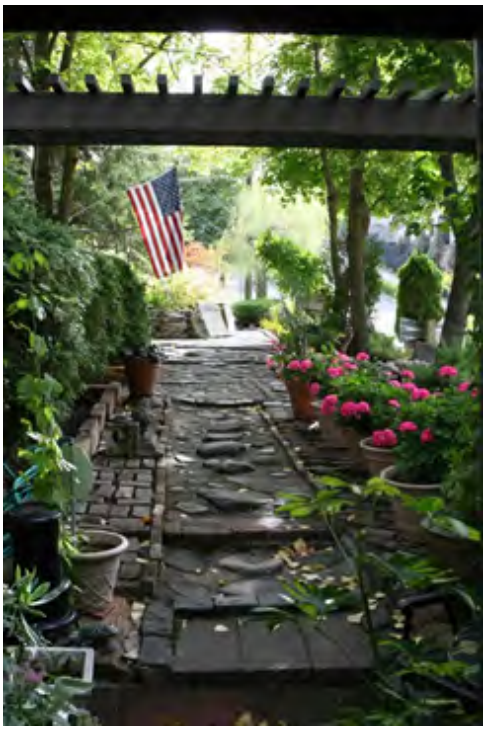
Among the builders were many Finns, who brought with them their sauna tradition, some unique architectural features, and a talent for labor organizing. The Finnish Social Hall, long gone, was a focus of music and dancing, political meetings, and other community events. There were also community saunas and livery stables.

In 1901 the Spokane Casket Company began operations on Water Avenue and was the only major manufacturing and employment source within the neighborhood. At the height of its operation it employed fifty people. The property is now park land along the river.

In 1912, land, created by debris infill from the 1889 fire, was purchased by the Park Board to create Glover Field. A photograph from this same year shows Maypole Dances in the field. The field held a stadium until the bleachers were condemned in 1925. Native Americans, representing 28 different tribes erected teepees on fields and roadsides throughout Spokane, including Glover Field with its spectacular view of the Spokane River Falls during the Indian Congress of 1925 and again in1926. The Spokane Betterment Organization, a group of business boosters, sponsored the events following the passage of the 1924

The Peaceful Valley Neighborhood Council meets the second Wednesday of each month at 7:00 pm. Meetings are held at the Peaceful Valley Community Center at 214 N. Cedar.

peacefulvalley.spokaneneighborhoods.org



Indian Citizenship Act which gave official status to all Native Americans.

In the early 1900s, most of the school children would climb the hill to attend class, even in the snow. But from 1917 to 1930, the Cowley School at the corner of Maple Street and Clarke Avenue served early elementary school age children. The school was closed in 1930 and only recently refurbished as a privately owned triplex residence.

In the past, nearly every lot was built, but the architectural significance of the modest vernacular homes was not well appreciated. Benign and intentional neglect led over the years to the destruction of a large number of homes and other structures. Alarmed at the loss of usable, restorable historic houses, a group of neighbors banded together in the 1990's, and because of their work and that of historian Nancy Compau, a large portion of Peaceful Valley is now on the National Historic District Register. The neighborhood has been infilled with additional new homes, many of them on a much larger scale, occupying multiple lots.

The Great Gorge Plan in 2005 was a significant three-year public effort that helped express the neighborhood and community's desire to protect and enhance the public's experience with the Spokane River. During that time, the Sandifur Pedestrian Bridge was completed, crossing the river at the far west end of Peaceful Valley and connecting with the Centennial Trail on the north bank.

Life in Peaceful Valley - Today

The bluff and the river make Peaceful Valley a secluded hideaway adjacent to the busyness of downtown Spokane, offering walkable proximity to the public library, business, entertainment and restaurants. The neighborhood has only two street entrances: on the east from Monroe Street down Main Avenue, and on the west at the intersection of Riverside Avenue and Clarke Avenue by People's Park. For those walking, there is also one long, steep staircase at the south end of Cedar Street climbing the bluff to Riverside Avenue, and another, shorter stair climb, to the west, from Spruce Street.

The neighborhood has an eclectic group of residents including office workers, caregivers, teachers, lawyers, telecommuters, woodworkers, artists, musicians, etc. Those who live here take pride in the community's supportive attitude toward freedom of expression, which can be seen or heard when strolling through the neighborhood. Friendly neighbors will check on each other during the worst winter snows and are not shy about starting conversations with passersby from front porches.

The atmosphere of Peaceful Valley is unstructured and unpretentious, much like the art found scattered throughout. This neighborhood values creativity rather than luxury. Pristine lawns are often ditched in favor of unique gardens. Residents are self-described as eclectic, artistic, funky, relaxed and resilient.

The views from Peaceful Valley are unlike any other neighborhood. Whereas the West Central and Riverside neighborhoods look down upon the river, Peaceful Valley has a much more intimate perspective of the waterfront. The river draws deer, the occasional moose, red tail hawks, osprey, blue heron, bald eagles, skunks, raccoons, porcupines, beaver, river otters, and of course marmots. From Glover Field the view includes the historic Monroe Street Bridge, the Spokane Falls and the downtown skyline.

Peaceful Valley - Treasures

- Glover Field - Established in 1912, it is named for the “Father of Spokane”, James N. Glover.
- The View of Spokane Falls.
- Peaceful Valley Community Center - Originally a barracks at Fairchild Air Force Base, it was moved to Glover Field and later became Spokane’s first Community Center.
- Peaceful Valley Park - Situated below the Maple Street Bridge, it extends the full width of the neighborhood from Wilson Avenue to the Spokane River.
- Historic Portraits - Local artist John Thamm was commissioned by the neighborhood to capture the face and spirit of many longtime residents who were devoted to this community and left an enduring impression on all who knew them. Thamm’s fading murals can be seen on the Maple Street bridge supports. Preservation of the murals is an ongoing concern of the neighborhood.
- River Access - Whether outside your door or a short stroll away, the river is a constant presence to be enjoyed. Most vacant lots along the river are public land, offering river access.
- Pietsch House - This is one of the oldest single-family residences in Peaceful Valley. Built by German bricklayer Franz Pietsch in 1891, the house features an Italian bricklaying method uncommon in Spokane. Other notable structures include Cowley School, Woodcutters Hall, and many surviving wood frame buildings.
- People’s Park.
- Most Valued Treasure - The sense of belonging to a tight-knit community that cares about its neighbors and neighborhood as a diverse extended family.

Peaceful Valley – Natural and Built Identity

Lying just west of the downtown core, the aptly named Peaceful Valley is geographically secluded from the other Spokane neighborhoods. The Valley is cradled by its southern bluff and the Spokane River, which flows quietly past, a stone’s throw downstream from the torrent of the rushing falls cascading below the Monroe Street Bridge. The river influence is strong in the valley: Ospreys keep a keen eye from their nests perched above while Red Band trout (a protected subspecies of Rainbow trout) swim in the eddies and pools below. Much like the river, at first glance the pace in Peaceful Valley appears slow, quiet and serene, belying the true power and force of the currents within. It doesn’t take much more than a few minutes spent in the neighborhood to gain a sense and appreciation of the strength of community and neighborhood resolve lying just below the surface. While the underbelly of the Maple Street Bridge looms overhead and is a predominant feature of the neighborhood, its grandiose scale only adds to that sense of self-containment.

Peaceful Valley is the smallest of Spokane’s neighborhoods. The small scale of its homes and boundaries are only emphasized by the Maple Street Bridge,

tall apartment buildings lining the south bluff and the massive scale of Kendall Yards looking down from the length of the north bluff. Unique to the built environment of this settlement is color: The artistry of the residents comes out in the more unusual paint schemes of the old houses.

In continuity with much of Spokane's waterfront, hand built basalt and urbanite (broken concrete) walls follow Wilson, Main and Clarke Avenues. It's difficult to find a level street as the whole of the neighborhood gently slopes down to the riverbank. The Peaceful Valley River Walk offers the public relatively free access to the river from end to end. The urban forest of Peaceful Valley is a mass of various deciduous trees and conifers (as eclectic as Peaceful Valley residents themselves) scattered in yards and at irregular intervals along the walkway planting strips. The palate of trees is accented by small gardens in the yards of most residents. Gardens and art displayed on front porches and in yards is a matter of pride in the neighborhood.

Peaceful Valley - Neighborhood Tales

"Came home one day to find an elderly lady with a cane picking up the windfall plums in the yard. Thus I met Granny Quinn. Her picture used to be on one of the John Thamm murals on the bridge. Bought the house six months later. Loved the low key, unpretentious atmosphere…classical pianist next to a Clint Black fan."

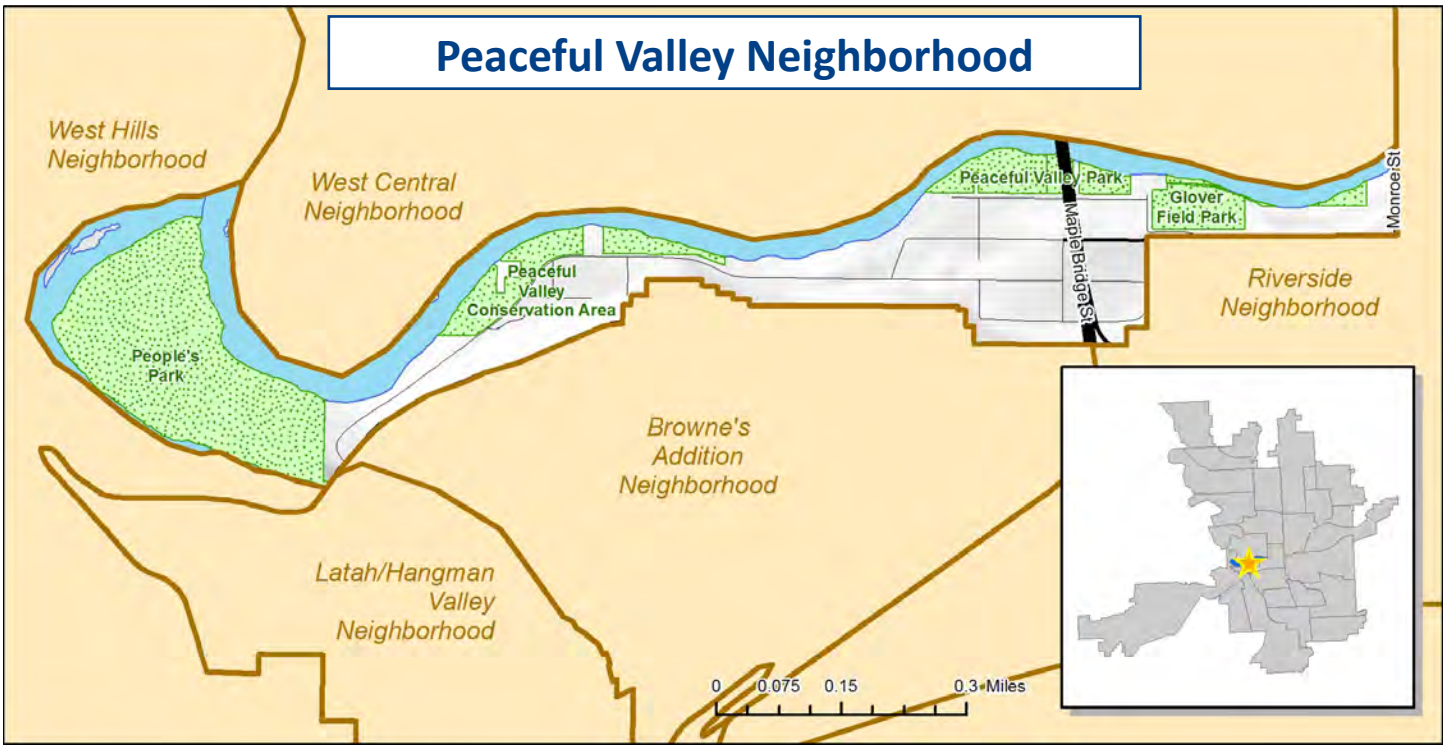
-Barbara Morrissey

"When I first came here I saw a goat up on someone's second story balcony and I thought, how interesting. One house is known as 'the chicken lady's house' because the woman who used to live there kept her chickens inside with her."

-Joanie Eppinga

Peaceful Valley - Annual Events or Activities

Peaceful Valley Park, Glover Field, and the Peaceful Valley Community Center are great places for special activities. Please contact the Park Department to arrange for a use permit for your event.



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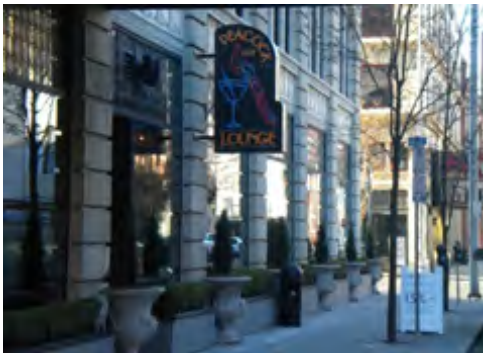
Riverside



Riverside - Days of Yore

The Riverside Neighborhood is located at the center of the City in downtown Spokane. At its heart is the central business core - the retail, cultural, visitor, and entertainment hub of Spokane and the inland northwest. The many amenities found in downtown Spokane provide Riverside neighbors with an abundance of options for living, working, and playing within their own neighborhood. The name "Riverside" is most appropriate, as it sits by the side of the scenic Spokane Falls tumbling dramatically through the downtown area.

The Spokane Falls were originally a gathering place and focus for settlement for the area's indigenous people for thousands of years, due to the fertile hunting grounds and abundance of salmon in the Spokane River. The first American settlers to the Spokane Falls arrived in 1871, and by 1881, the Northern Pacific Railway was completed, bringing major European settlement to the area and making Spokane a transportation and commercial center for the Inland Northwest region.

In 1889, a fire destroyed the city's downtown commercial district. In the fire's aftermath, 32 blocks of Spokane's downtown were destroyed. However, Spokane continued to grow; the fire set the stage for a dramatic building boom.

Mining, agriculture, and logging were the primary economic influences to Spokane and the downtown core over the next several decades. Spokane became home to many entrepreneurs, companies and managers. However, following World War II, downtown Spokane experienced a depression. The retail stores lost customers to the new shopping malls in the suburbs. Downtown buildings fell into disuse and disrepair. In 1959, downtown business leaders decided on a strategy to revitalize the downtown - hosting a world's fair. Expo '74 transformed the Spokane's riverfront and downtown and reinvented the urban core. The Expo site became the 100-acre Riverfront Park, containing, among other features, the United States Pavilion, the INB performing arts center, the turn-of-the-20th-century Looff Carousel, and the Great Northern Railway clock tower, the last remnant of the vast rail depot that was demolished for Expo '74.

The opening of the River Park Square Mall in the 1990s initiated another major downtown rebirth that included new apartments and condominiums, the building of the new Spokane Veterans Memorial Arena and expansion of the Spokane Convention Center. Other major projects include the renovation of the Davenport Hotel after being vacant for over 20 years, and the Fox Theater, now home to the Spokane Symphony. Downtown is also home to Spokane's city and county government offices and the United States Courthouse. The Monroe Street Bridge, originally built in 1888 to span the Spokane Falls, is a notable symbol of the city, long featured in the city logo. Retail stores, restaurants, pubs, theaters, and the park contribute to a lively downtown core and neighborhood life.

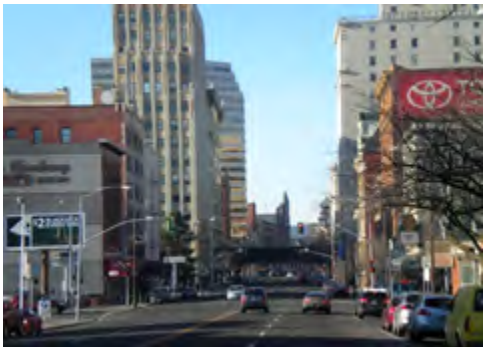
The downtown hosts numerous events that attract Riverside neighborhood residents, Spokane citizens, and visitors. The Arena is home to the Spokane Chiefs Hockey Club and Spokane Shock Arena Football Club. The Arena has hosted the NCAA March Madness, numerous big-name concerts, and in 2007 and 2010, the U.S. Figure Skating Championships. Other downtown events include the 8-mile Bloomsday run, Hoopfest, the world's largest 3-on-3 basketball tournament, and Pig-Out in the Park, celebrated in Riverfront Park over the Labor Day weekend.

Life in Riverside - Today

Riverside is a Spokane neighborhood, but it's certainly not typical. It's also the historic and current heart and center of the City, including downtown Spokane. The people who live here experience concentrated, dynamic urban living. Numerous attractions for Spokane citizens and visitors alike are found here. The area is a regional center for entertainment, retail, government, cultural events, and business. In addition, over 15,000 people come and go daily, working within the Riverside Neighborhood. For those who like to be in the center of activity, this is the place to live. Spokane Transit Authority's central plaza is here serving transportation needs for the region. The growing Spokane University District and the region's major medical centers are located nearby in the adjacent neighborhoods of Logan and Cliff Cannon and both impact the Riverside Neighborhood. Life for residents in Riverside can be as diverse as they choose. Retirees can live a relatively quiet life in an apartment building or new condominium close to most of their needs, or a working professional can live and work in Riverside enjoying the proximity of the many amenities and activities throughout the week.

Riverside - Treasures

- Riverfront Park (site of 1974 World's Fair, "Expo 74") Looff Carousel, Historic Clock Tower
- Downtown Spokane; business, entertainment, cultural, and governmental center of Spokane and the region
- Spokane River/Spokane River Falls, historical beginnings of the City
- Fox Theatre
- Davenport Hotel
- Bing Crosby Theatre
- Spokane Convention Center, INB Performing Arts Center
- Centennial Trail (popular regional shared-use trail)
- Masonic Temple
- Catholic Diocese of Spokane
- Spokane Athletic Club
- Monroe Bridge
- Central Steam Heat Plant



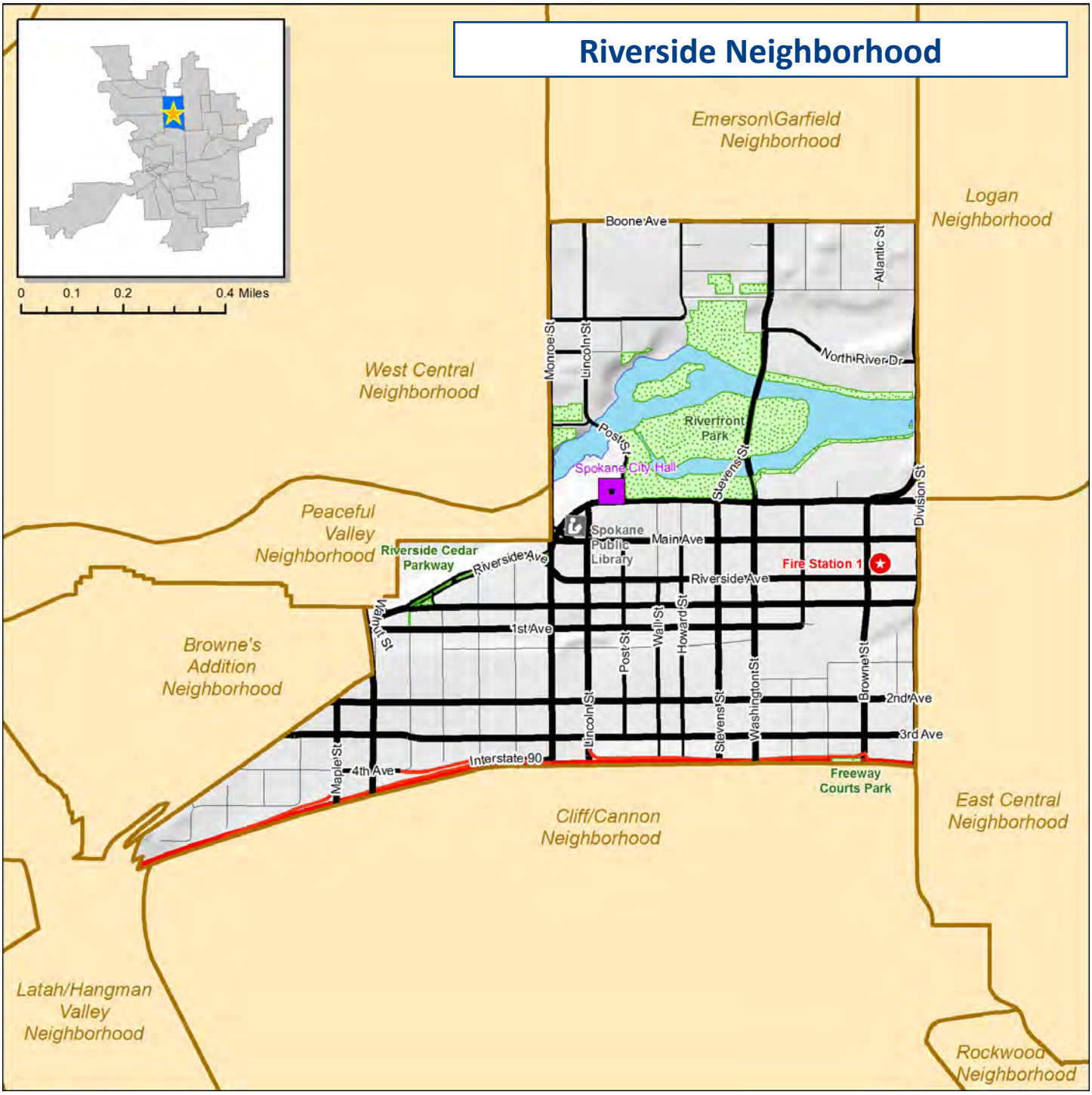
- Review Building
- River Park Square Mall

Riverside - Natural & Built Identity

The prominent natural feature is the Spokane River and most noteworthy is the timeless, cascading Spokane River Falls above the Monroe Bridge. This includes Canada Island, bisected by the river, which is also the primary site of Expo 74. Long ago the falls section was untouched by human development. Without a bridge crossing the expanse, it was a natural barrier separating the north and south banks with a significant gain in elevation from the river below. The character of the falls remains much the same as centuries ago with great amounts of watershed runoff from the east traversing over huge rock slabs within the river bottom. Atop the river's edge is the historical beginnings, and present day heart of the City of Spokane. This epicenter, including downtown Spokane, has changed dramatically over time with concentrated, dense development, and continues to evolve and change for the future. Today, a blending of historical and modern architecture with everything in between of large-scale buildings in Riverside defines the city's core and skyline. The area now includes the Riverside Historic District, West Downtown Historic District, and the East Downtown Historic District. The riverfront edge on the south side has seen many changes from human hands. Once a Native American gathering place and prime fishing area for salmon, it became a hydropower generating location, later a major railroad transportation hub, and more recently in the 1970's was reclaimed as an extensive riverfront public open space (Riverfront Park). Spokane remains a vital rail transportation center. The elevated rail lines built in the 1930's travel through the center of Riverside carrying trains day and night. Transportation changes also included the construction of Interstate 90 on the southern boundary of this neighborhood. Built in the late 1960's during the escalation of automobile travel in the US, the elevated high speed roadway required the demolition of the corridor and many historic buildings.

Riverside - Annual Events or Activities

- Spokane Lilac Festival
- First Night Spokane
- Bloomsday
- Hoopfest
- Spokefest
- Pig Out in the Park
- Broadway plays, national touring events
- Spokane Symphony events



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Rockwood

Rockwood - Days of Yore

Francis Cook, founder of Spokane's first newspaper and one of its most important developers, migrated to Eastern Washington in 1878 and soon acquired the 680 acres that have become a major part of the modern-day Rockwood and Manito neighborhoods. Because the rough, forested land with huge basalt outcroppings included distinctive stands of wild roses, Cook called his tract Montrose, literally Mount Rose.

Cook's holdings spanned a wide swath directly south of the bluff that sits above the center of the city's downtown. He had big plans. He built a fine home and created the first powered streetcar line, the Spokane and Montrose Motor Railway. He and his wife, Laura, were founding members of First Presbyterian Church. However, as was the case with many of the early real-estate, banking and business figures, the Panic of 1893 cost Cook dearly. He sold most of his holdings to pay his debts and lost the rest through foreclosure.

Mining and railroad magnate Jay P. Graves and his Spokane-Washington Improvement Company acquired the southern and eastern portions of Cook's land and supplemented them with parcels along the eastern edge. He added the streetcar route to his Spokane Traction lines and extended it to a proposed development at Lincoln Heights. In 1904, after a few of his associates bought parcels on either side of Grand Boulevard, Graves and the group donated rough-hewn Montrose Park to the city, which developed it into Manito Park.

Three years later, Graves associate Aubrey White, first president of the newly formed Spokane Park Board, hired the Olmsted Brothers of Brookline, Massachusetts, to upgrade existing parks and design new ones that would leave every citizen within walking distance of a public park. The Olmsteds, successors to legendary Frederick Law Olmsted, operated the nation's pioneer urban planning firm. Champions of the City Beautiful movement, they were deeply involved in Pacific Northwest projects, primarily the Alaska-Yukon-Pacific Exposition site that became the University of Washington campus.

In 1910, with Spokane in the midst of its greatest growth spurt, voters approved a $1 million bond issue that effectively funded the Olmsted plan. Within three years, city park acreage expanded tenfold. By then, Graves and David Brown, the Hazelwood Dairy owner who had bought former Cook land between 14th and 17th avenues, had engaged the Olmsteds to design their own developments. Graves, with far more real estate at his disposal, funded a Rockwood Boulevard project that became the city's most desirable residential neighborhood and, in time, was recognized on the national register as the Rockwood Historic District.

Sweeping east and south from the foot of the Grand Boulevard hill to 29th Avenue, the district ranges from Hatch Street on the west and Arthur on the east, typifying Olmsted concepts by following the terrain with curved streets that wind through the remnants of the original ponderosa-pine and Douglas-

The Rockwood Neighborhood Council meets at 7:00p.m. on the first Tuesday of the month at Hutton Elementary School, except in July, August, and December.

rockwood.spokaneneighborhoods.org

fir forest. Three small triangular parks dot the southern portion along Garfield Road. A fourth triangular park sits not far from the district's northern Rockwood Boulevard entrance. The district's 350 homes, built over half a century in a variety of styles and sizes, are set well back from the curb and are fronted by large deciduous street trees.

The Rockwood Neighborhood Council represents nearly all of the historic district, as well as another Graves development, Rockwood Terrace, to its east and postwar tracts built north and south as Rockwood Boulevard expanded to the east along the former streetcar right-of-way. Council boundaries extend in a funnel shape from Grand, just above Providence Sacred Heart Medical Center in the northwest corner, east to Southeast Boulevard and south to the southern boundary at 29th Avenue.

Neighborhood features include the magnificent Cathedral of St. John the Evangelist, two pairs of Rockwood Boulevard entrance pillars, Hutton School, Lindaman's Bistro and Rockwood Bakery.

Life in Rockwood - Today

The Rockwood neighborhood is a mature, stable neighborhood that residents describe as clean, well-maintained, friendly, and community-oriented. Professionals, families of all ages, retirees, and health-conscious individuals call it home. People enjoy the outdoors in the park-like neighborhood, walking with or without a dog, bicycling, or gardening. One favorite gathering place is the Rockwood Bakery on 18th Avenue. Many also enjoy the historic and extensive Manito Park. The neighborhood is close to downtown Spokane for those residents who work there with bus routes and a major bicycle route on Southeast Boulevard that help serve transportation needs. Rockwood retains a sense of grandeur and distinctiveness within Spokane. Hutton Elementary School helps anchor the community, particularly for young families. If you're a visitor, don't expect to navigate the area easily. The hilly terrain is responsible for streets that seldom follow a straight path. The meandering streets with their tree-lined canopies will take you on an ever-changing scenic journey.

Rockwood - Treasures

St. John's Cathedral

In the early 1920s, the city's Episcopalian parishioners began to consider an appropriate home base for the denomination's growing regional membership. Under the leadership of Edward Makin Cross, who had become the bishop in 1924, the concept became reality with a major boost from prominent Spokane architect Harold C. Whitehouse.

Whitehouse, a member of the All Saints Cathedral west of downtown, was building a wide reputation as a designer of Northwest churches. After touring Europe, he recommended an English and French-inspired structure that fit the chosen location, a flat-topped bluff where Francis Cook's home once had a commanding view of Grand Boulevard. Work on the limestone and sandstone edifice, one of the few American examples of classic Gothic architecture, began in November 1925. On Oct. 20, 1929, three Spokane parishes, All Saints, St. Peter's and St. James, merged to form the Cathedral of St. John the Evangelist and held the first service.

The façade includes a distinctive rose window that measures 23 feet in diameter. The cathedral houses a 4,039-pipe Aeolian-Skinner organ and one of the region's few carillons. Its stained glass windows were created by nationally prominent designers.

The primary convention of the Diocese of Spokane, previously a missionary district, met in the cathedral on Nov. 1, 1964. Diocesan offices are located in the nearby August Paulsen House, which also serves as home for the bishop.

Other Rockwood Treasures

- Entrance pillars on lower Rockwood Boulevard and at Highland Boulevard and Hatch Street
- Large basalt outcroppings
- Numerous historic homes. In 1966, Rockwood Boulevard was designated an historic district on the National Register of Historic Places.
- Olmsted triangle parks

Hutton School

In response to the city's rapid growth before World War I, construction of Hutton Elementary School began in 1920. Designed by partners Archibald Rigg and Roland Vantyne and built of masonry block with a tile roof and a stucco exterior, its Spanish colonial style building replaced the one-room Rockwood School at the corner of 24th Avenue and Hatch Street. Before the school opened in 1921, the Spokane School District named it for philanthropist Levi (Al) Hutton, who had struck it rich in North Idaho's Hercules Mine.

Before long, neighborhood growth overwhelmed the new facility. Compatible wings were added to the original structure and, after World War II, temporary classroom buildings expanded the campus in front of and behind it. However, the temporary buildings remained in place until the school underwent a major restoration and expansion in 2014.

Rockwood - Natural & Built Identity

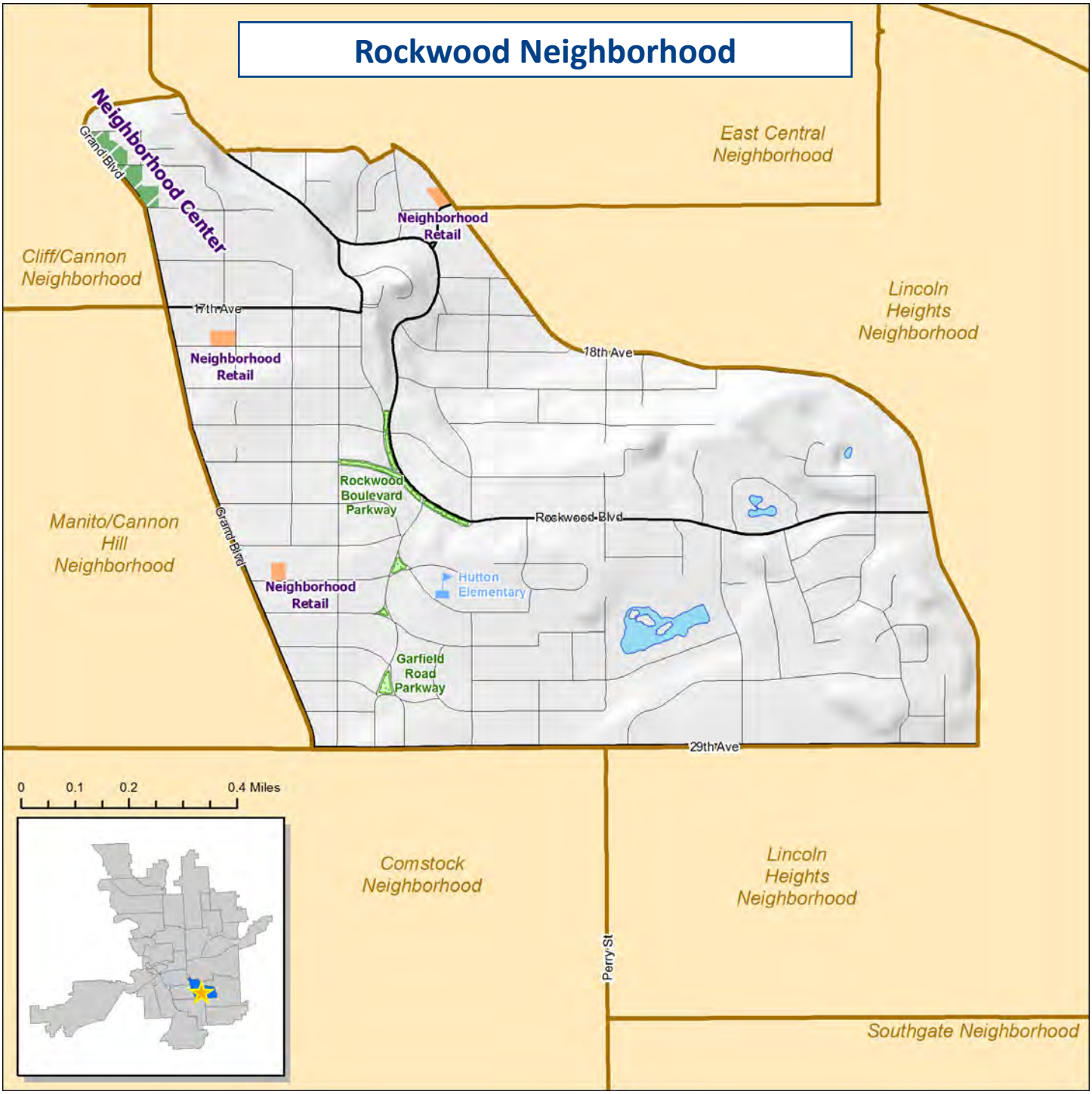
The Rockwood neighborhood is elevated well above the Spokane River valley in south-central Spokane. It includes severe hillsides, ridges, gentle slopes, and, mostly to the south, some level expanse. Basalt rock outcropping are found throughout, further dictating the layout of roadways and residential lots when the neighborhood was designed a century ago. Many lots are large but have a limited buildable area because of the topography. This helps create a great variety of site design and building architecture. A number of native rock walls serve a functional and decorative purpose. Existing specimen native trees, particularly ponderosa pines, are mixed with large, mature shade and street trees. Both create an urban forest setting that provides shade during the hot summer months. Extensive and detailed landscape planting are common on many of the homesites. The original neighborhood entrance pillars remain at the north end of Rockwood Boulevard and at the corner of Highland Boulevard and Hatch Street, adding to the historical identity. Pockets of open space and larger lots provide habitat for turkeys, quail, squirrels, and an occasional raccoon or skunk.

