

Spokane County Comprehensive Plan



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Spokane County
Comprehensive Plan



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Spokane County Comprehensive Plan

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AMENDMENTS TO THE SPOKANE COUNTY COMPREHENSIVE PLAN

Note: Specific Amendment files can be reviewed at the Spokane County Department of Building and Planning.

<u>Adoption Date</u>	<u>Subject</u>	<u>Resolution #</u>
November 05, 2001	<i>MAP and text: Original Adoption</i>	0-1059
November 05, 2001	<i>Urban Growth Areas for the City Of Spokane and Joint Planning Areas</i>	1-1060
March 18, 2003	<i>Remand per GHB 1-01-0018</i>	3-0270
March 25, 2003	<i>2002 Annual Amendments</i>	3-0301
July 13, 2004	<i>2003 Annual Amendments</i>	4-0587
August 17, 2004	<i>2003 Annual Amendments</i>	4-0729
April 25, 2005	<i>2004 Annual Amendments</i>	5-0365
September 13, 2005	<i>Morgan Acres Subarea Plan</i>	5-0835
January 23, 2007	<i>Reversal 03 Map Amendments</i>	7-0077
March 13, 2007	<i>2006 Comp Plan Update (text)</i>	7-0208
April 10, 2007	<i>2005 Map Amendments</i>	7-0294
December 21, 2007	<i>2007 Map Amendments</i>	7-1096
<i>February 26, 2008</i>	<i>Geiger Spur - Emergency Amendment</i>	<i>08-169</i>
<i>April 29, 2008</i>	<i>Regional Trails Plan</i>	<i>8-0396</i>
<i>December 16, 2008</i>	<i>2008 Map Amendments</i>	<i>8-1104</i>
<i>December 16, 2008</i>	<i>2008 Small Town UGAs</i>	<i>8-1105</i>
<i>December 31, 2009</i>	<i>2009 Map and Text Amendments</i>	<i>9-1148</i>
<i>December 21, 2010</i>	<i>2010 Map and Text Amendments</i>	<i>10-1105</i>
<i>December 23, 2011</i>	<i>2011 Map, Text and UGA Amendments</i>	<i>11-1191</i>
<i>October 16, 2012</i>	<i>2012 Map and Text Amendments</i>	<i>12-0822</i>
<i>October 23, 2102</i>	<i>Five Mile Prairie Pathways-Conceptual Bike and Pedestrian Plan</i>	<i>12-0841</i>

Spokane County Comprehensive Plan



Chapter 1 Introduction

Chapter 1 - Introduction

Purpose

Spokane County residents have expressed a vision for the future that includes a healthy environment, family wage jobs, convenient transportation, affordable housing, excellent schools, and abundant parks and open spaces. Spokane County's Comprehensive Plan serves as the blueprint for making this vision a reality.

The Comprehensive Plan is a set of goals, policies, maps, illustrations and implementation strategies that states how the County should grow physically, socially, and economically. The plan emphasizes innovative and flexible strategies to guide growth and development. One of the central themes of the Plan is the promotion of economic development that occurs in harmony with environmental protection and preservation of natural resources. The Plan recognizes the interests of the entire community and promotes cultural and ethnic diversity.

The Comprehensive Plan establishes a pattern of land uses to shape the future in desirable ways. Map designations include residential, commercial, industrial and mixed-use areas. Identifying and defining these land use categories ensures compatibility among uses, protection of property values, and efficient provision of infrastructure and services. The Plan's land use map also identifies urban growth area (UGA) boundaries. UGAs are intended to reduce sprawl and provide a clear separation between urban and rural areas.



The benefits to Spokane County of developing and implementing a comprehensive plan include:

1. Identifying the major trends and issues that will affect the County's future form, livability and overall health;
2. Assuring the protection and enhancement of the County's natural resources, environmental systems and neighborhood and community character in the midst of anticipated growth and change;
3. Using capital improvements, regulatory programs and incentives to guide new development and encourage appropriate redevelopment; and
4. Acting strategically to improve the County's economic future and its ability to attract and retain well-paying jobs.

The Growth Management Act

Rapid population growth in the late 80s and early 90s made planning under the Growth Management Act (GMA) mandatory for Spokane County and its cities. GMA comprehensive plans for each jurisdiction are required to accommodate a proportionate share of the state's projected 20-year population growth. The plans must include elements addressing land use, transportation, housing, capital facilities and utilities. Spokane County's Comprehensive Plan includes the required elements as well as optional elements addressing parks, the natural environment, natural resource lands, cultural resources and subarea planning.

The GMA was originally passed by the Legislature in 1990 and later amended on numerous occasions. The GMA has changed Washington planning law in several ways:

1. Local governments must develop comprehensive plans and adopt regulations that are consistent with the plan. This changes the historic position in this state that the plan is to serve only as a "guide" to decision-making.
2. Land use authorized by the plan must be supported by adequate public facilities and services.
3. Local plans must comply with state planning goals and regulations and countywide planning policies. Plans that are not consistent with these requirements may be appealed. Penalties, imposed by the state, may be applied to communities whose plans do not conform to the state and regional requirements.
4. Urban Growth Areas (UGAs) must be designated. The UGAs are intended to direct growth to areas with adequate facilities and services, to reduce sprawl and to provide a distinct boundary between urban and rural areas.
5. A process is required to accommodate essential public facilities (e.g. prisons, wastewater plants, etc.).

GMA Planning Goals

The GMA identifies thirteen broad goals to guide local governments in the planning process. Local plans must implement these goals in a balanced manner. The goals include:

1. Encouragement of development in urban areas with existing or planned public facilities and services;
2. Reduction of urban sprawl;
3. Adequate provision of efficient multi-modal transportation systems;
4. Promotion of economic opportunity;
5. Respect for private property rights;
6. Predictability and timeliness of permit review processes;



7. Conservation of natural resources;
8. Retention of open space and provision of recreational opportunities;
9. Protection and enhancement of the environment;
10. Citizen participation in the planning process;
11. Adequate provision of necessary public facilities and services; and
12. Preservation of historic and archaeological resources.

Coordination and Consistency

Spokane County's Comprehensive Plan is required to have internal consistency among the plan's various elements. The Plan must also be coordinated and consistent with the plans of adjacent jurisdictions. The GMA directs local governments to attempt to resolve conflicts through consultation and negotiation.

Perhaps the most far reaching of the GMA's impacts is the legal status it gives Spokane County's Comprehensive Plan. Until now, plans have largely been advisory and had less legal standing than regulations. Once the Plan is adopted, all new codes and programs subsequently adopted and implemented must be consistent with it.



Countywide Planning Policies

The development of countywide planning policies (CWPPs) is required by the Growth Management Act to ensure a coordinated and regional approach in the development of comprehensive plans. CWPPs provide an overall framework of policies within which each local government jurisdiction will develop or update its comprehensive plan. The policies also guide how jurisdictions should interact with one another regarding specific issues.

Developing the Countywide Planning Policies was coordinated by the Steering Committee of Elected Officials which consists of officials from Spokane County and its eleven cities and towns, along with representatives from water, school and fire districts, utility companies and the public. The Steering Committee had the difficult task of balancing often-conflicting ideas with developing policies which provide the greatest benefit for Spokane County and its citizens. The Countywide Planning Policies focused on the following areas:

1. Implementation of Urban Growth Areas (UGAs).
2. Promotion of contiguous and orderly development of urban services.
3. Siting of countywide or statewide public capital facilities.

4. Parks and open space.
5. Countywide transportation facilities and strategies.
6. Considering the need for affordable housing for all economic segments.
7. Joint County and City planning within UGAs.
8. Countywide economic development and employment.
9. Producing an analysis of the fiscal impact of GMA.

Amendments

The Growth Management Act makes the Comprehensive Plan and development regulations subject to continuing evaluation and review by the County.

Initiation

Comprehensive Plan amendments may be initiated:

1. By the Planning Commission, when changed conditions or further study indicate a need; or
2. By the Board of Spokane County Commissioners (Board) when it deems it necessary for the public interest or when it considers a change in the recommendation of the Planning Commission to be necessary; or
3. By the Planning Director, based on citizen requests or when changed conditions warrant adjustments to the Comprehensive Plan.

Amendments to the Comprehensive Plan must be consistent with the requirements of RCW 36.70 and RCW 36.70A.

Timing

The Growth Management Act allows amendments to the Comprehensive Plan no more than once a year, except under the following circumstances:

1. The initial adoption of a subarea plan;
2. The adoption or amendment of a shoreline program;
3. The amendment of a capital facilities element of the Comprehensive Plan that occurs concurrently with the adoption or amendment of a county budget;
4. To resolve an appeal of a comprehensive plan filed with a growth management hearings board or with the court; or
5. Whenever an emergency exists (RCW 36.70A.130).

If an amendment to the Comprehensive Plan is deemed necessary, proposals to amend the map may be accepted between January 1st and March 31st of each calendar year and will be considered along with all other proposals as part of the annual comprehensive plan review and amendment process.

All proposals to amend the Plan will be considered at the same time so that their cumulative effect can be evaluated. The Board generally sets December as the month in which amendments to the Comprehensive Plan may be adopted; however, the Planning Commission generally commences its review at the regular September agenda to allow full consideration of the various amendments in order to make a timely recommendation to the Board during the annual budget cycle.



The Board, by policy, resolution, and/or ordinance shall establish the procedure by which Comprehensive Plan Amendments are accepted and processed. The procedure shall include but is not limited to, specification of application submittal requirements, payment of fees, environmental analysis, public notice, special studies, level of service analysis, provision of adequate public facilities and other information necessary to demonstrate consistency with the Comprehensive Plan. The amendment procedure will be maintained by the Division of Building and Planning and is subject to amendment or modification as directed by the Board.

The Planning Commission will receive applications for amending, supplementing or modifying maps of the Comprehensive Plan up until March 31st. Applications received after that date will need to wait until the next year's plan amendment cycle. Map amendments will be reviewed for consistency with the goals, objectives and policies of the Comprehensive Plan. The adopted *Guidelines for Public Participation* (BOCC resolution # 98-0144 and 98-0788) will be used to ensure adequate public participation.

Emergency situations that require amendments outside of the normal schedule must be based on findings that show that the amendment was needed to deal with an emergency situation affecting a neighborhood, community or the County as a whole, and not a personal emergency of a particular applicant or property owner. Before it considers whether or not to allow an emergency amendment, the Board must approve written findings that document the nature of the emergency.

The Department of Building and Planning will evaluate Comprehensive Plan amendments for consistency internally, with the plans of other jurisdictions and with the development regulations. The results of this review will be provided to the Planning Commission for its consideration as part of its regular September agenda pursuant to WAC 365-195-630.

Spokane County is required to review its designated Urban Growth Areas at least every five years and revise the Comprehensive Plan to accommodate the urban growth projected for the next 20 years.

Adoption

After due notice and public hearing, the Board may amend, supplement or modify the text and maps of the Comprehensive Plan. Adoption procedures shall comply with the requirements of RCW 36.70 and RCW 36.70A.

Documentation

The record that accompanies any amendment to the Comprehensive Plan or development regulations will be similar to the record for the adoption of the initial plan and regulations. This means that

whenever a provision of the Comprehensive Plan or development regulations is based on factual data, that data or a clear reference of its source will become part of the record of adoption. Also, the record will describe how public participation requirements were met pursuant to Spokane County's adopted *Guidelines for Public Participation*.



Chapter 2 Urban Land Use

Valley Homes

Chapter 2 Urban Land Use

The Urban Land Use Chapter provides policy guidance for the development of Spokane County's unincorporated urban areas. The policies in this chapter strive to improve quality of life, provide opportunities for innovative approaches to land use and protect our community character. The policies work in tandem with the Comprehensive Plan map, which illustrates the location of various land use categories. The Comprehensive Plan map illustrating the urbanized areas in Spokane County is located on page UL-4.

Planning Principles

The following planning principles, developed through citizen participation efforts, form the basis for development of the Urban Land Use Chapter.

- Compact urban forms should be encouraged that create a greater sense of “community,” with pedestrian/bicycle-friendly settlement patterns.
- Neighborhood character should be preserved and protected.
- Jobs, housing, services and other activities should be within easy walking distance and shorter commute times of each other.
- Communities should have a center focus that combines commercial, civic, cultural and recreational uses.
- Streets, pedestrian paths and bike paths should contribute to a system of fully connected routes.
- Communities should have a diversity of housing and job types that enable residents from a wide range of economic levels and age groups to work and reside within their boundaries.

General Goals

UL.1a Provide a healthful, safe and sustainable urban environment that offers a variety of opportunities for affordable housing and employment.

UL.1b Create a future rich in cultural and ethnic diversity that embraces family and community values and recognizes the interests of the whole community.

Urban Land Use Categories

Residential Categories

Three separate categories for residential use are established, ranging from low to high density. Low density residential includes a density range of 1 to and including 6 dwelling units per acre, medium density residential includes a range of greater than 6 to and including 15 dwelling units per acre and high density residential shall be greater than 15 dwelling units per acre. Design standards ensure neighborhood character and compatibility with adjacent uses. Commercial uses, with the exception of office use in high-density residential areas and neighborhood centers associated with traditional neighborhood developments, would only be permitted through changing the land use category with a comprehensive plan amendment or through a neighborhood planning process.



Mixed-use Categories

Mixed-use areas include “centers” and “corridors.” Urban centers and corridors provide focus points to the design of urban areas. Urban centers distributed spatially throughout the urban area provide for retail sales, services, government and business offices, recreation facilities, higher-density residences and other high-intensity uses to serve the needs of surrounding residential areas. The Comprehensive Plan provides for three types of mixed-use centers, Neighborhood, Community and Urban Activity. The three types of centers are distinguished by scale and intensity. Neighborhood Centers are the smallest and least intensive and Urban Activity Centers are the largest, most intensely developed and provide for the widest range of uses. Mixed-use categories include the following:

Neighborhood Centers – Mixed-use centers for neighborhoods will ideally have identified neighborhood centers containing a civic green or park, a transit stop, neighborhood businesses and services, a day care center and perhaps a church or school. These centers will be identified and defined through neighborhood planning efforts.

Community Centers - Community centers are higher-intensity mixed-use areas designed to serve two or more neighborhoods. Community centers will generally serve an area equivalent to a junior high or high school attendance area and may have a mix of uses, including commercial, civic, high-density residential and recreational uses.

Urban Activity Centers - Urban activity centers are planned residential and commercial areas. The boundaries of an urban activity center are generally sized with a one-quarter-mile radius so that the entire center is walkable. Convenient bus and/or light rail service and pedestrian/bicycle paths are important transportation features of urban activity centers. Residential types found in urban activity centers include single-family homes on small lots, duplexes, apartments and condominiums. Housing densities are generally higher than the community average. Residential populations in urban activity centers will generally range from 2,500 to 5,000 people. Offices, recreational and cultural facilities, shopping and services are all found in urban activity centers.

Mixed-use Area – Mixed-use areas are intended to enhance travel options, encourage development of locally serving commercial uses, medium-density apartments and offices along transportation corridors identified on the Land Use Plan Map. Mixed-use areas discourage low-intensity, auto-dependent uses and focus on a pedestrian orientation with an emphasis on aesthetics and design.

Commercial Categories

Three distinct categories for urban commercial use include the following:

Regional Commercial - The Regional Commercial classification designates intensive commercial areas intended to draw customers from the County-at-large and outlying areas. Regional shopping centers and major commercial areas will be designated with this classification. Residences in conjunction with business and/or multifamily developments may be allowed, with performance standards that ensure compatibility. Small-scale industrial areas may be allowed in this category, provided neighborhood concerns are addressed through a public hearing process.



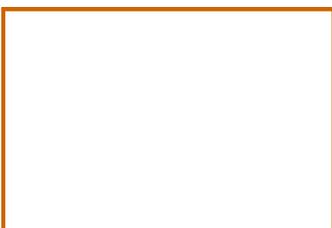
Community Commercial - The Community Commercial classification designates areas for retail, service and office establishments intended to serve several neighborhoods. Community business areas should be located as business clusters rather than arterial strip commercial development. Community business centers may be designated through the adoption of the Comprehensive Plan, Comprehensive Plan amendments or subarea planning. Residences in conjunction with business and/or multi-family developments may be allowed, with performance standards that ensure compatibility.



Neighborhood Commercial - The Neighborhood Commercial classification designates areas for small-scale, neighborhood-serving retail and office uses. Neighborhood business areas should be located as business clusters rather than arterial strip commercial development. Neighborhood business centers may be designated through the adoption of the Comprehensive Plan, Comprehensive Plan amendments or through neighborhood plans.

Industrial Categories

Categories for industrial use include the following:



Heavy Industry - Heavy industry is characterized by intense industrial activities that may have significant impacts to surrounding areas, including, but not limited to noise, odor or aesthetic impacts.

Light Industry - The Light Industry category is intended for industrial areas that have a special emphasis and attention given to aesthetics, landscaping and internal and community compatibility. Light Industrial areas are comprised of predominantly industrial uses but may incorporate office and commercial uses that support and complement the industrial area.

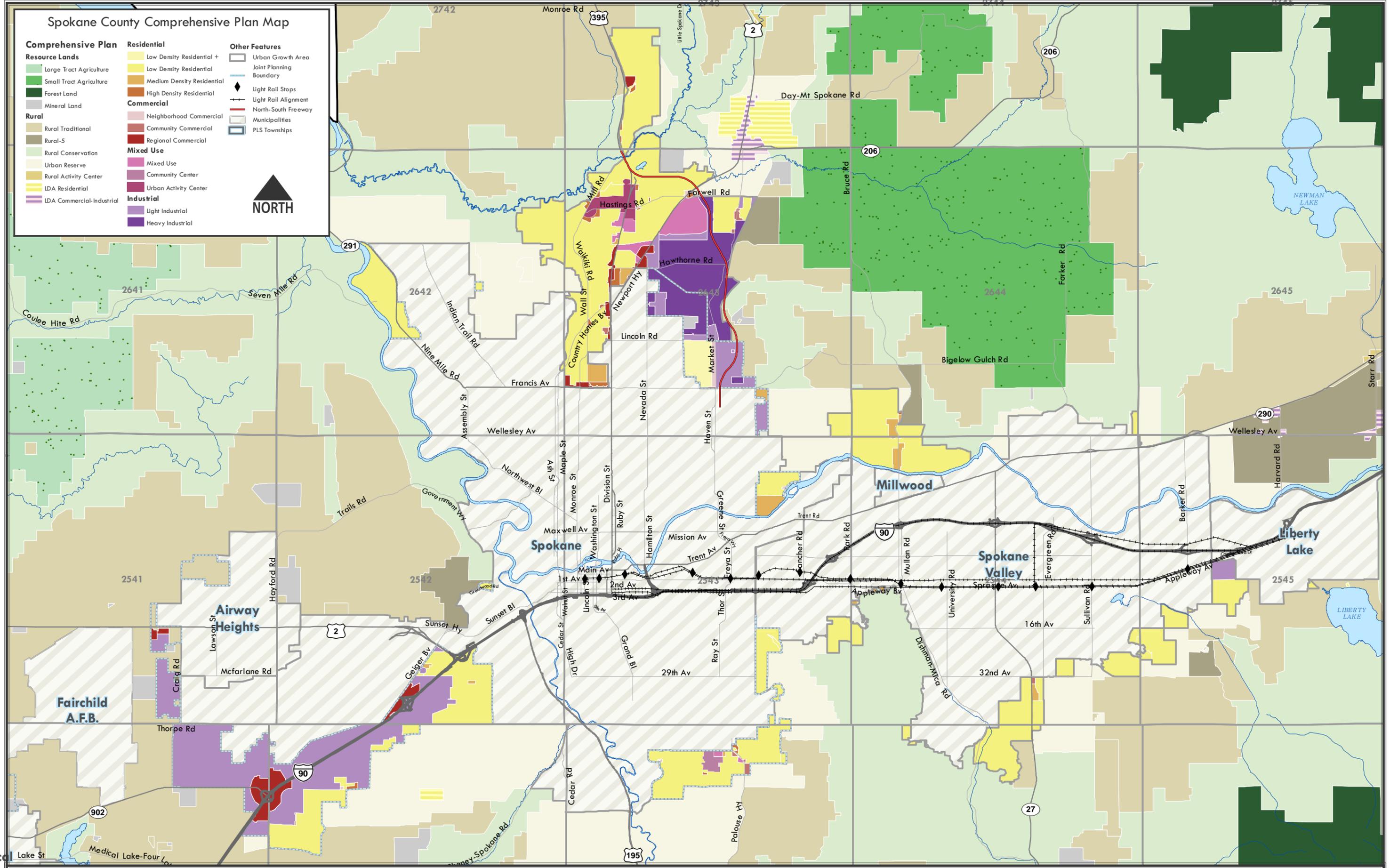
Aesthetic Corridors

Aesthetic corridors are intended to protect the visual appeal of the Spokane area along major transportation routes entering and exiting the County's urban areas. Aesthetic corridors provide special design standards for aesthetics along major transportation routes to help maintain a quality image of the Spokane Area.



Spokane County Comprehensive Plan Map

Resource Lands	Residential	Other Features
Large Tract Agriculture	Low Density Residential +	Urban Growth Area
Small Tract Agriculture	Low Density Residential	Joint Planning Boundary
Forest Land	Medium Density Residential	Light Rail Stops
Mineral Land	High Density Residential	Light Rail Alignment
Rural	Commercial	North-South Freeway
Rural Traditional	Neighborhood Commercial	Municipalities
Rural-5	Community Commercial	PLS Townships
Rural Conservation	Mixed Use	
Urban Reserve	Mixed Use	
Rural Activity Center	Community Center	
LDA Residential	Urban Activity Center	
LDA Commercial-Industrial	Industrial	
	Light Industrial	
	Heavy Industrial	



Urban Character and Design

The design of our urban environment has a significant effect on community identity. Well-designed communities contribute to a healthful, safe and sustainable environment that offers a variety of opportunities for affordable housing and employment. The Urban Character and Design section provides the goals and policies to preserve and enhance neighborhood character. Some of the concepts considered here include:

- Community appearance, including signs and placement of utilities;
- Neighborhood considerations in the review of development projects;
- Integration of neighborhoods, including bicycle and pedestrian orientation;
- The effect of traffic patterns and parking on neighborhood character;
- Encouragement of exemplary development through planned unit developments; and
- Considerations for public art.

Goals

UL.2 Maintain and enhance the quality of life in Spokane County through urban design standards.

Policies

- UL.2.1 Establish minimum performance standards within the zoning code for nuisances such as noise, vibration, smoke, particulate matter, odors, heat and glare and other aspects as appropriate to ensure compatibility with adjacent land uses and neighborhoods.
- UL.2.2 The design of development proposals should accommodate and complement environmental features and conditions, and preserve and protect significant cultural resources.
- UL.2.3 Create an administrative design review process that promotes flexibility and creativity but is prescriptive enough to achieve community standards and values.
- ~~UL.2.4 Deleted per Resolution 7 0208 3/13/07~~
- UL.2.5 Design review may be required for the following developments:
- Developments within designated mixed-use, commercial, industrial and multi-family areas.
 - Planned unit developments.
 - Government buildings intended for public entry and use (post office, libraries, etc.).
 - Aesthetic corridors.
 - Large scale commercial and industrial developments.
- UL.2.6 Develop urban design “guidelines” that provide consistency of application for the design review process. The guidelines should focus on the functional interrelationships between land use, site design, neighborhood character and transportation systems.
- UL.2.7 The design review process shall not increase the length and shall run concurrent with the land use approval process.

- UL.2.8 Encourage developers to work with neighborhoods to develop plans that address neighborhood concerns, such as environmental protection, historic preservation, quality of life, property values and preservation of open space.
- UL.2.9 Develop neighborhood, subarea and community plans with specific design standards that reflect and preserve community character.
- UL.2.10 Mixed-use or mixed-density developments, such as traditional neighborhood developments, should be encouraged in all residential categories where they would be compatible with neighborhood character.

Residential Design

- UL.2.11 Promote linkage of developments with open space, parks, natural areas and street connections.
- UL.2.12 Enhance and preserve the site characteristics of residential development (existing trees, watercourses, historic features and similar assets) through sensitive site planning tools such as clustering, lot averaging, transfer of development rights and flexible setback requirements.
- UL.2.13 Provide for a compatible mix of housing and commercial uses in all commercial districts, neighborhood centers, community centers and urban activity centers.
- UL.2.14 Separated sidewalks shall be required on public roads in all new residential subdivisions.
- UL.2.15 Encourage the planting of curbside trees in residential subdivisions. Identify those species of trees that are most appropriate for curbside plantings, considering safety, soils, aesthetics and compatibility with infrastructure.



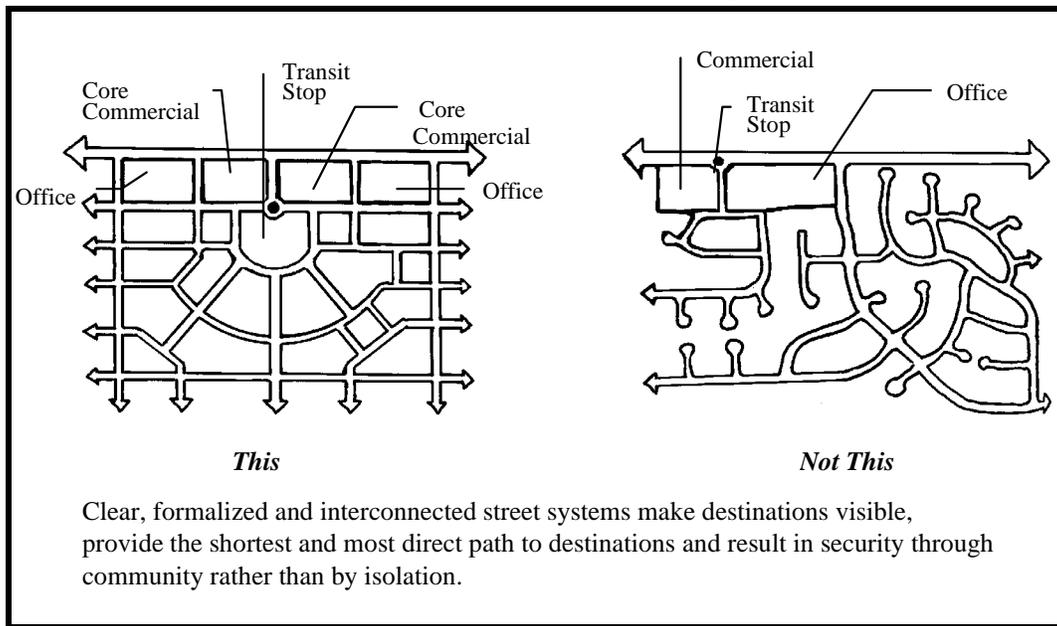
Multifamily Residential

- UL.2.16 Encourage the location of medium and high density residential categories near commercial areas and public open spaces and on sites with good access to major arterials.
- UL.2.17 Site multifamily homes throughout the Urban Growth Area as follows:
 - a) Integrated into or next to neighborhood, community or urban activity centers.
 - b) Integrated into small, scattered parcels throughout existing residential areas.
New multi-family homes should be built to the scale and design of the community or neighborhood, while contributing to an area-wide density that supports transit and allows for a range of housing choices.
- UL.2.18 Establish development requirements that encourage quality design within multifamily development areas.
- UL.2.19 Develop standards that prescribe maximum building heights and other building design features to give a residential scale and identity to multifamily developments.

Traffic Patterns and Parking

Street design can have a significant impact on community character. Closed development patterns, which often include dead-end and cul-de-sac roads, tend to isolate communities and make travel difficult. Integrated neighborhoods provide connected streets and paths and often include a central focal point, such as a park or neighborhood business. Integrated development patterns promote a sense of community and allow for ease of pedestrian/bicycle movement. The illustration below contrasts an integrated, as compared to a closed, development pattern. Integration does not necessarily mean development in grids. Rather, roads should connect and provide for ease of circulation regardless of the layout.

Integrated as Compared to Closed-development Pattern

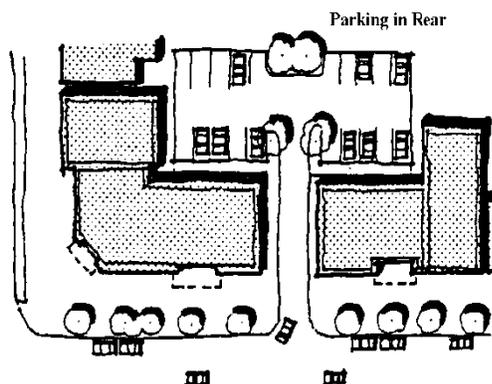


- UL.2.20 Encourage new developments, including multifamily projects, to be arranged in a pattern of connecting streets and blocks to allow people to get around easily by foot, bicycle, bus or car. Cul-de-sacs or other closed street systems may be appropriate under certain circumstances including, but not limited to, topography and other physical limitations which make connecting systems impractical.

Traffic Calming

Traffic calming can be defined as measures that physically alter the operational characteristics of the roadway in an attempt to slow down traffic and reduce the negative effects of the automobile. The theory behind traffic calming is that roads should be multiuse spaces encouraging social links within a community and the harmonious interaction of various modes of travel (i.e., walking, cycling, auto & transit).

- UL.2.21 Consider techniques to slow vehicle traffic and reduce the volume of traffic in residential neighborhoods giving due consideration to traffic safety, pedestrian safety, mobility and conforming to the goals set forth in Goal T.4a of this plan.
- UL.2.22 Develop street, pedestrian path and bike path standards that contribute to a system of fully connected routes.



UL.2.23 Encourage locating parking lots to the rear or side of buildings to enhance streetscapes and promote pedestrian access.

UL.2.24 Establish reduced number of parking space standards to encourage alternative transportation use and more efficient use of land, where appropriate.

UL.2.25 Establish shared parking space standards to promote the efficient use of land.

Buffering

UL.2.26 Require effective landscape buffers and/or transitional uses (e.g., pedestrian plazas or low-intensity offices) between incompatible industrial, commercial and residential uses to mitigate noise, glare and other impacts associated with the uses.

Planned Unit Developments

Building flexibility into the subdivision process is important to allow for new concepts and creative design. Planned unit developments provide a mechanism for allowing this flexibility while ensuring a design that meets health and safety standards and is consistent with neighborhood character. Planned unit developments allow deviations from the typical standards of the zone in exchange for designs that protect the environment, provide usable open space and exhibit exceptional quality and design.

Goal

UL.3 Encourage exemplary developments by providing for flexibility and innovative design through planned unit commercial/industrial and residential developments.



Policies

UL.3.1 Provide flexibility with regulations and other incentives for planned unit commercial, industrial and residential developments.

UL.3.2 Develop criteria to evaluate planned unit developments for approval of development incentives. Criteria shall be based on the following considerations:

- a) Creative, efficient uses of land.
- b) Exceptional quality and design.
- c) Preservation of usable open space and natural landscape features.
- d) Environmentally sensitive design.
- e) Efficient utilization of public facilities and services.
- f) Community improvements (i.e., contributions to culture, recreation, tourism, public improvements, business incubator facilities, etc.).
- g) The project's ability to create living-wage jobs.

- h) Development of street, pedestrian and bicycle paths that contribute to a system of fully connected routes.

UL.3.3 Incentives for planned unit developments, which are consistent with adopted criteria, may include:

- a) Bonus density;
- b) Increase in floor-to-area ratios; and
- c) Greater flexibility in design standards (e.g., setbacks, frontage, building height, lot area, street design, landscaping, etc.).

Performance Standards

Performance standards spell out the desired end result (for instance, “on-site parking should not be visible from the public street”) but allow flexibility in the particular means or approach for achieving that objective (underground parking, landscaping, berming or change in topography could be used to accomplish this objective). Performance standards generally require a more detailed review of projects.

Goal

UL.4 Encourage exemplary developments and creative design through the use of performance standards.

Policy

UL.4.1 Allow flexibility and innovative design through the use of performance standards which emphasize outcomes.

Viewscapes

An attractive urban landscape is an asset to the community. Aesthetically pleasing areas instill a sense of pride in the community and serve as a magnet for attracting new business. Signage regulations, landscaping requirements, building design standards and the preservation of natural and cultural viewscapes are methods to achieve an attractive urban landscape.



Goal

UL.5 Provide for an aesthetically pleasing urban environment and encourage the maintenance and enhancement of natural and cultural views.

Policies

UL.5.1 Identify and protect important natural or cultural viewscapes through a viewscape ordinance, signage limits or other programs.

UL.5.2 Designate aesthetic corridors along major transportation routes to provide a positive image of the Spokane Region. Aesthetic corridors shall be located along the following routes.

- a) Interstate 90
- b) U.S. 2
- c) State Route 902
- d) State Route 290
- e) U.S. 395
- f) State Route 27
- g) Little Spokane Drive
- h) Nine Mile Road

Aesthetic corridors shall be visible from the roadway and shall not exceed 500 feet on either side of the road right-of-way.

UL.5.3 Adopt specific regulations for designated aesthetic corridors that:

- a) Provide incentives for aesthetic design;
- b) Require landscaping buffers adjacent to roadways;
- c) Limit sign height and size;
- d) Provide performance standards to adequately screen heavy or “manufacturing” industrial-type developments that have exterior clutter (exterior storage, exterior heavy equipment, exterior fabrication/ assembly);
- e) Use non-glare, energy efficient lighting techniques when possible.

UL.5.4 Encourage preservation of healthy, attractive native vegetation where appropriate during land development. When this is not possible, encourage the use of appropriate native plant materials in the site’s landscaping.

Commercial Signs

UL.5.5 Establish standards for the scale and intensity of commercial signs that protect views and minimize signage clutter while still allowing adequate business identification.

UL.5.6 Prohibit new construction of videoboards/billboards and attempt to reduce existing billboards wherever possible.

Utilities

UL.5.7 Encourage placing power and telecommunication lines underground, at the rear of properties or in alleyways.

UL.5.8 Encourage joint planning of linear infrastructure such as transportation, water, sewer, power, and telecommunications.

Public Art

Goal

UL.6 Recognize that the arts contribute to the character of the physical, mental, social and economic well being of the community and encourage public and private commitment and investment.

Policies

- UL.6.1 Provide incentives such as bonus densities or increases in floor-to-area ratio and lot coverage to encourage the use of public art and open space in commercial, industrial and mixed-use developments.
- UL.6.2 Encourage permanent displays of art in new construction of County facilities intended for public entry.

Residential Land Use

Residential land use ranges from low-density, single-family neighborhoods to group homes and high-density multifamily apartments. The challenge to the community is to provide for this range of uses and



affordable housing consistent with goals for protection of neighborhood character. Community involvement in design and a greater level of planning detail within the Comprehensive Plan are methods to achieve these objectives. Additionally, subarea and neighborhood planning can offer further opportunities for achieving residential goals.

Goal

UL.7 Guide efficient development patterns by locating residential development in areas where facilities and services can be provided in a cost-effective and timely fashion.

Policies

- UL.7.1 Identify and designate land areas for residential use, including categories for low-, medium- and high-density areas.
- UL.7.2 Coordinate housing and economic development strategies to ensure that sufficient land is provided for affordable housing in locations readily accessible to employment centers.
- UL.7.3 New urban development must be located within the Urban Growth Area (UGA) boundary.
- UL.7.4 Allow zero lot line housing and detached single-family housing on small lots with minimal setbacks and yards, where appropriate.
- UL.7.5 Provide for bonus densities, zero lot line housing, auxiliary structures, accessory dwellings or similar methods to promote infill development, where appropriate.
- UL.7.6 Develop regulations and incentives to encourage cluster development of residential lands so open space, view, watersheds and critical areas are permanently protected. (See also, "Exemplary Design - Planned Unit Developments," in the Urban Character and Design Section.)
- UL.7.7 Home occupations may be allowed, provided they will not:
 - a) Disrupt residential amenities concerning sight, sound, smell and similar factors;
 - or

- b) Create traffic which exceeds road design or which develops traffic hazards within the neighborhood.
- UL.7.8 Promote and facilitate the development and location of home-based child-care.
- UL.7.9 Encourage businesses to provide opportunities for employees to work at home.
- UL.7.10 Phasing of land development shall be consistent with established levels of service for the provision of public facilities and services within UGAs.
- UL.7.11 Establish zoning and subdivision regulations that require residential developments to provide the following improvements:
 - a) Paved streets (and alleys if appropriate), curbs and sidewalks, paths and internal walkways, when appropriate;
 - b) Adequate parking consistent with local transit levels;
 - c) Street lighting;
 - d) Storm water control;
 - e) Public water supply;
 - f) Public sewers.
- UL.7.12 New development within the UGA shall be connected to public sewer, consistent with requirements for concurrency. Developer-financed extensions of public sewer may be allowed within any area of the UGA provided capacity and infrastructure needs are adequately addressed.
- UL.7.13 Time extensions for approved preliminary plats, short plats, and binding site plans shall be subject to current applicable local, state, and federal regulations.

Housing Variety

Goal

- UL.8 Create urban areas with a variety of housing types and prices, including manufactured home parks, multifamily development, townhouses and single-family development.**

Policies

- UL.8.1 Provide for mixed-income development in residential areas and encourage opportunities for co-housing and shared community resources, where appropriate.

Residential Density

Goal

- UL.9a Create a variety of residential densities within the Urban Growth Area with an emphasis on compact mixed-use development in designated centers and corridors.**
- UL.9b Create efficient use of land and resources by reducing the conversion of land to sprawling, low density development.**

Policies

- UL.9.1 Establish low, medium, and high density residential categories to achieve population and economic growth objectives. Low density residential areas shall range from 1 to and

including 6 dwelling units per acre, medium density residential shall range from greater than 6 to and including 15 dwelling units per acre and high density residential shall be greater than 15.0 residential units per acre. Mixed residential densities may be established through community-based neighborhood planning, subarea planning, or approval of traditional neighborhood developments.

- UL.9.2 Spokane County shall seek to achieve an average residential density in new development of at least 4 dwelling units per net acre in the Urban Growth Area through a mix of densities and housing types.

Urban Centers

Urban centers provide focus to the design of urban areas. Urban centers distributed spatially throughout the urban area provide for retail sales, services, government and business offices, recreation facilities, higher-density residences and other high-intensity uses to serve the needs of surrounding residential areas. These centers provide a mix of uses and are sized according to the size and other characteristics of the market they serve. Accordingly, they vary from small neighborhood centers providing primarily convenience goods and services to urban activity centers offering a broad range of retail shopping, professional and personal services. Urban centers create focal points which establish an identity and sense of place, while providing opportunities for people to live where they work. To be successful,



urban center development requires detailed professional and community-based planning and quality market research.

Neighborhood and Community Centers

Neighborhood Centers

Neighborhoods are small residential areas with distinctive characteristics. They generally range in size from one-half to one square mile, with planned populations ranging from 3,500 to 8,000 people. Neighborhoods are often defined by elementary school boundaries. Ideally, neighborhoods will have identified neighborhood centers containing a civic green or park, a transit stop, neighborhood businesses and services, a day care center and perhaps a church or school.

Community Centers

Community centers are higher-intensity, mixed-use areas designed to serve two or more neighborhoods. Community centers will generally serve an area equivalent to a junior high or high school attendance area and may have a mix of uses, including commercial, civic, high density residential and recreational uses. Community centers provide a focal point and contribute to community identity.

Goal

- UL.10 Encourage the development of mixed-use neighborhood and community centers that maintain or improve neighborhood character and livability.**

Policies

- UL.10.1 Mixed-use neighborhood and community centers that serve local residents and decrease the reliance on automobiles may be identified and designated through neighborhood and subarea planning.

- UL.10.2 Develop and maintain design standards and a design review process to ensure that neighborhood and community centers are developed with minimal impact on surrounding land uses, are consistent with community character, and assure pedestrian and vehicular access.
- UL.10.3 Neighborhood and community centers may contain a mix of uses ranging from residential to commercial to office/industrial area. Neighborhood and/or subarea planning may be used to determine appropriate uses within a specific neighborhood.
- UL.10.4 The boundaries of a mixed-use center shall not be changed without a comprehensive plan amendment and study that addresses the relationship of the entire center to its surrounding uses and supporting public services.
- UL.10.5 Neighborhood and community mixed-use centers may utilize a subarea plan that involves design professionals, government service providers, business people and community residents.

Urban Activity Centers

Urban activity centers are planned residential and commercial areas. The boundaries of an urban activity center are generally sized with a one-quarter-mile radius so that the entire center is walkable. Convenient bus and/or light rail service and pedestrian/bicycle paths are important transportation features of urban activity centers. Residential types found in urban activity centers include single-family homes on small lots, duplexes, apartments and condominiums.

Housing densities are generally higher than the community average. Residential populations in urban activity centers will generally range from 2,500 to 5,000 people. Offices, recreation and cultural facilities, shopping and services are all found in urban activity centers.



Goal

- UL.11 Encourage the development of urban activity centers that foster community identity and reduce reliance on automobiles.**

Policies

- UL.11.1 The specific size and boundaries of urban activity centers and the mix of uses within them shall be established through comprehensive plan amendments and/or future subarea planning efforts, based on regional and local needs and constraints.
- UL.11.2 Identify and designate urban activity centers that support mixed-use, high-density development. Establish urban activity centers as a land use category in the Comprehensive Plan.

- UL.11.3 Urban activity centers may be located at or adjacent to high-capacity transit stations and will serve as hubs for less intensely developed neighborhoods.
- UL.11.4 Urban activity centers may be designated within underdeveloped commercial areas to encourage infill and revitalization.
- UL.11.5 Provide development incentives to encourage the development of urban activity centers (e.g., bonus density and use intensification, fast track reviews, flexible architectural integration of uses, etc.).
- UL.11.6 Design capital improvement programs that are consistent with and encourage the development of urban activity centers and limit low density sprawl.
- UL.11.7 Maintain design standards and a design review process for urban activity centers to ensure that commercial and industrial projects are developed with minimal impact on surrounding land uses, are consistent with related community appearance/design guideline and assure pedestrian as well as vehicular access.
- UL.11.8 Urban activity centers may contain, but are not necessarily limited to, combinations of the following uses:
 - a) Health, human service and public safety facilities
 - b) Retail stores and services
 - c) Professional offices
 - d) Office/light industrial
 - e) Multi-family housing and mixed-use developments
 - f) Heavy commercial uses, such as wholesale trade
 - g) Light manufacturing
 - h) Parks and open space
 - i) Schools and universities
 - j) Research and development facilities
 - k) Entertainment Centers
 - l) Churches
 - m) Art Centers
- UL.11.9 The boundaries of an urban activity center established in the Comprehensive Plan shall not be changed without a comprehensive plan amendment and study that addresses the relationship of the entire center to its surrounding uses and supporting public services.
- UL.11.10 Ensure the inclusion of a residential component within urban activity centers through the use of incentives and/or minimum requirements for residential development.

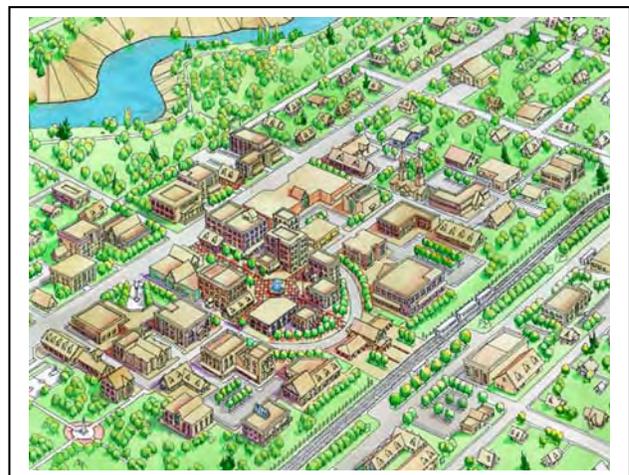
Design Guidelines for Neighborhood, Community, and Urban Activity Centers

- UL.11.11 Provide design standards and land use plans for neighborhood, community, and urban activity centers that are based on the following principles:
 - a) Centers should be compact to encourage transit, bicycle and pedestrian travel. Multistory construction, structured parking and other techniques to use land efficiently should be encouraged.

- b) Urban activity centers should be designed to reduce conflicts among uses and to increase convenience for businesses, employees, users and pedestrians.
- c) Aesthetic quality and compatibility among land uses within and adjacent to centers should be enhanced through landscaping, building orientation and setbacks, traffic control and other measures to reduce potential conflicts. Distinctive or historical local character and natural features should be reflected in development design to provide variety within centers.
- d) Unsightly views, such as heavy machinery, storage areas, loading docks and parking areas, should be screened from the view of adjacent uses and from arterials.
- e) Signs should be regulated to reduce glare and other adverse visual impacts on nearby residents without limiting their potential contribution to the color and character of the center.
- f) Routes for pedestrian, auto, bicycle, transit and truck travel within centers should have convenient access to each major destination. Buildings should be close to sidewalks to promote walking and browsing, with parking areas located on the side or rear of buildings.
- g) Commercial development in centers should provide or contribute to public spaces such as plazas, parks, and building atriums to enhance the appearance of the center and to provide amenities for employees and shoppers.
- h) The amount of land designated for retail development in neighborhood and community centers should be based on the amount of residential development planned for the surrounding area.
- i) Off-street parking areas should be designed to enhance pedestrian and handicapped access to commercial uses. The required off-street parking area may be reduced in areas where transit service is frequent or where parking is shared or communal. Structured and underground parking should be encouraged through density bonuses, intensification incentives or reduced parking requirements.

Mixed-Use Areas

Mixed-use areas are intended to enhance travel options, encourage development of commercial uses, higher-density residences, office, recreation and other uses. To be successful, mixed-use areas require detailed professional and community-based planning and quality market research. Neighborhood and subarea planning programs that involve design professionals, government service providers, business people and community residents may be necessary to design successful mixed-use areas.



Goal

UL.12 Encourage the development of mixed-use areas that foster community identity and are designed to support pedestrian, bicycle, and transit transportation.

Policies

- UL.12.1 The specific size and boundaries of mixed-use areas shall be established through comprehensive plan adoption, comprehensive plan amendments and/or future subarea planning efforts, based on regional and local needs and constraints.
- UL.12.2 Identify and designate mixed-use areas that support mixed-use, high-density development. Establish mixed-use areas as a land use category in the Comprehensive Plan.
- UL.12.3 The characteristics of a mixed-use area include:
- a) Housing and employment densities to support frequent transit service;
 - b) Public transit connections to other Centers and Corridors;
 - c) Safe, attractive bus stops and pedestrian and bicycle ways;
 - d) Buildings which front on wide sidewalks with attractive landscaping, benches and frequent transit stops;
 - e) Multi-story buildings oriented to the street rather than parking lots; and
 - f) Parking spaces located behind, or to the side of buildings or under/over structures.
- UL.12.4 The mix of land use in a mixed-use area includes:
- a) A variety of housing styles—apartments, condominiums, row houses, two-family and single-family houses on small lots;
 - b) There could be a full range of retail goods and services—grocery stores serving several neighborhoods, theaters and restaurants, drycleaners, hardware stores and specialty shops;
 - c) A mix of residence types in close proximity to commercial uses and business and government offices;
 - d) An emphasis on community-serving rather than regional-serving commercial uses.
 - e) Commercial uses that require large land areas but have low employment density and are auto-dependent (lumber yards, nurseries, warehouses, auto dealerships, etc.) are prohibited; and
 - f) Residential density within a mixed-use area shall range from 6 units per acre to 30 units per acre.
- UL.12.5 Mixed-use areas may utilize a subarea planning process that involves design professionals, government service providers, business people and community residents.

Commercial Land Use

Regional Commercial

The regional commercial classification designates intensive commercial areas intended to draw customers from the County at large and other outlying areas. Regional shopping centers and major commercial areas will be designated with this classification. Residences in conjunction with business and/or multifamily developments may be allowed, with performance standards that ensure compatibility. Small-scale industrial areas may be allowed in this category, provided neighborhood concerns are addressed through a public hearing process.

Community Commercial

The community commercial classification designates areas for retail, service and office establishments intended to serve several neighborhoods. Community business areas should be located as business clusters rather than arterial strip commercial development. Community business centers may be designated through the adoption of the Comprehensive Plan, Comprehensive Plan amendments or through subarea planning. Residences in conjunction with business and/or multifamily developments may be allowed with performance standards that ensure compatibility.

Neighborhood Commercial

The neighborhood commercial classification designates areas for small-scale neighborhood-serving retail and office uses. Neighborhood business areas should be located as business clusters rather than arterial strip commercial development. Neighborhood business centers may be designated through the adoption of the Comprehensive Plan, Comprehensive Plan amendments or through neighborhood plans.

Goal

UL.13 Provide adequate commercial land within urban growth areas to conveniently serve the local and regional trade areas.

Policies

Location/Use

- UL.13.1 Designate a variety of strategically located commercial areas that will be accessible from roadways of major arterial classification or higher, served with utilities and free of major environmental constraints.
- UL.13.2 Allow incentives to encourage the development of residences in conjunction with commercial districts.

Commercial Land Quantity

- UL.13.3 The initial quantity of commercial land uses within the UGA is based on methodologies established by the Growth Management Steering Committee of Elected Officials (March 15, 1996). Future commercial land quantity analysis shall consider Growth Management Steering Committee methods, but may use other methodologies.

Design Standards

- UL.13.4 Develop and maintain comprehensive design standards and a design review process to ensure that commercial projects are developed with minimal impact on the environment, are complementary and compatible with related community appearance and design and assure pedestrian as well as vehicular access.

- UL.13.5 Establish specific development standards relating to setbacks, landscaping, physical buffers, screening, access, signs, building heights and design review for commercial development.
- UL.13.6 Zoning and other land use regulations shall provide the following improvements for commercial development:
- a) Paved streets
 - b) Sidewalks and bicycle lanes in commercial and retail areas
 - c) Parking, bike racks and transit facilities for employees and customers (some facilities may be communal)
 - d) Landscaping along streets, sidewalks and parking areas to provide an attractive appearance
 - e) Adequate stormwater control, including curbs, gutters and stormwater management facilities
 - f) Public sewer and water supply
 - g) Controlled traffic access to arterials and intersections

Industrial Land Use

Providing for industrial land is important for the economic health of Spokane County. Industrial businesses help drive the local economy and create an economic multiplier effect throughout the region. Providing an adequate supply of usable land with minimal environmental constraints and infrastructure in place helps ensure that Spokane County will be an attractive place for industrial businesses to locate and prosper. (See Chapter 8, Economic Development, for additional policies that encourage recruitment and retention of industrial business.)



Goal

- UL.14a Provide for the development of well-planned industrial areas that create higher-income jobs, provide economic growth and improve the overall tax base of Spokane County.**
- UL.14b Ensure the long-term holding of appropriate land in parcel sizes adequate to allow for future development as industrial uses.**

Policies

- UL.14.1 Identify and designate industrial land areas for heavy industry and light industry.
- UL.14.2 Industrial land designations within the UGA shall be based on criteria established by the Growth Management Steering Committee of Elected Officials (March 15, 1996).
- UL.14.3 Encourage intensification and revitalization of existing industrial areas.
- UL.14.4 Consider capital facility expenditures to facilitate the development of lands designated for industrial uses.
- UL.14.5 Encourage industries with low energy consumption and industries that recycle resources to locate in Spokane County.

- UL.14.6 Encourage low-polluting industries to locate in Spokane County.
- UL.14.7 Encourage shared-use parking, pedestrian access and transit incentive programs in industrial development projects.

Heavy Industry

Heavy industry is characterized by intense industrial activities which may have significant impacts to surrounding areas, including, but not limited to, noise, odor, or aesthetic impacts.

Commercial, residential and recreational uses should not be allowed in areas designated for heavy industry, except for small-scale ancillary uses serving the industrial area. The conversion of designated industrial lands to other uses should be strictly limited. Limiting incompatible uses ensures a competitive advantage in business recruitment by providing adequate industrial land supply, reducing land use conflicts and preventing inflation of land prices.



Goal

- UL.15 A variety of strategically located heavy industrial areas should be designated and protected from conflicting land uses.**

Policies

- UL.15.1 Identify and designate land areas for heavy industry.
- UL.15.2 Areas designated for heavy industry may include a variety of industrial, mining and transportation uses.
- UL.15.3 Commercial, residential and recreational uses shall not be allowed in areas designated for heavy industry, except for small-scale ancillary commercial and recreational uses which serve the industrial area.
- UL.15.4 Conversion of designated industrial lands to other uses shall be strictly limited in order to ensure adequate land supply and prevent inflation of land prices.
- UL.15.5 Interim uses of heavy industrial property such as agriculture, animal raising and training, recreation including off road vehicle parks and miniature golf/driving ranges should be allowed to occupy undeveloped property pending more intensive utilization.
- UL.15.6 Carefully consider the designation of comprehensive plan categories adjacent to heavy industrial areas to ensure compatibility between uses and limit land use conflicts.

Light Industry

The Light Industry category is intended for industrial areas that have a special emphasis and attention given to aesthetics, landscaping and internal and community compatibility. Light Industry areas are comprised of predominantly industrial uses but may incorporate office and commercial uses that support and compliment the industrial area.



The Light Industry category may serve as a transitional category between heavy industrial areas and other less intensive land use categories. The category may also serve as a visual buffer for heavy industrial areas adjacent to aesthetic corridors.

Incompatible Uses in Designated Light Industrial Areas

Residential uses should not be allowed in lands designated for Light Industry except for master planned industrial developments that provide residences intended to house employees for the planned industrial use.

Goal

UL.16 A variety of strategically located light industry areas should be designated and protected.

Policies - Light Industry

- UL.16.1 Identify and designate land areas for light industry.
- UL.16.2 Light Industrial areas shall be comprised of predominantly industrial uses but may incorporate office and commercial uses that support and compliment the industrial area. Residential use will not be allowed except for master planned industrial developments that provide residences intended to house employees for the planned industrial use.
- UL.16.3 Industrial uses may be appropriate in mixed-use developments of residential, commercial and light industrial, provided there is adequate mitigation of land use conflicts and community character and property values are preserved.
- UL.16.4 Light industrial areas shall include sidewalks, bike lanes on arterial streets and landscaping to provide a safe and attractive working environment. Pathways for pedestrians and bikes may be substituted for sidewalks on local access streets.

Standards and Regulations for all Industrial Areas

Goal

- UL.17 Establish and maintain land use regulations for industrial areas that protect their use into the future and prevent land use conflicts.**

Policies

- UL.17.1 Industrial developments within the Urban Growth Area shall provide the following improvements:
- a) Paved streets
 - b) Adequate parking for employees and business users (parking may be shared or communal)
 - c) Adequate stormwater control, including curbs, gutters and stormwater management facilities
 - d) Public sewer and water supply
 - e) Controlled traffic access to arterials and intersections
- UL.17.2 Access points should be combined and limited in number to allow smooth traffic flow on arterials. Access through residential areas should be avoided.
- UL.17.3 Standards for setbacks, landscaping and noise barriers shall be developed to mitigate impacts between industrial developments and adjacent land uses.

Urban Growth Area

The Growth Management Act mandates the establishment of urban growth areas (UGAs). The urban growth area (UGA) boundary identifies areas where future urban growth should occur and establishes a clear separation between urban and rural development. The intent of establishing a UGA is that urban growth should occur first in areas with existing public services and facilities that have sufficient capacity to serve development and second in areas where urban services can be economically extended. With adjustments for environmentally sensitive land which is unsuitable for development and reasonable market factors to avoid constraining the land supply, the UGA is sized to accommodate the projected 20-year population. A primary basis for the UGA requirement is the economical and efficient provision of public services. The urban land supply should be closely monitored and adjustments to the UGA made when necessary to ensure that land prices are not artificially inflated.

Goal

- UL.18 Maintain an Urban Growth Area (UGA) that provides a distinct boundary between urban and rural land uses and provides adequate land to accommodate anticipated growth.**

Policies

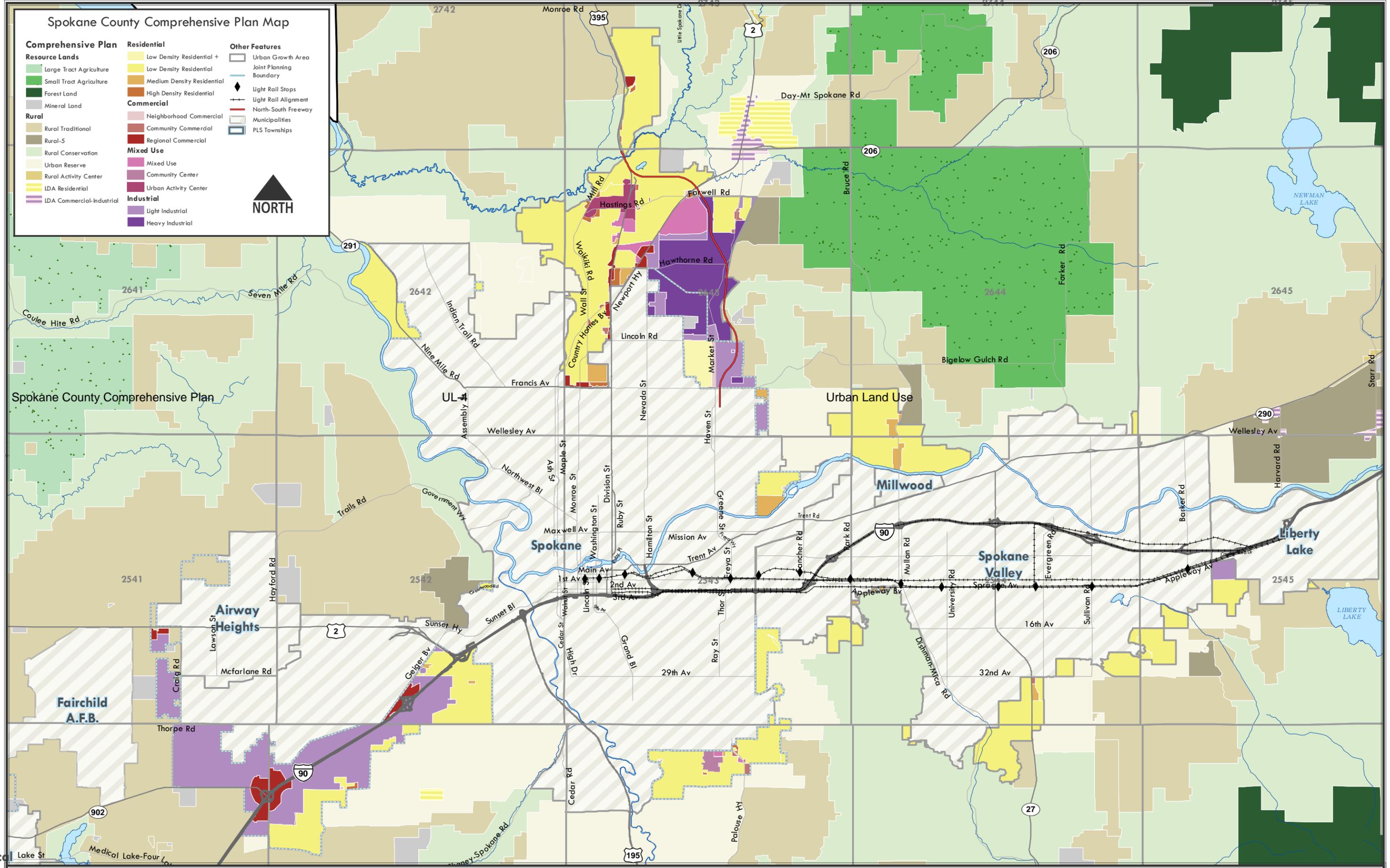
- UL.18.1 Review and evaluate Urban Growth Area boundaries, as required by the Countywide Planning Policies (topic 1, policy 16) and the Revised Code of Washington.
- UL.18.2 The determination of UGA boundaries shall include consideration of environmental features, topography, jurisdictional boundaries and special purpose districts. When the boundary follows a utility line, consideration should be given to including adjacent

parcels on both sides of the line to allow efficient use of the utility and provide fairness to property owners.

- UL.18.3 Urban Growth Area boundaries shall follow parcel boundaries to avoid splitting an existing parcel of record, except when the inclusion of the entire parcel creates an irregular or illogical boundary.
- UL.18.4 Consistent with availability of facilities and services, development to urban densities will be encouraged in and up to the Urban Growth Area boundaries.

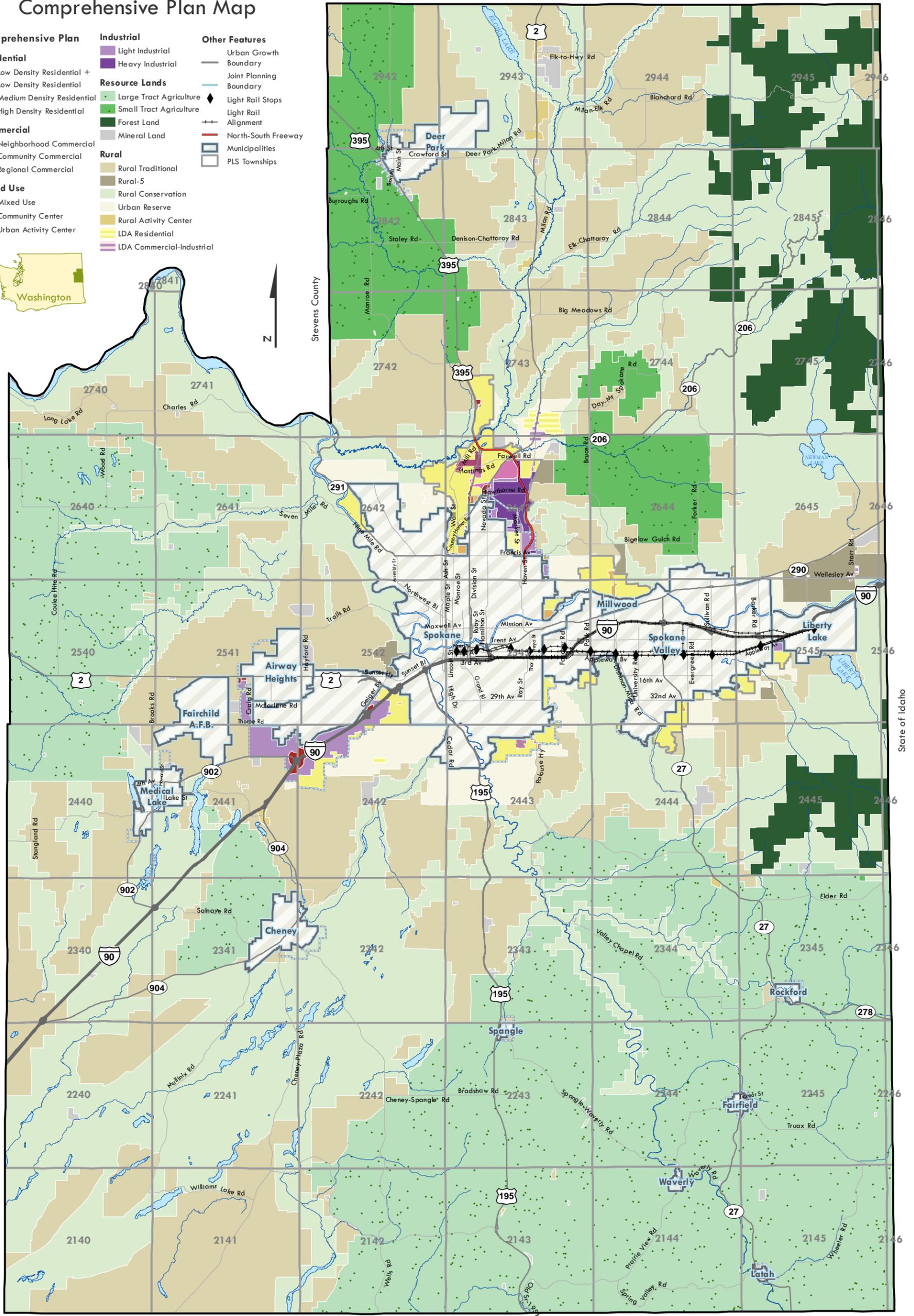
Spokane County Comprehensive Plan Map

Comprehensive Plan	Residential	Other Features
Resource Lands	Low Density Residential +	Urban Growth Area
Large Tract Agriculture	Low Density Residential	Joint Planning Boundary
Small Tract Agriculture	Medium Density Residential	Light Rail Stops
Forest Land	High Density Residential	Light Rail Alignment
Mineral Land	Commercial	North-South Freeway
Rural	Neighborhood Commercial	Municipalities
Rural Traditional	Community Commercial	PLS Townships
Rural-5	Mixed Use	
Rural Conservation	Mixed Use	
Urban Reserve	Community Center	
Rural Activity Center	Urban Activity Center	
LDA Residential	Industrial	
LDA Commercial-Industrial	Light Industrial	
	Heavy Industrial	



Comprehensive Plan Map

- | | | |
|----------------------------|---------------------------|-------------------------|
| Comprehensive Plan | Industrial | Other Features |
| Residential | Light Industrial | Urban Growth Boundary |
| Low Density Residential + | Heavy Industrial | Boundary |
| Low Density Residential | | Joint Planning Boundary |
| Medium Density Residential | Resource Lands | Light Rail Stops |
| High Density Residential | Large Tract Agriculture | Light Rail Alignment |
| Commercial | Small Tract Agriculture | North-South Freeway |
| Neighborhood Commercial | Forest Land | Municipalities |
| Community Commercial | Mineral Land | PLS Townships |
| Regional Commercial | Rural | |
| Mixed Use | Rural Traditional | |
| Mixed Use | Rural-5 | |
| Community Center | Rural Conservation | |
| Urban Activity Center | Urban Reserve | |
| | Rural Activity Center | |
| | LDA Residential | |
| | LDA Commercial-Industrial | |



Whitman County



This map was published by the Spokane County Department of Building and Planning as a general planning tool. Due to the differing quality of source documents, the Department cannot accept responsibility for errors or omissions, and therefore, there are no warranties which accompany this material.

Spokane County Building and Planning





Chapter 3 Rural Land Use

Farm near Mica

Chapter 3 Rural Land Use

Chapter 3 – Rural Land Use

Rural lands are lands located outside the Urban Growth Area and outside of designated agricultural, forest and mineral lands. Typically, rural areas have received their identity from a rural way of life rooted in history and resource-based industries, including farming and forestry. More recently, recreation and open space uses have played an increasing role in rural areas. Small towns and unincorporated communities provide services for surrounding rural areas and the traveling public.

Rural Character

Defining rural character is essential for development of rural goals and policies. Counties are required to include measures in the rural chapter that protect rural character. Through visioning and other citizen-participation efforts, the following principles for defining and preserving rural character have evolved:

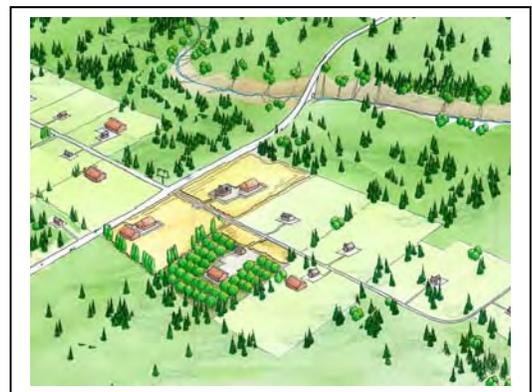
- The rural landscape should reflect a traditional development setting with low population density.
- Interconnected open spaces and natural areas should be provided through clustering and other innovative techniques.
- Rural residents should be self-sufficient and accept a traditional lifestyle with low levels of governmental services.
- Rural towns and centers should provide a community focal point and offer opportunities for shopping and other services.
- Scenic roadways and vistas should be preserved by prohibiting billboards and strip commercial development.
- Agriculture and forestry uses within the Rural category should be accepted as being consistent with rural area lifestyles.
- Land use practices should be conducted in a way that protects the environment, providing for clean air and water.
- Rural lands should have low population densities, allowing much of the area to be retained in a natural state, providing wildlife habitat and the preservation of natural systems.



Rural Land Use Categories

Rural Traditional

Rural lands in this category will include large-lot residential uses and resource-based industries, including ranching, farming, mining and forestry operations. Industrial uses will be limited to industries directly related to and dependent on natural resources. New non-resource-related industry would be allowed, provided it meets the requirement for a major industrial development outside the UGA (see policy RL.5.1 and RCW 36.70A.365). Rural-oriented recreation uses will also play a role in this category. Rural residential clustering is allowed in this category.



Density

The density of the Rural Traditional category is 1 dwelling unit per 10 acres.

Rural Residential-5

The Rural Residential-5 category would allow a 1 dwelling unit per 5-acre density in areas that have an existing 5-acre or smaller subdivision lot pattern. The provision of public water service may be appropriate for these areas. Rural residential clustering is allowed in this category.

Density

The density of the Rural Residential-5 category is 1 dwelling unit per 5 acres.

Rural Conservation

The Rural Conservation category applies to environmentally sensitive areas, including critical areas and wildlife corridors. Criteria to designate boundaries for this category were developed from Spokane County's Critical Areas program and a study by the University of Washington titled, *Wildlife Corridors and Landscape Linkages, An Approach to Biodiversity Planning for Spokane County, Washington*. The category will encourage low-impact uses and utilize clustering and/or other open space techniques to protect sensitive areas and preserve open space.



Density

The density of the Rural Conservation category is 1 dwelling unit per 20 acres, with a bonus density of 1 dwelling unit per 10 acres for preserving open space and environmentally sensitive areas through clustered housing.

Urban Reserve

The Urban Reserve Area category includes lands outside the Urban Growth Area that are considered for growth within a 40-year planning horizon. These areas are given special consideration, such as low-density, large-lot development, so that land uses established in the near future do not preclude their eventual conversion to urban densities. For example, a 1-acre to 5-acre per lot subdivision pattern in these areas would create parcels that would be difficult to divide to urban densities. Innovative techniques such as residential clustering may be used to allow residential development rights and ensure that these areas will be available in the future. The use of public water systems or community wells is encouraged. Community drainfields may also be appropriate in the Urban Reserve category.



Density

The density of the Urban Reserve category is 1 dwelling unit per 20 acres, which may be increased to 1 dwelling unit per 5 acres for clustered housing. Within a cluster subdivision, the remainder lot must be reserved for future urban use. The minimum lot size in a cluster subdivision could be as low as 10,000 sq. ft; the maximum lot size is 1 acre.

Rural Activity Centers

The Rural Activity Center (RAC) category identifies rural residential centers supported with limited commercial and community services. RACs consist of compact development with a defined boundary that is readily distinguishable from surrounding undeveloped lands. RACs often form at crossroads and develop around some focal point, which may be a general store or post office. Other typical uses might include a church, school, restaurant, gas station or other small shops. Commercial uses are intended to serve the surrounding rural area or in some instances the traveling public. RACs must have an identified boundary established on the Comprehensive Plan map.



Density

The maximum residential density in a Rural Activity Center category is 4 dwelling units per acre.

Limited Development Areas

This category identifies commercial, industrial and residential areas that were established prior to July 1, 1993 (the year Spokane County was mandated into Growth Management planning) but are not consistent with the criteria for designation as a Rural Activity Center. Limited infill and expansion of these designated areas may be appropriate. Any lands identified by this category must have adopted boundaries delineated on the Comprehensive Plan map. Limited Development Areas consist of two subcategories, a Commercial/Industrial category and a Residential category.