Of the Rockwood Historic District's 350 homes, 279 were classified as contributing properties – more than 50 years old with most or all of their exterior design features intact – when the National Register of Historic Places certified the district in 1997. Since then, a few dozen of the remaining 71, the vanguard of those built after World War II, have become contributors in theory by reaching the 50-year mark. Almost two dozen district homes have been placed on the Spokane City/County Historic Register.

Although time has blurred some of the details, district homes did not spring up overnight. The first houses, near the northwest end of Rockwood Boulevard, and scattered smaller houses on side streets near the boulevard's southeast end, were built in 1910. By 1918, Spokane's housing boom had come to an end. As a consequence, Jay Graves put 400 unsold Manito- and Rockwood-addition lots up for auction. Despite the deflated prices, only one-third of them sold. Many of Rockwood's lots sat vacant until the second half of the century.

Prominent local architects William Hyslop, Gustav Pehrson, Archibald Rigg, John E Anderson and Earl Morrison joined top contractors in development of the mansions that line the boulevard and adjacent blocks on Highland Boulevard and Upper Terrace Road. Tudor Revival and Colonial Revival predominate among the varied architectural styles. Smaller bungalows and cottages characterize the adjoining numbered streets. Many Rockwood neighborhood homes outside the district, ranging from early 20th-century Arts and Crafts bungalows to custom-designed Mid-century Modern homes, also might be eligible for listing on the local register.

Evidence of Spokane Traction's streetcar line remains along the central and southern portions of the original Rockwood Boulevard. Cars operated on a parklike shoulder along the south edge of the roadway. Clearly visible stretches begin at Upper Terrace and follow the sharp bend that begins South Rockwood. The berm continues almost to Arthur Street, where the boulevard ended. However, tracks continued eastward before terminating near the present site of Lincoln Heights shopping center. Streetcar service in the city ended in 1935.



South Hill Coalition Connectivity and Liability Strategic Plan June 2014

Lee Nilsson, "The Cathedral of St. John the Evangelist,"

Rockwood Historic District nomination http://properties.historicspokane.org/district/?DistrictID=32

Olmsted Parks in Spokane http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=8218

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Special thanks to Jim Price who wrote most of this profile.

Southgate

Southgate - Days of Yore

The northern portion of Moran Prairie, which became the Southgate neighborhood, was used for a natural travel route by Native Americans between Latah Creek and the Spokane River. Later, the Mullan military road traversed the neighborhood near what is now Havana Street. It served as the main road for travelers through the region. These routes provided early access to white settlers.

The first settler to homestead in the area was Joe Jackson from Missouri, who offered a supply stop to traveling prospectors and trappers. He sold his farm to Joseph Morin, a French-Canadian bachelor, around 1870. The Morin property became known as the Morin Ranch. A mail station was established near the farm to serve mail carriers and their horses passing through prior to rail service through Spokane in 1877.

After Morin's death in 1889, caused by a loose bull, John J. Browne acquired the farm and nearby property northwest of 57th Avenue and Glenrose Road, where he and his sons farmed. The place names of Moran Prairie, with spelling altered, and nearby Browne's Mountain carry the names of these early residents.

Browne, a businessman described as Spokane's first millionaire, helped bring the electric Spokane & Inland Empire Railroad to his farm on Moran Prairie in 1908. The railroad was later known as the Spokane, Coeur d'Alene and Palouse Railway and the Inland Electric Railroad. This railroad served the Pine Grove Station in the Southgate neighborhood at the intersection of 37th Avenue and Havana Street, communities to the south, and several nearby stations until 1939, accommodating the development of fruit orchards on the prairie. Portions of this railroad bed are now part of the Ben Burr Trail.

The early hub of commercial activity was at the corner of Regal Street and Palouse Highway, where a series of stores were built and rebuilt after destruction by fires. Fruit growing ended due to regional surpluses following the formation of irrigation districts and loss of transportation viability. After a period of prosperity, many "acre-tract" dwellers along the railroad abandoned their homes and orchards in the 1930s, which were eventually destroyed by fire. A new wave of greenhouse and chicken farming arrived during the 1940s and 1950s. These forms of agriculture, in turn, were gradually replaced by commercial and housing development.

The Southgate Neighborhood Council meets the second Wednesday of each month at 7:00 pm. Meetings are held at ESD 101, 4202 S. Regal Street.

southgatespokane.org

The area north of 44th Avenue and west of Havana Street was annexed in 1907, with several later annexations occurring after 1958 as Spokane expanded to the south. Ferris High School was built and opened in 1963.

Southgate - Today

The Southgate neighborhood is family-oriented and safe, established well-kept. It has some newer apartments and commercial development such as Regal Center. In addition to families, the neighborhood is mainly comprised of retirees and professionals. Much of the neighborhood is laid back and friendly, with kids playing. Many neighbors are quiet and respectful, drawn to the neighborhood by the character of the South Hill—its people and mid-century, wooded residential developments—or because they grew up here. People are proud to call the neighborhood home because of its good schools, low crime and well-maintained homes. Younger families live near Ferris High School and longtime residents live near the Manito Golf and Country Club adjacent to the west side of the neighborhood.

Southgate residents chat on the street and attend sporting events, block parties, dinners, barbecues and games at neighbors' houses. Most shopping can be done within the neighborhood, although downtown is close and easily accessible. Residents support small businesses such as local coffee shops, restaurants and markets.

People enjoy the ability to walk to schools, businesses, and parks. Bicycling on newer trails and long-established side streets is growing in popularity. Residents and recreationalists take pride in the neighborhood's location as a transition from the city onto the surrounding Palouse countryside. For fun, many neighbors walk and bike in the neighborhood and in the rural area just south of town, with popular destinations including the nearby Southside Aquatic Complex, Ben Burr Park and Trail, and the Hazel's Creek natural area. Residents continue to focus on achieving better connections to address pedestrian and bicycling needs.

Southgate - Treasures

- Ferris High School and its music department make residents proud.
- The Hazel's Creek wildlife area is a great natural feature in the center of the neighborhood. Its network of trails leads to area parks and is used by students accessing Ferris High School.
- The Moran Prairie Library is a favorite destination for lifelong learning, with books, movies, music, and programs for adults and children.

Southgate - Natural & Built Identity

- Southgate draws identity from wildlife, groves of conifer trees, fields, basalt rocks, parks, and neighborhood gardens. Migratory birds, deer, coyotes and occasional moose can be observed.
- The residential neighborhood next to the Southside Sports Complex features a nice greenspace, nearby public transit and streets that are bicycle-friendly.
- Typical houses are traditional ranchers or two-story homes with tidy lawns and landscaping. Multi-level homes with varying roof cuts are common.
- Hamblen Park boasts a natural area and a playground near Hamblen Elementary.
- The 44th Avenue walking trail between Freya and Havana Streets and the Ben Burr Trail south of Myrtle Street are daily destinations for neighbors to exercise or visit while strolling.
- The Ben Burr Loop features long road runs and rides south of town, with minimal traffic, great views and occasional sightings of wildlife. Runners and cyclists are surrounded by foothills, fields, deer, coyotes, hummingbirds, and spectacular sunsets.
- Ben Burr Park provides basketball, a walking/biking trail and play equipment for young children.
- The Southgate Shopping Center is home to large stores such as Target and ShopKo, with many other retail and recreational facilities, such as hardware stores, an exercise gymnasium, pet shops and fine restaurants and pubs.

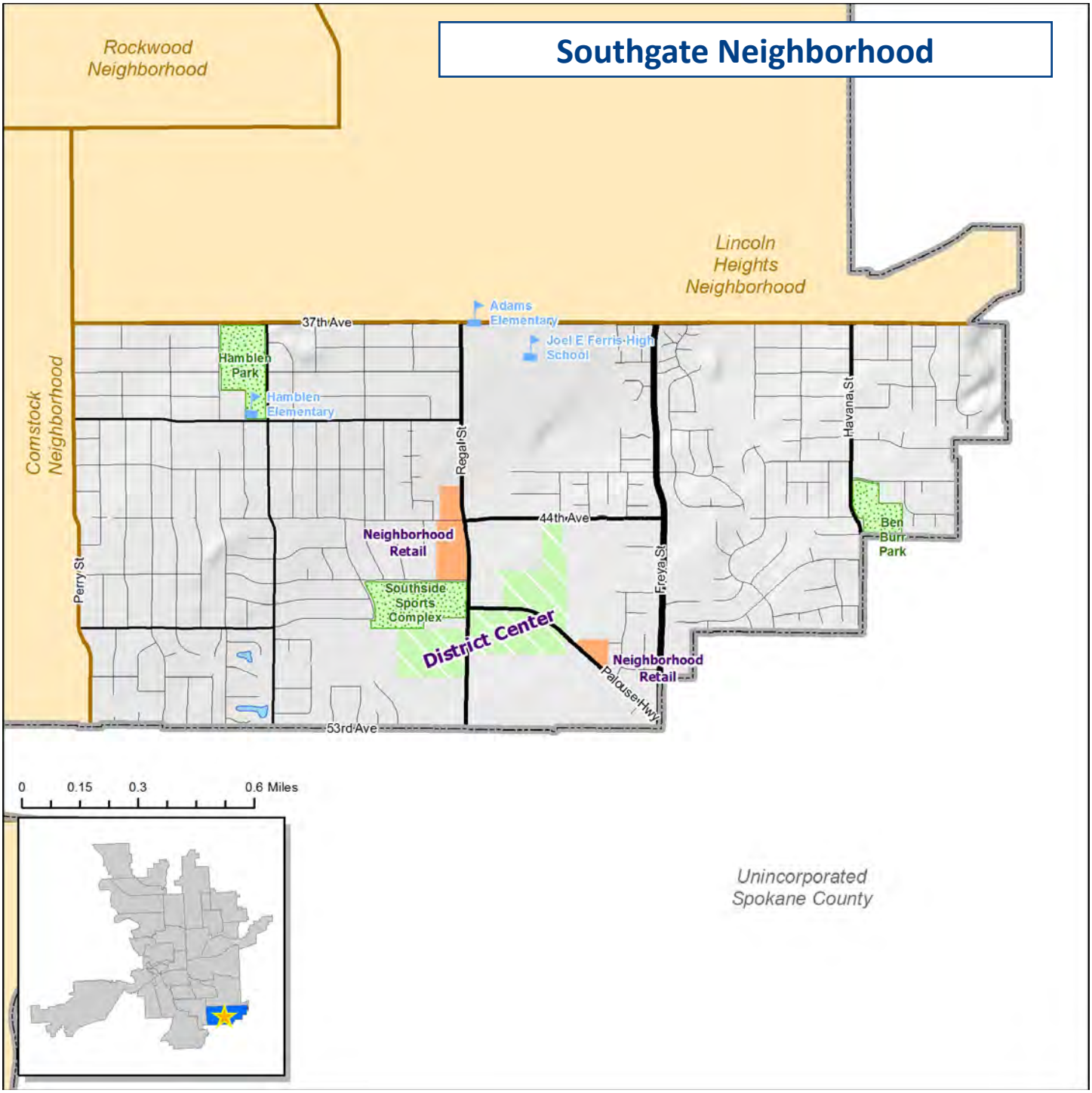
Southgate - Neighborhood Tales

“Waiting for a shuttle bus, an elderly woman asked if I needed a ride home since I was a veteran.”

– David James Skjonsby

“There has been more than one occasion in the fall when we have seen moose in our neighborhood. One time we opened the garage door and a moose was standing in our yard eating off our willow tree.”

– Resident



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Surveys of neighborhood residents conducted fall 2014.

West Central

West Central - Days of Yore

In 1887, The Spokane Falls Review wrote about the land that would become known as the West Central Neighborhood: “This high level plain slopes gently on both sides to the river bank. From every portion a view of the city and surrounding country can be obtained.”

When Colonel Jenkins first homesteaded in the area in 1879, West Central was a wilderness only reachable by a simple ferry. Those who dared to go across the river fell in love with the view and saw potential in the land. Visionaries like William Pettet, Hiram Muzzy, Colonel Jenkins, and the Nettleton family saw that potential and were integral figures in creating what is now West Central.

William Pettet was a Spokane pioneer, civic leader, real estate promoter, and one of the most prominent citizens of Spokane. He arrived in Spokane in 1883 and made considerable investments in real estate. As the city grew, his holdings grew in value, in time making him one of the wealthiest residents of Spokane.

Hiram Muzzy came to Spokane in 1880 eager to prove his pioneering spirit. Eight years later he earned his homestead patent and quickly platted 160 acres into more than 500 city lots. Muzzy then sold his lots to other local developers and many of Spokane’s aspiring newcomers.

In 1887, William Nettleton bought 278 acres at $100 an acre and platted the property. The Nettletons had faith in the burgeoning City of Spokane and in the natural beauty of the river that surrounded the neighborhood.

By 1909, life in the West Central Neighborhood was booming. With Spokane’s continued growth, residents had begun to spread across the banks of the river and sought to live in Spokane’s newest suburb. West Central at that time was a destination point for the up-and coming middle class.

By the 1930s, much of the neighborhood was established, and West Central was celebrated as a neighborhood with a wide variety of architectural styles. From Queen Anne-Victorian to Craftsman and Bungalow to- Cottage Style, these houses celebrated the different architectural styles that make up West Central. As houses came so did businesses, and well into the early 1960s there were stores and businesses of every kind to cater to the needs of the residents in the neighborhood.

During the late 1800s and early 1900s, the Northern Pacific Railroad and Union Pacific Railroads built routes through the neighborhood, which were abandoned by the early 1970s. An amusement park was located at the western terminus of the Boone Avenue rail line. First known in 1889 as

Ingersoll's, the park was later reopened as Twickenham Park. It featured a forty-piece band and people traveled for miles to hear them play. In 1893 the Spokane Street Railway, a part of Washington Water Power, bought the whole park and expanded it into an amusement park patterned after Coney Island. Renamed Natatorium Park (named for the large swimming pool built in the park), it quickly became the recreation destination for Spokane residents. In 1909, the Looff Carousel (now located in downtown Spokane at Riverfront Park) became a centerpiece for the park. At its peak, Natatorium Park featured a heated indoor Olympic-sized swimming pool, amusement park rides, roller-coasters, miniature rail-road rides, and a baseball park. With the loss of rail car lines in 1939 and more people watching television in the 1950s, the park slowly faded from popularity. Natatorium Park was finally closed and dismantled in 1968.

In addition to many nature parks and trails, such as the Hamblen Conservation Area and High Bridge Park, West Central has A. M. Cannon Park (located on Maxwell). Established in 1912, it originally boasted playground equipment, a baseball field, tennis courts, sandboxes, and a wading pool. In 1929, a larger pool was built and AM Cannon Park became one of the more heavily used parks in the city. Today, it has even more amenities, such as a basketball court, picnic shelter, and water park.

In 2005, the Nettleton's Addition was placed on the National Historic Register, the largest historic district in Washington State.

Life in West Central - Today

Everyday life in West Central has many contrasts. People of all ages, backgrounds, and income levels live, work, and play in this neighborhood. The mixture of old and new single and multi-family housing, light industrial, commercial, institutional and government facilities, scenic open space, and the proximity to downtown give the area a blending of sights, sounds, and activities. The Spokane County Courthouse complex is a major center of local governmental functions which brings constant activity on weekdays. The West Central Community Center, Native American Community Center, and A.M. Cannon Park provide facilities to help improve the lives of citizens in multiple ways. The popular Centennial Trail travels through West Central along the bluff of the Spokane River. The paved trail provides a significant non-motorized transportation route. Small and mid-sized businesses are located along Maple, Ash, and Monroe streets, serving a variety of needs of the community and greater Spokane. The neighborhood also has a small industrial presence with a number of light industrial businesses south of Maxwell Avenue. West Central still has the look and feel of its historical past, from the ever present courthouse tower, old streetcar rails remaining in the street pavement, and block after block of tightly built houses from the early twentieth century. In contrast, the new 77 acre, mixed-use community of Kendall Yards is steadily emerging, offering a modern living environment in the heart of Spokane.

In recent years more and more young families and singles are buying homes in West Central. Residents often get together with block parties and yard sales.

"It has a beautiful future and it feels great to be a part of the transition. It is so close to downtown, has beautiful views off the Centennial Trail and is only going to get better!"

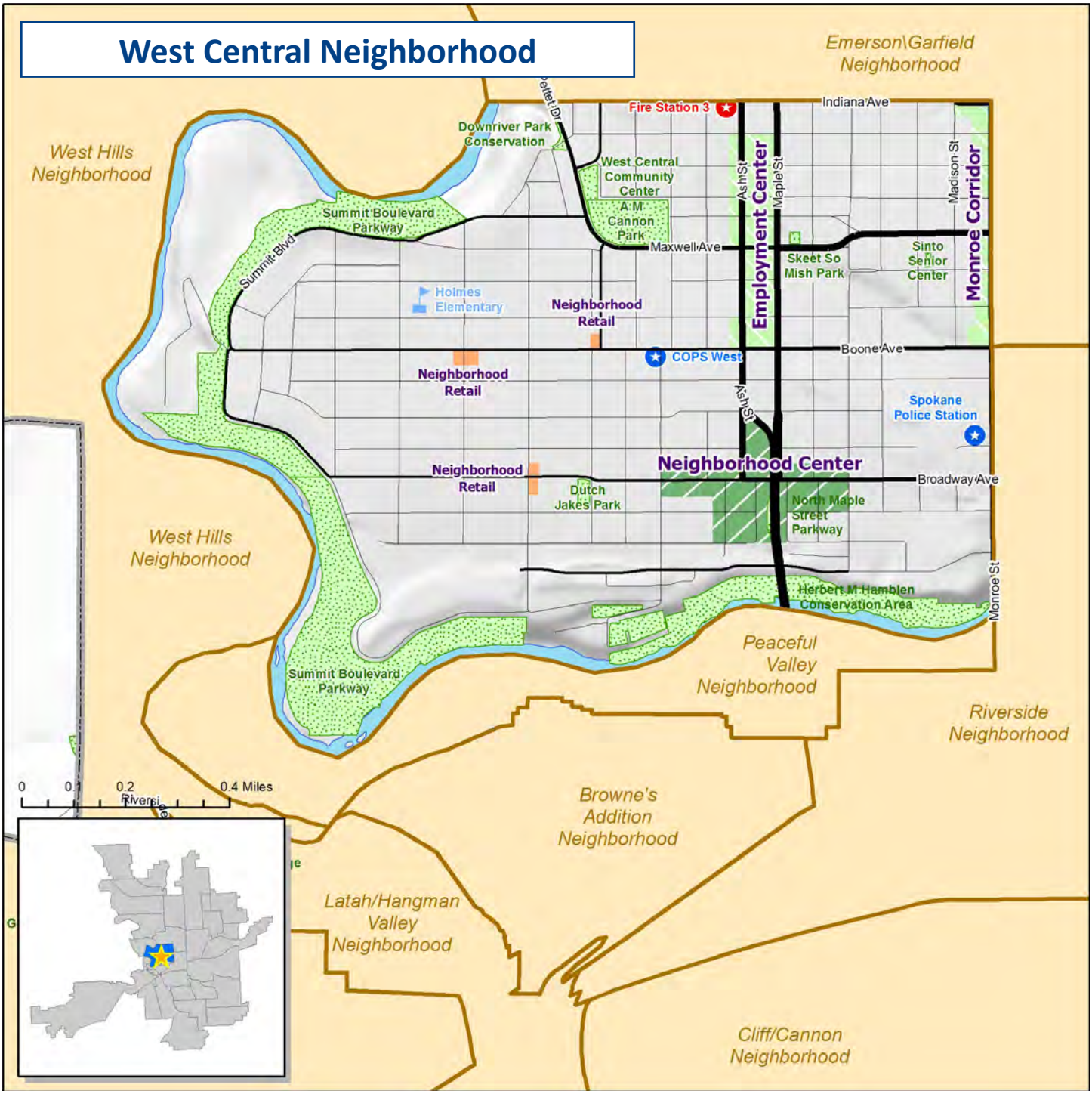
-Rachae Dell

West Central - Treasures

- Spokane County Courthouse
- Nettleton's Historic District
- Grace Baptist Church
- Muzzy-Shrine House
- Finch Hall
- Gardner & Engdahl Apartments/ The Gables
- Centennial Trail
- Monroe Bridge

West Central - Natural & Built Identity

The defining natural feature of West Central is the Spokane River. The meandering river, far below the built community, makes up more than 60 percent of the neighborhood's boundary. The other boundaries are Indiana Avenue on the north and Monroe Street on the east. The ridgelines above the river valley still provide spectacular views and sought after real estate. The river valley's northern bank has steep slopes with dense native conifers, native shrubs and grasses, scattered rock out-cropping and a variety of wildlife. The upper terrain is generally flat with periodic rolls and hills. Few native trees remain on the upper area, as West Central has been thoroughly developed. However, many old, large deciduous street trees planted years ago still remain. The construction of the Monroe Bridge over the Spokane River in 1911 allowed convenient access for the continuing development of West Central. East-west grid streets were laid out with small, single-family residential lots for modest housing for the growing population of Spokane. Today, most of these dwellings still remain in a variety of structural and aesthetic conditions. In general, West Central is in transition from a thriving working class community. The recent Kendall Yards development and the central location provide the neighborhood new opportunities. Presently, 29 historic buildings in West Central are listed on the local Spokane Historic Register.



The Spokane Falls Review, "A History of West Central" Maria Lewis, The Spokesman Review

The Northwest Museum of Arts and Culture, http://en.wikipedia.org/wiki/

Neighborhoods in Spokane, Washington http://metrospokane.typepad.copm/photos/west central/finch.html http://natpark.org/

SOURCES

http://www.discovery-school.org/natatorium. Figure 5 - The muzzy mansion.

Photo by Kelly Cruz, from: A Footprint to the Future West Central Neighborhood, City of Spokane, Washington, Neighborhood Action Plan May 2012.

West Hills

West Hills - Days of Yore

The Spokane Tribe camped near Garden Springs Creek for its water source and close proximity to Spokane Falls. In the 1880s, Chinese gardeners used the land along the length of Garden Springs Creek for planting vegetables.

The Indian Canyon area was also used by Native Americans; Chief Spokane Garry died there in 1892. Well into the twentieth century, people would go there to see the teepees and camps.

The Fort George Wright army post was constructed in 1897. Eventually streetcars travelled along Government Way to Fort George Wright, and along Sunset to the end of what is now Finch Arboretum. In their 1913 Report of the Board of Park Commissioners, the Olmsted brothers noted Fort George Wright's reputation as "the most beautiful army post in the west." The report also called Indian Canyon Park "the most naturally picturesque park" in Spokane's system.

Whittier School originally opened in 1891 at 9th Avenue and "A" Street to serve the neighborhood. Then in 1913, a new Whittier School was constructed at 7th Avenue and "E" Street. The new building was considered one of the most beautiful in Spokane, built on a high bluff overlooking the city and in direct view of anyone leaving the city going west over the Latah Bridge on Sunset Highway. Children of the military commissioned officers at Fort Wright attended Whittier along with other neighborhood children.

Also in 1913, part of the land for the future Finch Arboretum was purchased from Daniel D. Dwight and John A. Finch including the Garden Springs Park. The Latah Creek Bridge was also completed that same year. The bridge was built in order to reach the dry-land wheat farming areas in neighboring counties and promote commerce and development.

Commissioned in 1926, U.S. 10 (Sunset Highway-Sprague Avenue) was one of the first major highways to cross the northwestern states. The majority of people and products coming in and out of Spokane used the highway or the railroad. Commercial development followed, with motels and diners serving the motoring public. In addition, the highway was convenient to a tourist destination campground in High Bridge Park that operated from the early 1920s until the 1950s. The park hosted various uses over the years including federal public housing for military families and veterans during World War II.

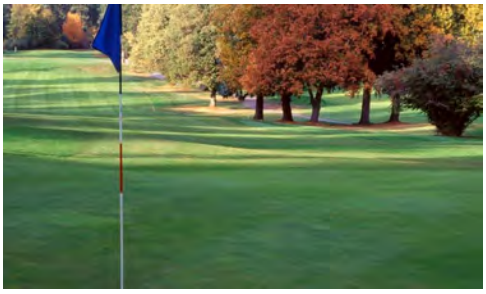
In 1935, Indian Canyon Golf Course was opened for play, and in 1947, plans for Finch Arboretum began to take form when Finch trust funds were given to the park.

The West Hills Neighborhood Council meets the 2nd Tuesday of January, April, July, and October at Finch Arboretum.

westhills.spokaneneighborhoods.org

In 1960, a portion of Fort Wright's former grounds were taken over by the Sisters of the Holy Name convent, who established Fort Wright College. After Fort Wright was closed by the military, attendance at Whittier School plummeted and it closed in 1972. U.S. 10 was decommissioned as the major route from Seattle to Spokane in 1969, but the High Bridge campsite experienced a brief revival during Expo '74. In 1981, Whittier School was demolished and new homes have been built in its place.

Life in West Hills - Today



The West Hills Neighborhood is an established place with a friendly atmosphere that has attracted a variety of residents. A diverse group of professionals, artists, families and retirees call West Hills home. The neighborhood has several natural features including river access, bluffs, basalt rocks, and wildlife which have attracted outdoor recreation enthusiasts. Neighbors enjoy visiting parks, walking, biking and visiting the Spokane River. A strong sense of community precipitates neighborhood events such as block parties, yard sales, clean-up activities, and picnics. The low cost of living combined with pleasant aesthetics such as tree-lined streets add to the stability and safety of the neighborhood.

West Hills - Treasures

- Finch Arboretum – gorgeous historic park and arboretum with a variety of trees and shrubs, perfect for picnicking, walking, and exploring.
- Fish Lake Trail – Beautiful, clean, and well maintained trail perfect for running and biking
- The Boulevard Motel – Local motel that is well maintained. Owners plant a garden every year around the motel premises.
- People's Park – Sandy beach at the confluence of Latah creek and the Spokane River.
- Riverside State Park – Gorgeous views, varied terrain with something for everyone

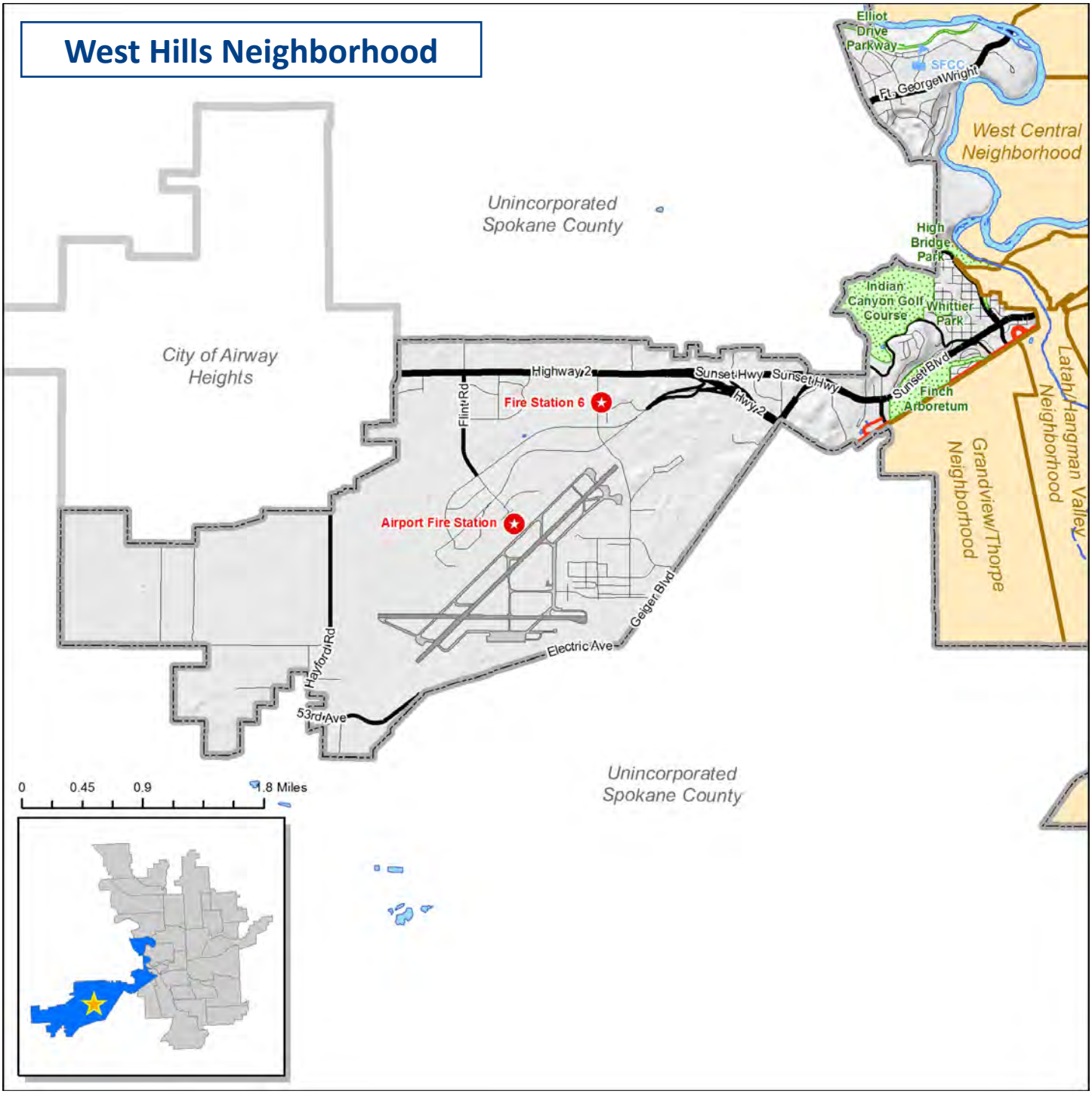
West Hills - Natural & Built Identity

The West Hills neighborhood enjoys a variety of natural features that make it unique. Residents love access to the Spokane River and enjoy walking, biking, and hiking the Centennial trail. The neighborhood can be described as "outdoorsy," with basalt rock, hilly terrain, bluffs, rock outcrops, and wildlife in proximity to residential development. The neighborhood embodies Spokane's motto of "near nature, near perfect."

West Hills - Annual Events or Activities

- Block parties
- Easter egg hunts
- Spring and fall picnics

West Hills Neighborhood



Whitman

Original Whitman Elementary School

New Whitman Elementary School

Rochester Heights Park

Faribault House

Whitman - Days of Yore

The Whitman Neighborhood and the Whitman Elementary School are both named after American Missionary Marcus Whitman who led the first large party of wagon trains along the Oregon Trail.

The first Marcus Whitman School was built before the turn of the century; the second was completed in 1913 and consisted of nine classrooms and an auditorium. The third school by the same name still serves the neighborhood today and was built as one of 13 schools funded by the passage of a 1978 school bond.

Whitman principal, Arthur B. Dunning, and a group of concerned parents spearheaded creation of Rochester Heights Park in the late 1960s. Together the school and the neighborhood cleared out weeds and garbage in an empty lot owned by the city. Then they graded the lot to be suitable for park activities. Community Groups, the Army Reserve Unit, and the City of Spokane helped out with the final touches on the park.

Life in Whitman Neighborhood - Today

The Whitman Neighborhood has many long-life residents who have witnessed the neighborhood change and grow through the decades. Residents stay involved by volunteering for the Neighborhood Council and by watching others' houses when someone is traveling.

The neighborhood is established and has a variety of older Craftsman style homes. Residents enjoy gardening and taking care of their properties. Streets are lined with mature trees, adding a pleasant charm to the atmosphere of the neighborhood. Rochester Heights Park creates a destination for parents with children. A variety of people call Whitman home including families, professionals, and retirees.

Whitman - Treasures

- Whitman Elementary
- Rochester Heights Park

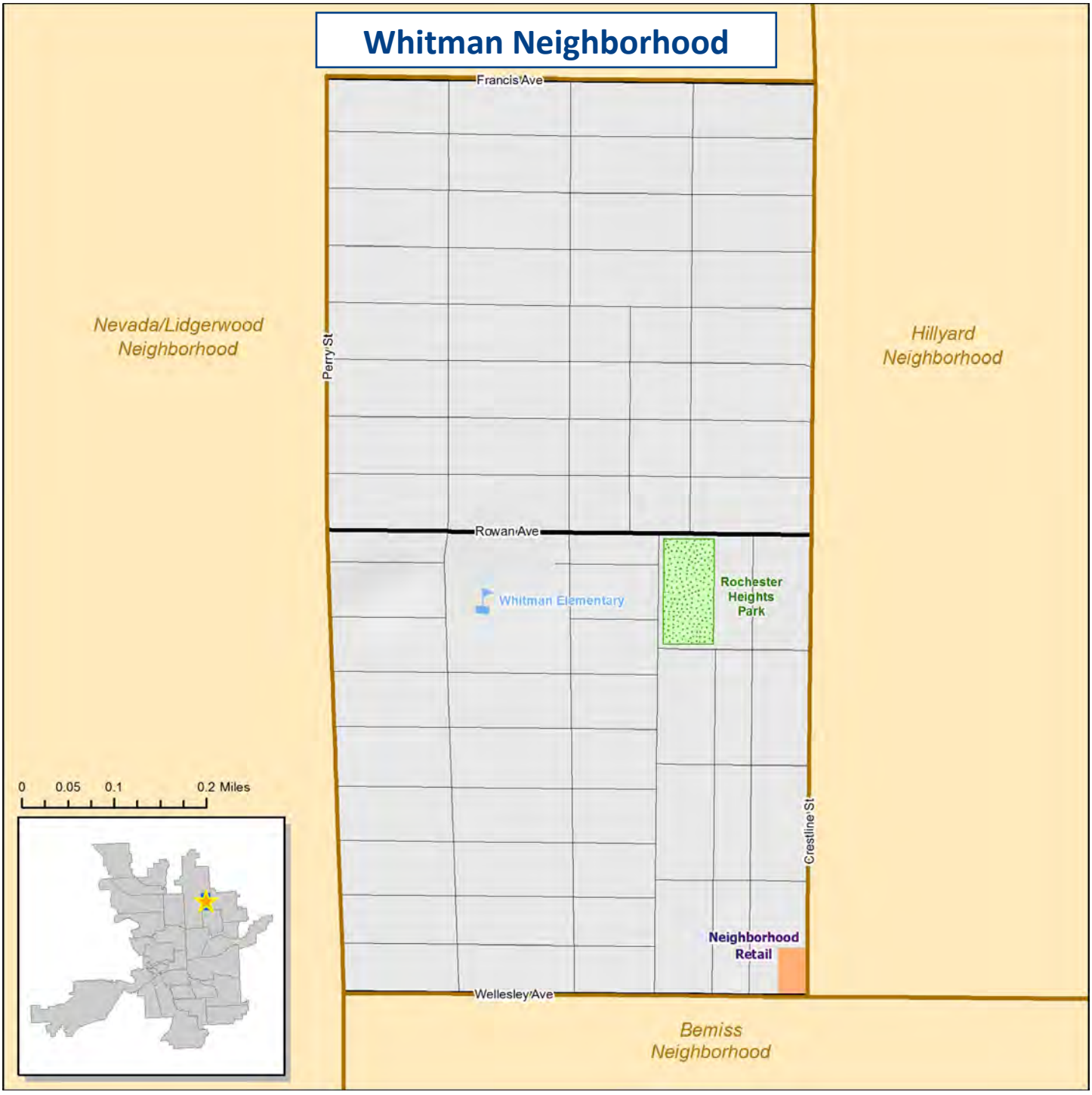
Whitman - Natural & Built Identity

- Rochester Heights Park
- Craftsman homes
- Mature trees
- Tree-lined streets

The Whitman Neighborhood Council meets the first Wednesday of each month at 5:30 pm. Meetings are held at the Northwest Community Center at 4001 North Cook Street.

whitman.spokaneneighborhoods.org

Whitman Neighborhood



Volume V, Appendix G

Part I: Future Implementation Matrices

City of Spokane Comprehensive Plan

CHAPTER 3 - LAND USE Future Implementation (Not Yet Implemented & Not Near Term)				
Goal	**Policy #**	**Policy**	**Next Step Strategies**	**Strategies to be Determined**
LU 1 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 1.16**	Mobile Home Parks Designate appropriate areas for the preservation of mobile and manufactured home parks.		
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 3.4**	Planning for Centers and Corridors Utilize basic criteria for growth planning estimates and, subsequently, growth targets for centers, and corridors.		
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 4.3**	Neighborhood Through-Traffic Create boundaries for new neighborhoods through which principal arterials should not pass.		

CHAPTER 3 - LAND USE Future Implementation (Not Yet Implemented & Not Near Term)				
Goal	**Policy #**	**Policy**	**Next Step Strategies**	**Strategies to be Determined**
LU 5 DEVELOPMENT CHARACTER Promote development in a manner that is attractive, complementary, and compatible with other land uses.	**LU 5.4**	Natural Features and Habitat Protection Ensure development is accomplished in a manner that protects significant natural features and wildlife habitat.		
LU 6 ADEQUATE PUBLIC LANDS AND FACILITIES Ensure the provision and distribution of adequate, well-located public lands and facilities throughout the city.	**LU 6.7**	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 10 JOINT PLANNING Support joint growth management planning and annexation requests, which best meet the Comprehensive Plan's development goals and policies.	**LU 10.4**	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.		

CHAPTER 4 - TRANSPORTATION Future Implementation (Not Yet Implemented & Not Near Term)				
Policy #	**Policy**	**Implementation Examples**	**Next Step Strateties**	**Strategies to be Determined**
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.		Develop transportation-related educational programs for both non-motorized and motorized 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 local agencies to implement innovative and effective measures to improve safety that combine engineering, education, evaluation, and enforcement.		Develop educational campaigns that promote alternatives to driving alone. Develop partnerships with local agencies to implement public safety campaigns aimed at driver, pedestrian, and bicyclist awareness of and respect for each other. Develop partnerships to educate residents on the economic and health benefits of active transportation.	
TR 22	Law Enforcement & Emergency Management Partner with other agencies to refocus enforcement efforts to protect the safety of all users, particularly the most vulnerable, while identifying and addressing emergency management needs.		Educate residents on their rights and responsibilities as roadway users, regardless of mode choice. Work with the Police Department to integrate greater understanding and enforcement of pedestrian and bicycle regulations into officers' regular duties and activities.	
TR 23	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.		Conduct public participation processes around new street configurations.	

CHAPTER 5 - CAPITAL FACILITIES AND UTILITIES Future Implementation (Not Yet Implemented & Not Near Term)				
Goal	**Policy #**	**Policy**	**Next Step Strategies**	**Strategies to be Determined**
CFU 1 ADEQUATE PUBLIC FACILITIES AND SERVICES Provide and maintain adequate public facilities and utility services and reliable funding in order to protect investment in existing facilities and ensure appropriate levels of service.	**CFU 1.8**	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.	Which intangibles - should a framework be created? Intangibles should go back to policies: aesthetics, and other elements of comprehensive plan Clarify policy direction in chapter update.	
CFU 2 CONCURRENCY Ensure that those public facilities and services necessary to support development are adequate to serve the development and available when the service demands of development occur without decreasing current service levels below locally established minimum standards.	**CFU 2.3**	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.	Potential further studies from integrated capital. Maintenance upgrades. Flaw with 6 year phasing of services, more appropriate with 20 year. Needs to change language.	
	CFU 2.4	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.	Reevaluate and update impact fee system Evaluate impact fees for other capital facility systems.	
	CFU 2.5	Exemptions from Impact Fees Exempt development activities with broad public purposes from growth-related impact fees.	Evaluate the cost benefit on the existing, and determine if future exemptions are warranted.	
	CFU 2.7	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.	Clarify policy direction in chapter update.	

CHAPTER 5 - CAPITAL FACILITIES AND UTILITIES Future Implementation (Not Yet Implemented & Not Near Term)				
Goal	**Policy #**	**Policy**	**Next Step Strategies**	**Strategies to be Determined**
CFU 4 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.	Centers and Corridors growth strategy will continue to be implemented in various locations in the City. GMA requirement.	
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 5.6**	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.	Clarify policy direction in chapter update.	

CHAPTER 6 HOUSING Future Implementation (Not Yet Implemented & Not Near Term)				
Goal	**Policy #**	**Policy**	**Next Step Strategies**	**Strategies to be Determined**
H 1 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 1.3**	Employer-Sponsored Housing Provide incentives for employers to sponsor or develop affordable housing in proximity to their place of employment.	Commute Trip Systems, Housing Near Employment Areas, Matching Down Payment Assistance Program? City Pilot for employees	Incentives as appropriate for successful development
	H 1.7	Socioeconomic Integration Promote socioeconomic integration throughout the city.	Affordable housing requirement for property the City sells. City to identify unused or underused property to be liquidated.	
	H 1.8	Affordable Housing Requirement Include a percentage of affordable housing within all new developments that include housing.	Develop Tracking Tools, Evaluate Financial and Regulatory Incentive Programs for Effectiveness, Evaluate Land Inventory for Capacity for Listed House Types, Volume 2 Comp Plan Table H19 Future Housing Type Need Estimates and Needs, Affordable housing requirement for property the City sells, create a registry of affordable housing units available in Spokane.	
	H 1.19	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.	Look into adding to MFTE Building regulations	
	H 1.22	Special Needs Housing Encourage the retention, inclusion, and development of special needs and assisted living housing.		
	H 1.23	Distribution of Special Needs Housing Include units that are affordable for low-income special need families in all housing developments.	MFTE	

CHAPTER 6 HOUSING Future Implementation (Not Yet Implemented & Not Near Term)				
Goal	**Policy #**	**Policy**	**Next Step Strategies**	**Strategies to be Determined**
	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.	Continue to support the recording fee at next sunset	
H 2 HOUSING QUALITY Improve the overall quality of the City of Spokane's housing.	**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.	Education Re: the programs that exist, establish a minimum definition and set of standards for housing quality, incentivize landlords to improve housing quality	

CHAPTER 7- ECONOMIC DEVELOPMENT Future Implementation (Not Yet Implemented & Not Near Term)				
Goal	**Policy #**	**Policy**	**Next Step Strategies**	**Strategies to be Determined**
ED 5 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 5.4**	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.		Evaluate the role of the city in implementation of this policy, and possible revision of policy to be more actionable.
	ED 5.7	Employment Opportunities for Special Needs Populations Support efforts to provide training and employment opportunities for special needs populations.		Evaluate the role of the city in implementation of this policy, and possible revision of policy to be more actionable.
ED 6 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.	STA High Performance Transit Network	
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 7.2**	Revenue Sources Ensure that tax revenue sources are stable, allocate costs equitably within the community, and do not penalize certain types of businesses, and attract and retain businesses.	Address with legislative agenda and annual budgeting process	Evaluate the role of the city in implementation of this policy, and possible revision of policy to be more actionable.
	ED 7.3	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.	Address with legislative agenda and annual budgeting process	
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 8.4**	Environmental Protection Business Opportunities Encourage businesses that specialize in environmental protection.		

CHAPTER 8 URBAN DESIGN & HISTORIC PRESERVATION Future Implementation (Not Yet Implemented & Not Near Term)				
Goal	**Policy #**	**Policy**	**Next Step Strategies**	**Strategies to be Determined**
DP 1 Pride and Identity Enhance and improve Spokane's visual identity and community pride.	**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.	Neighborhood gateway development as resources become available, per neighborhood plans.	
DP 2 Urban Design Design new construction to support desirable behaviors and create a positive perception of Spokane.	**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.	Evaluation of the design review process and the guidelines with regard to public projects.	
	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.	Policy may fit better within a zoning/use discussion.	
	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.	Potential integrated parking structures incentives Evaluate codifying active edges on parking structures.	

CHAPTER 8 URBAN DESIGN & HISTORIC PRESERVATION Future Implementation (Not Yet Implemented & Not Near Term)				
Goal	**Policy #**	**Policy**	**Next Step Strategies**	**Strategies to be Determined**
	DP 2.15	Urban Trees and Landscape Areas Maintain, improve, and increase the number of street trees and planted areas in the uban environment.	Consider pest resistant edible fruit trees in select public lands.	
	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.	
DP 3 Preservation Preserve and protect Spokane's historic districts, sites, structures, and objects.	**DP 3.8**	Legislative Reform Support city legislative priorities that promote historic preservation wherever possible.		

CHAPTER 9 NATURAL ENVIRONMENT Future Implementation (Not Yet Implemented & Not Near Term)				
Goal	**Policy #**	**Policy**	**Next Step Strategies**	**Strategies to be Determined**
NE 4 Surface Water Provide for clean rivers that support native fish and aquatic life and that are healthy for human recreation.	**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 5 Clean Air Work consistently for cleaner air that nurtures the health of current residents, children and future generations.	**NE 5.1**	Clean Heating Sources Encourage the use of heating sources that do not negatively affect Spokane's air quality.		
	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 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 6.2**	Citizen Recognition Recognize citizens who use native plantings in their yards.		
NE 7 Natural Land Form Preserve natural land forms that identify and typify our region.	**NE 7.2**	Land Form Protection Purchase lands that contain natural land forms or protect them with incentives, clustering, or transfer of development rights.		
	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.		

CHAPTER 9 NATURAL ENVIRONMENT Future Implementation (Not Yet Implemented & Not Near Term)				
Goal	**Policy #**	**Policy**	**Next Step Strategies**	**Strategies to be Determined**
NE 9 SUSTAINABLE ECONOMY Enhance the natural environment to support a thriving sustainable economy.	**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.		
NE 10 NATURAL ENVIRONMENT AND EMPLOYMENT Create employment that enhances the natural environment.	**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.		
	NE 10.3	Economic Activity Incentives Identify and provide incentives for economic activities that combine the goals and principles of economy, ecology, and social equity.		
NE 11 Natural Areas Designate a network of natural areas (natural areas and connecting corridors) throughout Spokane that supports native habitats and natural land forms.	**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.		
	NE 11.4	Natural Area Paths Develop soft, permeable, low impact paths in natural areas.		
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 13.4**	Winter Trail Network Link soft trails, parks, and golf courses with the walkway and bicycle path system to develop a winter trail network.		

CHAPTER 9 NATURAL ENVIRONMENT Future Implementation (Not Yet Implemented & Not Near Term)				
Goal	**Policy #**	**Policy**	**Next Step Strategies**	**Strategies to be Determined**
NE 14 PLAZA DESIGN WITH NATURAL ELEMENTS Develop or revitalize plazas using local nature elements, including water, vegetation, wildlife, and land forms.	**NE 14.1**	Plaza Inventory and Improvements Inventory existing plazas that lack nature elements and that are not used actively and identify natural element features that will improve them.		
NE 15 NATURAL AESTHETICS Retain and enhance nature views, natural aesthetics, sacred areas, and historic sites that define the Spokane region.	**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 the 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.		
NE 17 Natural Environment Education Educate children and the community on how to improve Spokane's natural environment.	**NE 17.2**	Natural Environment Sources Create a central source within city government to disseminate information on anything affecting the city's natural environment, programs to enhance the natural environment, and environmental education opportunities.		
NE 19 Flood Hazards Management Protect life and property from flooding and erosion by directing development away from flood hazard areas.	**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.		

CHAPTER 9 NATURAL ENVIRONMENT Future Implementation (Not Yet Implemented & Not Near Term)				
Goal	**Policy #**	**Policy**	**Next Step Strategies**	**Strategies to be Determined**
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	
	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.		

CHAPTER 10 - SOCIAL HEALTH Future Implementation (Not Yet Implemented & Not Near Term)				
Goal	**Policy #**	**Policy**	**Next Step Strategies**	**Strategies to be Determined**
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 1.7**	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.	Analyze creation of a community land bank and/or land aggregation entity by the Mayor's Housing Quality Task Force	
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 2.1**	Care Facilities Distribute care facilities fairly and equitably throughout all neighborhoods.	Map care facilities throughout the City.	
	SH 2.2	Special Needs Temporary Housing Disperse special needs temporary housing evenly throughout all neighborhoods.	Map special needs temporary housing throughout the City.	
	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 2.6	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.		

CHAPTER 10 - SOCIAL HEALTH Future Implementation (Not Yet Implemented & Not Near Term)				
Goal	**Policy #**	**Policy**	**Next Step Strategies**	**Strategies to be Determined**
SH 3 ARTS AND CULTURAL ENRICHMENT Support community image and identity through the arts and accessible art activities.	**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.		
SH 3 ARTS AND CULTURAL ENRICHMENT Support community image and identity through the arts and accessible art activities.	**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.		
	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.		
	SH 3.7	Support Local Artists Solicit local artists to design or produce functional and decorative elements for the public realm, whenever possible.		

CHAPTER 10 - SOCIAL HEALTH Future Implementation (Not Yet Implemented & Not Near Term)				
Goal	**Policy #**	**Policy**	**Next Step Strategies**	**Strategies to be Determined**
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 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 5.2**	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.	Evaluate City leases for opportunities.	
	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 6.6**	Neighborhood Role Encourage neighborhood residents to apply CPTED principles in their consideration of development issues within their own particular neighborhood.		

CHAPTER 11 - NEIGHBORHOODS Future Implementation (Not Yet Implemented & Not Near Term)				
Goal	**Policy #**	**Policy**	**Next Step Strategies**	**Strategies to be Determined**
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 2.3**	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.		
N 3 NEIGHBORHOOD FACILITIES Maximize the usefulness of existing neighborhood facilities and services while minimizing the impacts of major facilities located within neighborhoods.	**N 3.1**	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.		
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. 4.6	Pedestrian and Bicycle Connections Establish a continuous pedestrian and bicycle network within and between all neighborhoods.		

CHAPTER 11 - NEIGHBORHOODS Future Implementation (Not Yet Implemented & Not Near Term)				
Goal	**Policy #**	**Policy**	**Next Step Strategies**	**Strategies to be Determined**
	N 4.8	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.	Develop and implement a financing strategy to maintain, repair, or build new sidewalks in existing neighborhoods.	
	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.		
N 5 OPEN SPACE Increase the number of open gathering spaces, greenbelts, trails, and pedestrian bridges within and/or between neighborhoods.	**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.		
	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.		
N 6 THE ENVIRONMENT Protect and enhance the natural and built environment within neighborhoods.	**N 6.3**	Open Space and Nature Corridors Identify and protect nature and wildlife corridors within and between neighborhoods.		

CHAPTER 11 - NEIGHBORHOODS Future Implementation (Not Yet Implemented & Not Near Term)				
Goal	**Policy #**	**Policy**	**Next Step Strategies**	**Strategies to be Determined**
N 7 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.	Explore the potential for expansion of the neighborhood retail designation, as appropriate, in neighborhoods that lack a neighborhood center.	
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 8.5**	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.		
	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.	Work with Spokane County to encourage neighborhood planning within the UGA.	
	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.	Work with Spokane County to encourage neighborhood planning within the 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.		

CHAPTER 12 - PARKS & OPEN SPACE Future Implementation				
Goal	**Policy #**	**Policy**	**Next Step Strategies**	**Strategies to be Determined**
PRS 1 PRESERVATION AND CONSERVATION Assure the preservation and conservation of unique, fragile, and scenic natural resources, and especially non-renewable resources.	**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 1.6	Opportunity Fund Create an "Opportunity Fund" protect open space or acquire parkland, which would be lost if not immediately purchased.		
PRS 5 RECREATION PROGRAM Assure an indoor and outdoor recreation program, which provides well-rounded recreational opportunities for citizens of all ages.	**PRS 5.2**	Private Partnerships Create public-private partnerships and develop incentives for community-oriented programs, which are responsive to needs and fosters participant support of all ages and abilities.		
PRS 6 COORDINATION AND COOPERATION Encourage and pursue a climate of cooperation between government agencies, non-profit organizations, and private business in providing open space, parks facilities, and recreational services that are beneficial for the public.	**PRS 6.1**	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.		

CHAPTER 12 - PARKS & OPEN SPACE Future Implementation				
Goal	**Policy #**	**Policy**	**Next Step Strategies**	**Strategies to be Determined**
PRS 7 PARKS SERVICE QUALITY Provide a parks and recreation system that is enjoyable, efficient, financially responsible, and a source of civic pride.	**PRS 7.2**	Modern Management Practices Employ state-of-the-art techniques in the park and recreation profession by providing staff training, laborsaving equipment, automatic systems, durable materials, effective facility design, and responsive leisure services.		

CHAPTER 13 - LEADERSHIP, GOVERNANCE, & CITIZENSHIP Future Implementation (Not Yet Implemented & Not Near Term)				
Goal	**Policy #**	**Policy**	**Next Step Strategies**	**Strategies to be Determined**
LGC 6 RESPONSIVE CITY GOVERNMENT Increase public confidence in the city's responsiveness to the pursuit of community values through the day-to-day administration of land use and development codes.	LGC 6.1	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.		

Volume V, Appendix G

Part II: Master Implementation Matrices

City of Spokane Comprehensive Plan

CHAPTER 3 - LAND USE Master									
Goal	**Policy #**	**Policy**	**Related Elements**	**Implementation Examples**	**Future Projects**	**Ongoing**	**Near Term (1-2 years)**	**Mid Term (3-5years)**	**Long Term (5+ years)**
LU 1 CITYWIDE LAND USE Offer a harmonious blend of opportunities for living, working, recreation, education, shopping, and cultural activities by: protecting natural amenities; providing coordinated, efficient, and cost effective public facilities and utility services; carefully managing both residential and non-residential development and design; and proactively reinforcing downtown Spokane's role as a vibrant urban center.	**LU 1.1**	Neighborhoods Utilize the neighborhood concept as a unit of design for planning housing, transportation, services, and amenities.	H 1.11 - Siting of Subsidized Low-Income Housing DP 5.1 - Neighborhood Participation TR 2 - Transportation Supporting Land Use TR 7 - Neighborhood Access TR 13 - Infrastructure Design TR 14 - Traffic Calming TR 16 - Right-of-Way Maintenance TR 18 - Parking N 2 - Neighborhood Development	Neighborhood Planning Process	Six neighborhoods still require planning efforts.	**X**	**X**	**X**	
	LU 1.2	Districts Identify districts as the framework for providing secondary schools, larger park and recreation facilities, and more varied shopping facilities.	CFU 3.1 - Special Purpose Districts TR 2 - Transportation Supporting Land Use TR 5 - Active Transportation TR 6 - Commercial Center Access TR 9 - Promote Economic Opportunity TR 13 - Infrastructure Design TR 15 - Activation	Spokane Municipal Code		**X**			
LU 1 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 1.3**	Single-Family Residential Areas Protect the character of single-family residential neighborhoods by focusing higher intensity land uses in designated centers and corridors.	CFU 6.1 - Community Revitalization DP 2.11 - Improvements Program DP 2.6 - Building and Site Design TR 2 - Transportation Supporting Land Use TR 7 - Neighborhood Access TR 13 - Infrastructure Design TR 14 - Traffic Calming TR 16 - Right-of-Way Maintenance	2001 designation of mixed-use centers and corridors on the Land Use Plan Map, (Map LU-1). 2006 Residential Code Update.		**X**			
	LU 1.4	Higher Density Residential Areas Direct new higher density residential uses to centers and corridors designated on the Land Use Plan Map.	DP 2.12 - Infill Development TR 2 - Transportation Supporting Land Use	Designation of mixed-use centers and corridors on the Land Use Plan Map in 2001. Infill Taskforce - 2006 Residential Code Update.	Infill Taskforce	**X**			

CHAPTER 3 - LAND USE Master									
Goal	**Policy #**	**Policy**	**Related Elements**	**Implementation Examples**	**Future Projects**	**Ongoing**	**Near Term (1-2 years)**	**Mid Term (3-5years)**	**Long Term (5+ years)**
	LU 1.5	Office Uses Direct new office uses to centers and corridors designated on the Land Use Plan Map.	TR 2 - Transportation Supporting Land Use TR 6 - Commercial Center Access TR 9 - Promote Economic Opportunity	Designation of mixed-use centers and corridors on the Land Use Plan Map in 2001.		**X**			
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 1.6**	Neighborhood Retail Use Direct new neighborhoods retail use to neighborhood centers designated on the Land Use Plan Map.	TR 2 - Transportation Supporting Land Use TR 9 - Promote Economic Opportunity	Centers and Corridors are designated on the Land Use Plan Map, 2001. Zoning Map and Unified Development Code Project. Neighborhood Retail designated on Land Use Plan Map. Historic and Existing Commercial Structures in Residential Zones.	Evaluate the possible expansion of neighborhood retail.	**X**			
	LU 1.7	Neighborhood Mini-Centers Create a neighborhood mini-center wherever an existing neighborhood retail area is larger than two acres.	TR 2 - Transportation Supporting Land Use TR 9 - Promote Economic Opportunity	Mini-Centers are designated on the Land Use Plan Map.	Study Possible Expansion of Mini-Center use in Land Use.	**X**			
	LU 1.8	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 - Transportation Supporting Land Use TR 6 - Commerical Center Access TR 9 - Promote Economic Opportunity	Commercial land uses are designated on the Land Use Plan Map (Map LU-1).	Study Possible Expansion of Neighborhood Retail	**X**			

CHAPTER 3 - LAND USE Master									
Goal	**Policy #**	**Policy**	**Related Elements**	**Implementation Examples**	**Future Projects**	**Ongoing**	**Near Term (1-2 years)**	**Mid Term (3-5years)**	**Long Term (5+ years)**
LU 1 CITYWIDE LAND USE Offer a harmonious blend of opportunities for living, working, recreation, education, shopping, and cultural activities by: protecting natural amenities; providing coordinated, efficient, and cost effective public facilities and utility services; carefully managing both residential and non-residential development and design; and proactively reinforcing downtown Spokane's role as a vibrant urban center.	**LU 1.9**	Downtown Develop city-wide plans and strategies that are designed to ensure a viable, economically strong downtown area.	Housing 1.21 - Development of Single-Room Occupancy Housing Economic Development 3.10 - Downtown Spokane DP 4 - Downtown Center Viability Neighborhoods 1 - The Downtown Neighborhood TR 2 - Transportation Supporting Land Use TR 4 - Transportation Demand Management Strategies (TDM) TR 6 - Commerical Center Access TR 8 - Moving Freight TR 9 - Promote Economic Opportunity TR 11 - Transit Operational Efficiency TR 15 - Activation TR 18 - Parking	Fast Forward Spokane - Downtown Plan; University District	Update Downtown Plan (Possible Increased Residential Focus)		**X**	**X**		
	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.	Economic Development 2 - Land Availability for Economic Activities TR 2 - Transportation Supporting Land Use TR 8 - Moving Freight TR 9 - Promote Economic Opportunity TR 10 - Transportation System Efficiency & Innovation TR 13 - Infrastructure Design	Industrial uses are designated on the Land Use Plan Map.		**X**			
	LU 1.11	Agriculture Designate areas for agriculture lands that are suited for long-term agricultural production.	Natural Environment 8 - Agricultural Lands Social Health 7.4 - Urban Agriculture	Agricultural uses are designated on the Land Use Plan Map.		**X**			

CHAPTER 3 - LAND USE Master									
Goal	**Policy #**	**Policy**	**Related Elements**	**Implementation Examples**	**Future Projects**	**Ongoing**	**Near Term (1-2 years)**	**Mid Term (3-5years)**	**Long Term (5+ years)**
LU 1 CITYWIDE LAND USE Offer a harmonious blend of opportunities for living, working, recreation, education, shopping, and cultural activities by: protecting natural amenities; providing coordinated, efficient, and cost effective public facilities and utility services; carefully managing both residential and non-residential development and design; and proactively reinforcing downtown Spokane's role as a vibrant urban center.	**LU 1.12**	Public Facilities and Services Ensure that public facilities and services systems are adequate to accommodate proposed development before permitting development to occur.	Land Use 6.8 - Siting Essential Public Facilities Capital Facilities 1 - Adequate Public Facilities and Services Capital Facilities 2 - Concurrency TR 2 - Transportation Supporting Land Use TR 4 - Transportation Demand Management Strategies (TDM) TR 10 - Transportation System Efficiency & Innovation TR 11 - Transit Operational Efficiency TR 13 - Infrastructure Design TR 19 - Plan Collaboratively	Spokane Unified Development Code Capital Facilities Plan Concurrency Ordinance Permitting process		**X**			
	LU 1.13	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.	Neighborhoods 5.1 - Future Parks Planning PRS 6 - Coordination and Cooperation PRS 7 - Parks Service Quality TR 2 - Transportation Supporting Land Use TR 5 - Active Transportation TR 13 - Infrastructure Design TR 21 -Safe & Healthy Community Education & Promotion Campaigns	Conservation Futures Program The Spokane Parks Board is granted power by City Charter to lay out, establish, purchase, procure, accept and have the care, management, control, and improvement of all parks grounds controlled by the City of Spokane		**X**			
	LU 1.14	Nonconforming Uses Avoid the creation of large areas of nonconforming uses at the time of adoption of new development regulations.		Spokane Municipal Code 17C & 17E		**X**			

CHAPTER 3 - LAND USE Master									
Goal	**Policy #**	**Policy**	**Related Elements**	**Implementation Examples**	**Future Projects**	**Ongoing**	**Near Term (1-2 years)**	**Mid Term (3-5years)**	**Long Term (5+ years)**
LU 1 CITYWIDE LAND USE Offer a harmonious blend of opportunities for living, working, recreation, education, shopping, and cultural activities by: protecting natural amenities; providing coordinated, efficient, and cost effective public facilities and utility services; carefully managing both residential and non-residential development and design; and proactively reinforcing downtown Spokane's role as a vibrant urban center.	**LU 1.15**	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.	TR 2 - Transportation Supporting Land Use TR 8 - Moving Freight TR 9 - Promote Economic Opportunity TR 19 - Plan Collaboratively	Airfield Overlay Zoning and Airfield Influence.		**X**			
	LU 1.16	Mobile Home Parks Designate appropriate areas for the preservation of mobile and manufactured home parks.							**X**
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 how they relate to and enhance the surrounding urban and natural environment.	ED 8.1 - Quality of Life Protection DP 2 - Urban Design DP 2.1 - Definition of Urban Design DP 2.14 - Town Squares and Plazas TR 13 - Infrastructure Design TR 14 - Traffic Calming TR 15 - Activation	Spokane Municipal Code 17C		**X**			

CHAPTER 3 - LAND USE Master									
Goal	**Policy #**	**Policy**	**Related Elements**	**Implementation Examples**	**Future Projects**	**Ongoing**	**Near Term (1-2 years)**	**Mid Term (3-5years)**	**Long Term (5+ years)**
LU 2 PUBLIC REALM ENHANCEMENT Encourage the enhancement of the public realm.	**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.	DP 2.3 - Design Standards for Public Projects and Structures DP 3.10 - Zoning Provisions and Building Regulations SH 6.1 - Crime Prevention through Environmental Design Themes TR 2 - Transportation Supporting Land Use TR 13 - Infrastructure Design	Spokane Municipal Code 17C		**X**			
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.	CFU 2 - Concurrency TR 2 - Transportation Supporting Land Use TR 12 - Prioritize and Integrate Investments TR 13 - Infrastructure Design TR 2 - Transportation Supporting Land Use TR 12 - Prioritize and Integrate Investments TR 13 - Infrastructure Design	Capital Facilities Plan MFTE Program Targeted Area Development Incentives	Drive-Throughs in Office Retail Zone	**X**			
	LU 3.2	Centers and Corridors Designate centers and corridors, (neighborhood scale, community or district scale, and regional scale), on the Land Use Plan Map that encourage a mix of uses and activities around which growth is focused.	TR 2 - Transportation Supporting Land Use TR 5 - Active Transportation TR 6 - Commercial Center Access TR 9 - Promote Economic Opportunity TR 13 - Infrastructure Design	Land Use Plan Map (Map LU-1); Spokane Municipal Code	Sub-area Planning for West Hills Neighborhood Center	**X**	**X**		
					Lincoln Heights District Center Master Plan - Implementation Planning		**X**		
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.					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) g. Five Mile h. Northtown		**X**	**X**	

CHAPTER 3 - LAND USE Master									
Goal	**Policy #**	**Policy**	**Related Elements**	**Implementation Examples**	**Future Projects**	**Ongoing**	**Near Term (1-2 years)**	**Mid Term (3-5years)**	**Long Term (5+ years)**
					Centers and Corridors Design Standards Update		X		
					Transition Zone Design Standards Update		X		
					Study Possible Update to Policy LU 1.5 per Focus Group Recommendations			X	
	LU 3.3	Planned Neighborhood Centers Designate new centers or corridors in appropriate locations on the Land Use Plan Map through a process approved by the city.	TR 2 - Transportation Supporting Land Use	Southgate Neighborhood Plan Transportation & Connectivity Element and Southgate Neighborhood Plan Parks and Open Space Element	Evaluate the process.	X		X	
	LU 3.4	Planning for Centers and Corridors Utilize basic criteria for growth planning estimates and, subsequently, growth targets for both centers and corridors.	TR 2 - Transportation Supporting Land Use			X			
LU 3 EFFICIENT LAND USE Promote the efficient use of land by the use of incentives, density and mixed-use development in proximity to retail businesses, public services, places of work, and transportation systems.	**LU 3.5**	Mix of Uses in Centers Achieve a proportion of uses in centers that will stimulate pedestrian activity and create mutually reinforcing land uses.	DP 2.13 - Parking Facilities Design DP 4.2 - Street Life SH 6.1 - Crime Prevention through Environmental Design Themes N 4 - Traffic and Circulation PRS 3 - Bicycle and Pedestrian Circulation TR 2 - Transportation Supporting Land Use TR 4 - Transportation Demand Management Strategies (TDM) TR 5 - Active Transportation TR 6 - Commercial Center Access TR 9 - Promote Economic Opportunity TR 15 - Activation	Land Use Table (Look up the one which has ratios as guide).		X			

CHAPTER 3 - LAND USE Master									
Goal	**Policy #**	**Policy**	**Related Elements**	**Implementation Examples**	**Future Projects**	**Ongoing**	**Near Term (1-2 years)**	**Mid Term (3-5years)**	**Long Term (5+ years)**
	LU 3.6	Compact Residential Patterns Allow more compact and affordable housing in all neighborhoods, in accordance with design guidelines.	CFU 4.1 - Compact Development TR 2 - Transportation Supporting Land Use TR 7 - Neighborhood Access TR 13 - Infrastructure Design	Pocket Residential Development - SMC 17C.110.360		**X**	**X**		
	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.		Spokane Municipal Code		**X**			
	LU 3.8	Shared Parking Encourage shared parking facilities for business and commercial establishments that have dissimilar peak use periods.	TR 18 - Parking	Spokane Municipal Code 17C.230.110		**X**			
LU 4 TRANSPORTATION Promote a network of safe and cost effective transportation alternatives, including transit, carpooling, bicycling, pedestrian-oriented environments, and more efficient use of the automobile, to recognize the relationship between land use and transportation.	**LU 4.1**	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	Spokane Municipal Code LINK Spokane		**X**			
	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.	Transportation Chapter H 2.4 - Linking Housing with Other Land Uses ED 3.2 - Economic Diversity	Centers and Corridors are designated on the Land Use Plan Map. SMC outlines design standards SMC Table 17C.122-2		**X**			

CHAPTER 3 - LAND USE Master									
Goal	**Policy #**	**Policy**	**Related Elements**	**Implementation Examples**	**Future Projects**	**Ongoing**	**Near Term (1-2 years)**	**Mid Term (3-5years)**	**Long Term (5+ years)**
	LU 4.3	Neighborhood Through-Traffic Create boundaries for new neighborhoods through which principle arterials should not pass.	Transportation Chapter						
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 4.4**	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.	N 4 - Traffic and Circulation TR 1 - Transportation Network for All Users TR 2 - Transportation Supporting Land Use TR 5 - Active Transportation TR 13 - Infrastructure Design TR 15 - Activation	Land Use Plan Map (Map LU-1). Pedestrian Master Plan. Bicycle Master Plan. LINK Spokane. SMC		**X**			
	LU 4.5	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	TR 1 - Transportation Network for All Users TR 2 - Transportation Supporting Land Use TR 5 - Active Transportation TR 13 - Infrastructure Design TR 15 - Activation	Unified Development Code		**X**			
LU 5 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.	N 6 - The Environment ED 8 - Quality of Life and the Environment DP 1.1 - Landmark Structures, Buildings, and Sites TR 2 -Transportation Supporting Land Use TR 13 - Infrastructure Design	State Environmental Policy Act (SEPA) Review. SMC.		**X**			
LU 5 DEVELOPMENT CHARACTER Promote development in a manner that is attractive, complementary, and compatible with other land uses.	**LU 5.2**	Environmental Quality Enhancement Encourage site locations and design features that enhance environmental quality and compatibility with surrounding land uses.	CFU 1.8 - Intangible Costs and Benefits CFU 5 - Environmental Concerns ED 2.1 - Land Supply NE 5.2 - Facility Review NE 8.3 - Compatible Agricultural Activities N 6.1 - Environmental Planning	State Environmental. Policy Act (SEPA) Review. SMC.		**X**			