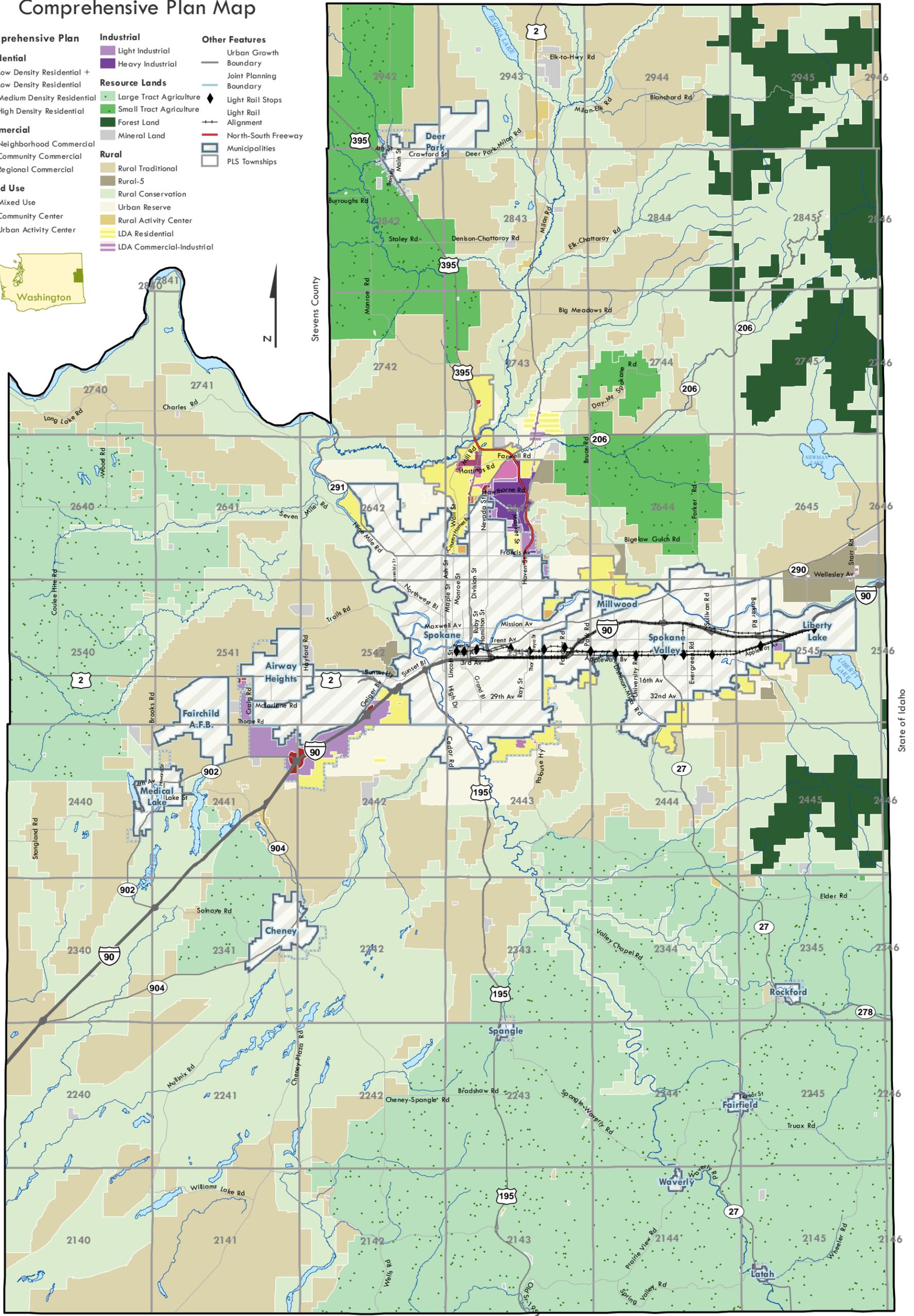


Master Planned Resort

The Master Planned Resort (MPR) category allows self-contained, fully integrated planned unit developments in a setting of significant natural amenities with primary focus on destination resort facilities. They consist of short-term visitor accommodations associated with a range of developed on-site indoor or outdoor recreational facilities. With the exception of employee housing, new MPRs do not include full-time residential uses.

Comprehensive Plan Map

- | | | |
|----------------------------|---------------------------|-------------------------|
| Comprehensive Plan | Industrial | Other Features |
| Residential | Light Industrial | Urban Growth Boundary |
| Low Density Residential + | Heavy Industrial | Boundary |
| Low Density Residential | Resource Lands | Joint Planning Boundary |
| Medium Density Residential | Large Tract Agriculture | Light Rail Stops |
| High Density Residential | Small Tract Agriculture | Light Rail Alignment |
| Commercial | Forest Land | North-South Freeway |
| Neighborhood Commercial | Mineral Land | Municipalities |
| Community Commercial | Rural | PLS Townships |
| Regional Commercial | Rural Traditional | |
| Mixed Use | Rural-5 | |
| Mixed Use | Rural Conservation | |
| Community Center | Urban Reserve | |
| Urban Activity Center | Rural Activity Center | |
| | LDA Residential | |
| | LDA Commercial-Industrial | |



Whitman County



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Spokane County Building and Planning



Rural Residential Development

The Rural Residential section provides for development of a variety of residential uses consistent with maintaining rural character. Large lot development patterns and innovative techniques, such as clustering, are included as options for rural development.

Goal

RL.1 Provide for rural residential development consistent with traditional rural lifestyles and rural character.

Policies

- RL.1.1 Unplatted property cannot be allowed to be developed to urban densities unless, and until, located within an Urban Growth Area (UGA) boundary designated as a master planned resort, rural activity center, limited development area or new, fully contained community.
- RL.1.2 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 significantly changing the rural character, degrading the environment or creating the necessity for urban levels of service.

Residential Limited Development Areas

Some scattered areas of urban residential development exist outside the County's Urban Growth Area. In these areas it may be appropriate to designate these lands as Limited Development Areas and allow infill consistent with the existing pattern. Infill areas should be restricted to well-defined boundaries and not include large expanses of undeveloped land.

- RL.1.3 The infill of urban-type residential development within rural areas may be allowed consistent with the following guidelines:
- a) The area is designated and mapped within the Limited Rural Development category and is contained by logical boundaries, outside of which urban-type development shall not occur. These boundaries shall be illustrated on the Comprehensive Plan map.
 - b) In developing a logical boundary, physical considerations such as bodies of water, streets and highways, and land forms and contours should be considered. Abnormally irregular boundaries should be avoided.
 - c) The character of rural neighborhoods and communities is maintained.
 - d) Public services and public facilities can be provided in a manner that does not permit low-density sprawl.
 - e) The boundary is based on urban-type development that was established prior to July 1, 1993.
 - f) Infill development shall be limited to small areas generally surrounded by urban-type development where conventional rural lots are not feasible.

Non-residential and accessory uses

- RL.1.4 Nonresidential and accessory uses appropriate for the rural area include farms, forestry, outdoor recreation, education and entertainment, sale of agricultural products produced on-site, home industries and home businesses. New churches and schools in the rural area are encouraged to locate in rural cities or rural activity centers, provided adequate services are available and the extension of urban services is not necessary.

Exemptions to Subdivision Regulations

- RL.1.5 Rural divisions of land shall comply with State Law pertaining to exemptions from subdivision requirements. Exemptions from the subdivision laws should not be used to circumvent the intent of subdivision and environmental protection laws.

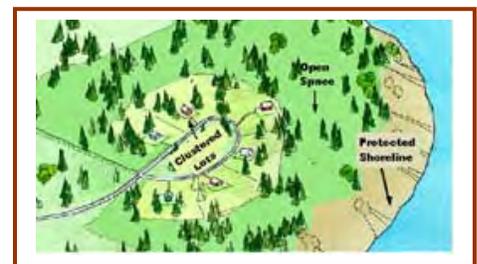
Innovative Techniques

Innovative techniques can be employed to protect environmentally sensitive areas, preserve open space and protect the character of rural areas.

- RL.1.6 Jurisdictions should work together to develop and implement regionally consistent incentive-based programs such as Transfer of Development Rights (TDR) and bonus densities to protect natural resource lands outside of Urban Growth Areas (UGAs).
- RL.1.7 Encourage the use of conservation easements through nonprofit land trust organizations and/or other organizations or similar measures to conserve and protect resource uses, open space and critical areas.
- RL.1.8 Implement strategies for the acquisition of natural areas of high scenic value through techniques such as residential clustering, conservation easements, conservation futures funding, open space zoning and other techniques.

Rural Clustering

Large-lot (10-acre) zoning has been the conventional way to minimize population density and retain rural character in Spokane County's rural areas. This method, while effective at controlling population density, has divided our rural lands with little sensitivity to the effects on rural resources and the natural environment. Large-lot zoning, combined with a lack of road standards, has also created many miles of poorly maintained private roads, making fire and emergency access difficult. Rural clustering offers an alternative to large-lot zoning. Rural clustering encourages the grouping of home sites on areas of the site that are best suited for development, while retaining the remainder of the site for open space. Clustering allows for more flexible and environmentally sensitive rural subdivisions. The Urban Reserve, Rural Residential-5, Rural Traditional, and Rural Conservation categories are designated as appropriate areas for rural clustering.



Some of the advantages of clustering include the following:

- a) Clustered homesites can significantly reduce the length of roadway necessary to serve the development.
- b) Clustered home sites can utilize a community well, thus reducing water supply costs and potential groundwater impacts.

- c) Clustered home sites improve the ability of fire departments to fight fires in rural areas.
- d) Clustered home sites provide for greater security and can help establish a sense of community.
- e) Clustered home sites can preserve open space for agriculture, forestry, wildlife habitat, recreation, and natural drainage.

Some limitations of clustering may include the following:

- a) Cluster developments may result in increased financing and costs in site planning design and engineering.
- b) Management of the “open space” in a clustered development can be a problem. Without an active open space management plan, the area could become degraded through neglect.
- c) Smaller lots in clustered subdivisions may create the expectation of urban services.
- d) Land use conflicts between clustered home sites and forestry and agricultural use can occur if care is not taken in the design of the development.

RL.1.9 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.

RL.1.10 Provisions to allow clustered housing in rural areas should adhere to the following guidelines:

- a) Development should be limited through density requirements that protect and maintain existing rural character, open space systems and water resources and control traffic volumes and road building.
- b) Siting of cluster projects should minimize impacts on neighbors, infrastructure and the surrounding environment.
- c) Permitting procedures for rural cluster projects should be no more difficult for cluster developments than for traditional subdivisions and should include incentives to encourage their use.
- d) Standards should be established for minimum and maximum project size so projects are large enough to support viable open spaces but small enough to prevent the residential cluster development from overwhelming the surrounding area.
- e) The primary component of the project site is the open space system. The system should be a network of spaces designed to be usable for their intended purposes and permanently protected or explicitly designated for future development if located in an urban reserve area. Preparation and implementation of an open space management plan should be required. The management plan should explicitly include details concerning ownership, taxes, liability, future use, etc.

- f) There should be a pattern of cluster areas established within the project site which does not cause significant impacts on neighboring properties or interrupt the continuity of existing and planned agricultural and related uses.
- g) Lots within a rural cluster in the Rural Traditional, Rural Conservation, and Rural-5 categories shall be one acre or larger to maintain rural character and allow for rural-type lifestyles, such as animal keeping, orchards and gardening. Lots within the Urban Reserve category should range from 10,000-sq. ft. to 1 acre to preserve the area for future urbanization.
- h) The number of home sites per cluster should be limited. Within the cluster, there should be a minimum of 2 and a maximum of 8 home sites. Clusters should be visually and physically separated from one another by open-space buffers. The scenic nature of roadways should be protected by varied setbacks and/or open space buffers.
- i) Lot dimensions, building heights and setbacks should be compatible with rural character and provide the privacy, seclusion and access to open space that are normally expected in rural areas.
- j) A minimum of 70% of the site in a rural cluster development shall be preserved for open space, wildlife habitat and/or resource use; or in the case of urban reserve areas, to avoid precluding future development options.
- k) An aggregation of clustered developments cannot be so arranged that it forms the basis for a rural activity center.
- l) Clustered housing should not become the predominate pattern of development throughout the rural area.
- m) Special consideration should be given to clustered housing in Urban Reserve Areas to ensure that development does not preclude the eventual conversion to urban densities on the remainder parcel.

Urban Reserve Areas

Urban Reserve Areas (URAs) are lands outside the Urban Growth Area that are considered for growth beyond the initial 20-year planning period but within a 40-year planning horizon. These areas are given special consideration so that land uses established in the near future do not preclude their eventual conversion to urban densities. For example, a 1-acre to 5-acre per lot subdivision pattern in these areas would create parcels that would be difficult to redivide to urban densities. Innovative techniques such as residential clustering and bonus densities may be used to protect property rights and ensure that these areas will be available in the future for urban development. Development in Urban Reserve Areas should be done in such a manner as to allow the orderly and efficient extension of utilities when the area is included in the UGA.



- RL.1.11 Based on a 40-year planning horizon, the County should identify Urban Reserve areas and growth corridors; within these areas, densities and land use patterns which preclude future conversion to urban densities should be discouraged.
- RL.1.12 Development in URAs should be consistent with future urban design, including layout of buildings and roads.
- RL.1.13 Urban Reserve Areas (URAs) shall be designated on the Comprehensive Plan map based on the following considerations:
- a) Suitability of natural systems to accommodate growth. Sensitive watersheds, shoreline areas, wildlife habitat and corridors or other sensitive environmental features should not be included in URAs.
 - b) Size of existing parcels. Land that is outside of the current UGA but exhibits the land division characteristics of urban development should be considered for inclusion in the URA.
 - c) The carrying capacity of natural, infrastructure, and environmental systems.
 - d) The logical and orderly outward extension of urban services.
 - e) Population projections for a 40-year planning horizon.
- RL.1.14 Clustered developments within URAs should provide urban transportation facilities (i.e. curbs, gutters, sidewalks and drainage facilities) at the same time as construction of the development.

New Fully Contained Communities

A 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 fully contained communities must receive a portion of the County's population allocation proportionate to the communities expected population.

- RL.1.15 The County may establish "new, fully-contained communities" within the rural area, as provided for by the GMA. Future revisions to the Plan should consider new fully-contained communities as an option to accommodate population growth. Clustered Developments within URAs should provide urban transportation facilities (i.e. curbs, gutters, sidewalks, and drainage facilities) at the same time as construction of the development.

Rural Activity Centers

Providing for rural services and community gathering places without promoting sprawl development is a challenge in rural areas. Rural activity centers (RACs) provide a mechanism for addressing these needs. RACs are mixed-use centers, including commercial and residential uses, and community services. RACs consist of compact development with a defined boundary that is readily distinguishable from surrounding undeveloped lands. RACs often are found at crossroads and develop around some focal point, which may be a general store or post office. Other typical uses may include a church,

school, restaurant, gas station or other small shops. Commercial uses are intended to serve the surrounding rural area or, in some instances, the traveling public.

To be classified as a Rural Activity Center, the area must have been in existence prior to July 1, 1993, which is the date Spokane County was mandated to plan under the Growth Management Act.

Goal

RL.2 Designate rural activity centers planned for a mix of residential and commercial uses to meet the needs of rural residents while retaining rural character and lifestyles.

Policies

- RL.2.1 RACs shall be limited to isolated, rural communities and centers. RAC boundaries shall be defined by a logical outer boundary delineated predominantly by the built environment and the following considerations:
- a) Preservation of the character of neighborhoods and communities
 - b) Preservation of natural systems and open space
 - c) Physical boundaries, such as bodies of water, streets and highways and land forms and contours
 - d) The ability to provide public facilities and public services in a manner that does not permit low-density sprawl
 - e) Designations should be confined to built-up areas, established prior to July 1, 1993, and not include large expanses of vacant land
- RL.2.2 The following unincorporated communities may be included as rural activity centers and others may be designated as appropriate, consistent with adopted policies.
- | | |
|--------------------|---------------|
| a) Elk | h) Four Lakes |
| b) Eloika Lake | i) Marshall |
| c) Riverside | j) Plaza |
| d) Chattaroy | k) Mica |
| e) Colbert | l) Valleyford |
| f) Nine Mile Falls | m) Freeman |
| g) Moab Junction | |
- RL.2.3 Commercial developments within RACs should be of a scale and type to be primarily patronized by local residents and in some instances to provide support for resource industries, tourism and the traveling public.
- RL.2.4 Encourage developers to work with local residents within RACs to develop plans that satisfy concerns for environmental protection, historic preservation, quality of life, property values and preservation of open space.

Rural Governmental Services

Rural character embodies a quality of life based upon traditional rural lifestyles and aesthetic values. Included within this definition is an expectation and acceptance of low levels of governmental services. Rural residents generally seek to retain their traditional self-reliance within a supporting community framework. Typically, rural areas will be served by individual wells, on-site wastewater disposal, volunteer fire departments and low levels of police protection. Extension of public water is appropriate in rural areas in some cases. Some areas of development, established prior to plan adoption, will have existing sewer services.

Goal

RL.3 Provide a level of rural governmental service consistent with maintaining rural character.

Policies

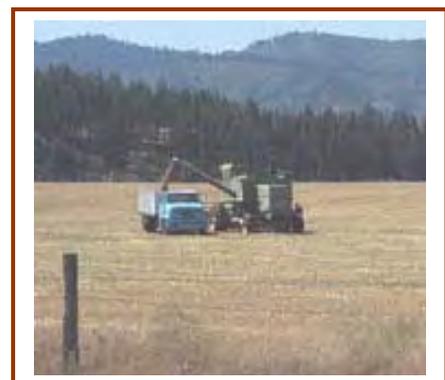
- RL.3.1 Designated rural lands shall have low densities which can be sustained by minimal infrastructure improvements, such as septic systems, individual wells and rural roads, without altering the rural character, degrading the environment or creating the necessity for urban level of services.
- RL.3.2 Extension of storm and sanitary sewer 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 or to accommodate a major industrial development approved pursuant to RCW 36.70A.365, provided that such extensions are not an inducement to growth.
- RL.3.3 Rural governmental services shall include those public services and facilities historically and typically delivered at intensity usually found in rural areas and shall include domestic water service either through individual wells or public water service. Rural governmental services shall not include new storm and sanitary sewers except as provided for in RL.3.2.

Resource-based Uses in Rural Areas

Rural lands, by definition, do not include agricultural, forestry and mineral lands that have been classified as resource lands with “*long-term commercial significance*.” Resource lands with long-term commercial significance are considered in the Natural Resource Lands Chapter. Rural lands may include, however, viable resource uses which do not fit the criteria for inclusion in the resource land designation. Resource uses, including small scale agriculture, woodlots and mining, are appropriate in rural areas and certainly contribute to rural character. The maintenance and protection of these uses is one of the purposes of this section.

Goal

RL.4 Preserve and protect agriculture and forestry activities throughout the rural area.



Policies

- RL.4.1 Encourage best management practices for agricultural and forestry uses to conserve the resource and protect the environment.
- RL.4.2 Agricultural and forestry management practices shall be allowed in rural areas when carried on in compliance with applicable regulations, even though they may impact nearby residences.
- RL.4.3 Encourage current-use taxation laws as an incentive to retain productive agricultural and timberlands.
- RL.4.4 Create environmental standards for agriculture that protect environmental quality, especially in relation to water and fisheries resources, without discouraging farming.
Note: See the Natural Environment Chapter for additional policies concerning environmental protection.
- RL.4.5 Airstrips and helicopter pads shall be allowed in the rural area, consistent with the preservation of rural character.

Industrial and Commercial Uses

Industrial and commercial development in rural areas will generally be limited to uses that serve the needs of rural residents or are related to natural resource activities. These uses typically will include small-scale home professions and home industries, roadside agricultural sales and small commercial establishments within designated rural activity centers. Larger industrial uses generally will be limited to industries directly related to and dependent on natural resources. In some cases, limited infill of areas with existing industrial or commercial development may be appropriate.



Goal

- RL.5a Provide for industrial and commercial uses in rural areas that serve the needs of rural residents and are consistent with maintaining rural character.**
- RL.5b Ensure the availability of adequate industrial land to accommodate major industrial developments that cannot be sited in the Urban Growth Area (UGA).**
- RL.5c Ensure adequate land for inert waste only disposal sites.**

Major Industrial Development

Major industrial developments outside the Urban Growth Area (UGA) are allowed in certain instances (RCW 36.70A.365). These developments are intended to meet the need for industrial uses in which adequate land within the UGA is not available to accommodate the development. For instance, the development may require a parcel of land so large that no suitable parcels are available in the UGA. Upon approval of a major industrial development outside UGAs, it must be designated as a UGA.

RL.5.1 New major industrial developments shall be allowed in the rural category consistent with RCW 36.70A.365, which states as follows:

- a) "Major industrial development" means a master planned location for a specific manufacturing, industrial or commercial business that:
 - I. requires a parcel of land so large that no suitable parcels are available within an urban growth area; or
 - II. is a natural resource-based industry requiring a location near agricultural land, forestland or mineral resource land upon which it is dependent. The major industrial development shall not be for the purpose of retail commercial development or multi-tenant office parks.

- b) A major industrial development may be approved outside an urban growth area in a county that is planning under this chapter if criteria including, but not limited to, the following are met:
 - I. New infrastructure is provided for and/or applicable impact fees are paid.
 - II. Transit-oriented site planning and traffic demand management programs are implemented.
 - III. Buffers are provided between the major industrial development and adjacent non-urban areas.
 - IV. Environmental protection, including air and water quality, has been addressed and provided for.
 - V. Development regulations are established to ensure that urban growth will not occur in adjacent non-urban areas.
 - VI. Provision is made to mitigate adverse impacts on designated agricultural lands, forestlands and mineral resource lands.
 - VII. The plan for the major industrial development is consistent with the county's development regulations established for protection of critical areas.
 - VIII. An inventory of developable land has been conducted and the County has determined and entered findings that land suitable to site the major industrial development is unavailable within the urban growth area. Priority shall be given to applications for sites that are adjacent to or in close proximity to the urban growth area.

- c) Final approval of an application for a major industrial development shall be considered an adopted amendment to the Comprehensive Plan adopted pursuant to RCW 36.70A.070 designating the major industrial development site on the land use map as an urban growth area. Final approval of an application for a major industrial development shall not be considered an amendment to the Comprehensive Plan for the purposes of RCW 36.70A.130(2) and may be considered at any time.

Industrial/Commercial Limited Rural Development Areas

Some industrial and commercial developments were built in rural areas prior to development of and/or adoption of the Comprehensive Plan. These developments may be considered as limited areas of more intense development if they are designated and mapped within the Limited Rural Development category of the Comprehensive Plan. Allowing infill industrial development within these areas can contribute to the economic diversity of unincorporated areas of the County and provide employment opportunities for the nearby rural population. Any industrial and/or commercial development other than natural resource-based industry must be delineated on the Comprehensive Plan map for it to be considered as an area of more intense rural development.

RL.5.2 The intensification and infill of commercial or non-resource-related industrial areas shall be allowed in rural areas consistent with the following guidelines:

- a) The area is clearly identified and contained by logical boundaries, outside of which development shall not occur. These areas shall be designated and mapped within the Limited Rural Development category of the Comprehensive Plan map.
- b) The character of neighborhoods and communities is maintained.
- c) Public services and public facilities can be provided in a manner that does not permit or promote low-density sprawl or leapfrog development.
- d) The intensification is limited to expansion of existing uses or infill of new uses within the designated area.
- e) The area was established prior to July 1, 1993.

Commercial Development

Commercial development in rural areas should be limited to those businesses serving rural residents and supporting natural resources and tourism-related uses. Most commercial uses will be located in rural towns or in designated rural activity centers. In some instances, the intensification of established commercial areas may be allowed, provided they are consistent with policy guidelines (see RL.5.2).

RL.5.3 Strip commercial development along state and county roads shall be prohibited.

RL.5.4 Use regulations in the Rural category for tourism and recreation-oriented uses shall be developed based on the following guidelines:

- a) Resource-dependent tourism and recreation-oriented uses such as commercial horse stables, guide services, golf courses and group camps may be allowed in rural areas provided they do not adversely impact adjoining rural uses and are consistent with rural character.
- b) Tourism-related uses such as motels and restaurants serving rural and resource areas shall be located within existing rural towns or designated rural activity centers or Master Planned Resorts.

RL.5.5 Isolated non-residential uses in rural areas, which are located outside of rural activity centers or limited development areas, may be designated as conforming uses and allowed to expand or change use provided the uses were legally established on or before July 1, 1993, are consistent with rural character, and detrimental impacts to the rural area will not be increased or intensified.

Master Planned Resorts

Master planned resorts are self-contained, fully integrated planned unit developments in a setting of significant natural amenities, with primary focus on destination resort facilities. They consist of short-term visitor accommodations associated with a range of developed on-site indoor or outdoor recreational facilities. Master planned resorts should not be considered as a means to develop sprawling urban or suburban residential developments. Employment of local residents should be encouraged in Master Planned Resorts.

RL.5.6 New Master Planned Resorts (MPR) may be approved in an area outside of established Urban Growth Area Boundaries providing they meet the following criteria:

- a) The land proposed is better suited and has more long-term importance for a MPR than the commercial harvesting of timber or agricultural production, if located on land that otherwise would be designated as a forest or agricultural resource.
 - b) MPR approval shall not be a precedent for allowing new urban or suburban land uses in the vicinity.
 - c) The proposed development provides urban level public services that are strictly contained within the boundaries of the resort property by design and construction and protect health and the environment.
 - d) The proposed site for the MPR is sufficient in size and configuration to provide for a full range of resort facilities while maintaining *adequate* separation from any adjacent rural or resource land uses to maintain the existing rural character.
 - e) Residential uses are designed for short-term or seasonal use. Full-time residential uses should be limited to employee housing. Procedures should be developed to ensure that overnight lodging within Master Planned Resorts cannot be utilized as full-time residential units.
 - f) Significant natural and cultural features of the site should be preserved and enhanced to the greatest degree possible.
 - g) Preservation of wildlife corridors and open space networks should be integral to the site design.
 - h) Commercial uses and activities within the MPR should be limited in size to serve the customers within the MPR and located within the project to minimize the automotive convenience trips for people using the facilities.
 - i) Adequate emergency services must be available to the area to insure the health and safety of people using or likely to use the facility.
 - j) Implementation of MPR sites may be allowed by conditional use permit in the rural zoning categories provided they meet the intent, standards, and criteria as prescribed in the Comprehensive Plan.
- RL.5.7 Existing resorts may be considered as Master Planned Resorts providing the resort was established prior to July 1, 1990 and providing that a portion of the County's 20-year population projection is allocated to the MPR corresponding to the number of permanent residents within the MPR.

Home Professions and Home Industries

- RL.5.8 Home professions, home industries, day-care facilities and accessory uses should be allowed outright or as conditional uses throughout the rural area, provided they do not adversely affect the rural character or conflict with resource-based economic uses.
- RL.5.9 Development regulations for home professions, home industries, day-care facilities and accessory uses should protect adjacent properties from negative impacts and should be consistent with maintaining rural character.

Wildfires

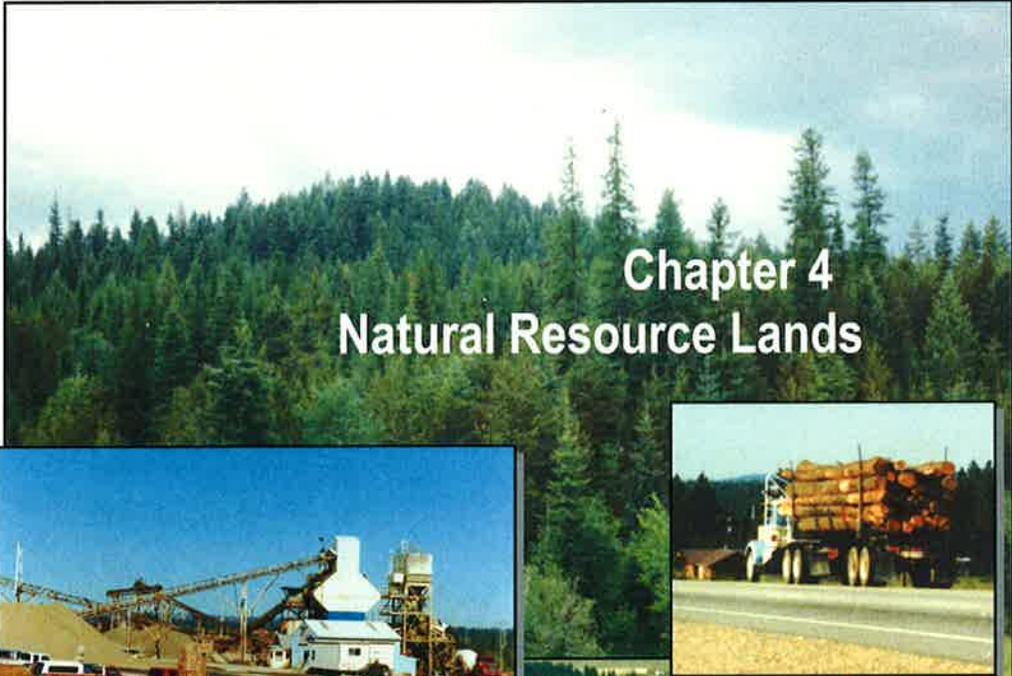
Large-lot, low-density residential development in forested rural areas has dramatically increased the potential of life and property loss due to wildland fires. The problem is exemplified by the loss of 24 homes in the Hangman Valley area of Spokane County in July 1987 and by the loss of 114 dwellings in the Spokane County “fire storm” of 1991. This section provides policy direction for development of comprehensive wildfire standards.

Goal

RL.6 Development in rural and natural resource land areas will be in a manner that provides for adequate fire access and fire protection.

Policy

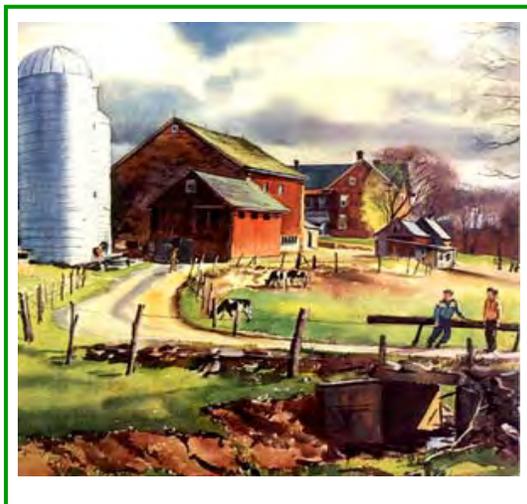
RL.6.1 Develop comprehensive fire protection regulations consistent with recognized practice and recommendations and integrate them into zoning and other land use regulations as applicable; such regulation should include incentives to encourage development designed to mitigate wildfires.



Chapter 4 Natural Resource Lands



Chapter 4 – Natural Resource Lands



Natural Resource Lands include agriculture, forests and mineral lands of long-term commercial significance. Spokane County is blessed with an abundant supply of natural resource lands. Historically, natural resource industries were the center of the local economy. The resource industries produced lumber, paper products, metal products, stone, sand and gravel, wheat, fruit, berries, vegetables, forage crops, meat, poultry and dairy products, which were consumed by the community and exported around the world. Although the local economy has diversified considerably in recent years, the natural resource industries continue to be important. Resource lands have special characteristics that make them productive. These characteristics include unique soils, climatic conditions and geological structure. They cannot be re-created if they are lost to urban development or mismanaged.

The residents of Spokane County recognize the importance of natural resource lands. Avoiding the irrevocable loss of these resources and protecting them for future generations is the purpose of this Chapter.

Resource Land Categories

The natural resource land categories are shown on the Natural Resource Land Map. The designations are described as follows:

Large Tract Agriculture

Large tract agricultural areas are primarily devoted to grain, legume and grass seed production. Non-resource-related uses are generally prohibited. Residences will usually be associated with farming operations.

Density

The maximum residential density is 1 unit per 40 acres except that the maximum residential density may be increased to 1 unit per 10 acres provided the zoning for the site is reclassified to the small tract agricultural zone consistent with agricultural zones reclassification criteria.

Small Tract Agriculture

Small tract agricultural areas are primarily devoted to grain, fruit, berry, vegetable, dairies, Christmas trees, and forage crop production. Non-resource-related uses other than rural residences are generally prohibited. This type of agriculture is suitable to small-scale operations and may be conducted on relatively small parcels. Residences on large lots may or may not be associated with farming operations. Seasonal festivals and other activities associated with the marketing of agricultural products will be common occurrences in these areas.

Density

The maximum residential density is 1 unit per 10 acres.

Mineral Lands

Mineral land areas are primarily devoted to sand, gravel, rock, or clay production. Related products such as concrete, asphalt and brick are also produced. Agriculture and forestry may be conducted on mineral resource lands but residences are generally limited to caretaker residences associated with mining or related industry.

Forest Land

Forest land areas are primarily devoted to wood production. Non-resource-related uses are generally prohibited. Residences are allowed but will be located on relatively large parcels to minimize conflicts with forestry operations.

Density

The proposed residential density is 1 unit per 20 acres.

Designation of Natural Resource Lands

Spokane County is blessed with productive resource lands that are important to the local economy. If these lands are protected from incompatible development, they can continue to benefit future generations. In the past, urban development, especially in the Spokane River Valley, covered both high-quality agricultural land and large deposits of quality sands and gravels. Due to the urbanization, it is unlikely that these resources will be available for future generations. Designating and protecting the County's remaining resource lands ensures that these remaining areas will not be lost to incompatible development.

The first step in protecting resource lands is to identify those lands that possess the characteristics to support long-term commercial resource production. For commercial agriculture and forestry, it is necessary to identify lands with productive soil and favorable climatic conditions. Mineral resources must meet criteria of quality, quantity and accessibility for commercial viability. Location of mineral resources is important, since the cost of transporting them adds greatly to cost.

Information about natural resource lands, especially soil and geological information, is constantly being improved. It is important to review new information and update natural resource designations as information becomes available.

Goals

- NR.1a Provide for necessary natural resources while preserving and protecting the natural environment and private property rights.**
- NR.1b Ensure adequate supply, long-term conservation and wise stewardship of natural resources within Spokane County for the benefit of current and future residents.**

Policies

- NR.1.1 Natural resource lands of long-term commercial significance shall be designated on official maps and adopted by the Board of County Commissioners through a comprehensive planning process.
- NR.1.2 Environmentally sensitive areas, which may be degraded by intensive forestry, agriculture or mining uses, should not be classified as resource lands.
- NR.1.3 Natural resource land designations should be reviewed every 5 years and amended if necessary to reflect better information or changes of conditions.

Agricultural Land Designation Criteria

- NR.1.4 Lands meeting the following criteria shall be designated as Spokane County Large Tract Agricultural Resource Lands of Long-term Commercial Significance:
- a) Lands predominantly used for or capable of long-term commercial agricultural production.
 - b) Lands with large areas of contiguous ownership and parcel sizes predominately 40 acres or larger.
 - c) Lands that produce or are capable of producing predominately annual crop rotations including small grains, non-forage legumes and grass seed.
 - d) Land that has been designated as Large Tract Agriculture may only be redesignated or rezoned consistent with the agricultural zones reclassification criteria as specified in the Spokane County Zoning Code.
- NR.1.5 Lands that do not meet all the criteria for the large tract agricultural designation but do meet the following criteria shall be designated as Spokane County Small Tract Agricultural Resource Lands of Long-term Commercial Significance.
- a) Lands predominantly used for or capable of commercial agricultural production.
 - b) Lands which produce or are capable of producing crops of local significance such as dairies, orchards, truck crops, vineyards, Christmas trees/wood lots, foraged crops, small grains, non-foraged legumes and grass.

Forest Land Designation Criteria

- NR.1.6 Lands meeting the following criteria shall be designated as Spokane County Forest Resource Lands of Long-term Commercial Significance.
- a) Property currently assessed for tax purposes as forest land or timberland pursuant to Chapter 84.28, 84.34 RCW.
 - b) Private forest land grades of the Department of Revenue (WAC 458-40-530). In Spokane County land grades of 5 and 6 and operability classes of 1, 2 and 3 are considered for designation.
 - c) Forest land designations shall be located outside of the Urban Growth Area (UGA).
 - d) Designated areas shall consist of a minimum contiguous area of greater than 640 acres (not continuous ownership). This means that areas which meet the criteria will not be designated as forest land unless the total area is greater than 640 acres in size.
 - e) Contiguous areas of land fewer than 640 acres that do not meet the designation criteria but are surrounded by designated forest land may be designated as forest land.

- f) State and county parkland will not be designated as forest land, but will be used to meet the minimum contiguous area threshold of greater than 640 acres.
- g) Department of Natural Resources (DNR) ownerships that are devoted to timber production and are located adjacent to designated forest lands.
- h) Forest land should not be designated within smoke-control zones, no-burn areas, PM 10-nonattainment areas or CO non-attainment areas, as defined by the Spokane County Air Pollution Control Authority.
 - j) Areas considered for inclusion in the Forestry Designation shall have predominant existing parcels of 40 acres or larger.

Mineral Land Designation Criteria

NR.1.7 Mineral Resource Lands of long-term commercial significance should be designated on official maps and adopted by the Board of County Commissioners through a comprehensive planning process. Mining shall be allowed on lands not meeting natural resource designation criteria if environmental protection and compatibility with adjacent land uses is assured.

NR.1.8 Mineral Resource Lands of long-term commercial significance should meet all of the following criteria:

- a) In Spokane County, the commercially important minerals are sand, gravel, rock or clay. Mineral resource land designations should be made where these minerals are known to exist. The Spokane County Mineral Resource Map should be used as a tool to help identify additional sites to help meet future demand.
- b) Mineral resource land designations should be located in areas with compatible land uses, such as mining, industry, agriculture, forestry, vacant or large-lot residential (less than 1 dwelling unit per 5 acres). Mitigation of adverse impacts from mining on adjacent property shall be a prime designation criterion.
- c) Mineral resource land designations should be 20 acres or more in size.
- d) Mineral land designations should have a minimum deposit size of approximately 500,000 cubic yards for sand, gravel and rock, and approximately 200,000 cubic yards for blend sand.
- e) Mineral resource land designations shall not occur on lands with wetlands, riparian areas, geological hazard or threatened or endangered species unless impacts can be adequately mitigated.
- f) Mineral resource land designations shall have adequate access for trucks. Access shall not be through a residential neighborhood.

Amending NRL Designations

NR.1.9 Designation criteria and mapped boundaries for natural resource lands shall only be revised through a comprehensive plan amendment. Changes in designations will be based on one or more of the following criteria:

- a) A change in circumstances pertaining to the Comprehensive Plan or public policy.
- b) A change in circumstances beyond the control of the landowner pertaining to the subject property.
- c) An error in designation.

- d) New information on natural resource land or critical area status.
- e) Use of innovative land use management techniques.
- f) Land subdivisions within natural resource lands that are created subsequent to the adoption of this Comprehensive Plan shall not be considered as a basis for amending NRL designations.

Governmental Services in Natural Resource Lands

Governmental services in natural resource areas should include only those services necessary to support the production of food and fiber and the extraction of minerals. If higher levels of service are provided, residential uses will be encouraged to locate in resource areas. Experience has shown that proliferation of residential uses in resource areas will inevitably lead to the demise of the resource activities.

The government services that are appropriate in resource land areas include volunteer fire departments, minimal police protection and rural roads designed for transporting commodities and equipment.

Goal

NR.2 Provide a level of governmental service consistent with long-term preservation and protection of natural resource lands.

Policies

- NR.2.1 Designated agricultural and forest lands shall have low residential densities which can be sustained by minimal infrastructure improvements such as septic systems, individual wells and rural roads without degrading the environment or creating the necessity for urban levels of service.
- NR.2.2 Services in resource land areas will be limited. On-site septic systems, private wells or small, self-contained water systems, volunteer fire departments and minimal police protection will support residences at appropriate densities.
- NR.2.3 Capital improvement plans should take into consideration maintenance of public roads adequately to accommodate the transportation needs of forest and agriculture commodities.

Land Use in Natural Resource Lands

To protect natural resource lands, it is important to foster the development of land uses that support and complement resource activities. Generally, the various resource activities, agriculture, forestry and mining, do not conflict with one another. Industrial and commercial uses that are related to resource activities may be supportive of continued resource land use and should be encouraged.

Non-resource-related uses, especially residential uses, often conflict with resource production or extraction. Rural residents often object to the noise, dust, smell and chemicals used in resource areas. The impacts to residential development can be mitigated to some degree by buffering or maintaining low residential density.

Uses that support resource activities include but are not limited to food processing, equipment repair, grain elevators, resource storage areas, aircraft landing fields for crop dusting, lumber mills, chemical and supply distribution.

Goal

NR.3: Land uses shall be consistent with the conservation of designated resource lands and shall not interfere with resource land management practices.

Policies

- NR.3.1 Viable agricultural, forestry and mining activities shall be protected from conflicts through the use of zoning requirements, plat requirements, grandfather rights and similar methods.
- NR.3.2 Specialized agricultural uses such as feedlots, fur farms, poultry ranches and similar uses shall be provided for and protected from incompatible land use encroachment.
- NR.3.3 Areas for agricultural endeavors such as small berry, fruit, vegetable and other specialty crops will be encouraged on lands which are relatively close to urban areas. Roadside sales of agricultural products produced on-site should be permitted.
- NR.3.4 Uses permitted on or near resource lands must be compatible and not interfere with the economic benefit provided by that natural resource.
- NR.3.5 The primary land use activities on natural resource lands are commercial forest management, agriculture and mineral extraction and those uses that maintain, enhance or have insignificant impact on the long-term management of designated natural resource lands.
- NR.3.6 Land use activities within or adjacent to natural resource land should be sited and designed to minimize conflicts with resource-related activities.
- NR.3.7 Specific development and performance standards for access, lot size and configuration, fire protection, water supply and dwelling unit location should be adopted for development within or adjacent to natural resource lands. These standards will provide for buffer areas adjacent to designated natural resource lands that minimize conflict with commercial natural resource activities.
- NR.3.8 Develop comprehensive fire protection regulations consistent with recognized practice and integrate them into Forestry zoning and other land use regulations as applicable; such regulations should include incentives to encourage development designed to mitigate wildfires.

Residential Development on Natural Resource Lands

Policies

- NR.3.9 Residential use on natural resource lands shall be discouraged unless the residential use is related to resource land management or production.

- NR.3.10 Mineral lands are designated only for parcels with proven mineral reserves. Only residences connected with the mineral extraction activity should exist on mineral lands.
- NR.3.11 Rural residential development adjacent to agricultural and forest production districts should be designed to minimize conflict with resource uses.
- NR.3.12 Nonconforming lots, which were legally created, may still be developed provided adequate provisions for sewage disposal and other services can be met without the extension of urban governmental services outside the UGA. Alternatives to developing undeveloped or partially developed plats that are not consistent with resource use should be encouraged.
- NR.3.13 Home professions, home industries and accessory uses should be allowed within designated resource lands provided they do not adversely affect the rural character or conflict with resource-based economic uses.
- NR.3.14 Development regulations for home professions, home industries and accessory uses shall protect adjacent properties from negative impacts and shall be consistent with maintaining natural resource activities.
- NR.3.15 Residential clustering shall not be permitted on designated natural resource lands.

Residential Density - Agricultural Lands

- NR.3.16 The maximum residential density for agricultural lands shall be as follows:
- a. The maximum residential density for designated small tract agricultural lands will be 1 unit per 10 acres.
 - b. The maximum residential density for large tract agricultural lands is 1 unit per 40 acres except that the maximum residential density may be increased to 1 unit per 10 acres provided the zoning for the site is reclassified to the small tract agriculture zone consistent with agricultural zones reclassification criteria.

Residential Density - Forest Lands

- NR.3.17 The maximum residential density within designated forest lands will be 1 unit per 20 acres for forest lands.

Commercial and Industrial Use On Natural Resource Lands

- NR.3.18 Non-resource-related industrial developments such as major industrial developments, airports and storage yards shall not be allowed on designated resource lands.
- NR.3.19 Industries related to and dependent upon natural resources of agriculture, forestry and mining shall be allowed on designated resource lands.
- NR.3.20 Retail sales facilities and activities shall not be allowed on natural resource lands except as accessory to the sale of commodities produced on-site, sale of sand

and gravel associated with on-site mining activity and home business or industries which do not conflict with natural resource activities.

Commercial Development for Small Tract Agriculture

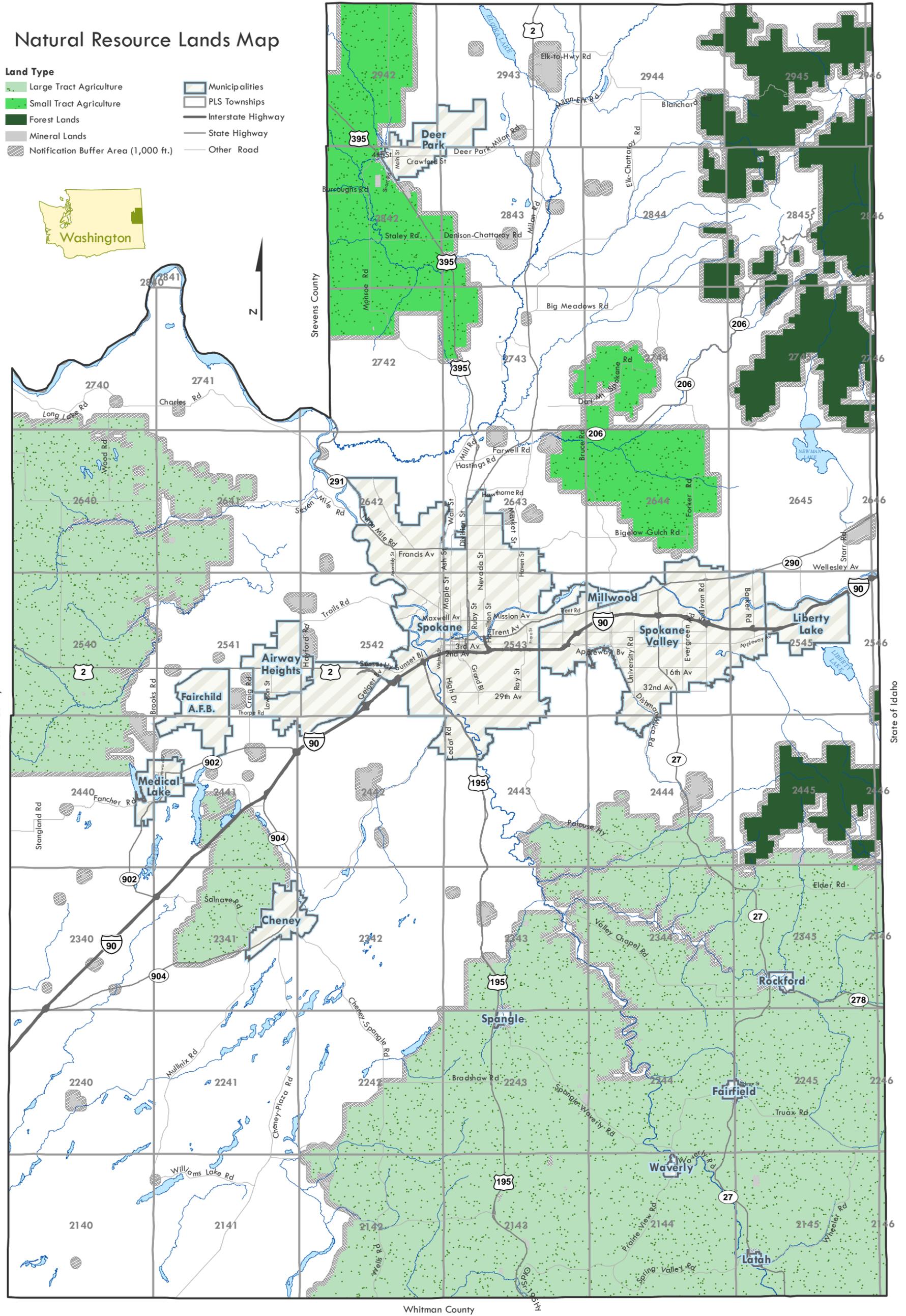
Spokane County recognizes the importance of small tract agriculture to the local economy and as a defining feature of the local character and identity. Small-scale farming is commercially viable, especially when located near the urban area because of direct marketing opportunities which allow small-scale producers to compete with large-scale producers. The following policies are intended to form a framework for recognition of small-scale farming's special needs for protective and flexible regulations to continue the tradition of small tract agriculture in Spokane County.

- NR.3.21 Seasonal retail sales facilities and activities shall be allowed in small tract agricultural areas as accessory uses directly related to the sale of farm commodities produced on the site.
- NR.3.22 Encourage local production and consumption of food and farm products through public markets and festivals located on small tract agricultural lands, provided such activities do not conflict with agricultural practices and provided that adequate provisions are made for traffic control, off-street parking, sanitation, noise control and dust control.
- NR.3.23 Allow direct farm-to-market agricultural distribution including on-farm sale of agricultural products.

Natural Resource Lands Map

Land Type

- Large Tract Agriculture
- Small Tract Agriculture
- Forest Lands
- Mineral Lands
- Notification Buffer Area (1,000 ft.)
- Municipalities
- PLS Townships
- Interstate Highway
- State Highway
- Other Road



Lincoln County

State of Idaho



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Spokane County Building and Planning



Conservation and Protection of Natural Resource Lands

A variety of techniques are available to conserve and protect the long-term viability of natural resource lands. Spokane County requires that applicants for development permits be notified if they are planning to develop near natural resource areas so that they are aware of potential impacts. When appropriate, notification shall be placed on land titles so that potential buyers are alerted to the existence of natural resource activities nearby.

Property tax policies to encourage continued resource activities are in place. Agriculture, timber and forest tax classifications are available to reduce tax burden on productive lands. Spokane County should continue to discourage special assessments in natural resource areas that do not benefit resource management.

Innovative approaches to natural resource land conservation should be explored including options for transfer of development rights and conservation easements.



Goal

NR.4 Use best management practices and other innovative techniques in a sustainable and environmentally sensitive manner to protect natural resources from incompatible activities.

Policies

- NR.4.1 Notification should be placed on all county land use permits or approvals on or within 1,000 feet of designated natural resource lands, that the adjacent land is in resource use and subject to a variety of activities that may not be compatible with residential development. The notice should state that forest or agricultural activities performed in accordance with local, state and federal laws are not subject to legal action as public nuisances.
- NR.4.2 Agricultural, forest and mining operations shall be allowed on natural resource lands when carried on in compliance with applicable regulations, even though they may impact nearby residences.
- NR.4.3 Natural resource lands shall be managed, conserved and protected while used for natural resource production and restored to a natural state or developed in conformance with the Comprehensive Plan once resource use has stopped.

Tax Policies and Incentive Programs

- NR.4.4 Owners of agricultural, timber and other natural resource lands should be encouraged to participate in the current use taxing program.
- NR.4.5 The establishment or expansion of special purpose taxing districts and local improvement districts and the imposition of fees and charges on land within the forest and agriculture land designations is discouraged unless those land uses create the need for additional public services.

- NR.4.6 Designated resource land taxes should be based on current use for property committed to resource use rather than highest use.

Innovative Techniques

- NR.4.7 Work with other jurisdictions to develop and implement regionally consistent incentive-based programs such as Transfer of Development Rights (TDR) to promote good stewardship and protect natural resource lands.
- NR.4.8 Support the use of conservation easements, conservation futures and other methods to conserve and protect working landscapes, open space and environmentally sensitive areas.

Forest Land Policies

- NR.4.9 Encourage the continuation of commercial forest management by:
- a) Supporting land trades that will result in consolidated forest ownership.
 - b) Working with forest managers to identify and develop other incentives for continued forestry.
- NR.4.10 The impact to the local economy and local revenue programs should be considered prior to the conversion of commercial forest land to other uses.

Mineral Land Policies

- NR.4.11 Recognize that mineral resources are site-specific and not subject to relocation.
- NR.4.12 Mining shall be allowed on rural lands as well as lands designated as mineral and other natural resource lands if environmental protection and compatibility with adjacent land uses is assured.
- NR.4.13 Encourage local regulations to control environmental impacts of mining operations.
- NR.4.14 Approval of proposed mining operations will include conditions that:
- a) The extraction proposal meets all applicable zoning requirements;
 - b) The proposed extraction operation is buffered from existing or potential developments within the vicinity of the proposed operation;
 - c) A permit, which includes a reclamation plan and performance bond, is obtained through the Washington State Department of Natural Resources;
 - d) Provide for protection of groundwater and surface water, including wetlands, during and after operation;
 - e) Mining shall not be allowed to penetrate the elevation 10 feet above the highest known elevation of an aquifer;
 - f) The monitoring and clean-up of contaminants should be ongoing;
 - g) A permit, when applicable, from DOE for coverage under the Sand and Gravel General Permit.



Chapter 5 Transportation

Valley Intersection

Chapter 5 Transportation

Chapter 5 - Transportation

Purpose

People and places are connected to one another by the transportation system. The transportation system consists of facilities that accommodate many modes of transport, including cars, trucks, buses, bicycles, trains, airplanes and pedestrian. The primary focus of the transportation element is meeting Spokane County's future transportation needs for roads, trails/pathways, walkways and transit, including light rail.

Spokane County's population and employment will increase significantly over the next 20 years. This anticipated growth will result in additional demand on the transportation system. Transportation strategies must be developed to maintain acceptable levels of service for the transportation system as this growth occurs. The transportation element serves as Spokane County's action plan to provide the transportation strategies necessary to accommodate future growth. The transportation element combines technical and financial analysis for the County's transportation system through a methodology that meets requirements of the Growth Management Act. The Transportation Element identifies existing transportation system characteristics, establishes level of service ratings, identifies existing and future deficiencies based on the established levels of service, develops improvement projects and strategies to mitigate deficiencies and analyzes projected revenues to ensure that necessary improvements can be constructed as needed.



Design of the Transportation System

Urban Local Access

The primary purpose of residential streets is to provide access to adjacent residential property. These streets may be privately owned and maintained, but most are public streets. Street design can have a significant impact on community character. Contemporary residential design often features a street designed with cul-de-sacs and minimal connections to the surrounding street network. "Gated communities" have also become popular. An alternative street design is the traditional or grid, design. This traditional design, which is common in most older neighborhoods, features streets that are connected forming relatively small blocks.

The major advantage of the contemporary design is that through traffic is minimized and it is assumed that security is enhanced. Disadvantages of the contemporary design include more difficult access for emergency and service vehicles and increased traffic congestion on arterial streets. The contemporary design discourages pedestrian and transit use since generally one must travel a greater distance to get from point A to point B than with a traditional connected street pattern.

The traditional street design tends to disperse traffic more evenly since alternative routes are provided through many connections. The traditional street design facilitates pedestrian and transit use of the street. With the increased activity on the street, security may be enhanced.

Rural Local Access Roads

The purpose of rural local access roads is to provide access to rural properties. They are designed for low speeds and may be paved or gravel. Some rural local access roads may be private roads. The main advantage of private roads is that the public is not burdened with maintenance costs for repairs and snow plowing. The primary disadvantage of private roads may be difficulties with emergency access associated with inventorying, signage, maintenance and design. Most of these difficulties can be overcome with adequate construction standards, provision for maintenance agreements and coordination with service providers.



Urban Arterial Streets

Urban arterial street designs are generally based on capacity or the volume of traffic they are intended to carry. The highest-capacity arterials are limited access arterials. They are generally constructed with four or more lanes and their purpose is to move traffic through an area rather than to provide access to adjacent property. The location of limited access arterials must be carefully considered. They tend to form a barrier to pedestrian as well as auto traffic. It has been well documented that construction of limited access arterials through residential areas often leads to the deterioration of adjoining neighborhoods.



Most urban arterials are multipurpose facilities providing access to adjacent properties as well as accommodating through traffic and are designed to carry moderate to heavy volumes of vehicular traffic. The multipurpose urban arterials should be designed to provide for various modes of transportation, including pedestrians, bicycles, transit, trucks and cars.

Rural Arterial Roads

Rural arterial roads are moderately fast facilities designed to provide for through traffic, to collect traffic from the local area and to route traffic to urban areas and other major traffic generators. Several new rural arterials and improvements to existing rural arterials are proposed in the Arterial Road Plan. The intent of these rural arterials is to provide additional and improved routes for pass-through truck and commuter traffic that is currently clogging urban arterials. Several issues associated with rural arterials have been identified that should be addressed by the Comprehensive Plan policies. These major issues are listed below.



Preventing sprawl - Land use policies must prohibit anything other than low-density residential development and prohibit most commercial and industrial development in rural areas. The land use policies should be backed up by transportation policies that limit, manage and control access along the routes. The rural arterials must be specifically defined as to their intended use and characteristics. Finally, policies must be in place that make it clear that rural arterials are not to be used as a rationale for extending sewer and water or expanding urban growth boundaries.

Maintaining rural lifestyle - To reduce impacts to the rural areas, roadways should be designed that are sensitive to the aesthetic and environmental qualities of the countryside through which they

pass. This may include a special section design featuring native landscaping, bike paths and routing to minimize negative impacts.

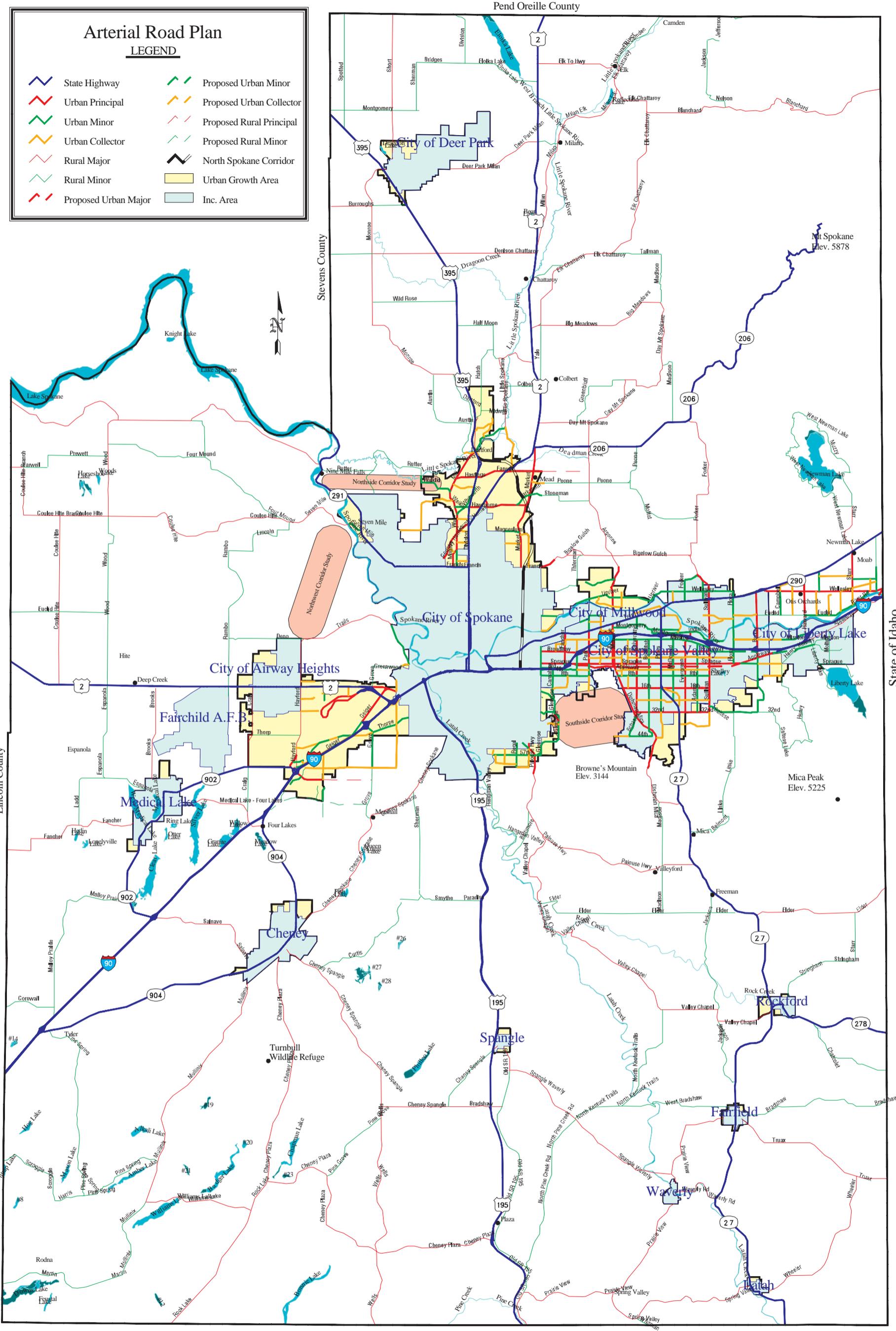
Protecting natural areas - Wildlife habitat and corridors, open space, conservation areas and farmlands are important to the quality of life in Spokane, as expressed by participants in the *Blueprints 2000* planning process. The conservation futures program to purchase habitat and open space, the Dishman Hills Natural Area and Riverside State Park are significant public investments worthy of protection. Rural routes must be carefully selected to avoid impacts to these valuable resources.

When transportation improvements are designed, it is important to address the needs of the general public, individual property owners and neighborhoods. Most transportation improvements should be designed as multiple-use facilities that provide for pedestrians, bicycles, transit and automobile use.

Arterial Road Plan

LEGEND

-  State Highway
-  Urban Principal
-  Urban Minor
-  Urban Collector
-  Rural Major
-  Rural Minor
-  Proposed Urban Major
-  Proposed Urban Minor
-  Proposed Urban Collector
-  Proposed Rural Principal
-  Proposed Rural Minor
-  North Spokane Corridor
-  Urban Growth Area
-  Inc. Area

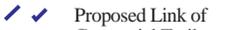
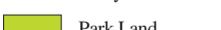
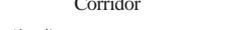
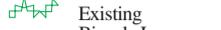
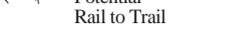
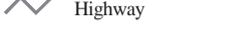
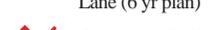
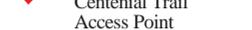


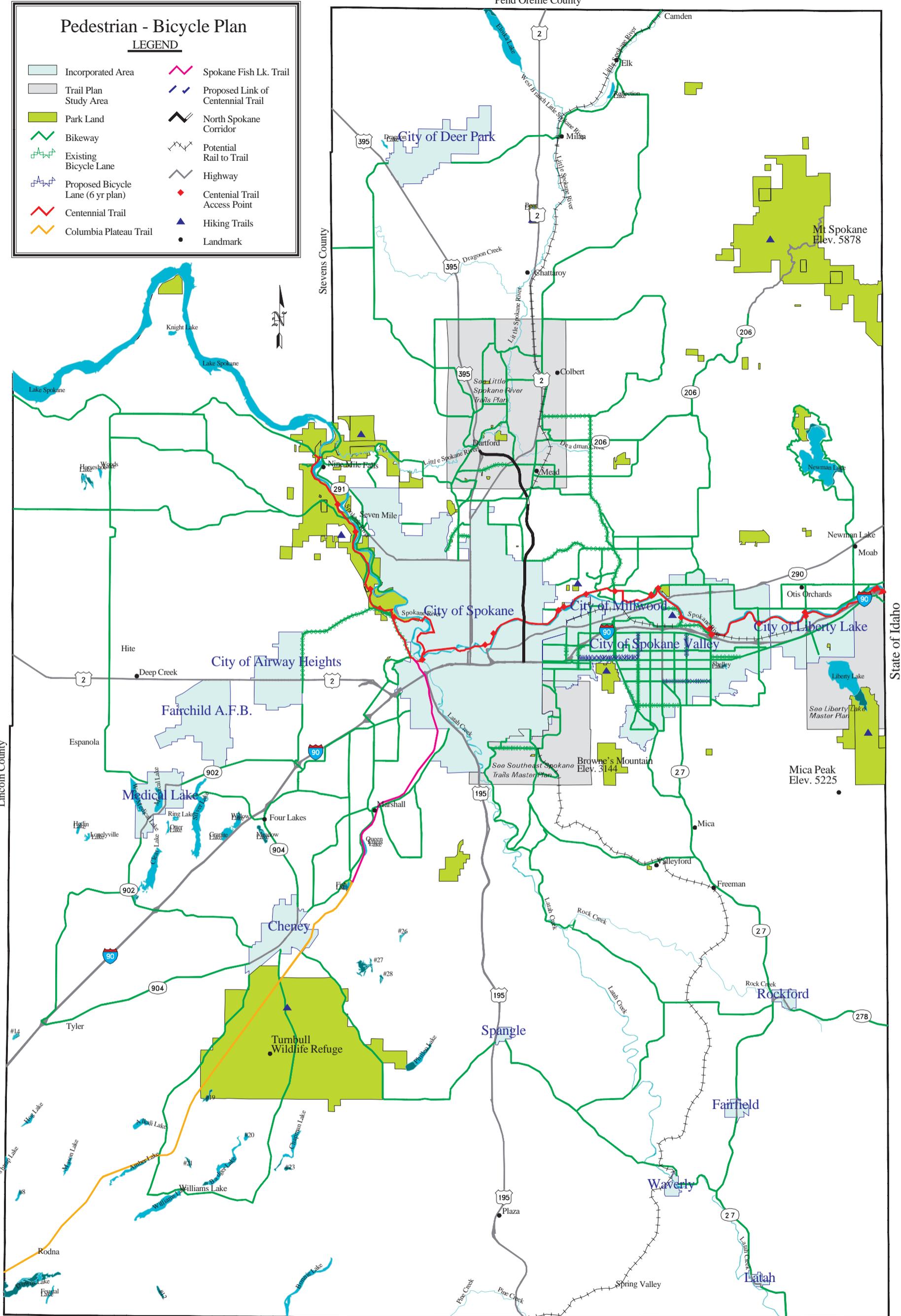
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Pedestrian - Bicycle Plan

LEGEND

- | | | | |
|---|-----------------------------------|---|-----------------------------------|
|  | Incorporated Area |  | Spokane Fish Lk. Trail |
|  | Trail Plan Study Area |  | Proposed Link of Centennial Trail |
|  | Park Land |  | North Spokane Corridor |
|  | Bikeway |  | Potential Rail to Trail |
|  | Existing Bicycle Lane |  | Highway |
|  | Proposed Bicycle Lane (6 yr plan) |  | Centennial Trail Access Point |
|  | Centennial Trail |  | Hiking Trails |
|  | Columbia Plateau Trail |  | Landmark |



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Transportation Goals and Policies

The transportation goals and policies are intended to provide a variety of regional transportation choices to serve current and future residents of Spokane County. They encourage multi-modal and pedestrian-friendly facilities that support, encourage and are coordinated with a variety of land uses. The transportation goals also emphasize the movement people and goods effectively and safely while maintaining or improving air quality and mitigating impacts to the natural and built environment.

Intergovernmental Coordination

The Growth management Act requires that all elements of a comprehensive plan be consistent with each other. It is also important that comprehensive plans, and especially transportation plans, be coordinated between neighboring governmental jurisdictions. The following goals and policies are intended to address these important planning principles.

Goal

- T.1 Develop transportation plans that complement, support and are consistent with land use and transportation plans from other jurisdictions and agencies.**

Policies

- T.1.1 Coordinate planning and operational aspects of the regional transportation system with cities within Spokane County, adjacent jurisdictions, Washington State Department of Transportation, Spokane Transit Authority, Spokane Regional Transportation Council and any other affected agencies.
- T.1.2 The regional transportation plan shall be consistent with the Transportation Element of the Comprehensive Plan.
- T.1.3 Development of regional transportation plans shall be coordinated and consistent with adopted comprehensive land use plans.

Consistency and Concurrency

The Growth Management Act requires transportation facilities to be concurrent with development. This means that transportation facilities must be in place and in use within 6-years of the impact of development. The Transportation Improvement Program or TIP identifies specific projects that are needed to mitigate impacts to the transportation system due to existing system deficiencies and expected future growth.

Goal

- T.2 Provide transportation system improvements concurrent with new development and consistent with adopted land use and transportation plans.**

Policies

- T.2.1 Maintain an inventory of transportation facilities and services to support management of the transportation system and to monitor system performance.

- T.2.2 Transportation improvements needed to serve new development shall be in place at the time new development impacts occur. If this is not feasible, then a financial commitment, consistent with the capital facilities plan, shall be made to complete the improvement within six years.
- T.2.3 Transportation improvements shall be consistent with land use plans, capital funding and other planning elements.
- T.2.4 Implement concurrency review and management that evaluates impacts from new development and identifies funding sources for improvements. Evaluate the transportation system annually and compare to prior years.
- T.2.5 Coordinate planning with appropriate jurisdictions and utility companies for utility corridors that may affect the transportation system.
- T.2.6 Use a 10- and 20-year horizon when preparing transportation forecasts to provide information on the location, timing and capacity needs of future growth.
- T.2.7 The transportation system shall support the Land Use Element of the Spokane County Comprehensive Plan as growth occurs.
- T.2.8 Major shortfalls between transportation revenues and improvement costs should be addressed during the annual review of the 6-year transportation improvement program. Resolution of revenue shortfalls could include reassessment of land use, growth targets, level of service standards and revenue availability.

Alternative Modes of Travel

The Countywide Planning Policies require the regional transportation plan to include alternative modes of transportation to the automobile including public transportation, pedestrian facilities, bikeways, air and rail facilities. However, for most of the Twentieth Century, and especially since World War II, transportation improvements have emphasized automobile mobility. Until recently, alternative modes such as transit, bicycling and walking have not been stressed.

It is expected that the automobile will continue to be the dominant mode of transportation in the foreseeable future, both in the number of trips and the distance traveled. However, alternative modes of transportation can play an important and beneficial role in the transportation system. Encouraging alternative modes can lessen congestion, reduce air pollution, reduce consumption of natural resources and reduce maintenance costs. To encourage the use of alternative transportation modes, facilities must be provided that are convenient, safe and economical.

Goal

- T.3a Provide a range of transportation choices within the Spokane Region.**

Policy

- T.3a.1 The transportation system shall provide a range of transportation modes.

Public Transportation

Goal

T.3b Provide a safe, efficient and cost-effective public transportation system.

Policies

- T.3b.1 Coordinate with other governments and communities to create a regional network of safe, efficient and cost-effective public transportation services and facilities.
- T.3b.2 Develop transit services and facilities that support land use plans and integrate regional and local transportation needs.
- T.3b.3 Support development of secure, conveniently located park-and-ride lots.
- T.3b.4 Encourage the use of bus, ride-sharing and high-capacity transit services to make major segments of the transportation system more efficient.
- T.3b.5 Provide intermodal connections to enhance the efficiency and convenience of public transportation.



Goals

- T.3c Preserve existing right-of-way and designate new right-of-way which supports high-capacity transportation corridors.**
- T.3d Encourage land uses that will support a high-capacity transportation system.**

Policies

- T.3d.1 Support high-capacity transit facilities and services that are consistent with the actions and plans of Spokane Transit Authority, Spokane Regional Transportation Council and other jurisdictions.
- T.3d.2 Provide for mixed-use activity centers that support a high-capacity transportation corridor.

Non-motorized Travel - Bicycle and Pedestrian

Goal

T.3e Promote pedestrian and bicycle transportation countywide and increase safety, mobility and convenience for non-motorized modes of travel.

Policies

- T.3e.1 The transportation network should provide safe and convenient bicycle and walking access between housing, recreation, shopping, schools, community facilities and mass transit access points. Obstructions and conflicts with pedestrian and bicycle movement should be minimized.

T.3e.2 Bicycle facilities should be designed where practical along arterials. Public bicycle/pedestrian facilities, where approved by the County, should be clearly marked.

T.3e.3 Inventory existing pedestrian and bicycle facilities and maintain a pedestrian/bicycle plan coordinated through the Spokane Regional Transportation Council and implemented through the County 6-year transportation improvement program. Note: there is an existing regional pedestrian/bikeway plan, developed by SRTC.

T.3e.4 Promote hard surface walkway systems, including but not limited to, concrete, asphalt and brick as an alternative to sidewalks that are separate from roads if they fit in with the characteristics of the neighborhood and private maintenance is assured.

T.3e.5 Convenient bicycle parking and designated areas where bicycles can be secured shall be required at major destinations and at transportation centers.

T.3e.6 Encourage preservation of abandoned rail rights-of-way for development of bike, pedestrian, equestrian routes or other non-motorized forms of transportation.

T.3e.7 Allow hard-surfaced pathways, including but not limited to, concrete, asphalt and brick to substitute for sidewalks in commercial or industrial areas when pathways provide more direct and/or safer routes for pedestrians.

T.3e.8 Develop street, pedestrian path and bike path standards that contribute to a system of fully connected routes.

T.3e.9 Adopt the *Little Spokane River Valley Trails and Pathways System Plan* and *Southeast Spokane Trails Master Plan* as a part of the Comprehensive Plan (see Appendix E and Appendix F).