CHAPTER 3 - LAND USE Master									
Goal	**Policy #**	**Policy**	**Related Elements**	**Implementation Examples**	**Future Projects**	**Ongoing**	**Near Term (1-2 years)**	**Mid Term (3-5years)**	**Long Term (5+ years)**
	LU 5.3	Off-Site Impacts Ensure that off-street parking, access, and loading facilities do not adversely impact the surrounding area.	TR 13 - Infrastructure Design TR 18 - Parking	SMC		**X**			
	LU 5.4	Natural Features and Habitat Protection Ensure development is accomplished in a manner that protects significant natural features and wildlife habitat.	NE 6 - The Environment ED 8 - Quality of Life and the Environment DP 1.1 - Landmark Structures, Buildings, and Sites	SMC SEPA Review		**X**			
	LU 5.5	Compatible Development Ensure that infill and redevelopment projects are well-designed and compatible with surrounding uses and building types.	CFU 4.1 - Compact Development ED 2.1 - Land Supply DP 2.12 - Infill Development	City of Spokane Unified Development Code 17C Infill Taskforce	Infill Task Force Recommendation Implementation	**X**	**X**		
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.	CFU 1.8 - Intangible Costs and Benefits CFU 5 - Environmental Concerns	Capital Facilities Plans. Land Use Plan Map.		**X**			

CHAPTER 3 - LAND USE Master									
Goal	**Policy #**	**Policy**	**Related Elements**	**Implementation Examples**	**Future Projects**	**Ongoing**	**Near Term (1-2 years)**	**Mid Term (3-5years)**	**Long Term (5+ years)**
LU 6 ADEQUATE PUBLIC LANDS AND FACILITIES Ensure the provision and distribution of adequate, well-located public lands and facilities throughout the city.	**LU 6.2**	Open Space Identify, designate, prioritize, and seek funding for open space areas.	DP 2.14 - Town Squares and Plazas N 5 - Open Space N 6.3 - Open Space and Nature Corridors PRS 1.1 - Open Space System PRS 1.3 - Funding for Open Space and Shoreline Land Acquisition PRS 1.4 - Property Owners and Developers PRS 1.5 - Open Space Buffers PRS 1.6 - Opportunity Fund PRS 2 - Park and Open Space System PRS 3 - Bicycle and Pedestrian Circulation PRS 6.3 - Joint Park and Open Space Planning TR 5 - Active Transportation TR 19 - Plan Collaboratively	Land Use Plan Map (Map LU-1)		**X**			
	LU 6.3	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.	TR 1 - Transportation Network for All Users TR 2 - Transportation Supporting Land Use TR 5 - Active Transportation TR 13 - Infrastructure Design TR 19 - Plan Collaboratively	Quarterly Coordination Meetings With School Districts (Ongoing).	Continue Ongoing Coordination with School Districts.	**X**			
	LU 6.4	School and City Cooperation Continue the cooperative relationship between the city and school officials.	TR 19 - Plan Collaboratively	Quarterly Coordination Meetings With School Districts (Ongoing)		**X**			

CHAPTER 3 - LAND USE Master									
Goal	**Policy #**	**Policy**	**Related Elements**	**Implementation Examples**	**Future Projects**	**Ongoing**	**Near Term (1-2 years)**	**Mid Term (3-5years)**	**Long Term (5+ years)**
LU 6 ADEQUATE PUBLIC LANDS AND FACILITIES Ensure the provision and distribution of adequate, well-located public lands and facilities throughout the city.	**LU 6.5**	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.		Quarterly Coordination Meetings With School Districts (Ongoing)		**X**			
	LU 6.6	Shared Facilities Continue the sharing of city and school facilities for neighborhood parks, recreation, and open space uses.		OPR 2012-0243 - Joint Use of Facilities: Spokane Public Schools		**X**			
	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.				**X**			
	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.		SMC		**X**			
	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.		SMC		**X**			
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.		Land Use Map (Map LU-1). Spokane Municipal Code. Creation of Implementation Chapter of the Comprehensive Plan.		**X**			
					Compact Residential Single-Family Overlay				

CHAPTER 3 - LAND USE Master									
Goal	**Policy #**	**Policy**	**Related Elements**	**Implementation Examples**	**Future Projects**	**Ongoing**	**Near Term (1-2 years)**	**Mid Term (3-5years)**	**Long Term (5+ years)**
					Smart Code Pilot Program N. Monroe Street Pilot		**X**		
					Lot Dimension Standards Update		**X**		
					Infill Taskforce Recommended Updates to Development Code		**X**		
					Possible Neighborhood Retail Expansion		**X**		
					Centers and Corridors Design Standards Update		**X**		
LU 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.	CFU 2.3 - Phasing of Services CFU 3.6 - Limitation of Services Outside Urban Growth Areas CFU 5.1 - On-Site Wastewater Disposal NE 1.9 - Sewer Requirement TR 2 - Transportation Supporting Land Use	Land Use Plan Map. SMC. Countywide Planning Policies.			**X**		

CHAPTER 3 - LAND USE Master									
Goal	**Policy #**	**Policy**	**Related Elements**	**Implementation Examples**	**Future Projects**	**Ongoing**	**Near Term (1-2 years)**	**Mid Term (3-5years)**	**Long Term (5+ years)**
	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.	Countywide Planning Policies CFU 3.5 - Uniformity of Standards CFU 3.6 - Limitation of Services Outside Urban Growth Areas N 8.7 - Agreement for Joint Planning N 8.9 - Consistency of Plans Outside the City PRS 6.3 - Joint Park and Open Space Planning TR 19 - Plan Collaboratively	Countywide Planning Policies		**X**			
LU 8 URBAN GROWTH AREA Maintain an urban growth area that includes areas and densities sufficient to accommodate the city's allocated population, housing and employment growth for the succeeding twenty-year period, including the accommodation of the medical, governmental, educational, institutional, commercial, and industrial facilities related to such growth, but that does not exceed the areas necessary to accommodate such growth.	**LU 8.3**	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.		Spokane County and the City of Spokane routinely follow the UGA update requirements.	The next UGA update will be in 2025.	**X**			
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		Spokane Housing Ventures Annexation. West Plains Annexation.		**x**			

CHAPTER 3 - LAND USE Master									
Goal	**Policy #**	**Policy**	**Related Elements**	**Implementation Examples**	**Future Projects**	**Ongoing**	**Near Term (1-2 years)**	**Mid Term (3-5years)**	**Long Term (5+ years)**
	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 ANNEXATION Support annexations that enhance effective and efficient government.	**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.	CFU 3.3 - Utilities Coordination CFU 3.6 - Limitation of Services Outside Urban Growth Areas	West Plains Annexation. Spokane Housing Ventures Annexation.		**X**			
	LU 9.4	Community Impacts Evaluate all annexations on the basis of their short and long-term community impacts and benefits.		West Plains Annexation. Spokane Housing Ventures Annexation.	Establish administrative guidelines for annexation for the Spokane Municipal Code.	**X**	**X**		
					Study Possible Update to Policy LU 9.6 - Land Use and Zoning Designations Upon Annexation.				
	LU 9.5	Funding Capital Facilities in Annexed Areas Ensure that annexations do not result in a negative fiscal impact on the city.		West Plains Annexation		**X**			
	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.		West Plains Annexation		**X**			
	LU 9.7	City Bonded Indebtedness Require property owners within an annexing area to assume a share of the city's bonded indebtedness.				**X**			

CHAPTER 3 - LAND USE Master									
Goal	**Policy #**	**Policy**	**Related Elements**	**Implementation Examples**	**Future Projects**	**Ongoing**	**Near Term (1-2 years)**	**Mid Term (3-5years)**	**Long Term (5+ years)**
LU 10 JOINT PLANNING Support joint growth management planning and annexation requests, which best meet the Comprehensive Plan's development goals and policies.	**LU 10.1**	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.	Countywide Planning Policies CFU 3.5 - Uniformity of Standards CFU 3.6 - Limitation of Services Outside Urban Growth Areas N 8.7 - Agreement for Joint Planning N 8.9 - Consistency of Plans Outside the City PRS 6.3 - Joint Park and Open Space Planning	Joint Planning Process		**X**			
	LU 10.2	Consistent Development Standards Require utilities, roads, and services in the city's urban growth area to be built to city standards.	CFU 3.5 - Uniformity of Standards N 8.9 - Consistency of Plans Outside the City	Joint Planning Process		**X**			
	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.	CFU 3.1 - Special Purpose Districts	West Plains and Spokane Housing Ventures Annexations		**X**			
	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.				**X**			

CHAPTER 4 - TRANSPORTATION Master								
Policy #	**Policy**	**Related Elements**	**Implementation Examples**	**Future Projects**	**Ongoing**	**Near Term (1-2 years)**	**Mid Term (3-5years)**	**Long Term (5+ years)**
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 - Neighborhoods LU 4 - Transportation H 1.11 - Access to Transportation N 4 - Traffic and Circulation	Street Design Standards. Complete Streets Ordinance. Master Bicycle Plan. Pedestrian Master Plan Arterial Street Map	Utilize relevant performance measures to track the City's progress in developing the transportation network for all users. Project selection multi-modal balance reviewed by public during annual adoption. Identify measures to improve winter mobility for pedestrians, school children, and the mobility impaired.	**X**		**X**	
TR 2	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.	LU 1.1 - Neighborhoods LU 4 - Transportation H 1.11 - Access to Transportation N 4 - Traffic and Circulation	Street Design Standards - Subdivision Design Standards	Future Sub-area planning efforts to better connect workers in residential areas with limited employment opportunities to employment rich areas.	**X**			
TR 3	Transportation Level of Service Set and maintain transportation level of service standards that align desired growth patterns with optimal choices of transportation modes.	LU 4 - Transportation CFU 1.1 - Level of Service CFU 2.2 - Concurrency Management System H 1.11 - Access to Transportation		Periodic review of Level-of-Service standards. Measure throughput in terms of number of people passing through an intersection, not vehicles.	**X**			
TR 4	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.	LU 4 - Transportation CFU 2.2 - Concurrency Management System N 4 - Traffic and Circulation	Development Code include TDM options	Incorporate TDM strategies and context sensitive solutions in development projects. Ensure adequate pedestrian, bicycle and transit facilities are included in any current codes as well as any anticipated requirements above and beyond the master plan. Evaluate TDM measures	**X**			
TR 5	Active Transportation Identify high-priority active transportation projects to carry on completion/upgrades to the active transportation network.	LU 4 - Transportation		Development Code include TDM options Implement a network of low-volume, bike-friendly routes throughout the city. Support the development of a bike-share program within the city core. Utilize the Bicycle Plan and Pedestrian plan to guide bicycle and pedestrian facilities.	**X**			
TR 6	Commercial Center Access Improve multimodal transportation options to and within districts, neighborhood mini-centers, activity centers, corridors, and downtown.	LU 1.1 - Neighborhoods LU 4 - Transportation N 4 - Traffic and Circulation	Master Bicycle Plan. Pedestrian Master Plan. Support STA.	Provide transit supportive features in support with STA (sidewalks, curb ramps, bus benches, etc.).	**X**			

CHAPTER 4 - TRANSPORTATION Master								
Policy #	**Policy**	**Related Elements**	**Implementation Examples**	**Future Projects**	**Ongoing**	**Near Term (1-2 years)**	**Mid Term (3-5years)**	**Long Term (5+ years)**
TR 7	Neighborhood Access Require developments to have open, accessible, internal multimodal transportation connections to adjacent properties and streets on all sides.	LU 1.1 - Neighborhoods LU 4 - Transportation H 1.11 - Access to Transportation N 4.2 - Neighborhood Streets N 4.5 - Multimodal Transportation	Subdivision and Unified Development Code standards.	Increase connectivity by providing walking and biking pathways where roadways do not connect.	**X**			
TR 8	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.	LU 4 - Transportation		Designate truck freight routes through the city. Provide an easy to find freight map on the City's website. Support intermodal freight transfer facilities. Explore delivery time designations in specified areas.	**X**			
TR 9	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 - Neighborhoods LU 4 - Transportation	Street Design Standards - Continued Construction of Capital Plan	Coordinate closely with STA and area colleges and universityies to provide convenient, cost-efficient transit service for students. Coordinate with Visit Spokane and other groups to support bicycle tourism.	**X**	**X**		
TR 10	Transportation System Efficiency & Innovation Develop and manage the transportation system as efficiently as possible while exploring innovative opportunities and technologies.	CFU 2.2 - Concurrency Management System		Develop Access Management Strategies for arterials. Place signals at consistent spacing and time traffic control to ensure coordinated, smooth, and safe movement of all roadway users.	**X**			
TR 11	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 - Concurrency Management System	Street Design Standards - Transit Design Standards	Prioritize STA fixed routes in city's snow removal planning and operations. Work with STA on transit system improvements.	**X**	**X**	**X**	
TR 12	Prioritize & Integrate Investments Prioritize investments based on the adopted goals and priorities outlined in the comprehensive plan.		Prioritization Matrix	Maintain and update as needed the metrics tied to the long range transportation prioritization matrix.	**X**			

CHAPTER 4 - TRANSPORTATION Master								
Policy #	**Policy**	**Related Elements**	**Implementation Examples**	**Future Projects**	**Ongoing**	**Near Term (1-2 years)**	**Mid Term (3-5years)**	**Long Term (5+ years)**
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.	LU 4 - Transportation N 4 - Traffic and Circulation	Street Design Standards	Require that Urban Context streets be designed to provide a pleasant environment for walking and other uses of public space.	X			
TR 14	Traffic Calming Use context-sensitive traffic calming measures in neighborhoods to maintain acceptable speeds, reduce cut-through traffic, and improve neighborhood safety.	LU 4 - Transportation N 4 - Traffic and Circulation	Street Design Standards	Maintain and improve the neighborhood traffic calming program. Explore implementing 20 mph residential speed limit standards.	X	X		
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.	LU 4 - Transportation N 4 - Traffic and Circulation	Street Design Standards	Encourage local organizations to develop fun and engaging programming in the community.	X			
TR 16	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 - Transportation	Maintain maintenance priorities. Use of PCTS, CTAB, and SRTC selection criteria to prioritize projects.	Develop public outreach strategies to educate business owners about the benefits of maintaining sidewalks. Develop partnerships to assist neighborhoods facilitate snow removal and other right-of-way maintenance needs. Develop a strategy to identify and address general right-of-way maintenance.	X	X	X	
TR 17	Paving Existing and Unpaved Streets Identify and prioritize resources for paving existing dirt and gravel streets and alleyways.	CFU 2.2 - Concurrency Management System	Unpaved Street Database - Local Improvement District Policy	Collaborate with local and regional agencies and citizens to prioritize roadways and alleyways to be paved. Work with City Council to revisit the threshold required to form a Local Improvement District to fund new paving.	X	X		
TR 18	Parking Develop and administer vehicle parking policies that appropriately manage the demand for parking based upon the urban context desired.	LU 4 - Transportation		Develop shared parking strategies. Consider parking maximum policies to limit how much parking is developed. Review and Update Unified Development Code as needed.	X	X	X	

CHAPTER 4 - TRANSPORTATION Master								
Policy #	**Policy**	**Related Elements**	**Implementation Examples**	**Future Projects**	**Ongoing**	**Near Term (1-2 years)**	**Mid Term (3-5years)**	**Long Term (5+ years)**
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.	LU 4 - Transportation CFU 2.2 - Concurrency Management System N 4 - Traffic and Circulation	Coordinate City, SRTC, STA and WSDOT efforts through Governing Boards and advisory committees (PCTS, TAC, TTC)	Coordinate with SRTC and neighboring jurisdictions on transportation planning, projects and policies to ensure efficient, multimodal transportation of people and goods between communities regionally.	**X**			
TR 20	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 - Transportation N 4 - Traffic and Circulation		Develop transportation-related educational programs for both non-motorized and motorized transportation users.	**X**		**X**	
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 local agencies to implement innovative and effective measures to improve safety that combine engineering, education, evaluation, and enforcement.	LU 4 - Transportation N 4 - Traffic and Circulation		Develop educational campaigns that promote alternatives to driving alone. Develop partnerships with local agencies to implement public safety campaigns aimed at driver, pedestrian, and bicyclist awareness of and respect for each other. Develop partnerships to educate residents on the economic and health benefits of active transportation.				
TR 22	Law Enforcement & Emergency Management Partner with other agencies to refocus enforcement efforts to protect the safety of all users, particularly the most vulnerable, while identifying and addressing emergency management needs.	N 4.1 - Neighborhood Traffic Impact N 4 - Traffic and Circulation		Educate residents on their rights and responsibilities as roadway users, regardless of mode choice. Work with the Police Department to integrate greater understanding and enforcement of pedestrian and bicycle regulations into officers' regular duties and activities.				
TR 23	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.	LU 4 - Transportation N 4 - Traffic and Circulation		Conduct public participation processes around new street configurations.				

CHAPTER 5 - CAPITAL FACILITIES AND UTILITIES
Master

Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
CFU 1 ADEQUATE PUBLIC FACILITIES AND SERVICES Provide and maintain adequate public facilities and utility services and reliable funding in order to protect investment in existing facilities and ensure appropriate levels of service.	**CFU 1.1**	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 - Public Facilities and Services N 5.1 - Future Parks Planning PRS 2.1 - Amenities within City Boundaries PRS 2.5 - Park Funding PRS 7.3 - Standards and Policies TR 3 - Transportation Level of Service	Citywide Capital Facilities Plan Capital Facilities and Utilities Chapter of Comprehensive Plan - Section 5.5 Capital Facilities Program. The Capital Improvement Program is an implementing strategy of the Capital Facilities Plan.	Development of a fiscally-constrained 20-year capital improvement plan. Update the the entire chapter and best practices/LOS across the board.	X			
	CFU 1.2	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 - Citywide land use LU 3.1 - Coordinated and Efficient Land Use LU 3.7 - Maximum and Minimum Lot Sizes LU 9.1 - Annexation Boundaries H 1.4 - Use of Existing Infrastructure TR 19 - Plan Collaboratively	Integrated Clean Water Plan and CSO Program($185M) . Integrated/coordinated City dept. projects: Bosch Lot CSO and surface provements, and Underhill Park playfields over CSO tank - Parks/Utilities; City Spokane Falls Blvd Plaza/CSO tank. Waste-to-Energy Plant now operated directly by the City, Nov 2014.	Integrated Clean Water Plan and CSO Program to 2018. Clarify policy direction in chapter update.	X	X		
	CFU 1.3	Maintenance Require the maintenance, rehabilitation, and renovation of existing capital facilities.	H 2.2 - Property Responsibility and Maintenance ED 6.4 - Infrastructure Maintenance NE 12.2 - Urban Forestry Programs N 6.4 - Maintenance of City Property PRS 4.1 - Maintenance Management Program TR 16 - Right of Way Maintenance	WTP: Updates to the Wastewater Treatment Plant ($190M); new digester. Upriver Dam spillway refurbished 2016. WTE on-going maintenance to operate efficiently - $3M annual 6-Year Plan budget.	WTP:Updates to the Wastewater Treatment Plant ($190M); new clarifier and chemical bldg by 2020; treatment membrane by 2021. Clarify policy direction in chapter update. Have a committed funding source for facilities, in a comprehensive manner.	X		X	
	CFU 1.4	Use of Existing Structures Require the use and adaptive reuse of existing buildings before new community facilities are constructed.	N 3.1 - Multipurpose Use of Neighborhood Buildings LU 3.1 - Coordinated and Efficient Land Use	Repurposing of existing City bldgs: Spokane Central Srvc Ctr combined SW Collections and Fleet Maintenance Aug 2015; Marietta (former SW Collections) now Engineering Field Office; Street Dept bldg now Nelson Service Cntr - renovated to house Streets Dept.	100 yr-old Normandie stables being sold by Asset Mngmt to private developer. Driven by EPA and Ecology; plus volunteered action by City. Clarify policy direction in chapter update.	X			
	CFU 1.5	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 - Built and Natural Environment LU 10.2 - Consistent Development Standards H 1.14 - Building, Fire, Infrastructure, and Land Use Standards DP 3.10 - Zoning Provisions and Building Regulations	City Design Standards.	Clarify policy direction in chapter update. Understanding of hazards, mitigation priorities and costs. Ensure strong networks and redundancy.	X			
	CFU 1.6	Management Plans Establish and maintain management plans for capital facilities whose level of service standards could be affected by future growth and development.	LU 1.12 - Public Facilities and Services PRS 4.1 - Maintenance Management Program PRS 7.3 - Standards and Policies DP 2.11 - Improvements Program	Water System Plan (SRHD) Wastewater Plan CIP	This is the capital facility plan and program. This policy could be removed in update due to redundancy.	X			

CHAPTER 5 - CAPITAL FACILITIES AND UTILITIES
Master

Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
CFU 1 ADEQUATE PUBLIC FACILITIES AND SERVICES Provide and maintain adequate public facilities and utility services and reliable funding in order to protect investment in existing facilities and ensure appropriate levels of service.	**CFU 1.7**	Funding Identify and pursue all practical and equitable ways to fund the capital improvement projects necessary to serve existing and future development.	LU 1.13 - Parks and Open Spaces LU 3.1 - Coordinated and Efficient Land Use LU 4.1 - Land Use and Transportation LU 9.5 - Funding Capital Facilities in Annexed Areas ED 2.1 - Land Supply NE 11.3 - Acquisition Techniques SH 1 - Funding Mechanisms to Support Social Health N 4.2 - Neighborhood Streets PRS 1.3 - Funding for Open Space and Shoreline Land Acquisition PRS 2.5 - Park Funding	Sale of $200M Water-Wastewater Revenue Bonds ('Green' bonds) in 2014, to pay for Integrated Clean Water Plan. 20-Year Levy helps pay for stormwater removal from roadways. Customer rates - Integrated Capital charge pays for water/wastewater capital. Police/Fire Rolling Stock committed the 1% allowable property tax increase. Bonded off of that for public safety.	(That are eligible and relate to the projects in the program) clarifying language for policy.	X			
	CFU 1.8	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 - Development Character LU 6.1 - Advance Siting LU 6.8 - Siting Essential Public Facilities H 1.13 - Siting of Subsidized Low-Income Housing N 3.2 - Major Facilities DP 1.2 - New Development in Established Neighborhoods DP 2.2 - Design Guidelines and Regulations DP 2.5 - Character of the Public Realm DP 2.6 - Building and Site Design DP 2.7 - Historic District and Sub-Area Design Guidelines DP 2.11 - Improvements Program		Which intangibles - should a framework be created? Intangibles should go back to policies: aesthetics, other elements of comp plan. Clarify policy direction in chapter update.	X			
	CFU 1.9	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.		Did create a fiscally constrained 6 year (1-6) plan.	Create 20 year plans for each of the utilities.	X			
CFU 2 CONCURRENCY Ensure that those public facilities and services necessary to support development are adequate to serve the development, and are available when the service demands of development occur, without decreasing current service levels below locally established minimum standards.	**CFU 2.1**	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 - Public Facilities and Services LU 3.1 - Coordinated and Efficient Land Use N 4.8 - Sidewalk Program TR 2 - Transportation Supporting Land Use	Impact fees supports efficient transportation strategy.	Infill strategy supports efficient LU. General facilities charges for water/wastewater waived for efficient development practices. Re-write as an action statement, redundant with the goal.	X			
	CFU 2.2	Concurrency Management System Maintain a concurrency management system for all capital facilities.	LU 1.12 - Public Facilities and Services N 4.8 - Sidewalk Program TR 3 - Transportation Level of Service	Modelling systems in place for water, sewer and streets. These allow an understanding of future development and provision of service. Water and sewer new.	Continue to create more robust modelling in capital facilities. Ensure all facilities are utilizing the same population projection numbers.	X			

Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
	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.			Potential further studies from integrated capital. Maintenance upgrades. Flaw with 6 year phasing of services, more appropriate with 20 year. Needs to change language.				X
	CFU 2.4	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.	LU 6.4 - City and School Cooperation	Adopted transportation impact fees in 2011.	Reevaluate and update impact fee system. Evaluate impact fees for other capital facility systems.	X			
	CFU 2.5	Exemptions from Impact Fees Exempt development activities with broad public purposes from growth-related impact fees.	H 1.10 - Lower-Income Housing Development Incentives		Evaluate the cost benefit on existing; and determine if future exemptions are warranted.	X			
CFU 2 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 2.6**	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.			This restates a requirement of gma	X			
	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.			Clarify policy direction in chapter update.	X			
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 City of Spokane's Urban Growth Area (UGA) to address the provision of urban governmental services and public facilities.	LU 6.3 - School Locations LU 6.4 - City and School Cooperation LU 10.3 - Special Purpose Districts N 4.10 - School Walking and Bus Routes PRS 6.1 - Duplication of Recreational Opportunities PRS 6.2 - Cooperative Planning and Use of Recreational Facilities TR 19 - Plan Collaboratively TR 11 - Transit Operational Efficiency	City works with Schools when necessary. Ensures adequate services available to broader community in emergencies, e.g. water for Airway Heights fire supression. Normally needed during annexation.		X			

Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
	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.	TR 12 - Prioritize and integrate investments TR 19 - Plan Collaboratively	Annual coordination with local utility providers, as well as for individual projects.	Annual coordination with local utility providers, as well as for individual projects. Involving utility at final engineering scoping stage.	X			
	CFU 3.3	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.	ED 1.1 - Economic Development Programs	Water agreements with local jurisdictions. Participates in sensitive facilities emergency preparation.	Do it when capital facility plans are updated. Required per GMA. Built into SRTC.	X			
CFU 3 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.	TR 22 - Law Enforcement and Emergency Management	Natural disaster planning (regional).		X			
	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 City of Spokane's designated Urban Growth Area (UGA).		City is making a continued effort.	Will include as new street standards, will share and continue to work with them.	X			
	CFU 3.6	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.	N 8.8 - Neighborhood Planning Outside the City N 8.9 - Consistency of Plans Outside the City PRS 6.3 - Joint Park and Open Space Planning LU 9.3 - City Utilities	City must prove adequate water/sewer and infrastructure, and solid waste to serve within City limits.	Initiate the review process to incorporate this policy's *discussion* language into Spokane Municipal Code. GMA requirement. Look at and acknowledge the conflict with the UGA future service. If it is not in conflict, recognize this outside the UGA.	X			

CHAPTER 5 - CAPITAL FACILITIES AND UTILITIES
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Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
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.	LU 1.3 - Single-Family Residential Areas LU 1.4 - Higher Density Residential Uses LU 1.5 - Office Uses LU 1.6 - Neighborhood Retail Use LU 1.8 - General Commercial Uses LU 3.1 - Coordinated and Efficient Land Use LU 3.2 - Centers and Corridors LU 3.3 - Planned Neighborhood Centers LU 3.4 - Planning for Centers and Corridors LU 3.5 - Mix of Uses in Centers LU 3.6 - Compact Residential Patterns LU 4.2 - Land Uses That Support Travel Options and Active Transportation H 1.19 - Senior Housing ED 2.1 - Land Supply ED 2.2 - Revitalization Opportunities ED 6.2 - Public Investment in Designated Areas ED 7.4 - Tax Incentives for Land Improvement N 2.2 - Neighborhood Centers TR 2 - Transportation Supporting Land Use TR 4 - Transportation Demand Management Strategies TR 6 - Commercial Center Access TR 13 - Infrastructure Design TR 19 - Plan Collaboratively	Centers and Corridors growth strategy has been implmented in various locations in the City since 2006.	Centers and Corridors growth strategy will continue to be implmented in various locations in the City. GMA requirement.	X			
	CFU 4.2	Access to Utility Easements Require that subdivision and building regulations protect and preserve access to utility easements.		SMC		X			
	CFU 4.3	Underground Utilities Require utility lines to be installed underground unless it is not physically feasible.	NE 15 - Natural Aesthetics LU 5.1 - Built and Natural Environment	SMC 10.27.620 SMC 12.02.0308	The SMC currently has several provisions that implement this policy and no further implementation activity is needed. Evaluate for Centers and Corridors specifically, and the franchise agreements.	X			
CFU 5 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 City of Spokane's Urban Growth Area.	NE 1.9 - Sewer Requirement	Embedded in SMC, with limited exceptions.		X			
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 5.2**	Water Conservation Encourage public and private efforts to conserve water.	ED 8.1 - Quality of Life Protection NE 1 - Water Quality NE 2 - Sustainable Water Quantity NE 4 - Surface Water NE 6.1 - Native and Non-Native Adaptive Plants and Trees	2014 Water Conservation Goals Updated. Water Conservation Program "Slow the Flow". SMC City track water performance and leak detection.	Participate in the Watershed Plan. Continue participation in implementation of local Watershed Plans. Continue implementation of Water Stewardship Program.	X			

CHAPTER 5 - CAPITAL FACILITIES AND UTILITIES
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Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
	CFU 5.3	Stormwater Implement a Stormwater Management Plan to reduce impacts from urban runoff.	LU 1.12 - Public Facilities and Service LU 6.1 - Advance Siting NE 1.2 - Stormwater Techniques NE 1.6 - Natural Water Drainage NE 4.3 - Impervious Surface Reduction TR 12 - Prioritize and Integrate Investments	Citywide Capital Facilities Plan Capital Facilities and Utilities Chapter of Comprehensive Plan - Section 5.5 Capital Facilities Program. Integrated Clean Water Plan: Stormwater - mainly controls the Cochran Basin SW ($20-30M) UD	Amend the plan periodically, as needed. Look at all opportunities for dual benefit in regards to pervious surfaces. Look at a variety of ways to address stormwater.	X		X	
	CFU 5.4	Ground Water Protect, preserve, and enhance ground water resources through proactive, aggressive measures.	LU 5.1 - Built and Natural Environment ED 6.4 - Infrastructure Maintenance ED 8.1 - Quality of Life Protection NE 1 - Water Quality NE 2 - Sustainable Water Quantity NE 4 - Surface Water NE 6.1 - Native and Non-Native Adaptive Plants and Trees	Stormwater Management Program/Plan 2014. Spokane Regional Stormwater Manual. City of Spokane LID Standards. Annual Stormwater Report. Regional well-head protection to keep pollution away from drinking water. Water conservation efforts.	Continue sampling our drinking water pursuant to state and federal requirements from the Safe Drinking Water Act. Update LID standards to incorporate canister technology.	X			
	CFU 5.5	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.	LU 1.12 - Public Facilities and Services LU 6.8 - Siting Essential Public Facilities ED 6.4 - Infrastructure Maintenance NE 4.2 - Zero Pollution Industrial Parks NE 5.2 - Facility Review NE 5.3 - Packaging Reduction NE 5.4 - Profit from Waste	The city encourages this. Solid Waste Management Plan.		X			
	CFU 5.6	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.	LU 6.1 - Advance Siting LU 6.8 - Siting Essential Public Facilities N 3.2 - Major Facilities		Clarify policy direction in chapter update.				
	CFU 5.7	Telecommunication Structures Use existing structures to support telecommunication facilities before new towers or stand-alone facilities are constructed.	DP 2.20 - Telecommunication Facilities	Cell towers mounted on water towers, poles, etc.	Future project evaluation	X			
CFU 6 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.	ED 2.2 - Revitalization Opportunities ED 7.5 - Tax Incentives for Renovation N 2.4 - Neighborhood Improvement LU 3.1 - Coordinated and Efficient Land Use LU 3.2 - Centers and Corridors LU 3.4 - Planning for Centers and Corridors	Deploy infrastructure in a way to support vitality and economic health; concentrate investment; sustainable community growth; livable neighborhoods. Strategies encouraging growth, such as the chlorine booster for Airway Heights PDA, investing in infrastructure to increase the greater good.	Redundant policy, consider removal in future update.	X			
	CFU 6.2	Economic Development Make capital improvements that stimulate employment opportunities, strengthen the city's tax base, and attract private investment to target areas.	ED 2.2 - Revitalization Opportunities ED 6.2 - Public Investment in Designated Areas ED 7.4 - Tax Incentives for Land Improvement TR 9 - Promote Economic Opportunity TR 12 - Prioritize and Integrate Investments	Streetscape improvements at 9th and Perry, the Garland District, West Broadway, and Market Street.	Soften language "try to make".	X			

CHAPTER 5 - CAPITAL FACILITIES AND UTILITIES Master									
Goal	**Policy #**	**Policy**	**Related Elements**	**Implementation Examples**	**Future Projects**	**Ongoing**	**Near Term (1-2 years)**	**Mid Term (3-5years)**	**Long Term (5+ years)**
	CFU 6.3	Joint Use of Public Sites Encourage the acquisition of sites for public and quasi-public purposes that are of sufficient size to meet current and future needs and allow for joint use.	LU 6.4 - City and School Cooperation LU 6.6 - Shared Facilities LU 6.7 - Sharing and Programming Planning PRS 1.1 - Open Space System PRS 6.1 - Duplication of Recreational Opportunities PRS 6.3 - Joint Park and Open Space Planning SH 2.6 - Joint-Use Facilities SH 3.2 - Neighborhood Arts Presence	Ongoing integration efforts.	Ensure it is in the 20 year project prioritization methodology.	X			

CHAPTER 6 HOUSING Master									
Goal	**Policy #**	**Policy**	**Related Elements**	**Implementation Examples**	**Future Projects**	**Ongoing**	**Near Term (1-2 years)**	**Mid Term (3-5years)**	**Long Term (5+ years)**
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 - Citywide Land Use LU 4.1 - Land Use and Transportation LU 8.3 - Review of Urban Growth Area LU 9.1 - Annexation Boundaries CFU 1.8 - Intangible Costs and Benefits CFU 3 - Coordination NE 16.1 - Quality of Life Indicators SH 1.3 - Equitable Funding SH 1.5 - Public/Private Partnerships SH 5.1 - Coordination of Human Services N 8.5 - Neighborhood Planning Coordination TR 2 - Transportation Supporting Land Use TR 19 - Plan Collaboratively	Development of Land Use Plan Map, Infill Housing Task Forces, Steering Committee of Elected's Initial Discussion, Mayor's Housing Quality Task Force, Spokane Municipal Code.	Development of Land Use Plan Map, Infill Housing Task Force, Steering Committee of Electeds, Spokane Municipal Code, Establishment of a Housing Trust Fund	X			X
	H 1.2	Regional Fair Share Housing Participate in a process that monitors and adjusts the distribution of low-income housing throughout the region.	LU 6.8 - Siting Essential Public Facilities ED 1.1 - Economic Development Programs ED 1.3 - Economic Development Progress SH 1.3 - Equitable Funding SH 1.5 - Public/Private Partnerships SH 2.2 - Special Needs Temporary Housing SH 2.6 - Joint-Use Facilities SH 2.9 - Exceptions to Fair Housing SH 5.1 - Coordination of Human Services	Steering Committee of Elected's Initial Discussion, Spokane Municipal Code, Community Development/CHHS boards, Mayor's Housing Quality Task Force	Comp Plan Major Update, Spokane Municipal Code, Community Development/CHHS Boards.		X		X
	H 1.3	Employer-Sponsored Housing Provide incentives for employers to sponsor or develop affordable housing in proximity to their place of employment.	LU 2.2 - Performance Standards LU 3.1 - Coordinated and Efficient Land Use LU 7.1 - Regulatory Structure ED 1.4 - Public-Private Partnerships ED 7.4 - Tax Incentives for Land Improvement ED 7.5 - Tax Incentives for Renovation DP 3.9 - Redevelopment Incentives NE 10.2 - Local Business Support NE 10.3 - Economic Activity Incentives	Mayor's Housing Quality Task Force	Commute Trip Systems, Housing near employment areas, Matching Down Payment Assistance Program? City Pilot for employees.				X

CHAPTER 6 HOUSING
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Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
H 1 HOUSING CHOICE AND DIVERSITY Provide opportunities for a variety of housing types that are safe and affordable for all income levels to meet the diverse housing needs of current and future residents.	**H 1.4**	Use of Existing Infrastructure Direct new residential development into areas where community and human public services and facilities are available.	LU 1 - Citywide Land Use LU 3 - Efficient Land Use LU 4 - Transportation LU 8.1 - Role of Urban Growth Areas CFU 1.1 - Level of Service CFU 1.2 - Operational Efficiency CFU 2.2 - Concurrency Management System CFU 3.6 - Limitation of Services Outside Urban Growth Areas CFU 4.1 - Compact Development CFU 6.1 - Community Revitalization ED 2.1 - Land Supply DP 2.11 - Improvements Program DP 2.12 - Infill Development DP 4.1 - Downtown Residents and Workers SH 1.3 - Equitable Funding SH 5.1 - Coordination of Human Services N 2.4 - Neighborhood Improvement N 3.1 - Multi-purpose Use of Neighborhood Buildings	Urban Growth Area, Infill Housing Task Force, Development of Land Use Plan Map, Targeted Investment Areas, General Facility Charge Waivers, Commercial Rate Clarification, Urban Utility Pilot, Mayor's Housing Quality Task Force	Development of Land Use Plan Map Target Investment Areas Infill Housing MFTE Incentives 2.0 Permit Fee/Impact Fee Waiver Program	X			
	H 1.5	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 - Education and Workforce Development SH 1.1 - Invest in Social Health SH 1.4 - Accessibility SH 1.5 - Public/Private Partnerships SH 1.6 - Vacant Buildings SH 1.7 - Surplus City Real Property SH 2.2 - Special Needs Temporary Housing SH 2.6 - Joint-Use Facilities SH 5.1 - Coordination of Human Services N 7.2 - City Hall Outreach	Northwest Fair Housing Coalition Trainings, Spokane Low-Income Housing Consortium Trainings, Mayor's Housing Quality Task Force	Establish Financing Resource Center, Develop a Communication Program, Education for homeowners and buyers, Affordable Housing Registry	X			
	H 1.6	Fair Housing Promote compliance with fair housing laws.	SH 2 - Facilities for Special Populations	Funding non-profit organizations who perform work or who administer inspections, Mayor's Housing Quality Task Force	Develop a Communication Program, re-evaluate the Discrimination Ordinance, Plan to provide relocation assistance for displaced residents, Just Cause Eviction, Affordable Housing Registry.	X			
	H 1.7	Socio-economic Integration Promote socio-economic integration throughout the city.	LU 1.9 - Downtown ED 4.3 - Income Equity ED 5.7 - Employment Opportunities for Special Needs Populations SH 4.1 - Universal Accessibility SH 5.1 - Coordination of Human Services	Mayor's Housing Quality Task Force	Affordable housing requirement for property the city sells. Identify city-owned property to be liquidated.				X

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Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
H 1 HOUSING CHOICE AND DIVERSITY Provide opportunities for a variety of housing types that are safe and affordable for all income levels to meet the diverse housing needs of current and future residents.	**H 1.8**	Affordable Housing Requirement Include a percentage of affordable housing within all new developments that include housing.	LU 3.6 - Compact Residential Patterns	Multiple-Family Tax Exemption 12-year Duration, Additional Height and Floor Area Ratio Bonuses for Centers and Corridors, CHHS 5-year Plan, Mayor's Housing Quality Task Force	Develop Tracking Tools, Evaluate Financial and Regulatory Incentive Programs for Effectiveness, Evaluate Land Inventory for Capacity for Listed House Types, Volume 2 Comp Plan Table H19 Future Housing Type Need Estimates and Needs, Affordable housing requirement for property the City sells, create a registry of affordable housing				**X**
	H 1.9	Mixed-Income Housing Encourage mixed-income developments throughout the city.	LU 1.9 - Downtown LU 3.2 - Centers and Corridors LU 3.6 - Compact Residential Patterns SH 1.7 - Surplus City Real Property SH 2.2 - Special Needs Temporary Housing ED 3.10 - Downtown Spokane	MFTE Mayor's Housing Quality Task Force	MFTE Affordable housing requirement for property the City sells.	**X**			
	H 1.10	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 - Downtown LU 3.6 - Compact Residential Patterns LU 3.7 - Maximum and Minimum Lot Sizes CFU 2.5 - Exemptions from Impact Fees CFU 5.5 - Waste Reduction and Recycling ED 1.4 - Public-Private Partnerships SH 4.1 - Universal Accessibility SH 5.1 - Coordination of Human Services SH 2.2 - Special Needs Temporary Housing N 2.2 - Special Needs	Density Bonuses, Fee Exemptions/Waivers, Property Tax Deferral through MFTE, CHHS Public Funding for Development Mayor's Housing Quality Task Force	Additional Incentives, Inclusionary Zoning, Affordable Housing Plan Library, Incentivize landlords to meet housing quality standard, MFTE, Incentives 2.0, identify grand funding to revitalize neighborhoods	**X**			
	H 1.11	Access to Transportation Encourage housing that provides easy access to public transit and other efficient modes of transportation.	LU 1.1 - Neighborhoods LU 3.7 - Maximum and Minimum Lot Sizes LU 4.1 - Land Use and Transportation LU 4.2 - Land Uses That Support Travel Options and Active Transportation DP 4.3 - Downtown Services N 2.1 - Neighborhood Quality of Life N 4.5 - Multi-modal Transportation N 4.7 - Pedestrian Design N 5.3 - Linkages	LINK, Centers & Corridors	LINK, STA Overlay	**X**			
H 1 HOUSING CHOICE AND DIVERSITY Provide opportunities for a variety of housing types that are safe and affordable for all income levels to meet the diverse housing needs of current and future residents.	**H 1.12**	Affordable Housing Funding Sources Support the development of affordable housing development funding sources.	ED 1.4 - Public-Private Partnerships SH 1.1 - Invest in Social Health SH 1.3 - Equitable Funding SH 1.7 - Surplus City Real Property SH 5.1 - Coordination of Human Services SH 5.2 - Neighborhood-Level Health and Human Services	Mayor's Housing Quality Task Force	Creation of a Housing Trust Fund	**X**	**X**		**X**

Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
	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.	LU 1.9 - Downtown LU 3.6 - Compact Residential Patterns LU 6.1 - Advance Siting LU 6.8 - Siting Essential Public Facilities SH 2.9 - Exceptions to Fair Housing SH 2.2 - Special Needs Temporary Housing	Refer to state & local laws regarding hard to site uses.		X	X		
	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.	LU 2.2 - Performance Standards LU 7.2 - Continuing Review Process LU 10.2 - Consistent Development Standards CFU 1.6 - Management Plans CFU 3.5 - Uniformity of Standards ED 7.6 - Development Standards and Permitting Process DP 2.2 - Design Guidelines and Regulations DP 2.4 - Design Flexibility for Neighborhood Facilities DP 2.8 - Design Review Process DP 3.10 - Zoning Provisions and Building Regulations DP 5.1 - Neighborhood Participation		Review thresholds that trigger work that does not pencil out.	X			
	H 1.15	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 - Performance Standards CFU 6.3 - Joint Use of Public Sites DP 2.2 - Design Guidelines and Regulations DP 2.4 - Design Flexibility for Neighborhood Facilities SH 3.2 - Neighborhood Arts Presence SH 5.3 - Space for Public Benefit Uses	Spokane Municipal Code, Mayor's Housing Quality Task Force	Phase II Infill projects, Establish a definition and set of standards for housing quality.	X	X		
	H 1.16	New Manufactured Housing Permit manufactured homes on individual lots in all areas where residential uses are allowed.		SMC currently allows.	Update comp plan language.	X	X		
H 1 HOUSING CHOICE AND DIVERSITY Provide opportunities for a variety of housing types that are safe and affordable for all income levels to meet the diverse housing needs of current and future residents.	**H 1.17**	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.	ED 1 - Cooperative Partnerships SH 1.5 - Public/Private Partnerships SH 5.1 - Coordination of Human Services SH 4.1 - Universal Accessibility	Mayor's Housing Quality Task Force	Creation of a housing department within the city, home rehab through partnerships, Acquisition Rehab Program.	X			X

Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
	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 - Single-Family Residential Areas LU 1.4 - Higher Density Residential Uses LU 1.9 - Downtown LU 3.6 - Compact Residential Patterns LU 3.7 - Maximum and Minimum Lot Sizes LU 4.2 - Land Uses That Support Travel Options and Active Transportation CFU 2.5 - Exemptions from Impact Fees ED 2.4 - Mixed-Use N 1.1 - Downtown Development N 2.3 - Special Needs SH 2.2 - Special Needs Temporary Housing	Infill Housing Taskforce SMC Mayor's Housing Quality Task Force	Infill Housing	X			
	H 1.19	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.	LU 1.1 - Neighborhoods LU 3.6 - Compact Residential Patterns SH 2.1 - Care Facilities SH 2.4 - Co-Location of Facilities N 2.2 - Neighborhood Centers N 2.3 - Special Needs	Mayor's Housing Quality Task Force					
	H 1.20	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 - Neighborhoods LU 3.6 - Compact Residential Patterns DP 2.6 - Building and Site Design CFU 4.1 - Compact Development		Infill Project Implementation, Comprehensive Plan revision, SMC revision.	X	X		
	H 1.21	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.			Infill Project Implementation.	X			
H 1 HOUSING CHOICE AND DIVERSITY Provide opportunities for a variety of housing types that are safe and affordable for all income levels to meet the diverse housing needs of current and future residents.	**H 1.22**	Special Needs Housing Encourage the retention, inclusion, and development of special needs and assisted living housing.	CFU 2.5 - Exemptions from Impact Fees SH 2 - Facilities for Special Needs Populations SH 5.2 - Neighborhood-Level Health and Human Services N 2.3 - Special Needs	SMC for hard-to-site facilities.					
	H 1.23	Distribution of Special Needs Housing Include units that are affordable for low-income special need families in all housing developments.	CFU 2.5 - Exemptions from Impact Fees SH 2 - Facilities for Special Needs Populations SH 5.2 - Neighborhood-Level Health and Human Services N 2.3 - Special Needs		MFTE				
	H 1.24	Taxes and Tax Structure Support state consideration of property tax reform measures that provide increased local options that contribute to housing choice and diversity.		Recording fee	Continue to support the recording fee at next sunset.	X			X

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Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
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.	LU 3.1 - Coordinated and Efficient Land Use ED 2.3 - Reusable Buildings Inventory ED 7.5 - Tax Incentives for Renovation DP 3.10 - Zoning Provisions and Building Regulations DP 3.11 - Rehabilitation of Historic Properties SH 1.6 - Vacant Buildings	Historic Preservation Tax Credit State Housing Rehab Program, Mayor's Housing Quality Task Force.	Identify incentives for landlords to bring housing up to a standard of housing quality, identify grant funding to revitalize neighborhoods, public/private partnerships to target areas for home rehabilitation.	X		X	
	H 2.2	Property Responsibility and Maintenance Assist in and promote improved and increased public and private property maintenance and property responsibility throughout the city.	DP 2.1 - Definition of Urban Design DP 2.2 - Design Guidelines and Regulations DP 2.5 - Character of the Public Realm SH 6.1 - Crime Prevention through Environmental Design Themes ED 8.5 - Contaminated Site Clean-Up Responsibilities N 2.1 - Neighborhood Quality of Life N 6.1 - Environmental Planning N 6.2 - Code Enforcement N 6.4 - Maintenance of City Property LGC 6.1 - Enforcement of Land Use and Development Codes	New Outdoor Storage Ordinance Mayor's Housing Quality Task Force	Education regarding the programs that exist, establish a minimum definition and set of standards for housing quality, incentivize landlords to improve housing quality.	X	X		X
	H 2.3	Housing Preservation Encourage preservation of viable housing.	LU 7.3 - Historic Reuse ED 7.5 - Tax Incentives for Renovation DP 1.1 - Landmark Structures, Buildings, and Sites DP 3 - Preservation	Historic Preservation Tax Credit Demolition Ordinance SMC		X			
H 2 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 - Citywide Land Use LU 3 - Efficient Land Use LU 4 - Transportation LU 5 - Development Character LU 10.1 - Land Use Plans ED 2.1 - Land Supply SH 2.4 - Co-location of Facilities NE 13 - Connectivity N 4.6 - Pedestrian and Bicycle Connections N 5.3 - Linkages	Mayor's Housing Quality Task Force		X	X		
	H 2.5	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.		CHHS	CHHS	X			

CHAPTER 7- ECONOMIC DEVELOPMENT
Master

Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
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 - Historic Preservation SH 1.1 - Invest in Social Health SMP 1.1 - Coordinated Planning	Community Economic Development Strategy (Spokane participates) Community Empowerment Zones STA Planning Transportation Site Selector	Approach economic development planning with an integrated approach. Update the CEZ and CEDS.	X	X	X	
	ED 1.2	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.	DP 4 - Downtown Center Viability SH 1.1 - Invest in Social Health SH 3.1 - Support for the Arts	Technical Assistance East Sprague ESBA BID Funding NEPDA Staff support (PDAS, BIDS) Board participation	As opportunities arise staff will offer support. Assistance to real estate professionals.	X			
	ED 1.3	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 - Quality of Life Indicators NE 16.2 - Benchmark Adoption SMP 5.3 - Evaluation of Economic Gain	5th Avenue Revitalization. Mayor's Task Force on Economic Vitality. Multiple Target Areas: Sprague Hillyard Downtown/U District West Plains North Bank/Kendall Yards	Identify strategic outcomes. Downtown Plan. Monroe Target Area. Tracking and monitoring target area progress, and providing annual and quarterly reporting. Central City Line.	X	X	X	
	ED 1.4	Public-Private Partnerships Continue to encourage public-private partnerships that advance economic development opportunities.	SH 1.5 - Public/Private Partnerships	5th Avenue Revitalization working group.	Hillyard BID. BROZ (Riverfront Park and Hillyard). Advisory Boards as needed.	X	X		
ED 2 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 - Industry SMP 11.53 - Location Considerations SMP 11.33 - Economic, Social, and Physical Needs	Brownfield Remediation. Form Based Code pilot project. Utilize overlays. Utilizing Pilot Projects.	Stormwater solution for industrial property. Utilize incentives. Historic retail in residential zones.	X	X	X	
ED 2 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 3.1 - Historic Preservation DP 3.9 - Redevelopment Incentives LU 3.1 - Coordinated and Efficient Land Use	Economic Development Strategy and Incentives. Historic Preservation Incentives. Historic Retail Overlay Pilot - West Central Urban Utility Pilot. Commercial Rate Clarification.	Develop new incentives. Review and revise current incentives. Identify future target areas (long term).	X		X	X
	ED 2.3	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 - Historic Reuse DP 3.1 - Historic Preservation SMP 7.2 - Inventory of Sites SMP 7.3 - Sites and Structures	Historic Preservation Office Inventory of Registered Historic Properties. Listing of individual properties. Creation of Districts.	Historic Retail in residential zones. Work to establish new Districts in Sprague and Browne's Addition.	X	X		X

Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
	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 - Downtown H 1.7 - Socio-economic Integration H 1.8 - Affordable Housing Requirement H 1.9 - Mixed-income Housing	GFC Waiver. Incentives. District Development. Targetted Economic Development Strategy.	In CY 2017, CHHS will pilot a program to restore upper-story housing in existing mixed-use buildings located in designated Centers & Corridors. District Revitalization.	X	X		
ED 3 STRONG, DIVERSE, AND SUSTAINABLE ECONOMY Foster a strong, diverse, and sustainable economy that provides a range of employment and business opportunities.	**ED 3.1**	Economic Growth Stimulate economic growth by supporting the formation, retention, expansion, and recruitment of businesses.	CFU 6.2 - Economic Development NE 10.3 - Economic Activity Incentives SH 1.1 - Invest in Social Health SH 3.1 - Support for the Arts DP 4.3 - Downtown Services	Economic Development Strategy and Incentives; RES 2010-0049, 2015-0084, 2015-0101, 2016-0036 & 2016-0037. Partnerships with GSI, PDAs, DSP, BIDs. Business Associations & Workforce Development. Public Outreach.	CHHS has allocated CDBG funds for economic development loans that create new jobs that can be filled by low-income workers. Update the Economic Development website and collateral materials.	X	X		
	ED 3.2	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 - Industry SH 1.1 - Invest in Social Health SH 3.1 - Support for the Arts DP 4.3 - Downtown Services N 2 - Neighborhood Development	Support GSI. Informational Outreach Efforts. Public outreach to entreprenuers. Support non-traditional community development. District revitalization and public improvements.	Work with CHHS committee to develop CDBG dollars for economic development purposes. Look to establish new public/private partnerships. Identify new target areas. Monroe Sprague Hillyard/Yard 5th Avenue	X	X	X	X
	ED 3.3	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 - Economic Activity Incentives AMP 5.5 - Water-Enjoyment Areas	Refer to 3.1 and 3.2 above CSO Program	Refer to 3.2 above	X			
	ED 3.4	Value Added Business Strategy Promote value-added business practices as an economic strategy.	SH 1.1 - Invest in Social Health SH 3.1 - Support for the Arts	Sprague Art on the Avenue. Investment in: Fresh Soul, Vessel Coffee, Ban the Box	Katerra	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 3.5**	Locally-Owned Businesses Support opportunities to expand and increase the number of locally-owned businesses in Spokane.	SH 7.1 - Local Food Production NE 10.2 - Local Business Support SH 3.7 - Support Local Artists	Targeted Economic Development Strategy Market Garden Ordinance	Update the Market Garden Ordinance	X	X		
	ED 3.6	Small Businesses Recognize the significant contributions of small businesses to the city's economy, and seek to enhance small business opportunities.	SH 7.1 - Local Food Production LU 1.6 - Neighborhood Retail Use	Partner with non-traditional lenders. Open for Business. Partnership with Downtown Spokane Partnership (DSP). Neighborhood Retail Zone Parking Requirement Reduction.	Update the Market Garden Ordinance Strengthen technical assistance to Business Districts.	X		X	
	ED 3.7	Home-Based Businesses Encourage opportunities for teleworking and home businesses that are compatible with residential neighborhoods.	NE 10.3 - Economic Activity Incentives SH 3.2 - Neighborhood Arts Presence	SMC allows home occupations without permitting. Improvements to telecommunications networks.	Encourage employees to utilize existing telecommuting policy.	X			

Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
	ED 3.8	Technology-Based Industries Encourage the development of advanced and emerging technology -based industries.	NE 10.3 - Economic Activity Incentives ED 6.3 - Communication Facilities and Networks	Promote the advantages of this area, including electrical rates, quality of life, affordable housing, promote state and federal incentives for advanced manufacturing.	Coordinate with partners during infrastructure upgrades.	X			
	ED 3.9	Regional Marketplace Support strategies to expand regional markets for local services and products.	SH 3.1 - Support for the Arts LU 1.9 - Downtown LU 3.2 - Centers and Corridors	Spokane County Regional Siting Process for Essential Public Facilities, adopted in 2002.		X			
	ED 3.10	Downtown Spokane Promote downtown Spokane as the economic and cultural center of the region.	LU 1.9 - Downtown DP 4 - Downtown Center Viability DP 4.1 - Downtown Residents and Workers DP 4.2 - Street Life DP 4.3 - Downtown Services N 1.1 - Downtown Development SH 3.1 - Support for the Arts N 1.1 - Downtown Development	DSP, Visit Spokane, Spokane Arts, GSI, The Public Facilities District. Infill Housing Strategy. Riverfront Park Redevelopment. Street Levy.	Implement infill recommendations to promote market rate. University District Bike / Ped bridge and surrounding development.	X	X		
ED 4 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.	CFU 6.2 - Economic Development	Economic Development Strategy and Incentives RES 2010-0049, 2015-0084, 2015-0101, 2016-0036 & 2016-0037. Projects of City-wide Significance. City Paid Sick Leave Ordinance. Apprenticeship Requirements for public works projects	Implementation of City Paid Sick Leave Ordinance. Continue to explore options in the legislative agenda that support living wages and employer opportunities. Clarify tax structure and benefits of locating in the Spokane region over competing regions	X			
ED 4 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 - Quality of Life Indicators NE 16.2 - Benchmark Adoption	Spokane Indicators Initiative with EWU.	Update the chapter. Develop performance measures, benchmarks and targets.	X	X		
	ED 4.3	Income Equity Cooperate with other community agencies and organizations to address income equity and employment opportunities within the Spokane economy.	H 1.7 - Socio-economic Integration NE 10.3 - Economic Activity Incentives SH 1.1 - Invest in Social Health	Partnerships with GSI, PDAs, DSP, BIDs, Business Associations & Workforce Development. Living Wage job creation incentives.		X			
ED 5 Education and Workforce Development Improve Spokane's economy through a well-educated citizenry	**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.	N 2.1 - Neighborhood Quality of Life	Hillyard Zone Project		X			

CHAPTER 7- ECONOMIC DEVELOPMENT
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Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
and a qualified labor force that is globally competitive and responds to the changing needs of the workplace.	**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.	SH 1.1 - Invest in Social Health SH 1.2 - Commitment to Youth LGC 5.1 - Youth Participation LGC 5.2 - Young People as Citizens	ESD101 Service Team construction pre-apprenticeship program. Hillyard Zone Project. Fresh Soul Restaurant/Youth Training.		X			
	ED 5.3	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.		Support partnerships with GSI, Community Colleges, & Workforce Development. Public Works Apprenticeship Requirements.	Partner with work force training organization to apply for EPA Work Force Training Grant.	X	X		
	ED 5.4	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.		Public Works Apprenticeship Requirements.	Workshop with GSI to mine data on skill needs. Evaluate the role of the city in implementation of this policy, and possible revision of policy to be more actionable.	X			
ED 5 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.	SH 1.4 - Accessibility		See 5.4 Evaluate the role of the city in implementation of this policy, and possible revision of policy to be more actionable.	X			
	ED 5.6	Employer Training Support Encourage employers to support continuing education and training for their employees.		Training resources for employers on the website.		X			
	ED 5.7	Employment Opportunities for Special Needs Populations Support efforts to provide training and employment opportunities for special needs populations.	SH 1.1 - Invest in Social Health		Evaluate the role of the city in implementation of this policy, and possible revision of policy to be more actionable.				
	ED 5.8	Library as Educational Resource Fund the library system at a level adequate to improve the education level of Spokane's workforce.	SH 1.1 - Invest in Social Health	Current Library Funding and future levy renewal. Library Strategic Plan.		X			
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.	CFU 6.2 - Economic Development	Economic Development Strategy and Incentives. Integrated approach to infrastructure development. Place-making. PDAs, PFD, BID.		X			

CHAPTER 7- ECONOMIC DEVELOPMENT
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Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
	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.	CFU 4.1 - Compact Development CFU 6.2 - Economic Development LU 3.1 - Coordinated and Efficient Land Use N 2.2 - Neighborhood Centers	CHHS Multifmaily Housing Program funding priorities include acquisition, renovation and new construction of affordable housing located in Centers & Corridors. Current Street Levy. North Market Street. Perry Street Development. Current CIP.	Identify new designated areas.	X			
ED 6 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 - Telecommunication Structures	SMC	STA High Performance Transit Network	X	X	X	X
	ED 6.4	Infrastructure Maintenance Maintain infrastructure at safe and efficient levels.	N 6.4 - Maintenance of City Property PRS 4.1 - Maintenance Management Program SH 3.5 - Tax Increment Financing	CIP's Current Street Levy Transportation Benefit District	Creation of additional districts, and/or increase existing benefit level.	X	X		
ED 7 Regulatory Environment and Tax Structure Create a regulatory environment and tax structure that encourages investment, nurtures economic activity, and promotes 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.	SH 1.1 - Invest in Social Health DP 4.1 - Downtown Residents and Workers	Economic Development Strategy and Incentives RES 2010-0049, 2015-0084, 2015-0101, 2016-0036 & 2016-0037. Partnerships with GSI, PDAs, DSP, BIDs, Business Associations & Workforce Development. Public Outreach.	Study possible state and federal legislative agenda / lobby strategy to support local opportunities.	X			
	ED 7.2	Revenue Sources Ensure that tax revenue sources are stable, allocate costs equitably within the community, and do not penalize certain types of businesses, and attract and retain businesses.	CFU 6.2 - Economic Development	Work with the budgeting process to avoid deficits and promote a healthy balanced budget.	Address with legislative agenda and annual budgeting process. Evaluate the role of the city in implementation of this policy, and possible revision of policy to be more actionable.				
	ED 7.3	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.	H 1.24 - Taxes and Tax Structure		Address with legislative agenda and annual budgeting process. Evaluate the role of the city in implementation of this policy, and possible revision of policy to be more actionable.				
	ED 7.4	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.	LU 3.1 - Coordinated and Efficient Land Use DP 3.9 - Redevelopment Incentives H 1.24 - Taxes and Tax Structure	Economic Development Strategy and Incentives. Historic Tax Abatements. MFTE. State single-family rehab tax abatement.	Address with legislative agenda and annual budgeting process. Promote tax incentives offered at the state and federal level.	X			
	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.	DP 3.9 - Redevelopment Incentives H 1.24 - Taxes and Tax Structure	Economic Development Strategy and Incentives RES 2010-0049, 2015-0084, 2015-0101, 2016-0036 & 2016-0037. Partnerships with GSI, PDAs, DSP, BIDs, Business Associations & Workforce Development. Public Outreach.		X			

CHAPTER 7- ECONOMIC DEVELOPMENT
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Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
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 7.6**	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.	DP 2.9 - Permit Process CFU 2.7 - Utility Permits	Economic Development Strategy and Incentives RES 2010-0049, 2015-0084, 2015-0101, 2016-0036 & 2016-0037. Hamilton Form Based Code Pilot Project. Infill Housing & Housing quality task force.	Fee justification study.	X			X
ED 8 Quality of Life and the Environment Improve and protect the natural and built environment as assets that attract economic development opportunities and enhance the City of Spokane's quality of life.	**ED 8.1**	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.	CFU 6.1 - Community Revitalization H 1.7 - Socio-economic Integration H 1.8 - Affordable Housing Requirement H 1.9 - Mixed-Income Housing N 2 - Neighborhood Development SMP 5.2 - Commercial and Recreational Development	Economic Development Strategy and Incentives RES 2010-0049, 2015-0084, 2015-0101, 2016-0036 & 2016-0037. SMC 17E.		X			
	ED 8.2	Sustainable Economic Strategies Promote sustainable economic strategies.	LU 3.1 - Coordinated and Efficient Land Use LU 3.2 - Centers and Corridors NE 10.3 - Economic Activity Incentives DP 4.3 - Downtown Services N 2 - Neighborhood Development SMP 5.3 - Evaluation of Economic Gain	Integrated Capitol Program	Joint Strategic Plan	X			
	ED 8.3	Recreation and Tourism Promotion Promote the region's outdoor amenities, recreational opportunities and tourism.	NE 10.3 - Economic Activity Incentives SMP 5.2 - Commercial and Recreational Development	Fund agencies that do this work. Lodging tax Visit Spokane Sports Commission Public Facilities District Wayfinding Plan		X			
	ED 8.4	Environmental Protection Business Opportunities Encourage businesses that specialize in environmental protection.	NE 10.3 - Economic Activity Incentives SMP 5.7 -Business Operations						
	ED 8.5	Contaminated Site Clean-Up Responsibilities Facilitate the clean-up of contaminated sites.	LU 3.1 - Coordinated and Efficient Land Use NE 1.1 - Aquifer Study SMP 10.1 - Restoration Plan SMP 10.2 - Native Plant Restoration SMP 10.8 - Shoreline Restoration Fund SMP 11.6 - Enhancement of Impaired Ecological Functions	Economic Development Strategy and Incentives. Interlocal Memorandum of Understanding with Commerce's State Brownfields Coalition and Revolving Loan Fund. EPA Planning and Assessment Grants.	Ongoing assessment and clean-up. Develop strategy for site selection. Selecting new sites. Local Revolving Loan Fund.	X	X	X	

CHAPTER 8 URBAN DESIGN & HISTORIC PRESERVATION
Master

Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
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 - Historic Reuse PRS 1 - Preservation and Conservation NE 7 - Natural Land Form NE 15.1 - Protection of Natural Aesthetics NE 17.1 - Protection and Recognition N 6.1 - Environmental Planning	Creation of the Historic Preservation and Landmarks Commission.	Overlays pertaining to historic districts.	X			
	DP 1.2	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 - Neighborhoods LU 1.3 - Single-Family Residential Areas LU 1.6 - Neighborhood Retail Use LU 3.5 - Mix of Uses in Centers CFU 1.4 - Use of Existing Structures CFU 1.8 - Intangible Costs and Benefits SH 2.3 - Compatible Design of Special Needs Facilities N 4.4 - Neighborhood Business Traffic N 6 - The Environment	Code Design Standards. Design Review Board Process for specific projects.	Core versus fringe designations for RSF. Smaller scale multi-family zoning. Evaluate potential incentives to encourage this, such as FAR bonuses for public amenities downtown and centers and corridors.	X	X		
	DP 1.3	Significant Views and Vistas Identify and maintain significant views, vistas, and viewpoints, and protect them by establishing appropriate development regulations for nearby undeveloped properties.	LU 6.2 - Open Space NE 7.1 - Land Form Identification NE 11.1 - Identification of Natural Areas NE 15 - Natural Aesthetics PRS 2.3 - Parks and Recreation Amenities	SMC 17C.124.585 Jefferson Street & Spokane County Courthouse View Corridor; Kendall Yards Courthouse View Corridor. Cliff Drive. St. John's Cathedral. SMC 17G & 17C.		X			
	DP 1.4	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 - Arts and Cultural Enrichment N 8 - Neighborhood Planning Process NE 14 - Plaza Design with Natural Elements NE 15.5 - Nature Themes SH 6.4 - Territorial Reinforcement	Downtown Plan; Regional Wayfinding Plan; Division Corridor Plan; Division Gateway Landscape Plan; Draft I-90 Architectural Master Plan, "Kit of Parts", I-90 Maple to Jefferson Conceptual Master Plan; West Central Nettleton's Addition.	Neighborhood gateway development as resources become available, per neighborhood plans.	X	X		X
DP 2 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.	LU 1 - Citywide Land Use LU 2 - Public Realm Enhancement SH 6 - Safety TR 13 - Infrastructure Design TR 15 - Activation	2009 Downtown Code Updates, 2009 Downtown Design Guidelines, 2015 Centers and Corridors Design Guideline Updates.		X			
	DP 2.2	Design Guidelines and Regulations Adopt regulations and design guidelines consistent with current definitions of good urban design.	SH 6 - Safety TR 13 - Infrastructure Design TR 15 - Activation	2009 Downtown Code Updates, 2009 Downtown Design Guidelines, 2015 Centers and Corridors Design Guideline Updates.	Consider revising design standards in code for residential uses.	X	X		
DP 2 Urban Design Design new construction to support desirable behaviors and create a positive perception of Spokane.	**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.	LU 1 - Citywide Land Use LU 2 - Public realm Enhancement NE 14 - Plaza Design With Natural Elements	Design Review Board Requirement for Public Projects, 17G.040.020; Code Design Standards.	Evaluation of the design review process and the guidelines with regard to public projects.	X			x

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Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
	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.	LU 1 - Citywide Land Use LU 2 - Public realm Enhancement TR 13 - Infrastructure Design TR 15 - Activation	Design guidelines currently contain this flexibility.	Policy may fit better within a zoning/use discussion.				
	DP 2.5	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 - Citywide Land Use LU 2 - Public realm Enhancement NE 14 - Plaza Design With Natural Elements SH 6 - Safety TR 13 - Infrastructure Design TR 15 - Activation	Design Review Board Requirement for Public Projects, 17G.040.020; Code Design Standards.	Happiness and / or visual preference survey Tie incentives to the quality of the built environment as it interfaces with the public realm.	**X**	**X**		
	DP 2.6	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.	LU 1 - Citywide Land Use LU 2 - Public Realm Enhancement SH 6 - Safety TR 13 - Infrastructure Design TR 15 - Activation	Design Review Board requirement for certain proposals in the Downtown and Public Projects, SMC 17G.040.020; Code Design Standards.		**X**			
	DP 2.7	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.	LU 2 - Public Realm Enhancement	2009 Downtown Design Guidelines; 2009 Downtown Character Area Considerations.	Evaluate new potential overlays.	**X**			
DP 2 Urban Design Design new construction to support desirable behaviors and create a positive perception of Spokane.	**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.		2009 Downtown Design Guidelines; 2009 Design Review Board Process and Updates.	Additional Design Review Board Process Updates	**X**	**X**		
	DP 2.9	Permit Process Integrate the design review process with other permitting processes to increase efficiency and create a better outcome.		2009 Design Review Board Process and Updates.	Additional Design Review Board Process Updates.		**X**		
	DP 2.10	Business Entrance Orientation Orient commercial building entrances and building facades toward the pedestrian sidewalks and pathways that lead to adjoining residential neighborhoods.	SH 6 - Safety TR 5 - Active Transportation TR 13 - Infrastructure Design	17C.122.060 Centers & Corridors Design Guidelines; 17C.124.540 Prominent Entrance - Building Design Downtown; 17C.120.540 Prominent Entrance - Building Design Commercial Zones; 17C.130.525 Prominent Entrance - Building Design Industrial Zones.		**X**			

Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
	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 - Traffic and Circulation TR 5 - Active Transportation TR 6 - Commercial Center Access TR 7 - Neighborhood Access TR 13 - Infrastructure Design	East Sprague Targeted Investment Pilot. North Monroe Corridor Project 2018. Pedestrian Master Plan. Bicycle Master Plan.			X	X	
	DP 2.12	Infill Development Encourage infill construction and area redevelopment that complement and reinforce positive commercial and residential character.	LU 1 - Citywide Land Use	Infill study and report. Existing Neighborhood Commercial structures in residential areas.	Implementation of report recommendations. Evaluate code changes (cottage housing). Existing Neighborhood Commercial structures in residential areas.		X		
DP 2 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 - Public realm Enhancement SH 6 - Safety TR 13 - Infrastructure Design TR 18 - Parking	2009 Downtown Design Guidelines	Potential integrated parking structures incentives. Evaluate codifying active edges on parking structures.	X			
	DP 2.14	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.	LU 2 - Public realm Enhancement NE 14 - Plaza Design With Natural Elements TR 15 - Activation	2009 Downtown Code Updates, 2009 Downtown Design Guidelines.		X			
	DP 2.15	Urban Trees and Landscape Areas Maintain, improve, and increase the number of street trees and planted areas in the uban environment.	NE 2.3 - Native Tree and Plant Protection NE 6.1 - Native and Non-Native Adaptive Plants and Trees NE 12.1 - Street Trees NE 12.2 - Urban Forestry Programs TR 13 - Infrastructure Design TR 15 - Activation TR - Right-of-Way Maintenance	17C.200.050 Street Tree Requirements; Guidelines for Infilling Street Trees, 2010; Tree Sign Guidelines, 2011; Urban Forestry Approved Street Tree List, 2014;	Consider pest resistant edible fruit trees in select public lands.	X			X
	DP 2.16	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 - Home-Based Business	Sign code in SMC.	Sign code revisions for constitutional compliance.	X	X		

CHAPTER 8 URBAN DESIGN & HISTORIC PRESERVATION
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Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
	DP 2.17	Billboards Prohibit new construction of billboards and eliminate existing billboards over time.		SMC		X			
	DP 2.18	Bus Benches and Shelters Advertising Continue to identify and implement ways to provide bus benches and control transit stop advertising.		SMC	Look at expanding the downtown streetscape infrastructure program to include bus benches throughout the city.	X		X	
DP 2 Urban Design Design new construction to support desirable behaviors and create a positive perception of Spokane.	**DP 2.19**	Off-Premises Advertising Identify and implement ways to control various forms of off-premise advertising.		SMC	Sign code revisions for constitutional compliance.	X			
	DP 2.20	Telecommunication Facilities Control the visual impact of telecommunication facilities.	CFU 5.7 - Telecommunication Structures	Chapter 17C.355A Wireless Communication Facilities.		X			
	DP 2.21	Lighting Maximize the potential for lighting to create the desired character in individual areas.	SH 6.1 - Crime Prevention through Environmental Design Themes TR 13 - Infrastructure Design	Adoption of Standard Street Light Fixtures and Downtown Location Plan, 2014. Streetscape Infrastructure Program.		X			
DP 3 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.	LU 7.3 - Historic Reuse ED 2.2 - Revitalization Opportunities ED 2.3 - Reusable Buildings Inventory ED 7.5 - Tax Incentives for Renovation NE 15.1 - Protection of Natural Aesthetics NE 15.3 - Community Education NE 15.4 - Naming Culturally Historic Sites PRS 2.7 - Cultural and Historic Parks CFU 6.1 - Community Revitalization	The Spokane City/County Historic Preservation Office and the Spokane Historic Landmarks Commission was established by ordinance in both the City and County of Spokane in 1981 and 1982, respectively. These ordinances deem the City/County Historic Landmarks Commission responsible for stewardship of historic and architecturally significant properties.	Continue to educate the public and elected officials to the importance of historic preservation. Show the economic development potential of a strong historic preservation program.	X			
	DP 3.2	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 - Reusable Buildings Inventory NE 15.3 - Community Education NE 15.4 - Naming Culturally Historic Sites	The Spokane Historic Preservation Office has created walking and online tours of historic properties as well as the "project page" online that highlights all of recently concluded projects.	Continue major outreach efforts online through social media presence and our office website. Currently undertaking a mid-century modern inventory and historic context study of the mid-century movement in Spokane in 2016/17 in order to educate the public about the recent past and it's importance to our history.	X			
	DP 3.3	Identification and Protection of Resources Identify historic resources to guide decision making in planning.	LU 1.9 - Downtown ED 2.2 - Revitalization Opportunities ED 2.3 - Reusable Buildings Inventory ED 7.5 - Tax Incentives for Renovation NE 15.1 - Protection of Natural Aesthetics NE 15.3 - Community Education NE 15.4 - Naming Culturally Historic Sites PRS 2.7 - Cultural and Historic Parks	The Spokane Register of Historic Places; Design Review for designated historic buildings; Local financial incentives for historic property rehabilitation; Certified Local Government programs; East Central Survey and Inventory project 2015/16; Native Rock Resources Survey and Inventory in Spokane County 2016; Spokane Parks MPD and Manito Park National Register Nomination.	Continue to apply for and receive Certified Local Government Grants from the state to further survey and inventory efforts in Spokane and Spokane County.	X			

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Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
DP 3 Preservation Preserve and protect Spokane's historic districts, sites, structures, and objects.	**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.	NE 15.1 - Protection of Natural Aesthetics NE 15.3 - Community Education PRS 2.7 - Cultural and Historic Parks CFU 1.8 - Intangible Costs and Benefits TR Goal: Sense of Place	The Historic Preservation Office and the Historic Landmarks Commission actively encourages the nomination and listing of properties that are specifically tied to diverse groups and cultures.	Encourage diverse populations to apply for positions on the Spokane Historic Landmarks Commission, as well as seek out properties that are directly linked to diverse populations in Spokane.	X			
	DP 3.5	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.	ED 2.3 - Reusable Buildings Inventory ED 7.5 - Tax Incentives for Renovation NE 15.1 - Protection of Natural Aesthetics NE 15.3 - Community Education NE 15.4 - Naming Culturally Historic Sites PRS 2.7 - Cultural and Historic Parks H 2.3 - Housing Preservation	The City of Spokane adopted a preservation ordinance (04.35), in November 1981 that established the Spokane Historic Landmarks Commission.	Bylaws were revised in 2016 and include a new "youth commissioner" to involve the next generation in historic preservation at the local level.	X			
	DP 3.6	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.	LU 7.3 - Historic Reuse ED 2.2 - Revitalization Opportunities PRS 2.7 - Cultural and Historic Parks CFU 1.8 - Intangible Costs and Benefits CFU 6.1 - Community Revitalization	Owners of properties listed on the Spokane Register of Historic Places agree to follow Management Standards and the Secretary of the Interior's Standards for Rehabilitation outlined in their "Management Agreement." This agreement states than an owner must obtain a Certificate of Appropriateness (COA), or approval, for any action affecting use, exterior appearance, new construction or demolition of the designated historic structure. Both Spokane's City Hall and the Spokane County Courthouse are listed on the Spokane Register.	Continue to encourage public buildings and structures to be listed on the Spokane Register.	X			
	DP 3.7	Protection of Archaeological and Historic Sites Ensure that archaeological and historic sites are identified and protected.	ED 2.3 - Reusable Buildings Inventory ED 7.5 - Tax Incentives for Renovation NE 15.1 - Protection of Natural Aesthetics NE 15.3 - Community Education NE 15.4 - Naming Culturally Historic Sites PRS 2.7 - Cultural and Historic Parks CFU 1.8 - Intangible Costs and Benefits H 2.3 - Housing Preservation	Spokane Register of Historic Places, Section 106 review for a project with a Federal nexis, identify archaeology sites that are under the protection of state archaeology laws.	Educating City staff about archaeology and the laws that protect it. Continue to act as a liaison between city departments and state and federal agencies.	X			
	DP 3.8	Legislative Reform Support city legislative priorities that promote historic preservation wherever possible.	LU 7.3 - Historic Reuse ED 2.2 - Revitalization Opportunities ED 7.5 - Tax Incentives for Renovation NE 15.1 - Protection of Natural Aesthetics						
DP 3 Preservation Preserve and protect Spokane's historic districts, sites, structures, and objects.	**DP 3.9**	Redevelopment Incentives Provide incentives to property owners to encourage historic preservation.	LU 7.1 - Regulatory Structure LU 7.3 - Historic Reuse ED 2.2 - Revitalization Opportunities ED 2.3 - Reusable Buildings Inventory ED 7.4 - Tax Incentives for Land Improvement ED 7.5 - Tax Incentives for Renovation H 2.1 - Housing Rehabilitation H 2.3 - Housing Preservation	Special Valuation is the revision of the assessed value of an historic property which subtracts, for up to ten years, such rehabilitation costs as approved by the Spokane City/County Historic Landmarks Commission. Properties must be listed on the Spokane Register of Historic Places prior to application to qualify, and rehabilitation must comply with the Secretary of the Interior's Standards for Rehabilitation.		X			

Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
	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.	LU 7.3 - Historic Reuse ED 2.2 - Revitalization Opportunities H 1.14 - Building, Fire, Infrastructure, and Land Use Standards	Binding Management Agreement - Spokane's "historic districts" are "areas in which historic buildings and their settings are protected by public review, and encompass buildings deemed significant to the city's cultural fabric.		X			
	DP 3.11	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.	LU 7.3 - Historic Reuse ED 2.2 - Revitalization Opportunities ED 2.3 - Reusable Buildings Inventory ED 7.5 - Tax Incentives for Renovation H 2.1 - Housing Rehabilitation H 2.3 - Housing Preservation CFU 6.1 - Community Revitalization	A certificate of appropriateness is the process that helps insure any alterations to a building do not adversely affect that building's historic character and appearance.		X			
	DP 3.12	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.	LU 7.3 - Historic Reuse ED 2.2 - Revitalization Opportunities ED 2.3 - Reusable Buildings Inventory NE 15.1 - Protection of Natural Aesthetics NE 15.3 - Community Education CFU 1.8 - Intangible Costs and Benefits H 2.1 - Housing Rehabilitation H 2.3 - Housing Preservation	Spokane's "historic districts" are areas in which historic buildings and their settings are protected by public review, and encompass buildings deemed significant to the city's cultural fabric.		X			
DP 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 - Neighborhoods LU 1.9 - Downtown LU 3.2 - Centers and Corridors LU 3.5 - Mix of Uses in Centers H 1.21 - Development of Single-Room Occupancy Housing DP 2.7 - Historic District and Sub-Area Design Guidelines N 1.1 - Downtown Development N 2 - Neighborhood Development TR 2 - Transportation Supporting Land Use	The City of Spokane has adopted an Economic Development Strategy, and growth strategies to encourage private investments in targeted areas where public investments are and will be made in the near future.	2017 MFTE Incentive Review & Reaffirmation Infill option: Study the use of public funds as incentives for development of integrated public parking structures, (removes some costs from developer; structure can be used by potential neighboring development that requires parking.)	X	X		
DP 4 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 4.2**	Street Life Promote actions designed to increase pedestrian use of streets, especially downtown, thereby creating a healthy street life in commercial areas.	LU 1.9 - Downtown LU 3.2 - Centers and Corridors LU 3.5 - Mix of Uses in Centers LU 4 - Transportation LU 5.3 - Off-Site Impacts LU 5.5 Compatible Development ED 3.9 - Regional Marketplace DP 2.13 - Parking Facilities Design NE 13.1 - Walkway and Bicycle Path System N 1.1 - Downtown Development N 4.6 - Pedestrian and Bicycle Connections N 4.7 - Pedestrian Design SH 6.1 - Crime Prevention through Environmental Design Themes TR 13 - Infrastructure Design	Collaboration with organizations working toward street activation and events.	Change continues to abound with everything from historic rehabilitation and new construction, to home grown business development and the attraction of national retailers.	X			

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Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
	DP 4.3	Downtown Services Support development efforts that increase the availability of daily needed services in downtown Spokane.	LU 1.9 - Downtown LU 3.2 - Centers and Corridors LU 3.5 - Mix of Uses in Centers LU 5.1 - Built and Natural Environment LU 5.5 - Compatible Development ED 2.2 - Revitalization Opportunities ED 3.9 - Regional Marketplace ED 6.1 - Infrastructure Projects NE 13.1 - Walkway and Bicycle Path System N 1.1 - Downtown Development N 2 - Neighborhood Development H 1.4 - Use of Existing Infrastructure H 2.4 - Linking Housing with Other Land Uses SH 1.1 - Invest in Social Health SH 2.4 - Co-location of Facilities SH 5.2 - Neighborhood-level Health and Human	City's economic development policy is to align public investments in neighborhood planning, community development and infrastructure development with private sector investments, resulting in increased opportunities for business growth and to provide its citizens with safe, affordable and quality residential living environments.	Continued Target Area Development Evaluate removal of these policies as they duplicate policies in the Land Use Chapter.	X			
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.	N 8 - Neighborhood Planning Process LGC 1.1 - City Council Direction LGC 1.3 - Citizen Participation LGC 3 - Planning Through Neighborhood Councils LGC 5.1 - Youth Participation TR 23 - Effective and Enhanced Public Outreach	Public Notice Requirements for Code and Plan Updates.	Consider public participation process updates for certain uses, such as cottage housing.	X			
DP 5 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 - Neighborhood Planning Process LGC 1.3 - Citizen Participation LGC 3 - Planning Through Neighborhood Councils	SMC 17G.040.070 Neighborhood Notification (Design Review Board).	Look at the noticing process. Ongoing training of the DRB. FAQ sheet for neighborhoods on how to make effective comments to the DRB.	X	X		

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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 - Environmental Concerns Transportation 6.1 - Pollution	Two Water Dept. Aquifer Studies Water Quality Report Spokane Aquifer Joint Board	Continue to participate in cooperative efforts with other local public entities.	X			
	NE 1.2	Stormwater Techniques Encourage the use of innovative stormwater techniques that protect ground and surface water from contamination and pollution.	LU 1.12 - Public Facilities and Services CFU 5 -Environmental Concerns Capital Facilities Plan	Stormwater Management Plan Spokane Regional Stormwater Manual City of Spokane LID Standards Annual Stormwater Report	Continue sampling our drinking water pursuant to state and federal requirements from the Safe Drinking Water Act. Update LID standards to incorporate canister technology.	X			
	NE 1.3	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.		Participate in the Spokane River Watershed Advisory Group, Regional Watershed Planning and Implementation Groups.		X			
	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.	SMP 14.4 - Environment and Management Policies	Two Water Dept. Aquifer Studies Water Quality Report Spokane Aquifer Joint Board		X			
	NE 1.5	Mining Activities Prohibit open pit mining that exposes the aquifer or ground water to potential contamination.		Mining within the City of Spokane is limited and subject to SEPA review and SMC 17C.100.		X			
	NE 1.6	Natural Water Drainage Identify and preserve areas that have traditionally provided natural water drainage.	SMP 5.4 - Provisions for Shoreline Protection	Drainage Design and Erosion Control Manual		X			
	NE 1.7	Wellhead Protection Allow only non-polluting land uses within the water recharge zones of the public water wells.	CFU 1.7 - Management Plans CFU 5.4 - Ground Water	Spokane Area Wellhead Protection Program		X			
NE 1 Water Quality Protect the Spokane Valley - Rathdrum Prairie Aquifer and other water sources so they provide clean, pure water.	**NE 1.8**	Toxic Dumping Restrictions Retain and enforce laws against dumping toxic fluids where they may reach the aquifer.	CFU 1.7 - Management Plans CFU 5.4 - Ground Water	Title 13 addresses discharge of toxic fluids from public and industrial users.		X			
	NE 1.9	Sewer Requirement Ensure that every developed property in the city and its Urban Growth Area is served by sewer to minimize aquifer contamination.	CFU 2.1 - Available Public Facilities CFU 2.3 - Phasing of Services CFU 3.6 - Limitation of Services Outside Urban Growth Areas CFU 5.1 - On-Site Wastewater Disposal	Wastewater Facility Plan		X			

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NE 2 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 - Water Conservation	2014 Water Conservation Goals - Updated. Water Conservation Program "Slow the Flow". Spokane Municipal Code. City tracks water performance and leak detection. GMA Requirement.	Participate in the Watershed Plan. Continue participation in implementation of local Watershed Plan. Continue implementation of Water Stewardship Program. Water billing practices to encourage conservation. User-Oriented Water Use Utility Rates.	X			
	NE 2.2	Landscaping Requirements Use incentives in landscape requirements that encourage application of drought tolerant native trees and plants.	T 4.20 - Design and Maintenance of ROW Streetscape Elements	SMC 17E.060 encourages planting of drought tolerant and native species.	Develop an incentive program to further encourage planting of drought tolerant native plants in landscape requirements.	X			
	NE 2.3	Native Tree and Plant Protection Preserve native vegetation in parks and other publicly owned lands in the design and construction of new public facilities.	SMP 10.4 - Incentives for Native Landscaping	Urban Forestry Program. LID. Spokane Municipal Code.		X			
NE 3 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	Shoreline Master Program. Critical Areas Ordinance. Two non-motorized boat access points added to the river corridor. Spokane Municipal Code. GMA requirement.	SMP and CAO Updates. Non-motorized boat access at Glover Field.	X			
NE 4 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 - Ground Water	Regional Watershed Planning and Implementation Groups.	SMP and CAO Updates. Participate in the Watershed Plan. Continue participation in implementation of local Watershed Plan.	X			
	NE 4.2	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.	ED 8.4 - Environmentally Compatible Businesses						
	NE 4.3	Impervious Surface Reduction Continue efforts to reduce the rate of impervious surface expansion in the community.	T 7.4 - Pedestrian Buffer Strips	Low Impact Development techniques listed in SMC 17D.060.300. (adopted 2013). LID Incentives: Discounts/Credits for Commercial Wastewater Management. Fees?	Other proposed LID incentives: Recognition/awards for reduction of minimum parking spaces required.	X			

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NE 5 Clean Air Work consistently for cleaner air that nurtures the health of current residents, children and future generations.	**NE 5.1**	Clean Heating Sources Encourage the use of heating sources that do not negatively affect Spokane's air quality.		Utilities monitors air quality					
	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.	T 4.10 - Downtown Street Network T 6 - Environmental Protection	City implemented - waste fleet switching from diesal to natural gas over time. New city buildings more efficient. Waste to Energy Plant SRCAA permitted.	What additional future city projects are identified in the Capital Facilities Plan? Spokane Transit's High-Performance Transit Network, (includes Central City Line), may have positive impact on air quality; North Spokane Corridor EIS listed air quality as a reason for building the project and the selected preferred alternative, (including collector/distributor, not included in the interim design now proposed).	X			
	NE 5.3	Packaging Reduction Create and support legislation, education, and other means that reduce product packaging so that waste disposal is decreased.		Robust yard and food waste composting program.		X			
	NE 5.4	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.	CFU 5.5 - Waste Reduction and Recycling						
	NE 5.5	Alternative Transportation Incentives Encourage employers of all sizes to develop employee incentive programs that reward the use of alternative transportation.	LU 3.1 - Coordinated and Efficient Land Use H 1.3 - Employer-Sponsored Housing	Commute Trip Reduction Program.		X			
NE 6 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.	SMP 10.3 - Landscaping with Native Plants	Urban Forestry Program SMC Urban Design Award GMA Requirement		X			
	NE 6.2	Citizen Recognition Recognize citizens who use native plantings in their yards.							

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	NE 6.3	Habitat Network Identify and purchase Habitat Network.	PRS 1 - Preservation and Conservation SMP 4 - Conservation	Habitat Management Plan Critical Areas Ordinance Conservation Futures SMC		**X**			
	NE 6.4	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 - Preservation and Conservation SMP 4 - Conservation	CAO Habitat Management Plan Integrated Clean Water Plan WWTP upgrade to tertiary WWTP pollution-reduction efforts GMA requirement	SMP and CAO Updates. TLC Mycelia Program for PCB clean-up.	**X**			
	NE 6.5	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 - Preservation and Conservation SMP 4 - Conservation	Conservation Futures GMA Requirement	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.		Critical Areas Ordinance. Policies and regulations that ensure wetland function. Natural Enhancements at areas such as Hazel's Creek, 37th Avenue Project, etc. GMA Requirement.	Update CAO	**X**			
NE 7 Natural Land Form Preserve natural land forms that identify and typify our region.	**NE 7.2**	Land Form Protection Purchase lands that contain natural land forms or protect them with incentives, clustering, or transfer of development rights.	LU 5.4 - Natural Features and Habitat Protection T 6.2 - Land Respect						
	NE 7.3	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.							
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.		SMC 17E.040 Spokane Geologically Hazardous Areas		**X**			
	NE 7.5	Slope Protection Integrate the protection of slopes with wildlife corridor and nature space designations and acquisitions.		SMC 17E.040 Spokane Geologically Hazardous Areas		**X**			

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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.		Critical Areas Ordinance SMC 17E.040		**X**			
	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.	SMP 4.2 - Non-Renewable Resources	Critical Areas Ordinance SMC 17E.070		**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 - Agricultural Use LU 1.11 - Agriculture	Zoning. Farmers Right to Farm. Community Gardens. Neonicotinoid ban. Local produce/eggs can be sold locally without a business license, etc). SMC: Section 17C.110.030A; Section 17C.110.125A,B,C, 310. Market Garden Pilot Program. GMA requirement.	Critical Areas Ordinance Updates	**X**			
NE 8 Agricultural Lands Preserve land and provide opportunities for farming that generates produce for local markets and supports the farming economy.	**NE 8.2**	Compatible Agricultural Activities Allow agricultural activities adjacent to urban uses without compromising farmers' rights to farm their land.		Zoning. Farmers Right to Farm. Community Gardens. Neonicotinoid ban. Local produce/eggs can be sold locally without a business license, etc). SMC: Section 17C.110.030A; Section 17C.110.125A,B,C, 310. Market Garden Pilot Program.		**X**			
NE 9 SUSTAINABLE ECONOMY Enhance the natural environment to support a thriving sustainable economy.	**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.							
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.	ED 3.6 - Small Businesses	City supports Enviro-Stars Program (EWU/City). Spokane Community Indicators. Incentives for LID.		**X**			
	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.	ED 3.6 - Small Businesses						

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NE 10 NATURAL ENVIRONMENT AND EMPLOYMENT Create employment that enhances the natural environment.	**NE 10.3**	Economic Activity Incentives Identify and provide incentives for economic activities that combine the goals and principles of economy, ecology, and social equity.							
NE 11 Natural Areas 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.		Zoning. Open Spaces. City completing Great Gorge Trail. Expanding Ben Burr corridor. Integrated Street Strategy. GMA requirement.	Working with WSDOT on Children of the Sun Trail/ Fish Lake Trail.	X			
	NE 11.2	Corridor Links Identify corridors that link natural areas.	LU 5.4 - Natural Features and Habitat Protection						
	NE 11.3	Acquisition Techniques Acquire natural areas and connecting corridors using acquisition techniques to create a network of natural areas.							
	NE 11.4	Natural Area Paths Develop soft, permeable, low impact paths in 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.		The Great Spokane River Gorge strategic master plan.		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 - Urban Forestry Program	Spokane Municipal Code Commercial/Multi-family SpoCanopy	Add residential requirement. Pursue development of a local tree planting and education non-profit such as Friends of Trees or Plant Amnesty.	X			
	NE 12.2	Urban Forestry Programs Participate in the Spokane County Conservation District for urban forestry programs, protection, and maintenance.		Title 12.02 Establishes an Urban Forestry Program within the Parks and Recreation Department.		X			
NE 12 URBAN FOREST Maintain and enhance the urban forest to provide good	**NE 12.3**	Protection Techniques Use incentives and acquisition to protect forested areas both on publicly and privately owned land.		Urban Forestry Program provides free permits for maintaining trees in ROW.		X			

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air quality, reduce urban warming, and increase habitat.	**NE 12.4**	Forest Inventory Database Maintain an inventory of the urban forest in the city's Geographic Information System.		Urban Forestry Program. GIS inventory layer. New tree planting effort due to Wind Storm. 10,000 Trees plantings.	Food Forest inventory (fruits/nuts, etc.). Create an Urban Forest Management Plan. Canopy coverage analysis.	**X**			
	NE 12.5	Tree Replacement Program Do not allow tree removal in the public right-of-way without a program for tree replacement.		Urban Forestry Program. SpoCanopy Program. SMC.		**X**			
NE 13 CONNECTIVITY Create a city-wide network of paved trails, designated sidewalks, and soft pathways that link regional trails, natural areas, parks, sacred and historical sites, schools, and urban centers.	**NE 13.1**	Walkway and Bicycle Path System Identify, prioritize, and connect places in the city with a walkway or bicycle path system.	Transportation Chapter	Pedestrian Master Plan. Bicycle Master Plan Integrated Street Strategy. Great Gorge Loop Trail. Ben Burr Trail. Adopted neighborhood plans addressing connectivity.		**X**			
	NE 13.2	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.	Transportation Chapter	Bicycle Master Plan Street Design Standards		**X**			
NE 13 CONNECTIVITY Create a city-wide network of paved trails, designated sidewalks, and soft pathways that link regional trails, natural areas, parks, sacred and historical sites, schools, and urban centers.	**NE 13.3**	Year-Round Use Build and maintain portions of the walkway and bicycle path systems that can be used year-round.	Transportation Chapter	Street Design Standards		**X**			
	NE 13.4	Winter Trail Network Link soft trails, parks, and golf courses with the walkway and bicycle path system to develop a winter trail network.	Transportation Chapter						
NE 14 PLAZA DESIGN WITH NATURAL ELEMENTS Develop or revitalize plazas using local nature elements, including water, vegetation, wildlife, and land forms.	**NE 14.1**	Plaza Inventory and Improvements Inventory existing plazas that lack nature elements and that are not used actively and identify natural element features that will improve them.							
	NE 14.2	New Plaza Design Develop plazas with native natural elements and formations, such as basalt, Missoula Flood stones, stream patterns, river character, native trees, and plants that attract native birds.		Urban Design requirements in public and private landscape projects. Integrated Streets/CSO Program. SMC.		**X**			

CHAPTER 9 NATURAL ENVIRONMENT Master									
Goal	**Policy #**	**Policy**	**Related Elements**	**Implementation Examples**	**Future Projects**	**Ongoing**	**Near Term (1-2 years)**	**Mid Term (3-5 years)**	**Long Term (5+ years)**
NE 15 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.		Urban Design and Historic Preservation Standards. CAO. Great Gorge Loop Trail. Ben Burr corridor. GMA requirement.	Children of the Sun Trail Fish Lake Trail	X			
	NE 15.2	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 NATURAL AESTHETICS Retain and enhance nature views, natural aesthetics, sacred areas, and historic sites that define the Spokane region.	**NE 15.3**	Community Education Educate the community on the meaning of the 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.			Re-naming of Canada Island by the Spokane Tribe.				
	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.		Design Standards		X			
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 - Benchmark Indicators	Comprehensive Plan. Community Indicators. City Performance Measures.	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 - Benchmark Indicators	Community Indicators Initiative.	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.				X			

CHAPTER 9 NATURAL ENVIRONMENT Master									
Goal	**Policy #**	**Policy**	**Related Elements**	**Implementation Examples**	**Future Projects**	**Ongoing**	**Near Term (1-2 years)**	**Mid Term (3-5 years)**	**Long Term (5+ years)**
NE 17 Natural Environment Education Educate children and the community on how to improve Spokane's natural environment.	**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.		Solid Waste - recycling, and compaction. River protection. Stormwater Management. Community Partnerships with non-profits.	Programs. Sources in City to disseminate information affecting programs/ education. Partner with local Tribes.				
	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.		Solid Waste, recycling, and compaction. River protection. Stormwater Management. Community Partnerships with non-profits.	Programs. 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.		SMC - clustering, attached cottage housing, etc. Building Standards in place. Environmental Programs (City Fleet - federally mandated low emissions). City monthly report for environmental performance. Asset Management upgrades with LED in City-owned buildings; also upgrades to HVAC.	LEED - City to follow protocol, not necessarily attain certification. GMA requirement.	**X**			
NE 19 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.		SMC 17E.030 - Floodplain Management. Updated FEMA Mapping 2010.	Draft CMZ study by Ecology.	**X**			
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.	CFU - Stormwater SMP 6 - Flood Hazard Reduction	Updated FEMA Mapping 2010.	GMA requirement.	**X**			
	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.							