Rail

Goal

T.3f **Support and encourage the continued viability of the passenger and freight rail system in the region.**

Policies

T.3f.1 Participate with other jurisdictions to facilitate safe and efficient rail systems.

T.3f.2 Cooperate with railroads to develop traffic safety and noise reduction solutions.

T.3f.3 Land use types and densities shall be established along rail corridors that support and



are compatible with freight and passenger rail transportation.

- T.3f.4 Encourage banking of rail right-of-way.
- T.3f.5 Encourage the continuation of rail service that supports the viability of the local economy.
- T.3f.6 Encourage consolidation of operating rail lines and corridors to facilitate safety, improve operating effectiveness and reduce impact on adjacent lands.

Air Transportation

Goal

- T.3g Protect airports in Spokane County from encroachment by incompatible land uses.**

Policies

- T.3g.1 Prohibit uses in airport areas which attract birds, create visual hazards, discharge particulate matter into the air which could alter atmospheric conditions, emit transmissions which would interfere with aviation communications and instrument landing systems, otherwise obstruct or conflict with airport operations or aircraft traffic patterns or result in potential hazard for off-airport land use.
- T.3g.2 Commercial and industrial uses that benefit from and do not conflict with aircraft operations should be encouraged.
- T.3g.3 Decisions on zone reclassifications and land use development shall consider noise hazards of aircraft operations and accident potentials.
- T.3g.4 Coordinate airport development on a regional basis.
- T.3g.5 Discourage new residential development near airports where significant noise impacts and safety hazards exist or are likely in the future.
- T.3g.6 Encourage noise abatement procedures per FAA regulations at airports in Spokane County.
- T.3g.7 Encourage the protection of airports from adjacent incompatible land uses and/or activities that could adversely impact present and/or future use of the airport as an Essential Public Facility (EPF). Examples of incompatible land uses may include but not be limited to urban density residential, multi-family residential, uses that attract large concentrations of people, wildlife hazards, and special uses such as schools, hospitals and nursing homes, and explosive/hazardous materials.



- T.3g.8 Promote the safe operation of airports by discouraging uses or activities that will impede safe flight operations or endanger the lives of people on the ground.
- T.3g.9 Encourage open space/clear areas and utilize zoning and land subdivision criteria within key safety areas adjacent to the airport to facilitate protection of the airport as an essential public facility. When possible promote contiguous open space parcels, especially in areas with smaller parcel size configurations.
- T.3g.10 Evaluate all proposed amendments to the comprehensive plan, capital facilities plan and Urban Growth Area (UGA) that will increase incompatible land uses or potential of incompatible development adjacent to airports.
- T.3g.11 Develop criteria, standards and land use designations that will protect the airport and aviation uses from incompatible development by adopting a combination of zoning techniques including but not limited to special airport overlay zoning, height restrictions, building restrictions in high noise areas and development siting criteria for evaluating uses or activities in key areas adjacent to the airport.
- T.3g.12 Protect airspace by prohibiting structural penetration of Imaginary Surfaces adjacent to airports as described in 14 CFR (Federal Aviation Regulations) Part 77 for public airports and Department of Defense Air Installation Compatible Use Zone (AICUZ) criteria for areas around military airports.
- T.3g.13 Within Airport Influence areas (properties near public airports which are subjected to aircraft noise of 65 decibels or higher day-night average sound level) a notice to title should be required for new or substantial redevelopment of lots, buildings, structures, and activities. The notice should specify that the property is near an airport and may experience low overhead flights, odor, vibrations, noise and other similar aviation impacts.
- T.3g.14 Spokane International Airport, Felts Field and Deer Park Airport are recognized as Essential Public Facilities consistent with RCW 36.70A.200.

Goal

- T.3h Maintain close-in airport facilities, which are easily accessible to the cities they serve and complement the economic health of Spokane County.**

Policies

- T.3h.1 Assure that the airports can maintain or expand their levels of operations to meet existing and future aviation demands consistent with airport master plans.
- T.3h.2 Provide for adequate services and facilities in scale with the needs of individual airport operations.
- T.3h.3 Ensure that airport planning is coordinated and consistent with the goals and policies of the Spokane County Comprehensive Plan.
- T.3h.4 Encourage multi-modal access to airports.

- T.3h.5 Encourage aviation related economic uses and opportunities adjacent to airports and promote the efficient mobility of goods and services by air consistent with the economic development element and the regional transportation strategy.

Goal

- T.3i Recognize major airports and military facilities as key elements of a strong economic base for Spokane County.**

Policies

- T.3i.1 Protect public and private investment in facilities for which there may be no feasible future replacement.
- T.3i.2 Land use decisions on land in airport areas shall consider regional and national needs as well as localized concerns.
- T.3i.3 Protect the viability of these airports as significant economic resources to the Spokane County community by encouraging compatible land uses, densities, and reducing hazards that may endanger the lives and property of the public and aviation users.
- T.3i.4 Coordinate the protection of Spokane International, Felts Field and Deer Park Airports with the City of Spokane and the Towns of Airway Heights and Deer Park by developing consistent development regulations that utilize WSDOT Aviation Airport Land Use Compatibility guidelines and other best management practices for encouraging compatible land uses adjacent to these airports. Coordinate the protection of Fairchild Air Force Base by developing regulations that utilize Department of Defense AICUZ land use criteria for encouraging compatible land uses adjacent to military airports.
- T.3i.5 Identify, preserve, and enhance, through interjurisdictional planning, goals, policies and development regulations that promote significant regional transportation linkages and multimodal connections to and from aviation facilities.

Protection of Fairchild Air Force Base

Introduction

Fairchild Air Force Base (Fairchild AFB) is critical to the region's economy generating thousands of jobs, millions of dollars in economic activity and substantial tax revenue. In the past, incompatible development has been a factor in the curtailment of training operations and restructuring of mission critical components to other U.S. military installations and, in some cases, the elimination of the installation. Fairchild AFB's military mission and the health of the local economy could be jeopardized by encroachment of incompatible land uses. Encroachment must be prevented through collaboration and joint planning among Fairchild AFB, City of Spokane, Spokane County, the City of Airway Heights, the City of Medical Lake, the Kalispel Tribe of Indians, the Spokane Tribe of Indians and the Spokane International Airport and through adoption of comprehensive plan goals and policies and implementing regulations.

The Washington State Legislature recognized the importance of military installations to Washington's economic health, that it is a priority of the state to protect the land surrounding

military installations from incompatible development, and that priority is expressed by RCW 36.70A.530 mandating that Comprehensive Plans and development regulations shall not allow incompatible development in the vicinity of military installations.

The region surrounding Fairchild AFB is expected to experience economic and population growth in the future and, as development moves closer to the base, a coordinated effort is needed to ensure that the growth which occurs in the surround areas allows the installation to maintain its essential role in the nation's defense while concurrently remaining a vital member of the local community and a major contributor to the local economy.

Fairchild AFB is a modern, joint service, multi-mission base supporting air refueling and global mobility, survival training, munitions storage, and hosts four critical missions as follows:

92nd Air Refueling Wing (Air Mobility Command USAF) – is one of the three largest air refueling wings in the nation providing a global air bridge for AMC and directly supporting the United States Strategic Command. The flying squadrons of the 92nd ARW execute global air refueling, airlift, and humanitarian missions for the Joint Chiefs of Staff, Unified Commands, and Joint Task Forces. They directly support global engagement with contingency deployments and air refueling training.

141st Air Refueling Wing (Washington Air National Guard) co-located on Fairchild, the 141st ARW are partners with the Air Force in worldwide missions. The 141st Air Refueling Wing has both a federal and state mission. Air National Guard refueling missions are flown under the direction of the Department of Defense Air Mobility Command. The federal mission is to train, equip and deploy quality mobility forces to forward operating locations in support of military and humanitarian missions.

336th Training Group (Air Education & Training Command) - the Air Force's only survival training school with access to half a million acres of land for training purposes. The 336th Training Group and Joint Personnel Recovery Agency (JPRA) jointly focus on survival, escape, recovery and evacuation.

Joint Personnel Recovery Agency (US Joint Forces Command) — The JPRA plans, prepares and executes personnel recovery activities. JPRA's emphasis is on personnel recovery. The Department of Defense and other federal government agencies use JPRA specialized training.

In addition to the above described missions Fairchild AFB also accommodates an Armed Forces Reserve Center which includes two Army Reserve units.

Additionally, the installation may be assigned additional military missions by the Pentagon at any time. When additional military missions are under consideration, the Pentagon considers many factors. One factor is the extent to which local communities are protecting Fairchild AFB from incompatible uses and densities.

From a historic economic development perspective, economic development on the West Plains, and particularly with respect to property around Fairchild AFB, was predominately natural resource oriented with agricultural, mining and forestry based industries, and compatibility issues had been practically nonexistent. These industries continue to be important elements in the local economy, but in recent years the local economy has diversified to encompass technology and service uses. Examples of these types of land uses on the West Plains are the Northern Quest Casino and the Airway Heights Correction Center, each with their own set of compatibility issues.

The goals and policies below lay the groundwork to eliminate or diminish compatibility issues and improve coordination between Fairchild AFB and the surrounding jurisdictional stakeholders of Airway Heights, Medical Lake, Spokane and Spokane County. These Goals and Policies are as follows:

Goal

- T.3j Protect the long-term viability of Fairchild Air Force Base and assure flight safety in the vicinity of the Base while protecting the public's health and safety.**

Policies

T.3j.1 Military Influence Areas Established

Military Influence Areas (MIAs) as illustrated on County Zoning maps, shall guide land use activities and construction in a manner compatible with long-term missions of Fairchild AFB to protect public health, safety and welfare and are generally described as follows, consistent with the recommendation of the Fairchild AFB Joint Land Use Study:

- A. **Military Influence Area 1** (MIA 1) relates to regional and Non-Geographic activities that apply to Spokane County as a whole, reflect issues that can vary in geographic scope depending on the situation or procedures or processes that do not apply to a specific geographic area, such as the creation of a JLUS Coordinating Committee that will oversee implementation of JLUS, promoting intergovernmental and interagency coordination and collaboration regarding planning activities affecting Fairchild AFB, incorporating military housing needs in comprehensive plans and enacting regulations discouraging incompatible uses and activities near the base.
- B. **Military Influence Area 2** (MIA 2) extends approximately 30,000 feet from the Fairchild AFB runway and defines an area where strategies are focused on notification efforts, avigation easements and interagency coordination pertaining to development that potentially affects Fairchild AFB operations and also includes, but are not limited to, controls of night lighting reducing the potential for bird strikes on aircraft and other wildlife affecting aircraft operation, Fairchild AFB review of project proposals to ensure that Federal Aviation Regulations (FAR) Part 77 imaginary surfaces are not penetrated with structures, electronic transmissions not in conflict with military communications, address Fairchild AFB impacts in SEPA documents and education of the public regarding Fairchild AFB military operations.
- C. **Military Influence Area 3/4** (MIA 3/4) is based on military aircraft overflight patterns and the 65 Ldn sound contour as illustrated in the Joint Land Use Study, including consideration of the future deployment of strategic offensive aircraft with more intensive sound impacts, identifies where strategies that restrict land uses and use densities apply, where there is a focus on noise reduction and a focus on enhanced level of notification of the noise and safety hazard issues due to Fairchild AFB aircraft operations.

T.3j.2 Compatible Land Use and Densities Policies

Encourage the protection of Fairchild AFB from land uses and/or activities that could adversely impact present and/or future base operations

- T.3j.3 **Compatibility with Fairchild AFB Missions**
Evaluate all proposed amendments to the Comprehensive Plan, capital facilities plan, and Urban Growth Area (UGA) that will potentially encourage incompatible land uses or create the potential for incompatible development in the vicinity of Fairchild AFB.
- T.3j.4 **Restrict Residential Uses**
Future Comprehensive Plan amendments and zone reclassifications within MIA 3/4 that would increase residential densities, geographically expand residential zones, establish a new residential designation, change an existing commercial or industrial designation to a residential designation or allow residential uses in commercial or industrial zones shall not be considered.
- T.3j.5 **Existing Residential**
Encourage the use of special plans, planned unit developments or techniques within existing residential designations to help minimize conflicts and enhance compatibility between Fairchild AFB and new land uses
- T.3j.6 **Industrial Designations**
Existing Industrial designations in the MIA 3/4 are to be preserved and industrial uses that complement aviation facilities are encouraged.
- T.3j.7 **Land Use Regulations**
Regulate land use within Military Influence Area 3/4 to protect public health and safety, ensure a compatible mix of land uses, and support ongoing Fairchild AFB operations, consistent with the Fairchild Joint Land Use Study recommendations.
- T.3j.8 **Non-residential Density Limitations**
Sensitive uses that have a high concentration of people such as, but not limited to, schools, religious institutions, theaters, public assembly facilities and day care facilities are not allowed to locate near Fairchild AFB within MIA 3/4 and non-residential uses with net densities exceeding 180 persons per acre are also not allowed.
- T.3j.9 **Noise Abatement**
Require the application of noise abatement through acoustical analysis, structure design and construction techniques and materials in residential developments within MIA 3/4 per FAA regulations (FAR Part 150) and the “Department of Navy Facilities Engineering Command 2005 Guidelines for Sound Insulation of Residences Exposed to Aircraft Operations” (prepared by Wyle Acoustics Group Consultants) as amended.
- T.3j.10 **Protection Strategies**
Develop criteria, standards and land use designations that will protect Fairchild AFB from incompatible development by adopting a combination of zoning techniques, including but not limited, to special overlay zoning, height restrictions, building restrictions in high noise areas and development siting criteria in key areas adjacent to Fairchild AFB.
- T.3j.11 **Operational Hazards**
Prohibit uses near Fairchild AFB which attract birds, create visual hazards, discharge particulate matter into the air which could adversely alter atmospheric conditions, emit transmissions which would interfere with military aviation communications and

instrument landing systems, otherwise obstruct or conflict with airport operations or aircraft traffic patterns or result in potential hazard for off-Base land uses.

T.3j.12 Protected Airspace

Protect military airspace by preventing structural penetration of Imaginary Surfaces as described in UFC 3-260-01 and in the most recently published Fairchild AFB Air Installation Compatible Use Zone (AICUZ) Report.

Discussion: Telecommunications, broadcast towers, hobby communication towers shall be reviewed by Fairchild AFB officials. Developments within MIA 2 and MIA 3/4 which may affect UFC 3-260--01 imaginary surfaces shall obtain necessary approvals from the Federal Aviation Administration (FAA). Operators of construction cranes within the AICUZ Accidental Potential Zones to coordinate with the Fairchild AFB and the Federal Aviation Administration prior to commencing operations.

T.3j.13 Light and Glare

Control light and glare in MIA 3/4 to protect the operational environment near Fairchild AFB.

T.3j.14 Review

Refer all applications for commercial development, subdivision review, variances, conditional uses, special exceptions and proposed amendments to Comprehensive Plans and development regulations proposed within MIA 2 and 3/4 to Fairchild AFB official(s) for review and comment in accordance with RCW 36.70A.530.

T.3j.15 Considerations

Land use decisions regarding proposals located in the Fairchild AFB military influence areas shall consider regional and national needs as well as local concerns.

T.3j.16 Consultation

Invite Fairchild AFB representatives to advise the Planning Commission on community development issues which have the potential to impact base military operations.

T.3j.17 Coordination

Coordinate the protection of Fairchild AFB with the City of Spokane, Airway Heights and Medical Lake by developing planning policies and development regulations that are consistent with the Joint Land Use Study and Air Installation Compatible Use Zone (AICUZ) recommendations and other best management practices for encouraging compatible land uses in the general vicinity of Air Forces bases. It is important to initiate and maintain collaborative and cooperative relationships among Fairchild AFB vicinity municipalities and Fairchild AFB regarding all municipal activity potentially affecting Fairchild AFB's military mission and long term viability of the Base.

T.3j.18 Contiguous Open Space

Encourage open space/clear areas by utilizing zoning and land subdivision criteria within key safety areas in the vicinity of Fairchild AFB to facilitate protection of the Base. When possible, promote contiguous open space parcels via cluster development policies and regulations.

T.3j.19 Rural Buffers

Support efforts to purchase land, conservation easements or agriculture easements, and encourage the establishment of conservation or agriculture easements as part of project development plans. Agriculture uses and vacant land in close proximity to Fairchild AFB provides a land use buffer between the Base and urban and rural residential development.

- T.3j.20 **Transfer of Development Rights**
Pursue implementing a Transfer of Development Rights (TDR) program with the parcels in close proximity to Fairchild AFB experiencing development pressure as the sending area to other areas that would not threaten the operations of Fairchild AFB, consistent with these goals and policies.
- T.3j.21 **Title Notice**
Require Title Notice for new development or substantial redevelopment of lots, buildings, and structures in MIA 2 and 3/4 that specifies the property is near Fairchild AFB and may experience low overhead flights, odor, vibrations, noise and other similar aviation impacts.
- T.3j.22 **Public Information**
Encourage the dissemination of information to the public regarding Fairchild AFB mission activity and associated impacts through such means as website postings, distribution of brochures, distribution of information to the regional print and broadcast media, providing notices on new site plans, subdivisions and binding site plans.
- T.3j.23 **Air Installation Compatible Use Zone Study (AICUZ)**
Review of Comprehensive Plan amendments for compatibility with the Fairchild AFB Air Installation Compatible Use Zone program and the Fairchild AFB Joint Land Use Study, additionally JLUS implementing regulations shall incorporate applicable Fairchild Air Installation Compatible Use Zone Study recommendations.
- T.3j.24 **Accident Potential Zones**
Reduce and or eliminate incompatible land uses and densities that exist within the Accident Potential Zones (APZ's) of Fairchild AFB, by identifying priority areas for acquisition programs, such as property purchase, alternative housing or relocating to resolve inconsistencies with the Department of Defense, Air Installation Compatible Use Zone (AICUZ) regulations.

Transportation System Design

Urban Road Functional Classifications

Principal Arterials: The principal arterial is a two (or more)-lane, moderately fast facility designed to permit relatively unimpeded traffic flow between major traffic generators such as the central business district, major shopping centers, major employment districts, etc. They are generally in the highest-volume corridors and serve the longest trip desires. These arterials are the framework road system for the urbanized portion of the County and should be located on community and neighborhood boundaries. Frequently, the principal arterial system carries important intra-urban and intercity bus routes. Principal arterials should not bisect homogeneous areas such as residential neighborhoods, shopping centers, parks, etc. Access to principal arterials should be managed.

Minor Arterials: Minor arterials interconnect and augment the principal arterial system. They are two (or more)-lane facilities, yet provide less mobility than principal arterials, with greater access to adjacent property frontage. Minor arterials may carry local bus routes and provide intra-community continuity, but should be located on community and neighborhood boundaries. They should not bisect residential neighborhoods.

Collector Arterials: Collector arterials provide both land access and traffic circulation within residential neighborhoods, commercial and industrial areas. They primarily serve individual neighborhoods, distributing traffic from such generators as elementary schools and neighborhood stores to minor and principal arterials. Collector arterials are relatively low-speed, two-lane facilities that often provide for on-street parking.

Local Access Roads: Local access roads provide access to adjacent property and generally do not support through traffic. They are located in the urban and rural areas. The alignment and traffic control measures on local access roads should encourage a slow, safe speed.

Special Sections: The County Engineer may allow special arterial sections incorporating certain design elements (planting strips, median treatments, etc.) that enhance the roadway's geographic location, scenic vistas and/or recreational opportunities. The design should not degrade the functionality or safety of the roadway. Where a special section is desired and includes landscaping, a care and maintenance plan will also be required.

Design of Urban Roads

The design of streets can have a tremendous impact on the character of a community. Over the past 50 years, the emphasis in street design has been on increasing capacity for the automobile. The citizens of Spokane County have expressed a desire to consider the needs of all the potential street users when transportation facilities are designed. Designs should accommodate pedestrians, bicycles and transit as well as the automobile. The public has also identified a need to improve the appearance of transportation facilities by landscaping and controls on signs and other means. An emphasis has been placed on encouraging streets designed to form a network with multiple routes to any given point. Connected street design allows dispersal of traffic and provides easier access for emergency and service vehicles. Perhaps most important, street design must support adjacent land uses. These and other design issues are addressed in the following goals and policies.

Goal

- T.4a Ensure that urban roadway systems are designed to preserve and be consistent with community character.**

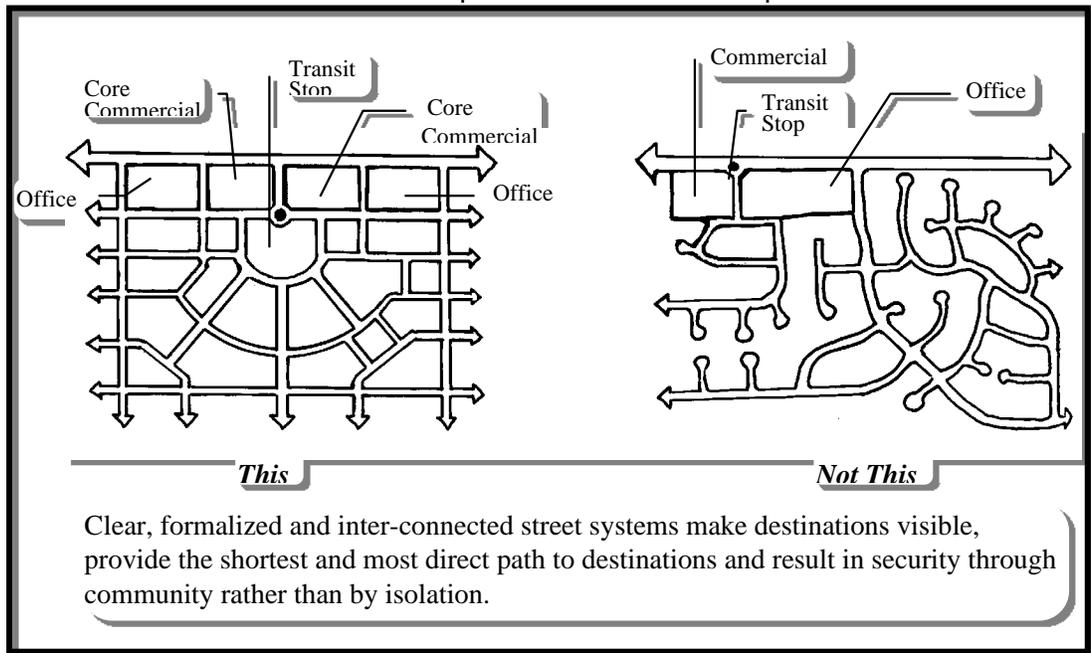
Policies

- T.4a.1 Utilize best available engineering practices to ensure a safe and efficient roadway system.
- T.4a.2 Optimize the capacity of existing roads to minimize the need for new or expanded roads through the use of improved signage, signalization, road maintenance and other means.
- T.4a.3 To the greatest extent possible, provide coordinated and integrated traffic control systems.
- T.4a.4 Discourage private roads as a principal means of access to developments. Allow private roads within developments as a principal means of circulation, provided adequate measures are in place to assure safe travel, emergency access and permanent private maintenance.
- T.4a.5 Transportation facility design standards shall support the creation and preservation of communities and neighborhoods while simultaneously providing for the safe and efficient movement of people and goods.
- T.4a.6 Develop an arterial road plan that emphasizes planned corridors for high-capacity roadways to keep high-speed traffic out of residential neighborhoods.
- T.4a.7 Design of new transportation facilities or facility improvements should incorporate adequate consideration of the cultural, historical and aesthetic issues associated with a proposed transportation improvement.
- T.4a.8 Encourage curbside landscaping consistent with safety requirements. Identify those species of landscaping that are most appropriate for curbside planting.
- T.4a.9 Adequate access to and circulation within all developments shall be maintained for emergency service and public transportation vehicles.

- T.4a.10 Consolidate access to commercial and industrial properties by encouraging the development of commercial and industrial centers rather than strip development to minimize traffic congestion on urban arterials.
- T.4a.11 Encourage street designs, which reduce the number of access points on principal arterials and highways by combining driveways for adjacent properties and use of frontage roads.
- T.4a.12 Encourage new developments, including multifamily projects, to be arranged in a pattern of connecting streets and blocks to allow people to get around easily by foot, bicycle, bus or car. Cul-de-sacs or other closed street systems may be appropriate under certain circumstances including, but not limited to, topography and other physical limitations that make connecting systems impractical.

For Example

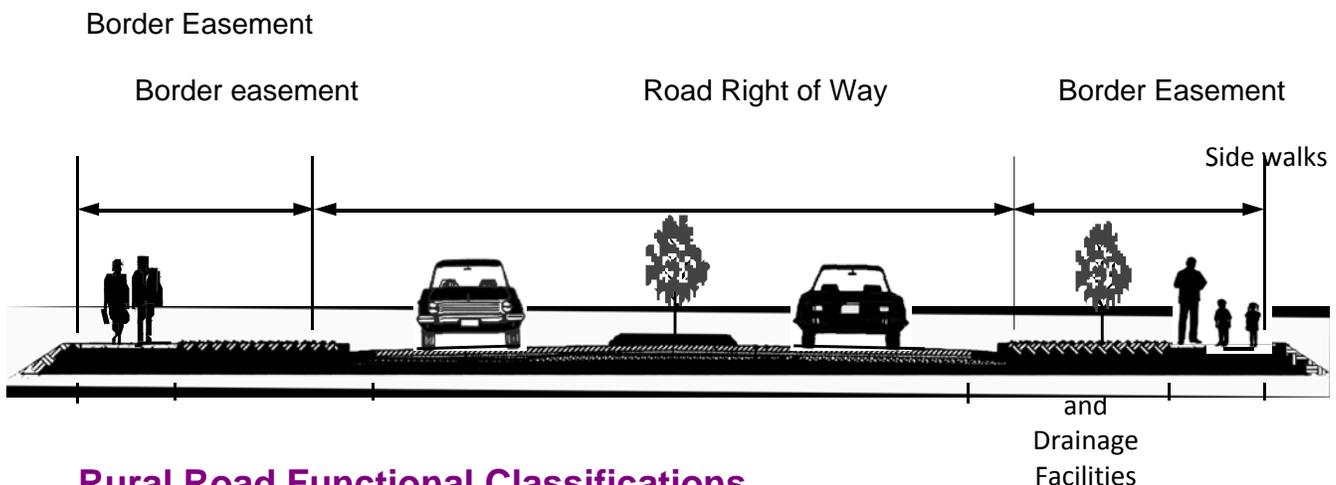
Connected as Compared to Closed Development Pattern



- T.4a.13 Encourage local access streets which are curvilinear, narrow or use other street designs consistent with safety requirements to discourage through traffic in neighborhoods where such design fits into the surrounding street systems and aids in implementing specific land use designs.
- T.4a.14 Allow paved alleys that are privately owned and maintained.
- T.4a.15 Develop roadway standards that reduce the opportunity and impact of spills of contaminants from reaching surface and groundwater.
- T.4a.16 Reduce right-of-way width dedications to the minimum necessary to provide for transportation needs.
- Use border easements to accommodate drainage and pedestrian facilities.
 - Building set back requirements should be established from centerline of right-of-way and should be minimized to reduce impact on use of private property while maintaining public safety and aesthetic values.

URBAN

Minimize right-of-way width, border easement accommodates drainage facilities and sidewalks



Rural Road Functional Classifications

Major Collectors: Rural major collector roads serve larger towns not already served by higher-class roadways. This road classification may also serve to connect one portion of the urban area to another portion of the urban area. They are moderately fast facilities that are two or four lanes wide. Rural major collector roads are wider and carry more traffic than the rural minor collectors.

Minor Collectors: Rural minor collector roads are moderately fast facilities that are two lanes wide and provide a link between the major collector arterials and rural local access roads. They typically provide service to remaining smaller communities and link locally important traffic generators with their rural hinterland.

Local Access Roads: Local access roads provide access to adjacent property and generally do not support through traffic. They are located in the urban and rural areas. The alignment and traffic control measures on local access roads should encourage a slow, safe speed.

Special Sections: The County Engineer may allow special arterial sections incorporating certain design elements (planting strips, median treatments, etc.) that enhance the roadway's geographic location, scenic vistas and/or recreational opportunities. The design should not degrade the functionality or safety of the roadway. Where a special section is desired and includes landscaping, a care and maintenance plan will also be required.

Design of Rural Roads

Goal

- T.5a **Provide a safe and efficient system of rural roads.**
- T.5b **To the maximum extent possible, Spokane County shall provide all-weather roads to serve the rural environment.**
- T.5c **Provide major rural arterials that connect urban areas (urban connectors) while maintaining rural character and protecting the environment.**

Rural Collectors

Policies

- T.5.1 Develop and maintain safe and efficient transportation connections between urban population centers.
- T.5.2 Prohibit new commercial use along rural collectors and state highways, which are located outside the Urban Growth Area boundary except in designated rural activity centers and limited development areas.
- T.5.3 Ensure the preservation of rural character and discourage urban sprawl by managing access to major rural collectors, which are located in rural areas.
- T.5.4 Ensure that proposed rural collectors avoid significant natural areas or historic resources where possible and mitigate impacts where avoidance is not possible.
- T.5.5 Ensure that the transportation system in the rural areas and resource lands are consistent with their rural/resource character. Improvements should emphasize operations, safety and maintenance.

Safety

The citizens of Spokane County place considerable importance on the safety of the transportation system. Traffic collisions are not only traumatic on a personal level, but are also costly for society. These costs are felt in the form of medical expenses, lost productivity and property losses. When new road or improvements to existing roads are planned, safety considerations should be a primary design consideration.

Goal

- T.6 Provide a safe and efficient transportation system, which responds to the needs of the community, with special consideration for the elderly, special-needs and low-income individuals.**

Policies

- T.6.1 Adopt standards and techniques to slow vehicle traffic and reduce the volume of traffic in residential neighborhoods.
- T.6.2 Advocate safe and effective traffic control or grade separation at railroad grade crossings.

Mobility

Efficient movement of people and goods is very important to the citizens of Spokane County because it enhances the economic vitality and quality of life. The existing transportation system represents a considerable investment. To protect this investment, the capacity and condition of the system must be maintained. Travel on the transportation system increases every year. To maintain mobility, the transportation system must not only be maintained but improved. Road improvements will increase capacity but improved facilities for all forms of transportation must be considered to efficiently utilize scarce resources to maintain mobility.

Goals

- T.7 Provide efficient and cost effective movement of people, goods and freight to maintain industrial, commercial and manufacturing capability.**

Level of Service

Level of service (LOS) sets a quantitative standard for the operating characteristics of the transportation system. The Growth Management Act requires level of service standards for all arterials and transit routes and also requires that the standards be coordinated regionally. The level of service standards may be thought of as goals that the community wishes to maintain for the operation of the transportation system. Level of service for the regional transportation is based on corridor travel time.

The Countywide Planning Policies require that level of service standards be adopted that are in accordance with the regional minimum level of service standards set by the Growth Management Steering Committee of Elected Officials. Spokane County is required to use its adopted level of service to evaluate long-term planning, development review and financing of improvements. The Steering Committee approved the use of corridor travel time for use in establishing a minimum level of service for the regional transportation system. The Spokane Regional Transportation Council is determining annual average corridor travel time for the established congestion management system corridors.

Spokane County Division of Engineering uses average time delay at intersections and expresses it as a range A through F. Level of Service A indicates little or no delay and level of service F indicates excessive delay. Average delays are typically measured during the AM and PM peak hours.

The Steering Committee also addressed level of service standards for public transit and street cleaning. Level of service for transit is to be adopted by the Spokane Transit Authority Board of Directors and Spokane County is required to have policies consistent with the adopted level of service within the Public Transit Benefit Area. For street cleaning, Spokane County is required to have a street-cleaning plan within the non-attainment area for air quality. The plan must be coordinated with the Air Pollution Control Authority.

Goal

T.8a Establish and maintain level of service standards for roads.

Policies

- T.8a.1 Transportation system improvements shall be consistent with adopted levels of service.
- T.8a.2 The following shall serve as Spokane County's level of service standard:
Spokane County's level of service shall be based on the operational analysis at county arterial intersections and county arterial/state highway intersections conforming to the "Spokane County Standards for Road and Sewer Construction" as amended.
- T.8a.3 The Spokane County Steering Committee of Elected Officials has accepted "corridor travel time" to be used to establish the minimum level of service for the regional transportation system. Spokane County shall participate in the development, evaluation, refinement as necessary and adoption of the "corridor travel time" standard for regional minimum level of service.

Goal

T.8b Support level of service standards for transit established in conjunction with the Spokane Transit Authority Board of Directors.

Policies

- T.8b.1 Ensure that the transportation system improvements are made consistent with adopted transit levels of service.
- T.8b.2 Spokane County's level of service standard for transit shall be consistent with level of service adopted in conjunction with the Spokane Transit Authority Board of Directors.

Goals

- T.8c Incorporate standards for pedestrian and bicycle facilities into county road standards.**
- T.8d Clean streets as needed to meet air quality standards for particulate matter (PM).**

Policies

- T.8d.1 Update as necessary and use a street cleaning plan coordinated with the Spokane County Air Pollution Control Authority, consistent with the regional minimum level of service, to meet mandated particulate matter (PM) standards.

Public Participation

When transportation improvements are proposed, it is important to address the needs and desires of the general public, property owners and neighborhoods affected by the project. Spokane County must work with local residents and property owners prior to the design phase to assure that all needs are considered. A citizen-based process can result in the most acceptable facilities to enhanced access and mobility for vehicles and non-motorized transportation modes.

Goal

- T.9 Incorporate community participation in the transportation planning process and actively involve businesses and neighborhoods in transportation choices.**

Policy

- T.9.1 Encourage and facilitate meaningful public involvement throughout plan development and implementation, including at the project level.

Transportation Finance

The Growth Management Act requires that the Transportation Improvement Program be financially feasible. Sources of revenue must be identified that are available to implement the 6-year Transportation Improvement Plan and maintain the adopted level of service. The revenue sources available to fund transportation improvements are listed in the current Spokane County Transportation Improvement Plan.

Goal

- T.10 Fund transportation improvements to meet existing and future needs based on level of service standards.**

Policies

- T.10.1 Provide for a long-range financial strategy to implement the 6-year transportation improvement program of the Capital Facilities Element.

- T.10.2 Funding to protect and maintain existing transportation infrastructure shall receive priority over other costs or transportation improvement programs.
- T.10.3 Develop methods for funding improvements in transportation subareas that provide a fair and equitable distribution of the transportation improvement costs.
- T.10.4 Enhance funding methods by establishing or implementing bonds, impact fees, road improvement districts and other funding sources.
- T.10.5 Impact mitigation fees and user-based fees shall be considered as a source for funding for all transportation improvements required because of new development.
- T.10.6 Transportation impact fees shall be based on cumulative impacts from proposed land uses within a traffic basin, with a proportionate share allocated, based on a reasonable relationship between trips generated by any proposed land use and improvements required.
- T.10.7 Transportation funding directed to projects in areas where annexation or incorporation is expected should require interlocal agreements with the affected cities to provide for joint funding of improvements and/or sharing of revenues.

Demand Management Strategies

Most solutions to traffic congestion involve increasing the system capacity. However, in some cases, reducing demand can relieve capacity shortfalls. Since capacity shortfalls generally occur only during the peak morning and evening-commute hours, management strategies that focus on reducing trips during the peak periods are particularly effective. Strategies already in place include car/van pooling programs, variable work hours, telecommuting, incentives for transit use, bicycling and walking. If utilization of these and other transportation demand management strategies can be expanded, transportation system demand can be reduced. Effective demand management measures can reduce the need for transportation improvements and can have the added benefit of reducing air pollution.

Goal

- T.11 Reduce the use of single occupant vehicles and increase the use of alternate forms of transportation through transportation demand management strategies.**

Policies

- T.11.1 Promote programs aimed at reducing peak period traffic congestion.
- T.11.2 Endorse programs that support alternatives to single occupancy vehicles.
- T.11.3 Support the use of telecommunications technologies for telecommuting, tele-shopping and video conferencing as alternatives to vehicle travel.
- T.11.4 Encourage working at home to minimize commuter traffic.
- T.11.5 Promote and facilitate ridesharing opportunities in cooperation with state and other transit agencies.

- T.11.6 Encourage employers to offer commute trip reduction programs for employees.

Environment

The transportation system can have major negative effects on the environment. Air, water, and noise pollution are often associated with transportation systems. Air pollution can best be addressed by minimizing traffic congestion. There are many ways to reduce traffic congestion other than expanding roads. Transit use, transportation demand strategies and alternative transportation modes can reduce air pollution. Stormwater runoff from paved surfaces can be a major contributor to water pollution. Treatment of stormwater in grassed percolation areas and other means can substantially reduce water pollution. Noise from traffic can have adverse impacts on adjacent land uses. Noise attenuation in the form of berms, landscaping or other noise barriers may be necessary to mitigate impacts

Goals

- T.12a Develop transportation systems that avoid environmental impacts where possible and mitigate impacts where avoidance is not possible.**
- T.12b Create transportation systems that work toward a sustainable community.**

Policies

- T.12.1 Design transportation improvements to minimize air, water and noise pollution.
- T.12.2 Ensure that new transportation systems avoid or mitigate significant impacts to natural areas or historic resources.
- T.12.3 Transportation facilities shall not be developed in areas where they will have a significant negative effect on the environment.
- T.12.4 Protect and preserve environmentally sensitive areas to the greatest extent practical when developing new transportation facilities.
- T.12.5 Develop transportation facility design standards, which are sensitive to community, cultural, aesthetic, historical and environmental needs.
- T.12.6 The transportation system in Spokane County shall conform to the federal and state Clean Air Acts.
- T.12.7 The transport of contaminants shall be minimized through residential areas and centers by restrictive routing and scheduling where practical.
- T.12.8 Enforce federal and state regulations for transportation of contaminants.



High Density Residential in the Spokane Valley

Chapter 6 Housing

Chapter 6 – Housing

Introduction

Home ownership and affordable housing have long been recognized as a foundation of social stability. In the past, Spokane County has taken pride in our large inventory of high-quality affordable housing. During the decade of the 80's, Spokane's economy experienced a downturn due to high interest rates and a recession in the resource-based industries, especially mining and forestry. The result was a depressed housing market that created some of the most affordable housing in the country.

The early 90's were a period of high employment growth in Spokane, which caused housing shortages. Home values and rents increased at annual rates of 15 percent and greater. Housing affordability suddenly became a serious problem. Since the mid- to late 90's, housing prices in Spokane have moderated and affordability has increased to the point that the housing supply in Spokane County is among the most affordable in the state.

An exception to affordable and available housing supply is found, however, in low-income and special-needs populations. Housing for these populations continue to be in short supply and many individuals and families may be forced to live in substandard housing located in areas where safety is a concern or where necessary support services are not accessible.



Also important is the current status of housing for homeless persons. While the extent of homelessness is difficult and frustrating to determine, it is clearly a problem in our community.

Vision

Through work group meetings and other public participation programs, the following vision statement for housing was developed:

Spokane County is a community that provides the opportunity for a variety of housing types and development patterns for all incomes and lifestyles while preserving the environment and the character of existing neighborhoods.

Housing Goals and Policies

The goals and policies of the Housing Chapter are intended to serve as a framework for long-term planning and daily decision-making on housing-related projects and programs. The Chapter promotes housing policies that will lead to affordable, safe housing options for all county residents.

Regional Coordination

Because of housing mobility, housing markets are not limited to jurisdictional boundaries. Therefore, it is important that housing programs and policies be coordinated at a regional level. The following policies provide guidance to ensure coordinated housing programs.

Goal

H.1 Coordinate housing policies and programs with other jurisdictions, agencies and neighborhoods.

Policies

- H.1.1 Encourage regional coordination among jurisdictions, agencies, neighborhoods and housing providers to ensure housing is available for all economic segments of the community.
- H.1.2 Support new and innovative financing programs to provide affordable housing and increase home ownership levels.
- H.1.3 Provide opportunities for early and continuous participation of citizens and neighborhood groups in land use and community development planning processes.
- H.1.4 Establish subarea planning programs that balance the concerns of neighborhoods with the need for providing affordable housing.
- H.1.5 Encourage the creation and continued operation and effectiveness of neighborhood associations through neighborhood and subarea planning programs.
- H.1.6 Promote partnerships between public and private nonprofit organizations to increase housing and home ownership opportunities.
- H.1.7 Ensure, through the use of interlocal agreements, that residential development regulations and standards are consistent for all jurisdictions within Urban Growth Areas.

Housing Regulations

Through its zoning and building regulations, the County can encourage affordable housing. Careful crafting of regulations can help prevent confusing, inconsistent and overly burdensome processes that create uncertainty and increase project costs. Zoning regulations also are often exclusionary to low-income and special-needs populations by prohibiting multiple-family, accessory units and manufactured housing. This section addresses the availability of affordable housing by providing policies to ease regulatory barriers and increase flexibility. Regulatory measures are also considered elsewhere in the plan. The Urban Land Use and Economic Development Chapters contain goals and policies relevant to the provision of affordable housing.

Goal

H.2 Reduce regulatory barriers and allow greater flexibility in the housing development process.

Policies

- H.2.1 Periodically assess the effects of policies and regulations on the affordability of housing costs and examine the need to reduce regulatory barriers.



- H.2.2 When developing housing regulations, consider the balance between housing affordability and environmental quality, design quality, and maintenance of neighborhood character.
- H.2.3 Develop consistent, precise, fair and enforceable regulations that maintain environmental quality and public health and safety standards, while minimizing housing development costs.
- H.2.4 Develop standards and incentives that facilitate restoration and relocation of existing structures, and rehabilitation of substandard housing,
- H.2.5 Provide incentives for safe and decent housing that is in close proximity to jobs, transportation and daily activities.
- H.2.6 Provide for exemptions to or reductions of impact fees and/or permit fees to encourage the development of low-income housing (*See Facilities and Service Element, Impact Fees*).
- H.2.7 Ensure regulations do not create impediments to fair housing choice.

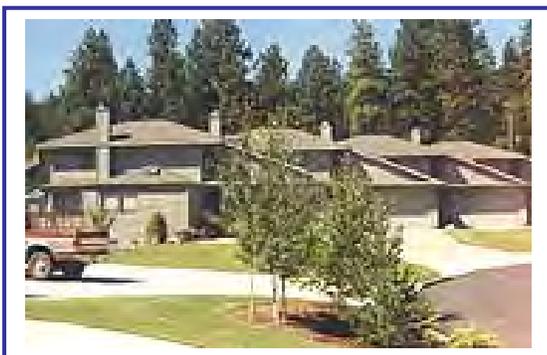
Affordable Housing

Affordable housing applies to a wide range of housing types at varying costs that can meet the needs of a diverse community. The marketplace is generally capable of meeting the housing demands of the upper- and middle-income segment of the population. Therefore, the primary focus of this element is on mechanisms to increase the availability of affordable housing for lower-income and special-needs households. Such mechanisms may include regulatory reform, mixed-use developments, incentives for increased housing densities and support for programs that rehabilitate and preserve existing housing.

In order to establish policy and identify and prioritize issues, it is important to agree upon what we mean by “affordable housing.” The following is the uniformly accepted definition.

Affordable Housing is adequate, appropriate shelter costing no more (including basic utilities) than 30 percent of the household’s gross monthly income. Implied in this definition are the following concepts:

- It applies to the broad range of economic segments in the community.
- Available housing is “safe and adequate,” meeting minimum habitation standards.
- Individuals and families have a choice of reasonable housing options, including type and location.



The demand for affordable housing calls for county housing policies that support choice and flexibility in housing types, density and location. This in turn will allow the real estate and development communities to be responsive to the changing needs of the housing continuum. The County’s special-needs policies should encourage financial and regulatory flexibility that allow creative housing options (e.g., accessory-unit construction, single-room occupancy, clustering, manufactured housing) and siting of institutions. Furthermore, county policies must support codes,

ordinances and site plans that encourage development of special-needs housing and public/private investment in these projects.

Goals

- H.3a** **Develop a variety of housing options for all economic groups.**
- H.3b** **Ensure that all present and future residents of Spokane County have the opportunity to obtain adequate housing.**

Policies

- H.3.1 Encourage creative housing design and appropriate open spaces in areas of high-density housing.
- H.3.2 Ensure that the design of infill development preserves the character of the neighborhood.
- H.3.3 Encourage creative design practices that allow for residential uses in business zones.
- H.3.4 Encourage the development of residential accessory dwelling units, such as granny flats, garage apartments or elderly cottage housing units.
- H.3.5 Encourage owner-built housing, adaptive reuse, rehabilitation, conversion, and other inventive techniques for increasing housing inventories.
- ~~H.3.6~~ Deleted per resolution 2007-0208.
- H.3.7 Allow development of residential buildings that have shared facilities, such as single-room occupancy facilities, co-housing facilities and boarding homes. Ensure compatibility of residential uses through development standards.
- H.3.8 Report annually on the progress made in the development and preservation of affordable housing and initiate corrections to the Comprehensive Plan when necessary.



Low-income Housing

Housing affordability is a serious problem among low-income households. Low-income individuals and families often make too much money to qualify for housing assistance programs, but do not earn enough money to afford decent housing. This section provides policies to address the needs of low-income households.

Goal

- H.4** **Provide the opportunity for extremely low- through moderate-income households (as defined by HUD) to obtain affordable housing.**

Policies

- H.4.1 Promote an increased supply of lower-cost housing types such as apartments, small-lot cottages, manufactured housing and townhouses.
- H.4.2 Encourage a broad range of ownership and rental housing opportunities for extremely low through moderate-income households.
- H.4.3 Provide incentives for developments that provide rent-restricted, below-market-rate rentals or ownership housing opportunities.
- H.4.4 Provide incentives for the construction or rehabilitation of low-income housing.
- H.4.5 Support the efforts of low-income housing advocacy organizations and assist in the timely processing of applications for low-income housing.
- H.4.6 Encourage the preservation and improvement of existing manufactured and mobile home rental parks.

Special-needs Housing

This section provides policy guidance for special-needs housing for persons with physical and mental disabilities. The Supreme Court and Fair Housing laws talk about people with physical and mental disabilities as a protected class of people. Those included under disabilities are individuals with: severe mental illness, developmentally disabled, alcohol and drug addiction, physically disabled, frail elderly and persons with HIV/Aids. A shortage of available, decent and affordable living units makes it difficult for these persons and their families to maintain an acceptable living standard. Providing for people with special needs does not necessarily mean more social services or infrastructure. It means accommodating affordable special needs housing in land use plans and regulations and offering incentives to provide affordable, accessible housing.

Goals

- H.5a Encourage housing that meets the requirements of special-needs populations in Spokane County.**
- H.5b Promote fair and equal access to housing in Spokane County for all persons with special needs.**

Policies

- H.5.1 Decisions on locating special-needs housing should be based on the facilities, impacts on infrastructure and services, and not be based on the circumstances of the occupants.
- H.5.2 Ensure that codes and ordinances allow for a continuum of housing and care opportunities for special-needs populations, such as emergency housing, transitional housing, congregate housing, independent living, assisted living, family-based living, intergenerational housing or institutions.
- H.5.3 Encourage the de-institutionalization of housing for the special-needs populations by improving opportunity for small-scale group homes.

- H.5.4 Provide incentives for the development of special-needs housing.
- H.5.5 Adopt a process, consistent with the Countywide Planning Policies, for the siting of those special needs housing projects defined as essential public facilities. The process shall be coordinated and consistent within all Spokane jurisdictions.
- H.5.6 Ensure the development of housing units for individuals with disabilities, consistent with the Americans with Disabilities Act (ADA).

Fairness in Housing

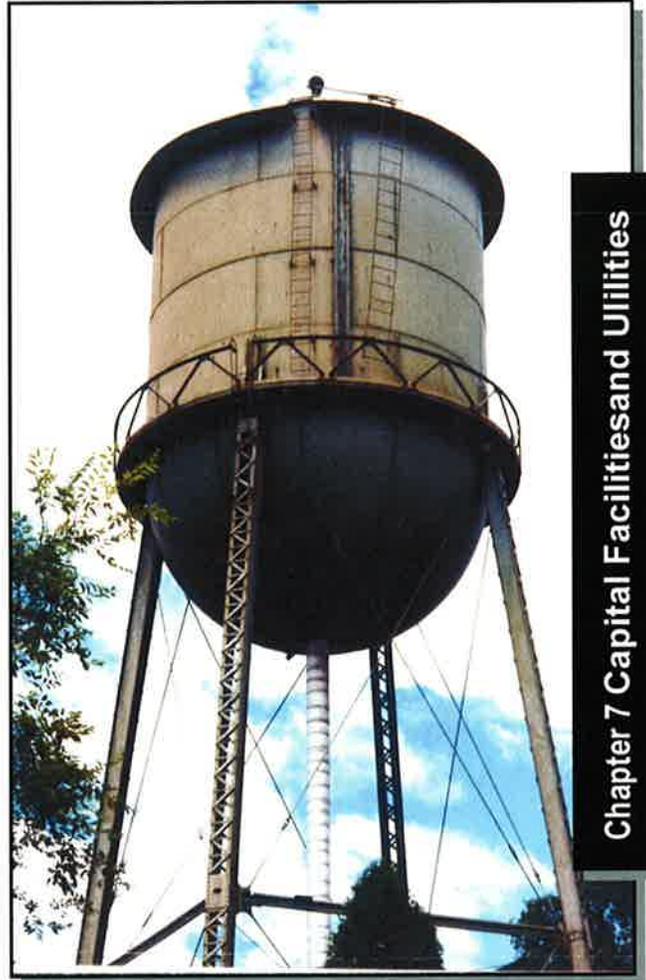
The intent of fairness in housing is to encourage freedom of choice in the sale or rental of dwellings. Fair-housing rights are established through both state and federal laws. The private and public sector housing agencies are very familiar with these principles as they apply to buyer/seller or landlord/tenant relationships. Discrimination based on race, color, age, sex, religion, national origin, familial status and disability is prohibited. Additionally, “special-needs populations” are guaranteed fairness in housing.

Goal

H.6 Ensure fair and equal access to housing in Spokane County for all persons.

Policy

H.6.1 Ensure fair-housing provisions that are consistent with the Federal Fair Housing Act.



Water
Tower in
North
Spokane
County

Chapter 7 Capital Facilities and Utilities

Chapter 7 Capital Facilities and Utilities

Chapter 7 – Capital Facilities and Utilities

Introduction

County residents rely on facilities and services that help to define their quality of life and maintain their health and well-being. They expect their tax dollars to be used efficiently and want measurable and obvious returns on their contributions. They want their quality of life to be maintained and improved through the services and facilities that their government provides. Public facilities and services are often taken for granted. Yet, without coordination and conscientious planning for future growth, facilities and services may be interrupted or inadequate.

One fundamental tenant of the Growth Management Act (GMA) is for local governments to ensure that both existing and future development are adequately served by public facilities and services. Existing facilities and services must be able to support new development or provisions for improvements must be made where deficiencies exist. If the level of service of an existing road decreases to an unacceptable standard due to the impacts of a development, then the road must be improved to a standard that is acceptable. The concept is simple. The planning process is not. A host of county, state and federal agencies, as well as private service providers, are important players in the process.

Capital Facilities and Utilities are two of the six elements that the Growth Management Act *requires* to be included in Spokane County's Comprehensive Plan. These services and facilities are provided by both public and private entities and are the integral elements that link the entire Plan together.



The growth scenarios envisioned in the land use elements will not become a reality unless it can be shown through the Capital Facilities Plan (CFP) that there will be adequate facilities and services in place to support future development. It must also be shown that those improvements can be afforded, with funding sources identified. Some of the most important goals of the Growth Management Act are realized through the Capital Facilities and Utilities element of the Comprehensive Plan.

Background

Capital Facilities are characterized by their long, useful life and require significant expenditures to construct. They include facilities such as roads, water and sewer systems, parks, jails and solid waste. Capital Facilities are provided by both public and private entities. Services such as police and fire protection are also included within the Capital Facilities element.

Capital facilities appear in other elements of the Comprehensive Plan. For example, transportation facilities such as roads and transit appear in the Transportation element and the Land Use elements. Parks and other recreational facilities are addressed in the Parks and Open Spaces Element. Perhaps the most important component of the Capital Facilities Element is the Capital Facilities Plan.

Capital Facilities Plan

The Capital Facilities Plan is a 6-year plan for capital improvements that support Spokane County's current and future population and economy. One of the principal criteria for identifying needed capital

improvements is standards for levels of service (LOS). The CFP contains LOS standards for public facilities and services and requires that new development be served by adequate facilities. The CFP also contains broad goals and specific policies that guide and implement the provision for adequate public facilities, services and concurrency requirements.

The purpose of the Capital Facilities Plan is to prepare sound fiscal policies to provide adequate public facilities consistent with the Comprehensive Plan and concurrent with, or prior to, the impacts of development. The CFP will allow Spokane County to achieve and maintain adopted standards for levels of service and to exceed the adopted standards when possible.

Capital Facilities Plans are required in the Comprehensive Plan in order to accomplish the following.

- a) Provide capital facilities for land development that is envisioned or authorized by the Land Use element of the Comprehensive Plan.
- b) Maintain the quality of life for existing and future development by establishing and maintaining standards for the level of service of capital facilities.
- c) Coordinate and provide consistency among the many plans for capital improvements, including:
 - I. Other elements of the Comprehensive Plan;
 - II. Master plans and other studies of the local government;
 - III. Plans for capital facilities of state and/or regional significance;
 - IV. Plans of other adjacent local governments and
 - V. Plans of special purpose districts.
- d) Ensure the timely provision of adequate and concurrent facilities as required in the GMA.
- e) Document all capital projects and their financing.

The CFP is the element that links the entire Comprehensive Plan together. Through it, levels of service standards are established. The levels of service then become the basis for providing capital facilities concurrent with growth, thereby determining the quality of life in the community. The requirement to fully finance the CFP (or revise the land use plan) provides a reality check on the vision set forth in the Comprehensive Plan. The capacity of capital facilities that are provided in the CFP affects the size and configuration of the Urban Growth Area.

Planning for major capital facilities and their costs enables Spokane County to:

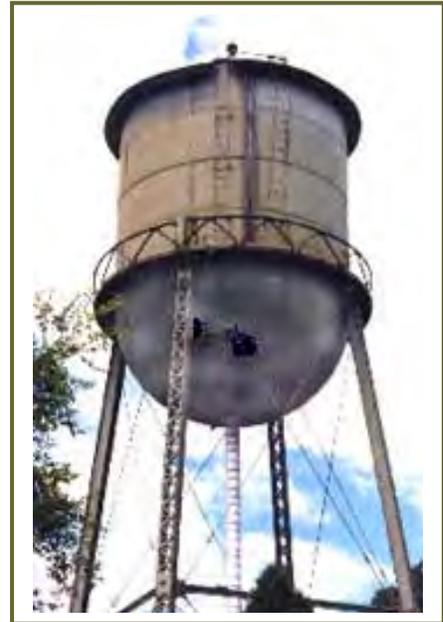
- a) Demonstrate the need for facilities and the need for revenues to pay for them.
- b) Estimate future operation/maintenance costs of new facilities that will impact the annual budget.
- c) Take advantage of sources of revenue (i.e., grants, impact fees, real estate excise taxes) that require a CFP in order to qualify for the revenue.
- d) Get better ratings on bond issues when the County borrows money for capital facilities (thus reducing interest rates and the cost of borrowing money).

The Capital Facilities Plan is a separate document that is adopted as a part of the Comprehensive Plan.

Service Agreements

A number of public facilities and services are provided on a regional basis in Spokane County through interlocal service agreements. For example, the County's sewage is treated at the Regional Advanced Wastewater Treatment Facility. Utilizing regional service delivery is often more efficient and cost effective for the County and its residents. Spokane County, its cities and districts need to continually explore opportunities for regional facilities and services. In particular, background research is needed to document the experience of other jurisdictions, analyze the extent to which such experience is relevant to Spokane County and develop alternative approaches to provide facilities and services on a regional basis.

Another important issue is that Spokane County must work diligently with individual cities to establish interlocal agreements for service provisions within the Joint Planning Areas. The agreements are necessary to establish guidelines for public facility design standards, transfer of facilities upon annexation and consistency in service delivery.



Focused Public Investment

Focused public investment targets capital improvement expenditures in public investment areas to produce *fully served land* for development. Focused public investment maximizes the use of limited public funds by coordinating government expenditures and focusing development, first in some areas, then in others. The targeted public investment is an incentive for development to occur where the public's capital investment is focused. In order for public investment to be focused to produce fully served land, the County and other service providers will need to resolve the following issues. (1) What criteria should be used to prioritize public investments? (2) How should areas be selected for targeted investment?

Siting of Essential Public Facilities

Local governments are required by GMA to include a process for identifying and siting essential public facilities that are difficult to locate, such as jails, education facilities, land fills and sewage treatment plants. Jurisdictions in Spokane County addressed this requirement through the Countywide Planning Policies, which provided the initial framework for the siting of essential public facilities.

In 1995 the Essential Public Facilities Technical Committee was appointed by the Steering Committee of Elected Officials to develop a model for the siting of Essential Public Facilities, consistent with the Countywide Planning Policies and the GMA. On May 3, 1996 the Steering Committee of Elected Officials approved the *Growth Management Essential Public Facilities Technical Committee Report* (Appendix D), which includes a Model Siting Process, an Interjurisdictional Consistency Review Process and an inventory of existing essential facilities.

Levels of Service (LOS)

Levels of service standards are usually quantifiable measures of the amount of public facilities or services that are provided to the community. Levels of service may also measure the quality of some public facilities. Typically, measures of levels of service are expressed as ratios of facility or service capacity to demand (i.e., actual or potential users). For example, the level of service for parks may be expressed as acres of parks for every 1,000 people. Levels of service standards are measures of the quality of life of Spokane County. The standards should be based on the community's vision of its future and its values.

Once Spokane County's Comprehensive Plan is adopted, the levels of service identified in the Plan will guide future capital facility and service decisions. Therefore, the Board of Commissioners makes the final determination to adopt levels of service that represent the community's vision. The Board's decision should be influenced by recommendations of the (1) Planning Commission, (2) providers of public services, (3) Steering Committee of Elected Officials, and (4) the public, through the County's citizen participation projects.

Adopted Regional Minimum Level of Service (LOS)

In 1996, the Steering Committee of Elected Officials adopted Interim Levels of Service standards for the region, in accordance with the Countywide Planning Policies (CWPPs). Each jurisdiction within the county may adopt a higher level of service if it is determined that the local needs and desires warrant an increased level of service. The following services have been assigned a minimum regional level of service.

Fire Protection	Solid Waste Processing
Public Transit	Domestic Water
Street Cleaning	Sanitary Sewer
Stormwater	Transportation

The original Countywide Planning Policies included police protection as a service that required a regional LOS. The CWPPs were amended to delete the requirement for a regional LOS for police protection. It was determined that each jurisdiction shall specify in its comprehensive plan the level of police protection that addresses the safety of its citizens. The CWPPs also require jurisdictions to establish LOS standards for schools, libraries and parks.

Concurrency

One of the requirements of the GMA is for public facilities and services to be provided concurrent with development. *Concurrency* means that adequate public facilities will be in place to support new development when the impacts of that development take place or within a specified time thereafter (WAC 365-195-070[3]). For transportation facilities, the specified time is 6 years from the time of development. The impacts of development are usually equated with occupancy and use of the development (RCW 36.70A.020). Concurrency requires that facilities have sufficient capacity to serve development without decreasing levels of service below minimum standards adopted in the CFP.

The GMA *requires* concurrency only for transportation facilities. However, the Washington State Department of Community, Trade and Economic Development (CTED) recommends concurrency for water and sewer systems (see WAC 365-195-070[3]). GMA also requires all other public facilities to be "adequate" (see RCW 19.27.097, 36.70A.020, 36.70A.030 and 58.17.110). Concurrency management procedures should be developed to ensure that sufficient public facility capacity is available for each proposed development.

Utilities

Utilities are one of six elements required by the GMA to be included in Spokane County's Comprehensive Plan. Utility plans often include water and sewer facilities. For the purposes of this policy document, utilities are identified as electric, telecommunications and natural gas facilities. Water and sewer facilities are considered capital facilities and are not duplicated within the *Utilities* definition.

In December 1995, a Regional Utility Corridor Plan (RUCP) was developed to fulfill the requirements of the Countywide Planning Policies. This plan includes an inventory and analysis of existing and proposed electric, gas, telephone/fiber optic, water and sewer "corridors". Through the inventory and mapping of existing and proposed utility corridors, it was determined that opportunities to share corridors may be limited. A Utility Corridor map within the RUCP identifies electric, gas and telephone/fiber optic corridors from various utility providers. The RUCP provides policies and action statements that are used to guide the goals and policies of this plan.

Capital Facilities and Utilities – Goals and Polices

The Capital Facilities Element unites all the elements of this Comprehensive Plan. The function of the Capital Facilities Element is to establish a viable planning link between inventory, level of service and financing for future public facilities. The goals state the general Growth Management intentions of the County while the policies are guidelines for decisions on how goals will be achieved. Please see Chapter 5 for policies related to transportation facilities and Chapter 9 for parks and recreation policies.

General

Goal

CF.1 Establish appropriate Level of Service standards for public facilities and services

Policies

- CF.1.1 Facilities and services should meet the minimum required Level of Service standards as adopted by the Steering Committee of Elected Officials. Full descriptions of Level of Service may be found in the Capital Facilities Plan. The following Levels of Service have been adopted:

Facility	Level of Service Standard*
Domestic Water	800 gallons per residential equivalent per day.
Sanitary Sewer	Public sewer required where densities exceed 2 equivalent residential units per acre.
Transportation	LOS for operational analysis shall be as contained in the Spokane County Standards for Road and Sewer Construction. Maintain travel corridor time as established by Spokane Regional Transportation Council.
Stormwater	New development shall not increase runoff volume off-site. Prevent flooding of property during a 25-year storm. Prevent damage to buildings from a 100-year storm. Stormwater discharge to any surface or ground waters will be allowed unless the discharge will degrade water quality below standards.

Law Enforcement	1.01 officers per 1000/population. 3.04 jail beds per 1000/population.
Parks	1.4 community park acres per 1000/population.
Libraries	.41 square feet per capita.
Solid Waste	Solid waste processing will meet Federal and State regulations.
Street Cleaning	Implement adopted plan as identified in Transportation Element.
Public Transit	As adopted by Spokane Transit Authority Board of Directors.
Fire and Emergency Services	Urban areas served by Fire District with at least a Class 6 Insurance Rating. Fire Flow and hydrant placement per International Fire Code. Urban areas must be within 5 road miles of station with "Class A" pumper. Urban areas shall be served by a basic life support (BLS) agency.
Public Schools	To be determined by individual school district CFP.

*See Appendix C for the Spokane County Steering Committee of Elected Officials Interim Regional Minimum Level of Service Standards

Goal

CF.2 Implement a Capital Facilities Plan that ensures that public facilities and services meet the established Levels of Service.

Policies

- CF.2.1 Determine the quantity of capital improvements that are needed to eliminate existing deficiencies and to maintain the Level of Service standards for public facilities and services provided by Spokane County.
- CF.2.2 Establish priorities among capital improvements projects through annual amendments to the Capital Facilities Element and the County's Six-Year Capital Improvements and Transportation Improvement Plans.
- CF.2.3 Ensure that the estimated cost of all capital improvements does not exceed the estimate of available revenues.
- CF.2.4 Monitor the implementation of the Capital Improvement Program and development to ensure that the Land Use, Transportation and Capital Facilities Elements are coordinated and consistent and that established Level of Service standards for public facilities and services are achieved.
- CF.2.5 Finance capital improvements and manage debt consistent with the Capital Facilities Element of the Comprehensive Plan.
- CF.2.6 Provide public facilities and services or accept their provision by other entities only if Spokane County or the other entity is able to pay for subsequent operation and maintenance costs.

Goal

CF.3 Ensure that public facilities and services support proposed development at established Levels of Service.

Policies

- CF.3.1 Development shall be approved only after it is determined that public facilities and services will have the capacity to serve the development without decreasing levels of service below adopted standards.
- CF.3.2 Assess the Comprehensive Plan and, as appropriate, reduce Level of Service standards, increase funding for new or improved facilities or reassess the Land Use element if the adopted Level of Service standards are not achieved.
- CF.3.3 Designate phases for development within designated Urban Growth Areas as follows:
- Phase 1: Includes existing urbanized areas for which the 6-year Capital Facilities Plan provides urban services and facilities.
- Phase 2: Areas for which urban services and facilities are planned for years 7-20 of the 20-year planning period. Urban services and facilities will be provided by the developer concurrent with development or by public providers by implementing all or a portion of the capital facilities plan.
- CF.3.4 Provide public facility capacity, if available, for vested development approvals and vested preliminary plats, which were issued prior to the adoption of this Comprehensive Plan for a period of five years plus one (one year) extension.
- CF.3.5 Spokane County will implement a Concurrency Management System to ensure that adequate public facilities and services needed to support development are available concurrent with the impacts of such development. The following facilities must meet adopted level of service standards and be consistent with the Concurrency Management System: Fire protection, police protection, parks and recreation, libraries, public sewer, public water, solid waste disposal and recycling, transportation and schools.



Goal

CF.4 Ensure that capital improvements are made in conformance with the goals and policies of the other elements of the Comprehensive Plan.

Policies

- CF.4.1 Locate all County owned public facilities in conformance with the adopted land use map and the goals and policies of the Comprehensive Plan.
- CF.4.2 Integrate capital improvements with land use planning decisions.

Goal

- CF.5 Establish and/or assess interlocal agreements with municipalities and other entities to coordinate efficient provision of public facilities consistent with the Capital Facilities Element.**

Policies

- CF.5.1 Establish interlocal/joint planning agreements with municipalities and other providers of public facilities to coordinate planning for, and development of, Urban Growth Areas.
- CF5.2 Assess existing interlocal agreements with municipalities and other providers of public facilities to coordinate planning for, and development of, Urban Growth Areas.

Domestic Water Systems

Goal

- CF.6 Coordinate private and public water system planning to promote efficient service, protect the natural resources and ensure the orderly physical development of Spokane County consistent with adopted plans and policies.**

Policies

- CF.6.1 The Spokane County Coordinated Water System Plan (CWSP)/Water General Plan is a part of the Comprehensive Plan.
- CF.6.2 Ensure water system plans are consistent with anticipated population growth, the Comprehensive Plan, and future subarea plans.
- CF.6.3 Prohibit the extension of water service to new development that will decrease the level of service of the existing water system below the adopted minimum level of service standards.
- CF.6.4 Ensure water system planning is regional in design, utilizing efficiencies of scale and geographic continuity.
- CF.6.5 Ensure water systems for urban and rural developments include adequate supply and distribution systems for domestic use and fire protection per local, state and federal plans, policies and regulations.
- CF.6.6 The provision of water service and construction of water service lines or other water system facilities shall be allowed outside the Urban Growth Area boundaries (UGAs). Any such extensions shall not be an inducement to growth.
- CF.6.7 Encourage public and private water purveyors to implement measurable water conservation practices.
- CF.6.8 Encourage the continued cooperation, coordination and consolidation of water purveyors to achieve greater efficiency in the delivery of water services.

Sanitary Sewer Systems

Goal

- CF.7 Coordinate private and public sanitary sewer planning to promote efficient service, protect natural resources and ensure the orderly physical development of Spokane County consistent with adopted plans and policies.**

Policies

- CF.7.1 The Spokane County Comprehensive Wastewater Management Plan (CWMP) is a part of the Comprehensive Plan.
- CF.7.2 Prohibit the extension of any sewer system that will degrade the existing system below the adopted level of service.
- CF.7.3 Planning for County sewer systems should be done on a regional basis, utilizing efficiencies of scale and geographic continuity.
- CF.7.4 Sewer planning should be consistent with anticipated population growth and developed in coordination with comprehensive plan land use policies.
- CF.7.5 Existing and future sewage disposal systems shall meet or exceed all applicable local, state and federal regulations.
- CF.7.6 The location and capacity of existing and planned sewer facilities shall be important factors when determining the intensity and/or density of land use designations and in the subarea planning process.
- CF.7.7 Determine whether new proposed development inside the UGA can be accommodated within the planned capacity of the sewer conveyance and treatment system before approval, in accordance with the Comprehensive Wastewater Management Plan.
- CF.7.8 Work towards implementation of a coordinated, regional wastewater service organization to provide sewer services to all urban areas of the County inside the Urban Growth Area.
- CF.7.9 Public sewer service shall not be provided outside the Urban Growth Area boundary, except as follows:
- a) In response to an immediate threat to public health or safety;
 - b) When necessary for the protection of aquifers designated pursuant to RCW 36.70A.170;
 - c) Vested development that is required to be served with sanitary sewer as a condition of development approval;



The design of sewers extending service according to the exceptions permitted in this section shall not be considered an inducement to types or levels of growth that are not appropriate in the rural area.

Stormwater

Goal

- CF.8 Provide stormwater facilities and related management programs that protect surface and groundwater quality and habitat, prevent chronic flooding from stormwater, maintain natural stream hydrology and protect aquatic resources.**

Policies

- CF.8.1 New development within the UGA shall require stormwater management systems.
- CF.8.2 Best management practices should be utilized to treat stormwater runoff prior to injection of runoff into the ground.
- CF.8.3 New development shall be designed to protect natural drainage functions including flood plains, drainageways, sink areas and other natural and existing drainage facilities.
- CF.8.4 New development shall be designed to prevent on-site and off-site damage from stormwater runoff that result from site development or from the new land use activity.
- CF.8.5 New development shall consider, where feasible, the multiple uses of facilities, such as the integration of stormwater facilities with recreation/open space areas.
- CF.8.6 Conduct stormwater management planning by drainage basin, treating basins as complete drainage systems, to assure that the most economical and beneficial stormwater controls are provided.
- CF.8.7 Encourage use of alternatives to impervious surfaces through rewards and credits.
- CF.8.8 Implement a coordinated, regional stormwater service organization to provide stormwater services to all urban areas of the County inside the Urban Growth Area boundary.
- CF.8.9 Watershed protection areas should be adopted for watersheds where steep slopes, high groundwater, shallow soils, poorly draining soils and other special physical conditions make on-site disposal of stormwater difficult. In these watershed protection areas, special stormwater management studies and techniques may be required.
- CF.8.10 The Spokane County Comprehensive Stormwater Plan (CSMP) is a part of the Comprehensive Plan.



Schools

Goal

CF.9 Coordinate with individual school districts to ensure that school sites and facilities meet the educational needs of Spokane County residents.

Policies

- CF.9.1 Encourage school districts serving predominantly rural area populations to locate schools within designated Rural Activity Center.
- CF.9.2 Discourage locating new schools facilities outside of UGAs unless the school is located within a designated Rural Activity Center.
- CF.9.3 Encourage school districts to allow for shared access of facilities for recreational or other public purposes.
- CF.9.4 Assist school districts in developing Capital Facilities Plans that are consistent with the Growth Management Act and the County's Comprehensive Plan.
- CF.9.5 Develop land use designation and policies that protect and allow for the establishment of new schools in urban areas.
- CF.9.6 Encourage the expansion of school facility capacity to proceed at a comparable rate with that of private residential development and demographic trends.
- CF.9.7 Consider the adequacy of school facilities when reviewing new residential development.



Libraries

Goal

CF.10 Provide library services efficiently and cost effectively to Spokane County residents.

Policies

- CF.10.1 Encourage inter-jurisdictional cooperation, sharing of equipment and facilities.
- CF.10.2 Spokane County's Library Capital Improvement Plan is a part of the Comprehensive Plan.
- CF.10.3 Ensure that the expansion of library capacity proceeds at a comparable rate with that of private residential development and demographic trends.
- CF.10.4 Ensure that land use regulations allow siting of library facilities in locations convenient to residential areas.

Police Protection

Goal

CF.11 Provide police protection efficiently and cost effectively to residents of Spokane County

Policies

CF.11.1 Encourage interjurisdictional cooperation among law enforcement and corrections agencies to further develop, where practical, shared service and facility use.

CF.11.2 Develop community benchmarks and program performance measures to evaluate police protection effectiveness. Such performance measures might include response time to calls, crime solution rates or other methods to determine actual effectiveness.



CF.11.3 Require development of comprehensive emergency management plans consistent with the elements of the Comprehensive Plan.

Fire Protection

Goal

CF.12 Provide fire and emergency medical services efficiently and cost effectively to residents of Spokane County.

Policies

CF.12.1 Limit growth to areas served by a fire protection district or within the corporate limits of a city providing its own fire department.

CF.12.2 Include provision for road access adequate for residents, fire department or district ingress / egress and water supply for fire protection in commercial and residential developments.



CF.12.3 Provide defensible space between structure and adjacent fuels and require that fire rated roofing materials be used on buildings in forested areas.

CF.12.4 Encourage continued interjurisdictional cooperation among fire districts, including the sharing of equipment and facilities.

CF.12.5 Encourage development of community benchmarks and program performance measures to monitor outcomes from public safety efforts.

CF.12.6 Identify and implement comprehensive emergency management plans consistent with the elements of the *Comprehensive Plan*.

Solid Waste Disposal

Goal

- CF.14 Provide solid waste disposal service to reduce public nuisance, health hazard and pollution to Spokane County's environment.**



Policies

- CF.14.1 The Spokane County Solid Waste Management Plan is a part of the Comprehensive Plan.
- CF.14.2 Encourage recycling to conserve resources and energy.

Siting Essential Public Facilities

Goal

- CF.15 Facilitate the siting of public and private essential public facilities when the unincorporated area is the appropriate location.**

Policies

- CF.15.1 Follow the process for siting essential public facilities as set forth in the Spokane County Regional Siting Process for Essential Public Facilities. (See Appendix D)

Utilities (electric, natural gas, telecommunications and cable)

Goal

- CF.16 Provide utilities that are consistent and available to support land use policies.**

Policies

- CF.16.1 Coordinate with utility providers to ensure that sizing, locating and phasing of utility systems are consistent with the Comprehensive Plans and meets anticipated population needs in a timely manner.
- CF.16.2 New development shall be consistent with established utility plans and procedures.
- CF.16.3 Promote conservation measures to reduce the need for additional utility distribution facilities/services in the future.
- CF.16.4 Ensure that utility facilities are designed to minimize adverse aesthetic impacts on surrounding land uses.

Natural Gas Policies

- CF.16.5 Encourage availability and efficient use of natural gas.
- CF.16.6 Encourage coordination with utility providers in the provision of natural gas.

Telecommunication Policies

- CF.16.7 Encourage coordination with utility providers in the provision of telecommunication services.
- CF.16.8 Promote long-term planning for telecommunications systems.
- CF.16.9 Require the placement of cellular communication facilities in a manner that minimizes adverse impacts on adjacent land uses and utilizes existing structures where feasible.
- CF.16.10 Encourage telecommunication services as a means to mitigate the transportation impact of development and growth.

Electricity Policies

- CF.16.11 Encourage coordination with utility providers in the provision of electrical services.
- CF.16.12 Protect existing utility corridors to permit maintenance access and future expansion.
- CF.16.13 Provide for efficient, cost effective and reliable utility service by ensuring land is available for the location of utility lines, including their location within transportation corridors and by creating guidelines and permit processes that are conducive to utility operations.

Utility Corridors Policies

- CF.16.14 Coordinate dimensional guidelines for regional corridors with effected utility providers and jurisdictions.
- CF.16.15 Promote the co-location of new utility transmission distribution and communication facilities when doing so is consistent with the utility industry practices, DOT requirements and national electrical and other codes. (Examples of facilities that may be shared are trenches, rights-of-way, towers, poles and antennas.)
- CF.16.16 Provide timely notice to affected private utilities of all major utility projects, including the maintenance and repair of existing roads, in order to promote the joint planning and coordination of public and private utility activities.
- CF.16.17 Where consistent with multiple uses, promote joint use of utility corridors with recreational and green space applications. (An example is the co-location of AT&T's fiber link and Spokane's Centennial Trail.)
- CF.16.18 Adopt the Regional Utility Corridor Plan through the adoption of the Comprehensive Plan.

Development Impact Fees

Impact fees are fees a local jurisdiction charges new development to at least partially fund off-site public facilities and services made necessary by the new development. The Growth Management Act authorizes local jurisdictions to establish fees to finance certain types of improvements. There is flexibility to tailor the fees, within limits, to meet local needs. The fees are generally levied based on the level-of-service standards established by a jurisdiction.

Goal

CF.17 Growth and development activity should pay a proportionate share of the cost of planned facilities needed to serve the growth and development activity.

Policies

- CF.17.1 Consistent with the Capital Facilities Plan, growth related impact fees may be imposed for public streets and roads; public parks, open space and recreation facilities; schools; and fire protection facilities.
- CF.17.2 Growth related impact fees:
- a) Shall only be imposed for system improvements that are reasonably related to the new development;
 - b) Shall not exceed a proportionate share of the costs of system improvements that are reasonably related to the new development; and,
 - c) Shall be used for system improvements that will reasonably benefit the new development.
- CF.17.3 New housing units meeting the standard federal and state definition of “low-income housing” shall be exempted from development impact fees.
- CF. 17.4 New housing units serving populations with special needs, such as persons with severe disabilities, should be eligible for a reduction or exemption to development impact fees.



Chapter 8 Economic Development

New Building in the valley

Chapter 8 Economic Development

Chapter 8 – Economic Development

The economy plays a central role in maintaining the vitality and quality of life within a community. A healthy economy creates good paying jobs, providing economic opportunities to all citizens. The economy also supports the tax base, providing for schools, police, fire protection, parks and many other community facilities and services.

The importance of economic development is recognized in state legislation by the inclusion of economic development as one of the 13 goals intended to guide local comprehensive plans. From a regional perspective, Spokane County and all the cities and towns within the county have included economic development chapters in their comprehensive plans. .

The purpose of the Economic Development Chapter is to present goals and policies that support and encourage a strong, vibrant economy. The Chapter focuses on business startup, business retention, expansion and recruitment; regional issues; environment; customer service/regulation; income; education and training; and tourism. While this Chapter focuses on these specific topics, it is important to recognize that the entire Comprehensive Plan can be considered as an economic development tool.



The primary advocate of economic development in Spokane County is the Spokane area Economic Development Council (EDC). The EDC is a private/public nonprofit organization that is supported by a broad-based membership of businesses and organizations and by the City and County of Spokane. Over the years the EDC has been instrumental in attracting and retaining quality businesses in Spokane County. In addition to recruitment efforts, the EDC has been involved in studies of the regional Spokane economy, most notably the *Pace Report*, which analyzed strengths and weaknesses and made recommendations for recruitment strategies.

Recent economic plans generated by community and business groups include the *Focus 21* and the *New Century Plan*. *Focus 21, A Regional Economic Growth Strategy for the 21st Century*, is an economic development plan designed to create 10,000 new, higher-paying jobs for the Spokane and the Inland Northwest region. *Focus 21* evolved from the successful Momentum program that existed between 1987 and 1997. *The New Century Plan*, initiated in 1996, is a community-based plan that has developed strategies and benchmarks for economic development and quality-of-life issues.

Sustainable Regional Economic Development

This section provides goals and policies that support cooperation and coordination at a regional level to ensure sustainable economic development. There are a number of established organizations in the region that are engaged in economic development activities. It is in the best interests of Spokane County to support and collaborate with these regional organizations. By focusing on common goals and allocating resources accordingly, government and private organizations can work together regionally to maximize successful business start-up, retention, expansion and recruitment efforts.

Goal

ED.1 Spokane County will cooperate regionally to:

- a) **Promote a sustainable, strong, diverse and healthy economy;**
- b) **Promote the retention and expansion of existing businesses;**
- c) **Foster the startup and development of new businesses;**
- d) **Encourage the relocation of environmentally responsible businesses to the Spokane region;**
- e) **Promote income levels that are higher than the national average;**
- f) **Ensure the sustainable economic use of timber and agricultural resources and the safe and effective economic use of mineral resources as well as recycled resources.**



Policies

- ED.1.1 Provide for a diverse marketplace that recognizes and encourages a range of cultural, social and economic opportunities.
- ED.1.2 Improve the effectiveness of capital improvement programming by encouraging greater communication and coordination between local governments and the private sector.
- ED.1.3 Work with other jurisdictions, community organizations and business organizations to establish specific evaluation methods that will annually measure the community's overall quality of life and economic viability. The following issues, among others, should be considered when developing indicators to establish evaluation goals:
- a. Quality of life issues such as crime rate, schools, health care, affordable housing, employment opportunities and cultural amenities;
 - b. Economic development issues such as wages; per capita personal and median household income; percentage of population below poverty level; business formation, expansion and retention; economic base and education;

Goal

ED.2 Capitalize on the community's positive characteristics and improve and enhance areas that may be lacking.

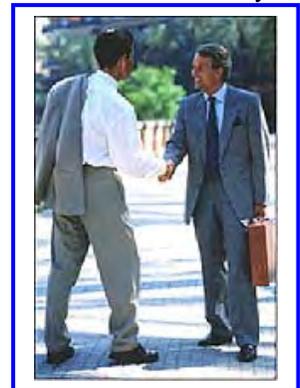
Policies

ED.2.1 Support the greater utilization of downtown Spokane as a central hub for expanded residential, retail, business and cultural activity.

ED.2.2 Encourage developments that contribute to community improvements (i.e., contributions to culture, recreation, tourism, public improvements, environmental improvements, business incubator system facilities, open space and other community projects).

Tools and Strategies

Business retention, expansion and recruitment efforts work hand-in-hand in maintaining a successful economy. Business retention and expansion programs address the issues that might affect decisions by established businesses and industries to remain or expand. Such issues might include availability of public services and facilities, permitting procedures, property taxes and labor-training programs. Recruitment programs largely focus on attracting industrial users as a major economic development strategy. Retaining, expanding and attracting industrial businesses is important because they generally provide higher-paying jobs, which creates an economic multiplier effect throughout the region.



Goal

ED.3 Create a healthy and sustainable regional economy by the retention, expansion and recruitment of businesses.

Policies

ED.3.1 Encourage economic development, through a variety of mechanisms, to foster economic development.

ED.3.2 Support regional organizations for business retention, expansion and recruitment efforts.

ED.3.3 Support public and private programs and activities that act to diversify the economy.

ED.3.4 Consider the establishment of a port authority/port district.

ED.3.5 Encourage job recruitment efforts towards those sectors that:

- Are compatible with the environmental and quality-of-life standards of the region;
- Provide higher wages than the national average;
- Help diversify the economy; and
- Capitalize on the strengths of the region (e.g., low energy costs).

ED.3.6 Support and provide, where appropriate, economic development techniques to provide a business climate conducive to new and start-up businesses.

- ED.3.7 Encourage creation and retention of home-based businesses that are consistent with neighborhood character.
- ED.3.8 Support efforts to develop a formal process involving government, civic organizations and businesses to study and develop strategies for business retention, expansion and recruitment.
- ED.3.9 Encourage development of contingency plans for the possible loss of any of the employers in the County that have a significant economic impact on the county as a whole.
- ED.3.10 Recognize and sustain the vital economic benefit that Spokane County receives from federal and state funding of all active duty, reserve and National Guard components of the Armed Forces.
- ED.3.11 Protect the integrity and continued viability of military installations located within Spokane County by discouraging incompatible land uses.



Environment

In recent years there has been a greater recognition that economic development should not come at the expense of environmental quality, which itself is recognized as an important component of the community. A balanced approach to environmental sustainability advocates a balance between the utilization of area resources and economic growth. Economic growth should not exceed the ability of the natural or built environment to sustain growth over the long term.

Goal

- ED.4 Recognize the importance of environmental quality and acknowledge that protection of the environment will contribute to economic vitality.**



Policies

- ED.4.1 Recognize that environmental quality and economic development are complementary objectives.
- ED.4.2 Encourage recruitment of low-impact, environmentally friendly businesses.
- ED.4.3 Encourage programs that promote sustainable business practices (e.g., recycling, pollution control, solar energy, Commute Trip Reduction).

Regulation

A regulatory environment that offers flexibility, consistency, predictability and clear direction enhances economic development opportunities.

Goal

- ED.5a Provide consistent, fair and timely regulations that are flexible, responsive and effective.**
- ED.5b Promote public/private partnerships that encourage innovation and creativity in the economic expansion of our region.**

Policies

- ED.5.1 Spokane County will support development of Master Environmental Impact Statement(s) for targeted area(s) to ensure timeliness in the processing of applications and to create a competitive advantage in the attraction of new businesses.
- ED.5.2 Create and encourage partnerships between government, the educational community, civic organizations and businesses to deal with economic issues at all levels.
- ED.5.3 Actively promote Spokane County's economic development goals and policies at the state and federal level to encourage legislation that supports economic development and to provide funding for economic development programs. For example, legislative changes can be pursued through direct lobbying of legislatures or through the combined efforts of the Washington Association of Counties.
- ED.5.4 Encourage state legislation that would allow a tax increment financing option to local governments.
- ED.5.5 Each individual citizen will be afforded the highest possible quality of customer service and attention to aid in facilitation of Spokane County's Economic Development.
- ED.5.6 Review development regulations continuously to ensure clarity, consistency, predictability and direction. Provide opportunities for citizens to initiate amendments to inconsistent, outdated, inappropriate or unnecessary or confusing regulations. Amendments shall be consistent with the Comprehensive Plan.
- ED.5.7 Ensure timely processing of applications by requiring that mandatory timelines, consistent with state legislation, are adhered to for permitting processes.

Income

One of the primary reasons to pursue economic development is to increase the standard of living for the citizens of Spokane County. Employment opportunities in Spokane County diversified considerably from 1979 to 1999. However, at the time of Plan preparation, Spokane County's average annual wage continues to be below the national average. One of the primary goals of this economic development element is to create more living-wage jobs. This issue has been identified as a top priority by the citizenry. A strategic approach in the pursuit of new jobs is to recruit, retain and expand the types of industries that provide quality, good-paying jobs.

Goal

- ED. 6 Encourage the creation of jobs that provide annual incomes for all persons in the County to be above the Washington State average and above the national average annual income.**

Policies

- ED.6.1 Encourage a regional effort to recruit and retain basic export industries that bring new money into the community and pay nationally competitive wages.
- ED.6.2 Encourage the creation of "living-wage" jobs that include health and retirement benefits.
- ED.6.3 Encourage the retention, expansion and recruitment of new businesses that hire local residents.
- ED.6.4 Recognize the special needs of low-income persons and address their needs by encouraging commitment of resources for, or where appropriate, planning and budgeting for, human services, community development, housing, economic development and public infrastructure to address inequalities.
- ED.6.5 Cooperate with other community agencies and organizations in the development of a specific plan to address disparity in income and employment opportunities. The plan should include measurable economic opportunities for low-income persons.
- ED.6.6 Encourage the Spokane County Community Development Department, in conjunction with other organizations, to develop an economic development strategy that is consistent with the County's Economic Development Element and the Spokane County Housing & Community Development Plan.



Qualified Labor Force

Qualified labor is essential to retain and recruit business. The basic cornerstone in the development of a qualified labor force is the educational community. Located within Spokane County is a diverse group of higher-education facilities, including community colleges, universities, and private technical and business schools. These schools, as well as the K-through-12 public and private schools, should be encouraged to constantly evaluate their programs to be responsive to the changing job market. Partnerships between business and the educational community should be nurtured to further this process.

Business should be encouraged to partner with labor unions and other organizations to develop specialized training programs to meet the needs of employers.

Goal

- ED.7 Promote a qualified labor force that is globally competitive and responds to the changing needs of the workplace.**

Policies

- ED.7.1 Encourage educational institutions to locate in Spokane County, especially those that provide technical training to support businesses targeted for recruitment and retention.
- ED.7.2 Spokane County should support and encourage K-through-12 education to include skills-based training and creative partnerships with business.



- ED.7.3 Encourage community colleges and technical schools to develop customized training programs for new and start-up businesses.
- ED.7.4 Encourage the development of the region's colleges and universities into a world-class higher-education consortium that prepares students for the highly technical jobs of the information age, improves communication skills and delivers comprehensive education (post-secondary through the doctorate level).
- ED.7.5 Encourage and support public/private partnerships, such as SIRTl, in training and education.
- ED.7.6 Encourage employers to provide and support continuing education for their employees.
- ED.7.7 Encourage cooperation between businesses, unions and other organizations in developing job training and educational opportunities.
- ED.7.8 Encourage an interactive relationship between schools and businesses through apprenticeship, mentoring and other programs.
- ED.7.9 Encourage creation of a 'Quality Forum' inviting business, community groups, students, educational groups and other stakeholders to discuss ways to increase educational awareness of the workforce and work ethics.

Tourism

The cultural, recreational and scenic opportunities in the Spokane region make tourism an excellent provider of employment. Within easy driving distance of Spokane, visitors can enjoy lakes, scenic mountains and desert wildflowers. In addition to these natural amenities, Spokane is also the cultural and entertainment hub of the Inland Northwest. This section provides goals and policies to promote and expand tourism as an economic development tool.

Goal

ED.8 Encourage the growth of tourism as a sustainable provider of jobs and markets in the region and work together with community groups and businesses to make the region a world-class tourist destination.



Policies

- ED.8.1 Support and promote the natural, historic and cultural features of the Spokane region as part of our economy and quality of life.
- ED.8.2 Promote outdoor recreation opportunities including, but not limited to, biking, hiking, kayaking, backpacking, fishing, boating, horseback-riding and touring.
- ED.8.3 Promote regional and national attractions such as a farmer's market, state basketball tournaments, children's museum, Spokane Interstate Fair, concerts, Hoopfest and Bloomsday.

- ED.8.4 Plan and support the physical infrastructure needed for new tourist attractions and tourist activities.

Infill and Redevelopment

Infill and redevelopment programs provide an economic development tool to revitalize under-utilized areas. Infill development is the process of developing or redeveloping vacant or under used parcels of land within existing urban areas that are already provided with services. Infill development policies help utilize existing utilities and services before considering costly service extensions.

The policies relating to infill and redevelopment provide special incentives to encourage infill development in areas that are already provided with services.

Goal

- ED.9 Facilitate infill and redevelopment through the use of incentives and special development strategies.**

Policies

- ED.9.1 Identify and designate specific areas for infill and redevelopment.
- ED.9.2 Provide incentives to ensure development and re-use of infill and redevelopment areas.
- ED.9.3 Within designated infill areas, allow techniques such as a focused public investment program, reduced parking standards and administrative exceptions (minor variances) to dimensional standards to address the difficulties of development on small and/or nonconforming lots.
- ED.9.4 Encourage clean-up and utilization of sites such as those with toxic contaminants, pursuant to the Department of Ecology Standards, to allow current or future owners to utilize the site for productive commercial and industrial uses.

Adequate Infrastructure and Land Supply

Each potential business has its own unique set of location requirements. To attract new employers and to allow existing business to expand a diverse inventory of industrial and commercial land must be maintained. Sites must be available in a range of sizes and locations with appropriate zoning and compatible surrounding land uses. Infrastructure availability is one of the most critical factors to encourage economic development. Sewer, water, transportation facilities and communications facilities must be available or easily obtained. For attracting industrial uses, an adequate supply of usable industrial land unencumbered by conflicting land uses and/or environmental constraints, is important.

Goal

- ED.10 Ensure an adequate amount of usable industrial and commercially available land in which new businesses may locate. Ensure adequate transportation and utility availability in order for new businesses to locate in the area.**

Policies



- ED.10.1 Encourage the development of business/industrial areas that can supply readily available sites for new businesses or industries.
- ED.10.2 Maintain an inventory of usable industrial and commercial land that is sufficient to meet projected demand and encourage marketability of the region.
- ED.10.3 Ensure that potential industrial and commercial land has the characteristics necessary to support commerce and industry.
- ED.10.4 Designate adequate usable land to meet future needs for industry and commerce.
- ED.10.5 Provide adequate transportation and utilities to support future industrial and commercial needs through capital improvements.

Fairchild Air Force Base

Fairchild AFB is integral to the overall mission of the U.S. Air Force and is also extremely important to Spokane County's economy, security, and social fabric of the Spokane region and the State of Washington. Fairchild AFB has indirectly created approximately 2,000 jobs, and in Fiscal Year (FY) 2007, had a total economic impact to the community of over \$420 million.

According to a Washington State analysis, the total employment impact related to military units stationed at Fairchild AFB and direct and indirect civilian employment in Spokane County is approximately 13,000 employees. Using the federal multiplier the total economic impact to the area is over \$1 Billion. In addition to the regional economic impact, Fairchild's direct contracts with vendors significantly impacts state and local private businesses. A statewide economic impact analysis reports that Fairchild authorizes an average of \$26.8 million in contracts annually to private vendors.

Goal

- ED.11 Recognize Fairchild Air Force Base as a key element of a strong economic base for the region and long-term viability of Fairchild AFB for the purposes of protecting the economic benefits that it provides by preventing the risk of closure of the base due to encroachment of incompatible uses.**

Policies

ED .11.1 Public Investment

Protect the public's investment in Fairchild AFB for which there may be no feasible future replacement. It is in the public interest to protect the long-term viability of Fairchild AFB by preventing the introduction of incompatible land uses. Currently this interest has increased because of the heightened awareness of the economic importance of FAFB and the large number of military base closures in recent years. These base closures have raised community concerns about the future of Fairchild AFB. In light of these factors, the need to ensure long-term land use compatibility between the base and its environs has become a high community priority.

ED.11.2 Viability

Protect the viability of Fairchild AFB as a significant economic resource to the community by encouraging compatible land uses, densities, and reducing hazards that may endanger the lives and property of the public and Air Force personnel engaged in military missions.

ED.11.3 Future Expansion

Ensure that Fairchild AFB can maintain or expand its military operations to meet the existing and future national security requirements of the United States.

ED.11.4 Coordination

Collaborate with other municipalities, local economic development agencies and local housing authorities and Fairchild AFB representatives regarding the region's economic development and housing plans and programs.

ED.11.5 Compatible Development

Encourage economic development that compliments and/or supports the military mission of the base without being detrimental to its long-term operations.



Chapter 9 Parks and Open Space

Baseball Field in Spokane County

Chapter 9 Parks and Open Space

Chapter 9 – Parks and Open Space

The development of Spokane County's park system began shortly after passage of the 1949 enabling legislation (Park and Recreation Services Act, RCW 36.68), which permitted counties to establish parks and conduct programs for public recreation. A group of citizens organized to help formulate a direction with support from the Board of County Commissioners. A citizens' park board was created and a statement of purpose and action was developed. A broad variety of resources were tapped for support and assistance, from the National Recreation and Parks Association to local civic and school groups. The Department of Parks and Recreation (Parks Department) was officially established as a county Department with a salaried director in the spring of 1951.

Balfour Park became the County's first park, under the sponsorship of the Opportunity Recreational Council. Originally donated to the Valley Fire District for fire station purposes, it then was given to the County in 1951. An official dedication took place in 1953 after initial improvements were made. By 1965 funding at the federal level increased through the Federal Land and Water Conservation Fund. The Fund was intended to help local governments in purchasing natural resource areas for recreational use and offered a 50-percent match for parkland acquisition and development. In Washington State, under a comprehensive parks program administered by a new state agency, the Interagency Committee for Outdoor Recreation, additional funding of 25 percent was made available to local governments. Through the program, Spokane County purchased its first waterfront property, Fish Lake.



In 1978, a steady decline in Spokane County's available general fund dollars began reducing the annual Parks Department budget allocations. Compelled to reduce staff and operating expenses, the Parks Department cut both programs and parks. By 1984, the fully maintained parks numbered only 13. Two swimming pools were closed and only those programs that were largely self-supporting remained. A handful of parks were maintained with assistance from community groups. Others were sold or returned to their owners. Facilities in non-maintained parks were left to deteriorate.

In 1987 a \$2.2 million bond issue was passed to improve county parks. Following this, the Spokane Board of County Commissioners passed a resolution creating a nine-member Parks Advisory Committee. In passing the resolution, the Commissioners recognized the positive role that citizens play in support of county parks and open space programs. The resolution established an ongoing means of linking park policy with the broader interests of county residents. The members are appointed by the Board of County Commissioners for three-year terms.

With its unique range of outdoor recreational opportunities, Spokane County has much to offer outdoor enthusiasts. The four distinct seasons and holdings of public lands have made this area an increasingly popular place in which to recreate. Fishing and hunting, skiing, equestrian activities, snowmobiling, hiking and biking are some of the more popular types of outings. However, with funds limited, Spokane County's ability to establish and maintain parks and open spaces has traditionally taken a back seat to more pressing needs. Homes, businesses and roads are replacing large sections of open space. This growth brings a very real need for more park and recreation services.

Dual Purpose of Parks and Open Space Chapter

The Parks and Open Space Element serves two related purposes. The first purpose is to determine the type and level of park and recreational services that are desired by the residents of Spokane County. This chapter provides information and direction to decision makers on park issues and identifies future park and recreation needs so that available resources may be efficiently allocated to meet those needs.

The second purpose of this chapter is to identify and protect a system of open space corridors for Spokane County. The distinction between parks and open space corridors is an important one. Open space, in this instance, includes land that may or may not be publicly owned. Open space corridors are valued for wildlife habitat, trails, recreation and connection of critical areas. Open space corridors serve multiple purposes, including greenbelt buffers between developments and may be used for agriculture and forestry.

General Goals

Spokane County citizens value the long-term benefits of parks and recreation. It is important to retain the connection with the outdoors and the wildlife it hosts as well as provide for passive and active recreation activities for the citizens. This will be done by acquiring, maintaining and/or preserving a network of parks that provide diverse recreational opportunities for all residents.

Goal

PO.1 Provide a variety of parks and recreation facilities and services to benefit the broadest range of age, social, economic and special group interests and abilities.

Policies

- PO.1.1 Adopt by reference and maintain a detailed Spokane County Parks and Recreation Plan. The plan should be updated at least every 5 years or sooner if conditions alter the effectiveness of the existing plan and shall:
- a) Identify existing parks;
 - b) Identify future parks needs;
 - c) Identify potential park locations;
 - d) Identify and prioritize strategies to meet level of service standards identified in the Comprehensive Plan;
 - e) Identify funding sources necessary to meet the level of service standard and maintain park facilities and recreation services; and
 - f) Ascertain economic feasibility of all new parks.
- PO.1.2 Development of new parks and recreation facilities shall be consistent with the Spokane County Comprehensive Plan and the Spokane County Parks Plan.
- PO.1.3 Park and recreation facilities should be developed, renovated and maintained to serve the widest possible cross-section of citizen needs and interests, including handicap accessibility.
- PO.1.4 Locate parks to provide for a variety of outdoor activities and to preserve and protect important habitat areas, corridors and linkages, natural amenities (e.g., wetlands and shorelines), unique landscape features (e.g., cliffs and bluffs) or other outstanding natural features.

- PO.1.5 Allocate parks and recreation facilities throughout the county in a manner that provides an equitable distribution based on population density considering geographic limitations.
- PO.1.6 Respond to the diversity of public needs by offering a range of recreational experiences from passive to active, from unstructured activity to organized recreation.
- PO.1.7 Involve the public and other agencies with expertise, in the decision-making process regarding parks, recreation facilities and programs.
- PO.1.8 Target waterfront areas (lakes, streams and rivers) to provide public access within the carrying-capacity limits of the water resources and adjacent natural systems.

Acquisition and Development

Goal

- PO.2 Acquire and develop parks and recreation facilities to meet the needs of the public within available resources.**

Policies

- PO.2.1 Coordinate and cooperate with both public and private sector interests to further park and recreation opportunities.
- PO.2.2 Park planning and land acquisition efforts should be coordinated across jurisdictional boundaries and consider existing and planned infrastructure, population served, environmental constraints, and available resources.
- PO.2.3 Work with nonprofit and for-profit recreation providers to enhance the quality and quantity of available recreation facilities at the lowest possible expense to the taxpayer.
- PO.2.4 Make acquisition and development of waterfront property for parks a high priority.
- PO.2.5 Acquire and develop regional parks in rural areas as opportunities occur.
- PO.2.6 Acquire parkland for community parks in urban reserve areas.

Level of Service for Community Parks

The County must establish a minimum level of service standard desired by the citizens and plan to maintain this standard as the population grows. A standard measurement of park level of service has been developed to provide a means of measuring and evaluating park facilities that is consistent and objective. The level of service is based on developed acres of community parkland per 1,000 population. It is recognized that school facilities provide recreation opportunities for the citizens of Spokane County.

Goal

PO.3a Obtain a level of service for community parks of 1.4 acres per 1000 population inside the urban growth area by the year 2026.

Policies

- PO.3.1 Coordinate level of service standards for parks based on local and regional needs in cooperation with other local governments in Spokane County.
- PO.3.2 Offer neighborhoods and communities within the unincorporated county the ability to increase park and recreation opportunities through the formation of self-taxing park service areas. Neighborhoods may include this option within their individual neighborhood plans.
- PO.3.3 New development shall mitigate a portion of its direct impacts on the availability of parks, open spaces and recreation facilities. Methods may include, but are not limited to, dedication of land, donated labor, equipment and materials and/or an agreement with Spokane County to provide for the payment of a fee.
- PO.3.4 County recreation facilities (e.g., water parks, golf courses, sports complexes, ice arenas) should be designed and operated to recover costs when practical, or possible, through user fees.
- PO.3.5 Encourage innovative strategies and incentives (e.g., adopt-a-park, adopt-a-trail, adopt-a-space) to enhance existing programs for park maintenance, safety and accessibility.

Park Maintenance and Design

It is important that the County maintain existing parks and open space to ensure safety, security and cleanliness. Well-designed parks will contribute to the aesthetic qualities of the County as well as the welfare, safety and security of its citizens.



Goal

PO.4 Continue to provide a parks system that is well maintained and effectively managed to meet both current and future needs.

Policies

- PO.4.1 Maintenance of existing park and recreation facilities shall take precedence over acquisition of new facilities.
- PO.4.2 Design standards for parks should ensure safety, security, cleanliness, accessibility and ease of maintenance.

- PO.4.3 Best management practices should be utilized in the design of county parks and recreation facilities.
- PO.4.4 Parks should be designed and located to provide ease of access for pedestrians, handicapped persons, bicycles, autos and public transit.
- PO.4.5 To the greatest extent possible, retain the natural features of proposed parks and recreation areas. If appropriate, designs should incorporate the use of native vegetation.



Open Space Goals and Policies

The farms, forests, parks and natural areas of Spokane County provide abundant open space for recreation, wildlife habitat and the production of food and other commodities. Spokane County open space is also valued simply for its scenic beauty. Open space contributes directly and indirectly to the economic value of property nearby and to the economic value of the community by enhancing its attractiveness to existing and prospective residents. Over time, this abundant open space is slowly being displaced by development to satisfy the needs of a growing community. The purpose of this chapter is to provide a policy framework to preserve the open space areas that function as a system of corridors so that opportunities for recreation, trails, wildlife habitat and connection of critical areas are maintained.

Vision and Overall Goal

The following vision and overall goal for Parks and Open Space was developed through the citizen participation process.

Vision

To preserve and create viable natural habitat and trail corridors integrated with and whenever possible, connected to, a well-distributed system of neighborhood, community and regional parks designed to enhance the quality of life by providing recreational opportunity, preserving open space and protecting important elements of Spokane's great natural heritage for future generations.

Overall Goal

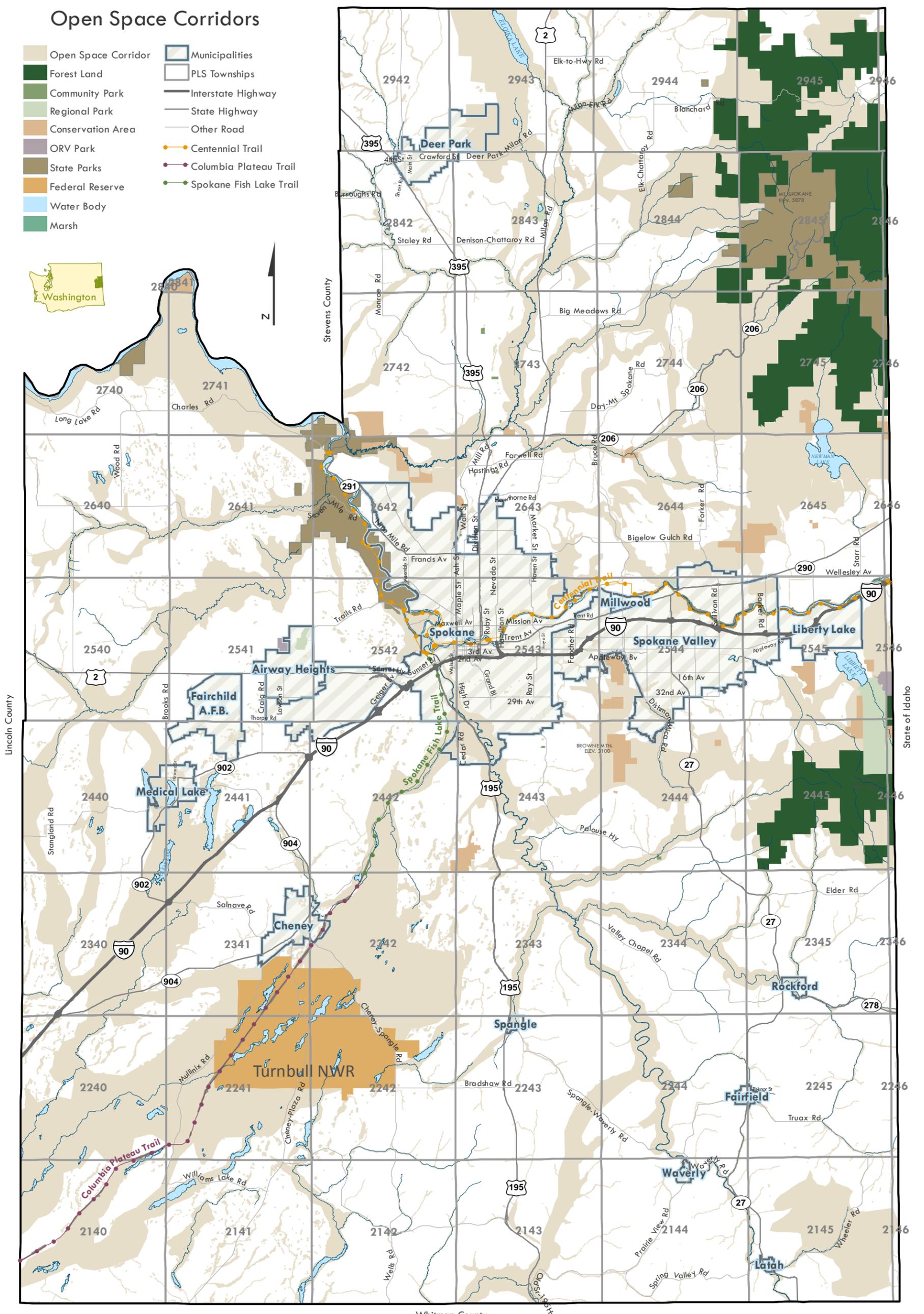
To enhance the quality of life for the residents of Spokane County by providing the highest quality and quantity of parks and open spaces.

Open Space Corridors

-  Open Space Corridor
-  Forest Land
-  Community Park
-  Regional Park
-  Conservation Area
-  ORV Park
-  State Parks
-  Federal Reserve
-  Water Body
-  Marsh
-  Municipalities
-  PLS Townships
-  Interstate Highway
-  State Highway
-  Other Road
-  Centennial Trail
-  Columbia Plateau Trail
-  Spokane Fish Lake Trail



Pend Oreille County



Whitman County



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Spokane County Building and Planning



Goals

- PO.5a** Preserve and protect existing and designated open space areas and corridors throughout Spokane County. These open spaces shall include lands useful for recreation, wildlife habitat, trails and connection of critical areas.
- PO.5b** Establish natural areas to maintain a physical and functional system of open space corridors which protect environmental resources, provide circulation linkages and ensure adequate separation and buffers between various land uses.

Policies

Open Space Planning Program

- PO.5.1** Spokane County will promote interlocal agreements with other jurisdictions in the County to designate a regional system of open space lands within and between Urban Growth Areas, based on community needs, values and population increases through establishment of a regional open space planning committee.
- PO.5.2** Monitor change in open space quantity and quality to evaluate the cumulative impacts on the existing system of open space over time and take the necessary steps to ensure open space is protected.
- PO.5.3** Encourage public awareness and utilization of the current-use or preferential tax assessment (RCW 84.34) for open space lands. Provide educational material to the public to encourage participation in the open space program.
- PO.5.4** Support land trusts and other private efforts to acquire property and/or secure easements or development rights for open space, wildlife habitat and recreation.
- PO.5.5** Develop and continue additional revenue sources for the funding of open space. Funding sources may include, but are not limited to, bond issues, additional levies, conservation futures program, land dedication and the use of impact fees.
- PO.5.6** Where appropriate, conserve existing public lands in a natural state through careful planning and cooperative agreements between government agencies and public and private groups.
- PO.5.7** Through subarea planning, open space corridors shall be established as appropriate to serve as greenbelt buffers, trails, wildlife habitat and recreation areas between and among developments.



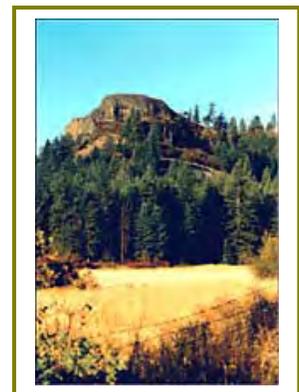
Open Space Designation

- PO.5.8** Identify and designate open space areas and corridors throughout Spokane County. These open spaces shall include lands useful for recreation, wildlife habitat, trails and connection of critical areas.

- PO.5.9 The open space designations must be based on community needs and values over time, as population increases.
- PO.5.10 The designation of the open space category shall be based on the following criteria.
- a) Wildlife Corridors and Landscape Linkages as defined by the University of Washington (and refined by the Washington Department of Fish and Wildlife) study, *Wildlife Corridors and Landscape Linkages, An Approach to Biodiversity Planning for Spokane County, Washington*
 - b) Lands classified as Forestry Zone
 - c) Wetlands and riparian areas and their associated buffers
 - d) County, state and federal parks, conservation lands, natural areas and wildlife refuges
 - e) Lands permanently protected as open space through conservation easements
 - f) Active and proposed trail systems

Open Space Acquisitions and Dedications

- PO.5.11 Public Open Space designations should be accompanied with funding, planning and acquisition techniques as shown below, that ensure the land will be available for use as open space.
- a) Conservation Futures Tax
 - b) Conservation Easements
 - c) Land Trust
 - d) Transfer of Development Rights
 - e) Public Acquisition of property
 - f) Private acquisition
 - g) Donation
 - h) Planned Development/Clustering and bonus densities
 - i) Dedication
 - j) Impact Fees
- PO.5.12 Within the Spokane County Parks and Recreation Plan, establish a public process for prioritizing future park and open space land acquisitions. The acquisition policy should be flexible enough to permit the capture of an unanticipated opportunity.
- PO.5.13 Solicit involvement by the general public, agencies and individuals with expertise in open space land acquisition decisions through the Spokane County Parks Advisory Committee and through the comprehensive planning process.
- PO.5.14 The provision of public access to the county's lakes, rivers and major streams shall be a high priority, provided adequate safeguards are in place to protect drainage ways and sensitive riparian areas.
- PO.5.15 Encourage the preservation of open space by nonprofit organizations and private individuals. Mechanisms available to these groups include:
- a) Dedication
 - b) Conservation easements
 - c) Land trust



- d) Transfer of development rights
- e) Planned unit development/clustering and bonus densities.
- f) Donation

PO.5.16 Encourage the retention of all publicly owned open space areas.

Open Space-Implementation Regulations

PO.5.17 Respect private property rights and allow for continued agriculture, ranching and forestry while preserving open space corridors through regulatory means.

PO.5.18 Implement the open space designation (which includes wildlife habitat) through zoning, other regulatory techniques, and incentives, to provide an open space system and to preserve and protect environmentally sensitive areas. Zoning and other regulatory techniques might include residential clustering, low residential density requirements, and the result of establishing critical area buffers and wildlife management plans. Incentives might include property tax incentives, transfer of development rights, bonus densities and other land-use tools.

PO.5.19 Promote the inclusion of functional open space within planned unit developments for residential, commercial and industrial development.

Goal

PO.6 Encourage the multiple uses of open spaces and wildlife corridors.

Policies

PO.6.1 Ensure that recreational uses are consistent with the protection and preservation of environmentally sensitive open spaces and wildlife corridors.

PO.6.2 Review development proposals to evaluate opportunities for multiple use of proposed open space.

PO.6.3 Encourage multiple use of open space for passive recreation, wildlife habitat, natural resource uses and rural residential development consistent with maintaining other open space uses.



Trails Goals and Policies

Spokane County's trail system is widely used throughout the county. It is a source of recreation for pedestrians, bicyclists and other non-motorized vehicle users. The trail system is an ongoing process of linkages that began in 1989 and continues to this day. It is a goal of the County to have a trail system that will link population centers, community facilities, work places, neighborhoods, schools, recreation areas, open space and cultural/historical areas. The following policies contribute to the vision of recreational route corridors providing bicycle/walking facilities to link residents of various geographical areas.

Goal

PO.7 Create a countywide system of multipurpose non-motorized trails that meet present and projected needs.

Policies

PO.7.1 Provide trails for pedestrians (including handicapped and wheelchair users), bicyclists, equestrians, skiers and other non-motorized vehicle users.

PO.7.2 The County Division of Engineering and the Division of Planning shall coordinate with the County Parks, Recreation, and Golf Department to maintain the County Pedestrian and Bicycle Plan. The Pedestrian and Bicycle Plan should link population centers, community facilities, workplaces, neighborhoods, schools, recreation areas, open space and cultural/historical areas. Coordinate with other agencies to ensure a comprehensive approach to trail planning.

PO.7.3 Separate recreational trails from motorized vehicle traffic where feasible.

PO.7.4 Inventory and examine existing rights-of-way (including abandoned rail and utility easements) for possible use as multipurpose non-motorized trails.





Chapter 10 Natural Environment

The Little Spokane River

Chapter 10 Natural Environment

Chapter 10 – Natural Environment

The Natural Environment Element combines several environmentally related topics, including Critical Areas (wetlands, aquifer recharge areas, fish and wildlife conservation areas, frequently flooded areas and geologically hazardous areas), as well as tree conservation, shorelines, surface water quality and quantity and air quality.

The diversity of Spokane County's natural environment is illustrated by ecosystems that range from sub-alpine forests to semi-desert scablands. This diversity supports a broad spectrum of wildlife, from the moose of Mt. Spokane to the Western Painted Turtles of Granite Lake. Numerous lakes, rivers and wetland areas provide linkages and corridors for wildlife. Spokane County's natural environment also includes the Spokane-Rathdrum aquifer, which is one of the most productive aquifers in the United States.

Spokane County has attracted desirable businesses in recent years because of the natural environment that contributes to a high quality of life. Protecting and enhancing this unique natural environment is the purpose of this Chapter. By ensuring the availability of clean air and water and preserving critical areas and natural features, we will continue to make Spokane County an inviting community. Through workgroup meetings and other public participation efforts the following guiding principles were developed.

- Critical areas, including wetlands, fish and wildlife habitat, aquifer recharge areas, geologically hazardous areas and flood hazard areas, shall be preserved, protected, managed and restored so that the functions and values of these areas are maintained.
- Shoreline areas shall be protected from land uses that degrade water quality and wildlife habitat.
- Surface and groundwater should maintain adequate quantity and shall maintain adequate quality, with land uses designed to ensure continued protection.
- Air quality shall be maintained at levels that protect human health, prevent injury to plants and animals and preserve clear visibility.



Critical Areas

Counties are required to protect critical area through the adoption of policies and regulations. Critical areas include these areas and natural places: (a) wetlands; (b) areas with a critical recharging effect on aquifers used for domestic purposes; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; (e) geologically hazardous areas.

Spokane County recognizes the importance of protecting the functions of critical areas. Preservation of these areas helps to maintain the high quality of life that is enjoyed by the residents of Spokane County. These natural systems play valuable roles in stormwater disposal, flood prevention, water quality preservation, as well as providing recreational opportunities. Protection of critical areas makes economic sense, since the alternative is expensive engineered systems for protection from floods and geological hazards and for purification of drinking water.

The Critical Areas Goals and Policies, along with the Critical Areas Ordinance, apply in all unincorporated areas of Spokane County and establish allowable uses in critical areas and provide development standards to mitigate impacts of development.

The administration and enforcement of the Critical Areas Ordinance (CAO) will be an ongoing issue facing Spokane County. Better information is needed to refine critical area designations and management recommendations. Effective protection requires an interdisciplinary approach to the evolution of *best available science*. Involvement by scientists from the Washington State Department of Fish and Wildlife, Department of Ecology, area universities and others will continue to be essential to the advancement of critical area protection.



Overall Critical Areas Goals

Several issues that are common to all critical areas have been identified. These issues are addressed in this section. The underlying approach to critical-area stewardship involves private conservation organizations, businesses, individual landowners and the general public, as well as government. The following goals should be used together with the specific goal sections of each critical area.

Goals

- NE.1** Spokane County will encourage management of critical areas in such a way that includes education, rehabilitation, preservation, protection, enhancement, mitigation and incentives for protection.
- NE.2** Land use regulations and land use decisions in Spokane County shall protect critical areas. Regulatory mechanisms such as limitations on land use or buffering requirements or programs such as transfer of development rights and acquisition of development rights should be used to retain critical areas whenever possible.
- NE.3** Spokane County will review and update its Critical Areas goals, policies and regulations every five years.
- NE.4** Ongoing public participation is a vital element of critical area regulations and management programs. The County will actively seek individuals or local groups to assist in identifying and protecting critical areas.
- NE.5** Spokane County will determine the *carrying capacity* (the level of population and activity that the natural resource base can healthfully support) and will use that information in its land use decisions regarding critical areas. In some cases, critical areas are fragile and public access should be controlled.
- NE.6** Regulations developed by Spokane County will not result in or constitute a taking of private property and shall be evaluated as provided for in RCW 36.70A.370.
- NE.7** Regulations to protect the natural environment shall contain variance provisions and the criteria for granting variances and recognize nonconforming rights for existing land uses and activities.

- NE.8 Encourage cooperative and coordinated protection programs for critical areas between Spokane County and the cities within the County.**
- NE.10 Cumulative effects of land use activities on critical areas shall be considered in land use decisions.**
- NE.11 Consider the multiple uses of open space and wildlife corridors for other uses, as recommended by qualified wildlife managers, such as utility corridors when conflicts do not exist or can be mitigated.**
- NE.12 Best available science will be used in the designation and protection of critical areas.**

Policy

- NE.12.1** It will be the responsibility of the Division of Planning to coordinate the identification of *Best Available Science* and to provide a recommendation to decision-makers for use in designating and protecting critical areas and shorelines, pursuant to RCW 36.70A.172, WAC 365-195-900, RCW 90.58.100(1) and WAC 173-26-020.

Wetlands

Wetlands are areas inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention and retention facilities, wastewater treatment facilities, farm ponds and landscape amenities. However, wetlands may include those artificial wetlands intentionally created from non-wetland areas to mitigate conversion of wetlands, if permitted by the County or a city.

In the past, wetlands were considered nuisances to be filled in and covered up. Experience has revealed the many beneficial functions provided by wetlands, including providing wildlife habitat, storage and disposal of stormwater, groundwater recharge and removal of contaminants. The primary purpose of the wetland goals and policies is to preserve these important natural functions.

Goals

- NE.13 Ensure “no net loss” of wetland functions, value and quantity as a result of land use activities and establish a long-term goal of measurable gain of wetlands function and value.**

Policies

- NE.13.1** Create new and use existing incentives to control wetlands access and use.
- NE.13.2** Maintain a countywide wetlands inventory and monitor achievement of the “no net loss” goal.
- NE.13.3** Strive to attain a measurable gain of wetlands function and value.



- NE.13.4 When new development impacts wetlands, mitigation of impacts may include enhancement or rehabilitation of previously degraded wetlands and creation of new wetlands.
- NE.13.5 Expansion of nonconforming uses in wetlands and their buffer areas should be allowed only if significant impacts are mitigated.

Goal

NE.14 Establish wetland management programs that include identification of wetlands and a classification system.

Policies

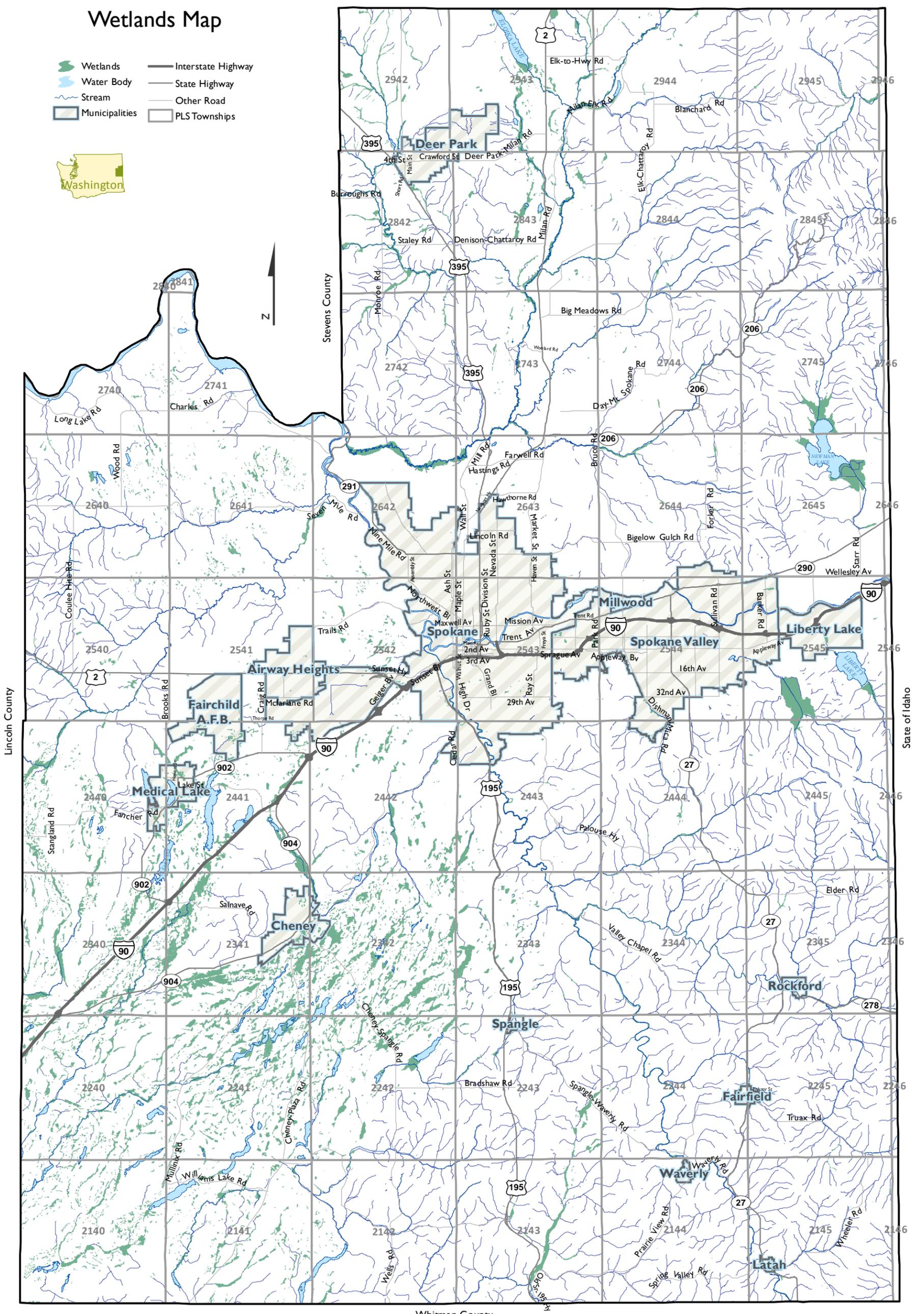
- NE.14.1 Establish appropriate wetlands classification, which should include buffer areas to maintain wetlands natural functions and beneficial values.
- NE.14.2 Land use decisions and land use activities should be consistent with existing wetland regulations. New regulations should provide clarification as to appropriate and inappropriate land use activities within a wetland and its buffer area.
- NE.14.3 New regulations developed should recognize the potential impact to wetlands that are located within planned urban areas.
- NE.14.4 Wetland alteration from development or other activities should not cause adverse impacts to the wetland or its buffer area; however, where no reasonable alternative is feasible, wetland degradation shall be mitigated.
- NE.14.5 The greatest wetland protection shall be provided to wetlands of the greatest functions and values.
- NE.14.6 Proposals for wetland restoration, creation or enhancement shall include consultation with the appropriate agencies to ensure adequate design and consistency with other applicable regulations.
- NE.14.7 Wetland regulations and policies should consider individual property owner's rights and community values. If wetland regulations prohibit all economically viable or beneficial uses of property and variance or reasonable use exceptions are not applicable, there will be liability to the property owner for just compensation unless it can be demonstrated that the proposed uses are prohibited by laws of nuisance or other preexisting limitations on the use of property.
- NE.14.8 Land use regulations/decisions should consider density transfers, transfer of development rights, bonus density, natural wetland preserves, wetland banking or other mechanisms to retain wetlands whenever possible.
- NE.14.9 Encourage public and private groups to consider protection and/or acquisition of wetlands and their buffer areas.

Wetlands Map

-  Wetlands
-  Water Body
-  Stream
-  Municipalities
-  Interstate Highway
-  State Highway
-  Other Road
-  PLS Townships



Pend Oreille County



Whitman County



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Spokane County Building and Planning



Goal

NE.15 Protect and enhance wetlands so that they are able to perform their natural functions and maintain their beneficial values.

Policies

- NE.15.1 Maintain the natural ability of wetlands to store and gradually release drainage and stormwater.
- NE.15.2 Discourage development and/or land use activities which will adversely impact wetlands' ability to store and discharge drainage and/or floodwater storage.
- NE.15.3 Retain, restore and/or enhance native and/or appropriate vegetation to slow velocity of stormwater runoff and improve surface and groundwater quality.
- NE.15.4 Protect wetlands from erosion and siltation.
- NE.15.5 Restore and enhance native and/or appropriate vegetative types in wetlands and their buffer areas.
- NE.15.6 Protect water quality and quantity within wetlands by preventing overuse of surface and groundwater beyond recharge capacities.
- NE.15.7 New development and/or land use activities shall provide adequate buffer areas of permanent native and/or appropriate vegetation adjacent to wetlands. These buffer areas shall be established based on the natural function and beneficial values of the wetland as determined by established criteria.
- NE.15.8 Existing surface water and groundwater quality and quantity should be protected where new development or land use activities would impact a wetland or its buffer area.
- NE.15.9 New developments and/or land use activities should be designed to preclude the need for flood control structures or designs that alter wetlands and their shoreline characteristics.
- NE.15.10 New developments and/or land use activities should design circulation systems, roads, trails and other such facilities to protect wetlands from erosion and reduce the amount of soil, silt and pollutants entering wetland areas.
- NE.15.11 Avoid new development and/or land use activities that would significantly impact native and/or appropriate vegetation, cause substantial erosion or sedimentation or adversely affect aquatic life or the biophysical capabilities within a wetland habitat.
- NE.15.12 Wetlands shall be protected and should be improved for use as fish and wildlife habitat by providing buffers and protection of adjacent riparian environments.
- NE.15.13 Recognize and provide protection for wetlands that provide wildlife habitat for priority species and species of local significance, as defined under the Fish and Wildlife Habitat Conservation Area goals and policies.
- NE.15.14 Encourage the preservation of wetlands associated with wildlife habitat corridors.



- NE.15.15 Existing vegetation providing wildlife habitat in habitat corridors should be maintained or improved to offset habitat loss by human activities/ development.

Goal

- NE.16 For agricultural and forestry activities within a wetland or its buffer area, encourage the use of best management practices and adherence to federal and state laws.**

Policies

- NE.16.1 Support and develop agricultural and forestry management strategies to protect water quality through education and selective controls.

Aquifer Recharge Areas and Groundwater

Underground aquifers are the sources of nearly all the drinking water for Spokane County. The purpose of the following goals and policies is to ensure the long-term quality of groundwater as a source of drinking water in Spokane County. The Spokane Rathdrum Aquifer supplies most of the drinking water used in the urban area and is designated as a *sole source aquifer* by the federal Safe Drinking Water Act. However, most of the county is underlain by aquifers that are used for drinking water. Although most of the aquifers are of good quality, contaminants deposited in aquifer recharge areas pose risks to the water quality of the aquifers.

To ensure quality groundwater, Spokane County is required to designate and protect critical aquifer recharge areas. A critical aquifer recharge area is an area with a critical recharging effect on aquifers used for potable water.

The goals and policies of this section provide guidance to protect our aquifers and critical aquifer recharge areas.

Goal

- NE.17a Prevent degradation of groundwater quality in Spokane County and improve water quality of aquifers that do not meet state standards.**

- NE.17b Protect groundwater quality from development impacts.**

Policies

- NE.17.1 Draft clear and manageable measures for the purpose of protecting critical aquifer recharge areas.
- NE.17.2 Utilize regulations developed for the Spokane Rathdrum Aquifer for other highly susceptible critical aquifer recharge areas, as appropriate.
- NE.17.3 Re-evaluate aquifer protection measures at least every five years and amend as necessary.



- NE.17.4 Evaluate proposed land use changes for both positive and negative impacts on groundwater quality, especially in moderate and highly susceptible critical aquifer recharge areas.
- NE.17.5 Require development that would have a significant negative impact on the quality of an aquifer to provide measurable and attainable mitigation for the impact.
- NE.17.6 Coordinate aquifer protection with Wellhead Protection programs by identifying wellhead protection areas, designated by a public water supplier, as highly susceptible critical aquifer recharge areas.
- NE.17.7 Require wastewater management systems appropriate for the industry when critical materials are used by an industry.
- NE.17.8 Require appropriate stormwater runoff and spill control provisions for those who use and/or store critical materials within critical aquifer recharge areas.
- NE.17.9 Support and develop wellhead protection measures with water purveyors countywide. Coordinate with agencies across the Idaho state line to protect source waters and designated wellhead protection areas.
- NE.17.10 Prohibit new industries that will store, handle or use critical materials from locating within a wellhead protection area designated by a public water supplier.
- NE.17.11 New industries that will store, handle, or use critical materials should be encouraged to locate outside of highly susceptible critical aquifer recharge areas.
- NE.17.12 New residential subdivisions within critical aquifer recharge areas must not exceed an overall density of one (1) dwelling unit per five (5) acres when located outside the Urban Growth Area (UGA).
- NE.17.13 Solid waste disposal sites (landfills) shall be prohibited within critical aquifer recharge areas of medium and high susceptibility; except that inert and/or demolition solid waste disposal sites may be allowed within critical aquifer recharge areas of medium susceptibility, provided adequate safeguards are in place to protect surface and groundwater.
- NE.17.14 Pits for the mining of gravel over an aquifer may be allowed if the groundwater is not exposed and measures are in place to prevent inappropriate land uses near the pit.
- NE.17.15 In situations of documented contamination of public water supplies in violation of Washington State water quality standards, development, which would either contribute to or be impacted by the pollution shall be prohibited until such time as all necessary utilities, facilities and services can be provided in compliance with applicable standards.
- NE.17.16 Encourage development activities that do not use critical materials in highly susceptible critical aquifer recharge areas.
- NE.17.17 Sewer service, stormwater runoff and spill-control provisions shall be provided when critical materials are used, handled or stored by industries or other land uses when they are located within critical aquifer recharge areas.

- NE.17.18 Best management practices should be utilized to treat stormwater runoff prior to injection into the ground.
- NE.17.19 Encourage the application of permeable and semi-permeable surfaces to parking areas and other innovative storm water control alternatives to facilitate storm water treatment and disposal.

Goal

NE.18 Secure adequate water quantity for the residents of Spokane County.

Policies

- NE.18.1 Manage surface- and ground- waters throughout the county to stay within recharge capabilities.
- NE.18.2 Define the limits of all aquifers in Spokane County, together with their primary source of recharge, as soon as possible.
- NE.18.3 Identify and map those aquifers, if any, from which annual withdrawals exceed annual water recharge and implement density control limitations, water importation or other means to prevent further depletion of the water resource.
- NE.18.4 Promote water conservation through education, incentives and regulations, in cooperation with water purveyors and the public.
- NE.18.5 It is recognized that aquifers in Spokane County used for drinking water may have all or part of their recharge areas located outside of the county. Accordingly, Spokane County should coordinate and collaborate with surrounding jurisdictions to protect groundwater.
- NE.18.6 Recognize the Spokane Rathdrum Aquifer as a finite resource.
- NE.18.7 Discourage new water wells or increases in the extraction of water from existing wells in aquifers where water withdrawals exceed aquifer recharge, especially in the Little Spokane River Basin and the West Plains area. The provision of public water service to these areas from sources outside the area shall be encouraged.
- NE.18.8 In future updates of the Coordinated Water Supply Plan, work with water purveyors to standardize future water use projections based on population projections.
- NE.18.9 Support efforts to limit water use allowed under the state domestic exemption rule to provide supplies for single-family residences.
- NE.18.10 Water-conserving landscaping and other conservation practices should be encouraged. Incentives should be used to reduce water consumption.
- NE.18.11 Special consideration should be given to proposed developments or activities that recycle or find use for wastewater.



Goal

NE.19 Provide public information programs for land users to demonstrate how to protect critical aquifer recharge areas from degradation.

Policies

- NE.19.1 Provide the public with information on practices that threaten water quantity and quality.
- NE.19.2 Encourage all land users to employ *best management practices* appropriate to their land use to discourage excessive water use and to protect public health and safety.
- NE.19.3 Provide convenient public access to county groundwater modeling documents and regulations to protect critical aquifer recharge areas.
- NE.19.4 Make the public aware of the long-term expense and public health consequences of failure to protect critical aquifer recharge areas from degradation.
- NE.19.5 Encourage area schools, colleges and universities to include education about groundwater pollution prevention.
- NE.19.6 Encourage area civic groups to become involved with groundwater protection.
- NE.19.7 Create a Spokane County Internet website that will provide continuing education and information to citizens regarding groundwater quality.
- NE.19.8 When feasible, create incentives to reduce the use of hazardous chemicals by households and businesses.
- NE.19.9 Organize a region-wide aquifer protection committee, including nearby counties and cities in Washington and Idaho.
- NE.19.10 The Spokane County Water Quality Management Program should compile, print, and distribute a pamphlet for small-acreage owners describing methods of protecting groundwater and other best management practices.

Goal

NE.20 Consistently enforce regulations, effectively monitor compliance and provide incentives to protect critical aquifer recharge areas.

Policies

- NE.20.1 In moderate and highly susceptible critical aquifer recharge areas, no variances, deviations or exceptions to the groundwater protection regulations shall be allowed except with alternative mitigation measures that provides protection of groundwater equal to or better than the stated regulations.
- NE.20.2 Include clear and manageable compliance requirements to protect groundwater in the construction and occupancy permit system.

- NE.20.3 Commit adequate resources to permit monitoring and enforcement, including qualified staff with necessary support.
- NE.20.4 Conduct a review of regulations at least every five (5) years to make sure they reflect: (1) changing conditions in the environment; (2) growing scientific knowledge of the quantity and quality of the existing groundwater resource; and (3) best management practices for that resource.
- NE.20.5 Develop a system of incentives that will lead to the greatest protection of the groundwater resource.
- NE.20.6 Encourage voluntary land exchange for the purpose of aquifer protection so that critical aquifer recharge areas that are highly susceptible to contamination have the protection of public ownership.
- NE.20.7 Enable transfer of development rights from critical aquifer recharge areas to other suitable sites if mitigation at the original site is not possible.
- NE.20.8 Spokane County shall aggressively identify causes of water quality problems and propose and implement solutions where feasible.
- NE.20.9 Designate and maintain one office for coordinating groundwater quality issues in Spokane County.
- NE.20.10 Create a source of information on best management practices for groundwater protection.

Goal

- NE.21 Regularly update critical aquifer recharge area protection measures so they are effective, enforceable and equitable.**

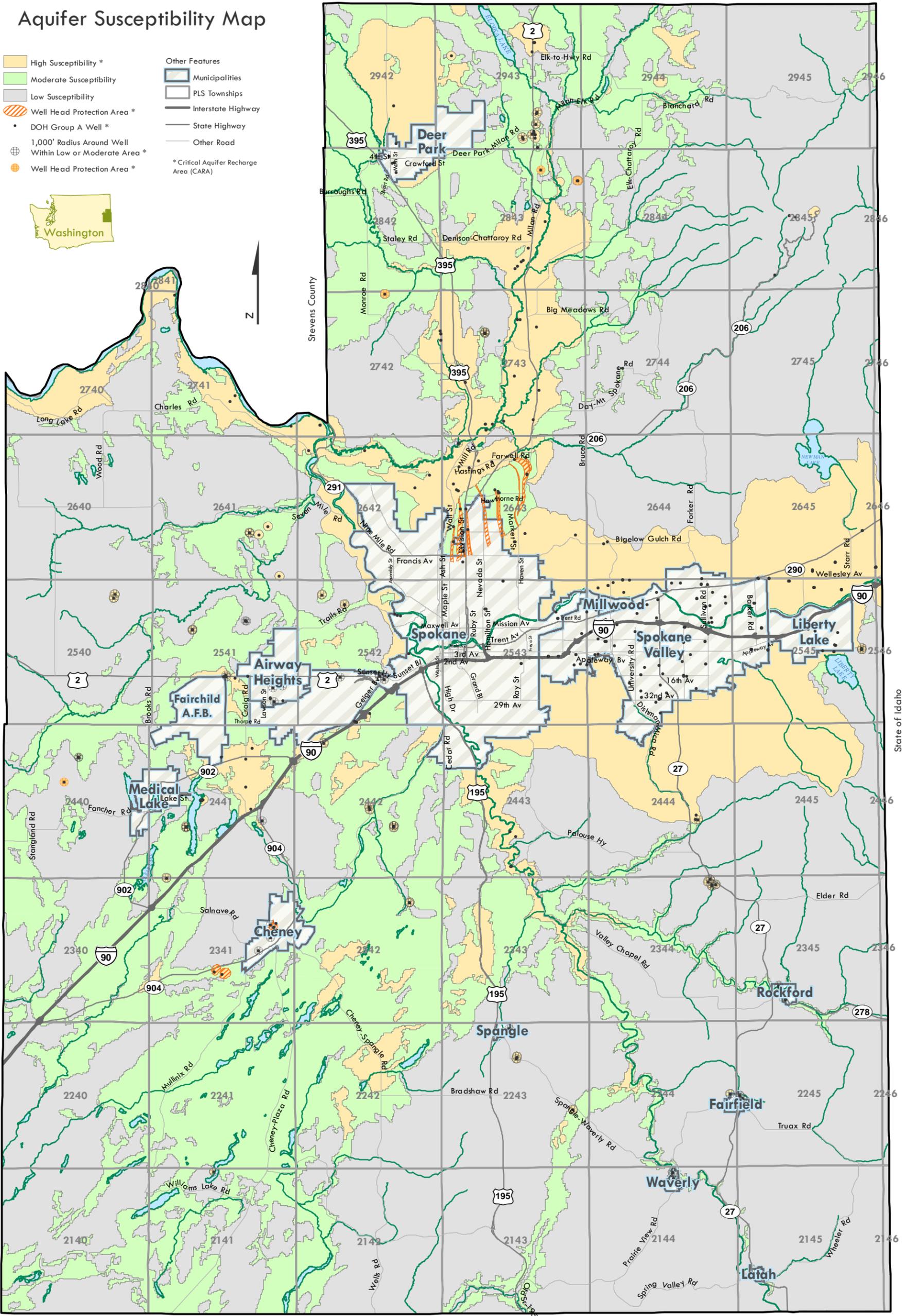
Policies

- NE.21.1 Update the aquifer susceptibility analysis when sufficient new information is available to justify an update.
- NE.21.2 Conduct additional studies to better define the extent of contamination, physical extent, water capacity, background water quality and the rate of flow of water in Spokane County aquifers.
- NE.21.3 Reconsider and revise the list of critical materials every five years.
- NE.21.4 Regularly revise aquifer protection measures to reflect additional best available information.

Aquifer Susceptibility Map

Pend Oreille County

- High Susceptibility *
 - Moderate Susceptibility
 - Low Susceptibility
 - Well Head Protection Area *
 - DOH Group A Well *
 - 1,000' Radius Around Well Within Low or Moderate Area *
 - Well Head Protection Area *
- Other Features**
- Municipalities
 - PLS Townships
 - Interstate Highway
 - State Highway
 - Other Road
- * Critical Aquifer Recharge Area (CARA)



Lincoln County

State of Idaho



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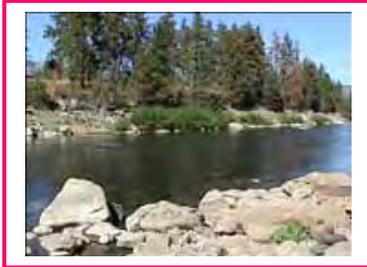
Spokane County Building and Planning



Map Produced: August 2012 - Spokane County GIS

Surface Water Quantity and Quality

Water quality and quantity influences the domestic, economic, recreational and natural environments of Spokane County. Historically, clean water has been taken for granted. As growth and development have increased, so have problems associated with maintaining water quality and quantity. Industry,



commercial business, agriculture and residences all contribute to reduced water quality and quantity. From this perspective, a comprehensive approach must be taken to ensure future water quality and quantity.

Spokane County has a large number of surface water bodies that provide a variety of economic, recreational and aesthetic benefits and use. Almost all the perennial streams within the County are listed within the State's "303d" inventory as having impaired water quality. Probably the most important water body listed as having impaired surface water is the Spokane River. The use of the Spokane River as a receiving water for sewage effluent discharges and storm runoff makes it an important resource for waste assimilation. This function must, however, be balanced with the river's economic, recreation, wildlife habitat and aesthetic values. There is evidence that pumping from the Spokane Rathdrum Aquifer reduces the flow in the river. The flows in the Little Spokane River are also negatively affected by withdrawals from the Little Spokane Aquifer. While lakes within the county exhibit better water quality than streams, several lakes have shown or are showing signs of lower water quality. Lake restoration programs are in effect for three lakes (Medical, Liberty and Newman), as well as the Long Lake Reservoir.

Stormwater

The increased impervious area resulting from development changes the amount and the quality of runoff water. If left unmanaged, discharges of stormwater can cause flooding and water quality degradation, especially in already impaired water bodies. Increased impervious areas may also adversely impact groundwater recharge.

The major stormwater problem areas are located in Glenrose/Central Park, Eaglewood, Five Mile Prairie, West Plains and the Saltese area (including the Ridgemont, Morningside and Bella Vista areas). These areas are underlain by geology that does not readily absorb water; therefore, they tend to experience acute stormwater problems just after a heavy rain or rapid snowmelt. Precipitation falls and either runs off, pools in low spots and soaks into the ground or accumulates on the surface either as wetlands, ponds or lakes. Some of the runoff flows on the surface and some flows under the surface. Flooded basements and other property damage is often the result.

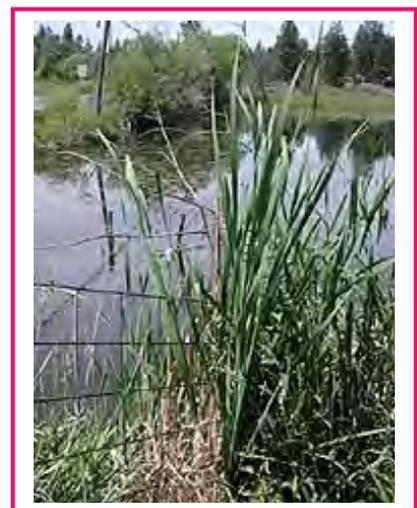
Long-term solutions to stormwater problems will require creative problem-solving on a case-by-case basis. In drainage basins where development has already occurred, much of the natural stormwater system may be altered so that it no longer functions effectively. In areas where wetlands have been filled and natural drainageways altered, substantial investment in stormwater collection and disposal systems will be required. In newly developing areas where stormwater disposal has not yet become a problem, it is important to preserve the natural system of wetlands and drainageways to prevent problems from occurring as a result of future development.