CHAPTER 9 NATURAL ENVIRONMENT Master									
Goal	**Policy #**	**Policy**	**Related Elements**	**Implementation Examples**	**Future Projects**	**Ongoing**	**Near Term (1-2 years)**	**Mid Term (3-5 years)**	**Long Term (5+ years)**
	NE 19.4	Discourage Development in 100-Year Flood Plain Discourage development and redevelopment of habitable structures that are within the 100-year flood plain.		SMC 17E.030 - Floodplain Management. Shoreline Standards prevent building in shoreline buffer areas.		**X**			
	NE 19.5	Public Awareness and Education Develop a public awareness and education program for residents living within flood plains.			Develop an education program.				
	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.		Shoreline Regulations. Conditional Use Permit.		**X**			

CHAPTER 10 - SOCIAL HEALTH
Master

Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
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.	PRS 5.5 - Indoor Recreational Facilities and Programs	The City of Spokane funds Spokane Arts.		X			
	SH 1.2	Commitment to Youth Allocate resources at a consistent and meaningful level to provide access to youth-related programs.	LGC 5.1 - Youth Participation ED 5.2 - Youth Programs	Crosswalk funding. Youth Transitional Housing funding. Rental Assistance for Households with Children. Community Center Funding.		X			
	SH 1.3	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.		The City of Spokane's Community, Housing and Human Services Department partners with area social service agencies rather than providing direct service to clients.		X			
	SH 1.4	Accessibility Improve communication with and access to public recreational, cultural, and educational facilities or programs.	ED 5.5 - Communication Links PRS 5.4 - Community Outreach LGC 4 - Citizen and Government Communication ED 4.1 - Livable Wage TR 21 - Safe & Healthy Community Education & Promotion Campaigns			X			
	SH 1.5	Public/Private Partnerships Encourage public/private partnerships that complement each other as a means to provide coordinated, centrally located services.	N 3.1 - Multipurpose Use of Neighborhood Buildings	Spokane Matters	Implementation of Spokane Matters District projects.		X		
	SH 1.6	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 - Multi-purpose Use of Neighborhood Buildings	Mayor's Housing Quality Task Force	CHHS will begin to target, acquire, and renovate foreclosed and vacant homes for affordable homeownership. Will use HUD funds and partner with developers. Partner with real estate agencies to identify vacant, abandoned, and substandard homes. Aquisition Rehab Program.		X		
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,	**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.		Mayor's Housing Quality Task Force	Creation of a land aggregation entity				X

CHAPTER 10 - SOCIAL HEALTH
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Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
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 1.8**	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.	PRS 7.4 - Volunteers LGC 1.3 - Citizen Participation		Neighborhood Services oversees an annual "Cleaning from the Core" event.	X			
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 2.1**	Care Facilities Distribute care facilities fairly and equitably throughout all neighborhoods.	N 2.1 - Neighborhood Quality of life N 2.2 - Neighborhood Centers N 2.3 - Special Needs H 1.7 - Socioeconomic Integration		Map care facilities throughout the City.				
	SH 2.2	Special Needs Temporary Housing Disperse special needs temporary housing evenly throughout all neighborhoods.	N 2.1 - Neighborhood Quality of life N 2.2 - Neighborhood Centers N 2.3 - Special Needs H 1.23 - Distribution of Special Needs Housing		Map special needs temporary housing throughout the City.				
	SH 2.3	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.	N 3.2 - Major Facilities N 6.2 - Code Enforcement H 1.15 - Performance Standards DP 1.2 - New Development in Established Neighborhoods DP 2.3 - Design Standards for Public Projects and Structures DP 2.4 - Design Flexibility for Neighborhood Facilities	Design Standards in SMC		X			
	SH 2.4	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.	LU 1.1 - Neighborhoods LU 1.6 - Neighborhood Retail Use LU 3 - Efficient Land Use N 4.5 - Multimodal Transportation TR 1 - Transportation Network for All Users TR 2 - Transportation Supporting Land Use						
	SH 2.5	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.		SMC allows.		X			
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 2.6**	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.	LU 1.1 - Neighborhoods LU 1.6 - Neighborhood Retail Use LU 3 - Efficient Land Use N 3.2 - Major Facilities						

Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
populations.	**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.		SMC		X			
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 well-being of the community.	ED 3.10 - Downtown Spokane ED 8.1 - Quality of Life Protection N 2.5 - Neighborhood Arts DP 4.2 - Street Life			X			
	SH 3.2	Neighborhood Arts Presence Provide the regulatory flexibility necessary to support and encourage an arts presence at the neighborhood level.	N 2.5 - Neighborhood Arts DP 2.4 - Design Flexibility for Neighborhood Facilities			X			
	SH 3.3	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.							
	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 ARTS AND CULTURAL ENRICHMENT Support community image and identity through the arts and accessible art activities.	**SH 3.5**	Tax Increment Financing Support the use of tax increment financing for the arts.							
	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.	PRS 5.5 - Indoor Recreational Facilities and Programs ED 5.8 - Library as Educational Resource						

CHAPTER 10 - SOCIAL HEALTH Master									
Goal	**Policy #**	**Policy**	**Related Elements**	**Implementation Examples**	**Future Projects**	**Ongoing**	**Near Term (1-2 years)**	**Mid Term (3-5years)**	**Long Term (5+ years)**
	SH 3.7	Support Local Artists Solicit local artists to design or produce functional and decorative elements for the public realm, whenever possible.							
	SH 3.8	Community Festivals Support celebrations that enhance the community's identity and sense of place.	DP 3.4 - Reflect Spokane's Diversity DP 4.2 - Street Life TR 15 - Activation	Gathering at the Falls Pow Wow. Cleaning from the Core event. Unity in the Community Local neighborhood street fairs.		**X**			
SH 4 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.	LU 1.1 - Neighborhoods N 2.2 - Neighborhood Centers N 2.3 - Special Needs TR 1 - Transportation Network for All Users TR 13 - Infrastructure Design						
	SH 4.2	Cultural Competency and Education Encourage programs and events that foster understanding and appreciation of the diversity of the community and region.	DP 3.2 - Historic Preservation Plan DP 3.4 - Reflect Spokane's Diversity	The Historic Preservation Office and the Historic Landmarks Commission actively encourages the nomination and listing of properties that are specifically tied to diverse groups and cultures.	Encourage diverse populations to apply for positions on the Spokane Historic Landmarks Commission as well as seek out properties that are directly linked to diverse populations in Spokane.	**X**			
SH 5 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.		City/County Continuum of Care.		**X**			
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 5.2**	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.	ED 3.2 - Economic Diversity LU 4.2 - Land Uses That Support Travel Options and Active Transportation	City lease of property to community centers.	East Central Community Center Dental Clinic.				
	SH 5.3	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.	ED 7.2 - Revenue Sources ED 7.3 - State Tax Changes					**X**	

CHAPTER 10 - SOCIAL HEALTH Master									
Goal	**Policy #**	**Policy**	**Related Elements**	**Implementation Examples**	**Future Projects**	**Ongoing**	**Near Term (1-2 years)**	**Mid Term (3-5years)**	**Long Term (5+ years)**
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.	DP 2.14 - Town Squares and Plazas DP 4.1 - Downtown Residents and Workers LU 2.1 - Public Realm Features LU 2.2 - Performance Standards TR 13 - Infrastructure Design			X			
	SH 6.2	Natural Access Control Use design elements to define space physically or symbolically to control access to property.	NE 12.1 - Street Trees LU 2.1 - Public Realm Features LU 2.2 - Performance Standards DP 2.2 - Design Guidelines and Regulations TR 13 - Infrastructure Design			X			
	SH 6.3	Natural Surveillance Design activities and spaces so that users of the space are visible rather than concealed.	LU 2.1 - Public Realm Features LU 2.2 - Performance Standards DP 2.2 - Design Guidelines and Regulations			X			
	SH 6.4	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.	LU 2.1 - Public Realm Features LU 2.2 - Performance Standards DP 1.4 - Gateway Identification DP 2.2 - Design Guidelines and Regulations			X			
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 6.5**	Project Design Review Include the crime prevention principles of CPTED in any analysis of projects that come before the Design Review Board.	LU 2.1 - Public Realm Features LU 2.2 - Performance Standards DP 2.8 - Design Review Process			X			
	SH 6.6	Neighborhood Role Encourage neighborhood residents to apply CPTED principles in their consideration of development issues within their own particular neighborhood.	LU 2.2 - Performance Standards LU 7.4 - Sub-Area Planning Framework DP 5.1 - Neighborhood Participation TR 7 - Neighborhood Access TR 13 - Infrastructure Design						
	SH 6.7	Community Oriented Policing Services Continue to support the operation and administration of neighborhood-based Community Oriented Policing Services (C.O.P.S.).				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 - Water Conservation ED 3.4 - Value Added Business Strategy ED 3.9 - Regional Marketplace NE 10.3 - Economic Activity Incentives TR 2 - Transportation Supporting Land Use		Review and analyze current SMC for opportunities to support the building of urban agricultural structures. Analyze the impacts of lowering water rates for the different classifications of growing food.	X			

CHAPTER 10 - SOCIAL HEALTH Master									
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	SH 7.2	Community Gardens Enable the establishment and maintenance of community gardens on city property, as appropriate.	NE 4.3 - Impervious Surface Reduction		Research the feasibility for food landscaping on city land, and the infrastructure requirements to support it. City to provide Project Hope with small 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 - Environment Supporting Businesses		Map the food deserts in the city. Study tax incentives to encourage grocery store sitings in food deserts.			**X**	**X**
	SH 7.4	Urban Agriculture Recognize urban agriculture as a strategic asset for community development, neighborhood beautification, and public health.	LU 1.11 - Agriculture N E 8.3 - Compatible Agricultural Activities SMP 11.50 - Protection of Agricultural Lands SMP 11.51 - Agricultural Support Development NE 4.3 - Impervious Surface Reduction		Analyze the impacts of developing a no net loss of agricultural land policy in the city.	**X**		**X**	**X**

CHAPTER 11 - NEIGHBORHOODS Master									
Goal	**Policy #**	**Policy**	**Related Elements**	**Implementation Examples**	**Future Projects**	**Ongoing**	**Near Term (1-2 years)**	**Mid Term (3-5years)**	**Long Term (5+ years)**
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 - Downtown LU 3.2 - Centers and Corridors H 1.21 - Development of Single-Room Occupancy Housing ED 3.10 - Downtown Spokane DP 4 - Downtown Center Viability TR 2 - Transportation Supporting Land Use TR 4 - Transportation Demand Management Strategies (TDM) TR 6 - Commerical Center Access TR 8 - Moving Freight TR 9 - Promote Economic Opportunity TR 11 - Transit Operational Efficiency TR 15 - Activation TR 18 - Parking	Fast Forward Spokane-Downtown Plan. The City's economic development policy is to align public investments in neighborhood planning, community development and infrastructure development with private sector investments, resulting in increased opportunities for business growth and to provide its citizens with safe, affordable and quality residential living environments.	Update Downtown Plan. Continued Target Area Development. 2017 MFTE Incentive Review and Reaffirmaiton.	X	X		
N 2 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 - Neighborhoods LU 4.2 - Land Uses that support Travel Options and Active Transportation SH 3.8 - Community Festivals Housing 1.11 - Siting of Subsidized Low-Income Housing DP 5.1 - Neighborhood Participation TR 2 - Transportation Supporting Land Use TR 7 - Neighborhood Access TR 13 - Infrastructure Design TR 14 - Traffic Calming TR 16 - Right-of-Way Maintenance TR 18 - Parking	East 5th Avenue Neighborhood Retail Revitalization.	Infill Housing Projects.	X	X		
	N 2.2	Neighborhood Centers Develop neighborhoods that enable citizens to live, work, shop, socialize, and receive other essential services within their neighborhood.	LU 1.1 - Neighborhoods LU 1.6 - Neighborhood Retail Use LU 3.2 - Centers and Corridors	Perry Street Revitalization. Garland District. Lincoln Heights District Center Planning. Monroe Streetscape Project. Land Use Map. Spokane Municipal Code.	Complete planning process for existing neighborhood centers and identify and plan for new centers where appropriate. East Sprague revitalization.	X	X	X	
	N 2.3	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.	LU 1.1 - Neighborhoods SH 4.1 - Universal Accessibility SH 5.2 - Neighborhood-Level Health and Human Services CFU 2.5 - Exemptions from Impact Fees H 1.18 - Distribution of Housing Options H 1.23 - Distribution of Special Needs Housing SH 1.1 - Invest in Social Health SH 2 - Facilities for Special Needs Populations						

CHAPTER 11 - NEIGHBORHOODS Master									
Goal	**Policy #**	**Policy**	**Related Elements**	**Implementation Examples**	**Future Projects**	**Ongoing**	**Near Term (1-2 years)**	**Mid Term (3-5years)**	**Long Term (5+ years)**
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 2.4**	Neighborhood Improvement Encourage revitalization and improvement programs to conserve and upgrade existing properties and buildings.	LU 1.1 - Neighborhoods CFU 6.1 - Community Revitalization ED 2.2 - Revitalization Opportunities ED 7.5 - Tax Incentives for Renovation DP 3.1 - Historic Preservation	The Spokane Register of Historic Places. Design Review for designated historic buildings. Local financial incentives for historic property rehabilitation. Certified Local Government programs. East Central Survey and Inventory project 2015/16. Native Rock Resources Survey and Inventory in Spokane County 2016. Spokane Parks MPD and Manito Park National Register Nomination.	Continue to apply for and receive Certified Local Government Grants from the state to further survey and inventory efforts in Spokane and Spokane County.	**X**			
	N. 2.5	Neighborhood Arts Devote space in all neighborhoods for public art, including sculptures, murals, special sites, and facilities.	LU 1.1 - Neighborhoods SH 1.1 - Invest in Social Health SH 3. - Arts and Cultural Enrichment ED 3.10 - Downtown Spokane PRS 5.5 - Indoor Recreational Facilities and Programs	Code requirement for one percent art for public projects.	Continue to incorporate in neighborhood sub-area and center planning processes.	**X**			
N 3 NEIGHBORHOOD FACILITIES Maximize the usefulness of existing neighborhood facilities and services while minimizing the impacts of major facilities located within neighborhoods.	**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.	LU 1.1 - Neighborhoods SH 2.6 - Joint-Use Facilities						
	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.	LU 1.1 - Neighborhoods LU 6.8 - Siting Essential Public Facilities LU 6.9 - Facility Compatibility with Neighborhood			**X**			
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.	LU 1.1 - Neighborhoods LU 4.3 - Neighborhood Through-Traffic			**X**			
	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.	LU 1.1 - Neighborhoods LU 4 - Transportation			**X**			

CHAPTER 11 - NEIGHBORHOODS
Master

Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
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 - Neighborhoods LU 4 - Transportation	City traffic calming program.	Continue implementing traffic calming measures where needed and appropriate and consider incorporating traffic calming features, as needed, in new street and street reconstruction projects.	X	X		
	N. 4.4	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.	LU 1.1 - Neighborhoods LU 1.6 - Neighborhood Retail Use LU 1.7 - Neighborhood Mini-Centers LU 4 - Transportation			X			
	N. 4.5	Multimodal Transportation Promote a variety of transportation options to reduce automobile dependency and neighborhood traffic.	LU 1.1 - Neighborhoods LU 4 - Transportation			X			
	N. 4.6	Pedestrian and Bicycle Connections Establish a continuous pedestrian and bicycle network within and between all neighborhoods.	LU 1.1 - Neighborhoods LU 4 - Transportation PRS 3 - Bicycle and Pedestrian Circulation	Pedestrian Master Plan. Bicycle Master Plan.		X	X	X	
	N. 4.7	Pedestrian Design Design neighborhoods for pedestrians.	LU 1.1 - Neighborhoods LU 3.2 - Centers and Corridors LU 4 - Transportation LU 4.5 - Block Length DP 2.10 - Business Entrance Orientation DP 4.2 - Street Life	Garland District. Perry District. Pedestrian Master Plan.	East Sprague Streetscape. North Monroe Streetscape.	X			
	N 4.8	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 - Public Facilities and Services DP 2.11 - Improvements Program NE 13 - Connectivity	City requires sidewalks in new neighborhoods concurrent with development.	Develop and implement a financing strategy to maintain, repair, or build new sidewalks in existing neighborhoods.			X	X
	N 4.9	Pedestrian Safety Design neighborhoods for pedestrian safety.	LU 1.1 - Neighborhoods LU 3.2 - Centers and Corridors LU 4 - Transportation LU 4.5 - Block Length DP 2.10 - Business Entrance Orientation DP 4.2 - Street Life	Pedestrian Master Plan.		X			

Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
	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.	LU 4 - Transportation NE 13 - Connectivity						
N 5 OPEN SPACE Increase the number of open gathering spaces, greenbelts, trails, and pedestrian bridges within and/or between neighborhoods.	**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.	PRS 2 - Park and Open Space System						
	N 5.2	Parks and Squares in Neighborhood Centers Include a park and/or square in each neighborhood center.	DP 2.14 - Town Squares and Plazas PRS 2 - Park and Open Space System						
	N 5.3	Linkages Link neighborhoods with an open space greenbelt system or pedestrian and bicycle paths.	LU 4.4 - Connections TR 1 - Transportation Network for All Users TR 2 - Transportation Supporting Land Use TR 5 - Active Transportation TR 13 - Infrastructure Design TR 15 - Activation Prs 3.1 - Trails and Linkages PRS 3.2 - Trail Corridor Development			**X**	**X**	**X**	**X**
N 6 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.	ED 8.1 - Quality of Life Protection			**X**			
	N 6.2	Code Enforcement Enforce the city codes for public nuisances impacting neighborhood properties.	LGC 6.1 - Enforcement of Land Use and Development Codes H 2.2 - Property Responsibility and Maintenance	District Management Model.	District Management Model.	**X**			
	N 6.3	Open Space and Nature Corridors Identify and protect nature and wildlife corridors within and between neighborhoods.	PRS 1.1 - Open Space System PRS 1.2 - River Corridors PRS 1.4 - Property Owners and Developers PRS 2 - Park and Open Space System						
	N 6.4	Maintenance of City Property Ensure that city land, property, and infrastructure within neighborhoods are adequately maintained to protect the public health, safety, and welfare.	ED 8.1 - Quality of Life Protection H 2.2 - Property Responsibility and Maintenance			**X**			

CHAPTER 11 - NEIGHBORHOODS
Master

Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
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 - Property Owners and Developers LU 1.13 - Parks and Open Spaces	Create incentives in code to encourage the creation of public gathering spaces as part of commercial development in centers.	Explore the potential for expansion of the neighborhood retail designation, as appropriate, in neighborhoods that lack a neighborhood center.	X		X	
	N 7.2	City Hall Outreach Encourage City Hall outreach efforts in neighborhoods.	LGC 4 - Citizen and Government Communication	Office of Neighborhood Services	District Management Model.	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 - Sub-Area Planning Framework DP 5.1 - Neighborhood Participation DP 5.2 - Neighborhood Involvement in the City Design Review Process LGC 3 - Planning Through Neighborhood Councils			X	X	X	
	N 8.2	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 - Sub-Area Planning Framework DP 5.1 - Neighborhood Participation DP 5.2 - Neighborhood Involvement in the City Design Review Process LGC 3 - Planning Through Neighborhood Councils	Neighborhood Planning Process as established by Resolutions 2008-0100 in 2008 and 2011-0100 in 2011. Neighborhoods that have finished planning are: Hillyard, Whitman, Bemiss (Greater Hillyard Northeast Planning Association - GHNEPA); Nevada/ Lidgerwood; East Central; Southgate; Five Mile; West Central; Logan; Cliff Cannon, Comstock, Lincoln Heights, Manito/Cannon Hill, Rockwood (South Hill Coalition - SHC); Emerson/Garfield; Grandview/Thorpe; Peaceful Valley; North Hill; North Indian Trail used funds for City Engineering design work on Indian Trail Road); Brown's Addition used funds for Park Plan with Parks Department; Chief Garry Park in process; West Hills in process; Riverside opted out of process.	Continue Neighborhood Planning Process with remaining neighborhoods that have not yet planned: Minnehaha Shiloh Hills Latah Valley Northwest Audubon/Downriver Balboa/South Indian Trail.	X	X	X	
	N 8.3	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 - Sub-Area Planning Framework DP 5.1 - Neighborhood Participation DP 5.2 - Neighborhood Involvement in the City Design Review Process LGC 3 - Planning Through Neighborhood Councils			X	X	X	
	N 8.4	Consistency of Plans Maintain consistency between neighborhood planning documents and the comprehensive plan.	LU 7.4 - Sub-Area Planning Framework LGC 3 - Planning Through Neighborhood Councils			X			

CHAPTER 11 - NEIGHBORHOODS Master									
Goal	**Policy #**	**Policy**	**Related Elements**	**Implementation Examples**	**Future Projects**	**Ongoing**	**Near Term (1-2 years)**	**Mid Term (3-5years)**	**Long Term (5+ years)**
	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.	LU 7.4 - Sub-Area Planning Framework LGC 3 - Planning Through Neighborhood Councils						
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 8.6**	Neighborhood Planning Recommendations Consider recommendations from neighborhood planning in the context of the city as a whole.	LU 7.4 - Sub-Area Planning Framework LGC 3 - Planning Through Neighborhood Councils			**X**			
	N 8.7	Agreement for Joint Planning Agree with the county, affected neighborhoods, and interested stakeholders on a consistent process for developing neighborhood plans within the city's unincorporated Urban Growth Area.	LU 7.4 - Sub-Area Planning Framework Countywide Planning Policies CFU 3.5 - Uniformity of Standards CFU 3.6 - Limitation of Services Outside Urban Growth Areas N 8.7 - Agreement for Joint Planning N 8.9 - Consistency of Plans Outside the City PRS 6.3 - Joint Park and Open Space Planning	Joint Planning Process. Spokane Municipal Code.	Work with Spokane County to encourage neighborhood planning within the UGA.	**X**			
	N 8.8	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.	LU 7.4 - Sub-Area Planning Framework	Joint Planning Process. Spokane Municipal Code.	Work with Spokane County to encourage neighborhood planning within the UGA.	**X**			
	N 8.9	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.	LU 7.4 - Sub-Area Planning Framework CFU 3.5 - Uniformity of Standards N 8.9 - Consistency of Plans Outside the City	Joint Planning Process. Spokane Municipal Code.		**X**			

CHAPTER 12 - PARKS & OPEN SPACE
Master

Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
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.	NE 7.5 - Slope Protection LU 1.13 - Parks and Open Spaces LU 6.1 - Advance Siting LU 6.2 - Open Space DP 2.14 - Town Squares and Plazas N 5 - Open Space N 6.3 - Space and Nature Corridors TR 5 - Active Transportation	Zoning Code	Update Parks, Open Space, Water. Trails Master Plan.				
	PRS 1.2	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.	NE 4 - Surface Water NE 7.1 - Land Form Identification NE 11.5 - Spokane River Gorge NE 19.6 - Downstream Impacts Consideration N 6.3 - Open Space and Nature Corridors		Update Parks, Open Space, Water. Trails Master Plan.	X			
	PRS 1.3	Funding for Open Space and Shoreline Land Acquisition Purchase open space and shoreline land when they become available using funding sources available.	LU 6.2 - Open Space SH 1 - Funding Mechanisms to Support Social Health			X			
	PRS 1.4	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.	LU 1.13 - Parks and Open Spaces LU 6.1 - Advance Siting LU 6.2 - Open Space DP 2.14 -Town Squares and Plazas N 5 - Open Space N 6.3 - Space and Nature Corridors TR 13 - Infrastructure Design						
	PRS 1.5	Open Space Buffers Preserve and/or establish areas of open space buffer to provide separation between conflicting land uses.	LU 2.2 - Performance Standards LU 5.4 - Natural Features and Habitat Protection			X			
	PRS 1.6	Opportunity Fund Create an “Opportunity Fund” to protect open space or acquire parkland, which would be lost if not immediately purchased.	LU 6.2 - Open Space						
PRS 2 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.	LU 1.13 - Parks and Open Spaces LU 6.1 - Advance Siting LU 6.2 - Open Space DP 2.14 - Town Squares and Plazas N 5 - Open Space N 6.3 - Space and Nature Corridors LU 1.1 - Neighborhoods SH 1 - Funding Mechanisms to Support Social Health			X			

CHAPTER 12 - PARKS & OPEN SPACE
Master

Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
	PRS 2.2	Access to Open Space and Park Amenities Provide for linkages and connectivity of open space and park amenities.	N 5.3 - Linkages TR 5 - Active Transportation			X			
	PRS 2.3	Parks and Recreation Amenities Continue to develop Parks and Recreation amenities that enhance the local economy.	CFU 2.2 - Concurrency Management System	"Master Park Plan"		X			
	PRS 2.4	Urban Forestry Program Support a comprehensive urban forestry program.	NE 12.1 - Street Trees NE 12.2 - Urban Forestry Programs NE 6.2 - Citizen Recognition			X			
	PRS 2.5	Park Funding Consider all potential funding sources to maintain the adopted level of service standards for parks.	LU 6.2 - Open Space SH 1 - Funding Mechanisms to Support Social Health			X			
	PRS 2.6	Capital Improvement Program Prepare and update annually a six-year capital improvement program for implementation of the Parks, Recreation, and Open Spaces Plan.		Capital Improvement Program.	Update Capital Improvement Program annually.	X			
	PRS 2.7	Cultural and Historic Parks Encourage the preservation of, and showcase, the cultural and historic character of the parks and the park system.	DP 1.1 - Landmark Structures, Buildings, and Sites DP 1.3 - Significant views and Vistas DP 3 - Preservation	Historic Preservation Plan.					
PRS 3 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.	N 5.3 - Linkages LU 1.1 - Neighborhoods LU 6.2 - Open Space NE 13 - Connectivity N 5 - Open Space TR 5 - Activation			X			
PRS 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 - Maintenance H 2.2 - Property Responsibility and Maintenance ED 6.4 - Infrastructure Maintenance NE 12.2 - Urban Forestry Programs SH 7.2 - Community Gardens N 6.4 - Maintenance of City Property TR 16 - Right-of-Way Maintenance		Develop a maintenance program.				
	PRS 4.2	Park Circulation Patterns Improve park circulation patterns for motorists, bicyclists, equestrians, and pedestrians.	TR 5 - Active Transportation TR 13 - Infrastructure Design			X			

Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
	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.				
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.	LU 1 - Citywide Land Use H 2.4 - Linking Housing with Other Land Uses SH 1 - Funding Mechanisms to Support Social Health SH 1.4 - Accessibility TR 5 - Active Transportation			**X**			
	PRS 5.2	Private Partnerships Create public-private partnerships and develop incentives for community-oriented programs, which are responsive to needs and fosters participant support of all ages and abilities.	LU 6.6 - Shared Facilities SH 1.5 - Public/Private Partnerships SH 2.6 - Joint-Use Facilities						
PRS 5 RECREATION PROGRAM Assure an indoor and outdoor recreation program, which provides well-rounded recreational opportunities for citizens of all ages.	**PRS 5.3**	Special Programs Support special population participants in Spokane Parks and Recreation Department programs.	SH 2 - Facilities for Special Needs Populations			**X**			
	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.	N 5.1 - Future Parks Planning LGC 4.1 - Dissemination of Public Information TR 23 - Effective and Enhanced Public Outreach			**X**			
	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.	ED 8.1 - Quality of Life Protection SH 1 - Funding Mechanisms to Support Social Health			**X**			
	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.	ED 8.1 - Quality of Life Protection SH 1 - Funding Mechanisms to Support Social Health			**X**			
	PRS 5.7	City Golf Courses Continue to provide for and maintain the public golf courses in Spokane.	ED 8.1 - Quality of Life Protection ED 8.3 - Recreation and Tourism Promotion			**X**			

CHAPTER 12 - PARKS & OPEN SPACE
Master

Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
PRS 6 COORDINATION AND COOPERATION Encourage and pursue a climate of cooperation between government agencies, non-profit organizations, and private business in providing open space, parks facilities, and recreational services that are beneficial for the public.	**PRS 6.1**	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.	SH 5.1 - Coordination of Human Services						
PRS 6 COORDINATION AND COOPERATION Encourage and pursue a climate of cooperation between government agencies, non-profit organizations, and private business in providing open space, parks facilities, and recreational services that are beneficial for the public.	**PRS 6.2**	Cooperative Planning and Use of Recreational Facilities Conduct cooperative planning and use of recreational facilities with public and private groups in the community.	LU 6.7 - Sharing and Programming Planning SH 2.6 - Joint-Use Facilities			X			
	PRS 6.3	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.	CFU 2.2 - Concurrency Management System N 5.1 - Future Parks Planning			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 7.1**	Quality of Service Provide high quality of service to the community in all parks and recreation programs, services, and facilities.	CFU 1.1 - Level of Service CFU 2.2 - Concurrency Management System NE 4 - Surface Water			X			
	PRS 7.2	Modern Management Practices Employ state-of-the-art techniques in the park and recreation profession by providing staff training, labor-saving equipment, automatic systems, durable materials, effective facility design, and responsive leisure services.							
	PRS 7.3	Standards and Policies Maintain open communication and collaborative planning processes that help define service levels based on good management practices while providing quality service to the public.	CFU 2 - Concurrency						

Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
	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.	SH 1.8 - Volunteerism						
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 - Concurrency Management System	Staff, Parks Board. Open monthly board and committee meetings.	Create/Update a "Parks and Open Space Report Card" and/or dashboard item(s) for the website that track measurable successes. Develop Parks/Open Space Action Plan.				
	PRS 7.6	Action Plan Develop an action plan to ensure elements of the Roadmap to the Future Master Plan are implemented.	LGC 1 - Decision Process						
	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.	LGC 1.3 - Citizen Participation			**X**			

CHAPTER 13 - LEADERSHIP, GOVERNANCE, & CITIZENSHIP
Master

Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
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.				X			
	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.				X			
	LGC 1.3	Citizen Participation Employ a variety of techniques and venues to ensure a broad representation of the citizenry in planning activities.	N 8.1 - Inclusive Neighborhood Planning PRS 7.4 - Volunteers TR 23 - Effective and Enhanced Public Outreach			X			
	LGC 1.4	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.				X			
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.	N 8 - Neighborhood Planning Process TR 23 - Effective and Enhanced Public Outreach			X			
	LGC 2.2	Civics Education Throughout Life Encourage the development of responsible citizenship and a knowledge of civics.	SH 3.6 - Life-Long Learning			X			
	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.	N 8 - Neighborhood Planning Process PRS 7.4 - Volunteers ED 1.1 - Economic Development Programs			X			
LGC 2 CITIZEN-DIRECTED DECISIONS Encourage citizens to become engaged in public process opportunities.	**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.	N 8 - Neighborhood Planning Process			X			

CHAPTER 13 - LEADERSHIP, GOVERNANCE, & CITIZENSHIP
Master

Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
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.	N 8.1 - Inclusive Neighborhood Planning PRS 7.4 - Volunteers N 8 - Neighborhood Planning Process SH 6.6 - Neighborhood Role			X			
	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.	DP 5.2 - Neighborhood Involvement in the City Design Review Process N 8 - Neighborhood Planning Process			X			
	LGC 3.3	Collaboration and Problem Solving Create opportunities that foster successful collaboration among the neighborhoods.	N 8 - Neighborhood Planning Process N 7.2 - City Hall Outreach			X			
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.	N 7.2 - City Hall Outreach	Channel 5 broadcasts. City Website.		X			
	LGC 4.2	Respect for Service Customers Treat all citizens with respect in order to reinforce public trust.				X			
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.	ED 5.2 - Youth Programs SH 1.2 - Commitment to Youth	Chase Youth Commission.		X			
	LGC 5.2	Young People as Citizens Share community resources, including public space and facilities, with young citizens.	ED 5.2 - Youth Programs SH 1.2 - Commitment to Youth	Youth & Police Initiative Chase Youth Commission		X			
	LGC 5.3	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.	SH 1.2 - Commitment to Youth TR 19 - Plan Collaboratively			X			

CHAPTER 13 - LEADERSHIP, GOVERNANCE, & CITIZENSHIP Master									
Goal	**Policy #**	**Policy**	**Related Elements**	**Implementation Examples**	**Future Projects**	**Ongoing**	**Near Term (1-2 years)**	**Mid Term (3-5years)**	**Long Term (5+ years)**
LGC 6 RESPONSIVE CITY GOVERNMENT Increase public confidence in the city's responsiveness to the pursuit of community values through the day-to-day administration of land use and development codes.	LGC 6.1	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.							

Volume V, Appendix H

Neighborhood Planning

City of Spokane Resolutions

City of Spokane Comprehensive Plan

The following two Resolutions, approved by the City Council of Spokane, concern the process by which the City conducts initial neighborhood planning. For policies regarding neighborhood planning, see Chapter 11 of the Comprehensive Plan. Neighborhood Plans completed by the City to date have been included in Volume IV of the Comprehensive Plan as well.

RESOLUTION NO. 2008-0100

A resolution accepting the Community Assembly's neighborhood planning action committee's recommendation for an abbreviated neighborhood planning process and neighborhood guidelines for use of planning funds provided by the City Council

WHEREAS, the Washington State Legislature passed the Growth Management Act (GMA) in 1990 requiring, among other things, the development of a Comprehensive Plan for the City of Spokane; and

WHEREAS, the City of Spokane City Council adopted the Spokane Comprehensive Plan on May 21, 2001 that included policies calling for neighborhood planning; and

WHEREAS, the City of Spokane City Council in April 2003 adopted by resolution the Neighborhood Planning Guidebook that outlined a process for neighborhood planning; and

WHEREAS, the Priorities of Government process of 2003 and 2004 eliminated the neighborhood planning section of the Planning Services Department, leaving only a few staff in the long range planning section to finish up center and corridor land use and zoning designations that were in process; and

WHEREAS, the City of Spokane City Council in the fall of 2007 (ordinance # C-34090) set aside $550,000 to be used for neighborhood planning with the restriction that the money could not be used for to pay for building neighborhood projects; and;

WHEREAS, in September 2007, the Community Assembly created the Neighborhood Planning Action Committee (CAR 2007-004) to develop the process of implementing and distributing the neighborhood planning funds provided by the City Council; and

WHEREAS, on June 1, 2007 the Community Assembly passed a resolution (CAR 2007-002) and as amended (CAR 2007-007) that described equitable access to neighborhood planning for all twenty seven (27) neighborhoods; and

WHEREAS, City Council members hosted meetings in their respective districts and identified the order in which neighborhoods will participate in neighborhood planning; and

WHEREAS, the Community Assembly Neighborhood Planning Action Committee developed the Neighborhood Planning Guidelines Draft 2.1 to assist the City of Spokane and the neighborhoods in administering the $550,000 that has been provided for neighborhood planning; and

As Amended by Council
10-27-08

WHEREAS, the Community Assembly Neighborhood Planning Action Committee developed the Abbreviated Neighborhood Planning Process to guide neighborhoods through a process that allows the most efficient use of the neighborhood planning funds; and

WHEREAS, the Abbreviated Neighborhood Planning Process calls for the creation of the Neighborhood Action Committee that will have the responsibility to receive the results of each neighborhoods planning activity and determine resolution of identified issues, recommended regulation, or policy additions; -- Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL FOR THE CITY OF SPOKANE that it hereby accepts the work of the Community Assembly Neighborhood Planning Action Committee identified in the Neighborhood Planning Guidebook, Abbreviated Neighborhood Planning Process and the Neighborhood Planning Guidelines Draft 2.1.

ADOPTED by the City Council this 27th day of October, 2008.

City Clerk

Approved as to form:

Assistant City Attorney

ABBREVIATED NEIGHBORHOOD PLANNING PROCESS

WHITE PAPER FOR
COMMUNITY ASSEMBLY CONSIDERATION

May 9, 2008

Overview

The Abbreviated neighborhood Planning Process has been developed to allow neighborhoods to maximize the amount the $550,000 that has been allocated by the City Council in 2007. Once the Neighborhoods have determined the priority of planning per council district, the abbreviated neighborhood planning process can begin. It is recognized that not enough resources have been allocated to conduct full neighborhood planning as described in the Neighborhood Planning Guidebook, therefore the Community Assembly Neighborhood Planning Action Committee working with Planning Services and Office of Neighborhood Services has developed this abbreviated process that can be funded by the Council's allocation. Some neighborhoods have additional funding or have previously completed neighborhood planning activities that may allow them to complete a full "Guidebook" neighborhood planning process. The abbreviated process is as follows:

1. Establish Stakeholder Team
2. Identify Issues
3. Identify Solutions
4. Report to Neighborhood Action Committee (NAC)
5. Track Results

1. Establish Stakeholder Team:

Your neighborhood must form a stakeholder team to represent the neighborhood in the planning process. Neighborhood representation must be as broad and diverse as possible. Several factors, taken together, define inclusiveness: numbers, diversity across incomes, occupations, location, interest, race and ethnicity. Optimally, team membership should be limited to 15-20 people. Neighborhoods may be authorized to use their allocated funding for public outreach and stakeholder team recruiting. It is understood that neighborhoods will put forth a good faith effort to build their stakeholder team and still may not fill each suggested representative slot. It will be up to the neighborhood to determine if they have adequate representation. If a lack of representation is brought up during the adoption process or Neighborhood Action Committee process it may compromise the neighborhood's final product.

Since stakeholder teams will be reflective of area demographics, each stakeholder team will be unique. To achieve diversity, neighborhoods should consider representatives from the following groups:

a. Residents—Owners and Tenants
b. Business Owners and Organizations
c. Employees of Local Businesses
d. Schools and Students

e. Major Institutions
f. Land Owners
g. Developers
h. Community Organizations
i. Religious Institutions
j. Financial Institutions
k. Government Representatives—Transit, City, County, Regional

Neighborhood Stakeholder Manager
Each neighborhood stakeholder team elects a manager. This position should be filled by one or more neighborhood representatives who are knowledgeable in working with the city or have other leadership/management experience. The responsibilities of the position will require a significant amount of the manager's time. The manager's duties include:

a. Stakeholder Team Chair
b. Liaison to City Staff
c. Planning process oversight
d. Deadline management

2. Identify Issues:

Issue identification is a major step in your planning process. The issue identification will help your neighborhood identify issues that are not already addressed in the Comprehensive Plan – remaining neighborhood issues that you determine must be addressed through further planning at the neighborhood level or in some cases a recommended Comprehensive Plan amendment.

The issues your neighborhood identifies should include the issues that face all the residents of your neighborhood. Therefore, your stakeholder team should invite as many neighborhood residents as possible, representing the various socio-economic groups that comprise your neighborhood. Neighborhoods may choose to use focus group meetings to discuss topic specific issues.

Consider the following as you plan who will attend your meeting:

a. Cultural diversity
b. Racial diversity
c. Economic diversity
d. Employment, career, job diversity
e. Age diversity
f. Business owners and organizations
g. Employees of local businesses
h. Landowners
i. Developers
j. Major institutions
k. Financial institutions
l. Neighborhood Council/Steering Committee representatives

m. Agency and organization representatives
n. School representatives, including students
o. Residents – owners and tenants

Prior to your issue identification, it will be helpful to walk your neighborhood while thinking about your neighborhood issues. It will also help to study the Comprehensive Plan to become familiar with its contents. Preparing in advance for your issue identification will reduce the risk of your neighborhood overlooking an important neighborhood issue.