Goals

- NE.22a** Assure continued provision of both adequate quantity and quality of surface water for the County of Spokane.
- NE.22.b** Encourage land uses, which are consistent with long-term protection of surface water quality and quantity in Spokane County.
- NE.22c** Work regionally with the State of Idaho and its counties and the State of Washington and its counties to restore water quality in currently impaired surface waters.

Policies

- NE.22.1** The Spokane County Water Quality Management Plan and the Spokane County Wastewater Management Plan are adopted by reference as part of this Plan, however, future updates to these plans should consider methods of storm water and waste water disposal that reduce impact on surface and ground water such as irrigation of golf courses, parks, landscaping and agricultural crops not intended for human consumption.
- NE.22.2** Within the Peone/Deadman Creek, Newman Lake, Liberty Lake, Saltese, Chester Creek, Glenrose/Central Park, North Spokane and West Plains drainage areas or other areas with drainage problems, special studies and/or conditions of approval for development proposals may be required if necessary to mitigate storm water runoff and other pollution sources.
- NE.22.3** Impacts of a proposal upon surface water quality shall be considered before development is approved. Denying or conditioning proposals may be necessary to protect water quality.
- NE.22.4** Develop and maintain an area wide Water Quality Management Plan that is coordinated with the Spokane County Comprehensive Plan and the Water Quality Management Plans for adjacent Washington and Idaho counties.
- NE.22.5** The County shall develop an education program to inform its people of the sensitivity of the surface water to both excess use and contaminants. The purpose of the program would be to reduce contamination.
- NE.22.6** Encourage the Department of Ecology to continue enforcing the minimum flow of 115 cubic feet per second in the Little Spokane River at Dartford.
- NE.22.7** Support the establishment of a minimum flow standard for the Spokane River that is adequate to protect wildlife and maintain water quality.
- NE.22.8** The more restrictive residential density requirements imposed either by the Critical Aquifer Recharge Area or Surface Water Quality and Quantity goals and policies or by each land use category's goals and policies shall apply.



- NE.22.9 Trucks and trains carrying critical materials should be encouraged to use preferred critical material routes where emergency spill response plans exist.
- NE.22.10 Treated sanitary wastewater shall meet or exceed the Department of Ecology standards prior to discharge to surface waters.
- NE.22.11 Where increased storm water runoff potential exists due to a proposed development, runoff management procedures shall be required.
- NE.22.12 Establish enforcement procedures for the safeguarding of surface waters in Spokane County.
- NE.22.13 Time extensions for approved preliminary plats short plats and binding site plans shall be subject to current applicable local, state and federal regulations regarding water quality protection.
- NE.22.14 Work with agricultural agencies to limit the use of excessive fertilizer, pesticide and herbicide application and work toward finding other, less damaging soil fertilizers.
- NE.22.15 Encourage biological water treatment using native plants.
- NE.22.16 Continue the ban on phosphorus in detergents.
- NE.22.17 Implement standards that adequately control erosion from development sites. Special emphasis should be placed on erosion and stormwater control from private roads, which may affect surface waters.

Fish and Wildlife Habitat Conservation Areas

Fish and Wildlife Habitat Conservation Areas include:

- Areas with which specifically identified species have a primary association. These specifically identified species include: endangered, threatened, sensitive and candidate; and secondarily: monitor and priority species (game and non-game), as identified by the Department of Wildlife in the Priority Habitats and species lists, hereinafter referred to as *priority species*, compiled in compliance with WAC-365-190-080.
- Habitats and species of local importance.
- Naturally occurring ponds under 20 acres and their submerged aquatic beds that provide fish or wildlife habitat.
- Waters of the state.
- Lakes, ponds, streams and rivers planted with game fish by a governmental or tribal entity; or
- State natural area preserves and natural resource conservation areas.



Fish and Wildlife Habitat Conservation means land management for maintaining species in suitable habitats within their natural geographic distribution so that isolated subpopulations are not created.

This does not mean maintaining all individuals of all species at all times, but it does mean cooperative and coordinated land use planning is critically important among counties and cities in a region.

Fish and wildlife are part of our heritage. Fishing, hunting and simply watching wildlife are valued recreational activities that contribute to the local economy and quality of life. Preservation of the fish and wildlife habitat is the key to the continued existence of these species in the future. The following goals and policies articulate the high value that residents of Spokane County place on conservation of the local fish and wildlife.

Goals

- NE.23 Identify fish and wildlife habitat conservation areas and their ecosystems. Recognize the multiple values of fish and wildlife habitat conservation areas and educate people as to these values.**
- NE.24 Protect, maintain and improve critical fish and wildlife habitat conservation areas and habitats of local importance through a variety of methods including public ownership of the most critical areas and incentives for privately owned land.**

Policies

- NE.24.1 Guide development by environmental concerns, including natural limitations of habitat. Incentives and mitigation measures may be used to guide development.
- NE.24.2 Land use regulations and decisions shall consider density transfers, bonus density, nature area preservation or other innovative mechanisms to retain Fish and Wildlife Habitat Conservation Areas whenever possible.
- NE.24.3 Development proposals and their design shall consider the retention and maintenance of critical fish and wildlife habitat areas and shall provide buffers to protect corridors and water habitats.
- NE.24.4 Spokane County will seek individuals and/or groups to assist in identifying and protecting species and habitats of local importance.

Goals

- NE.25 Spokane County shall strive to minimize fragmentation of habitat by 1) protecting important fish and wildlife areas and open space; and by 2) interconnecting corridors to form a continuous network of fish and wildlife habitat and ecosystems.**
- NE.26 Spokane County shall strive to ensure that priority fish and wildlife species as identified by the Washington Department of Fish and Wildlife and species of local importance do not become imperiled due to land use changes, habitat alteration and other human activities.**

Policies

- NE.26.1 Recognize that the Washington State Department of Fish and Wildlife (WDFW) manages fish and wildlife resources and that Spokane County should coordinate with WDFW in land use planning and management of fish and wildlife resources.
- NE.26.2 Spokane County shall strive to implement measures that contribute to the recovery and/or management of priority species.

- NE.26.3 Encourage restoration of lost and damaged habitats.
- NE.26.4 Activities allowed within designated Fish and Wildlife Habitat Conservation Areas should not compromise the areas' habitat quality or function. Compatible uses may include rangeland, forest production, open space and passive recreation.

Tree Conservation

Much of the landscape of Spokane County is dominated by evergreen forest. The aesthetic appeal of the area is closely linked to the native vegetation, especially the trees. The conifers that cover the hills and mountains are important to the economy of the area as a renewable natural resource for paper and building materials. However, the aesthetic and wildlife habitat value of the trees also contributes to the economy of the area to a significant extent. Although the forestry industry has declined in importance in recent years in Spokane County, the aesthetic value and wildlife associated with the forested landscape continues to be a force that draws people and jobs to this area. For the area to maximize its economic development potential, it is essential that Spokane County conserve its identity as an area of scenic natural beauty. To this end, conservation of the trees that are native to this area must be considered as part of the development process.



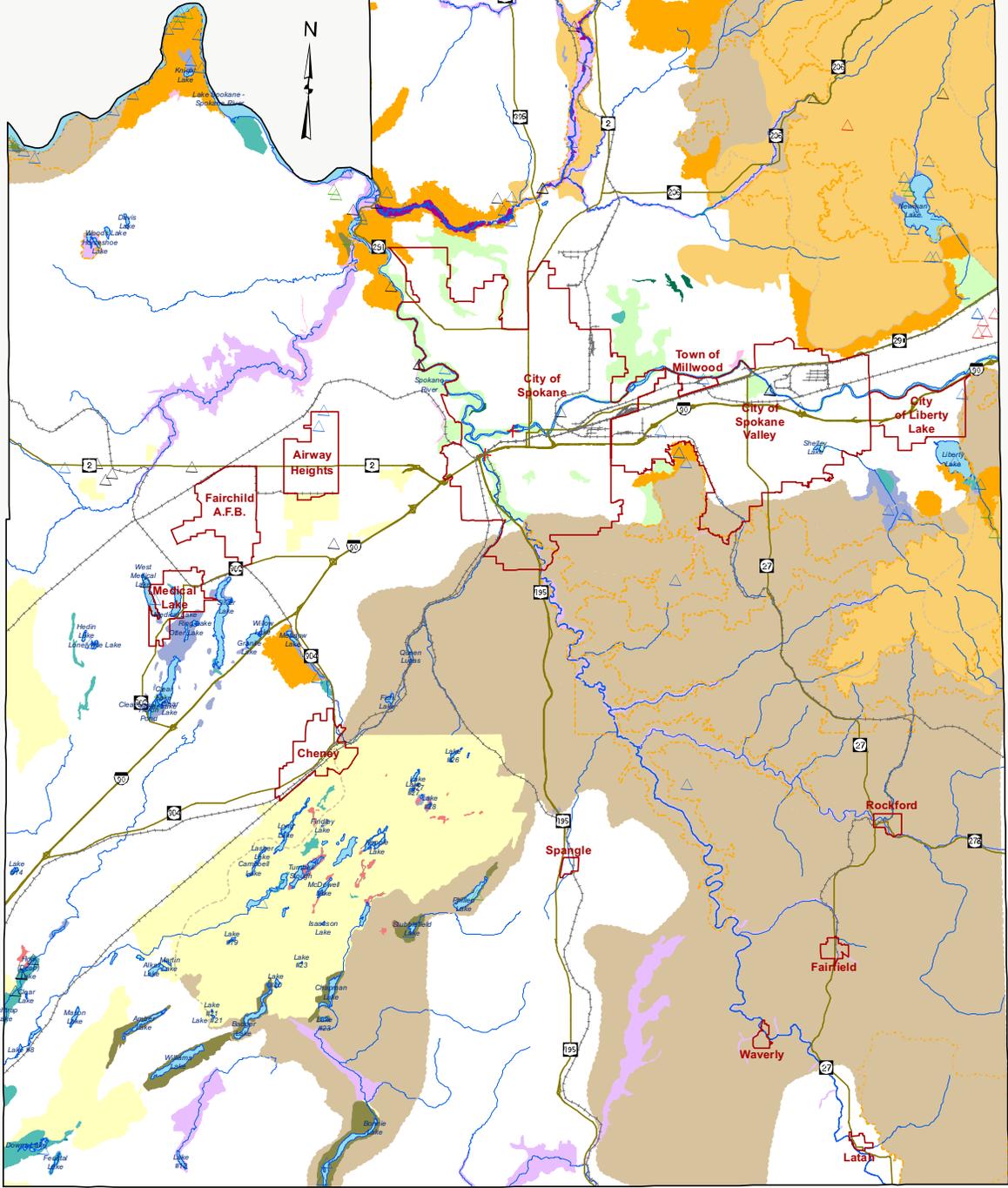
Goal

- NE.27 Preserve the unique natural beauty of Spokane County by conservation of the native trees through public education, conservation incentives and special consideration in the development process.**

Policies

- NE.27.1 Encourage public awareness of the increased property values associated with tree conservation.
- NE.27.2 Encourage programs that provide assistance to the public in caring for and nurturing trees.
- NE.27.3 Encourage tree-planting programs that emphasize native species and encourage species diversity.
- NE.27.4 Adopt tree conservation development regulations that discourage removal of mature trees, require appropriate tree replanting when removal is necessary to accommodate development and provide incentives to conserve trees.

Fish & Wildlife Conservation Areas		
△	Candidate Species	Urban Natural Open Space
△	Endangered Species	Old Growth Forest
△	Monitored Species	Prairies and Sneepe
△	Threatened Species	White-Tailed Deer
+	Sensitive Species	Elk Habitat
☪	Marsh	Moose Habitat
☪	Water	Wetland Habitat
⬢	Municipal Boundaries	Raptor Habitat
—	Railroads	Riparian Zone
—	Highways	Cliffs/ Bluffs
—	Elk Habitat Range	Cavity Nesting
—	White-Tailed Deer Range	Waterfowl
		Amphibian



This map is compiled from various sources subject to constant revision. While every effort is made to ensure the accuracy of this information, this is not a survey and there is no warranty made as to the accuracy of this map.

Spokane County



Frequently Flooded Areas

Frequently flooded areas are lands in the floodplain subject to a 1-percent or greater chance of flooding in any given year. These areas include, but are not limited to, streams, rivers, lakes, sink areas, major natural drainageways and wetlands.

Frequently flooded areas are natural physical features of a watershed that play an important role in stormwater storage and disposal. The purpose of these goals is to maintain the natural function of these frequently flooded areas in order to protect private and public property and reduce the need to construct flood control facilities as well as protect the environment.

Goal

NE.28 Recognize the multiple values of frequently flooded areas and educate people as to those values.

Policy

NE.28.1 Recognize that frequently flooded areas are a natural physical feature of a watershed. The function of a frequently flooded area is to convey and store runoff during periods of heavy rainfall and snowmelt when overtopping of the normal river, stream or drainage channel occurs and adjacent low-lying areas are flooded.

Goal

NE.29 Identify frequently flooded areas and drainage ways, sink areas, runoff areas, floodways and meander belts that contribute to frequently flooded areas.

Policy

NE.29.1 Standard hydrologic and hydraulic study methods shall be used to identify frequently flooded areas.



Goal

NE.30 Protect and improve the natural dynamics of frequently flooded areas.

Policies

- NE.30.1 Frequently flooded areas, marshes, floodplains and floodways should be used as rangeland, forest, wildlife habitat, open space, recreation and other appropriate uses.
- NE.30.2 Minimize impacts of new development on existing floodplains and frequently flooded areas through design that accommodates flood events without property damage.
- NE.30.3 Maintain, protect or restore natural drainage systems to protect water and environmental quality.
- NE.30.4 The natural drainage network should be preserved and utilized for flood control and to maintain environmental quality.
- NE.30.5 New developments and land use activities should be designed to:
1. Protect the drainage functions of flood plains, natural drainageways, sink areas and other existing drainage facilities.

2. Preserve and incorporate natural features such as streams, ponds, significant drainageways and wetlands in a manner that maintains their natural functions.
3. Consider the site's topography as it relates to frequently flooded areas in the design and placement of physical improvements such as roads and structures.
4. Retain natural vegetation strips adjacent to the high water mark of a perennial or intermittent stream or other frequently flooded areas.
5. Retain trees and native vegetation that contribute to controlling erosion on slopes adjacent to frequently flooded areas.

Goal

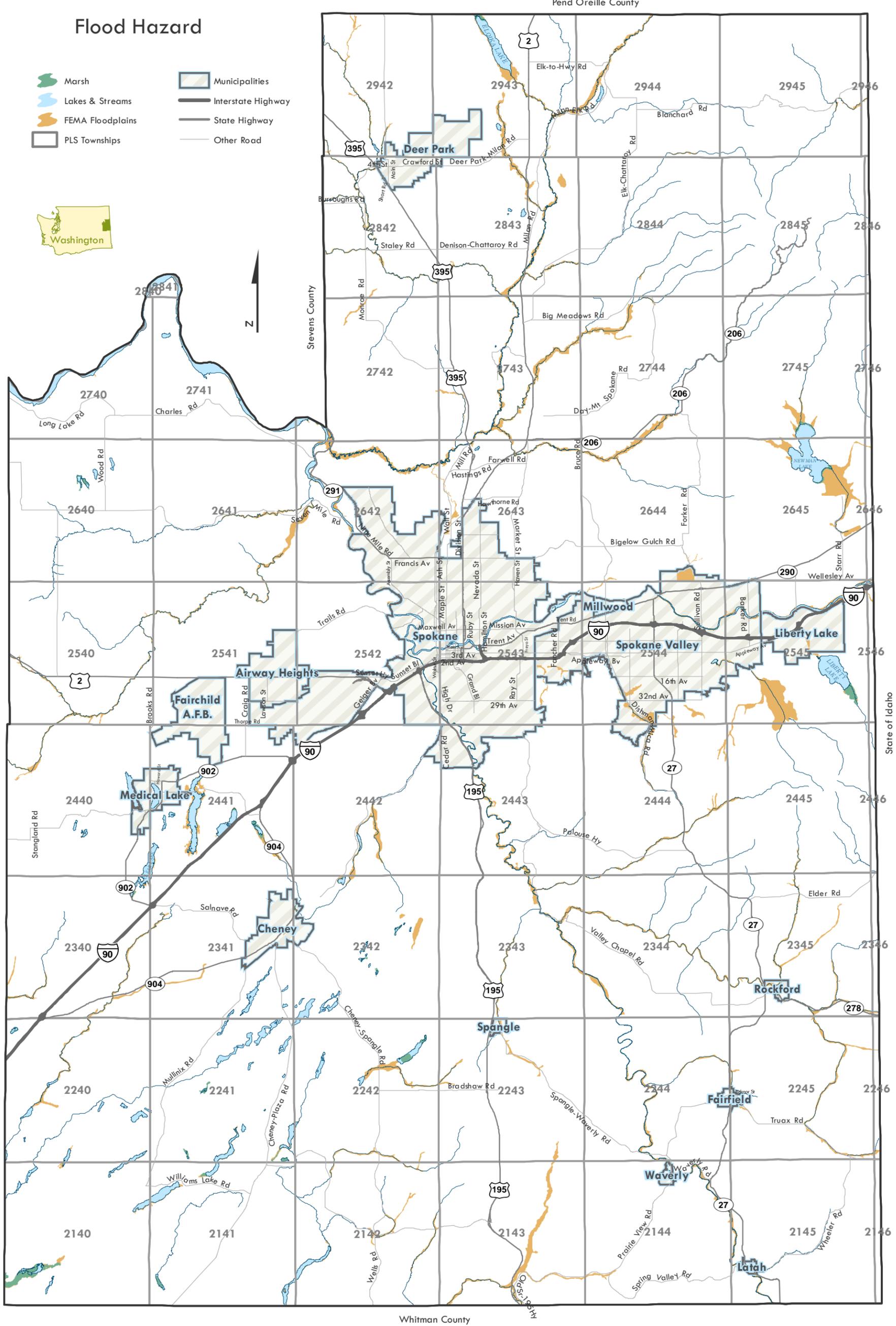
NE.31 Manage frequently flooded areas to enhance environmental quality and to minimize the risks to life and property.

Policies

- NE.31.1 Minimize impacts from flooding problems such as erosion, property damage, potential property devaluation and impaired ground and surface water quality.
- NE.31.2 Use bioengineering techniques, where possible, rather than hard engineering structures to stabilize the floodway if risk to life or property is threatened.
- NE.31.3 Guide development away from identified 100 -- year floodplains (one percent or greater chance of flooding in any given year) and county designated flood areas.
- NE.31.4 Permit and encourage land uses compatible with the preservation of natural vegetation within frequently flooded areas.
- NE.31.5 The Hangman (Latah) Creek Comprehensive Flood Hazard Management Plan is adopted by reference as a part of the Spokane County Comprehensive Plan.
- NE.31.6 Development should not occur on lands identified as being within a 100-year floodplain (1-percent or greater chance of flooding in any given year) or as having a history of flooding, unless the developer provides mitigation measures acceptable to the appropriate regulatory agency.

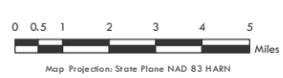
Flood Hazard

-  Marsh
-  Lakes & Streams
-  FEMA Floodplains
-  PLS Townships
-  Municipalities
-  Interstate Highway
-  State Highway
-  Other Road



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Spokane County Building and Planning



Geologically Hazardous Areas

Geologically hazardous areas are areas that because of their susceptibility to erosion, sliding, earthquake or other geological events are not suited to siting commercial, residential or industrial development consistent with public health or safety concerns.

The purpose of these goals and policies is to ensure that areas subject to geological hazard are identified so that hazard mitigation is incorporated into designs. The public safety must be protected by prohibition of development in geologically hazardous areas unless hazard mitigation is assured.

Goal

NE.32 Development should be discouraged in geologically hazardous areas unless it can be demonstrated that a hazard area can be developed consistent with public health and safety. Development permits may be conditioned to mitigate certain hazards.

Policies

- NE.32.1 Any new subdivision or short subdivision that is determined to be in a geologically hazardous area where significant risk has been identified shall have specific language placed on the face of the plat (dedication) and title stating that the hazard is present.
- NE.32.2 Residential, commercial and industrial development in geologically hazardous areas should minimize disruption of existing topography and vegetation; and shall incorporate opportunities for phased clearing and grading.
- NE.32.3 Construction should minimize risk to the natural environment and/or structures. Construction shall not increase the risk to the site and/or potentially affected adjacent properties.
- NE.32.4 Clearing and grading activities in geologically hazardous areas shall consider limitations based upon seasonal weather conditions.
- NE.32.5 Within geologically hazardous areas, site alteration, grading and filling shall be the minimum necessary to accomplish approved designs/plans.
- NE.32.6 Proposals should describe the hazards present, such as erosion, landslides, etc., and provide mitigation measures acceptable to the appropriate regulatory agency.
- NE.32.7 Construction and development on geologically hazardous areas should have negligible effects on the quality and quantity of potentially affected surface and groundwater. Mitigation measures acceptable to the appropriate regulatory agency should be provided.
- NE.32.8 Development in geologically hazardous areas should not be allowed without appropriate mitigation.
- NE.32.9 Development proposals within geologically hazardous areas should submit an erosion control plan prior to receiving approval.



- NE.32.10 Land use regulations and decisions should consider density transfers, bonus density, nature belt preservation or other innovative mechanisms to retain geologically hazardous areas whenever possible and to facilitate implementation of the goals and policies for geologically hazardous areas.

Goal

- NE.33 Geologically hazardous areas may be used as open space for recreation, rangeland, forest, wildlife habitat and other uses as appropriate.**

Policies

- NE.33.1 Geologically hazardous areas demonstrated to be highly sensitive to modification by development activities shall be preserved in a natural condition for uses other than development.
- NE.33.2 These highly sensitive areas should be inventoried and reviewed for consideration of the most appropriate non-development related use.

Shorelines

Shorelines are among the most valuable and fragile of environments. The purpose of these goals and policies is to manage the use of the shorelines so that their protection, preservation and restoration are assured. The intent is to foster reasonable and appropriate use of the shorelines but also to protect the natural character of the shorelines, preserve the ecology and resources, increase public access to publicly owned shorelines and to increase recreational opportunities for the public.



Bodies of water with a mean annual flow of greater than 20 cubic feet per second (in the case of flowing water) and an area greater than 20 acres (in the case of standing water) are considered *Shorelines of the State* and are subject to the Shoreline Management Act (SMA). The SMA area of jurisdiction is the body of water together with an adjacent strip of land generally 200 feet wide, measured landward from the ordinary high watermark.

In compliance with the SMA, Spokane County adopted a Shoreline Management Program in 1975. The Shoreline Management Program established goals, policies and regulations to protect shoreline areas. Developments after 1975 have been conditioned to comply with the Shoreline Master Program.

RCW 36.70A.480 requires that the Shoreline Master Program goals and policies be considered as part of the Comprehensive Plan. However, ongoing changes in state law concerning the development of local shoreline programs make an update to the 1975 SMA Program untimely. A major update to the Shoreline Management Program shall occur following adoption of the revisions to state requirements for local shoreline management programs.

Goal

- NE.34 Protect shorelines in Spokane County designated under the state Shoreline Management Act with the Spokane County Shoreline Master Program until it is replaced or amended under pending state law and administrative regulations.**

Policies

- NE.34.1 The Spokane County Shoreline Program shall be updated once legislative changes are enacted to ensure consistency between the Shoreline Management Program and the Critical Areas Program.
- NE.34.2 The 1975 Spokane County Shoreline Program, as adopted and amended, are included by reference as part of this plan.
- NE.34.3 The Spokane County Shoreline Program shall be reviewed and updated periodically as required by law.

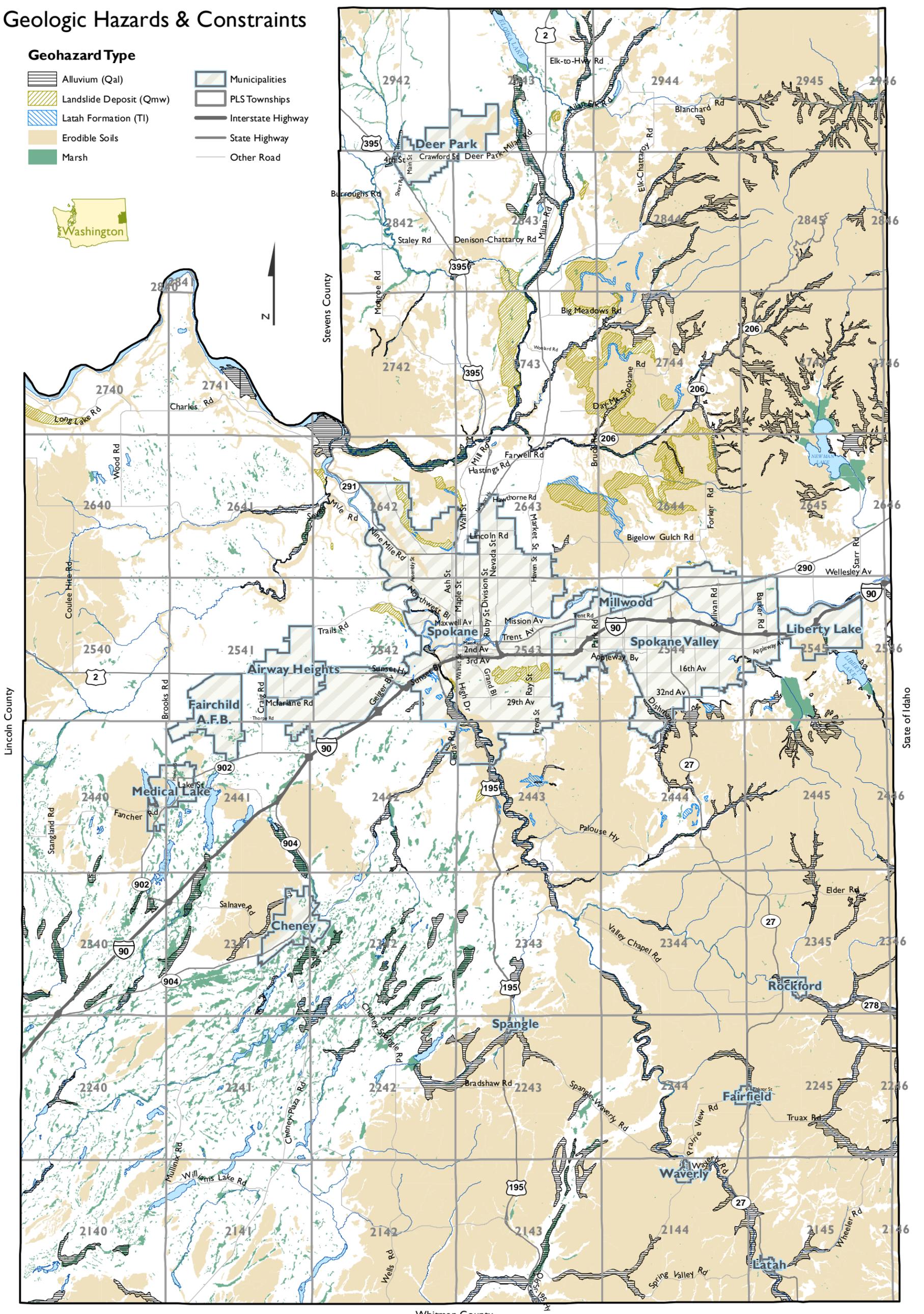
Geologic Hazards & Constraints

Geohazard Type

-  Alluvium (Qal)
-  Landslide Deposit (Qmw)
-  Latah Formation (Tl)
-  Erodible Soils
-  Marsh
-  Municipalities
-  PLS Townships
-  Interstate Highway
-  State Highway
-  Other Road



Pend Oreille County

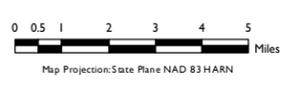


Whitman County



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Spokane County Building and Planning



Air Quality

Several conditions contribute to air pollution in Spokane County. Human activities, including automobile use, wood stove use, industrial and agricultural operations, generate airborne substances that can affect air quality. In addition, Spokane has been affected substantially by windblown dust from the entire central portion of the State. The Spokane Valley is also a natural basin in which air pollution is concentrated by an occasional *temperature inversion* (a situation in which lighter warm air overlies heavier cool air).

A variety of air pollution control strategies have been employed in Spokane County. The strategies include auto emission inspections, restrictions on open burning, wood stove certification and restriction on wood stove use when pollution levels are high, oxygenated fuels for cars, road paving, use of chemical deicers as an alternative to road sanding and others. These measures combined with cleaner-burning cars have significantly improved air quality. However, traffic volumes continue to increase which could lead to degradation of air quality in the future.

Air quality is intricately related to land use and transportation. The challenge presented to the region is to balance land use, transportation and air quality in such a way that the community can continue to grow and prosper without compromising quality of life.

Goals

- NE.35a Maintain air quality in Spokane County that protects human health, prevents injury to plant and animal life and preserves clear visibility.**
- NE.35b Promote the physical, economic and social development of Spokane County that is consistent with a good air quality and visibility.**
- NE.35c Comply with federal and state air quality standards.**

Policies

- NE.35.1 Establish a variety of transportation systems as alternatives to the single occupancy vehicle such as dispersed employment opportunities, flexible working hours, telework, light rail, monorail, other transit, car pooling, bicycling and walking paths.
- NE.35.2 Establish multiple high-density travel corridors while preserving the unity of established neighborhoods.
- NE.35.3 Encourage the development and expansion of high-density urban centers that facilitate alternative transportation modes to reduce traffic congestion.
- NE.35.4 Support regional efforts to improve air quality.
- NE.35.5 Promote public education to increase the level of responsibility for air quality.



Chapter 11 Cultural Resources

West Plans Homestead

Chapter 11 Cultural Resources

Chapter 11 - Cultural Resources

The Importance of Protecting Cultural Resources

In many ways, Spokane's historic and archaeological resources are similar to our rich natural resources. Like wetlands, forests, agricultural lands and other natural resources, historic properties are a finite and endangered resource. Also like our natural resources, once an historic or archaeological property is destroyed, it is lost forever. Cultural resources such as historic buildings, monuments of historic events and archaeological sites are statements of Spokane County's identity. People especially value our authentic, homegrown cultural resources that set us apart from other counties.

This element of the Spokane County Comprehensive Plan sets forth policies and a course of action for the preservation and treatment of these historic and archaeological resources. The Plan reflects local attitudes toward historic preservation, establishes preservation as public policy and puts these values into writing.



Purpose of Plan for Cultural Resources

The purpose of this plan is to protect and preserve our Cultural Resources, both identified and potential, by establishing public policy that ensures:

- Management decisions about cultural resources are based on solid information obtained through credible research programs;
- County planners, Preservation Office staff, developers, property owners and citizens have ready access to the information they need to make informed decisions about actions that could affect Spokane County's cultural heritage;
- All available information on cultural resources is fully integrated into planning tools for local and tribal decisions about land use. Decisions concerning land use will include active participation by the wide variety of people whose heritage and traditions are at stake;
- Both financial and technical assistance is available to individual organizations, communities and tribes. Technical and financial assistance programs are administered by the Washington State Historic Preservation Office and the Spokane City/County Historic Preservation Office;
- Cultural resources owned by Spokane County are in good condition; and
- County support for cultural and historic preservation programs becomes increasingly stable and reliable as evidenced by achievement of the goals and policies contained in this chapter.

Definition of Cultural Resources

A large part of Spokane County's special identity and civic pride is derived from its heritage. From the Native Americans who first established trading centers to the continuing waves of newcomers from around the world, all have left their mark. Cultural Resources are those buildings, structures, sites or associations left behind by a group of people and are generally over 50 years old. Cultural Resources consist of three types of properties.

Historic Properties

Cultural Resources include historic structures and landscapes engineered and built by man.

- a) Historic buildings - houses, barns, commercial buildings, churches, schools.
- b) Historic structures - bridges, dams, stone fences.
- c) Historic districts - a grouping of buildings with related historic character.
- d) Historic objects - statues, monuments, sculpture.
- e) Landscapes – gardens, parks, urban and rural.

Traditional Cultural Properties and Archaeological Sites

Cultural Resources include properties that were held in spiritual or ceremonial honor or by a cultural group or tribe. Cultural Resources include properties, which may no longer show evidence of man-made structures, but retain an historical association with an event or period.

Archaeology sites, battlefields, campsites, cemeteries, burial sites, rock carvings, pictographs, trails, village sites, fishing sites, trading sites, religious and ceremonial sites.

*Note: The specific location of these sites is often very sensitive in nature. Gathering information concerning these properties should be undertaken with careful consideration and involvement of the cultural group involved.



Identification and Protection of Resources

The purpose of this goal is to ensure the identification and protection of important cultural resources (historic and archaeological sites, buildings, structures and traditional cultural properties). Spokane County recognizes that these cultural resources are finite, irreplaceable and nonrenewable resources. There are inventories of archaeological and historic sites. Not only do the lists need to be checked to confirm that evidence of the site/building remains, but also a better means to identify and preserve evidence of significant archaeological and historic sites is needed.

Goal

CR.1 Identify, maintain, update and protect archeological and historic sites and structures to guide decision-making in resource planning, environmental review and resource management.

Policies

CR.1.1 Identify and evaluate archaeological and historic sites to determine which should be preserved. Identification and evaluation is a constant, ongoing process.

CR.1.2 Identify those lands which are most likely to contain unrecorded archeological or historic sites.

- CR.1.3 Nominate cultural resources to the local, state and national Historic Registers. The Cultural Resources Inventory should be used as a reference in the identification of significant structures and places eligible for nomination.
- CR.1.4 Maintain the Spokane County Register of Historic Places to provide a means to recognize and preserve cultural resources of local significance. The Cultural Resources Inventory should be used as a reference in the identification of significant structures and places eligible for nomination.
- CR.1.5 Review of land use actions should be sensitive and give consideration to protection of cultural resources.

Stewardship

The purpose of this goal is to provide guidance for the treatment of cultural resources owned by Spokane County. Spokane County is a major owner and manager of cultural resources, some of which are identified and some of which are not. Many of these resources are public buildings or elements of the public infrastructure, such as bridges, roads or park landscapes.

Goal

CR.2 Provide stewardship of County-owned cultural resources.

Policies

- CR.2.1 Maintain County-owned cultural resources in an appropriate manner by following the Secretary of the Interior's Standards for Rehabilitation, in consultation with the City/County Historic Preservation Office.
- CR.2.2 Identify, on a regular basis, County-owned properties that may be historically significant. Listing in the Spokane Register of Historic Places should be considered for county properties when appropriate.
- CR.2.3 When economically feasible, the County should give preference to historic structures when they wish to purchase, rent or lease property that serves a particular County purpose.



Incentives to Encourage Historic Preservation

The accomplishment of historic preservation comes through the use of effective tools. This goal describes policies that relate to planning for preservation and provides incentives and administrative procedures that encourage preservation.

Goal

CR.3 Devise and implement strategies and incentives that encourage historic preservation.

Policies

- CR 3.1 Spokane County should continue to fund the joint City/County Historic Preservation Office to provide a county program to direct historic preservation activities.
- CR 3.2 Continue to utilize the City/County Landmarks Commission as the authority and advisor to the County Planning Commission, County Commissioners and other county agencies in matters of historic preservation.
- CR.3.3 Expand the variety of incentives available to property owners to encourage historic preservation. Although many cultural resources are in private ownership, public agencies can offer incentives for their preservation and maintenance.
- CR.3.4 Develop methods to link cultural resource preservation with local economic development strategies, such as rehabilitation of commercial buildings, neighborhood revitalization and tourism.
- CR.3.5 Coordinate preservation of existing affordable housing with city and county historic preservation programs and incentives; promote preservation and restoration of significant historic features in the rehabilitation of historic buildings and sites for housing.



Promotion of Cultural Resources

Public understanding and support of the diversity of Spokane County's heritage is essential to cultural resources management. This goal requires education about the importance of historic preservation and a wide variety of involvement in preservation issues.

Goal

CR.4 Promote the appreciation of Spokane's diverse heritage, as expressed by its cultural resources.

Policies

- CR.4.1 Provide a program of public education concerning the need to preserve cultural resources and keep the public informed of actions to carry out preservation plans.
- CR.4.2 Promote a wide variety of community involvement in preservation issues by linking the public with preservation groups and resources.



- CR.4.3 Establish and maintain government-to-government relations with Native American tribes for the preservation of archaeological sites and traditional cultural properties.
- CR.4.4 Spokane County shall pursue its cultural resource goals through collaboration with residents, property owners, cultural organizations, public agencies, tribes, schools districts, library districts and others.
- CR.4.5 Develop and promote a program which encourages property owners to donate cultural resources to agencies or organizations that will preserve them in perpetuity.

Appendix

The following appendices are available at the City of Spokane/Spokane County Historic Preservation Office.

- a) Assessment of Current Historic Preservation Policy
- b) Existing Data on Historic Preservation
- c) Public and Private Historic Preservation Organizations
- d) History of Spokane County
- e) Maps of Spokane County Cultural Resources
- f) National, State and Local Registers of Historic Places
- g) Incentives for Historic Preservation



Chapter 11 Cultural Resources

West Plans Homestead

Chapter 11 Cultural Resources

Chapter 12 – Subarea Planning

The Spokane County Comprehensive Plan is a generalized document that meets the mandates of the Growth Management Act and Countywide Planning Policies. The generalized plan should include a process to allow development of smaller scale or detailed plans. This Chapter provides the framework for conducting subarea or detailed planning. In identifying areas for urban growth and rural development, the Comprehensive Plan establishes patterns for future land use, transportation and other infrastructure needs that will require more detailed planning on a geographic basis. These subarea plans include plans for neighborhoods, mixed-use centers and joint planning areas. The adoption and incorporation of subarea plans into the Comprehensive Plan adds greater detail, guidance and predictability to the Plan.

Subarea planning will provide residents a greater opportunity to be involved in a planning process that is more identifiable and predictable. Neighborhoods and centers will be defined and plans will be tailored to address the issues of the community. Subarea planning will afford local residents and the development community a more defined understanding of the potential changes that may affect their neighborhoods. The purpose of this element is to provide guidance for conducting subarea planning.



Subarea planning may be appropriate for urban and rural neighborhoods, mixed used centers and areas, and joint planning areas.

Background

In 1986 the Board of County Commissioners amended the Spokane County Comprehensive Plan to include a Neighborhood/Community Planning Program. This program established a detailed methodology to guide the subarea planning process. Two neighborhood plans, West Terrace and Pasadena Park, have been adopted in accordance with the goals, policies and procedures of the Neighborhood/Community Planning Program.

The two existing neighborhood plans will remain in effect and continue as county policy until they are reviewed and revised to be consistent with the GMA Comprehensive Plan. In the case of conflict or inconsistency between the policies of the existing neighborhood plans and the GMA Comprehensive Plan, the Comprehensive Plan will govern. The following provides a brief description of each Plan.

West Terrace

In 1988 the Board of County Commissioners designated the West Terrace Neighborhood as the first neighborhood study area and directed the Planning Department to begin the planning process. West Terrace is approximately 10 miles west of downtown Spokane and lies adjacent to Interstate 90 (I-90). The entrance to the community is the Medical Lake interchange. Except for the Fairways Golf Course and surrounding subdivisions, the community is largely undeveloped.

The intent of the West Terrace Neighborhood plan is to guide development with regard to aesthetics, land use compatibility and a functional infrastructure. The plan allows for medium and high-density residential uses, as well as heavy and light industrial uses. A significant amount of land at the I-90 interchange entering the community is designated for regional shopping. On September 11, 1990 the Board of Commissioners officially adopted the West Terrace Neighborhood/Community Plan.

Pasadena Park

Pasadena Park was the second neighborhood designated for study by the Board of County Commissioners, with the planning process beginning in February of 1991. The Pasadena Park neighborhood is approximately two square miles in size and is bounded by the Spokane River to the south. The neighborhood is bisected by two main arterials, Argonne Road (north to south) and Upriver Drive (east to west). The focus of the neighborhood plan is to maintain the character of the neighborhood as a predominantly residential community, with commercial uses' being limited to "cottage industries" or home occupations. On May 11, 1994 the Board officially adopted the Pasadena Park Neighborhood/Community Plan.

Identifying Subareas

The term *subarea* is used to describe geographical divisions or areas of the county. The following section describes different subareas where detailed planning may be appropriate.

Neighborhoods

Neighborhoods are identified in a variety of ways and can be found in both urban and rural settings. *Urban neighborhoods* are generally small residential areas with distinctive characteristics. Some urban neighborhoods are defined by elementary school attendance boundaries. Others may be formed by physical barriers, such as a highway or major arterial, a river, railroad tracks or a change in topography.

Rural neighborhoods typically encompass much larger geographic areas when compared to traditional urban neighborhoods. Rural areas often have unique issues that provide a common ground for social interaction. Due to these unique issues, identifying subarea boundaries for rural areas can prove to be very difficult and will require significant involvement from residents and neighborhood groups. The subarea planning process will provide the opportunity for interested people to identify their own neighborhood boundaries.

It is certain that some neighborhoods will cross-jurisdictional boundaries. In these instances, all residents will be afforded the opportunity to participate in the planning process. City residents will have an equal voice in planning for neighborhoods that cross into the unincorporated county. It is also



certain that some residents may feel they belong to more than one neighborhood. Establishing boundaries for neighborhoods is a necessity to understand and apply Comprehensive Plan designations as well as implementing regulations.

A Neighborhood Map has been developed by Spokane County, which depicts organized neighborhood in Spokane County. The map is being used by planning staff to notify neighborhood organizations of development projects that may affect their neighborhoods. Neighborhood groups and citizens are

encouraged to make suggestions for improving the map. The map will be used as one tool for delineating areas for neighborhood planning in the future.

Mixed Use Areas

Throughout this Comprehensive Plan, mixed-use areas are presented as an alternative to meet the objectives of reducing urban sprawl, protecting critical areas and resource lands and preserving open space. The concept is to focus growth in a more compact form than traditional development patterns. A component of this compact development is to identify self-contained activity centers in both urban and rural settings that will allow mixed commercial, business and residential uses.

Mixed-use development provides certain benefits to the community, including reduced automobile trips, by allowing people to live closer to where they work or to provide shopping opportunities closer to home. Allowing mixed uses is contemplated in both urban and rural settings within identified activity centers. Policies related to the design of mixed-use areas are detailed in Chapter 4, Urban Land Use. The following are descriptions of the various mixed-use areas.

Neighborhood and Community Centers

Mixed uses will be allowed within identified *neighborhood and community centers*. Ideally, urban neighborhoods will have identified centers containing a civic green or park, a transit stop, neighborhood businesses and services, a day care center and perhaps a church or school. Neighborhood centers will be identified and defined through neighborhood planning efforts.

A community district is generally composed of two or more neighborhoods joined by common commercial or special service areas and are sometimes defined by attendance area of the junior high or high school. Ideally, community districts will have identified *community centers* containing locally serving commercial, civic and recreational uses. These centers provide a focal point and contribute to community identity. Community centers will be further identified and defined through the subarea planning program.

Urban Activity Centers (UACs)

Urban Activity Centers are designated, self-contained residential and commercial neighborhoods located in the urban areas of unincorporated Spokane County. They provide opportunities for redevelopment of underutilized commercial areas and increase the viability of high-speed transit. Residential densities in UACs must be high enough to encourage walking, support efficient transit service and provide adequate markets for neighborhood stores.

Rural Activity Centers (RACs)

Rural Activity Centers are easily distinguishable, compact, unincorporated centers, supported with limited commercial and community services. RACs are intended to provide local services for surrounding rural areas and are often formed on crossroads, typically around a focal point such as a store or post office. Other typical uses found within RACs may include residential development, churches, schools, restaurants, gas stations and small shops.

Joint Planning Areas

Joint Planning Areas (JPAs) may be identified by the Board of County Commissioners as areas where a coordinated planning process between cities, towns and the County may be conducted. JPAs are located adjacent to cities or towns within the adopted UGA and are designated in accordance with Countywide Planning Policies.

The purpose of designating Joint Planning Areas is to ensure coordination between Spokane County, communities and jurisdictions for which the JPA was designated to identify and reconcile potential conflicts. The JPA designation indicates areas that may be appropriate for future expansion of the corporate limits of a city or town. However, the designation makes annexation neither mandatory nor automatic.



Subarea Planning Procedure

The purpose of this section is to provide a general framework for conducting the subarea planning program. It is important to establish a standardized process in order to provide consistency between the various subarea plans. A standardized process will be easier to administer during the normal evolution of change in county government. However, the process will encourage unique community visions to be represented in the individual plans. The goal of the process is to give everyone the opportunity to participate in shaping the future of his or her neighborhood.

Program Authorization

Subarea planning requests may come from neighborhoods with County/City jurisdiction, the Planning Commission, the Spokane County Division of Planning, other County agencies, municipalities, regional planning entities, special purpose districts, or the Board of County Commissioners. Subarea planning requests shall be in the form of a letter directed to the Board of County Commissioners.

Restrictions on budget and staff may limit the number of subarea planning programs that can be reviewed and developed in any budget year. Because of the potential for limited resources for subarea planning projects, it is imperative to prioritize the subareas to ensure the maximum benefit to neighborhoods and the County in general. The Board will prioritize subareas based upon specific criteria to determine the order in which subareas will be studied. The criteria are included within the policies of this element. The Division of Planning will maintain the prioritized list of subareas.

Planning Methodology

Upon authorization from the Board of County Commissioners, the Division of Planning and the Planning Commission will adhere to the following general subarea planning methodology.

1. The Division of Planning will coordinate the subarea planning project with the Planning Commission. The Commission will appoint one or more members to participate in the subarea planning meetings.

2. The County will attempt to identify all stakeholders, including existing neighborhood groups and leaders, neighborhood residents, property owners, business owners, and other interested parties.
3. A citizen participation program will be developed consistent with the adopted Spokane County Growth Management Act (GMA) Public Participation Program Guidelines [BCC Resolution 98-0144 or as amended]. The public hearing and plan adoption process shall be consistent with the requirements of RCW 36.70.
4. The subarea plan and process shall meet all State Environmental Policy Act (SEPA) requirements.
5. A subarea inventory will be prepared. The inventory will include existing land uses, housing, capital facilities plans, natural resource lands, parks and open spaces, natural environmental features, zoning, circulation patterns, utilities, community facilities and services, urban design features, general physical conditions, history, demography, social analysis, economic base and other appropriate data. A preliminary subarea boundary will be mapped for public review.
6. All subarea residents, businesses and interested parties will be notified of the planning effort. An informational meeting will take place, with opportunity for public interaction and comment.
7. A Citizen Advisory Committee (CAC) will be formed. The CAC should be a representative cross-section of the community and will not be limited in size.
8. An analysis and assessment of the land-use inventory will be conducted by the CAC to determine the needs of the subarea. The needs assessment will identify issues around which the remainder of the planning work will revolve.
9. The CAC should strive to achieve consensus on the priority of the identified planning issues.
10. A preliminary subarea plan will be developed. The plan will state goals and describe policies, strategies, and specific actions, developed through the citizen participation program, to affect the prioritized issues. The preliminary plan should include alternative goals and policies. The plan will be made available for public review and comment.
11. Planning staff will analyze the preliminary plan and its alternatives to ensure consistency with Spokane County's Generalized Comprehensive Plan, the Growth Management Act, and SEPA.
12. Formal public meetings will be conducted to gather comments on the draft plan alternatives. The Citizens Advisory Committee will make recommendations for a final document. Minority opinions within the Committee may be included in the final recommendation.
13. Planning staff will incorporate final recommendations into the plan. The final plan will not only include the Committee recommendation but also may include minority opinions and a staff analysis and recommendation. The final plan will be made available for public review.

14. The Citizen Advisory Committee will then, present the final plan document to the Planning Commission. Upon review of the final plan, the Commission will hold a hearing and accept public comment on the plan. The Commission will:
 - a) Forward the plan to Board of County Commissioners with recommendation for approval
 - b) Send the plan back to Citizen Advisory Committee to incorporate recommended changes or
 - c) Develop a recommendation of its own to forward, along with the Committee recommendation, to the Board of County Commissioners for their consideration.

15. Subarea plans approved by the Board of County Commissioners will be adopted by formal resolution as an amendment to the Generalized Comprehensive Plan.

Plan Implementation

Implementation is the key to making the goals and policies of the subarea plan a reality. The combination of regulations, incentives and other implementation techniques will determine the success of a land use plan. Implementation tools and techniques shall be consistent between subareas, but will allow unique community visions to be implemented as desired. The process should allow for implementation measures to be developed and presented to the Planning Commission and Board of Commissioners for simultaneous adoption with the subarea plan. The Division of Planning will develop land use regulations and other implementation techniques that will address the goals and policies of the subarea plan. Public comment will be sought for all proposed regulatory changes. Implementation measures must be consistent with existing plans and ordinances and with the Generalized Comprehensive Plan. *(Refer to Appendix A and B for a full discussion of plan implementation and monitoring.)*



Subarea Planning

Purpose

Subarea plans are the more detailed and specific plans of the Spokane County and City of Spokane Comprehensive Plans. These plans preserve and enhance the character of these vital communities.

Preamble

In recognition of subarea planning as a critical tool to implement the Spokane County comprehensive plan, the following six goals will drive the process:

- SP.1 Provide all residents and stakeholders the opportunity to participate in shaping the future of their subareas and neighborhoods through collaborative planning relationships with Spokane County and City governments and all other regional entities.

- SP.2 Define a clear role for subarea plans in decision-making.

- SP.3 Develop subarea plans which reflect the knowledge of the people of each subarea about local conditions, history, neighborhood character, needs and values.

- SP.4 Implement a strong, effective subarea planning system.

- SP.5 Complete the adoption of subarea specific plans within five years of the initiation by the subarea's planning group.
- SP.6 Develop and maintain joint plans for those unincorporated Urban Growth Areas (UGAs) adjacent to cities or towns and identified as a Joint Planning Area (JPA), which promote consistency and certainty about how the area will be planned and developed in the future.

Goals and Policies

Goal

- SP.1 Provide all residents and stakeholders the opportunity to participate in shaping the future of their subareas through collaborative planning relationships with Spokane County and City governments and all other regional entities.**

Policies

- SP.1.1 Establish a program that emphasizes the County's commitment to subarea planning.
- SP.1.2 Maintain consistency between subarea plans and the County Comprehensive Plan. In the event of an inconsistency between the comprehensive plans and a proposed subarea plan, options may include:
- (a) Amendments to the subarea plan
 - (b) Amendments to the comprehensive plan
- SP.1.3 Encourage the involvement of design professionals, government service providers, business people and community residents in subarea planning to help facilitate creative designs for commercial districts and neighborhood, community and urban activity centers.

Goal

- SP.2 Identify a clear role for subarea and neighborhood plans in decision-making.**

Policies

- SP.2.1 Subarea plans should describe how County comprehensive plan goals would be achieved.
- SP.2.2 Throughout Spokane County, implementation regulations shall be consistent with respect to subareas and mixed-use areas.
- SP.2.3 Subarea plans shall ensure predictability and consistency in the development regulations that implement the plans.
- SP.2.4 Plans for subareas and mixed-use areas should establish consistency of land use designations and the concurrency for development with the size, type, and timing of capital facility improvements for urban governmental services.
- SP.2.5 Plans for subareas and mixed-use areas will further define the type, location and mix of land uses, the intensity and density of development, and the level of service for facilities and services planned for the area.

SP.2.6 Subarea plans shall consider the timing of fiscal, legal and administrative priorities for the subarea and the county when recommending capital improvements expenditures in their individual area.

SP.2.7 Development should be consistent with adopted subarea and mixed-use area plans.

Goal

SP.3 Develop subarea plans which reflect the knowledge of the people of each neighborhood about local conditions, history, and neighborhood character.

Policies

SP.3.1 A subarea plan may also make subarea-specific policy recommendations on other issues of interest to the subarea.

SP.3.2 The subarea and mixed-use area planning process shall allow for unique subarea characteristics to be addressed through goals and policies that enhance compatibility between subareas and maintain consistency between subarea plans, mixed-use area plans and the County Comprehensive Plan.

Goal

SP.4 Implement an effective subarea planning system.

Policies

SP.4.1 Either a subarea or the County may initiate the subarea planning process.

SP.4.2 Provisions should be included in the County annual budget for subarea planning. Subareas may contribute additional funding and resources for their subarea planning process.

SP.4.3 Provide guidelines for subarea planning processes, content and technical analysis to promote consistency of subarea plans.

SP.4.4 Subarea boundaries may not be changed without a public participation process. Subareas may choose to plan together.

SP.4.5 Each subarea plan must include a section for the following topics: land use, transportation, housing, capital facilities and utilities, parks and open space, population and land capacity, economic development, natural environment, cultural resources, and implementation. Additionally, rural subareas shall consider rural land use and natural resource lands. A subarea plan may conclude that the County comprehensive plan adequately expresses the vision and goals of the subarea for any of these topics. If that occurs, a statement reflecting this conclusion will satisfy this requirement.

SP.4.6 Each subarea plan containing an urban activity center, rural activity center, central business district, district center, commercial center, neighborhood center, employment center and industrial center must:

1. Amend or confirm the boundaries of the designated area.
2. Establish, amend or confirm boundaries of the center or district contained within the subarea planning boundaries.

3. Establish growth targets for the designated center or district that either confirms or modifies the growth planning estimates or growth targets in the comprehensive plan.
 4. Amend or confirm transportation, capital facility and utility inventories and analysis for the designated area provided by the appropriate governmental body (i.e., city, county, contract utility purveyor).
 5. A subarea plan containing another use that generates substantial activity must confirm or propose a change to the comprehensive plan designation.
- SP.4.7 The subarea boundaries and the growth estimates established in a comprehensive plan serve as starting points for plans in designated areas. If a subarea chooses not to propose changes to subarea boundaries or the growth estimates in a comprehensive plan they will be made final. Subarea boundaries and growth estimates not covered by a subarea plan will be made final as part of the comprehensive plan amendments process.
- SP.4.8 Planning staff will work with subarea organizations to incorporate the subarea planning that results in adoption of their specific subarea plans into the comprehensive plan. Subareas that chose to plan without County input will have no guarantee of review, adoption or action by the County.
- SP.4.9 The subarea planning group may assess, annually, subarea planning needs and make recommendations during the county budget process.
- SP.4.10 Subarea and mixed-use area planning processes shall be consistent with each other and may be undertaken in either the rural or urban areas of the County.
- SP.4.11 Establish priorities to be considered in allocating subarea planning resources including:
1. Where the greatest degree of change is expected.
 2. Where a new subarea is planned.
 3. Interest among the residents and businesses in an area to participate in a subarea plan.
 4. Evidence of declining investment, deteriorating housing conditions, high vacancy rates in residential and/or commercial developments, high unemployment rate, high percentage of low-income residents, need for community facilities or neighborhood improvements, opportunities for redevelopment or business district revitalization pursuant to applicable land use policies.
- SP.4.12 Encourage continuing use of innovative planning concepts and techniques for subarea planning.
- SP.4.13 Establish a collaborative process for creating subarea plans that includes:
1. Full and fair participation from all interested parties, such as local stakeholders, community organizations, institutions, utilities, special taxing districts, and local government agencies.
 2. Consistency with Spokane County Public Participation Guidelines, Countywide Planning Policies, and other applicable laws.
 3. Identifying roles for citizens and county.
 4. A basis for group working processes that encourages sharing, understanding, and views on issues.
 5. Providing opportunities for strong partnerships among residents, businesses, and institutions.

- SP.4.14 Define the roles of the general public, community organizations, county and city neighborhood councils, homeowner associations, business organizations, institutions, the planning commission, and other County/City organizations.
- SP.4.15 Provide a single document (or kit) that clearly explains the subarea planning purpose, scope, and process. This document will provide all guidance, guidelines, examples, tools, templates, forms, references, etc. required for stakeholders to initiate and complete their portion of the subarea process.
- SP.4.16 Specify information/data that, at a minimum, the county will provide for the subarea planning process.
- SP.4.17 Specify any county fees or other costs required for the county to process subarea plans.
- SP.4.18 Collaborative planning shall be used in developing subarea- or neighborhood-specific plans in the County, the City and the Joint Planning Areas (JPAs).

Goal

SP.5 Complete the adoption of subarea specific plans within five years from the initiation by the subarea's planning group.

Policies

- SP.5.1 Evaluate the progress of subarea plans.

Goal

SP.6 Develop and maintain joint plans for those unincorporated Urban Growth Areas (UGAs) adjacent to cities or towns and identified as a Joint Planning Area (JPA), which promote consistency and certainty about how the area will be planned and developed in the future.

Policies

- SP.6.1 The planning process for Joint Planning Areas shall be established through interlocal agreements between Spokane County, the city or town and affected special purpose districts and will include additional requirements.
1. Interlocal agreements between jurisdictions will be required to implement joint planning area plans after specific land uses and responsibility for specific transfer of services are identified within the plans.
 2. For those subareas that have cross-jurisdictional boundaries, interlocal agreements are required for plan implementation.
- SP.6.2 Participation in the joint planning process shall be sought from residents of the city or town, residents and landowners in the JPA and other interested individuals and groups.
- SP.6.3 Plans for JPAs should be adopted as part of Spokane County's Comprehensive Plan when they are finalized. (RCW 36.70A.130 allows the Comprehensive Plan to be amended upon the initial adoption of a subarea plan.) In addition, the joint plans shall be

adopted by the legislative authority of the respective city or town and should be adopted by the governing body of affected special purpose districts.

- SP.6.4 Development proposals and other County land use decisions must comply with adopted JPA plans if and when the Board of County Commissioners adopts them. Until JPA plans are approved, development shall be in accordance with Spokane County development regulations.
- SP.6.5 The joint plans for the JPAs may address, but are not limited to:
1. Establishing the type, density and design of planned land uses
 2. Identifying the responsibilities for provision of urban governmental services and establishing appropriate levels of service
 3. Identifying the need, cost and timing for capital facilities
 4. Distribution of costs for infrastructure improvements within the JPA
 5. Arranging for sharing costs of facilities or services as appropriate
 6. Providing reciprocal notification of development proposals and opportunities to propose mitigation for adverse impacts on County, city or town and service provider facilities
 7. Determining design standards for County roads, parks, buildings and other urban standards through interlocal agreements between the County and city or town
 8. Transferring local parks, recreation facilities, open space sites and similar facilities
 9. Establishing that the JPA area is principally for urban uses
 10. Providing environmental protection for designated critical areas
 11. Identifying the major capital facility and service deficiencies within the JPA and establishing a schedule for resolving them
 12. Establishing a dispute resolution process
 13. Identifying potential annexation areas within the JPA
 14. Transfer of government and services.
- SP.6.6 Spokane County, the affected city or town, special purpose districts and Spokane County citizens shall collaboratively establish level of service standards and costs for providing services.

Glossary

Accessory Dwelling Unit	An additional dwelling unit, including separate kitchen, sleeping and sanitation facilities, attached or detached from the primary residential unit. May alternatively be referred to as a “granny flat,” “mother-in-law apartment,” “accessory cottage,” “accessory apartment” or “garage apartment.”
Adaptive Reuse	The development of a new use for an older building or for a building originally designed for a special or specific purpose. It is particularly useful as a technique for preserving older buildings of historic or architectural significance. It also applies to the conversion of other special use structures such as gas stations, train stations, school buildings, hospitals, warehouses or factories that are no longer needed for their original purpose.
Adequate Public Facilities	Facilities which have the capacity to serve new and/or existing development without decreasing levels of service below locally established defined minimums. See concurrency.
Affordable Housing	Housing is considered affordable if the cost of the home is 30 percent of 80 percent of median household income in Spokane County. Affordable rental housing is adequate, appropriate shelter costing no more (including basic utilities) than 30 percent of the household’s gross monthly income. Implied in this definition are the following concepts: <ol style="list-style-type: none"> 1. It applies to the broad range of economic segments in the community. 2. Available housing is “safe and adequate,” meeting minimum habitation standards. 3. Individuals and families have a choice of reasonable housing options, including type and location.
Available Public Facilities	Facilities, infrastructure and services that are in place, or for which a financial commitment or other funding mechanism is in place, to provide the facilities or services within a specified time. In the case of transportation, the specified time is 6 years from the time of approved development. See concurrency.
Best Available Science	RCW 36.70A.172 requires <i>best available science</i> to be included in developing policies and regulations to protect the functions and values of critical areas. Best available science shall mean conformance to RCW 90.58.100(1) and 36.70A.172 and WAC 365-195-900 through WAC 365-195-925.
Best Management Practice	State of the art technology as applied to a specific problem. (Best management practices are often required as part of major land development projects. The best management practice presents physical, institutional, or strategic approaches to solving problems.)
Bonus Density	Allowing density of development to exceed what would normally be allowed in an underlying area or zone, provided that certain criteria or conditions are met. Examples of such conditions might include clustering of residences, use of community wells, and development of affordable housing.

Border Easement	The areas on curbed roads, between the right-of-way line and the back of sidewalk dedicated as an easement.
Capital Facility	Those public lands, improvements, and equipment necessary to provide public services and allow for the delivery of utility services. They include, but are not limited to, streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks, fire and police facilities, recreational facilities, and schools.
Capital Facility Program:	A section of the comprehensive plan that outlines capital facilities planning and timing.
Chicane	A traffic-calming technique that is created when drivers are forced to deviate around fixed objects in a roadway that is otherwise straight. The road is narrowed, through the use of curb extensions or staggered parking, from one side, then the other. Chicanes break up the typically long sightlines along the street and thus combine physical and psychological techniques to reduce speeds.
Certificate of Exemption	A document issued by Spokane County which serves as formal notice that a division of land is exempt from compliance with certain state and local land development laws and regulations as identified in the exemption provisions of the Subdivision Ordinance.
Cluster	A group of the same or similar elements (housing in this context) occurring close together.
Clustering	A development design technique that concentrates buildings on a part of the site to allow the remaining land to be used for open space, recreation, agriculture, forestry, preservation of environmentally sensitive areas or reserved for future development.
Cluster Subdivision	A cluster subdivision is a form of development that permits a reduction in minimum lot size, provided there is no increase in the number of lots permitted under a conventional subdivision or increase in the overall density of development and the remaining land is devoted to open space, active recreation, preservation of environmentally sensitive areas or agriculture.
Co-Housing	Co-housing is a type of collaborative housing that attempts to improve the sense of community. It is characterized by private dwellings with their own kitchen, living/dining room, etc., but also extensive common facilities. The common building may include a large dining room, kitchen, lounges, meeting rooms, recreation facilities, library, workshops and/or childcare. Usually, co-housing communities are designed and managed by the residents and are intentional neighborhoods: the people are consciously committed to living as a community; the physical design itself encourages that and facilitates social contact.

Collaborative Planning	The process of identifying relationships between public and private land development or service projects and/or activities and assuring the maximum possible coordination of any related actions; all participants work together in a joint effort to formulate a program to guide and regulate the physical development of a region.
Commercial Land Use	Land that is occupied or utilized by an activity carried out for pecuniary gain or loss, generally involving retail goods and services. This land use category is not occupied or utilized for industrial uses.
Community Centers	Community Centers contain commercial, civic, higher-density residences and recreational uses. These centers provide a focal point and contribute to community district identity.
Community District	A community district is generally composed of two or more neighborhoods joined by common commercial or special service areas and is sometimes defined by the attendance area of a junior high or high school.
Comprehensive Plan	The Plan Text and future Land Use Map of Spokane County, Washington and additional elements as adopted or later amended by the Board of County Commissioners pursuant to Chapter 36.70 RCW that serves as a guide to the orderly growth and development of Spokane County.
Community Commercial	Commercial activity that is intended to provide goods and services for a Community District.
Concurrency Management Ordinance (system)	A concurrency management system establishes a process to manage new development based on impacts on levels of service (LOS) and the concurrency of needed improvements or actions. The Growth Management Act (GMA) requires jurisdictions to adopt and enforce ordinances which prohibit development approval if the development causes the LOS on a facility to decline below the standards adopted in the Comprehensive Plan, unless improvements or strategies to accommodate the impacts of development are made “concurrent” with the development. <i>Concurrent with development</i> means that improvements or strategies are in place at the time of development or, in the case of transportation improvements, that financial commitment is intact to complete the improvements or strategies within 6 years.
Concurrency	<i>Concurrency</i> means that adequate public facilities are available when the service demands of development occur. This definition includes the two concepts of <i>adequate public facilities</i> and of <i>available public facilities</i> , as defined above.
Critical Materials	Substances present in sufficient quantity that accidental or intentional release would result in the impairment of one or more beneficial uses of aquifer water. Current beneficial uses of aquifer water include, but are not limited to, domestic and industrial water supply, agricultural irrigation, stock watering and fish raising. A critical materials list has been established, as part of the Spokane County Zoning Code, that includes the names of specific chemicals and classes of chemicals that, based on current criteria and standards, are known to affect beneficial use of water.

Dedication	The transfer of property by the owner to another party. Such transfer is conveyed by written instrument and is completed with an acceptance. The dedication is often for a specific use. Typically, dedication may include land for roads and open space is a requirement of subdivision or site plan approval.
Density Zoning	Density zoning is the averaging of residential density over an entire parcel without restriction to lot sizes.
Density, Gross	The numerical value obtained by dividing the total number of dwelling units in a development by the gross area of the tract of land (in acres) within a development. This would include all non-residential land uses and streets in the development, as well as rights-of-way of dedicated streets; the result being the number of dwelling units per gross acre of land.
Density, Net	The numerical value obtained by dividing the total number of dwelling units in a development by the area of the actual tract of land (in acres) upon which the dwelling units are proposed to be located and including common open space and associated recreational facilities within the area; the result being the number of dwelling units per net residential acre of land. Net density calculations exclude rights-of-way of publicly dedicated streets, unbuildable areas, and critical areas.
Detached Single-family Housing	A one-family dwelling that is not physically attached to any other dwelling by any means. Single-family housing units are individual structures, including conventional houses and manufactured homes.
Elderly Cottage Housing Opportunity (ECHO) Unit	A small, removable modular cottage on a concrete foundation or slab in the rear or side yard of a dwelling. It provides a housing arrangement that offers the elderly an opportunity to maintain independence and privacy while living in close proximity to caregivers.
Environmentally Sensitive Areas	See the <i>Spokane County Critical Areas Ordinance</i> .
Essential Public Facility	Includes those facilities such as airports, colleges, universities, correctional facilities, solid waste stations, sewage treatment facilities, major highways or freeways, and inpatient facilities, including substance abuse treatment facilities, mental health facilities, and group homes.
Flexible Setback Requirements	The ability to modify or adapt yard, building envelope or structure-to-lot line separation standards for the purpose of protecting unique site characteristics (for example, existing trees, watercourses, historic features and environmentally sensitive areas).
Floor Area Ratio (FAR)	The total gross floor area of all buildings or structures on a lot divided by the total lot area. (FAR = total gross building floor area ÷ total lot area).
Geologically Hazardous Areas	See the <i>Spokane County Critical Areas Ordinance</i> .

Greenbelt	An open area that may be cultivated or maintained in a natural state surrounding development or used as a buffer between land uses or to mark the edge of an urban or developed area. Also referred to as an open space corridor.
Heavy Industry	Industrial activity that primarily processes raw materials into products or by-products and which may have a negative impact on adjacent land uses by producing noise, vibration and/or odors. These industries are generally less attractive aesthetically and are less compatible with other land uses than light industry.
Home Industry	An occupation, profession or craft, excluding an adult bookstore or adult entertainment establishment, in association with a primary residence, which is of such intensity or broad scope of operation that public hearing review, as a Conditional Use Permit, is necessary. Therefore, by character and definition, home <i>industry</i> is different from <i>home profession</i> or <i>general commercial, industrial and business</i> uses.
Home Profession	A profession or craft, excluding an adult bookstore or adult entertainment establishment, carried on within a residence by the occupants, which activity is clearly incidental to the use of said residence as a dwelling and does not change the residential character of the dwelling or neighborhood and is conducted in such a manner as to not give any outward appearance of a <i>business</i> in the ordinary meaning of the term. (See the Spokane County Zoning Code for criteria to define a home profession.)
Industrial Land Use	Land that is occupied or utilized by an activity of an industrial nature.
Infill	The development of new housing or other buildings on scattered vacant <u>or</u> undeveloped sites in a built-up area.
Indicator	A standard chosen that reflects the measurable performance toward reaching the goals and objectives in the Spokane County Comprehensive Plan.
Joint Planning Areas (JPAs)	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.
Level of Service (LOS)	Levels of service standards are quantifiable measures of the operation or quantity of public facilities or services that are provided to the community. Levels of service may also measure the quality of some public facilities. Typically, measures of levels of service are expressed as ratios of facility or service capacity to demand (e.g., acres of parkland per 1,000 population).
Light Industrial	Industry that does not produce environmental impacts such as excessive noise, odor or vibration that may affect adjacent properties. Generally, light industry is considered to be more compatible with other land uses than heavy industry.
Lot Averaging	A design technique permitting one or more lots in a subdivision (generally used in Planned Unit Developments) to be undersized, providing the same number of lots in the same subdivision are oversized by an equal or greater area.

Low-income Housing	<p>Housing that is economically feasible for families whose income level is categorized as <i>low</i> within the standards promulgated by the U. S. Department of Housing and Urban Development (HUD).</p> <p>HUD Income Group Standards:</p> <ul style="list-style-type: none"> • Extremely low income - below 30 percent of median income. • Very low income – between 31 percent and 50 percent of median income. • Low income - between 51 percent and 80 percent of median income. • Moderate income – between 81 percent and 95 percent of median income. • Middle income – between 96 percent and 120 percent of median income.
Minimum Density	The least number of residential dwelling units per acre that is allowed within a land use category. It is a regulatory tool for assuring that urban land and urban services are efficiently utilized.
Mixed-income Development	Residential development provides affordable housing opportunities for a broad range of income groups.
Mixed-Use (also: mixed-use infill development; mixed-use developments; mixed-use centers; mixed-use urban villages; mixed-use neighborhood centers; mixed-use community centers)	As opposed to segregated land use, a pattern of building use where a variety of complementary land uses occupy buildings in close proximity to each other, including generally residential, retail sales and services, offices, recreation, schools, churches and government. Mixed-use areas enhance opportunities to live, work and meet daily needs with less dependence on auto transportation.
Neighborhood	A neighborhood generally ranges in size from one-half to one square mile, with populations ranging from approximately 3,500 to 8,000 people. Neighborhoods often contain a civic green or park, a transit stop, neighborhood businesses and services, a day care center and perhaps a church or school. They are often defined by elementary school attendance area boundaries.
Neighborhood Centers	Neighborhood Centers are commercial areas with defined boundaries providing convenient goods and services to a neighborhood.
Neighborhood Commercial	Commercial activity intended to provide convenience goods and services to a neighborhood.

Open Space	<p>An area of land set aside, dedicated, designated or reserved for public or private use or enjoyment. Open Space designation is based on the following criteria:</p> <ul style="list-style-type: none"> • Wildlife Corridors and Landscape Linkages as defined by the University of Washington study, <i>Wildlife Corridors and Landscape Linkages, An Approach to Biodiversity Planning for Spokane County</i>. • Lands classified as Forestry Zone. • Wetlands and riparian areas and their associated buffers. • County, state and federal parks, conservation lands, natural areas and wildlife refuges. • Lands permanently protected as open space through conservation easements. • Active and proposed trail systems.
Open Space Multiple Use	Open Space used for passive recreation, wildlife habitat, natural resource uses and rural residential development consistent with maintaining other open space uses.
Park	A tract of land that often includes lawns, trees, equipment, playfields and courts for active or passive recreation.
Park, Community	A community park serves more than one neighborhood and users will frequently drive or bicycle to it. Residents within a two-and-one-half mile radius will use these parks. The minimum desirable size is 10 acres. Swimming pools, picnic shelters, tennis courts, soccer and baseball fields, trails, restrooms and parking lots are typical.
Park, Neighborhood	A park (generally between 3 and 10 acres) that is intended to meet close-in recreation and open space needs within walking distance for the people living within a residential neighborhood. Neighborhood parks are generally located within a city's boundaries.
Park, Regional	Generally within one hour's driving time, will serve large geographic areas which may encompass several communities or towns. Generally with at least 100 acres, they are typically areas with outstanding natural features or qualities associated with such features. Picnicking, boating, fishing, swimming, camping and trail uses are customary.
Performance Measurement	An activity that shows the progress toward specific results targeted by the goals and policies in the Spokane County Comprehensive Plan. Performance measurement provides an examination of the County's performance in relation to the goals stated in the Spokane County Comprehensive Plan.
Performance Standards	A set of criteria or limits relating to certain characteristics that a particular use or process may not exceed. The standards usually cover noise, vibration, glare, heat, air or water contaminants and traffic. It is a more precise way of defining land use compatibility. The performance-standard approach to land use is based on the ability to quantify activities and to measure them to see whether they meet the standards.