Issue Identification will be a brainstorming exercise for you to identify as many issues as possible, be they major or minor. The issues and needs you identify in your process will generally fall into six categories:

a. **Physical –** neighborhood appearance, infrastructure, land uses, traffic, housing and other facilities characterizing the built environment.
b. **Social –** health and welfare of residents, special needs such as day care for young children, youth or senior services
c. **Economic** – job opportunities, commercial vitality, and access to resources
d. **Communications –** flow of information between neighbors, businesses, organizations, agencies and government.
e. **Environmental** – quality of the environment (air, water, noise, wildlife, critical areas etc.) and quality of life
f. **Political –** political forces at work within your neighborhood, community, or city that may affect your neighborhood

After you have identified your issues, they should be sorted into the following:

a. Specific neighborhood issues not addressed by Comprehensive Plan policy
b. Issues that can be resolved through an action not addressed in the Comprehensive Plan
c. Issues that identify Comprehensive Plan goals and policies that may need to be amended
d. Issues that relate to the operation of City services
e. Issues that are addressed in the Comprehensive Plan

Sorting your issues will help you to determine short and long term issues that can be tackled within a targeted span of time.

It may also be helpful to prioritize your issues as well. Having a top-1- issue list will be helpful when presenting to the Neighborhood Action Committee.

3. Identify Solutions:

What are the solutions to your neighborhood issues? Your stakeholder team will develop solutions to the issues you identified in your issue identification. This step will more than likely take more than one meeting, probably several. You might want to consider using the following steps to develop solutions to your issues:

a. Brainstorm solutions.
Your stakeholder team should appoint a recorder who quickly writes down ideas for solutions. During your brainstorming exercise, the recorder will write down every suggested idea, whether it seems viable or not at first glance. The goal is to write down as many ideas as possible. Use butcher paper, newsprint, or black or white board, so that all members of the team can refer back to the ideas that have already been suggested. Go through each category of issues (land use, transportation, etc) and write down all suggested ideas for solutions to each issue.

b. Discuss each solution, issue by issue.
Your stakeholder team should discuss each solution and screen each based on the following:

i. Is the solution (and corresponding issue) already adequately addressed in the Comprehensive Plan goals and policies? (If so, you do not need to repeat it in your plan. You may state in your plan, under the appropriate element, that the Comprehensive Plan adequately addresses your issue and solutions, with no further discussion.)

ii. Is the solution consistent with the Comprehensive Plan goals and policies?

iii. Will the solution require a Comprehensive Plan Amendment?

iv. Will your solution help implement the Comprehensive Plan goals and policies?

v. Is the solution a short-term fix that will do more harm than good in the long run, or is it a viable, long-term solution that meets your neighborhood expectations for higher standards regarding quality of life?

vi. What would the impacts (positive and negative) be to your neighborhood if you implemented this solution?

vii. What would the impacts (positive and negative) be to surrounding neighborhoods and to the city as a whole? This question may require some coordination with surrounding neighborhoods.

viii. Would the solution impact (positively or negatively) the economic stability of the neighborhood?

ix. What are the impacts (positive and negative) to the environment – noise, traffic, water, air, aesthetics, animal habitat, housing, and other elements of the environment?

c. Group similar solutions that address the same issue, if possible.
During your discussions of the issues and solutions, you may find that there are solutions to an issue that are similar in nature that can be grouped together as a solution. For example:

The issue: "Our neighborhood streets are not pedestrian-friendly." (Sidewalks are cracked, it's dangerous to walk at night, there are no trees for shade in the summer, it's difficult to cross the street with so much traffic speeding by, and there's no place for neighborhood residents to sit and rest.)

Several solutions have been suggested to address the issue:
"Build new sidewalks," "Install new lighting," "Add street trees and landscaping," "Put in crosswalks," and "Install sidewalk benches."

The solutions above all address the same issue and can be grouped together as one solution: "Develop a streetscape plan for the neighborhood that addresses our neighborhood's need for a more pedestrian-friendly environment. The streetscape plan will include new sidewalks, lighting, street trees and landscaping, crosswalks, and benches."

d. **Tally your rankings & reach consensus on the preferred solution.**
The solution with the highest ranking should reflect your group's preference for the preferred solution to each issue. However, you will undoubtedly have ties or very close rankings for some of your ideas for solutions. If so, discuss the merits of each solution further to try to reach consensus on your team's preferred solution. If you cannot reach a consensus on a solution, present your alternative ideas for solutions to the broader neighborhood when you present your draft plan to them so that they can give you input on what they prefer – they can break the tie!

4. Report to the Neighborhood Action Committee (NAC):

Once you have completed identifying solutions to the issues, it is time to present your issue and solution report to the NAC. This committee will consist of city staff and neighborhood representatives and will be held accountable to the Mayor and City Council. The Community Assembly shall report to the Mayor and or City Council if they believe the NAC is not meeting their responsibilities under this process. They will receive reports from the neighborhood stakeholder manager regarding the progress of each individual neighborhood planning process. The committee will use these reports to delegate responsibilities to city staff from all relevant departments to assist and assure progress in the neighborhood planning process. The committee will have a representative from the following departments/organizations:

a. Public Works Department (including Streets, Engineer, and Capital Programs)
b. Office of Neighborhood Services
c. Community Development Board
d. Community Assembly
e. Neighborhood Business Centers (Neighborhood Business Associations)
f. City Council Sub Committee on Neighborhoods
g. Planning Services
h. Contract Manager*

This committee will be chaired by the Office of Neighborhood Services Director.

This committee will bring everybody who is involved with creating and implementing neighborhood planning to one table and allow for the most efficient resolution of identified issues and solutions.

After the initial presentation by the neighborhood, the issue and solution reports will be routed to key departments. Departments will have a responsibility to report back to the NAC within a certain time frame based on criteria developed by the NAC. The departments will report on the feasibility of implementing the issue and solution reports.

The NAC will than meet with the neighborhood to discuss how, when, and if the issue and solution report can be implemented. If a City Department determines that an issue, solution, idea

or portion of a neighborhood plan is not viable; the NAC will facilitate a discussion between the Department and the neighborhood to find a resolution that may work for both groups. If a neighborhood doesn't agree with a NAC determination, they can appeal that decision to the Mayor.

5. Track Results

After neighborhoods present their Issue and Solution reports to the NAC, it is important that implementation of the issue and solution report is tracked. A matrix format will be used to assist in tracking. Updates will be sent to the neighborhood from the NAC every three months and posted on the ONS website. The NAC will also meet with the participating neighborhood every year until the issue and solution report is fully implemented.

The Issue and Solution reports, if kept up to date, can serve as a guiding document for neighborhoods as well as the catalyst for change if appropriately used by the NAC.

* The Contract Manager will be staffed by the Office of Neighborhoods and will be responsible for managing the contract with a planning consultant. The consultant's time can be purchased by neighborhoods on an as needed basis.

COMMUNITY ASSEMBLY

OF THE NEIGHBORHOODS OF THE CITY OF SPOKANE

NEIGHBORHOOD PLANNING ACTION COMMITTEE

This document is intended to represent a set of guidelines for the Neighborhoods and the City Staff of Spokane for Neighborhood Planning, now and in the future, regardless of the source of funding. It does however take into account our Neighborhood Planning budget situation, as such, it may not take into account all eventualities. Should further clarification be required, the Community Assembly Neighborhood Planning Action Committee encourages City Staff and Elected Officials to utilize the Neighborhoods' wishes as the advice and guidance they are intended to be by the City Charter.

All guidelines assume full support of the City of Spokane Planning Services Department.

Neighborhood Planning Guidelines Draft 2.1

1. **Forms of Planning:**
   a. Full Neighborhood Planning Guidebook Process: A Neighborhood may choose to fund a full Guidebook Planning process if they have access to the economic resources.
   b. Abbreviated Planning Process: A Neighborhood may choose to plan as outlined in the Abbreviated Planning Process White Paper
   c. Project Planning: A Neighborhood may choose to plan a smaller scope "project" instead of their entire neighborhood. Such a Project Plan would still require a stakeholder group.
   d. Neighborhood Assessment (NA): The NA is the first step of planning in the Neighborhood Planning Guidebook. It is possible that many neighborhoods will only complete a NA with the funds available. If so, the resulting matrix of planning issues and potential solutions should be addressed by the Neighborhood Action Committee (NAC) similarly to a plan.
   e. Neighborhoods with draft plans: Several neighborhoods have draft plans. Should they choose, those neighborhoods should employ a planner to review their draft plan and recommend steps to proceed with or revise the draft. Similarly, such neighborhoods would be encouraged to re-evaluate their stakeholders group to make sure it is diverse and inclusive. See the Stakeholders section below.
   f. City Staff Planner vs. Independent Consultant: Neighborhoods will be allowed to choose between a contract City Planner or a qualified private sector planner. Planning Services and Office of Neighborhood Services should develop a system for determining qualification of private sector planning, allowing for a wide range of qualifications and multiple planners. Many Neighborhoods have professional Planners as residents and will likely be able to maximize their funding with in-kind donations from said Planners.
   g. *Reference*: Please refer to WHITE PAPER: Response to Spokane Community Assembly Concerns on Neighborhood Planning drafted by City Staff and ratified by the Community Assembly, outlining the creation of the Neighborhood Action Committee and various other policies AND Abbreviated Neighborhood Planning Process: White Paper for Community Assembly Consideration drafted by City Staff and ratified by the Community Assembly, outlining the Abbreviated Planning Process, sometimes referred to as "Planning Lite." Both of these documents are considered to be agreed upon by both City Staff and the Neighborhoods and should be followed.

2. **Stakeholders:**
   a. Definition: The Neighborhood Planning Guidebook and the Abbreviated Neighborhood Planning Process White Paper define requirements and recommendations for Stakeholder groups.
   b. Evaluation: Depending on which form of planning a Neighborhood uses, their Stakeholder team will be evaluated by those evaluating the end product (i.e. NAC, City Council, Project Manager, etc.). Planning Services will not be approving or disapproving stakeholder groups.
      i. Due Diligence: Neighborhoods should document their stakeholder group building efforts, especially their due diligence given to involving any demographics that do not come forward to join as stakeholders. Such documentation will serve to defend the composition of their stakeholder group.

ii. Cooperation: Planning Services and the City Council are good resources to turn to when a Neighborhood has difficulty building a comprehensive stakeholder group.

c. Funds: Neighborhood Planning funds (see Funding and Budgeting section below) may be used for neighborhood outreach and stakeholder team building.

3. Order of Planning:

a. Prime Directive: The Neighborhoods have all agreed that the Neighborhoods and City Staff should keep equitable access to planning their prime directive. All Neighborhoods should get the same opportunities and resources for Neighborhood Planning.

b. Cooperation: It is important that no Neighborhood plans in a bubble. Each will have some degree of cooperation with surrounding neighborhoods. No restrictions shall be put on the amount of cooperation, though they will have to work out with Planning Services how the funding will be coordinated.

c. Awareness: It will be important for Planning Services and the Neighborhoods to be aware of complementary planning efforts outside of the neighborhood planning process, i.e. Bicycle Master Plan, Sustainability, Walkability, etc. Such efforts should not be duplicated and Neighborhoods with the assistance of Planning Services should work to connect the stakeholders of complementary groups to synergize their efforts. Similarly, the NAC should serve as an advisory body to City Council and Staff on issues of accountability of those outside planning efforts, i.e. whether they are working with the Neighborhoods and getting a true comprehensive stakeholder team to plan.

d. Capacity: It will be essential for Planning Services to estimate what their available resources for Planning activities will be, both for contract City Staff and for independent consultants that will require some interaction with Planning Services. Planning Services should speak to the Neighborhoods to establish the need for resources.

e. Districts: An equal number of Neighborhoods from each district should plan at the same time (as much as is practical). Neighborhoods within each district should decide within themselves an equitable order of planning, taking into account the available resources of Planning Services and potential for multiple Neighborhoods teaming up to plan.

i. District Organizations: While it will likely be necessary for Neighborhoods within each district to meet, to work out order of planning, it is not necessary for them to form any formal organizations, nor are they required to meet regularly. However, they may choose to do so.

ii. Fast Tracking: It is recognized that some Neighborhoods are closer to being ready to plan than others. Planning Services should accommodate both new and experienced stakeholder groups concurrently. Neighborhoods within each District may collectively accommodate those Neighborhoods who are ready to plan, while others start their pre-planning.

4. Resources:

a. Education: Neighborhoods new to Neighborhood Planning will require education on the process, both generally and within the current situation. Planning Services should provide: planning workshops, TV/DVD resources to be checked out, academic resources, available online and in-print guides, websites of planning resources and organizations etc. in order to give Neighborhoods the practical application context of how Planning will happen and advice on how it has been done elsewhere.

b. Pre-Planning Support: In order to engage in the Neighborhood Planning process many Neighborhoods will require support from Planning Services prior to deciding which way to plan (as described above) or building stakeholder groups.

i. Leadership: Guidance and leadership from Planning Services and City Hall will be required to get some Neighborhoods comfortable with the process and their options. City Staff should be familiar with this and other Neighborhood Planning documents and be able to answer questions about Neighborhood Planning.

ii. Examples/Boilerplates: Examples or Boilerplates are needed from Planning Services for the Neighborhoods, including: budgets (estimates of hourly rates and how far $20,000 can go), timelines, scope of work, plan of action, and samples of satisfactory Neighborhood Plans.

c. Neighborhood Assessments: There are many resources now available online for completing the Neighborhood Assessment, like the EWU Community Indicators project, that Planning Services should make sure are available to the Neighborhoods.

d. City Staff Education: It will be necessary to educate City Staff, inside and outside Planning Services and the Office of Neighborhood Services about this Neighborhood Planning process. One of the most damaging things to a Neighborhoods' efforts is mis-information from City Hall. It is important that all Neighborhoods receive the same information when speaking with City Staff.

e. Additional Funding: Many Neighborhoods, especially those that do not receive Community Development Block Grant funds would benefit greatly from additional funds. Such funds are often available through grants. The Planning Services Department should create a list/database of available Neighborhood Planning grants.

i. Grant Writer: The Neighborhoods would be well served by a grant writer, for Neighborhood Planning, and other neighborhood efforts that require funding outside the traditional readily available sources.

5. Funding and Budgeting:

a. Stakeholder Treasurer: A Neighborhood should have a Treasurer for their Neighborhood Planning funds. This person could double as the Stakeholder Committee Chair. The Treasurer should administer the funds, tracking expenditures and working with Planning Services for account balances or any other financial issues. The Treasurer should request fund expenditures and track the Neighborhood's budget.

b. Budgeting: Neighborhoods are encouraged to establish a written budget prior to embarking on Neighborhood Planning. Planning Services should provide the support and data necessary for the Neighborhood to establish a budget.

c. Neighborhood Accounts: Neighborhood Planning funds, allocated to Planning Services for Neighborhood Planning should be placed into individual Neighborhood accounts, similar to how the Office of Neighborhood Services administers clean-up funds. Those funds should be re-distributed, transferred and/or expended at the Neighborhoods request.

i. Neighborhood Control: Any funds distributed from a Neighborhood's planning funds should be at the sole discretion of that Neighborhood as approved by their Neighborhood Council and/or appointed Stakeholder group.

d. Budget Approval: The neighborhood's planner should help the neighborhood develop a workable budget. The planner and the neighborhood need to be "on the same page" about the budget and have the same goal for how far their Planning funds will take them. They should also work together to maximize their planning dollars.

e. Expenditure Approval: Office of Neighborhood Services, as administrators of the private planners and Planning Services as administrators of the contract planners need to establish policy (with input from the neighborhood) and provide that policy to the neighborhoods on how the expense of funds for planners will work. Neighborhoods will need to know how to hire consultants.

6. Outcome:

a. Product Review: Depending on the type of Planning a Neighborhood chooses, a different product will be the result. Reviewers should take into account impact on surrounding Neighborhoods.

i. Planning Guidebook: See Planning Guidebook. Land-use and Comprehensive Plan changes go through Planning Services, the Plan Commission and finally the City Council. The Neighborhood Action Committee (NAC) can be used to judge the validity of the plan and the likelihood it would pass.
ii. Abbreviated Planning Process: Varies from case to case, but likely the NAC would be the primary reviewer.
iii. Neighborhood Assessment (NA): An NA results in a matrix of problems and potential solutions. A Neighborhood would work with the NAC to realize the solutions.
iv. Project Plan: The individual Project Manager from City Staff would review the resulting plan. If there is no project manager, the NAC will review, along with any other appropriate City departments.

b. Review to Implementation: The NAC will work with City Staff and elected officials to implement the portions of a Neighborhood Plan that apply to those individual departments. The Neighborhood is encouraged to review their plan periodically and keep working with the NAC and their elected officials to accomplish their goals.
c. Steps of the NAC: Once finished with their Neighborhood Plan, a Neighborhood and their Planner should work with Planning Services to schedule a NAC review. After the NAC review, NAC should work with the Neighborhood and the City departments on prioritizing and implementing the planning recommendations.
d. Accountability: The Neighborhood Action Committee will be composed of City Staff who are accountable to the Mayor and Neighborhood volunteers accountable to the Community Assembly and their individual neighborhoods. As such, without a formal accountability agreement, it will be essential for the Mayor to direct City Staff to implement Neighborhood Plans. The Community Assembly and the Neighborhood should be vigilant and report to the Mayor if such political will does not appear genuine in practice.

Drafted by the Community Assembly – Neighborhood Planning Action Committee, submitted for Community Assembly Approval, 11 July 2008.

Approved by the Community Assembly of the Neighborhoods of the City of Spokane, 1 August 2008 (*estimated*)

RESOLUTION NO. 2011-0100

A RESOLUTION accepting the Community Assembly Neighborhood Planning Action Committee's (CA-NPAC) recommendations for improvements to the neighborhood planning process.

WHEREAS, the Washington State Legislature passed the Growth Management Act (GMA) in 1990 requiring, among other things, the development of a Comprehensive Plan for the City of Spokane; and

WHEREAS, the City of Spokane City Council adopted the Spokane Comprehensive Plan on May 21, 2001 that included policies calling for neighborhood planning: and

WHEREAS, the City of Spokane City Council in the fall of 2007 (ordinance #C-34090) set aside $550,000 to be used for neighborhood planning with the restriction that the money could not be used to pay for building neighborhood projects; and

WHEREAS, in September 2007, the Community Assembly created the Neighborhood Planning Action Committee (CAR 2007-004) to develop the process of implementing distribution of neighborhood planning funds provided by the City Council; and

WHEREAS, on June 1, 2007 the Community Assembly passed a resolution (CAR 2007-002) and as amended (CAR 2007-007) that described equitable access to neighborhood planning for all twenty six neighborhoods (the 27th neighborhood, Riverside, opted out of the process); and

WHEREAS, City Council members hosted meetings in their respective districts and identified the order in which neighborhoods will participate in neighborhood planning; and

WHEREAS, the Community Assembly Neighborhood Planning Action Committee developed the Neighborhood Planning Guidelines Draft 2.1 to assist the City of Spokane and the neighborhoods in administering the $550,000 that has been provided for neighborhood planning; and

WHEREAS, the Community Assembly Neighborhood Planning Action Committee developed the Abbreviated Neighborhood Planning Process to guide neighborhoods through a process that fosters the most efficient use of the neighborhood planning funds; and

WHEREAS, on October 27, 2008, the City Council adopted Resolution 08-100, accepting the work of the Community Assembly Neighborhood Planning Action Committee as identified in the Neighborhood Planning Guidelines 2.1 and the Neighborhood Planning Guidebook Abbreviated Neighborhood Planning Process; and

WHEREAS, Planning Services Department staff and neighborhood representatives recognized a need to improve the neighborhood planning program in order to make it more effective and responsive to both City and neighborhood needs; and

WHEREAS, a committee was formed consisting of Planning Services Department staff, members of City Council, Office of Neighborhood Services staff, and Community Assembly Neighborhood Planning Action Committee members to discuss improvements to the neighborhood planning process; and

WHEREAS, the committee drafted the *Neighborhood Planning Proposed Process Improvements*; and

WHEREAS, on September 9, 2011 the Community Assembly passed a resolution approving the *Neighborhood Planning Proposed Process Improvements;* and

THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL FOR THE CITY OF SPOKANE that it hereby accepts the *Neighborhood Planning Proposed Process Improvements*.

PASSED by the City Council of the City of Spokane this 19th day of December, 2011.

City Clerk

Approved as to Form:

Assistant City Attorney

CITY OF SPOKANE WASHINGTON

City of Spokane

NEIGHBORHOOD PLANNING PROPOSED PROCESS IMPROVEMENTS

Introduction

It is estimated that the first six neighborhoods should be nearing completion on or before the end of 2011. It is anticipated that the second phase of neighborhoods will begin planning thereafter. As a result of lessons learned from this first phase, it is agreed that some refinements would improve the neighborhood planning process. The goal of these revisions is to offer the neighborhoods more certainty about the process and outcomes and to improve the timelines so all neighborhoods have the opportunity to engage in the process in a timelier manner. This is not intended to describe what topics the neighborhood decides to undertake.

This document was originally an outline of a White Paper created by Planning Services. It has since been reviewed and clarified by the Community Assembly-Neighborhood Planning Action Committee.

Process Improvements

The following process improvements are summarized from the DRAFT Neighborhood Planning White Paper, dated October 2010. *Please see DRAFT Neighborhood Planning White Paper** for further background on the following expectations:*

1. Every neighborhood must complete the Abbreviated Planning Process (per Spokane City Council Resolution RES 2008-0100 documents: May 9th 2008 White Paper & "Planning Lite" Draft 2.1 dated 8/1/2008) and that should occur at the beginning of the process to help inform the next steps. Neighborhoods who have previously completed planning efforts shall review the results of those efforts with planning staff prior to proceeding with further planning.
2. Neighborhoods must sign a Memorandum of Understanding (MOU) with the City prior to beginning the planning process.
3. Neighborhoods must work with planning staff to focus on:
    - — Achievable goals within the parameters of funding, resources, and timeline. By focusing on an achievable goal, neighborhoods may have the opportunity to benefit from implementation in the future.
    - — The planning process, land use, comprehensive plan, city operations and rules;
    - — Defining the process and establishing a scope, budget, and product.
    - — Working on a timeline and a budget.
4. Select a consultant or other approved university help early in the process so they may assist in defining goals, timeline, and budget. A list of consultants and local university planners is available to assist neighborhoods. Consultants must work with City staff.
5. Neighborhoods must complete their planning process within two years of signing the Memorandum of Understanding with Planning Services. A MOU must be signed within the first month of beginning the neighborhood planning process.

6. Neighborhoods are strongly encouraged to wait to start the neighborhood planning process until it is their turn to begin planning and before they have staff assistance. Moving forward without assistance can lead to unintended consequences, such as:
   - Neighborhoods may focus on issues that are not easily solved within the parameters of the neighborhood planning process;
   - Working over budget;
   - Working without a timeline;
   - Stakeholder burnout early in the process; long-term damage to neighborhood community building.
7. The order in which neighborhoods plan may be reexamined, by discussion and agreements of the neighborhoods in a district.
8. Adjacent neighborhoods are encouraged to combine financial resources and plan together if they have similar characteristics and goals.
9. Neighborhoods must assign a representative to attend the meetings of the Community Assembly Land Use Subcommittee while planning, and make quarterly reports to this group of peers.

Outcomes

Expected final product from neighborhood planning process:

1. Completion of Abbreviated Planning Process, which includes meeting with the Neighborhood Action Committee at appropriate times coordinated with Planning Staff, followed by:
   a. Neighborhood Action Plan:
      i. Neighborhood wide action plan; or
      ii. Specific type of plan such as connectivity or park plan.
   b. Project Planning - engineering or design work (construction is not permitted with these funds):
      i. Some projects may need assistance from staff. For example, the Ben Burr Trailheads project required SEPA work by Planning Services and construction assistance by the Parks Department.
      ii. Other projects may direct funds to Engineering or Business and Development Services for existing projects which create no extra work load for city staff. (Examples: North Indian Trail engineering work and GHNEPA funding of NE Development).
2. Neighborhoods will need to continue to advocate for implementation of projects after process and/or plan is completed.

*** DRAFT Neighborhood Planning White Paper: http://www.spokaneplanning.org/neighborhood.html*

Steps for Approval and Implementation of Neighborhood Plans

Planning Services Department

Planning Services proposes to refine the neighborhood planning process to offer each neighborhood a clear path for their neighborhood planning documents. Planning proposes a two step, three-track system for neighborhoods to use as they plan. Each track has a different result for the neighborhood planning document and each track has responsibilities. Additionally, a new **Appendix Four: Neighborhoods** is proposed as the instrument within which eligible neighborhood plans are maintained.

STEP 1 – IDENTIFICATION OF ISSUES AND SOLUTIONS

A. Follow the Abbreviated Planning Process (as outlined in detail in the White Paper for Community Assembly Consideration, May 9, 2008):

   1. Establish Stakeholder Team
   2. Identify Issues
   3. Identify Solutions
   4. Report to Neighborhood Action Committee (NAC)
   5. Track Results

B. Completion of a background report to highlight existing conditions, such as population, income, education, etc, to assist in determining the need for further planning.

C. Select planning focus

   Planning Services staff will assist the stakeholder in the selection of a feasible planning topic and track.

STEP 2

Track 1: Project Plan

In this track, a neighborhood may decide to plan for a specific project that supports the goals and objectives of the Comprehensive Plan and the neighborhood.

The following steps must be completed to be recognized (not all inclusive)

A. Review and approval by the Neighborhood Council

B. Add Disclaimer to Maps: *"The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship property lines, section lines, roads, etc."*

C. Submit the Following Items in a Single Package:

   1. The Project Plan
   2. State Environmental Policy Act (SEPA) Checklist (if needed)

3. Letter of submission of your project plan
4. Relationship of your project plan to, and consistency with, the Comprehensive Plan.
5. Project implementation summary (what are the proposed steps to implement the plan)

D. Plan Commission Informational Session

The City of Spokane Plan Commission may hold at least one session on your project plan. The purpose of a session is to allow the Plan Commission to learn about and discuss your project plan. More than one information session may be necessary if the Plan Commission needs more time for review. Your stakeholder team will appoint a member who will be responsible for presenting the neighborhood plan and the approval package to the Plan Commission.

E. City Council Briefing (if needed)

Planning Services staff may brief City Council on the progress or completion of the project plan. The purpose of the briefing is to allow the City Council to learn about and discuss your project plan. This may include a visual presentation including any graphics generated through the process.

Track 2: Visioning Plan

The visioning plan is completed using non-analytical and far less difficult processes than a Comprehensive Plan Amendment (see track 3). Neighborhoods will use this approach as a vision statement for the neighborhood and its future. This deliverable would likely be a stand-alone document with a wide range of topics or elements. Recommendations may include specific requests for future land use revisions or other amendments to the Comprehensive Plan. Once adopted by resolution, the plan is placed in Appendix Four for future reference.

The following steps must be completed to be recognized by resolution (not all inclusive):

A. Review and approval by the Neighborhood Council

B. Public participation process (beyond stakeholder group and neighborhood council)

1. Notice to private property owners within the neighborhood and Joint Planning Area (if needed)
2. Neighborhood newsletter or newspaper insert
3. Neighborhood web site
4. Open house

B. Coordinate with applicable Spokane County Departments (if needed)

C. Presentations (if needed):

1. Surrounding Neighborhood Councils
2. Bicycle Advisory Board
3. Community Assembly
4. Parks Board

5. Other

D. Add Disclaimer to Maps: *"The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship property lines, section lines, roads, etc."*

E. Submit the Following Items in a Single Package:

1. The Plan
2. State Environmental Policy Act (SEPA) Checklist
3. Letter of submission of your plan
4. Relationship of your plan to, and consistency with, the Comprehensive Plan.
5. Summary of your plan's goals, policies, and projects and potential changes to the Comprehensive Plan, park plan, and other city codes.
6. Proposed project priority list (if needed).
7. Prioritized implementation list of projects
8. Documentation of public participation in the planning process, such as meeting minutes, meeting agendas, worksheets, etc.

F. Review by City Departments for consistency with the Comprehensive Plan and Municipal Code

G. Work with Planning Services staff to draft resolution

H. Plan Commission Informational Session

The City of Spokane Plan Commission may hold at least one session on your visioning plan. The purpose of a session is to allow the Plan Commission to learn about and discuss your plan. More than one information session may be necessary if the Plan Commission needs more time for review. Your stakeholder team will appoint a member who will be responsible for presenting the neighborhoods plan to the Plan Commission.

I. City Council Study Session

The City of Spokane City Council may hold at least one study session on your plan. The purpose of the study session is to allow the City Council to learn about and discuss your plan. At the study session, Planning Services staff and/or a member of your stakeholder team will present the plan to the City Council. This will include a visual presentation including any graphics generated through the process. Planning Services staff will assist your stakeholder team in putting together the presentation.

F. City Council Briefing

Planning Services staff may brief City Council on the progress or completion of the project plan. The purpose of the briefing is to allow the City Council to learn about and discuss your project plan. This may include a visual presentation including any graphics generated through the process.

J. City Council Recognition

The public meeting may be scheduled after the City Council has had enough time to review and learn about your plan. The public meeting will be held in City Hall during the regular City Council legislative session. Your stakeholder team should attend the meeting. Planning Services staff and/or a member of your stakeholder team will make a short presentation to the City Council and the

audience. This is only to give a basic understanding of the plan and cover the main concepts. After the presentation, the City Council will ask for those in the audience who wish to speak. Following the public comment period, the City Council will vote on the resolution.

K. Implementation

After a plan has been recognized by the City of Spokane, it is the responsibility of the neighborhood to remain involved and continue to work on obtaining additional funding to reach project implementation. Each action item listed in a plan will likely require separate and specific implementation. The following steps may be needed to implement the plan:

1. Identify potential partners and/or end users for the various projects
2. Property and right-off-way purchasing plan
3. Seek funding for engineering and design
4. Seek funding to conduct conceptual study
5. Seek construction/implementation funding
6. Potential inclusion of projects in City of Spokane Operating and Capital Budgets
7. Construct project

Track 3: Neighborhood Plan Adopted by Ordinance

In this track, the neighborhood plan is undertaken with the same diligence as any other amendment to the Plan. This will likely be the most expensive and complex track, including the use of technical experts. Once adopted, the changes are incorporated in the Comprehensive Plan and a copy of the neighborhood plan amendment is placed in Appendix Four.

The following steps must be completed (not all inclusive):

A. Review and Approval by Neighborhood Council

B. Public Participation Process (beyond Stakeholder Group and Neighborhood Council)

1. Notice to all private property owners within the neighborhood and Joint Planning Area
2. Neighborhood newsletter or newspaper insert
3. Neighborhood web site
4. Open House(s)

C. Coordinate with applicable Spokane County Departments (if needed)

D. Presentations (if needed):

1. Adjacent Neighborhoods
2. Bicycle Advisory Board
3. Community Assembly
4. Parks Board
5. Design Review Board

6. Other

E. Meetings with property owners directly affected by the plan

F. Traffic Impact Analysis

G. Engineering Concept Report

H. Land Use Analysis

I. Population Projections and Analysis

J. Financial plan for securing sufficient revenues to cover the costs of implementing projects

K. Add Disclaimer to Maps: *"The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship property lines, section lines, roads, etc."*

L. Submit the Following Items in a Single Package:

1. Comprehensive Plan Amendment Application and Supplemental Materials
2. The Neighborhood Plan/Action Plan
3. State Environmental Policy Act (SEPA) Checklist
4. Letter of submission of your plan
5. Relationship of your neighborhood plan to, and consistency with, the Comprehensive Plan. Relevant sections of the Comprehensive Plan
6. Summary of your plan's goals, policies, and projects and proposed changes to the Comprehensive Plan, park plan, and other city codes
7. Project implementation summary
8. Proposed project priority list (if needed)
9. Map showing parcel(s) subject to the plan amendment
10. Documentation of public participation in the planning process (such as meeting minutes, meeting agendas, worksheets, etc.)

M. Review by City Departments consistency with the Comprehensive Plan and Municipal Code

N. Plan Commission Workshop(s)

The City of Spokane Plan Commission will hold at least one workshop on your plan. The purpose of a workshop is to allow the Plan Commission to learn about and discuss your plan. More than one workshop may be necessary if the Plan Commission needs more time for review. The Plan Commission and City Council may both be present at an initial workshop. Your stakeholder team will appoint a member who will be responsible for presenting the neighborhood plan and the adoption package to the Plan Commission.

O. Plan Commission Hearing

The public hearing will be scheduled after the Plan Commission has had adequate time to review the draft neighborhood plan. This is a legislative hearing. Your entire stakeholder team should attend the hearing to hear public testimony on the draft plan. Planning Services staff and/or a member of your stakeholder team will make a brief presentation to the Plan Commission and the

audience at the opening of the hearing. Following the presentation, the Plan Commission will ask for those in the audience who wish to testify.

Depending on the material being considered, a hearing may be continued to a future date or the Plan Commission may decide to keep the comment period open to allow further testimony and submittals. This will be announced at the hearing. If the comment period is extended at the hearing, the Plan Commission will also state the date, time, and place that comments need to be delivered. A hearing for a legislative consideration may take place over several dates, especially for complicated or controversial issues.

P. City Council Study Session

The City of Spokane City Council will hold at least one study session on your plan. The purpose of the study session is to allow the City Council to learn about and discuss your plan. At the study session, Planning Services staff and/or a member of your stakeholder team will present the neighborhood plan and the adoption package to the City Council. This will include a visual presentation including any graphics generated through the process. Several team members may want to be present at this study session to answer council member's questions. Planning Services staff will assist your stakeholder team in putting together the presentation.

Q. City Council Hearing

The public hearing will be scheduled after the City Council has had enough time to review and learn about your plan. The hearing will be held in City Hall during the regular City Council meeting. This is a legislative hearing. Your stakeholder team should attend the hearing. Planning Services staff and/or a member of your stakeholder team will make a short presentation to the City Council and the audience at the opening of the hearing. This is only to give a basic understanding of the plan and cover the main concepts. After the presentation, the City Council will ask for those in the audience who wish to speak.

R. Adopt by Ordinance