Recreation	<p><i>Active:</i> Leisure-time activities, often of an organized nature and often performed with others, requiring equipment and specially designed sites or fields. May involve large concentrations of people.</p> <p><i>Passive:</i> Activities of a relatively low intensity, such as walking, hiking, nature watching or photography. Areas used for passive recreation are often undeveloped and in a natural state.</p>
Regional Business	Business that is intended to serve retail and service needs of a geographic area that may encompass several communities or towns.
Regional Commercial Land Use	Land use carried out for pecuniary gain or loss intended to serve a geographic area that may encompass several communities or towns.
Right-of-way	Land, generally a strip, over which facilities such as highways, trails, railroads and utility transmission lines are built.
Rural Activity Centers (RACs)	Small unincorporated rural communities and centers that provide small-scale residential areas and convenience goods and services to the surrounding rural areas. RACs are designated by identifiable boundaries and limited by size and scale.
Shared Community Resources	(See definition of <i>co-housing</i> .)
Single-room Occupancy (SRO)	A type of housing that is commonly one room, often with cooking facilities and with private or shared bathroom facilities. Examples of SRO units are found in residence hotels and apartment buildings. SROs may have the potential to meet some of the need for lower-cost housing without the use of subsidies.
Special-needs Housing	Housing that accommodates special-needs populations.
Special-needs Populations	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. It may include, but not be limited to, the elderly, persons with disabilities, persons with alcohol or other drug addictions, people who are HIV positive or are diagnosed with AIDS and related diseases. [HUD]
Stakeholders	Persons or groups of persons who have any kind of an interest in or reason to desire to influence an action.
Strip Commercial Development	Commercial or retail uses, usually one-story high and one-store deep, that front on a major street. Typically characterized by street frontage parking lots serving individual or strips of stores. <i>Strip commercial</i> differs from <i>central business districts</i> and <i>shopping centers</i> in at least two of the following: There are no provisions for pedestrian access between individual uses. Uses are only one-store deep. Buildings are arranged linearly rather than clustered. There is no design integration among individual uses.

Subarea	A designated geographical area of the county such as a neighborhood or larger area with common economic, social, physical or natural characteristics that has a distinct boundary defined by service area, road, topographic features, water courses or other political boundary or physical feature.
Subarea Plan	A plan for land use, transportation and other issues as identified by participants in the planning process to guide the development and/or preservation of the subarea. A subarea plan may be more detailed and address issues not addressed in the comprehensive plan but should be consistent with the comprehensive plan per RCW 36.70A.080.
Sustainable Community	<p>For a community to be truly sustainable, it must adopt a three-pronged approach that considers economic, environmental and cultural resources. Communities must consider these needs not only in the short term, but also in the long term. Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs.</p> <p>A sustainable community is one that:</p> <ul style="list-style-type: none"> • recognizes that growth occurs within some limits and is ultimately limited by the carrying capacity of the environment; • values cultural diversity; • has respect for other life forms and supports biodiversity; • has shared values among the members of the community; • employs ecological decision-making (e.g., integration of environmental criteria into government, business and personal decision-making processes); • makes decisions and plans in a balanced, open and flexible manner that includes perspectives from the social, health, economic and environmental sectors of the community; • makes best use of local efforts and resources; • uses renewable and reliable sources of energy; • minimizes harm to the natural environment; • fosters activities which use materials in continuous cycles. <p>And, as a result, a sustainable community:</p> <ul style="list-style-type: none"> • does not compromise the sustainability of other communities; • does not compromise the sustainability of future generations by its activities.
Sustainable Economic Development	Economic development that is supported by the built environment and natural resources without degrading the natural environment and exhausting natural resources. Sustainable economic development meets the needs of the present while not compromising the ability of the future to meet its own needs.
Template	A guide in making or doing something accurately and consistently.
Traditional Neighborhood Development	<p>A pedestrian-oriented, mixed-use neighborhood consistent with design principles of traditional neighborhoods, which were the norm in the United States until the 1940s.</p> <p>A traditional neighborhood:</p> <ul style="list-style-type: none"> • Is designed to human scale; • Integrates a mix of uses, including residential, commercial, civic and open space; • Has a defined center which may include a park, institutional buildings, office and neighborhood commercial;

	<ul style="list-style-type: none"> • Has most activities within walking distance, generally within ¼ mile of center; • Provides a mix of housing types and sizes to accommodate household of all ages, sizes, and incomes; • Incorporates a relatively narrow interconnected street system with small blocks, sidewalks, street trees and transit facilities; • Contains buildings that are oriented to the street with small setbacks and on-site parking behind, wherever possible; and • Utilizes regionally traditional architecture and building materials.
Transfer of Development Rights (TDR)	The transfer of the right to develop or build on land in one area (sending district) to land in another area (receiving district) where such transfer is permitted.
Underutilized (Commercial) Areas	Developed land parcels that have a large portion of the area in nonbuilding uses such as surface parking or storage yards or that have a high percentage of the structure(s) vacant or that have a low <i>floor area ratio (FAR)</i> or that have buildings which are abandoned, dilapidated or otherwise seriously impaired by physical deficiencies.
Urban Activity Center	Urban activity centers are planned residential and commercial areas. Generally the boundaries of an urban activity center will be sized with a one-quarter-mile radius so that the entire center is walkable. Convenient bus and/or light rail service and pedestrian/bicycle paths are important transportation features of urban activity centers. Residential types found in urban activity centers include single-family homes on small lots, duplexes, apartments and condominiums. Housing densities are generally higher than the community average. Offices, recreation and cultural facilities, shopping and services are all found in urban activity centers.
Urban Governmental Services	As defined in RCW 36.70A.030(19)
Urban Growth	An area 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 land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources, rural uses, rural development, and/or natural resource land. As defined in RCW 36.70A.030(17).
Urban Growth Areas	"Urban growth areas" - Each county that is required or chooses to plan under RCW 36.70A.040 designates an urban growth area or areas within which urban growth shall be encouraged and outside of which growth can occur only if it is not urban in nature. As defined in RCW 36.70A.030(18).
Urban Reserve Area (URA)	A Rural Land Use category that designates land outside the Urban Growth Area to be preserved for future growth within a 40-year planning horizon.
Utility	A service provided to the public, such as electricity, water, and sewer deemed necessary for the public health, safety, and welfare.

Viewshed/ Viewscape Corridor (also: scenic corridor)	An area visible from a road, highway, waterway, railway, trail or public space that provides vistas over water, across expanses of land (such as farmlands, woodlands or wetlands) or of mountainous areas. Views may be from mountain tops or ridges, as well. Scenic corridors can also view the built environment, such as a famous urban skyline.
Vistas	A unique view to or from a particular point. The view may be that of great natural beauty, farmlands, mountains, settlements, villages or spectacular urban scenes.

Spokane County Comprehensive Plan



Appendix A-Plan Implementation

Appendix A Plan Implementation

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Introduction

The Spokane County Comprehensive Plan provides goals for achieving a future that is perceived as being better than the future that would happen without planning—and a set of policies that will move the County toward that future. Developing a meaningful implementation, monitoring and evaluation program is essential if the goals and policies of the plan are to be realized over the 20-year planning period.

Implementation of the Spokane County Comprehensive Plan will require specific regulations and more detailed neighborhood and subarea planning to shape the strategy of the Plan into reality. Coordination and cooperation among various jurisdictions, service providers and agencies is essential for the successful implementation of the plan. In addition to Spokane County, these entities include all of the neighboring counties, the 11 cities and towns within the county borders, various service providers (water, sewer, schools and fire protection) and various state and federal agencies.

The purpose of this element is to discuss how implementation of the goals and policies embodied in the Spokane County Comprehensive Plan will proceed successfully. It will discuss Growth Management Act (GMA) requirements, major issues involved in implementation, interjurisdictional coordination, implementation techniques and strategies. Plan evaluation through a Performance Measurement Program will be discussed in the second half of this element, Performance Measurement (15B).

Growth Management Act Requirements

“The county and each city that is located within the county shall adopt a Comprehensive Plan and development regulations that are consistent with and implement the Comprehensive Plan” (RCW 36.70A.040[4][d]).

“Each county that is required or chooses to plan under RCW 36.70A.040, and each city within such county, shall adopt development regulations...to assure the conservation of agricultural, forest, and mineral resource lands” (RCW 36.70A.060[1]).

“Regulations must be consistent with Comprehensive Plans developed pursuant to the act and they must implement those Comprehensive Plans” (WAC 365-195-800).

Major Issues

Coordination and Cooperation Among Jurisdictions, Service Providers and Agencies

Implementation of the Spokane County Comprehensive Plan will require specific coordination efforts to assure consistency between and among neighboring entities’ plans to manage growth. “The Comprehensive Plan of each county or city that is adopted...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” (RCW 36.70A.100). In addition, “state agencies shall comply with the local Comprehensive Plans and development regulations and amendments thereto adopted pursuant to this chapter” (RCW.36.70A.103). It is important that numerous jurisdictions and agencies be involved with the County in the implementation of the Spokane County Comprehensive Plan. These various jurisdictions include the following.

Counties: Whitman, Stevens, Pend Oreille, Lincoln, Adams and Kootenai (Idaho).

Cities and Towns: City of Spokane, Deer Park, Airway Heights, Medical Lake, Cheney, Spangle, Waverly, Latah, Fairfield, Rockford, Millwood and Fairchild Air Force Base.

The County will work with many of these jurisdictions to develop land use plans and interlocal agreements for managing development in the joint planning areas. For others, coordination of plans will be necessary to ensure that plans for transportation facilities and land use are compatible between jurisdictions.

Urban Growth Areas (UGAs)

Each city in Spokane County has adopted its GMA Comprehensive Plan. These plans provide a greater level of detail for their particular urban growth areas than that found in the Spokane County Comprehensive Plan. The County will monitor growth to know when expansion of the urban growth area is needed and work closely with each jurisdiction to ensure that urban growth area boundaries and service issues and standards are addressed.

Critical Areas/Resource Lands

Spokane County has increased the consistency of its own regulations dealing with critical areas by combining the requirements for wetlands, fish and wildlife habitat and geo-hazard areas into a single Critical Areas Ordinance. The natural resource land designation should be reviewed for consistency with adopted protection regulations. Additional mineral land sites may be evaluated for designation.

Shoreline Master Programs

The 1995 amendments to RCW 90.58 require a shoreline element in Comprehensive Plans adopted under GMA. Shoreline management regulations must be adopted that are consistent with the Comprehensive Plan and other regulations, such as critical areas and open space.

Stormwater Management Plans

Stormwater management requires the cooperation of all jurisdictions within a stormwater management area, since water is not influenced by municipal boundaries. The state requirements for management of stormwater quality in the Spokane urban area will require significant capital investment. Innovative planning at a more detailed level is necessary to solve storm drainage problems in areas currently experiencing drainage problems. To meet this challenge, cooperation is needed among the affected jurisdictions.

Open Space Corridors

Each city and county shall identify open space corridors within and between urban growth areas (RCW 36.70A.160). Open space corridors must include lands useful for recreation, wildlife habitat, trails and connection of critical areas. Natural features that favor open space corridors may not end at the city limits or other jurisdictional boundary. For an open space corridor to fulfill its intended functions (e.g., aesthetics, recreation, wildlife migration, definition of urban form, etc.), coordinated planning is needed. Additional regulations may be necessary to protect open space; these regulations may take the form of a residential cluster ordinance, large-lot zoning, bonus density provisions or critical-area regulations.

Essential Public Facilities

Some public facilities are essential to the community, but difficult to site (e.g., jails, landfills, sewage treatment plants, etc.). Proposals for these facilities typically generate a “not-in-my-back-yard” (NIMBY) response from neighboring residents. These facilities cannot be excluded in a Comprehensive Plan under the Growth Management Act. Some adjustments to the Zoning Code may be necessary to ensure siting for these facilities.

Transportation Plan

The Spokane County 1999-2004 Transportation Improvement Program (TIP) provides a six-year plan and identifies specific projects, their cost and a source of funding. This plan is updated each year, consistent with the adopted goals, policies and plan maps, to respond to emerging needs.

Joint Planning/Interlocal Agreements

The GMA requires the establishment of Urban Growth Areas (RCW 36.70A.110). The Growth Management Act further establishes that the County and the cities within its boundaries must reach agreement on the location of an urban growth area within which the city is located (RCW 36.70A.110[2]). Spokane County and each jurisdiction must plan jointly in the establishment of Urban Growth Areas and for future activity within those areas. Policies for joint county and city planning within urban growth areas are required (RCW 36.70A.210[3][f]). Some examples of how interlocal agreements might be used are annexations, development regulations and road and construction standards. The County will be responsible to ensure joint planning within Urban Growth Areas.

Neighborhood/Subarea Planning

The Comprehensive Plan is general in nature. More detailed planning will be needed to implement some of the Comprehensive Plan goals and policies. This level of detail will be accomplished through subarea/neighborhood planning.

Implementation - Strategies, Tools and Techniques

Implementation is the key to effective land use planning. A statement of goals and policies is an important first step in planning. In the final analysis, however, it is a community's combination of regulations, incentives and other implementation techniques that will make a land use plan a success or a failure. While zoning is the workhorse of land use regulation, it is not a panacea. In some cases, a combination of regulation, incentives, acquisition and public improvements may be necessary to address a particular problem effectively. Developing the right combination requires creativity, sensitivity, experimentation and an understanding of all the facets of the problem. An awareness of the experiences of other communities and a recognition of the limitations of many individual regulatory tools is also necessary.

Implementation can be the most creative aspect of land use planning. Several types of measures can be employed to implement the Comprehensive Plan. Zoning regulates the use of land. In other words, zoning specifies what can and cannot be done to develop or use land within the community. The Capital Facilities Plan is an implementation tool that directs public decisions about how to spend dollars. All land uses and land development require supporting facilities and services. The community's decisions about the level of public investment which will be spent in what locations at what time for such facilities has a significant effect on when, where and the cost of development. Through impact fees and other measures, communities can require developers to finance a proportionate share of the facilities to support each development.

Policies may also call for the development of more specific plans and programs to carry out actions. These specific plans and programs, when developed, should then direct specific implementation approaches. The following is an outline of 15 implementation strategies that may be used by the County to facilitate accomplishing the goals and policies within the Comprehensive Plan. The implementation strategies are followed by some of the implementation tools and techniques Spokane County may employ to bring the vision portrayed in the Comprehensive Plan to reality.

Implementation Strategies

1. Revise zoning designations and official zoning maps throughout Spokane County to be consistent with the Comprehensive Plan Generalized Land Use Map, goals and policies.
2. Develop new, or modify existing, subdivision and zoning standards.
3. Develop urban design and standards, consistent with the County's Comprehensive Plan, to address compatibility of new development, preserve neighborhood character and create pedestrian-oriented and transit-supportive development.
4. Ensure preservation and protection of the County's natural resource lands consistent with the Comprehensive Plan.
5. Develop interlocal agreements with the cities in Spokane County to facilitate and accomplish joint planning and consistent development regulations within the designated Joint Planning Areas.
6. Develop a transportation improvement plan (TIP) that is consistent with and complements land use and transportation planning policies.
7. Ensure that adopted zoning regulations are consistent with housing policies of the Comprehensive Plan, with adequate provision for affordable and special-needs housing.
8. Develop a comprehensive Capital Facilities and Utilities Plan which is updated on a yearly basis.
9. Promote economic development through the implementation of programs and policies as outlined in the Economic Development section of the Comprehensive Plan.
10. Protect existing rural and urban open spaces and promote the establishment of new interconnected open spaces, consistent with the policies of the Comprehensive Plan, primarily through planned unit developments, cluster development and other zoning regulations. Continue open space acquisition through the Conservation Futures Program.
11. Protect the natural environment through the adoption and enforcement of programs and regulations concerning critical areas, shorelines, ground- and surface water quality and quantity and air quality.
12. Develop a subarea/neighborhood planning program consistent with the policies of the Comprehensive Plan.
13. Develop a comprehensive Performance Measurement program to evaluate and monitor the effectiveness of the Comprehensive Plan.
14. Provide an annual review and report on the effectiveness of the Comprehensive Plan. Provide for yearly amendments to the Comprehensive Plan as necessary to realize Comprehensive Plan goals.
15. Adopt interim regulations as necessary during the time the Zoning Code is being updated.

Implementation Tools

Zoning: *Strategies 1, 2 & 3, revise zoning designations to be consistent with the Land Use Map and the policies of Spokane County and develop new, or modify existing, regulations.*

Defined simply, zoning is the classification of land according to use. Zoning is the most familiar and widely used technique for land use control. Some of the generally accepted rationales behind zoning include preservation of property values or community character and the promotion of the public's general welfare. Zoning standards such as lot size, lot coverage, building heights and setback requirements and off-street parking control the density of development. Density usually refers to the number of dwelling units per acre of land. Minimum lot size expressed in square feet is the most common means of expressing density. Density designations are often included in a zoning classification. For example, UR-7 may indicate a residential designation with a maximum density of 7 units per acre. *Large-lot or low-density* zoning refers to large lot sizes such as 10 or 20 acres. *Open*

space zoning is another form of this technique, which uses large minimum lot sizes to preserve land for agriculture, forestry or recreation.

The Spokane County Subdivision Ordinance is designed to encourage sound land use planning. These regulations provide for the expeditious review and decision on requests for divisions of land. They also ensure that the requests conform to the adopted zoning standards and adopted plans and policies of Spokane County.

The Spokane County land use regulations will be updated at the same time as the Comprehensive Plan. Consistency with the goals and policies in the Spokane County Comprehensive Plan in the development of the regulations is an important implementation technique.

Transportation Plan: *Strategy 6, annual update of the six-year Transportation Improvement Program/Develop a Concurrency Ordinance.*

According to RCW 36.70A.110(6)(c)(ii), a multiyear financing plan based on the needs identified in the Comprehensive Plan must be prepared. This will then serve as the basis for a six-year street, road or transit program required by RCW 36.81.121. The Transportation Element is part of the Comprehensive Plan, consistent with the land use element. The Transportation Element encourages efficient multimodal and intermodal transportation systems that are based on regional priorities and coordinated with the various cities' plans and the Capital Facilities Element of the Comprehensive Plan. The GMA establishes that each city and county shall enact development regulations that are consistent with and implement their Comprehensive Plan. A new component of the development regulations will be a concurrency ordinance (RCW 36.70A.110[6][e]) that requires that adequate public facilities, including transportation facilities, will be in place to serve new development. This ordinance will require proposed projects to determine what their impact will be on adopted level of service standards. The analysis will show whether acceptable levels of service are maintained on the transportation system as a result of the traffic added by the proposed development. If the development will cause the transportation level of service to degrade below adopted standards, then the development cannot go forward unless service levels are mitigated. The concurrency ordinance and the Transportation Improvement Program will be major components of the implementation toolbox for the Transportation Element of the Plan.

Capital Facilities Plan: *Strategy 8, update Capital Facilities Plan on a yearly basis.*

Capital Facilities is one of six elements that the Growth Management Act requires to be in a Comprehensive Plan. GMA requires a Capital Facilities Plan consisting of:

- a) an inventory of existing capital facilities,
- b) future needs for capital facilities,
- c) proposed locations and capacities of capital facilities, and
- d) a six-year plan that clearly identifies sources of funding for capital facilities.

Through the Capital Facilities Element, level of service standards and a financing program are established. The Capital Facilities Plan then becomes the basis for providing capital facilities concurrent with growth. The Capital Facilities Plan is intended to:

- a) provide capital facilities for land development that is envisioned or authorized by the land use element of the Comprehensive Plan;
- b) affect the quality of life envisioned in the community's Comprehensive Plan by establishing and maintaining standards for the level of service;
- c) coordinate and provide consistency among the many plans for capital improvements, including:

- I. other elements of the Comprehensive Plan such as the transportation and utilities elements;
- II. master plans and other studies of the local government;
- III. plans for capital facilities of state and/or regional significance;
- IV. plans of other adjacent local governments;
- V. plans of special districts; and
- VI. Parks and Recreation Plans.

The Shoreline Master Program: *Strategy 11, protect the natural environment through the adoption and enforcement of programs and regulations concerning critical areas, shorelines, ground- and surface water quality and quantity and air quality.*

The Shoreline Master Program is considered an element of the Comprehensive Plan. The Washington State Department of Ecology is currently developing guidelines to ensure shoreline program consistency with GMA requirements. The shorelines goals, policies and regulations should be reviewed for consistency with the Comprehensive Plan, and specifically the Critical Areas Program.

Critical Aquifer Recharge Areas: *Strategy 11 (see Shoreline Master Program).*

Review adopted policies and regulations for consistency with the Comprehensive Plan and Shoreline Program, including Wildlife Corridors and Landscape Linkages in Fish and Wildlife mapping designations.

Natural Resource Lands: *Strategy 11 (see Shoreline Master Program).*

The agriculture, forest and mineral lands designations will be reviewed and updated as necessary. The Natural Resource Land regulations will be reviewed for consistency with the Comprehensive Plan policies, especially those for Rural and Open Space.

Subarea Planning: *Strategy 12, develop a subarea planning program consistent with the policies of the Comprehensive Plan.*

The Comprehensive Plan Itself is considered a generalized policy plan which will be adequate to meet the mandates of the Growth Management Act. In order to realize many of the goals in the Plan, more detailed planning will be necessary following adoption of the Plan. In identifying areas for urban growth and rural development, the Comprehensive Plan will establish patterns for future land use, transportation and other infrastructure needs, which then will require more detailed planning on a geographic basis. The Generalized Plan will include a process to identify areas for the development of detailed neighborhood/subarea plans. The adoption and incorporation of subarea plans into the Plan adds detailed design to the Plan that will be necessary to realize goals for mixed-use and pedestrian/transit-oriented development. In rural Spokane County, subarea plans may be prepared to identify and plan for local rural needs, including rural activity centers.

Implementation Techniques

Urban Design: *Strategy 3, develop urban design standards.*

Creating a community-based design review process and developing an urban design handbook will aid in providing quality commercial development, housing and neighborhoods through design review and examples. The adoption of urban design standards will promote consistent neighborhood character

and aesthetics and promote a pedestrian-friendly environment. Some concepts, which may be addressed, include the following:

1. An ordinance and/or zoning regulations to foster traditional neighborhood design
2. Standards for siting and design of multifamily residential uses
3. Requirements for underground placement of power and telecommunication lines
4. Adoption of commercial sign and billboard standards
5. Development of performance standards that allow flexibility and innovative design
6. Adoption of provisions that promote public art

Historic Preservation: *Strategy 3, develop urban design standards to preserve neighborhood character and historic resources.*

The Spokane Register of Historic Places is the local government's official list of those properties that have contributed to the community's history. The Register was established by ordinance in both the City and County of Spokane in late 1981 and early 1982. These ordinances deem the Historic Landmarks Commission responsible for the stewardship of historic and architecturally significant properties. There are benefits for properties placed on the Register. These include tax advantages that can reduce the amount of property tax an owner pays and potentially higher sales values for designated properties. A variety of special incentives are available to owners of historic properties in Spokane County. A brief description of each follows.

Investment Tax Credit (ITC) (Federal Legislation)

A federal income tax credit may be granted to commercial properties that are listed on the National Register of Historic Places and on which "substantial rehabilitation" is performed. Pre-certification and completion of review and approval by the state Office of Archaeology and Historic Preservation and the National Park Service is required. Rehabilitation must comply with federal standards for preservation of historic properties.

Special Valuation Tax Incentive (State/Local Legislation)

A reduction on the portion of an owner's property tax tied to "improvements" on his tax parcel (structures) and on which "substantial rehabilitation" is performed is also available. Eligible properties are determined by a designated local review body (Landmarks Commission) and must be listed on the Spokane Register of Historic Places. Rehabilitation must comply with federal standards for preservation of historic properties. The tax abatement lasts for 10 years.

Facade/Conservation Easement (Federal/State/Local Legislation)

In exchange for the donation of an easement, consisting of either a portion of land or a building facade, an owner may: a) claim a one-time federal income tax deduction and b) realize a permanent property tax reduction based on the value of the donated property. The easement must be granted to a qualified entity, and in exchange, the owner must agree to maintain the donated property.

Conditional Use Permit (Local Legislation)

A permit allowing a nonconforming use may be granted to a historic property by the Hearing Examiner. The property and use may be declared eligible by the local historic review body (Landmarks Commission).

Building Code Relief (Local Policy)

Relief from building code requirements may be granted to historic properties by local code enforcement officers. The local historic review body (Landmarks Commission) may recommend historic property eligibility and code deviation.

Planned Unit Developments (PUDs) and Cluster Development: *Strategies 10 and 11, protect existing natural environment and open spaces and promote the establishment of new interconnected open spaces, consistent with the policies of the Comprehensive Plan, through implementation and enforcement of programs and regulations concerning critical areas, shorelines, water quality and quantity and air quality.*

If rural clustering is approved, the County will need to make provisions to facilitate such developments. Cluster development is a technique that allows for an adjustment in the location of dwelling units on a site so long as the number of dwelling units does not exceed the number of units otherwise permitted in the zoning district. This concept can be employed in various land use categories. In a cluster development, residences are grouped by means of a density transfer rather than spread evenly throughout a parcel as in conventional large-lot development. In a cluster development, dwelling units are grouped on certain portions of a site, while the rest of the site remains undeveloped. Lots are smaller than in conventional rural subdivisions and are normally located on the part of the site that is most suitable for development.

A technique related to clustering is the Planned Unit Development. PUDs are similar in that they involve variations in controls related to density and design. They also may include an open space component. They are different from clusters, because they are more often used in urban development and the open space is often improved for passive or active recreation. PUDs also may allow mixed uses and may be used for single-family or multifamily housing.

Annual Review

To make sure that the Spokane County Comprehensive Plan remains current, the Plan will be reviewed annually to assess whether the County is reaching the goals and objectives set forth in the Plan. The results of this performance monitoring program will be presented to the Planning Commission and will assist the County in evaluating the progress of the County in reaching the goals and objectives in the Comprehensive Plan. The second half of this element (15B) will deal with the performance monitoring program.



Appendix B-Performance Measurement

**Appendix B
Performance Measurement**

Appendix B - Performance Measurement

Introduction

After implementation, it is important to monitor Spokane County's progress in achieving the adopted goals and policies. Evaluation will be accomplished by developing a Performance Measurement Program that will function to evaluate the progress of Spokane County in its implementation efforts and produce a yearly report to the County and State. By monitoring its progress, Spokane County can make adjustments to the Plan if necessary. By monitoring changes in chosen indicators, Spokane County will get a clear understanding of where it is and what it needs to do differently. The concept of monitoring progress towards the desired future is integral to the Comprehensive Plan process. A well-designed Performance Measurement Program can help the Planning Commission, County Commissioners and the public understand both progress and setbacks in achieving the Plan's principles. More importantly, the program can direct staff and decision makers towards revisions for more effective strategies. Eventually, a Performance Measurement Program will become the tool that will assess the progress being made by Spokane County towards the goals of the Comprehensive Plan. A Performance Measurement Program measures progress, but also engages community members in a dialogue about the future, identifies areas that need attention and provides an avenue to alter community outcomes.

Growth Management Act Requirements

Legislation contained in the State of Washington's Growth Management Act (GMA) requires the County to prepare and adopt the Comprehensive Plan and regularly report on the outcomes of the Plan. "Each county and city that adopts a plan...shall report to the department annually for a period of five years...and each five years thereafter, on the progress made by that county or city in implementing this chapter" (RCW 36.70A.180[2]).

What Are Community Indicators?

An indicator is a measurement that can be used as a reference or as a standard for comparison. The program should initially focus on key indicators and expand over time. The program should include appropriate indicators from each of the main Plan areas. Each indicator should have the following characteristics:

- Use readily available data
- Be measurable over time, e.g., annually
- Provide meaningful information relating to the Plan's principle elements
- Be sensitive to change
- Be easily interpreted

Additionally, each indicator should meet the following criteria.

- It measures an outcome related to the Comprehensive Plan's vision and to one or more Comprehensive Plan goals or policies.
- Reliable information about the indicator is already collected on a regular basis.
- The relationship between the indicator and the Comprehensive Plan is easily understood.

- When all the indicators are evaluated together, progress towards the framework goals of the Comprehensive Plan is shown.

Different governmental agencies monitor different kinds of data at different geographic levels and at different frequencies. Following are some common indicators that may be monitored by Spokane County.

Concept	Indicator	Source of Information
Urban Growth	1. Residential building permits/units	Spokane County Division of Building and Planning
	2. Employment concentration in urban areas, rural areas	Washington State Employment Security Department
Status of Sprawl	1. Overall residential density change, urban area/rural area	Spokane County Division of Building and Planning
	2. Density of approved preliminary plats	Spokane County Division of Building and Planning
	3. Density of multifamily building permits	Spokane County Division of Building and Planning
	4. Utilization of previously platted and approved lots and subdivisions	Spokane County Division of Building and Planning
	5. Changes in infrastructure availability - where and how much	Spokane County Division of Engineering and Roads
Transportation	1. Average trip distance and time to commute	Spokane Regional Transportation Council
	2. Transit ridership per capita	Spokane Transportation Authority
	3. Travel time on congestion management system corridors	Spokane County Division of Engineering and Roads, Spokane Regional Transportation Council
	4. Total lane miles	Spokane County Regional Transportation Council
Economic Development	1. Median household income	The Real Estate Report, U.S. Dept. of Commerce, U.S. Census Bureau
	2. Percent population below poverty	The Real Estate Report, U.S. Census Bureau
	3. Employment change by industry	Spokane County Economic Development Council
	4. Unemployment rate	Washington State Employment Security Department
	5. Industry gain/loss in Spokane	Spokane County Economic Development Council
	6. Compare Spokane County average wage to U.S. average wage	U.S. Dept. of Commerce
	7. Retention of industry	Economic Development Council, Chamber of Commerce

	8. Number of requests to relocate - of requests, how many did relocate?	Economic Development Council
	9. Annual assessment of tourism activities - compare on yearly basis	Economic Development Council
	10. Fluctuation of number of home-based business	Spokane County Division of Building and Planning
Housing Affordability	1. Home prices by county quadrant	The Real Estate Report
	2. Housing Affordability Index	The Real Estate Report
	3. Average rent by county quadrant	The Real Estate Report
	4. Rent/income Ratios	The Real Estate Report
	5. Amount of first-time home buyers	The Real Estate Report
	6. Availability of low-income housing units	Spokane Housing Authority
Regulatory Environment	1. Plat applications	Spokane County Division of Building and Planning
	2. Average time required for final action on rezoning applications	Spokane County Division of Building and Planning
	3. Average approval time-preliminary plats	Spokane County Division of Building and Planning
	4. Average approval time-building permits	Spokane County Division of Building and Planning
	5. Monitor Building and Planning Division performance	Solicit and track public comments
	6. Number of planning/zoning hearings held	Spokane County Division of Building and Planning/ Hearing Examiner
	7. Number of citizens testifying in planning process	Spokane County Division of Building and Planning/ Hearing Examiner
Natural Resource Industries	1. Natural resource and agriculture employment	Washington State Department of Employment Security
	2. Amount of timber harvested	Department of Natural Resources
	3. Status of mining resources	Department of Natural Resources, Spokane County Division of Long Range Planning
Open Space and Recreation	1. Acres of neighborhood and regional parks per person	Spokane County Division of Parks and Recreation
	2. Pedestrian/bicycle path miles	Spokane County Division of Parks and Recreation, Spokane County Engineer and Washington State Parks

Open Space and Recreation (cont.)	3. Park usage estimates	Spokane County Division of Parks and Recreation
	4. Acres of permanent natural open space, e.g., wildlife refuge, conservation futures and conservation easements	Spokane County Division of Long Range Planning Geographical Information System (GIS)
	5. Open space taxation acres	Spokane County Division of Parks and Recreation
	6. Usable equestrian trails	Spokane County Division of Parks and Recreation
Environment	1. Number of days in each air quality index category	Spokane County Air Pollution Control Authority
	2. Number of separate air quality violations	Spokane County Air Pollution Control Authority
	3. Nitrate levels in public water supplies	Whitworth Water District, Spokane Water District 3, Washington Department of Health Public water purveyors
	4. Incidence of groundwater supply contamination	
Land Supply	1. Vacant, underutilized and partially used land	Spokane County Land Quantity and Population Capacity Report
	2. Preliminary plat lots	Spokane County Division of Long Range Planning GIS
	3. Final plat lots, binding site plans and certificates of exemption	Spokane County Division of Long Range Planning GIS
	4. Monitor land availability in each land use category	Spokane County Division of Long Range Planning
	5. Monitor any and all rezones	Spokane County Division of Building and Planning
	6. Maintain a current map of submitted and approved land use applications	Spokane County Division of Building and Planning
	7. Number and type of building permits	Spokane County Division of Building and Planning
	8. Acreage of critical areas	Spokane County Division of Long Range Planning
	9. Acreage in RCW 84.34 - Current Use Taxation Program	Spokane County Assessor's Office
	10. Number of Comprehensive Plan amendments	Spokane County Division of Long Range Planning
	11. Ratio of buildable lands to critical areas	Spokane County Division of Long Range Planning

Citizen Participation/Coordination	1. Number of appeals to Growth Management Hearings Board	Eastern Washington Growth Management Hearings Board
	2. Maintain and publish any citizen input regarding the Comprehensive Plan	Spokane County Division of Long Range Planning
Public Facilities and Services	1. Number of students per square foot per district	Superintendent of Public Instruction
	2. Distance of residence from fire station	Spokane County GIS
	3. Police officers per 1,000 population	Spokane County Sheriff
	4. Average response time to fire alarm	Spokane County Fire District - Central Dispatch
	5. Number of libraries per 1,000 population	Spokane County Division of Long Range Planning
	6. Number of septic tanks replaced by sewer system	Spokane County Division of Utilities
Historic Preservation	1. Number of sites subtracted from and added to NRHP, WSRHP and SRHD	Spokane County Historic Preservation Office
	2. Number and value of building permits for remodeling/rehabilitation per unit of residential inventory	Spokane County Division of Building and Planning

This list is partially taken from recommendations from the *Economic Analysis of Interim Urban Growth Area Alternatives for Spokane County, Washington*, November 1996. Through the citizen participation process, indicators may become more specific, be changed and/or new indicators added. The Performance Measurement Program will be designed to provide early warning if the policies are not having their intended effects. The system will provide sufficient information to enable policy-makers to determine whether different actions to implement the policies are needed or whether revisions to the policies are required.

The results of the monitoring and evaluation program will be presented annually in a public report to the Planning Commission. The report should include proposed revisions to the Plan to promote its viability and the viability of the county planning process. This report, for maximum effectiveness, will be prepared in accordance with the County's annual budget cycle, so proposed work items can be included in budget requests.

Performance measurement can be used to help the City of Spokane, Spokane County and the other jurisdictions establish priorities, take joint actions and direct resources to solve problems identified in the Spokane County Comprehensive Plan, as well as comply with RCW 36.70A.180, which states that each county must produce a yearly report and submit it to the Washington Department of Community, Trade and Economic Development.

Spokane County Comprehensive Plan



Appendix C-Interim Regional LOS

Appendix C Interim Regional LOS

**Spokane County
Steering Committee of Elected Officials**

**INTERIM
REGIONAL MINIMUM LEVEL OF SERVICE (LOS) FOR:**

- ◆ Police Protection ✓
- ◆ Fire Protection
- ◆ Public Transit
- ◆ Street Cleaning
- ◆ Storm Water —
- ◆ Solid Waste Processing
- ◆ Domestic Water
- ◆ Sanitary Sewer
- ◆ Transportation

(Accepted by Steering Committee May 3, 1996)

INTERIM
REGIONAL MINIMUM LEVEL OF SERVICE (LOS)

POLICE PROTECTION

COMPONENTS OF THE URBAN SERVICE:

- Police Protection

REGIONAL MINIMUM LEVEL OF SERVICE (LOS) FOR EACH COMPONENT:

(It is recommended that the County Wide Planning Policies be amended to delete the requirement for a regional minimum level of service standard for police protection. This issue should be left to the local jurisdictions to address in the policies and Capital Facilities elements of their individual Comprehensive Plans.)

Each jurisdiction shall specify in its Comprehensive Plan a level of police protection that addresses the safety of its citizens.

existing

INTERIM
REGIONAL MINIMUM LEVEL OF SERVICE (LOS)

FIRE PROTECTION

COMPONENTS OF THE URBAN SERVICE:

- Fire Protection
- Fire Code Enforcement
- Emergency Medical Services

REGIONAL MINIMUM LEVEL OF SERVICE (LOS) FOR EACH COMPONENT:

Fire Protection

1. Urban areas, for those jurisdictions in excess of 5,000 population, shall be served by a fire department / fire district with a (*Washington Survey and Rating Bureau or Insurance Services Office*) Fire Protection Class rate of 6 or better.
2. All jurisdictions, regardless of size, shall ensure that urban areas have adequate fire flow and hydrant distribution in accordance with the edition of the Uniform Fire Code adopted by the jurisdiction.
3. Urban Areas shall be within 2 ½ road miles from an operating fire station that provides service with a "class A" rated pumper, unless:

All structures constructed in the platted area are equipped with a fire sprinkler which is rated in accordance with the edition of the Uniform Fire Code adopted by the jurisdiction at the time the building permit is issued and is located within 5 road miles of an operating fire station that provides service with a "class A" rated pumper.

Fire Code Enforcement

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

Emergency Medical Services

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 saving (BLS) unit within 2.5 miles; and,
 - B. An operating advanced life saving (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.

INTERIM
REGIONAL MINIMUM LEVEL OF SERVICE (LOS)

PUBLIC TRANSIT

COMPONENTS OF THE URBAN SERVICE:

- Public Transit

REGIONAL MINIMUM LEVEL OF SERVICE (LOS) FOR EACH COMPONENT:

Jurisdictions within the Public Transit Benefit Area (PTBA) shall have policies consistent with the level of service (both physical and financial) adopted by the Spokane Transit Authority (STA) Board of Directors.

INTERIM
REGIONAL MINIMUM LEVEL OF SERVICE (LOS)

STREET CLEANING

COMPONENTS OF THE URBAN SERVICE:

- Street Cleaning Plan

REGIONAL MINIMUM LEVEL OF SERVICE (LOS) FOR EACH COMPONENT:

1. Each jurisdiction within the non-attainment area shall develop and use a street cleaning plan, coordinating with Spokane County Air Pollution Control Authority (SCAPA) as the oversight agency, to meet mandated Particulate Matter (PM) dust standards.
2. Specifically, 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 necessarily be limited to the following:
 - Street sweeping frequency and technology to be employed.
 - Factors for determining when and where to initiate street sweeping following a sanding event, with the goal of expeditious removal when safety and mobility requirements have been satisfied.
 - Sanding reduction goal.
 - Sanding materials specifications to be employed.
 - Locations, application rates and circumstances for use of chemical de-icers and other sanding alternatives.
 - Identification of priority roadways (> 15,000 average daily traffic count).

INTERIM
REGIONAL MINIMUM LEVEL OF SERVICE (LOS)

STORM WATER

COMPONENTS OF THE URBAN SERVICE:

- Facility design requirements for new development
- Facility design requirements for existing development
- Storm water discharge requirements

REGIONAL MINIMUM LEVEL OF SERVICE (LOS) FOR EACH COMPONENT:

New development shall:

1. Not increase runoff volume off-site above that which would occur if the developed property was in its natural state.
2. Prevent flooding of property, outside specified drainage easements and specified drainage facilities, during a 25-year 24-hour storm event.

(Note: This level of protection means that properties will probably be flooded more frequently than once every 25 years. Designing a facility to handle a 25 year runoff event should result in flooding on an average of no more than once every 25 years. A 25 year runoff event includes not only the precipitation from a 25 year storm but also snow melt and other additions to the flow in the drainage way.)

3. Prevent damage to buildings and accessory structures for a 100 year storm event.

Existing development shall:

1. Prevent flooding of property, outside specified drainage easements and specified drainage facilities, during a 25 year storm event whenever economically reasonable. This means that the greatest protection possible, up to a 25 year storm event protection, will be the goal.
2. Prevent damage to buildings and accessory structures for 100 year storm events whenever economically and environmentally reasonable. This means that the greatest protection possible, up to a 100 year storm event protection, will be the goal.

Storm Water Discharge

1. Storm water discharge to any surface or ground waters will be allowed unless it can be demonstrated that the discharge will degrade water quality below water quality standards.

Existing Interim Regional Level of Service Standard

New development shall:

- * Not increase runoff volume off-site above that which would occur if the developed property was in its natural state.
 - * Prevent flooding of property, outside specified drainage easements and specified drainage facilities, during a 25-year, 24-hour storm event. *(Note: This level of protection means that properties will probably be flooded more frequently than once every 25 years. Designing a facility to handle a 25-year runoff event should result in flooding on an average of no more than once every 25 years. A 25-year runoff event includes not only the precipitation from a 25-year storm but also snowmelt and other additions to the flow in the drainage way.)*
-

Recommended Changes:

New Development shall:

- * Not increase runoff volume off-site above that which would occur if the developed property was in its ^{CURRENT} ~~pre-existing natural~~ state unless discharge is to a regional stormwater facility approved by the community of jurisdiction (city, county or town.) *(OR OTHER FACILITY)*

- * Prevent flooding of property, outside specified drainage easements and specified drainage facilities during a 25-year, 24-hour ~~storm~~ rain event.

Note: The note in parentheses was deleted.

INTERIM
REGIONAL MINIMUM LEVEL OF SERVICE (LOS)

SOLID WASTE PROCESSING

COMPONENTS OF THE URBAN SERVICE:

- Solid Waste Processing

REGIONAL MINIMUM LEVEL OF SERVICE (LOS) FOR EACH COMPONENT:

The processing of solid waste will meet all applicable Federal and Washington State regulations, including maintaining any required facilities licenses.

INTERIM
REGIONAL MINIMUM LEVEL OF SERVICE (LOS)

DOMESTIC WATER

COMPONENTS OF THE URBAN SERVICE:

- Domestic Water Supply
- System Design
- Fire Flow

REGIONAL MINIMUM LEVEL OF SERVICE (LOS) FOR EACH COMPONENT:

Domestic Water Supply

1. The existing level of service for Spokane County water purveyors is to store 1/4 maximum day demand or 800 gallons per residential equivalent per day, which is the Department of Health minimum supply requirement for 100 connections or more. This is in addition to the requisite fire flow rate and duration requirements. This level of service is adequate for future planning purposes for minimums if minimal pressures and standards are maintained during peak demand and fire flow.
2. Emergency or reserve storage volumes should be determined by Department of Health standards. These standards state that:
 - o If the supply to the area is singular (a single source), a standby storage volume of 800 gallons per housing unit is required.
 - o If there are multiple supplies to the area, 800 gallons per housing unit are required, less the volume that could be provided through the other supply facilities over a period of one day with the largest supply facility out of service.
 - o The minimum requirement is 200 gallons per housing unit.

System Design

1. All water purveyors depend on developer extensions for the expansion of their systems. For new construction, water systems are designed to ensure that minimum flow requirements can be met principally through the adequate sizing of pipes and the systematic development of a grid. Pipe sizes shall be established to provide adequate service and fire flows during peak demands. The Department of Health requires a pipe size of no less than 6 inches unless it can be shown by hydraulic analysis that a smaller line is adequate.

2. Distribution pipe lines 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.

Fire Flow

1. During fire flow conditions the system shall be sized to provide 20 psi minimum pressure and positive pressure throughout the distribution system at peak hourly demand in combination with fire flow when it is required per WAC 246-290-230(5). Fire flow rate and duration requirements are to be specified by the local fire authority or Public Water System Coordination Act, whichever is more stringent.

Water systems located in Spokane County are governed under the Water Coordination Act. As a result, these minimum fire flow rates and durations shall apply for residential, commercial, and industrial developments. Greater fire suppression requirements may be specified by the local fire authority, County Fire Marshall and/or locally adopted Coordinated Water System Plan.

The magnitude of fire suppression storage is the product of fire flow rate and duration established by the local fire authority in both incorporated and unincorporated areas. The purpose of storage is to maintain a satisfactory level of service as demand varies with the time of day, to ensure continued service during time periods when the normal water supply is unavailable, and to assure that adequate fire flow capacity is available.

2. Fire hydrants shall conform to the American Water Works association standard for Dry Barrel Fire Hydrants, AWWA C502, with hydrant spacing determined by the local fire authority. Generally speaking, in Spokane County the maximum distance between hydrants in residential areas and planned unit developments (PUDs) is 600 feet; however, this may be reduced to a spacing of 300 feet if the fire flow requirement exceeds the capability of the practical limits of the hydrant design delivery rate and fire apparatus pumping capability.

In commercial, industrial, public facility, apartments, certain PUDs and high life hazard district areas the maximum distance between hydrants is 300 feet.

INTERIM
REGIONAL MINIMUM LEVEL OF SERVICE (LOS)

SANITARY SEWER

COMPONENTS OF THE URBAN SERVICE:

- Density Requirements
- Design Standards
- Treatment

REGIONAL MINIMUM LEVEL OF SERVICE (LOS) FOR EACH COMPONENT:

Density Requirements

1. Urban areas, for those jurisdictions in excess of 1,000 population, will be provided with waste water collection and transport systems where average densities exceed two (2) equivalent residential units (eru) per net acres.

(Note: Some development regulations allow clustering development on large parcels of land which could reduce the average density below 2 eru and thus negate the sanitary sewer requirement. Under these conditions, only the area that is developed will be used to determine the average density.)

(ERU - An equivalent residential unit is defined as a residential dwelling with 2.5 persons living in it (and/or 300 gallons per day), or a non-residential development which will produce the same average daily flow of waste water.)

Design Standards

1. 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.

Treatment

1. Wastewater will be transported to centralized waste water treatment facilities.
2. Centralized wastewater treatment and effluent disposal facilities will be planned, designed, and constructed to provide effluent that does not degrade the quality of surface or ground water of the State of Washington. Planning and design for waste water 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.

(Note: Centralized wastewater treatment facilities means a sewage system owned or operated by a city, town, municipal corporation, county, political subdivision or 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.)

INTERIM
REGIONAL MINIMUM LEVEL OF SERVICE (LOS)

TRANSPORTATION

COMPONENTS OF THE URBAN SERVICE:

- Transportation LOS methodology

REGIONAL MINIMUM LEVEL OF SERVICE (LOS) FOR EACH COMPONENT:

Transportation LOS Methodology

Corridor Travel Time will be used to establish the minimum level of service on the regional transportation system. Secondly, interim travel times should be based on the average annual travel time that has been field collected using established congestion management system corridors. Interim corridors will be reviewed and extended to reach the interim urban growth areas boundaries once adopted, after which travel time will be reevaluated to take into account longer distances and potentially future land use designations. Final level of services standards would be adopted once final urban growth areas are established.

Spokane County Comprehensive Plan



Appendix D-Siting Essential Public Facilities

Appendix D Siting Essential Public Facilities

**Spokane County
Regional Siting Process
for
Essential Public Facilities**

July 25, 2002

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Executive Summary

Spokane County and the towns and cities of Airway Heights, Cheney, Deer Park, Fairfield, Latah, Liberty Lake, Medical Lake, Millwood, Spangle, Spokane, Rockford, and Waverly are required to plan for essential public facilities (EPFs) pursuant to the Growth Management Act (GMA). RCW 36.70A. The Steering Committee of Local Elected Officials for Spokane County (Steering Committee) through the County Wide Planning Policies along with the “Growth Management Essential Public Facilities Technical Committee Report” adopted on May 3, 1996 set forth a model project review process for the siting of EPFs. All jurisdictions provided a mechanism in their Comprehensive Plans to utilize the model project review process either verbatim or as a model.

Recently the Legislature passed two laws addressing siting of EPFs. In June 2001 the state enacted 3ESSB 6151, and in March 2002 the state enacted ESSB 6594. These laws require counties and cities fully planning under GMA to include a process in their Comprehensive Plans to provide for the siting of Secure Community Transition Facilities (SCTFs).

In 2001 planning staff from all jurisdictions in Spokane County formed a task force to cooperatively develop a regional siting process for all essential public facilities, including SCTFs. The Essential Public Facilities Task Force, with assistance from the Office of Community Development (OCD), the Department of Social and Health Services (DSHS), and technical staff from the jurisdictions developed a regional siting process for essential public facilities titled *Spokane County Regional Siting Process for Essential Public Facilities*.

The regional process provides for a review process with a location analysis. Public involvement takes place throughout the process with public comment periods as well as public hearings. The review process requires the applicant for an EPF to assume responsibility for the bulk of the analysis and processing of the proposal. The analysis includes two parts. First, an analysis of functional criteria of all potential sites is conducted to select the highest-ranking ten (10) semi-finalist sites. Second, these ten semi-finalist sites are analyzed using more qualitative criteria and resulting in selection of at least three (3) preferred sites. Both analyses include public comment periods. Next, the Board of County Commissioners (BoCC) conducts a public hearing on the Preferred Site List to allow for further public comment, identify strategies to address any issues associated with particular sites, and rank the finalist sites. The BoCC ranking is advisory to but not binding on the applicant. Last, the applicant, after selecting a specific site, will work directly with a local jurisdiction and its regulatory requirements to permit construction and operation of the EPF.

The regional siting process is based on a coordinated interjurisdictional approach, which in combination with consistent development regulations among the jurisdictions will implement the requirement of equitable distribution of EPS of a statewide or regional/countywide nature.

Acknowledgments

This regional siting process for essential public facilities is the result of a collaborative countywide process including a range of participants. It is founded on the Growth Management Essential Public Facilities Technical Committee Report approved by the Steering Committee of Elected Officials on May 3, 1996. The process was crafted by a task force consisting of representatives from all planning jurisdictions in the county. From there, it was reviewed by various technical committees, and endorsed by all jurisdictions' planning commissions and elected officials.

EPF Task Force members:

Airway Heights:	Stephen Roberge
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Deer Park:	Roger Krieger, Kathy Marcus
Fairchild Air Force Base:	John Gibson
Fairfield:	Kathy Marcus
Latah:	Kathy Marcus
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Rockford:	Bill Grimes
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City of Spokane, EPF Technical Advisory Committee:

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Human Services:	June Shapiro
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Key Elements of Spokane County Regional Siting Process for Essential Public Facilities

I. Essential Public Facilities

Definition of an EPF

Essential Public Facilities (EPFs) are defined as follows:

Essential public facilities include those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020. (RCW 36.70A.200)

Clarification of Utilities

Utilities, as defined in the Countywide Planning Policies for Spokane County (CWPPs), are excluded from this EPF regional siting process. In general, a “utility” refers to a system of delivery, as opposed to a facility at which processing and/or treatment occurs. For example, delivery systems such as sewer pipes are utilities, whereas the wastewater treatment plant itself is an EPF. Siting issues concerning utilities shall be addressed within each jurisdiction’s comprehensive plan.

Ownership

If the services provided meet an essential public need, the facility may be considered essential, regardless of whether it is publicly or privately owned. An EPF may include a facility providing or housing a needed public service that is:

- provided by or substantially funded by government, or
- provided by a private entity subject to public service obligations¹, or
- on an officially adopted state, regional, county or local community EPF list.

II. EPF’s Level of Significance

Siting Process Determination

The regional siting process outlined herein applies to siting EPFs of statewide or regional/countywide significance. EPFs of local significance will be sited according to the process in place for each local jurisdiction. (See Appendix A for classification guidelines and examples.)

¹ The 1996 Growth Management Essential Public Facilities Technical Committee Report defines a public service obligation as “an obligation imposed by law on service providers to furnish facilities and/or supply services to all who may apply for and be reasonably entitled to service.”

If a proposed facility is not listed in Appendix A, the Board of County Commissioners (BoCC) is responsible for determining whether the proposal is an essential public facility, and if so, its level of significance. To aid in this determination, the project applicant shall identify the potential area of adverse impact and public benefit. If it is determined that a proposed EPF is of statewide or regional/countywide significance, the regional process for siting EPFs shall be carried out as described herein.

III. Public Involvement

Public involvement is a key part of the siting and decision process. While answers to some of the site selection criteria will be fairly straightforward and objective, assessment of other criteria may require a subjective judgment based on public opinion and community values. To a large extent, the nature of the EPF will determine the appropriate level and type of citizen participation in the siting process. (See Appendix B for guidelines and options for a public involvement strategy.)

IV. Review Process: Roles and Responsibilities

Board of County Commissioners

The BoCC has three main roles in this regional siting process. As mentioned above, if there is a question as to whether a proposal is an EPF, it is the body that makes that determination. Also, it is responsible for resolving any conflict arising from an applicant's unwillingness to comply with a public, agency or departmental request for further study or analysis.

Finally, the BOCC is the body that conducts the public hearing on the Preferred Site List. The purpose of this hearing is to allow the public to comment on the finalist sites, identify strategies to address any issues associated with particular sites, and rank the finalist sites. The BoCC ranking is advisory to but not binding on the applicant.

Applicant

The applicant assumes responsibility for the bulk of the analysis and processing of its proposal. The applicant performs the Functional and Qualitative Analyses, and generally coordinates and conducts the various elements of the process including public involvement, review by other agencies and jurisdictions, SEPA analysis, and notification requirements.

V. Location Analysis

EPFs shall be located based on their respective siting and service delivery criteria, regardless of Urban Growth Area (UGA) boundaries.²

² See CWPP 6.2.

Equitable Distribution

In addition, site selection shall conform to the following Equitable Distribution Philosophy³:

The procedural process for siting EPFs shall be consistent within all Spokane County jurisdictions, including consistent siting criteria and development regulations, so as to ensure that:

- (1) no jurisdiction will be viewed by virtue of the siting process or review criteria more or less favorably than another with regard to locating a particular EPF;
- (2) service providers are able to locate to meet their client's needs; and
- (3) predictability of development regulations will help project developers to select and develop sites.

Criteria for Assessment

Some types of information are more easily evaluated through objective criteria, while other questions involve a more subjective assessment. Therefore, potential sites shall be identified through both objective and subjective assessments of various types of information.

First, an analysis of functional criteria is performed. These criteria may vary, depending on the operational and location requirements for the particular type of facility proposed. GIS (Geographic Information Systems) or equivalent geographic and demographic data analysis is used to identify a range of alternative semi-finalist sites (approximately ten) that meet the applicant's basic siting criteria. A site survey must then be performed for each of those sites in order to confirm the findings and assess the potential for negative impacts and possible mitigation strategies. During the second stage of analysis, the public evaluates these semi-finalist sites based on more qualitative criteria. As part of the functional and qualitative analyses, the applicant routes the proposal to effected agencies and jurisdictions for a minimum 30-day comment period.

Finally, the criteria are weighted and the list of potential sites is further narrowed down to approximately three sites that reflect legal requirements and public preference. A narrative example of this analysis process is provided in Appendix C.

Functional Analysis

This step in the location analysis consists of an evaluation of a site's capability of meeting the basic siting criteria for the proposed EPF.

As part of this step, the applicant shall publish notice of the proposal as well as a Notice of Availability of Functional Analysis regarding an Essential Public Facility, according to the requirements described in Appendix B herein. In addition, the applicant will distribute the proposal and the functional analysis for a minimum 30-day comment period to all jurisdictions within Spokane County, as well as agencies, special purpose districts, and other interested parties.

³ Based on the Technical Committee Report's Essential Public Facilities Equitable Distribution Philosophy, which was adopted by the Steering Committee on October 6, 1995. Also referenced in CWPP 3.15 and CWPP 6.2(d).

Data and site analysis will be conducted for factors on the applicant's list of basic siting requirements. The functional analysis will also address other relevant factors, including but not limited to those listed below. In addition, comments from members of the public and affected agencies and jurisdictions may identify other factors requiring analysis.

- (1) available minimum acreage required for the particular type of EPF;
- (2) protection of the natural environment, such as air quality, open space corridors, natural resource areas and critical areas;
- (3) protection of public health and safety, through proximity to and available capacity of various services, including the location's access to law enforcement, fire protection and other public safety or emergency response services, as well as other aspects of public safety and public health, such as spill containment, reduction of crime opportunity, proximity to particularly sensitive receptors or electromagnetic force impacts;
- (4) adequate capacity available in the transportation network, as determined from systems such as Level of Service Standards and concurrency management;
- (5) adequate access to the required transportation networks, such as highways, municipal street systems, mass transit, railroad, and air;
- (6) adequate capacity available from supporting public facilities and public services, such as social services and utilities such as sewer, water, and solid waste;
- (7) county-wide equitable distribution, based on existing sites;
- (8) consistency with existing land use and development in adjacent and surrounding areas; and
- (9) compatibility with existing comprehensive plan land use designations and development regulations for the site and surrounding areas.

Sites will be ranked based on a formula where each factor is assigned a number indicating the extent to which that particular site satisfies that siting requirement for the proposed facility. (See Appendix D for potential siting criteria for various types of facilities.) The end product of this stage of analysis is a list of approximately ten (10) alternative semi-finalist sites.

Qualitative Analysis

The ten (10) semi-finalist sites that ranked highest in the functional analysis will be selected for further evaluation using more qualitative criteria. A public process will be conducted to assess the political, economic, legal and social impacts of the EPF, as well as the extent of public need for the facility. In the end, all semi-finalist sites must be available for lease for the anticipated use period or for purchase, with the consent of the owner.

This stage of analysis will result in a general description of the relative impacts associated with the proposed EPF at each of the semi-finalist sites, including but not limited to the following factors.

- (1) present and proposed population densities of the surrounding area;
- (2) presence of archeological, cultural and historical sites;
- (3) site design;
- (4) availability of a labor pool;
- (5) availability of affordable housing;

- (6) spin-off (secondary and tertiary) impacts (e.g., traffic, economic, social);
- (7) potential for associated development being induced by the siting of the EPF; and
- (8) proposed mitigating measures to alleviate or minimize significant potential adverse environmental impacts, including those from closure of or lack of siting an EPF.

The findings at this stage will be balanced against the public need for the proposed facility, and justification, if any, for why the proposed facility needs to be in a particular proposed location. An important ingredient at this stage is the dialogue that takes place between the proponent and the public regarding mitigation strategies to address potential adverse impacts.

Each factor will be assigned a number indicating the extent of impact anticipated for the proposed EPF at each site. The end product of this stage of analysis is a list of approximately three (3) alternative finalist sites.

As part of this step in the location analysis, the applicant shall publish a Notice of Availability of Qualitative Analysis regarding an Essential Public Facility, according to the requirements described in Appendix B herein. In addition, the applicant will distribute the qualitative analysis for a minimum 30-day comment period to all jurisdictions within Spokane County, as well as agencies, special purpose districts, and other interested parties. Comments received from members of the public and affected agencies and jurisdictions may identify additional qualitative factors requiring analysis.

Scoring Matrix: Weighted Analysis

Finally, a scoring matrix is used to rank the sites in order of preference. The scores in the matrix reflect weighted values that are assigned to the various functional and qualitative criteria based on how important each criterion is to the community. The conversation that results in this determination is a key part of the public participation conducted during this siting process. (See Appendix B for a summary of public involvement strategy guidelines.)

VI. Preferred Site Review

Public Hearing

Satisfactory completion of all preceding required review procedures, including weighted analysis, results in selection of at least three (3) preferred sites. The final public hearing assesses these finalist sites for the factors listed below.

The BoCC conducts the public hearing on the Preferred Site List. The purpose of this hearing is to allow the public to comment on the finalist sites, identify strategies to address any issues associated with particular sites, and rank the finalist sites. The BoCC ranking is advisory to but not binding on the applicant.

Urban Impact

The proposed EPF shall be reviewed for impacts on regional growth planning concepts, including but not limited to the urban nature of the facility, existing urban growth near the facility site, compatibility of urban growth with the facility, compatibility of facility siting with respect to Urban Growth Area boundaries, and urban sprawl.

Site Development Criteria

Proposed EPFs shall also be reviewed for site development criteria including the time required for construction, property acquisition, control of on and off-site impacts during construction, and the possibility of expediting and streamlining necessary government approvals and permits.

Cost Sharing

Finally, the proposed EPF shall be reviewed to determine if the financial impact on the jurisdiction can be reduced or avoided. The review will identify potential economic impacts from closure or lack of siting an EPF and include mitigation strategies to minimize impacts (i.e., bond or insurance).

Intergovernmental agreements will be established to mitigate any disproportionate financial burden that may fall on the jurisdiction that becomes the site of an EPF of statewide or regional/countywide significance. Especially in the case of an EPF of statewide significance, the proponent state agency may be required to mitigate costs related to siting the facility. In addition, all proponent entities are required to assume full responsibility for the costs of operating and maintaining their facility, and this burden shall not fall on the jurisdiction in which the facility is sited (unless the jurisdiction so desires).

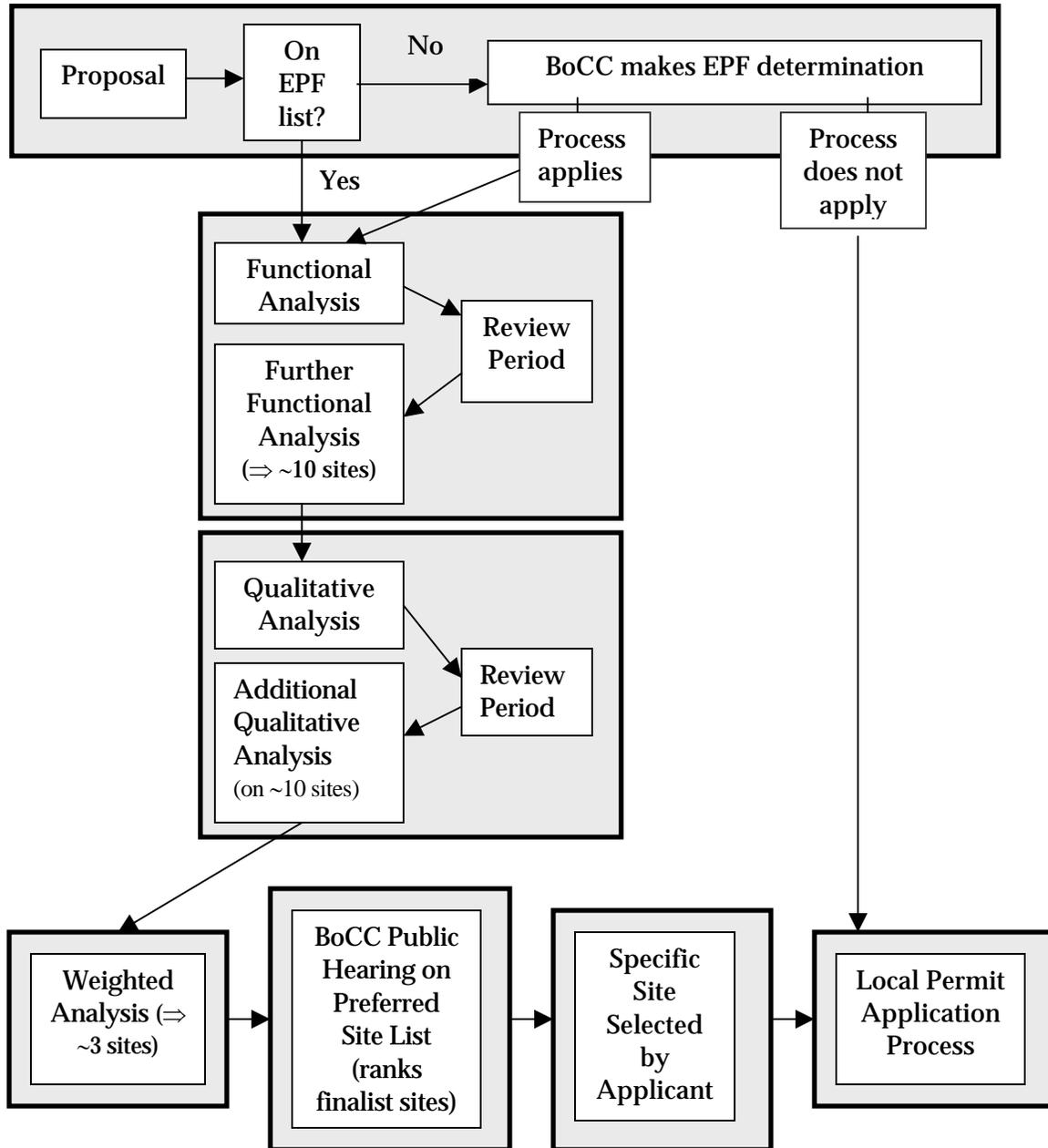
VII. Local Siting Process

Following final selection of the most appropriate site, the applicant will then work directly with that local jurisdiction and its regulatory requirements to permit the construction and operation of the EPF.

A coordinated interjurisdictional approach is essential in order to fully implement the regional siting process requirement for equitable distribution of EPFs of a statewide or regional/countywide nature. For this reason, except for unique circumstances, each jurisdiction's specific project review guidelines, siting criteria, and development regulations (land use) are expected to be consistent with all other jurisdictions in Spokane County for the siting of EPFs of a statewide or regional/countywide nature.

VIII. Process Flow Chart

The basic stages of the regional siting process are as follows:



APPENDIX “A”: Level of Significance

The proposed essential public facility (EPF) will be classified as having statewide, regional/countywide or local significance according to the following.

Essential Public Facilities of a State-wide Nature

EPFs having statewide significance are major facilities that provide a needed public service affecting, or potentially affecting, residents and/or property located in two (2) or more Washington State counties and may be included on the Washington State Office of Financial Management list of EPFs. These facilities include, but are not limited to: regional transportation facilities, such as commercial and military airports, freeways, highways and beltways; state correctional facilities; secure community transition facilities; state social services; state parks; and state higher-educational facilities.

Essential Public Facilities of a Regional/County-wide Nature

EPFs having regional/countywide significance are local or interlocal facilities providing a needed public service affecting, or potentially affecting, residents and/or property located in two or more Spokane County jurisdictions. They include, but are not limited to: general aviation airports; county correctional facilities; regional transportation system; public transit maintenance and operational facilities; regional solid waste disposal/recycling/composting/handling facilities; community colleges; regional wastewater treatment facilities; arenas, stadiums and other entertainment facilities; and regional social and health services such as inpatient hospitals, mental health facilities, substance abuse treatment centers, and group homes (including adult family homes, boarding and retirement homes, and nursing homes).

Essential Public Facilities of a Local Nature

EPFs having local significance are facilities providing a needed public service affecting or potentially affecting only residents and/or property within the jurisdiction in which they are located.

Local jurisdiction’s comprehensive plans shall provide for additional locally significant public facilities that are also likely to be considered as “essential”. For example, the following may fall into such a list: fire stations, police stations, child care facilities, public libraries, community parks, recreation facilities, community centers, local social services, and elementary, middle and high schools, etc.

When developing locally significant EPFs, the jurisdiction shall document their reasons for adding a particular type of facility to the local list. There shall be relative consistency of these lists from one jurisdiction to the next, in order to avoid forcing the siting of a particular facility in one jurisdiction or another and to assist in meeting service providers’ permitting needs.

In order to allow each Spokane County jurisdiction to determine a proposal's classification, the project applicant shall identify the potential area of adverse impact and public benefit.

If it is determined that a proposed EPF is of statewide or regional/countywide significance, the process for siting EPFs shall be carried out as described herein. (See Appendix E for an Inventory of all EPFs of a statewide or regional/countywide significance that are located within Spokane County, as well as a map showing the location of each facility.)

APPENDIX “B”: Public Involvement Strategy Guidelines

Every process to site an EPF shall include methods to provide early notification and involvement of affected citizens and jurisdictions, thus allowing for opportunities to comment on the proposal. The nature of the EPF shall be considered when determining the appropriate level and type of citizen participation in the siting process.

Applicants for statewide and regional/countywide significant EPFs shall initiate a citizen participation program prior to final site selection. The program shall include community involvement in the screening process for the identification of alternative sites most suitable for locating a given EPF. This process shall be documented and the documentation provided to the reviewing jurisdiction.

Along with public input on site selection, citizen participation shall include involvement with issues such as but not limited to:

- Administration of state contract services
- Air pollution
- Air traffic
- Availability of utilities
- Building design
- Change in type of traffic
- Cost of closure
- Encroachment on other land uses
- Environmental impacts
- Groundwater contamination
- Hazardous materials
- Hours of operation
- Increase in traffic
- Lighting
- Litter
- Noise
- Odor
- Operational costs
- Parking
- Periodic high use
- Risk of disaster
- Safety
- Site design (within the range of feasible costs and technical requirements)
- Stimulus to changing character

• Procedural Requirements

The process for citizen involvement shall include the following elements:

- The applicant shall publish notice of the proposal in those newspapers designated by the affected jurisdictions.
- As part of both the functional and qualitative step in the location analysis, the applicant will distribute the proposal for a minimum 30-day comment period to all jurisdictions within Spokane County, as well as agencies, special purpose districts, and other interested parties.
- In addition, the application shall conduct open houses or workshops as appropriate, and at least one public hearing.
- The applicant will provide additional public participation opportunities according to the guidelines set forth in WAC 365-195-600 and the Spokane County Public Participation Program Guidelines.

APPENDIX “C”: Evaluation Example

The following narrative provides an example of the two-step assessment and the scoring matrix used in the location analysis portion of the regional siting process for essential public facilities.

Potential sites shall be identified through both objective and subjective assessments of various types of information. First, an analysis of Functional Criteria will be performed. These criteria will vary slightly, depending on the operational and location requirements for the particular type of facility proposed. Once a range of alternative sites are identified which meet the applicant’s basic siting criteria, these semi-finalist sites will be subjected to public evaluation based on more subjective Qualitative Criteria. Finally, a scoring matrix is used to rank the sites in order of preference based on weighted values assigned through a public process.

For example, the functional assessment step might involve analysis for such factors as public safety, availability of support services, environmental impact, distribution equity, and land use designation.

1. **Public safety** – The location’s access to law enforcement, fire protection and other public safety or emergency response services. Also includes other aspects of public safety and public health, like spill containment, reduction of crime opportunity, proximity to particularly sensitive receptors or electromagnetic force impacts.
2. **Availability of support services** – The location’s access to necessary support services, like airports, prisons, medical facilities, public transit, utilities, libraries or schools.
3. **Environmental impact** – The overall assessment, SEPA-style, of the project’s impacts to earth, air, water, traffic, noise, light, aesthetics or other categories of environmental evaluation.
4. **Distribution equity** – The relative saturation of EPFs in proximity to the proposed location.
5. **Land Use Designation** – Each jurisdiction’s comprehensive plan land use designations for the potential sites and surrounding areas.

The qualitative assessment step might involve analysis for such factors as economic impact, aesthetic impact, and the extent to which the site’s impacts might be mitigated.

6. **Economic impact** – The location’s susceptibility to negative economic impact (or positive economic impact) as a result of the project.
7. **Aesthetic impact** – The location’s visual sensitivity to the type of project the EPF represents.
8. **Mitigatability** – The project’s ability to offer compensation (financial or other incentives, provision of amenities, etc.) or design modifications to mitigate the location’s specific concerns.

A scoring matrix would look something like the one shown below. Initially, the individual sites (completely hypothetical) are scored against the Criteria on a scale of 1 to 5, five being the most favorable score. These scores are then assigned a Weight on a scale of 1 to 5, five being most preferred or important. The initial score for each of the functional and qualitative criteria are then

multiplied by that weighted value to produce the Total Score for each criterion, by site. The Final Score for each site is the sum of the resulting weighted Total Scores for each criterion.

Criteria	1	2	3	4	5	6	7	8	
Site 1 Score	4	4	4	3	3	2	1	5	
Site 2 Score	3	5	3	5	4	2	4	3	
Site 3 Score	4	3	5	4	5	1	1	1	
Site 4 Score	1	3	2	2	2	3	5	2	
Weight	5	4	3	3	3	3	2	2	
Total Score									Final Score
Site 1	20	16	12	9	9	6	2	10	84
Site 2	15	20	9	15	12	6	8	6	91
Site 3	20	12	15	12	15	3	2	2	81
Site 4	5	12	6	6	6	9	10	4	58

In this example, Site 1 barely nudges out Site 3 as the second most preferred site for this particular EPF. Site 3 scores highly with respect to public safety, environmental impact, distribution equity, and consistency with the comprehensive plan’s land use designation, but it has some negative economic impact, would probably look bad and would be difficult to mitigate.

Site 4 presents an alternative which scores rather poorly on all but the aesthetic criteria. It involves a risk to public safety, a negative environmental impact, distribution inequity, weak consistency with the comprehensive plan’s land use designations, some economic impact, and would be difficult to mitigate, but it will look sharp.

APPENDIX “D”: Siting Criteria for EPFs

Following is the Dept. of Social and Health Services’ April 2002 “Summary of Key Statutory Siting Requirements” relative to Secure Community Treatment Facilities (SCTFs). This appendix may be supplemented at a later date to include siting criteria for other types of EPFs.

Summary of Key Statutory Siting Requirements

- **Planning.** By September 1, 2002, cities and counties must establish or amend their processes for identifying and siting essential public facilities and amend development regulations as needed to provide for siting of secure community transition facilities (SCTFs).
- **Non-Compliance with Planning Requirements.** Failure to act by 9/1/2002 is NOT a condition that would disqualify county or city from receiving public works trust funds, water pollution control facility grants, etc., or be a basis for a Growth Management Hearings Board Review or private cause of action.
- **Preemption.** After October 1, 2002, the state preempts and supersedes local plans, development regulations, permitting requirements, inspection requirements, and all other laws as necessary to enable the department to site, construct, renovate, occupy, and operate SCTFs in the following counties or any of their cities that fail to complete the required planning consistent with state law by 9/1/2002: Clark, King, Kitsap, Snohomish, Spokane, and Thurston Counties.
- **Immunity from liability.** Cities and counties are immune from causes of action for civil damages related to the siting of SCTFs. Cities and counties and their law enforcement officers are also immune from causes of action for civil damages when officers responds in good faith to emergency calls involving SCTF residents.
- **Risk potential activities/facilities.** Defined as public and private schools, school bus stops, licensed day care, licensed preschools, public parks, publicly dedicated trails, sports fields, playgrounds, recreational and community centers, churches, synagogues, temples, mosques, and public libraries. Does not include bus stops established primarily for public transit.
- **Proximity to risk potential facilities.** SCTF not permitted to be located adjacent to, immediately across the street or parking lot from, or within line of sight of a risk potential activities/facilities in existence at the time a site is listed for consideration. “Within line of sight” means that it is possible to visually distinguish and recognize individuals. Give great weight to sites that are the farthest removed from risk potential locations.

- **Response Time.** Requirement to site in areas in which it is possible to “endeavor to achieve an average five-minute response time by law enforcement” has been deleted.
- **Equitable Distribution.** In considering potential sites, give great weight to “equitable distribution factors” (i.e., number of residential facilities operated by Dept of Corrections, residential facilities operated by DSHS Mental Health Division, and Level 2 and Level 3 sex offenders in each jurisdiction).
- **Public Safety and Security Criteria.**
 - ◆ Visibility between SCTF and adjacent properties is limited or barriers can be established to limit visibility;
 - ◆ Electronic monitoring devices/systems are available and are functional in the area;
 - ◆ Existing building, if used for an SCTF, is suitable or can be feasibly modified; and
 - ◆ Adequate security and back-up system resources can be installed at the site and contractor/maintenance services are available on 24/7 basis.
 - Security panel must be commercial grade with tamper-proof switches and key-lock to prevent unauthorized access.
 - All staff must be issued personal panic devices.
 - All staff must be issued and wear photo ID badges.
- **Other Siting Requirements.**
 - ◆ Site must be in area with access (reasonable commute distance) to medical, mental health and sex offender treatment providers, and community services such as employment, educational and other services.
 - ◆ Treatment providers must be available – this means the providers are qualified, willing to provide services, and within a reasonable commute.
 - ◆ Site must be in location suitable for programming, staffing and support considerations.
 - ◆ The SCTF property must be available at reasonable purchase or lease cost.

Note: Public safety and security criteria – including distance of SCTF from risk potential locations – must be given the greatest weight.

APPENDIX “E”: Inventory of EPFs

Attached are an inventory of all EPFs located in Spokane County that are of a statewide or regional/countywide significance, and a map showing the locations of those EPFs.

Staff Note: The map is available by contacting the Spokane County Division of Planning.



Appendix E-Little Spokane River
Trails/Pathways

Appendix E
Little Spokane River Trails & Pathways

*Little Spokane River Valley
Trails & Pathways System*

CONCEPT PLAN

2002

A collaborative effort of:



*Friends of the Little Spokane River Valley
Trail Committee*



**National Park Service
Rivers, Trails & Conservation
Assistance program**

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FORWARD

Trails enhance the quality of life in a community. They reduce commuter congestion, promote fitness, offer recreational opportunities, and can provide a connection with nature. Trails link neighborhoods to each other, to schools, to parks, and to services.

The scenic Little Spokane River Valley is a community where people appreciate and are connected to the meandering river and the wildlife this riparian area sustains. Because of the active lifestyle of residents here, joggers, bikers, and walkers are frequently sighted along the roads of this valley area. Many more would join them if trails were available in the valley and surrounding areas providing safer passage.

Creating a non-motorized pedestrian and bikeway system has long been a goal of the Little Spokane River Valley community. This report documents the public process and presents a plan to provide trails within the Little Spokane River Valley area. The plan includes a connection to a Park and Ride facility and a connection to the North Corridor Freeway trail that leads to the Centennial Trail, a trail traversing east/west through Spokane to Coeur d'Alene. This report will introduce the Little Spokane River Valley community, the LSRV Trails Committee and Core Planning Team, the process to fulfill the mission and goals, the trail plan, and its proposed implementation.

Our desire is that you too will catch the vision and offer your support to this project.

*Thank you,
Martha Schaefer
Loren Dudley
Co-Chair
Core Planning Team*

SUMMARY

This concept plan builds a foundation for the establishment of a successful system of trails and pathways throughout the middle reach Little Spokane River Valley. Through an extensive public planning process the individuals responsible for this plan have built support in the community by listening to local concerns, opinions and insights on how this system should be created.

In the chapters that follow the need for a trails and pathways system is outlined; unique regional resources are highlighted; and recommendations are made. While this is a broad conceptual plan the recommendations it contains will help guide all future partners towards working with the community to provide a new recreational resource for everyone.

The map included in this plan provides a visual representation of the trail construction priorities defined by the community. These specific routes and their issues are also outlined in the Recommendations chapter. The two major route categories in this system are "Trails" and "Pathways". Trails are defined as having a natural characteristic and connecting users to

already protected public open spaces. Trails are seen as more of destination resources that will fit with the qualities these open spaces were preserved for. Pathways are defined as alternative transportation routes adjacent to roads. Often referred to as bike lanes this plan has a broader vision of what these corridors should provide. They will be community linkages for all types of non-motorized transportation and recreation. These two definitions are then broken down into a ranking system that recommends their prioritization for development, these categories are: Primary Routes, Secondary Routes, Tertiary Routes, Unimproved Routes and Study Areas. By organizing the different routes in this manner, implementation of the entire system can be viewed in reasonable steps.

This plan also outlines how certain management issues will be addressed. There is no particular agency jurisdiction over this entire recreational resource, but more of a network of overlapping responsibilities to consider. As this system begins to take shape on the ground these responsibilities will become clearer. In the meanwhile, this plan outlines some basic rules that must be considered from the start. These include things such as: types of recreation, private property rights, law enforcement, trespass, pets, special land considerations, and on-going maintenance.

The actual implementation of this trails and pathways system is also addressed. This plan looks at a variety of partners, support, financial resources and the organization of a community group to pursue these things. A directory of applicable financial and technical assistance resources is included in Appendix 1. It is the intention of this plan to provide future participants in the Little Spokane River Valley Trails and Pathways System with a clear vision of where we are going and how we should get there.

Aside from the public planning process that directly resulted in the development of this plan there have been numerous other accomplishments worth noting:

- A Core Planning Team, consisting of citizen and government representatives, was convened and met regularly between December 2000 and February 2002 to develop the Little Spokane River Valley Trails & Pathways System Concept Plan.
- A mail survey, distributed to residents of the Little Spokane River valley in the spring of 2000, demonstrated 88% support for the Pathways & Trails concept.
- A brochure was developed and distributed, prior to NPS assistance, outlining trail planning efforts.
- Newspaper coverage of public events was received.
- On February 20, 2001 The Spokane County Commissioners drafted a resolution supporting the trails planning efforts.

- A second brochure was developed and distributed, outlining progress on trail planning efforts.
- An informational video was developed and presented to the public that outlined the trail committee's plans in the Little Spokane River Valley.
- An Advisory Council was formed to oversee the Core Planning Team's progress with the Trails and Pathways System. All regional stakeholders were invited to participate. The Advisory Council met on April 10th and November 13, 2001.
- A community Open House was held June 5, 2001.
- A second "follow-up" survey was conducted at the open house.
- The Conservation Futures Program, protecting 97 acres in one of the trail project's few off-road trail segments, acquired Haynes Estates.
- On Thursday October 4, 2001 two neighborhood meetings were held in both the Pine River Park and Leona Drive neighborhoods to discuss potential trails in the Haynes Estates property.
- On January 15, 2002 a neighborhood meeting was held to discuss possible alternative routes through the Meadowbrook neighborhood.
- In February 2002 a map was finalized covering the project area and proposed routes.
- The Little Spokane River Valley Trails and Pathways System Draft Concept Plan was released in February, 2002 outlining strategy and implementation for the system.
- On November 5, 2001 The Spokane County Comprehensive Plan was released with a segment identifying The Little Spokane River Valley project area as one of two designated "Trail Plan Study Areas" in the county, along with Liberty Lake. Once the Trails and Pathways Plan is finished Spokane County is expected to adopt it into its Comprehensive Plan.
- A Little Spokane River Valley Trails and Pathways System website is being developed. It will keep the public informed of, and involved with, the system's implementation.

The contents of this publication do not necessarily reflect the position of the National Park Service or Secretary of the Interior.

VISION

The Friends of the Little Spokane River Valley Trails Committee works together with the community to establish a non-motorized trail system to provide opportunities in the Little Spokane River Valley area for daily activities such as shopping or exercise. The system links neighborhoods, services, schools, parks, natural, and historical areas in an enjoyable setting.

PURPOSE AND GOALS

PURPOSE

The Little Spokane River Valley is a unique area, with landscape, flora and fauna unlike any other. This concept plan recognizes these unique attributes and incorporates them into its strategy. The following purpose statements have been developed to serve as a useful reference, to be looked at from time to time over the entire duration of the Trails and Pathways project. Through ongoing outreach the public will continue to be informed and offered opportunities to provide input and support for these purposes.

The Little Spokane River Valley Trails & Pathways System:

- Provides public recreation in a rural setting.
- Connects people and communities.
- Will be designed with safety and accessibility in mind.
- Highlights and promotes the preservation of the unique character of the Little Spokane River Valley, including its open space and natural setting.
- Provides expanded opportunities for recreation for residents and visitors.
- Provides an alternative non-motorized transportation route.
- Serves as an outdoor classroom emphasizing the wealth of natural, historical, and cultural resources in the area.
- Contributes to the health and wellness of residents, the quality of life, and the vitality and economy of the Spokane region.
- Is the result of many partnerships and coordinated management.

GOALS

The following goals are broad statements of the way in which to achieve the stated purposes. These goals are influenced by the resource's significance, the known planning constraints, and the necessary actions to manage and protect the Little Spokane River Valley for the public's long term use and enjoyment.

Consistent with the preceding Vision and Purpose statements, the Little Spokane River Valley Trails and Pathways System will be managed for the benefit and enjoyment of present and future generations to accomplish the following goals:

GOAL 1: Create Trails and Pathways

- Develop trails and pathways for walking, hiking, jogging, bicycling, and wildlife viewing throughout this area of the Little Spokane River Valley.

GOAL 2: Encourage Community and Regional Connectivity

- Establish recreational and alternative transportation connections for schools, communities, businesses, churches, and public services through this area of the Little Spokane River Valley area.
- Encourage the promotion and protection of the land and resources.

- Encourage other communities to link with The Little Spokane Trails and Pathways System.

GOAL 3: Promote Stewardship

- Encourage cooperation among public and private entities.
- Foster inter-jurisdictional alliances throughout the region.
- Educate public officials about regional concerns, being pro-active when major issues are at the forefront.
- Encourage the development of area parks.
- Pursue public and private funding opportunities.
- Organize fundraising efforts.
- Inspire wildlife appreciation and habitat protection.

GOAL 4: Encourage Community Involvement

- Coordinate public events to develop enthusiasm and support for the Trails and Pathways System.
- Involve volunteers in construction and maintenance.
- Inform residents through articles in newsletters and other media.
- Participate in regional events.
- Give presentations to interested groups and organizations.
- Organize trail projects and cleanups.

GOAL 5: Support Interpretive and Educational Opportunities

- Identify key points of interest highlighting local, cultural and natural history along the pathways and trails with interpretive signs.
- Partner with schools to encourage use of the pathways and trails for learning opportunities.

PLANNING PROCESS

ACKNOWLEDGEMENTS

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in memory of Rick Stewart*

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Morrie and Mike Moen, Dartford Residents
United Covenant Methodist Church*

ROLES

Friends of the Little Spokane River Valley

The Friends of the Little Spokane River Valley (FLSRV) neighborhood group was formed in 1996 by area residents concerned about preserving and enjoying the unique character of the Little Spokane River Valley, maintaining lower residential density and protecting its ecosystem. This all-volunteer organization fosters education of Valley residents and the enhancement of public areas. The FLSRV is a nonprofit community based corporation and has been approved as a 501 (3) (c) charitable organization.

The FLSRV continues to be a significant player in the research, acquisition, and development of parks in the north end of Spokane. This group has encouraged appropriate development in the Little Spokane River Valley. Their annual meeting provides educational opportunities on relevant topics such as the ice storm of 1997, fire safety, conservation futures, land trusts, and dialogues with the County Commissioners. A quarterly newsletter further educates local residents and members. The FLSRV also sponsors a spring clean up with hearty participation from the community.

Members have had an ongoing interest in a trail system for several years. In response, the FLSRV Board sponsored the forming of a Trails Committee in 1999. The committee was to determine the interest of the whole community and then move forward based on the interest shown.

National Park Service

In August, 2000, the Friends of the Little Spokane River Valley Trails Committee applied to the National Park Service's Rivers, Trails and Conservation Assistance program (Rivers & Trails) for a grant of technical assistance to begin planning a Little Spokane River Valley Trails and Pathways System. In the fall of 2000, the FLSRV was awarded the grant, which provided an Outdoor Recreation Planner to help take the organization through a public planning process and development of this concept plan.

The Rivers and Trails program works with community groups and local and State governments to restore rivers, preserve open space, and develop trails and greenways. The Rivers and Trails program helps communities plan for protection of the places and resources they value and enhance opportunities for close-to-home recreation. The program does not provide financial assistance but shares the professional expertise of planners, landscape architects, and resource specialists with local and regional conservation partners across the country. Though Rivers and Trails staff is central to the planning process, they do not direct the project, and are not involved in management.

Core Planning Team

The Little Spokane Trails Committee was formed November of 1999 under the auspices of the Friends of the Little Spokane River Valley. It included local residents, as well as representatives from Spokane County Parks and Recreation, Spokane County Engineers and the WSU Landscape Architecture Department. A survey sent to area residents gave the clear picture that trails are a valued amenity. The trails committee drew boundaries on the area of interest that included schools, parks, natural features,

historic and cultural sites, and a commercial district. Having taken these steps, a grant of technical assistance from the Rivers and Trails program was then pursued.

The Rivers and Trails grant was awarded in the fall of 2000. As planning intensified a “Core Planning Team” was formed to expedite the process. This team included a core group from the Trails Committee as well as representatives from Spokane County Parks and Recreation, WSU, and Spokane County Engineers. The original Little Spokane Trails Committee continued to offer administrative support to the Core Planning Team.

County Commissioners

On February 20, 2001 the Board of County Commissioners of Spokane signed Resolution No. 1 0152, recognizing a citizen sponsored non-motorized trail and pathway system in the Little Spokane River Valley (see Appendix). This Resolution authorized the Friends of the Little Spokane River Valley to conduct a planning process aimed at the creation of this Trails and Pathways Concept Plan for the subsequent development of a non-motorized trails and pathway system. This type of support from the county strengthened the planning process and recommendations contained in this Plan.

METHODS

All of the groups previously mentioned played important roles in the public planning process that lead to the development of this Plan. Over the course of two years the Core Planning Team met to define and develop the concept of a Little Spokane Trails and Pathways System. Through small group discussions and a variety of public outreach techniques, the team was able to develop a strategy for building this system that accurately reflects the interests and needs of the community.

With the help of Rivers and Trails staff, the Core Planning Team established a public input process, which included an Open House and the formation of an Advisory Council. The Advisory Council was made up of about 40 members who represented various stakeholders such as businessmen, interest organizations, and large landowners. The Advisory Council was convened on April 10, 2001 and again in November 13, 2001. Their role has been one of a sounding board, overseeing the efforts of the Core Planning Team. The Advisory Council was also responsible for the preliminary review and comment on this Concept plan.

The Core Planning Team operated according to the consensus process. Throughout a series of 16 meetings a project vision, goals and all other details were collaboratively agreed upon. The group was lead by two co-chairs that undertook the responsibility of meeting facilitation. Martha Schaefer of the Friends of the Little Spokane River Valley and Stephen Bowes of the Rivers and Trails program kept the process moving and offered guidance on decision making.

This process resulted in the development of a concept plan, trails map, community support, agency involvement, stakeholder cooperation and numerous other accomplishments along the way. Without the involvement and input of the local community through the Advisory Council, public meetings and an

Open House this plan would not have the firm grassroots grounding that it does. The next few sections highlight the major components employed in the public outreach strategy.

Survey

As the FLSRV Trails Committee began the process of scoping interest in a system of Trails and Pathways they decided to distribute a survey aimed at assessing local interest in trail development. During the development of this survey, the committee discussed the formulation of area boundaries and landmarks to be connected by the trail system. Those landmarks included schools, parks, natural features, historic sites, and commercial districts. Analysis of the survey indicated overwhelming support for trail development. In fact, after the survey was distributed committee membership doubled. (see Appendix VIII)

Open House

An open house was held at Midway Elementary School on June 5, 2001 to present the community with the Core Planning Team's proposals for the Trails and Pathways System and obtain feedback. Invitations were distributed door to door and sent home through four area elementary schools. Approximately 200 people were in attendance.

A second survey was given to attendees that they were encouraged to complete. Six interactive displays highlighted the different components of the planning process and people were encouraged to ask questions and provide feedback. A seven-minute video provided an introduction and overview of trail planning efforts. Several maps allowed attendees to see where they lived and to suggest where they'd like routes to go. Keith Martin of the Washington Department of Transportation had a map and answered questions related to the future North Corridor Project that will be built along the project area's southern end. Pat Harper, Spokane County Engineering Administrator, had a booth outlining the successful pathways project in Liberty Lake. The results of the original community survey were also displayed. Overall the open house was a highly successful exchange between the Core Planning Team and the community.

Neighborhood Meetings

Two consecutive meetings were held on Thursday October 4, 2001 in the Pine River Park and Leona Drive neighborhoods. Martha Schaefer and Jim Egeland, along with Doug Chase and Steve Horobiowski of Spokane County Parks and Recreation, hosted the meetings in order to gather residents' thoughts about the future of trails in the Haynes Estates Conservation Futures property. Concerns were raised regarding public access to the river and parking. Both neighborhoods were concerned about having a parking lot located on the property because of its potential to become a "party spot." The neighbors on both sides of the Haynes property were amenable to the idea of a trail connecting Greenleaf Rd. to Leona Dr. The neighbors on Leona were concerned about a developed trail along their road. Many homes are set back in wooded surroundings which makes the residents a little uneasy about establishing a trail within the public right of way. Some concerns were clarified regarding what could and could not be done on the Haynes property. There is no longer any possibility of a road connecting the two neighborhoods,

however, a low impact nature trail could be built in conjunction with restoration efforts along the existing roadbeds. These roadbeds have already disturbed the natural character of portions of the Haynes property and the trail would not create any further disturbance. The result of these two meetings are recommendations in this plan calling for: nature trails in the Haynes property, a bicycle/pedestrian lane or sidewalk linking it to Pine River Park, with no development of a trail on Leona Drive, and no parking facilities.

On Tuesday, January 15, 2002 a third neighborhood meeting was held to discuss possible routes around lower Colbert Road (a secondary trail designation). A flyer was distributed ten days in advance of the meeting to over 60 homes in the Meadowbrook neighborhood. The meeting was held at Harla Jean Biever's home with the assistance of Tina Wynecoop from the Friends of the Little Spokane River Valley. Those notified expressed no concerns about having a pathway along the streets of their neighborhood that would provide an alternate trail route thereby avoiding the steep climb of Colbert Road. This route would also be the only part of the trail system directly adjacent to the Little Spokane River.

REGIONAL RESOURCES

The Little Spokane River is one of two privately owned rivers in the State of Washington, and therefore cannot be used for public recreational purposes. However, the surrounding river valley is a prime candidate for non-motorized recreational use that deserves care, protection and responsible use.

The quality of the river valley, its uniqueness to the Spokane region, its location in close proximity to a prime urban center, and its natural beauty make it a desirable destination for those seeking a "watershed" experience.

The middle reach of the Little Spokane River Valley connects with the lower reach of the Little Spokane, which has already been established as a "state trail corridor" in the "Wild, Scenic, and Recreational Rivers Report," given by the Interagency Committee for Outdoor Recreation in 1972.

The following section gives a brief background of the Little Spokane River Valley's characteristics that will help familiarize readers with the area.

NATURAL

The Little Spokane River valley is set in central Spokane County. The area is within the city of Spokane's suburban fringe.

This region is part of the *Pinus ponderosa* zone (USDA). Ponderosa, lodge pole and yellow pines, tamarack trees and groves of cottonwoods tower over the herbaceous patches of quaking aspen, serviceberry, chokecherry, black hawthorne, ocean spray, spirea, syringa, red osier dogwood and ninebark. The floodplain is a lush intermingling of marsh plants, thickets and grassy meadows. Dense colonies of tall yellow iris border the river. (2)

The natural components of the area complement the proposed trail system's visual surroundings and are an essential element of its character and the quality of experience it will provide. Along the trails and pathways there are several areas of distinct visual and scenic quality. Panoramic vistas of the river valley, wetlands, forested hills, mountain ranges, agricultural fields, as well as the ever-changing sky, all compete for the trail user's attention.

The river and its inseparable marsh/forest/grassland matrix is host to an abundant community of birds, riverine mammals and aquatic species too numerous to mention.

Geologic

The middle reach of the Little Spokane River meanders through a valley framed by Orchard Prairie and its sister prairies, Half Moon, Wild Rose, Peone, Five Mile and Greenbluff. Mt. Spokane looms over the riverine corridor that drains the river's 435,000-acre watershed. The meandering belt of this major tributary of the Spokane River is fed in turn by its many smaller tributaries including Dartford Creek, Deadman Creek (Peone), Little Deep Creek, and Deer Creek. The Little Spokane River area was once part of a vast inland sea. Intruding granitic rocks pushed up through this ancient sea bed to create the varied topography we see today. Finally, the many catastrophic floods carried boulders, rocks and gravel into the valleys, lakes and even over some hills to put the final touches on a beautiful landscape.

The Little Spokane River is located in a geological transition area where the Columbia Plateau basalt formation meets the bedrock Interior Range of Idaho. Older, non-basaltic geological formations created the deep foundation and the mountain range that surrounds the river's drainage basin. (2)

The most significant geologic event that shaped the present day Spokane region occurred during the Pleistocene ice age (12,800 to 15,000 years ago) when catastrophic flooding in eastern Washington followed the failure of ice dams along the Idaho-Montana border. (3)

Interestingly, the main Spokane River once flowed north through Hillyard to Wandermere and then down its current course to the Little Spokane River below Dartford. Standing at Dartford or Wandermere Golf Course one can see the large igneous outcrop (Dart Hill) where U.S. Highway 395 passes onto the new bridge. The hill was once an island formed by the Spokane River which passed around it.

"Threads of Hope" partnership

The Inland Northwest Land Trust and the Friends of the Little Spokane River Valley have teamed up to protect habitat and open lands along the Little Spokane River through the Threads of Hope project. Threads of Hope is the land trust's conservation strategy in Spokane County designed to focus land protection efforts in regions that are ecologically valuable and in threat of being developed. Places like the Little Spokane River are the vital links, greenways, and wildlife corridors winding across Spokane County. The Little Spokane River Trail project is within one of these special corridors. These linkages tie together larger protected areas, such as Mount Spokane State Park and Riverside State Park through the Little Spokane River.

The land trust has worked with the FLSRV to identify priority parcels within the Little Spokane River 'Thread'. By partnering with local grassroots organizations like the FLSRV, the land trust was able to incorporate local knowledge of lands making the Little Spokane River unique. The land trust is a locally supported non-profit, non-political organization that has protected over 4,000 acres of open-space lands, habitat, forests, and wetlands in eastern Washington and northern Idaho. Within the Little Spokane River watershed, the land trust has helped protect over 1,000 acres of land. This includes two permanent conservation easements, negotiating a gift of land overlooking the confluence of the Little Spokane and Spokane Rivers, and helping with Spokane County Park acquisitions through the Conservation Futures Program. The Land Trust is working with partner groups like the FLSRV to conserve the best of the Inland Northwest.

CULTURAL

No one knows for certain how long the Little Spokane River Valley has been occupied by humans. Some investigators estimate 11,000 years, but oral tradition of local indigenous people include accounts of fleeing to Mt. Spokane for refuge during the catastrophic flooding that scoured the area 12,800 to 15,000 years ago.

What we do know about the Native American peoples of the Little Spokane River Valley comes from remnants of early villages, as well as their rock art (pictographs), oral traditions, burial sites, stone weirs in the river, and implements and tools found at Dartford, Half Moon Prairie and at private home sites.

The explorers, Lewis and Clark, were visited by the Spokanes while returning from the mouth of the Columbia River in 1806. As they mapped the locations of native villages they concluded that approximately 900 individuals in three bands occupied the banks of the Spokane and Little Spokane Rivers. David Thompson appears to be the first white man on record to traverse the Little Spokane River valley in about 1809 and he soon began the business of trading with the Indians. Reports of these aboriginal bands filtered back to the eastern seaboard and fired the religious zeal of the Protestant and Catholic missionaries. Within the century white settlers moved rapidly into the interior of Washington Territory and at least thirty-eight permanent Indian village sites, and numerous temporary ones, were disrupted as the native peoples along the rivers found themselves pushed aside by this influx.

The Snexweme'ne lived along the Little Spokane River and the area was the backbone of their subsistence living. Their trails and pathways created a tracery throughout its corridor. Without doubt, many trails utilized by settlers, and the roads we use today, overlay those earlier networks.

Steelhead trout abounded in the Little Spokane River. Old timers recall the river and its tributaries being filled with so many of the "salmon trout" that "they could have crossed the river on the fishes' backs!" The fish runs ended with the erection of dams below the confluence of the Little Spokane River and the Spokane River.

The native peoples local to the Little Spokane River Valley area named themselves after the pinkish color of the gills that defined these salmon trout. These people are part of a cultural group called the Upper Spokans, which is the preferred spelling used by anthropologist Verne F. Ray who gathered

information directly from native people (8). There are Spokane tribal members living today who still identify themselves as Snexweme'ne, or "pink around the ears". (The designation "upper" and "middle" Spokane is still debated hotly among scholars.)

An important cultural site is located "where a creek skirts the foot of a cliff" (tcilciymul'lax), a camp located about eight miles up the Little Spokane River, near the mouths of Deadman and Little Deep Creeks as they converge at the base of Shady Slope Road and Little Spokane Drive. The site was noted for its hunting and fishing grounds.

"Where the creek enters the river" (ntcititents'in) was a winter settlement of four or five dwellings near the former town of Buckeye and is located on the upper boundary of the proposed trail system.

The fish and the villages are just memories, yet memory of them serves to bridge this formerly vital culture to the present residents of the Little Spokane River Valley.

HISTORICAL

The meager record of early indigenous inhabitants can be juxtaposed with the rich post-European contact historical information gathered by several women who grew up in this area. For example, local resident Kay Ringo documented the lumber mill and railroad that were built at Buckeye. In addition there are accounts of the vibrant history of Dartford, located on the southern edge of the proposed trail route. Dairy farms dotted the meadows along the middle reach of the river (Triple Butte, Hidden Valley), and the stage route from Walla Walla to Fort Colville had a stop at Commellini Junction so that soldiers, miners, settlers and travelers could rest and eat. Commellini's is still a prominent restaurant.

The earliest form of commerce was trapping fur-bearing animals to meet the demands of easterners and Europeans for animal hides. As that industry began to wane, and more settlers moved to the area, logging, mining, farming, mink ranches and sporting facilities added to the local economy and were supported by an intricate railroad system. These remnants of rail beds still exist and have the potential to support trails.

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COMMUNITY

The Little Spokane River Valley has seen changes in its community and commercial makeup. Within our designated Trails and Pathways boundary, moving from south to north, the only remaining active industrial area is the mining operation that is currently being operated by Acme Materials and their successor located east of the Wandermere Golf course. Similar mining activity was done for several years at Wandermere gravel pit, but is not active at this time. The county operates a gravel pit mining operation west of US Highway 2 and just south of Wandermere. Although lumber manufacturing was once active at Dartford and Buckeye, these operations abandoned the area long ago.

Commerce is active along the perimeter of the study area. Wandermere Shopping Center is the largest operation. Along the western boundaries is the Commellini restaurant, which is active and also a historic entity. Moving north and east the Burlington Northern railway bisects the area, but has no active loading and unloading services at this time. Businesses provide services and some consumer products along US Highway 2, and as far south as Deer Road (formerly Colbert or Game Reserve Road).

The transportation element, once involving a stage line and rail service, now consists of a Park & Ride on Hastings Road a block west of the Wandermere Shopping Center and is serviced by the Spokane City Transit system.

RECREATION & HEALTH

Residents have expressed a need and desire for safe, pleasant, pedestrian and cycling links throughout the Little Spokane River Valley. Much of the United States population engages in trail-related recreation such as walking, jogging, hiking, and bicycling. There are over 26 million day hikers in the US and over half of the American public say they walk for pleasure. In the US, the rate of participation in bicycling has tripled since the early 1960s. By 1988 over 1/3 of the population were bicyclists. Yet, according to the U.S. Center for Disease Control, there is an epidemic of inactivity in the U.S.A. About 60% of adults in this country do not engage in the recommended amount of physical activity and about 25% are not active at all.

Spokane region residents see the valley as a scenic and bucolic setting. Walkers frequently drive to the area to stroll along the lanes and through the parks. The local High School, Mead, has had several National and Washington State Cross Country Championships teams. The teams train on trails and

roads throughout the valley. The area has also been known for equestrian activity and there are still pastures where horses are kept, and riding is done along some of the roadways and trails.

Bicyclists have particularly been drawn to the valley. The U.S. Masters Nationals Road Cycling Championships final event in 2001 ended in the Little Spokane River Valley. The 'Course of the 7 Hills' is a 35 mile loop with 7 Hills and lots of other rolling and diversified terrain. Located north of Spokane, this course was used during the 1984 & 1988 Olympic Road Cycling Trials, the annual Northwest Cycling Classic and the '92 Masters Nationals. Many of the top cyclists in the country recognize the event as one of the most difficult and challenging courses developed. The grueling terrain features over 1,750 feet of climbing per lap. Men 59 and under and women 39 and under were on this course at various distances. All finishes have been located at Hastings and Mill Road. The Spokane Bicycle Club (SBC) holds its premier annual Autumn Century Ride and Family Ride through the valley each year to provide the cycling community with a cycling event for the entire family. Road cyclists can be seen throughout the year riding on the network of rural roads that connect the valley. With the current growth in development and more congestion on the roads some of the primary outlets for a healthy community in the Little Spokane River Valley are in jeopardy.

POTENTIAL PARKING LOCATIONS

- Burk Road Park
- Halfmoon Grange
- Hatch Road Park
- Midway Elementary School
- Proposed strip mall at Hatch Rd. Interchange
- Vandervert's Development at Wandermere Mall
- Calvary Chapel of Spokane at Fairwood
- Mead High School
- Northview Bible Church on Mill Road
- Pine River County Park
- New Fire Station at Monroe/U.S. Hwy 395/Division
- Dartford Bridge area
- Meadow Ridge School
- Sewer Station (under new Wandermere Bridge)
- Gleneden County Park
- United Methodist Covenant Church
- Colbert Presbyterian Church at Colbert Road and Hwy 2
- St Josephs Catholic Church on Colbert Rd
- Farwell Elementary School
- Intersection of Colbert Road and Little Spokane Drive
- Intersection of Shady Slope Rd. and Little Spokane Dr.
- Hastings Park & Ride

PUBLIC LANDS

Haynes Estate Conservation Area

The Haynes Estate Conservation Area is located between the Pine River Park and Leona Drive neighborhoods and contains 97 acres of riparian and upland wildlife habitats with almost 1/2 mile of relatively undisturbed shorelines along the Little Spokane River. The site is timbered with native pine, fir and understory throughout with topographic benches, steep slopes, granite outcrops and informal trails. The property is located within a rapidly growing area and several roads were rough graded in anticipation of residential development.

The Haynes Estate Conservation Area is one of 11 properties that have been acquired with funds from the Conservation Futures Program (CFP). In the 1980s, as federal funds for land acquisition dried up and growth in Washington State escalated the State Legislature passed a bill giving county governments expanded property-taxing authority for land conservation. The enabling legislation allows for a tax increase of up to 6.25 cents per \$1,000 of assessed value for the purchase of open space, or "conservation futures." Several counties quickly took advantage of this new authority.

The CFP requires a willing seller and community support. When Spokane County Commissioners enacted the CFP, they directed the Park Advisory Board to hold a series of public meetings to prioritize which lands should be considered for acquisition. With public nominations in hand, park staff and wildlife biologists sent the top priority parcels to the county commissioners for approval.

Pine River County Park

Located at the intersection of Greenleaf Drive and Little Spokane Drive, Pine River Park encompasses 12 acres, on either side of the Little Spokane River. With 50 parking spaces, shelters, water, restrooms and a BBQ area this park is quite popular for picnicking, swimming, fishing, bird watching, cross-country skiing, and snow shoeing activities. The pathways proposed in this plan directly link Pine River Park to neighborhoods schools and other public opens spaces throughout the Little Spokane River Valley region.

Gleneden County Park

On Columbus Street, just off of Little Spokane Drive the 5 acre Gleneden County Park provides area residents with a small garden-like setting for recreation and reflection. It has 6 parking spaces, play equipment, trails and basketball court. This park will be linked to Pine River County Park as part of the first "demonstration project" that will kick off the construction of the trails and pathways system outlined in this plan.

Burk County Park

At the corner of Burk Road and Burk Road in the northern part of the project area Spokane County Parks and Recreation has recently purchased a parcel of land. This new 27-acre park will also be linked to the trails and pathways system providing users with yet another opportunity to enjoy the Little Spokane River Valley's bucolic setting.

RECOMMENDATIONS

OVERALL CONCEPT

This Concept Plan presents a long-range strategy for the development and management of the Little Spokane River Valley Trails and Pathways System. Because this is a broad, conceptual plan, site-specific designs have not been developed for implementation actions. In all cases, site-specific surveys, consultation, and compliance with all laws, regulations, and policies - including mitigation if necessary - will be carried out before any development occurs. Partnerships involving the general public, agencies, and organizations will be developed to assist in the implementation of this plan. Creative and innovative opportunities for implementation and ways to take advantage of potential cost savings will be explored as a major part of these efforts.

In order to define the area of interest for trails and pathways the Core Planning Team have developed a trails map (Appendix X) designed to supplement the following text description of the Trails and Pathways System. The following descriptions and map will give readers a clear picture of the region this plan encompasses and prioritization for route development.

The southernmost boundary of the Little Spokane River Valley Trails and Pathways System is defined by Hazard Road to the west, past the Wandermere Golf Course and shopping center, and including lower Shady Slope Rd. to the east. U.S. Highways 2 and 395 roughly form the area's east and west boundaries. Along U.S. Highway 2 on the project area's east side the system includes: Little Spokane Drive, Golden Road, Pine Needle Ave., Saddle Hill Rd., Colbert Road, and Woolard Road. The northern extreme of Trails and Pathways project is the Perry Rd./Burk Rd. intersection. Descending from this intersection along the project area's west side, the Trails and Pathways include: Fender Rd., Division Rd., Monroe Rd., Ballard Rd., and Austin Rd.

The Core Planning Team developed two separate definitions "Trails" and "Pathways" to categorize the different types of recreational routes encompassed by this system. A pathways definition refers to a route that runs adjacent to roads, within their existing right-of-way, which is primarily intended for alternative non-motorized transportation, including bikes and pedestrians. "Trails" refers to those segments that are linked to pathways but are intended to provide more of a natural experience for wildlife viewing, historic interpretation, exercise and relaxation.

TRAILS

An important component of this Trails Plan is the opportunity to stop and enjoy and appreciate the natural, cultural and recreational resources available in the Little Spokane River Valley. As a result, the Core Planning Team strongly recommends that natural trails be developed on already preserved open space. These trails will provide scenic, cultural, historic, recreational, and wildlife-viewing destinations for trail users. Many opportunities exist to develop trail systems because of already preserved open space. The Core Planning Team is not adopting overall design recommendations except to state that the trail design ought to be in keeping with the nature of the open space. For instance, trail design at Haynes

Estates will be different from trail design connecting the Pine River Park neighborhood to the Wandermere Shopping Center.

PATHWAYS

Pathways are defined, for purposes of this plan, as alternative transportation routes adjacent to roads. The following are committee recommendations for the pathways:

- Separated from road wherever possible within the existing right-of-way.
- Hardened surfacing.

These pathways will be used for children to get to school safely, as well as safe passage for pedestrians, joggers and bicyclists. This committee strongly recommends this in response to the overwhelming concern for safety from community residents.

PRIMARY ROUTES

These trails and pathways are divided into several route categories. This was done in order to present the development priorities that the Core Planning Team has identified through public outreach. Primary Routes are those routes that currently have the highest level of use and should be developed first. Routes were selected for this category based on current use levels, safety concerns, and public interest. Primary Routes are those trails or pathways that are recommended for initial development (Appendix X). These Primary Routes are as follows:

Dartford Dr.

(from Little Spokane Drive to Hatch Road)

This segment is narrow and would be best suited for a path along the shoulder of the road primarily opposite the creek.

Hatch Rd.

(from Dartford Drive to Rhea)

It is suggested this pathway follow the shoulder of the road. Due to traffic speed, separation may be advisable.

Midway Rd.

(from Hatch Road to Little Spokane Drive)

A trail along this segment would have daily use by some of the four hundred plus of students that attend Midway Elementary. At present many children that could walk to school are bussed because of traffic safety concerns. A trail along Midway Road would link Taylor Pines, Wellington Heights, Black Hawk, and Legacy Hills neighborhoods to Midway Elementary School.

Little Spokane Drive

(from Dartford Drive to Colbert Road)

Little Spokane Drive was used for the 1984 and 1988 U.S. Olympic Bicycle Trials. The whole route is

marked as a no passing zone. There are no major grades on this portion of Little Spokane Drive that would need to be considered. The lack of grade is the reason this section has been attractive for pedestrian, equestrian and bicyclists use in the past.

The intersection of Dartford Road, Mill Road and Little Spokane Drive is the western beginning of the proposed Little Spokane Drive primary pathway route. This intersection is very large with a confusing traffic pattern. Frequently drivers have difficulty determining which vehicles have the right of way. The physical area of the intersection is a great deal larger than most intersections of two lane roads. This area is also visually distracting for drivers. There are two bridges overhead, a steep hill from Mill Road, a small bridge over the Little Spokane River, beautiful river landscape, a cutout rock wall, a pump station, a curved road that feels like a freeway off-ramp and a lot of traffic. This exceptionally large intersection might lend itself to being reconfigured as a roundabout.

The first Little Spokane Drive bridge is very narrow. There is room for two-way traffic, but no shoulder space that would allow for pedestrians or bicycles. The bridge guardrails restrict the width of the road. Careful design of a replacement bridge should provide for a protected bicycle and pedestrian pathway.

The abutments for the overhead Wandermere Road Bridge constrict the width of the Little Spokane Drive from the previously mentioned intersection heading towards Colbert Road. A pathway should be constructed on the left side of the Wandermere Road bridge abutments.

The left side of Little Spokane Drive, as it continues to Colbert Road, has been widened to the full width of the right of way in front of a new duplex development. The widening also includes a sidewalk and shoulder. A recently applied asphalt seal coat is still very rough. The large loose gravel on the shoulder is hazardous for narrow bicycle tires.

The section of Little Spokane Drive on the right side that passes Pine River County Park has little or no shoulder. The white painted shoulder stripe goes off the pavement in some spots. The road at this point is winding with sharp and blind curves. There have been several pedestrian and traffic deaths along this section. The road is sandwiched between Pine River County Park and the Gleneden Green Belt. Widening in this section will necessitate removal of a small rock outcropping or extension into the County Park. However, this segment has a beautiful view of the Little Spokane River.

A short trail linkage is being considered for immediate development along the next section of Little Spokane Drive between Pine River County Park and Gleneden County Park. This linkage must be designed for the safe use of unescorted children. The Spokane County Road Engineers are currently working on this to determine this pathways alignment.

Further along the Little Spokane Drive from Gleneden Park there are many places on the road that have wide shoulder space off the pavement. Spokane County's Haggin Farm property may become a possible destination for nature education in the future. A path has developed from local pedestrian, horse and wildlife use on the left side of Little Spokane Drive. The next bridge that crosses the Little Spokane River is also very narrow. The guardrails restrict widening it. The road at this point has sharp curves

with no shoulders. An alternate trail route away from the roadway is being studied for this section of Little Spokane Drive.

There is a school bus turn around after the bridge at the intersection of Shady Slope Road and Little Spokane Drive. A different traffic configuration might be considered for this intersection to allow for pathways and a safer flow of traffic. The next section of Little Spokane Drive is the straightest portion of this route, consequently high traffic speeds are a problem.

One of the best-unobstructed views of the Little Spokane River is the intersection of Colbert Road and Little Spokane Drive. The river comes close to the road at this intersection. A widened path at this point that would allow users to linger should be considered. A third bridge just past the intersection with Colbert Road frequently floods in the spring and the road here has been repaired several times. A new bridge is planned in the near future, which should take into consideration pedestrian access.

A trail along this segment would have scenic views of the forest, the valley, and the Little Spokane River. Unfortunately, this road is narrow and has limited line of sight for the drivers causing a hazard for any pedestrians or cyclists. A road-separated trail could run along the west side with little impact to the homeowners along the river. This area is mostly open property but some places are steep so excavating would be required.

Wandermere Road

(from the Little Spokane Connector Rd. to Hatch Rd.)

It is suggested the pathway follow the shoulder of the road. The roadway is very wide on both sides and paved. The service road over the sewer could be developed easily into a pathway.

Little Spokane Connector Road

This route lends itself to being made a one-way motor vehicle traffic road going uphill on the south side. A divider would be necessary and no entry signs would be needed at each end. One way motorized traffic located on the south side the pathway would allow non-motorized traffic to exit on the north side of Little Spokane Drive directly up the Connector road and then onto Wandermere Road without crossing motorized traffic. The shoulder and embankment on the east side of Wandermere Road could be contoured into an excellent two lane path. There is also a service road along most of Wandermere Road that could be incorporated. The stretch at the north end of Wandermere Road from Glencrest to Hatch Road would be the most challenging in terms of terrain modification and creating wide enough right away.

*** Wandermere Shopping Center Connection**

(VIA: Haynes Estate Conservation Futures Area, Perry Road, and Hastings Road)

All outreach and research has confirmed this that this segment is an important linkage for the community. There is currently high use through this area and the Friends of the Little Spokane River Valley are in negotiations with both major landowners. If an agreement is reached with these landowners a pedestrian bridge will be necessary over the new North Spokane Corridor at the Perry Road pedestrian access to the North Spokane Corridor Trail. Without this pedestrian bridge it would be impossible to link Little Spokane Drive and the Pine River Park neighborhood to the Shopping Center and the STA

Park-and-Ride. The community of Liberty Lake can serve as a good example of how to establish a pedestrian bridge.

SECONDARY ROUTES

Secondary Routes generally experience high use levels but are a bit outside of the high traffic areas and should be looked at for development later in the implementation process. Secondary Routes are defined as trails or pathways that are recommended for secondary development (Appendix X). These Secondary Routes are as follows:

Greenleaf to Haynes Estate Conservation Area

Concerns were raised at a public meeting regarding public access to the river and public parking in the Pine River Park neighborhood. Residents were concerned about a parking lot being located on the Haynes property because of its potential to become a “party spot.”

The neighbors in Pine River Park were supportive of a trail connection along Greenleaf, crossing the Haynes property to Leona. The possibility of including sidewalks was suggested as a way to accommodate the trail without limiting on-street parking.

It is recommended that this section of the Trails and Pathways system wind through the Pine River Park neighborhood to the Haynes Estates Conservation Futures Area. The pathway is proposed to follow Greenleaf Dr. along the eastside from Little Spokane Drive. It would then cross Brooklawn and continue along its south side rejoining Greenleaf and following its north side into the Haynes Estates Conservation Futures Area.

It is recommended that no parking facilities be developed on either the Pine River Park or Leona sides of the Haynes Estates Conservation Futures Area. (Since this draft was finalized a parking site and signage have been placed and can be accessed through Leona Drive).

Gleneden Connection

(from Little Spokane Drive to Midway Road)

VIA: Columbus St. to Cincinnati Dr. to Glencrest Dr. to Columbus Dr. to Country Hill Ct. to Morton Dr. to Tudor Ct. to Nevada St. to Wellington Dr.

The committee recommends that Little Spokane Drive connect with Midway Road near Midway Elementary School with a 1- mile bicycle/pedestrian lane on existing roadways through residential neighborhoods. The route would start on the eastern side of Columbus Street near Gleneden Park, and wind mostly uphill from there connecting with Cincinnati Dr., Glencrest Dr., Huron Dr., Columbus Dr., Country Hill Ct., Tudor St., Nevada, Wellington Dr., Hamilton St., and Midway Rd. Residents currently use this route to walk, jog, and bicycle. A bike lane would greatly improve safety. Residents have also created an unofficial trail through a forested area near the intersection of Glencrest Drive and Cincinnati that could be enhanced as a nature path after negotiations with the landowner.

Little Spokane Drive to Colbert Road

(VIA: Golden Road, Pine Needle and Saddle Hill).

This route climbs steadily up Golden Road from Little Spokane Drive. All of these newer residential streets are wide and the steepness of the grade tapers off at Pine Needle and Golden Road. A pathway through these neighborhoods would not only serve them well, but there is plenty of room for them without using on street parking space. One potential solution on residential streets like these is a painted bicycle/pedestrian route, separated from the curb, approximately the width of a car.

Colbert Road Alternate Route

Meadowbrook Road, which lies at the foot of Colbert Road, provides an easier route for pedestrians who do not wish to navigate the heavily trafficked, narrow-shouldered, paved two lane Colbert Road, which is extremely steep for almost .5 mile. Meadowbrook parallels the Little Spokane River for almost .7 uninterrupted miles – making it unique in the entire area for providing visual accessibility. It connects with Palomino Road, then to aptly named View Road which connects Redowa to Hillcrest Roads, which connect to Hilltop and Judy Roads and finally to Michael Road – an entrance/exit road to Colbert Road at the top of the steep incline. The neighbors along the alternate roads were notified by flier of a meeting addressing the proposed route. There were no objections.

Upper Colbert Road

(from Michael Road to U.S. Hwy 2)

This section is where the Colbert Alternative Route rejoins Colbert Road uphill and follows it to U.S. Highway 2. This upper portion is not as steep as Lower Colbert and can support a pathway within its existing right of way without significant construction.

Little Spokane Drive

(from Colbert Road to Perry Road)

A small parcel of land at the base of Colbert Road and Little Spokane Drive may serve as a pause point, restroom site, sign/brochure display, and perhaps a place for trail users to park their cars. The route north, along Little Spokane Drive is fairly level and has few dangerous curves. This road is two lanes wide and a separated pathway is recommended on the East Side of the road. Some rocky outcrops along the road may need widening by removal.

Perry Road

(from Little Spokane Drive to Burk Road)

The committee recommends adding a safety enhancement where Perry Rd. connects with Burk Rd. to protect pathway users from fast-moving vehicular traffic (45mph) coming around the blind curve from both directions. Because Burk Road will connect Burk Park to the pathway FLSRV should work with the County to plan future paving, adding off-road trails, and pathway striping.

Hatch Rd

(from Burk Road to Rhea)

This is a fairly level, straight road. The committee recommends utilizing the newly installed water main bed for a footpath, and painting a bicycle lane on the road, which could easily be widened because of the existing right of way. A trail along this segment would have heavy usage from the subdivisions on the

West Side of Hatch Road. The East Side of Hatch Road is mostly open property with a minimum of cross traffic to the trail route. A road-separated trail could run along the East Side of Hatch, almost uninterrupted, until it turns east on Midway Road.

Burk Road

(from Perry Road to Hatch Road)

Three dangerous curves, fast moving cars and narrow lanes will require extra planning to make this route safe for pedestrians. The recent project completed by Whitworth Water District to install a water main along Hatch Road provides a possible solution. The pipeline is covered with a flat dirt surface and has potential pathway placement.

*** North Spokane Corridor Trail**

(from Wandermere Road to Perry Road to Shady Slope Road/U.S.Hwy 2)

This recommended segment is already planned as part of the Department of Transportation's North Spokane Corridor Project that will link U.S. Highways 2 and 395 along the southern end of the project area. It will follow the new freeway along its south side with pedestrian access spurs at Wandermere Road, Perry Road and Shady Slope Road. The recommended Wandermere Shopping Center connection will need to pass over this new highway at Perry Road. This pedestrian overpass is the only major structure recommended by this Concept Plan. There are currently high levels of use through this area and the Friends of the Little Spokane River Valley are in negotiations with both major landowners. If an agreement is reached with these landowners a pedestrian bridge will be necessary to make the connection from Little Spokane Road, and the Pine River Park neighborhood, to the Shopping Center and STA Park-and-Ride. The community of Liberty Lake can serve as a good example of how to establish a pedestrian bridge.

*** Mead High School Cross Country Trail connection**

(from Mead High School to Mill Rd.)

The State and National Championship Cross Country teams of Mead High School consistently use unofficial trails in this area. Our committee hopes to incorporate their usage into our trail system.

TERTIARY ROUTES

Tertiary Routes are generally in low traffic areas and, according to the Core Planning Team's research, experience less use.

Tertiary Routes are defined as the Trails or Pathways that are recommended for the third phase of development (see map). These Tertiary Routes are as follows:

Haynes Estate Conservation Area loop trail

This forested area could support a loop trail that would not significantly impact the vegetation or natural qualities of the area. The committee recommends that a low impact nature trail should be built in conjunction with restoration efforts along the existing roadbeds and throughout the southern hillside. These existing roadbeds have disturbed the natural character of portions of the Haynes property and the

proposed trail would not create any further disturbance. It is also recommended that no parking facilities be developed on either the Pine River Park or Leona sides of the Haynes Estates Conservation Area.

Fender Road

(from Hatch Road to Division Road)

This two lane graveled road has good visibility for the safety of pedestrians and cyclists. It is recommended that this route be widened for a non-motorized pathway.

Perry Road to Half Moon Road to Division Road

This northern loop provides exceptional vistas. It does not require much more attention other than route designation on maps and brochures. With little vehicular traffic on Half Moon and Division Roads other areas further south deserve a higher priority. This pathway loop connects with Burk Park, where benches, restrooms, and parking would add to the amenities of a well-designed trail system. This loop also offers access to undulating country roads looking out over unparalleled vistas of the entire Little Spokane River Valley and nearby Mt. Spokane as well as peaks in neighboring Idaho. For now it is simply recommended as a "scenic loop designation".

Handy Road

(from Hatch Road to Division Road)

This soon to be completed neighborhood access between Division and Hatch Roads serves as one of the east/west connectors (the other two being Fender and Ballard Roads) in the heavily used Hatch Road corridor. Handy is wide enough to accommodate pathways, along with the existing sidewalks. The committee encourages "no parking" signs on one side of Handy and Ballard Roads to make room for non-motorized use.

Baade Road to Panorama Road to Halfmoon Road

This is the recommended alternate connector for trail users who wish to avoid the steep incline/decline encountered when Halfmoon continues its easterly downhill slope to Perry Road. At this point Baade and Panorama are two lane gravel roads. There is room for a trail alongside the road at some future date. These roads should be listed as alternate "easy" routes to the scenic loop.

Burk Road

(from Hatch Road to Division Road)

Burk Road serves as a connector between Hatch and Division Roads. It is paved for the first half mile and then is surfaced with gravel as it crests and loops around to connect with Division Rd. The road is located along the site of the proposed new County Park, bordering land recently purchased for that purpose. Riding or walking this two lane road provides vistas of unparalleled beauty of the entire valley and Mt. Spokane. It is not heavily trafficked and does not require much improvement at this time, unless the County Planners seek enhancement in relation to the park, then off-road trails and bicycle paths could be incorporated.

Division Road

(from Fender Road to Ballard Road)

This newly paved road has wide shoulders and very little traffic. With appropriate striping, walkers and bikers would have easy access from north to south, paralleling Highway 395. Waterlines have recently

been installed and the dirt used to cover the lines would provide a nice surface for pathways removed from the road. This road is much safer than Hatch Road, which it parallels.

Ballard Road

(from Hatch Road to Division Road)

A lower connecting road to the scenic loop is accessed from busy Hatch Road through the neighborhood along Ballard Road. Like Handy Road, Ballard is a wide street with sidewalks and there would be room for a bike lane if “no parking” signs are incorporated on one side of the street. The committee agrees that this is an excellent connector serving to move pedestrians/bikers away from the heavy vehicular traffic along Hatch Road.

*** Lower Colbert Road**

(from Meadowbrook Road to Michael Road)

This section of Colbert Road is recommended as a study area because of its steepness, absence of shoulders and the dangers that it presents in its current state to cyclists and pedestrians. An alternate route has been proposed entering Meadowbrook Road and rejoining Colbert at Michael Road. While this segment is recommended for eventual development as a pathway, it should only occur with the cooperation of the County DOT after substantial improvements to visibility and width of the shoulders.

*** Upper Shady Slope Road**

(from Leona Drive to Highway 2)

As this road begins to climb south from Leona Drive it becomes very steep, narrow, and lacks shoulders. Because of these safety concerns it should only be developed as a pathway after cooperation of the County DOT has resulted in substantial improvements to visibility and width of the shoulders.

*** Woolard Rd**

(from Little Spokane Drive to BN Rail Line)

Due to the narrowness of this road and the bridge across the Little Spokane River, this route is recommended for further study. Because of these safety concerns it should only be developed as a pathway after cooperation of the County DOT has resulted in substantial improvements to visibility and width of the shoulders.

*** Burlington Northern Railroad (Colville Line)**

(from Colbert Road to Woolard Road)

Runners, hikers and cyclist currently use Burlington Northern’s rail line right of way. While these uses are probably not currently recognized by Burlington Northern it is recommended that this study area be looked at seriously for a legitimate “rail-with-trail” corridor. There are several examples of this type of trail throughout the country and, if Burlington Northern is amenable, this plan recommends that these examples should be explored and a safe, legal trail established.

*** River View Dr. to Bonneville Power Line Trail**

The easement owned by BPA cuts a swath through the entire trail system heading in a northwesterly direction. The committee sees the value of incorporating this into the trail system, but, like the abandoned rail beds also running through the valley, private land ownership issues would have to be resolved first. Riverview is a dead end road with two lanes of gravel with wide shoulders providing

access to but not authorization to use the power line easement. While this plan proposes a pathway along Riverview and the power line easement, the link to Mill Road along the power line easement must remain a study area requiring further research.

*** Pounder’s Property**

(from Little Spokane Dr. to Eastview Dr., Cincinnati Dr. or Gleneden Park)

Negotiations are currently underway with the landowner to incorporate a pathway through this property in conjunction with a plan for a future residential development.

UNIMPROVED ROUTES

This special category of Unimproved Routes is for areas that, because of existing conditions and safety issues, are not recommended at this time for recreational development. While these areas will be considered part of the Trails & Pathways System, public use beyond what is currently occurring is not recommended until such a time when the current considerations have been resolved.

Leona Drive

At the Leona Drive neighborhood meeting a few residents were concerned about the development of a trail along their road. Many homes are set back in wooded surroundings which made some neighbors a little uneasy about establishing a trail within the public right of way. This Plan recommends that there should be no development of a trail along Leona Drive.

*** Lower Shady Slope**

This segment is narrowed by a small bridge and is at the bottom of a steep hill with a blind curve. While it will be considered part of the Trails & Pathways System as a necessary link to Little Spokane Drive it is recommended that no trail should be developed along it and no public use beyond what is currently occurring should be encouraged. While this segment is recommended for eventual development as a pathway, it should only occur with the cooperation of the County DOT after substantial improvements to visibility, width of the shoulders and widening of the existing bridge.

CONNECTIONS

Connections are those routes that reach outside of the Trails and Pathways System’s conceptual boundary. They are potential future routes that would connect this Trails and Pathways System with other regional trails or pathways systems. This plan is not recommending any specific development of these connections at the present time, they are simply suggestions for other future trail planning efforts. These potential connections are as follows:

Hazard Road

Austin Road

Dartford Road

(North from Hatch Road)

Ballard Road

(West from Dartford Road)

Monroe Road

(West from Highway 395)

Fender Road

(West from Division Road)

Burk Road

(North from Hatch Road)

Perry Road

(North from Burk Road)

Woolard Road

(East from Burlington Northern Rail Line)

Colbert Road

(East from Highway 2)

Mill Road

(South from Highway 395 underpass)

*** Powerline Trail**

(From Little Spokane Drive to Deer Road)

*** STUDY AREAS**

Study Areas are those routes that have identified community interest, a certain level of current usage, and provide important linkages in the Trails and Pathways System. This special category indicates potential routes that need additional consideration. All of the other routes involve public land and right-of-ways, therefore recommending their development is fairly straightforward. Study Areas are generally identified on privately owned land, and therefore require significant negotiation with the landowners before anything can be done. There will be no attempt to impose land use control over any private property identified within this category. The Core Planning Team simply recommends pursuing the voluntary and willing interest of some landowners in establishing trails through or along their property.

MANAGEMENT**DESIGN OF FACILITIES**

The adoption of this concept plan by the Spokane County Comprehensive Plan will provide the Little Spokane community with a blueprint of the routes which were found to be important by the community to provide linkages to the many destinations of work, shopping, neighborhoods, as well as environmentally and culturally significant locations. These destinations were arrived at through Open Houses, surveys and Advisory Council meetings. While cursory review has been done noting opportunities and constraints, detailed trail plans have not been done. Walking is our most basic mode of transportation; unfortunately, development patterns have made it inconvenient, cumbersome and in some cases unsafe. To remedy past development patterns and upgrade roadways to provide for non-motorized transportation will require the retrofitting of existing rights of way which can provide challenges to the ultimate designers of the trails and pathways. The designs will need to consider private

property rights, topography, public ownership, environmental constraints as well as financial constraints. These trail and pathway designs must also take into consideration ultimate build-out of existing roadways so that trails and pathways will not need to be relocated upon upgrade of arterial roadway sections.

Non-motorized trails and pathways can be thought of similarly with the arterial system of roadways. At the highest-level non-motorized user related needs, a four-foot bike lane could be constructed along arterials to provide for commuter bicyclists who wish to travel at the highest speeds without concern for pedestrians. Along with the bike lane a 10-foot separated from roadway asphalt pathway along one side of the roadway would be constructed to provide for pedestrians, strollers, and family bicyclists. Finally, a 6 foot concrete sidewalk could be constructed on the other side of the roadway to provide for safe access for pedestrians. The system can be found in new developments and provides for the highest level of service for non-motorized users. Variations of the aforementioned could be implemented, wherein perhaps only a separated pathway may be constructed in more rural areas.

Based on the funding sources for any of the non-motorized improvements adherence to local, state and federal guidelines will be required; this is particularly true for funding obtained through state and federal sources.

Another aspect of trail and pathway design will depend upon the primary purpose of the trail/pathway. Typically, the greatest source of funding from the state and federal government is for destination-oriented, non-motorized pathways that seek to provide commuting options to enable single-occupancy vehicles. These grants are specific in that recreational value of the trail or pathway to be constructed is not the primary purpose. These types of funding projects typically closely parallel major or minor arterials, are hard surfaced, have standard width requirements and will meet vertical and horizontal curvature standards. Whereas, if the primary purpose of the trail or pathway is recreational in nature, surfacing of the trail/pathway may not require asphalt, width can vary and certain horizontal and vertical standards may be relaxed. Once again recreational oriented trails or pathway grants tend to be less substantial in monetary value.

Trail Design Resources

Volunteers for Outdoor Colorado: Crew Leader Manual

1410 Grant Street Suite B105
Denver, CO 80203
303-830-7792

Lightly on the Land: The SCA Trail-Building and Maintenance Manual

The Mountaineers
1001 SW Klickitat Way
Seattle, WA 98134

Planning Trails With Wildlife in Mind

Stuart Macdonald
Colorado State Parks
1313 Sherman St, Rm 618
Denver, CO 80203
http://www.dnr.state.co.us/trails/planning_trails.html

NPS Trails Management Handbook
National Park Service
P.O. Box 25287
655 Parfet St.
Denver, CO 80225

ACCESSIBILITY

At the time this Concept Plan is being written the Americans with Disabilities Act (ADA) requires us to make trails accessible, but doesn't specify how. Currently, new regulations are being finalized that will ultimately affect all those who plan, design, and manage trails.

The final report of the Regulatory Negotiation Committee on Accessibility Guidelines for Outdoor Developed Areas includes soon to be proposed accessibility guidelines for trails, outdoor recreational access routes, and picnic and camping facilities. Eventually, the proposed guidelines will be published in the Federal Register with an invitation for public comment over a 90-day period.

Until the final report is finished there are several things that we do know about building trails in compliance with the ADA. A trail according to the proposed ADA accessibility guidelines is "a route that is designed, designated, or constructed for recreational pedestrian use or provided as an pedestrian alternative to vehicular routes within a transportation system."

The proposed guidelines apply to all areas of newly designed or newly constructed and altered portions of existing trails. They also apply only to trails that "connect to an accessible trail" or "designated trailhead." Where new trails connect to an existing trail that is not accessible, the technical provisions do not apply. Nor do they apply where the new or altered portion is not connected to a designated trailhead.

These accessibility guidelines apply to those trails that are designed and constructed for pedestrian use. They are not applicable to trails primarily designed and constructed for recreational use by equestrians, mountain bicyclists, snowmobile users, or off-highway vehicle users, even if pedestrians may occasionally use the same trails. However, a multi-use trail specifically designed and designated for hiking and bicycling would be considered a pedestrian trail. Accessibility guidelines apply to trails used as non-motorized transportation facilities for bicyclists and skaters as well as pedestrians. However, transportation routes for bicyclists and skaters have design needs that exceed the minimum guidelines for trails. Also, contrary to popular belief, paving is not required, as long as the trail surface is "firm and stable."

Under the proposed guidelines, an accessible trail would meet these minimum technical provisions:

- Clear tread width: 36" minimum
- Tread Obstacles: 2" high max. (up to 3" high where running and cross slopes are 5% or less)
- Cross Slope: 5% max.
- Running slope (trail grade) meets one or more of the following:
 - 5% or less for any distance.
 - up to 8.33% for 200' max. Resting intervals no more than 200' apart.
 - up to 10% for 30' max. Resting intervals 30'.
 - up to 12.5% for 10' max. Resting intervals 10'.
- No more than 30% of the total trail length may exceed a running slope of 8.33%.
- Passing Space: provided at least every 1000' where trail width is less than 60"
- Signs: shall be provided indicating the length of the accessible trail segment.

Resources

The "AASHTO Guide for the Development of Bicycle Facilities" is the primary guidebook for facilities built with transportation funds (available from AASHTO at (800) 231-3475).

The final report of the Regulatory Negotiation Committee on Accessibility Guidelines for Outdoor Developed Areas is available at www.access-board.gov/PUBS/outdoor-rec-rpt.htm.

LAW ENFORCEMENT

Law enforcement will be the responsibility of Spokane City Police and Spokane County Sheriff's office. Volunteer 'trail stewards' are recommended to monitor the area and work in conjunction with these law enforcement agencies. People who recreate in places like the Little Spokane River Valley generally inspire a peaceful, safe, and attractive environment. They are usually quite respectful of private property and have a personal commitment to keeping trails clean, safe and quiet. Trails tend to be self-policing for this reason. Users usually try to prevent or report illegal activities and suspicious behavior.

CONTROL OF INVASIVE PLANTS

This plan recommends systematic removal of species such as Scotch Broom, Himalayan Blackberry, and English Ivy. This can be done by utilizing community and volunteer resources and should be coordinated with education and outreach efforts regarding negative effects of non-natives species.

TRESPASS

Adjacent landowners concerned about security and trespass must be taken seriously. Every attempt will be made to maintain buffer zones between trails, pathways and private property. This can be done through the use of signage, vegetative screening, or fencing. If conflicts arise the Friends of the Little Spokane River Valley will work directly with the affected landowner to identify a mutually agreeable solution.

The following are other ways this Trails and Pathways System will be managed to ensure the privacy and security of adjacent landowners:

- Implementation of a volunteer 'trail steward' program.
- Education about private property rights including signs, brochures, and outreach.
- Notify all adjacent landowners of any development plans or changes in policy.
- Keeping the lines of communication open between FLSRV, local officials, land managers and adjacent landowners with a 'Good Neighbor' policy.

FENCING

Privacy and security for children, domestic pets, horses and livestock in some instances will require fencing in the Trails and Pathways System. When traversing private property, fencing may be desirable. While no particular standard should prevail, ample consideration should be given to the tastes of the adjacent landowners.

SAFETY

Trails and Pathways present safety problems because pedestrians' and cyclists' safety is often jeopardized by car traffic. This plan presents numerous trails and road crossings that may create localized trail user safety issues. Currently, safety issues in the Little Spokane River Valley eliminate all but the most brave from pedestrian and cycling on public right of ways.

USER CONFLICTS

Conflicts between different trail user groups will be minimized through proper trail design and trail user education. Trail design will provide comfortable widths, adequate sight distances and easily negotiable turns. User education on this subject will include signs encouraging ethical behavior and trail etiquette, brochures, and other suitable materials.

PETS

A leash law is recommended throughout the trail system; however any designated dog parks will be identified and located at intervals to encourage greater adherence to the leash law among pet owners. Possible locations for dog parks include former agricultural lands, next to active recreation and away from creek corridors. Publicly owned lands should be explored for official off-leash pet areas.

EDUCATION

As expressed in Goal 5 education is important to the Trails and Pathways System. As this system is developed throughout the Little Spokane River Valley area educational opportunities will be explored. Working with local schools and community groups is recommended and when trail segments are built environmental, cultural, and health education should also be considered. As the project grows and the trails are established educational opportunities should continue to be explored and incorporated. The following recommendations are the preliminary steps that will be taken towards this goal:

- Establish and maintain an archive of the area's resources.
- Develop an educational video highlighting environmental, cultural and health aspects of the Trails and Pathways System.
- Create and maintain interpretive signs.
- Develop educational brochures and maps for self-guided tours and education.

INTERPRETATION

Goal 5 also mentions the importance of interpretation to the Trails and Pathways System. As a part of education and outreach, opportunities along the trails system to interpret environmental, cultural, health and community grassroots efforts should be highlighted through signs and brochures. Some of the descriptions in this plan's resources section are a good starting point for the types of things that should be interpreted. The following recommendations are the preliminary steps that should be taken towards meeting this goal:

- Establish gateway signs at key entry points of the Trails and Pathways system.
- Create informational and interpretive signage for along the trails and pathways, in a simple vandal proof method.
- Develop educational brochures and maps for self-guided tours and education.
- Link interpretive materials with numbered signs that correlate with natural, geologic, cultural and historical points of interest.

Interpretive Design Resources

Signs, Trails, and Wayside Exhibits

Dr. Michael Gross
 College of Natural Resources
 University of Wisconsin – Stevens Point
 Stevens Point, WI 54481
 (715) 346-2076

The Interpreter's Guidebook

Dr. Michael Gross
 College of Natural Resources
 University of Wisconsin – Stevens Point
 Stevens Point, WI 54481
 (715) 346-2076

Creating Environmental Publications

Dr. Michael Gross
 College of Natural Resources
 University of Wisconsin – Stevens Point
 Stevens Point, WI 54481

Implementation

ADOPTION BY COUNTY COMPREHENSIVE PLAN

The Spokane County Board of County Commissioners adopted a new County Comprehensive Plan on November 5, 2001. The adopted document provides for the Little Spokane River Valley trails and pathways as a “Trail Plan Study Area.” With the completion of this neighborhood “Draft Plan for the Little Spokane River Valley Trails and Pathway System” this plan will be brought forward for an amendment to the Spokane County Comprehensive Plan, under the Transportation Element and Parks and Open Spaces Element, (see T-5 Pedestrian – Bicycle Plan).

This proposed Little Spokane River Valley Trails and Pathway Plan implements the Non-motorized Travel - Bicycle and Pedestrian Section of the Transportation Element found on Pages T-8 and T-9 of the Comprehensive Plan. Goal T.3e states “Promote pedestrian and bicycle transportation countywide and increase safety, mobility and convenience for non-motorized modes of travel.” Policies directly related to this Goal are as follows:

- **T.3e.1** The transportation network should provide safe and convenient bicycle and walking access between housing, recreation, shopping, schools, community facilities and mass transit access points. Obstructions and conflicts with pedestrian and bicycle movement should be minimized.
- **T.3e.2** Bicycle facilities should be designed where practical along arterials. Public bicycle/pedestrian facilities, where approved by the County, should be clearly marked.
- **T.3e.3** Inventory existing pedestrian and bicycle facilities and maintain a pedestrian/bicycle plan coordinated through the Spokane Regional Transportation Council and implemented through the County 6 year transportation improvement program. Note: there is an existing regional pedestrian/bicycle plan, developed by SRTC.
- **T.3e.4** Promote hard surface walkway systems, including but not limited to, concrete, asphalt and brick as an alternative to sidewalks that are separate from roads if they fit in with the characteristics of the neighborhood and private maintenance is assured.
- **T.3e.5** Convenient bicycle parking and designated areas where bicycles can be secured shall be required at major destinations and at transportation centers.
- **T.3e.6** Encourage preservation of abandoned rail rights-of-way for development of bike, pedestrian, equestrian routes or other non-motorized forms of transportation.
- **T.3e.7** Allow hard-surfaced pathways, including but not limited to, concrete, asphalt and brick to substitute for sidewalks in commercial or industrial areas when pathways provide more direct and/or safer routes for pedestrians.
- **T.3e.8** Develop street, pedestrian path and bike path standards that contribute to a system of fully connected routes.

In addition to the aforementioned Goal and Policies, Goal T.9 states, “Incorporate community participation in the transportation planning process and actively involve businesses and neighborhoods in transportation choices.” This citizen based process results in the most acceptable facilities to enhanced access and mobility for vehicles and non-motorized transportation modes.

PRESENT PLAN TO STAKEHOLDERS

Securing commitments and support from local jurisdiction will allow for implementation of pathways along existing right-of-ways. As roadways are improved, pathways can be incorporated. This plan will be presented to each appropriate jurisdiction and all other stakeholders for endorsement.

DEMONSTRATION PROJECTS

A demonstration project is an initial, small-scale project that is intended to build momentum. This plan recommends that demonstration projects are coordinated to motivate volunteers, galvanize public support, fundraise and accept donations of in-kind support. Families, community groups, agency heads and political champions should be invited to take part. “Demo projects” are also a good time to announce progress and get media coverage.

At the time of printing the first demo project is being planned with the cooperation of Spokane County Engineers and donations of time and materials from Pounder Construction. This initial pathway segment will link Pine River County Park to Gleneden Park along Lower Little Spokane Drive.

IMPLEMENTATION TEAM

There is a need for a structured group to be responsible for making collaborative management decisions regarding the Little Spokane Trails and Pathways System. During the planning phase and development of this concept plan the Core Planning Team filled this role. However, now that this phase is complete the Core Planning Team should evolve into an Implementation Team, inviting new representatives from the community and regional stakeholders to participate. This new team will work with regional municipalities and landowners to collaboratively build and manage the trail system as it is outlined in this plan.

The Implementation Team will meet on a regular basis and provide for; continued communication between stakeholders, the opportunity to protect different interests, and the opportunity to arrive at consensus for important management and development decisions. The responsibilities of the committee will include, but are not limited to, the following:

- Trail construction
- Trail maintenance
- Fundraising
- Grant writing
- Maintaining current trail maps
- Changes to the Concept Plan

- Signs (standards, location, etc.)
- Safety
- Interpretation and Education
- Maintenance and upkeep
- Landowner interaction
- Regional government interface
- Acquisitions
- Improvements to the land (restoration, invasive species control, road removal, etc.)
- Regular progress reports
- Developing policy
- Recommendations on all County and State improvement projects within this plan's defined region.

The Trails and Pathways Implementation Committee will pursue various ways to continually develop and maintain the Little Spokane Trails and Pathways System. They will work with the appropriate governmental entities to explore possibilities. Different methods should be explored for involving people in implementation, stewardship, and maintenance. These include such things as; internships, university summer field project requirements, cooperative funding with other stakeholders, fundraising, etc. These techniques will ensure the on-going maintenance and upkeep of the Trails and Pathways System.

OUTREACH PROGRAM

The Implementation Team, via an "Outreach Program," will present this trails plan to all pertinent organizations. They will work with the municipalities and other stakeholders to promote collaborative management of the Trails and Pathways System and make development decisions. Participating in neighborhood and community meetings will help to build the support necessary for this to happen. Through broad-based community participation, elected officials and agency representative will see the need to endorse the Little Spokane Trails and Pathways System.

FUNDRAISING AND GRANTS

Service clubs and organizations can be encouraged to organize and conduct a wide range of activities to generate revenue for construction and maintenance. Car washes, bake sales, rummage sales, are all possibilities. One idea for an organization, like a scout troop, is a 'Recycle for the Trail' project: collection boxes are conveniently located throughout the system encouraging people to donate their recycled cans and bottles to the trail. The organization would regularly collect contributions and maintain a construction and maintenance account.

Donations are often a big part of funding a trail project. Combined individual and corporate sponsors can potentially contribute thousands of dollars through direct contributions, endowments, employee challenge/match programs, or donations of necessary construction materials and maintenance supplies.

There are also many types of grants available for funding the implementation of a trails project. The Implementation Team will investigate grant opportunities to fund the construction of this trails system (see Appendix I).

IN-KIND CONTRIBUTIONS

Many grant programs require a local match to help demonstrate the community's commitment to the project. Often this 'match' requirement can be met with what is referred to as an 'in-kind' contribution. In-kind contributions are non-monetary donations of labor, equipment and materials to the overall cost of completing a project that can be translated to a dollar value used to meet the matching requirement. Volunteer labor for tasks such as clearing, grading, and construction can go a long way towards meeting local match requirements when applying for grants.

Business leaders must also be recruited to support this plan. Businesses may be able to provide in-kind support through trail building, financial contributions or possibly adopting sections of trail. Businesses are a key part of the community fabric and should not be excluded from involvement in building the Trails and Pathways System. Trails add to desirability of a community and can enhance a business' ability to attract customers to an area.

Next Steps

- Continue coordinating with Spokane County and Pounder Construction to build the first section of pathway this spring.
- Continue working with Ross, Devlin, and Burlington Northern railroad to establish easements across their properties.
- Form an Implementation Team to oversee the strategy and goals laid out in this plan.
- Continue working with Pine River and Leona neighborhoods, and County Parks to establish a nature trail on the Haynes property.
- Work toward adoption of this plan in the Spokane County Comprehensive Plan.
- Continue negotiations with the Department of Transportation so that the North Spokane Corridor bike lanes (and spurs) fit with this plan's recommendations.

COMMUNITY SUPPORT

CREATE CITIZEN GROUP

The establishment of a volunteer citizen group will provide the Implementation Team with assistance in all of the goals outlined by this plan. Volunteers can help with a variety of activities, including: trail construction and maintenance, trash and litter control, exotic vegetation removal, safety patrols, fundraising and educational outreach.

RECRUIT A POLITICAL CHAMPION

The recruitment of a political champion is one way to build community support. This political champion can serve as a key note speaker at community gatherings, endorse the project in the media and

arrange meetings with key community and jurisdictional leaders, and provide letters of support for funding requests.

Spokane County Commissioner John Roskelley has already been involved in drafting County Commissioners Resolution no. 1 0152 which supports the Trails and Pathways planning efforts. He and the other commissioners should continue to be kept informed and involved as this project moves forward

BUILD PARTNERSHIPS

Although a non-governmental organization and a citizen advisory committee are spearheading this Trails and Pathways project, its success will depend on the financial, legal and political support of all agencies and jurisdictions it encompasses. Some of the connections between key open spaces will require access across existing right-of-ways. For this reason, informing, involving and investing all of the stakeholders is the key to securing short and long-term support. That support may be in the form of setbacks on existing roads, inclusion in regional plans and capital facilities budgets and/or financial support to acquire easements and additional properties.

In addition, other partnering opportunities will be explored to involve businesses, charitable organizations, and adjacent landowners in the development, management, promotion and support of the Trails and Pathways System. This could include exploring resources and opportunities such as in-kind service donations, agency technical support, and new funding opportunities.

The Little Spokane Trails and Pathways System region has been identified in the Spokane County Comprehensive Plan as a "Trail Study Area". The entire Concept Plan is intended to eventually be adopted by the Spokane County Comprehensive Plan.

Several potential partners have been identified and the Core Planning team has begun working with some of them. Relationships such as such as these should continue to be pursued and strengthened, including but not limited to the following:

Spokane County Engineers	Relevant Washington State Government
Mead High School	programs
Wandermere Golf Course	Interagency Committee for Outdoor Recreation
Inland Northwest Land Trust	Cycling Groups
Washington State DOT	Regional Developers
Neighborhood Associations	Regional Businesses
Spokane County Parks	Local Churches
	Burlington Northern Railroad

PROMOTION

By presenting survey results to local newspapers and presenting promotional literature developed by the Implementation Team will demonstrate the community needs and interest. Newspaper stories, announcements and promotional literature should be used to recruit additional support and volunteers to

leverage jurisdictional assistance, both technical and financial. The Implementation Team will also look for new opportunities to involve business, charitable organizations, and adjacent landowners in the development, management, promotion and support of this trails and pathways system.

LETTERS OF SUPPORT

Soliciting general letters of support from community groups and organizations that have a related interest in the Little Spokane River Valley area or trail projects serves a key function in supporting implementation. Once these letters have been submitted, they can be used for a variety of support-building objectives.

VOLUNTEERS

The Friends of the Little Spokane River Valley should implement a volunteer program that allows people, organizations and businesses to get involved with implementation and up-keep of the Trails and Pathways System. Individuals, community organizations, civic groups, corporations and businesses are a good source of volunteers for trail development and maintenance. A few examples of volunteer opportunities that the Implementation Team should pursue are as follows:

- Civic groups, youth organizations, or businesses might want to adopt a section of trail and assume responsibility for litter patrol and light maintenance.
- Youth corps can provide assistance either free of charge or at significantly reduced costs and can support a variety of labor-intensive projects such as trail construction, streambank restoration, habitat improvement, and tree planting.
- Volunteer business work parties could help build, install and maintain signs and benches (according to standard design – haphazard development should not be allowed).
- Prison crews and juvenile and adult offenders required to perform community service are another potential source of assistance at significantly reduced costs. This can be a win/win situation because many social workers believe that positive work experiences involving conservation and recreation projects play an important role in juvenile rehabilitation programs.
- Schools and historical societies could help create and manage web pages, interpretive materials, curriculum guide, etc.
- High school and college students seeking recreation or conservation internships could be recruited to provided a somewhat longer-term commitment.
- Law enforcement agencies could train volunteer ‘trail stewards’ to serve as their eyes and ears while assisting in educating the public rules and policies.

Attracting volunteers is the first step, however, keeping them is the second. There are several ways to encourage and maintain a healthy volunteer base. A few ideas suggested by The Wetland Conservancy are as follows:

- Openly recognize the volunteers who are giving their time to the project or organization - call them, send a brief note, and let their employer know how valuable their contribution was.
- Make sure volunteers know who to ask if they have a question about their work assignment.

- Find out what people like to do and are best at. For example, don't give someone who hates detail work the task of organizing the next mailing.
- Be specific about the skills needed.
- Be specific about who is in charge if it is a committee.
- Give clear, defined tasks; develop job descriptions.
- Be specific about the time commitment involved.

APPENDIX I – FUNDING SOURCES

When seeking funds from grants, don't try to make the funding guidelines fit the project. Instead make sure the project fits the guidelines. This will increase your chances for success.

Putting together a project of this magnitude requires fundraising from numerous sources that will likely include a combination of federal, state, local and private grant programs. Most grant programs are established for specific purposes (e.g., recreation, conservation, environmental restoration, transportation, health and fitness, education) and the challenge is to identify these elements of the Little Spokane River Valley Trails System that match with these potential funding sources.

APPENDIX II - LAND PROTECTION

There are many ways to protect land for recreational trails. Some methods can be permanent while others are temporary. With each option the landowner relinquishes varying amounts of control and rights over the property. The permanent land protection methods fall into four categories: donations, sales, transfer with conditions, and undivided interests. The alternative or temporary land protection methods are; long term leas, nonbinding agreements, management agreements, mutual agreements, land exchange, and limited development. The flow chart on the following page illustrates the process by which a landowner can decide which method is best for protecting their property.

Acquisition

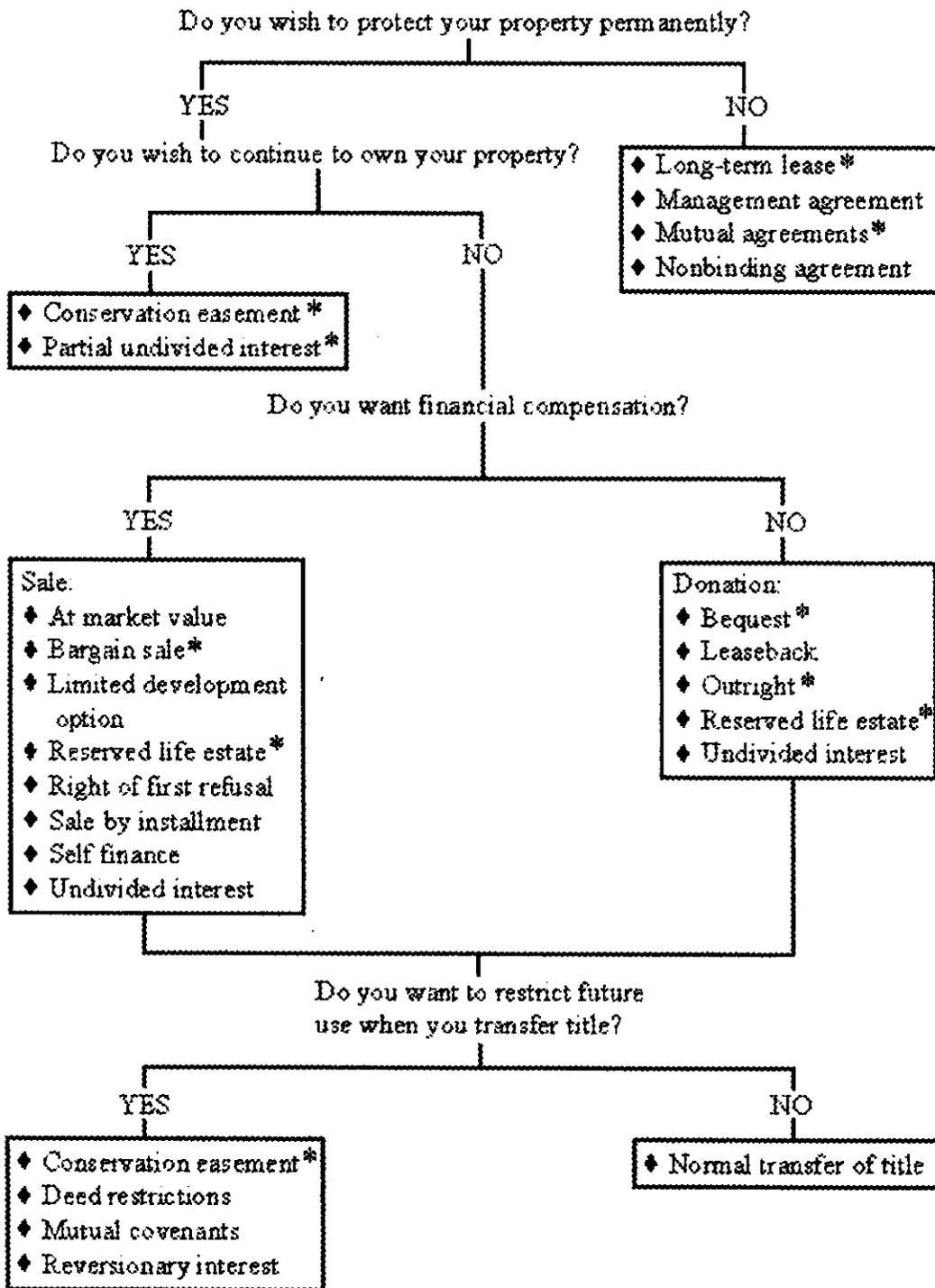
The outright purchase of a piece of land is known as fee simple acquisition. This is the most definitive way for an organization to protect the resource. It is often, however, difficult or impossible. Most conservation organizations have to rely on donations and generosity. This makes it very difficult to compete with developers or other more profit oriented organizations.

Conservation Easements

One technique for preserving private land other than fee simple acquisition is through establishing a conservation easement. Conservation easements have been successfully used to protect a variety of environmentally sensitive lands, including barrier islands along our coasts, mountain canyons in the Rockies, hunting preserves along river corridors and prairie grasslands of our central states. They may be used as the sole preservation technique or they may be adapted to provide protection of a buffer area around the core of a preserve where the central area is held by a conservation owner in fee title. Conservation easements can also accommodate low impact outdoor recreation.

With a conservation easement, the landowner gives up certain uses and developmental rights to the land by way of a series of restrictions. It also grants certain affirmative rights, including the right to enforce these restrictions, to a second party, usually a non-profit conservation organization or a government agency involved in park or natural area protection.

Landowner Options



* In most cases. The amounts of income tax and estate tax reduction depend on a number of factors. Note: For property best kept in private ownership, the land trust may place a conservation easement on the property to protect it, and sell it to an appropriate buyer. For non-conservation property donated to generate income to the land trust, the land trust will sell the property. Cash from the sale in either case will be used to support the land trust's conservation programs.

(This flow chart was taken from Land Protection, A Washington State Handbook, 1992, Interagency Committee for Outdoor Recreation)

A conservation easement is similar in effect to restrictive covenants in a subdivision, which also restricts land use, but differs in several significant ways. First, a conservation easement is intended to provide benefits to the public at large, not just the individual landowners within a private subdivision. Second, subdivision restrictions set forth a framework for future development of the property. Conservation easements, on the other hand, are designed to preserve property primarily in its natural, undeveloped condition. Like subdivision restrictions, conservation easements are tailored to the particular characteristics of the land. Prior to drafting the easement, a complete natural resource inventory including maps, photographs of existing improvements, species lists, etc. should be undertaken. Properly done, the inventory will identify sensitive areas, land use patterns, and those areas where limited development may occur, and thus will provide the conceptual framework for drafting the easement itself.

While all of these easements specifically provide for public access and use of the land, conservation easements may also be placed on private land to protect a viewshed or open space. Easements are very flexible tools and do not require public access, therefore allowing a private owner to permanently protect their property without necessitating either public ownership or access. Such use of easements could allow continued private ownership and enjoyment while increasing the protected viewshed.

Cooperative Agreements

A less official but effective way to protect land is through a cooperative agreement or memorandum of understanding. This is less complicated and most effective when the landowners are public agencies with similar missions. This is a less permanent solution since these types of agreements usually contain an escape clause that will allow any or all of the signatories to pull out with reasonable notice.

Land Protection Options

Option	Description	Results	Income Tax Deduction? *	Estate Tax Deduction? *
Conservation Easement	Legal agreement between a landowner and a land trust or government agency permanently limiting a property's uses.	Land's conservation values protected by organization. Owner continues to own, use, and live on land.	Yes	Yes
Gift of Land	Land is donated to land trust or agency.	Organization owns & protects land. * Income tax deductions spread over several years.	Yes	Yes
Gift of Partial Interests	Interests in land are donated to land trust, or agency over several years, until organization has full ownership.	Organization owns & protects land. *	Yes	Yes
Gift of Remainder at Will	Land is donated to land trust or agency at death.	Organization owns & protects land. *	No	Yes
Gift of Remainder in Life Tenancy	Land is donated to land trust, but owner (or others designated) continue to live there, usually until death.	Organization owns & protects land. *	Yes	Yes
Sale of Land	Land is sold to land trust or agency for a price below fair market value.	Organization owns & protects land. *	Yes	Yes
Lease	Land is leased for a specified number of years to a land trust or individual, with restrictions placed on how it can be used.	Development postponed	Yes	Yes

ual iant	A group of landowners agree to restrictions on their land use. May not involve a conservation group.	Can be nullified by subsequent agreement of owners.	No	No
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cases. The amounts of income tax and estate tax reduction depend on a number of factors. Note: Property best kept in private ownership, the land trust may place a conservation easement on the property to protect it, and sell it to an appropriate buyer. For non-conservation property donated to generate income for the land trust, the land trust will sell the property. Cash from the sale in either case will be used to fund the land trust's conservation programs.

(This information is excerpted from Conservation Options A Landowner's Guide published by the Land Trust Alliance.)

APPENDIX III – COUNTY COMMISSIONERS RESOLUTION

“BE IT RESOLVED by the Board of County Commissioners of Spokane County, Washington that the Board does recognize the citizen based effort and supports the process to create this master plan for a non-motorized trail and pathway system in the Little Spokane River Valley.

APPROVED BY THE BOARD this 20th day of February, 2001.”

APPENDIX IV – CORE PLANNING TEAM LETTER

March 2000

Friends of the Little Spokane River:

As we begin a new year, we are pleased to inform you of the recent efforts of a group of area residents to explore the development of a trail along the Little Spokane River. A trail through this scenic corridor would expand recreational opportunities for area residents while providing safe, pedestrian and bicycle linkages to local parks, schools, and services.

The Little Spokane River Trail Committee (TC), with assistance from the National Park Service, is committed to developing a plan for implementing this trail. However, a project of this size is not possible without the support of residents, merchants and professionals in the area. It must be a community-wide effort.

As an active member of the Wandermere community, your perspective would be invaluable as an advisor to the TC. We invite you to serve as a member of the Citizen's Advisory Council, which will function as a sounding board for the TC. We anticipate bimonthly, evening meetings to accommodate working professionals.

A member of the TC will be contacting you to discuss this very exciting project and the means by which you will be able to lend assistance. We welcome your interest and questions, now and throughout this planning process.

Sincerely,

APPENDIX V – ADVISORY COUNCIL LETTER



Trail Committee

Friends of the Little Spokane River Valley

March 3, 2001

Friends and neighbors of the Little Spokane River,

We are pleased to inform you of the recent efforts of a group of area residents to develop a pedestrian and bikeway system through the scenic Little Spokane River Valley. A network of trails and paths along existing roadways and through public land would expand recreational opportunities for area residents while providing safe pedestrian and bicycle linkages to local parks, schools, and services.

The Little Spokane River Valley Trail Committee, with assistance from the National Park Service's Rivers and Trails program, a community-based planning program, is committed to developing a plan for a trail and pathways system. However, a project of this size must be a community-wide effort. It is not possible without the input and support of local residents, merchants and professionals.

As an active member of the Little Spokane River Valley, your perspective would be invaluable as an advisor to the Trail Committee. We invite you to serve as a member of the Citizen's Advisory Council, which will function as a sounding board for the Trail Committee. We anticipate 3-5 evening meetings over the course of the planning process. Knowing that you are a busy member of our community, we will keep the meetings as brief and direct as possible.

A member of the Trail Committee will be contacting you to discuss this very exciting project and how you may be able to lend assistance. We hope you will join the advisory council's first meeting April 10, 2001, 4:30-6:00pm at the North Spokane Library, 44 E. Hawthorne Rd. We welcome your interest and questions, now and throughout the planning process.

APPENDIX VI – COLBERT MEETING NOTICE

January 1, 2002

Greetings!

The Friends of the Little Spokane River Valley trail committee invites you to a community meeting Tuesday, January 15, 2002, from 7:00 – 8:00 p.m.

The meeting will take place at Harla Jean Biever's* home to give you an opportunity to preview a video of the planned non-motorized trails and paths project in our valley, and, an opportunity for us to listen to your ideas about a proposed alternate route for walkers and joggers who may want to bypass the steep and dangerous Colbert Road by using the roads: Meadowbrook, Palomino, View, Redowa, Hillcrest, Hill, Judy and Michael to enjoy the outdoors at a more pedestrian pace.

Other than appearing as an indicator on the FLSRV trail map brochures, the above mentioned roads will be designated as "unimproved routes," and there won't be any signage, path/ trail construction, or trespassing, whatsoever.

Please see the opposite side of this flyer for directions to the meeting and proposed trail information.

Hope to see you there.

Tina Wynecoop

APPENDIX VII - PUBLIC COMMENTS

PUBLIC COMMENTS ON THE PROPOSED TRAILS & PATHWAYS (From the Open House at Midway Elementary School, JUNE 5TH 2001)

WHAT DO YOU THINK OF THESE PROPOSED TRAILS ROUTES?

What other segments or connections should be considered?

Connect to Mead high school track via back of gravel pit.

Under the power lines

Haynes property/Wandermere connection would be nice if Hwy 395 could be avoided (i.e. going east of Gravel pit from freeway to Wandermere). Another connection to Farwell from Haynes would be nice. Also connection from Little Spokane to Hwy 2 through Meadowridge would be nice.

I would like to see a connection along Shady Slope Rd. (from Little Spokane Rd to HWY 2)

Connect through the meadow across the river below Arrowhead Point + Fairwood neighborhoods to the existing trail system that follows the river at the park near St George's school. This would be a wonderful river following stretch. I don't think there are many homeowner lots across the river (west side of the river).

Proposal looks great – The committee has done a super job!

Golden road because some people probably don't want to go all the way through Hwy 2 if you live on little Spokane Rd.

Links to the river

Half Moon and Burke/Division connecting to H

Half Moon and Buckeye Valley Estates

From Hwy 2 NW along RR track to Woolard Rd.

From Hwy 2 EW past Meadow Ridge School
Library at Hawthorne (and access to Hawthorne would also yield access to theatre and shopping at North
Pointe. Connection to Centennial Trail.
Little Spokane River Drive – Meadowridge Elementary.
Golden – Greenbluff
Connect with the Whitworth College Campus.

Which proposed trail segments (if developed) would be most important to you?

Pine River Park to Wandermere mall.
Pine River park to Shady Slope through Haynes
Pine River Park to Gleneden
Hatch/Midway/Little Spokane
The Wandermere Rd to Hastings Rd
Little Spokane Drive
Haynes property
Near the water
Colbert Road
Little Spokane Rd
Those to Wandermere
All along Little Spokane Drive + Dartford Rd
Route along Little Spokane Dr. for safety reasons – Bikers and joggers take their lives in their hands every
time they go out there.
Little Spokane Dr through Dartford
Hatch Road
Hatch to Ballard to Dartford Drive
Midway to Wandermere
Perry to Little Spokane
Hatch, Fender, Ballard, Wandermere, Midway
From Hwy 2 NW along RR track to Woolard Rd.
From Hwy 2 EW past Meadow Ridge School.
Colbert R and Little Spokane Drive
Walking trails along Little Spokane/Midway areas for a radius of about 5 miles.
Little Spokane Drive.
Wandermere Road
Little Spokane River Drive – Pine River Park
Wandermere – Dartford Drive.
Dartford – STA Park and Ride
(Austin Road) Dartford – Pine River Park

What organizations or individuals should be involved in the decision making process?

Trails Committee
Land Owners
Local citizens
Local land owners
Schools – to get links to all schools in area via the trail

Friends of Little Spokane

Homeowners along the trail route

Dieter Cement he lives on the Little Spokane (466-1829)

Your open house is an excellent idea.

Land owners

Spokane bike club and Spokane mountaineers (Mountaineers have a trail work committee that could be coerced to work on Trails)

Those Martha Schaefer mentions in her video tape plus the Spokane Bike Club that promotes bike pathways

People who live in the area and who would use it.

As many as possible – every age group.

The home/landowners along the proposed corridor of this trail need to be informed of what could happen.

Even though most of the trails would be located on already existing roads or nearby, they need to know what is going on.

Homeowners, Parks Dept., Schools

Homeowners, Schools

Schools, Audubon Society, Homeowners

Are you concerned about the location of any proposed trail segment? Why?

Can't you do something more scenic (and less noisy) than follow along US2? While still serving the same purpose? (Farwell to Woodland)

No concerns

Nope

No. They are all in a good location – seems logical

Good traffic avoidance systems (underpass/overpass)

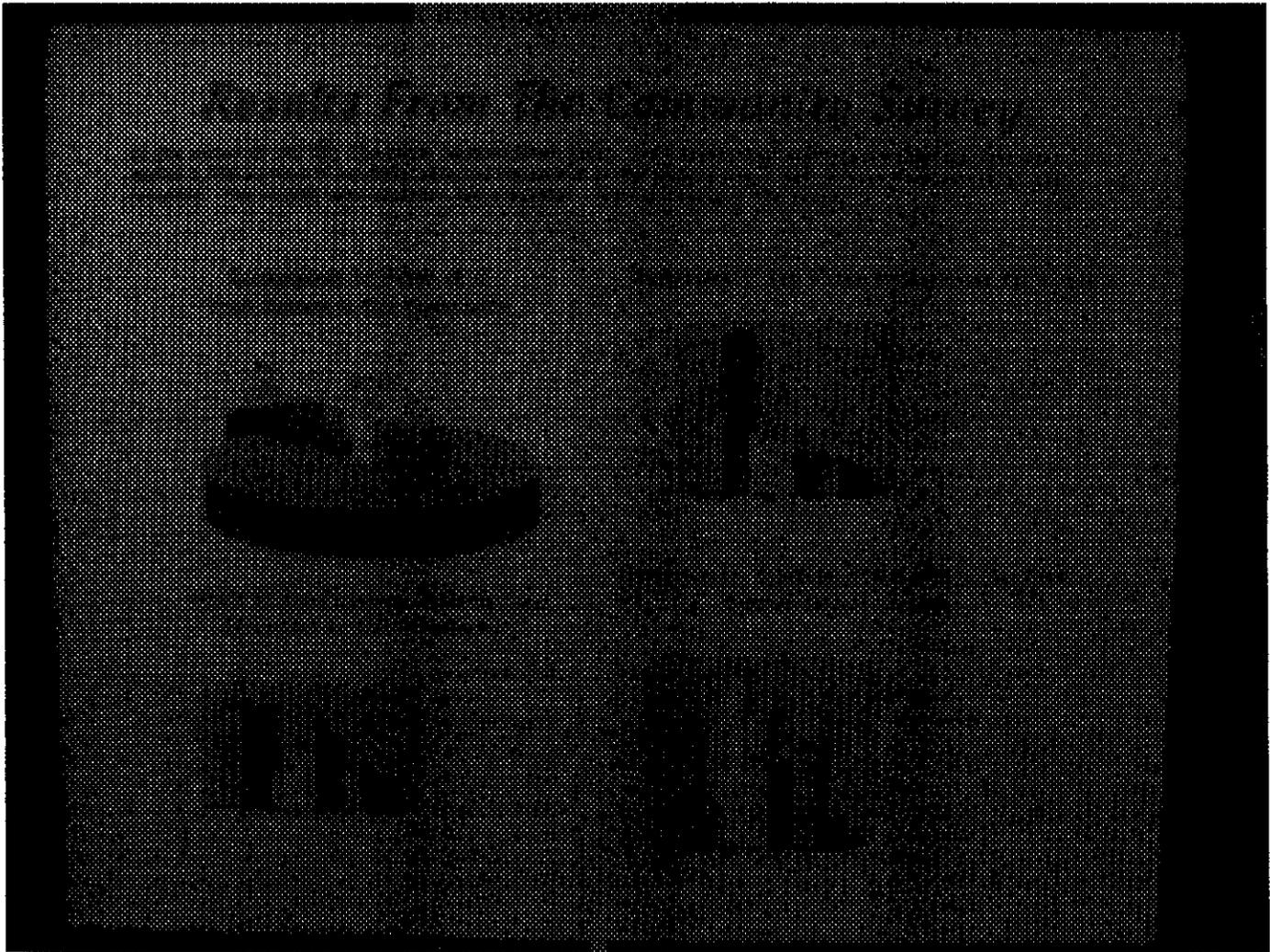
Concern of over reliance on roads as pathways. Traffic has increased significantly in the last 3 years –

Someone will be run over soon – unless adequate lighting, paths and signs.

No

APPENDIX VIII – PUBLIC SURVEY

RESULTS



APPENDIX IX - OPEN HOUSE QUESTIONNAIRE RESULTS

APPENDIX X - PROPOSED TRAILS & PATHWAYS SYSTEM MAP

Little Spokane Trail System



Created by:

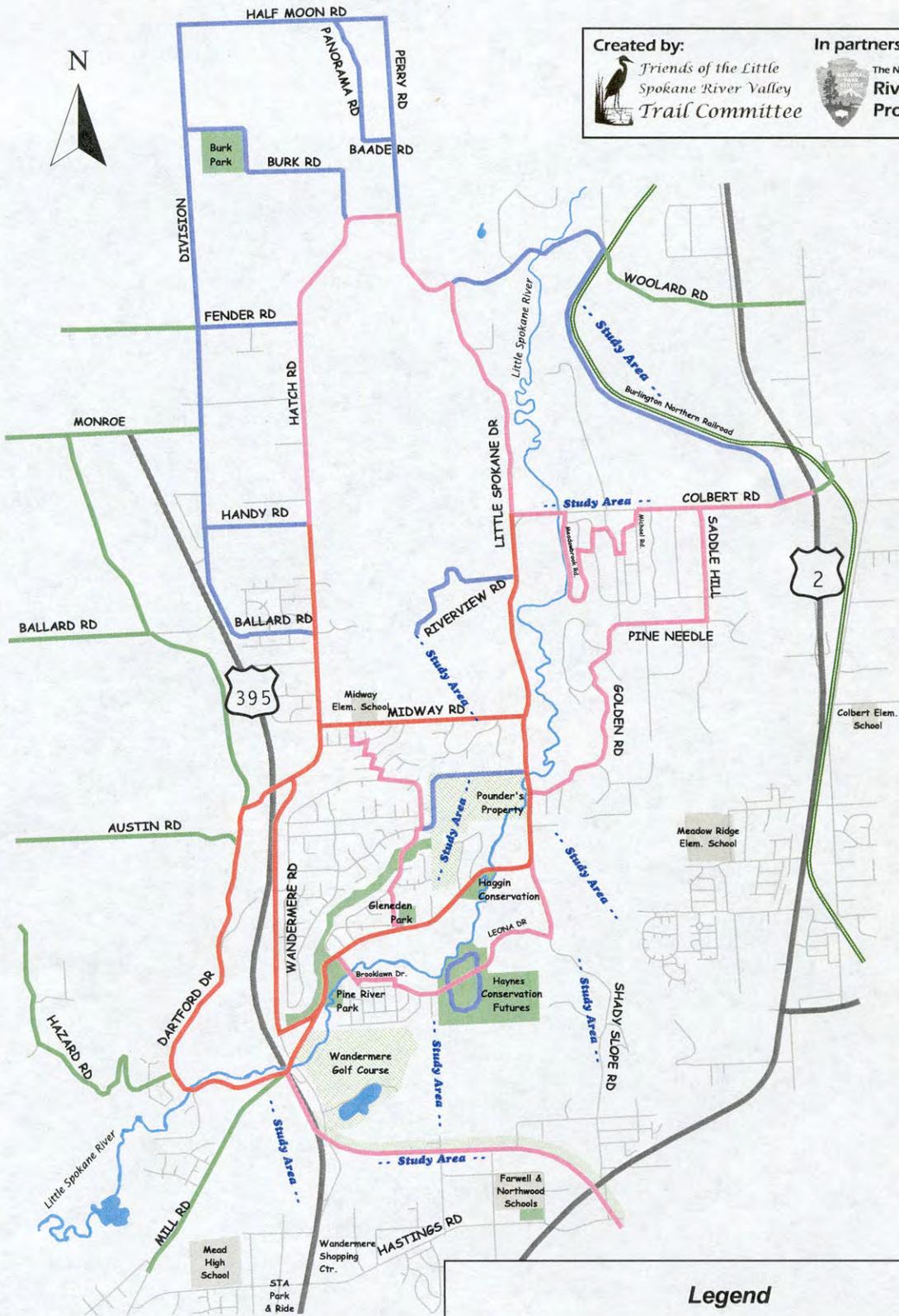


Friends of the Little
Spokane River Valley
Trail Committee

In partnership with:



The National Park Service's
Rivers & Trails
Program



There will be no attempt to impose land use control over any private property within this area. This conceptual map is solely intended to help Little Spokane River Valley Trails System partners prioritize their actions in pursuing voluntary and willing interest in establishing a system of trails and its subsequent development and management (i.e., acquisition, easements, donations, permits, etc.).

Legend

	Proposed Primary Routes		Public Open Space
	Proposed Secondary Routes		Private Open Space
	Proposed Tertiary Routes		Schools
	Proposed Regional Connections		DOT North Corridor Project

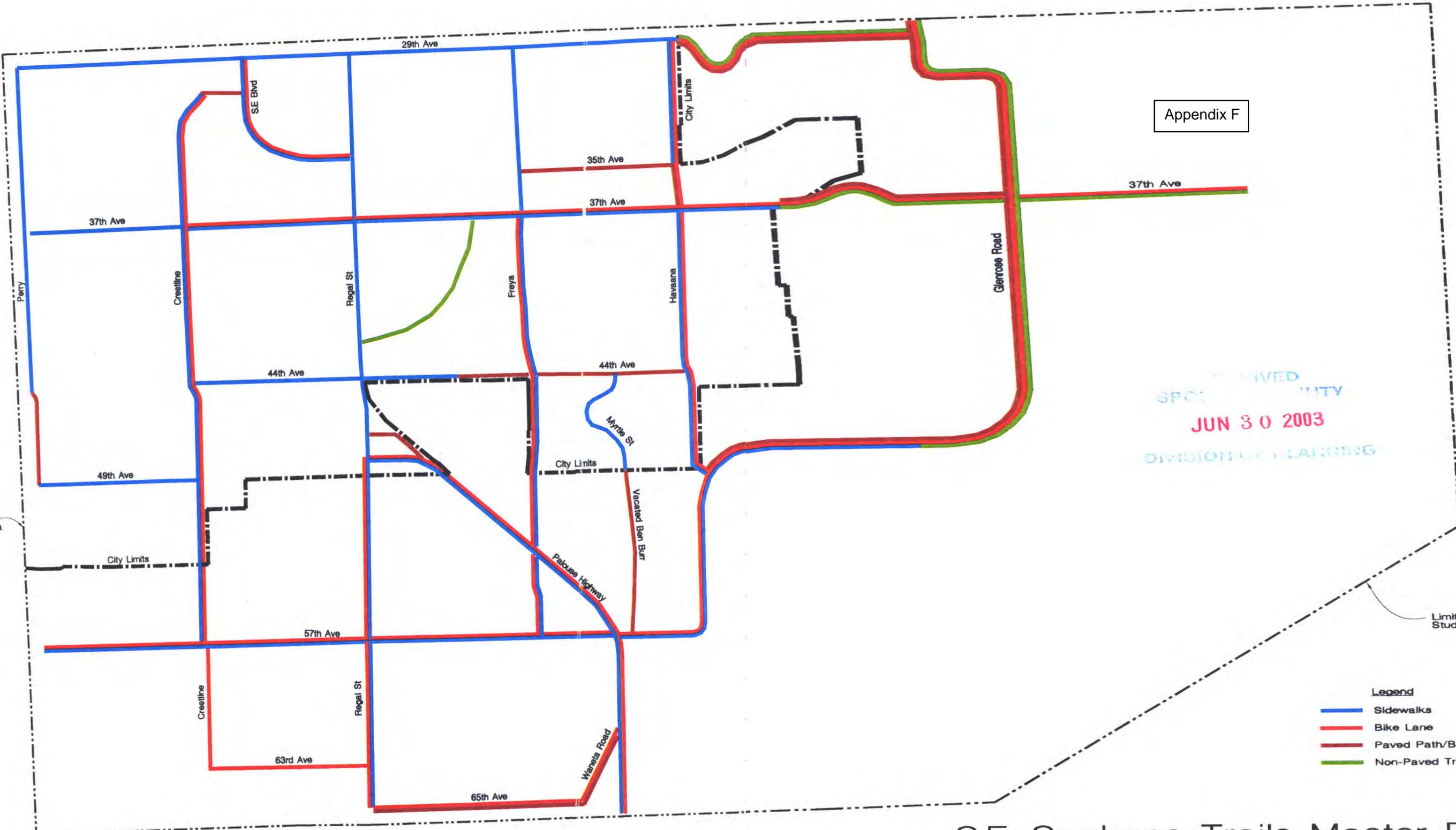
Spokane County Comprehensive Plan



Appendix F S.E. Spokane Trails Plan

Appendix F

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SPOKANE CITY
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DIVISION OF PLANNING



- Legend**
- Sidewalks
 - Bike Lane
 - Paved Path/Bikeway
 - Non-Paved Trail

Spokane County Comprehensive Plan

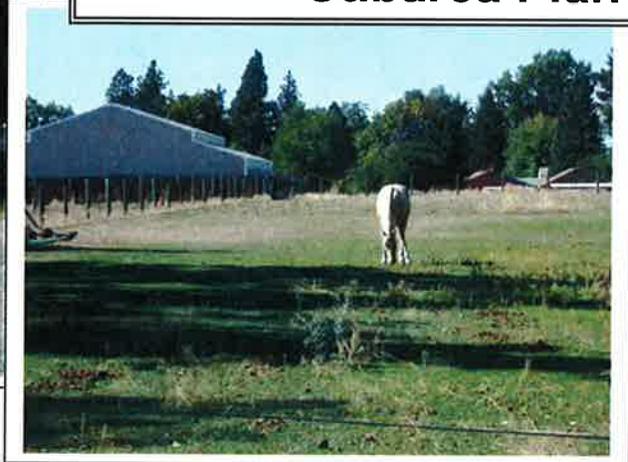
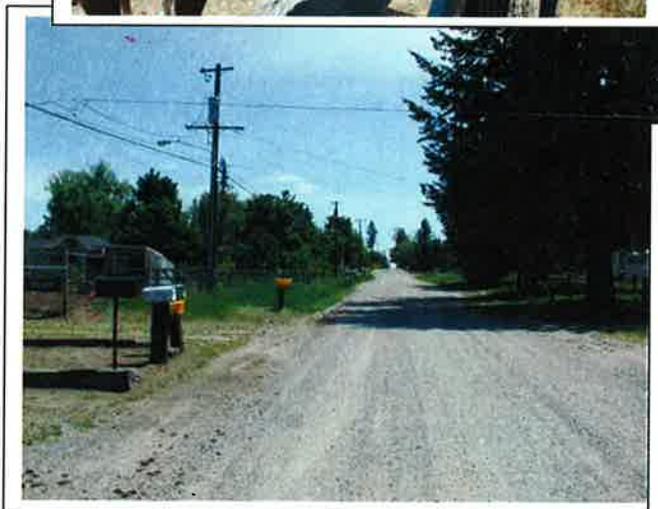


Appendix G-Little Greater Morgan Acres
Subarea Plan

Appendix G Greater Morgan Acres Subarea Plan



**Greater Morgan Acres
Subarea Plan**



Greater Morgan Acres Subarea Plan Table of Contents

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I. Introduction

Historical Overview:

As the main flow of the Missoula Flood receded, it left a light sandy soil at the outer edges forming the basis of the land on which Morgan Acres, adjacent to the northeast Spokane city limits, was built. The area became forested with Ponderosa Pines and the ground cover included bunch grasses, Canadian Balsam, and Camas.

The community lies within territory once occupied by the Upper Spokane, a tribe of Interior Salish who practiced a yearly subsistence pattern of hunting and gathering. Though the area was relatively dry most of the year, there was a sandy meadow of grasses in the early spring where they met and raced horses. The Salish name for the area was translated as “Wild Horse Prairie,” and the name remained until Hillyard, to the south, was platted.

In the early 1900’s, George Colburn and Daniel Morgan obtained 640 acres and began developing it. Real estate developer, Morgan figured out that this dry area sat above the aquifer, and in 1906 the Colburn and Morgan Water Company was established. An eight-foot diameter, hand-dug well was dug. It went down 250 feet to the aquifer and was lined with hand-laid brick. In 1909, a diesel pumping system was built to irrigate the small, one to five acre farms.

Five years later Morgan traded his residence at Grand and 21st to buy out Colburn’s portion, and for about seven years he and his family lived in their “country home” on the corner of what is now Market and Wilding. The lots of Morgan’s Acre Park were promoted as being, “One-half mile north of Hillyard. These irrigated tracts are closer to Spokane than any other irrigated tracts.” It also promised “a six inch water main in front of every one. All the water you need.” As agriculture and growing one’s own food was very important at that time, it was claimed that “one of them will furnish your living and make you money.” The one-acre lots were quickly sold, and Daniel Morgan went onto other endeavors in business and politics, including being elected as a Washington State Senator.

Though the lots sold quickly, development was slower, and the area was characterized by large open spaces for many years. In 1921, only 72 structures are shown on the entire 400 acres, several of which were dairies. After the mid 30’s, commercial farms began to give way to hobby farming and, in the late 40’s, 50’s and 60’s, building began to accelerate.

Most of the lots, however, remain platted as they were almost one hundred years ago. Remnants of the past, such as farm structures, tools, and milking equipment, can still be found. The original well remains, and North Spokane Irrigation District has evolved from providing irrigation to become an urban water district. The original wooden reservoir was replaced in 1923 with steel, and 80% of the system has been replaced and updated since 1980.

Current residents purchase the lots for the same reason the original owners did—for the water system and the closeness to the city. They also appreciate the semi-rural feel that is created by the large lots and the ability to keep an animal or two if they desire. Daniel Morgan’s vision for the land remains strong in those who have chosen the area for their home.

B. Background and Process:

In November of 2001, the Spokane County Commissioners adopted the Comprehensive Plan, which established urban growth areas and revised land use designations for much of the County including the Greater Morgan Acres Area. Morgan Acres Residential areas were reclassified from Suburban designations (1 housing unit per acre) to Low Density Residential (1 to 6 housing units per acre) and in some cases Community Commercial or Light Industrial. Most of the rest of the area retained its previous Heavy Industrial designation.

During this same time frame, the Washington State Department of Transportation began moving forward with planning and development of the North Spokane Corridor also known as the North Spokane Freeway. This new major transportation facility will connect SR-395 at Wandermere to I-90 and bisect the Greater Morgan Acres Area.

Changes to the Spokane County Comprehensive Plan and the North Spokane Corridor project were the primary reasons that Morgan Acres Area residents became interested in Subarea Planning. The Northwest Regional Facilitators received a grant from Spokane County Community Development in 2002 on behalf of the Morgan Acres Neighborhood Advisory Committee. The funding was used to conduct 3 community meetings. At the meetings a vision for the community was developed and specific planning issues were identified.

The Morgan Acres Neighborhood Advisory Committee applied to Spokane County for planning assistance in January of 2002. A total of 6 Spokane County Subareas applied to Spokane County for planning assistance. The Spokane County Planning Commission and the Board of County Commissioners evaluated the requests and selected Greater Morgan Acres as the highest priority in July of 2003.

The Spokane County Building and Planning Department began working with the Morgan Acres Neighborhood Advisory Committee in September of 2003. The first task was to organize a community meeting to inform residents and property owners about the subarea planning process and solicit broad participation. Over 100 people attended a community meeting held at the Market Street Market on November 13, 2003. At the meeting, participants reviewed and prioritized relevant planning issues. County staff and neighborhood leaders explained the planning process and potential outcomes. Participants were invited to attend subsequent planning meetings and many new stakeholders became involved.

Participants continued to meet monthly or more often to refine planning issues into goal statements and to identify and evaluate alternative actions to achieve the goals. As the plan evolved, recommendations were developed that center around three topics including 1) land use and zoning, 2) transportation and pedestrian safety and 3) quality of life (parks, code enforcement, crime prevention and communications).

During the planning process a grant was received from the Washington State Office of Historic Preservation to inventory the neighborhoods historic structures. The Morgan Acres Inventory of Historic structures was completed during the summer of 2004. The inventory is included in the appendix.

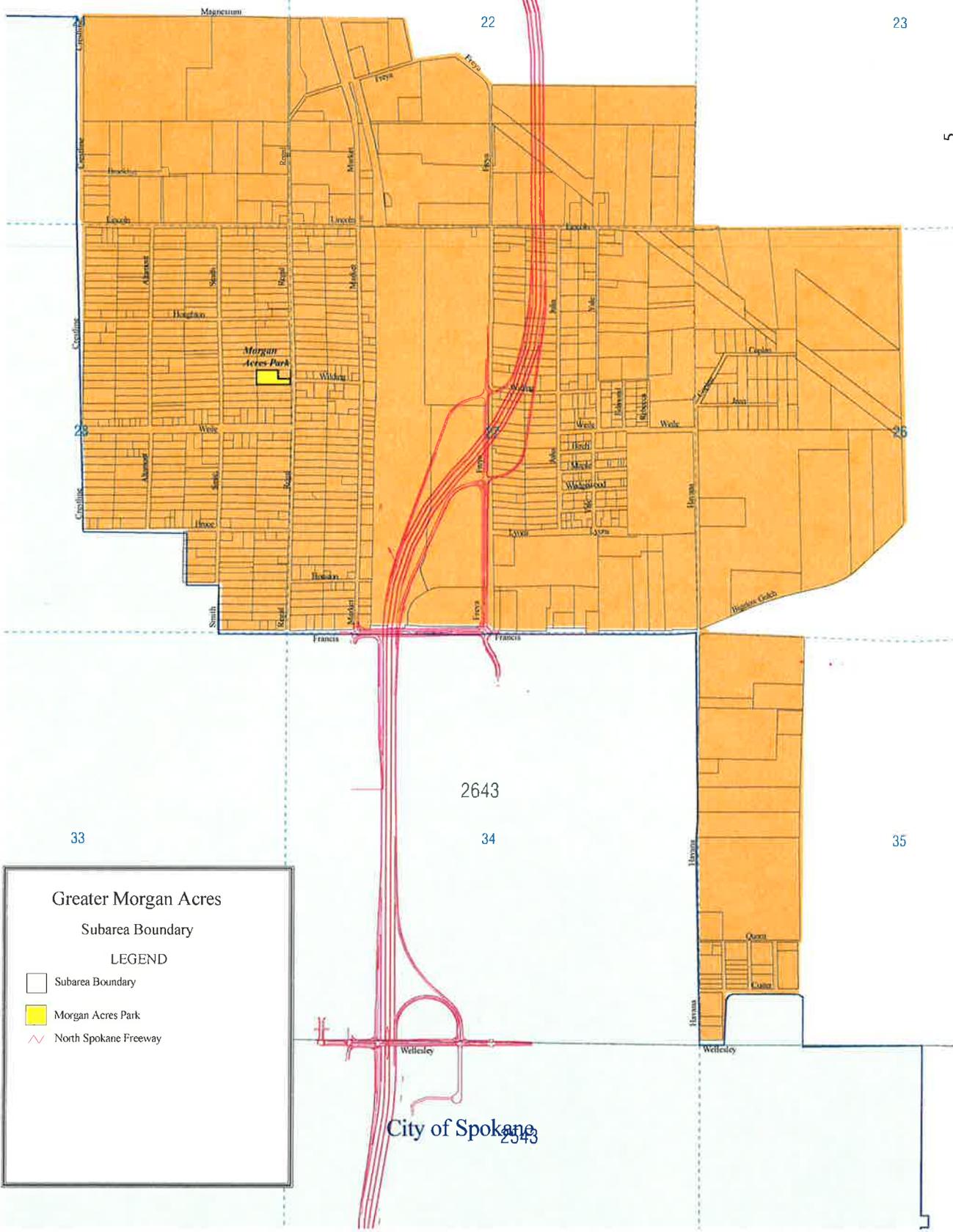
By August 2004, a draft plan was produced. The draft plan was distributed at the August 19, subarea planning meeting. At the September 16, 2004 meeting, the draft "Plan " was discussed and several corrections were made. It was decided to mail a notice that the draft "Plan" is available for review to all subarea residents. The notice also advertised a community meeting on the draft "plan" to be held on October 21 at the Arlington School.

II. Greater Morgan Acres Vision Statement

Note: This vision statement was originally developed at Community Meetings held in 2002. The statement was further refined at subarea planning meetings held in November and December of 2003.

“Morgan Acres wants to preserve what we have – a unique rural environment with its own water supply. We would like to see residential areas stay residential with the rural feel we experience now. We want to preserve the one-acre lots and see the business land remain for businesses. We want natural buffers and transitions of land use designations between these areas.”

Figure 1 GREATER MORGAN ACRES
Subarea Boundary



Greater Morgan Acres
Subarea Boundary

LEGEND

- Subarea Boundary
- Morgan Acres Park
- North Spokane Freeway

City of Spokane

Goals and Recommendations

A. Land Use and Development Density Goals and Recommendations

1. Goals for Residential Land Use

- **Preserve the one-acre lots and rural feel in Morgan Acres.**
- **Amend zoning designation in Greater Morgan Acres to facilitate retention of existing one-acre lots.**
- **Prohibit new multiple family developments in the Morgan Acres Community.**

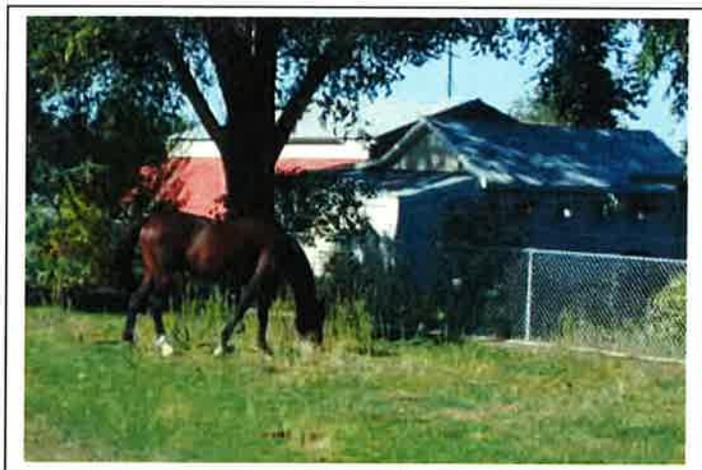
Background:

Morgan Acres was originally platted as one-acre parcels. The area developed as a suburban area where large gardens and animal keeping are the norm. Until adoption of the new County Comprehensive Plan in 2001, the area was zoned for one-acre lots and animal keeping was permitted. The new Comprehensive Plan resulted in a change in zoning to Low Density Residential, which allows up to 6 units per acre and prohibits most animal keeping. Residents have consistently expressed a desire to change the zoning back to the one-acre standard and allow limited animal keeping as is common in the area.



Recommendations:

1.a Work with the Spokane County Planning Commission and the Board of County Commissioners to amend the Comprehensive Plan to provide for a one acre per lot maximum density category that would be applied to Greater Morgan Acres and potentially other areas with an existing one-acre lot development pattern. This new proposed Comprehensive Plan category is referred to as Low Density Residential Plus (LDR+). See Proposed Land Use Plan map, Figure 2.



1.b Work with the Spokane County Planning Commission and the Board of County Commissioners to amend the Spokane County Zoning Code to provide a new zoning designation that will implement the one-acre minimum lot size (LDR+)

Comprehensive Plan category. See Proposed Zoning Code Amendment in Appendix C.

2. Goals For Industrial and Commercial Land Use

- Encourage design features adjacent to Market Street to include buffers and transitional uses to protect residential areas.
- Assess development potential for Burlington Northern Santa Fe land east of Market Street and near the proposed North Spokane Freeway and recommend appropriate Comprehensive Plan designations and development regulations to ensure that future development is compatible with adjacent rural residential properties.

Background:

The North Spokane Freeway will bisect the Greater Morgan Acres subarea. Traffic patterns in the area will change significantly as freeway interchanges at Freya Street and Francis Avenue are constructed. Land use along Market Street has been in transition and currently consists of mixed single-family residential and commercial uses. Warehousing, railroad tracks and single-family residences are the primary land uses east of Market Street. The new freeway will displace many of the single-family residences. The former railroad-switching yard has been abandoned which leaves large vacant areas. Some of the vacant areas will be occupied by the new freeway but others will remain as opportunities for redevelopment. The 2001 Comprehensive Plan designates much of this area as Heavy Industry and the area appears to be transitioning away from heavy industry. New Comprehensive Plan land use designations may be necessary to facilitate redevelopment.

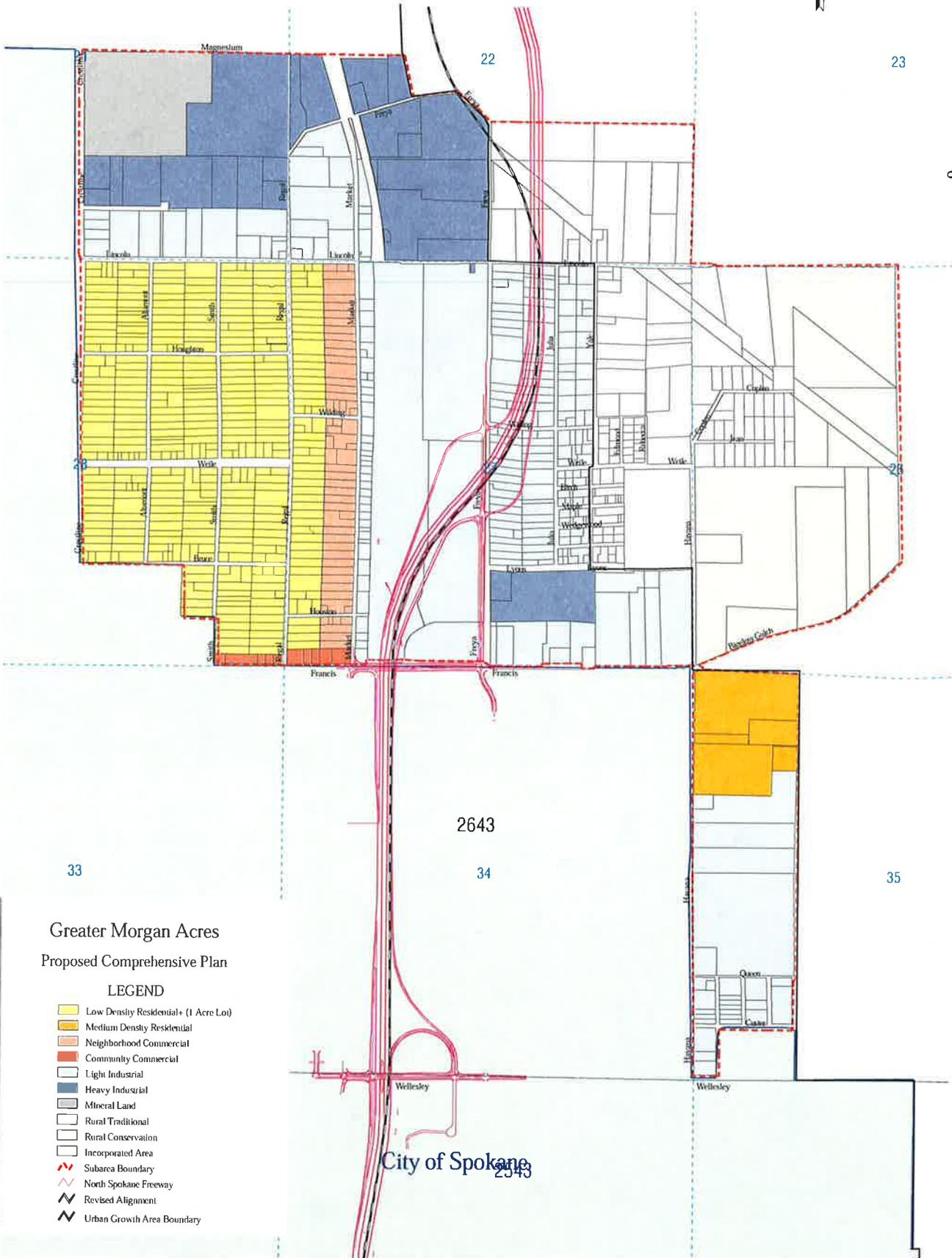
Recommendation:

2.a Work with the Spokane County Planning Commission and the Board of County Commissioners to amend the Comprehensive Plan for Market Street and the area east of Market Street within the Greater Morgan Acres Subarea. Proposed land use changes, primarily from Heavy Industry to Light Industry, are intended to support redevelopment that will create jobs while minimizing conflicts with the existing development as the North Spokane Freeway is constructed. Refer to Proposed Land Use Plan map, Figure 2.



Figure 2 GREATER MORGAN ACRES

Proposed Comprehensive Plan



Greater Morgan Acres
Proposed Comprehensive Plan

LEGEND

- Low Density Residential+ (1 Acre Lot)
- Medium Density Residential
- Neighborhood Commercial
- Community Commercial
- Light Industrial
- Heavy Industrial
- Mineral Land
- Rural Traditional
- Rural Conservation
- Incorporated Area
- Subarea Boundary
- North Spokane Freeway
- Revised Alignment
- Urban Growth Area Boundary

City of Spokane

B. Transportation Goals and Recommendations

1. Goals for reducing traffic in residential areas

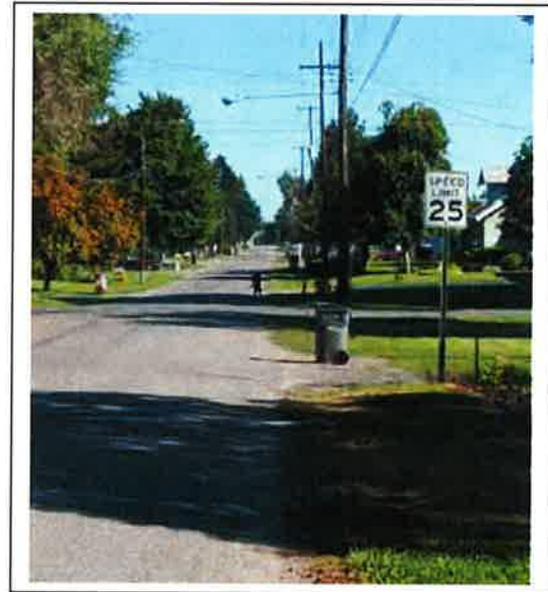
- Implement a workable traffic design plan that discourages or prevents truck and other through traffic from using residential streets.
- Traffic calming measures should be employed to discourage truck traffic from using residential access streets such as additional speed limit signs, roundabouts, speed bumps, prominent crosswalk markings, warning signage and electronic speed monitoring signage.

Background:

The North Spokane Freeway will be constructed through the Greater Morgan Acres subarea. This major transportation facility includes interchanges at Freya Street and Francis Avenue within the Subarea. The North Spokane Freeway is being constructed from north to south beginning at Wandermere and is planned to be completed to Francis Avenue by 2008. Development of the North Spokane Freeway is likely to result in increased traffic on arterial streets in the Greater Morgan Acres Subarea. Residents are concerned that residential streets will also be impacted as arterials become more congested and drivers seek alternative routes to access the new freeway.

Recommendations:

1.a The Greater Morgan Acres Neighborhood Advisory Committee will acquire seven (7) electronic speed-monitoring signs and install them as shown on the Morgan Acres Subarea Transportation Plan Map. First priority will be the speed monitoring signs shown near Arlington School. The Morgan Acres Neighborhood Advisory Committee will work with the City of Spokane and Spokane County Division of Engineering to acquire and place the signs. Grant funding to acquire the signs will be sought from public and private sources and from area businesses. Refer to the Morgan Acres Transportation Improvement Plan, Figure 3, for the location of electronic speed-monitoring signs.





1.b Additional speed limit signs should be posted on local access streets. Signs should be designed and placed in a manner, which makes them more conspicuous to the traveling public. The Morgan Acres Neighborhood Advisory Committee will work with Spokane County Division of Engineering to install the signs.



2. Goals to improve pedestrian safety

- **Improve pedestrian crossings on Francis Avenue and Market Street, especially near Arlington School.**

Background:

Arlington Elementary School is located north of Francis Avenue and on the west side of Smith Street. Francis Avenue can be a difficult crossing and traffic is expected to increase when the new North Spokane Freeway/Francis Ave. interchange opens. Plans call for increasing Francis Avenue to 5 lanes. Morgan Acres residents have explored a number of options to improve safety for pedestrians, especially school children.

Recommendations:

2.a State-of-the-art crosswalk markings should be applied to existing crosswalks. The crosswalks should be maintained more often as the paint wears off within months or the marking applications should be of a higher quality, having more durability under high volume traffic situations. In this regard, the crosswalks at the intersection of Francis Avenue and Market Street and near Arlington School should be given the highest priority.

2.b Construct a pedestrian overpass across Francis Avenue near Arlington School. Work with the City of Spokane and the Hillyard Neighborhood to facilitate achieving this objective. The overpass should be designed to safely facilitate pedestrian and bicycle use and to accommodate handicapped persons. The proposed location for the pedestrian overpass is shown on the drawing of Arlington School, Figure 3 and Figure 4.



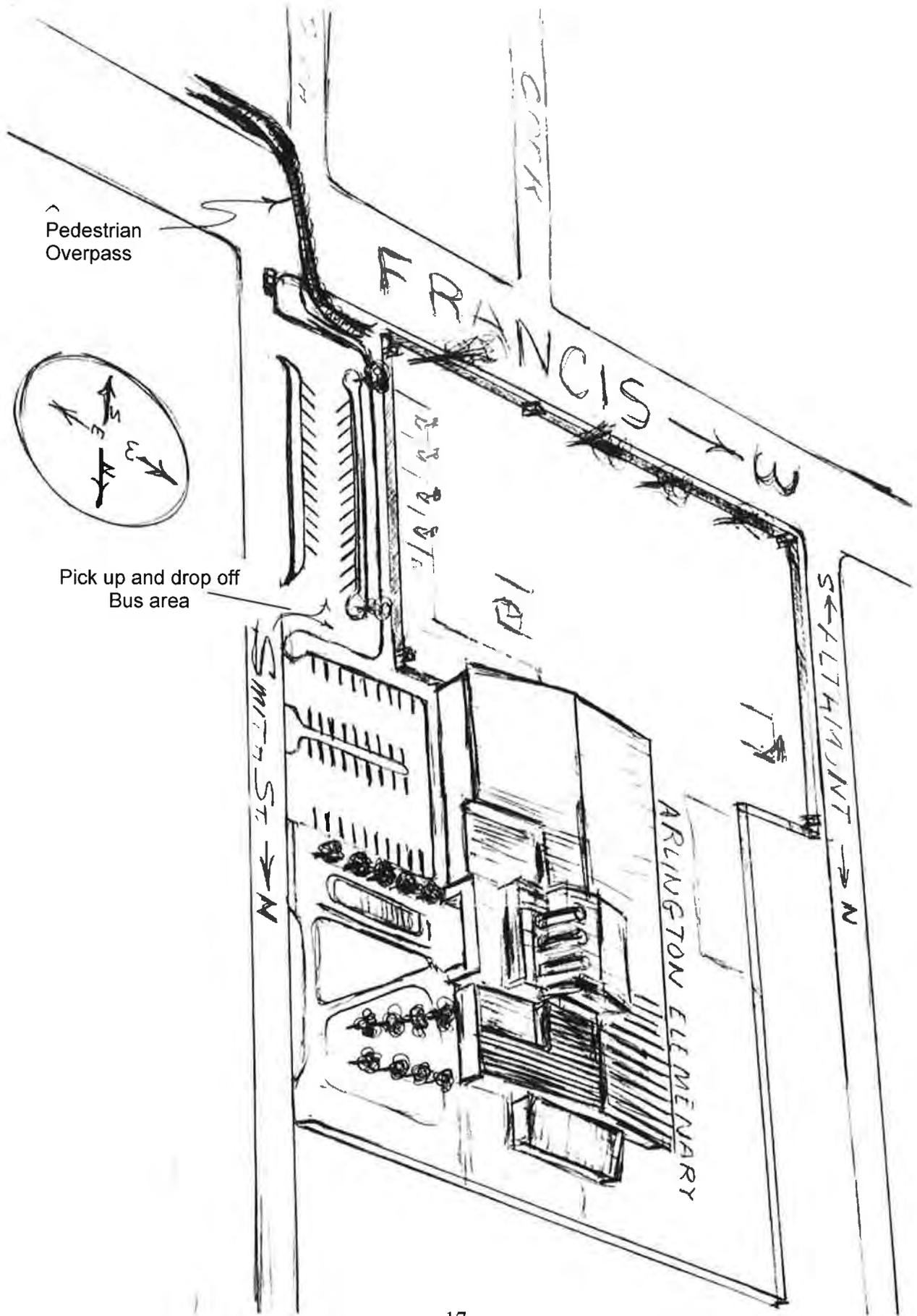
2.c The Morgan Acres Neighborhood Advisory Committee shall work with the Washington State Department of Transportation, Spokane Regional Transportation Council and the City of Spokane to install traffic signals at the crosswalk on Francis Avenue at Arlington School.

2.d Work with the Washington State Department of Transportation to classify Francis Avenue from Division Street to the North Spokane Freeway as a State Highway. Francis Avenue west of Division Street is currently a State Highway. More resources may be available for the installation and maintenance of safety features facilitating safe pedestrian access if Francis Avenue is re-designated.



2.e Work with School District 81 and Arlington Elementary School administration to provide adequate off-street parking for persons accessing Arlington Elementary School for school activities and after hour events and provide a safe and convenient on- campus drop-off/pick-up area that significantly reduces congestion near the intersection of Francis Avenue and Smith Street. Refer to Figure 4.

Figure 4, Arlington Elementary School



3. Goal for Public Transit

- **Improve public transit service to the industrial areas in Greater Morgan Acres.**

Background:

The Greater Morgan Acres Subarea currently includes several large industrial employers. The Morgan Acres Subarea Plan designates large portions of the area in close proximity to the North Spokane Freeway for industrial development. Employment in the area can be expected to increase significantly. Facilities to encourage public transit use should be implemented to reduce commute trips.

Recommendation:

3.a The Morgan Acres Neighborhood Advisory Committee will work with the Spokane Transit Authority to begin planning for bus shelters, park and ride lots and improved bus service to serve the transportation needs of the employees of new businesses, which will be locating in the industrial designation. Refer to the Morgan Acres Transportation Improvement Plan, Figure 3, for the location of a proposed park and ride lot.



4. Goals for long term traffic management

- **Maintain adopted levels of service for arterial intersections.**
- **Assess traffic and noise impacts from the North Spokane Freeway on residential areas and recommend actions to minimize those impacts.**
- **Transportation issues affecting Greater Morgan Acres are on-going and long term in nature and a permanent Morgan Acres Transportation Committee shall be appointed to track these issues and work with County, City and State transportation officials to effectively convey the best interests of the community.**

Background:

Residents of the Greater Morgan Acres area have been working for several years with the Washington State Department of Transportation planning for the North Spokane Freeway. The need for ongoing communication is recognized as essential to protect the interests of area residents and business owners.



Recommendations:

4.a The Greater Morgan Acres Neighborhood Advisory Committee should appoint a permanent Transportation Committee as soon as possible to work with the City of Spokane, Spokane County, Spokane Regional Transportation Council and Washington State Dept. of Transportation for transportation planning affecting Greater Morgan Acres.

4.b The Spokane Regional Transportation Council (STRC) will commence a Traffic Study pertaining to the northeast Spokane area. The Transportation Committee appointed by the Morgan Acres Neighborhood Association shall work with SRTC during the course of this study. The Greater Morgan Acres community needs to keep current on this planning effort and participate in SRTC’s public deliberations to ensure that concerns are addressed.

4.c Established levels of service for arterial intersections will be significantly impacted by the North Spokane Freeway. The Northeast Spokane Transportation Study being conducted by the Spokane Regional Transportation Council should analyze these impacts and identify appropriate road system improvements necessary to safely accommodate projected traffic flows.

5. Bike Path Goal

- **Provide for facilities and improvements, which facilitate safe bicycle and pedestrian access within Greater Morgan Acres.**

Background:

Bicycle facilities are generally lacking within the Greater Morgan Acres Subarea. The North Spokane Freeway will include a dedicated bike path. Residents have proposed a number of bike paths that will facilitate bike travel and connect to the freeway bike path.



Recommendation:

5.a Bikeways as set forth in the Transportation Element of the Spokane Comprehensive Plan shall be a part of the Morgan Acres Subarea Plan. Additionally; the following bike paths shall be included in the Morgan Acres Subarea Plan:

- A bike path is proposed adjacent to Francis Street, connecting to the proposed Bigelow Gulch Road Bikeway.
- The proposed bike path adjacent to



Magnesium Road shall be extended to Freya Street and connect with the North Spokane Freeway proposed bikeway.

- The proposed North Spokane Freeway Bike path shall be included in the Morgan Acres Subarea Plan. (See Figure 3.)
- A bike path is proposed adjacent to Lincoln Street and shall connect to the proposed North Spokane Freeway bikeway. An overpass shall be constructed over the railroad tracks to facilitate safe passage.
- Market Street requires safety improvements before it can safely accommodate cyclists. The improvements must result in a safe separation between bicycle and pedestrian traffic, and vehicular traffic.

Note: All proposed bike paths should be designed and constructed to safely accommodate pedestrian traffic. Refer to the Transportation Improvement Plan, figure 3, for the bike path locations.

C. Quality of Life Goals and Recommendations

1. Goal for Open Space Preservation and Enhancement

- **Preserve existing open space in Greater Morgan Acres. Improve the Morgan Acres Park through the subarea planning process.**

Background:

Morgan Acres Park is a 2-acre park located on Regal Road. The Park is owned and maintained by the North Spokane Irrigation District No. 8 but is included in the Spokane County Parks Plan. Spokane County has assisted with providing park improvements in the past. The Irrigation District office is located on the park site and a water tower is located adjacent to the park. Existing improvements to the park include a basketball court, climbing toy, swings, picnic tables, and benches. The restroom is in need of improvement. At planning meetings, participants suggested expansion of the picnic facilities and improvement of restrooms as the highest priority. A picnic shelter to accommodate neighborhood and family picnics would provide a gathering place for area residents.

Recommendation:

1.a Work with the Spokane County Department of Parks, Recreation and Golf and the North Spokane Irrigation District No. 8 to improve the Morgan Acres Park to meet the needs of area residents as shown in the Morgan Acres Park Improvement Plan. Refer to figure 5.



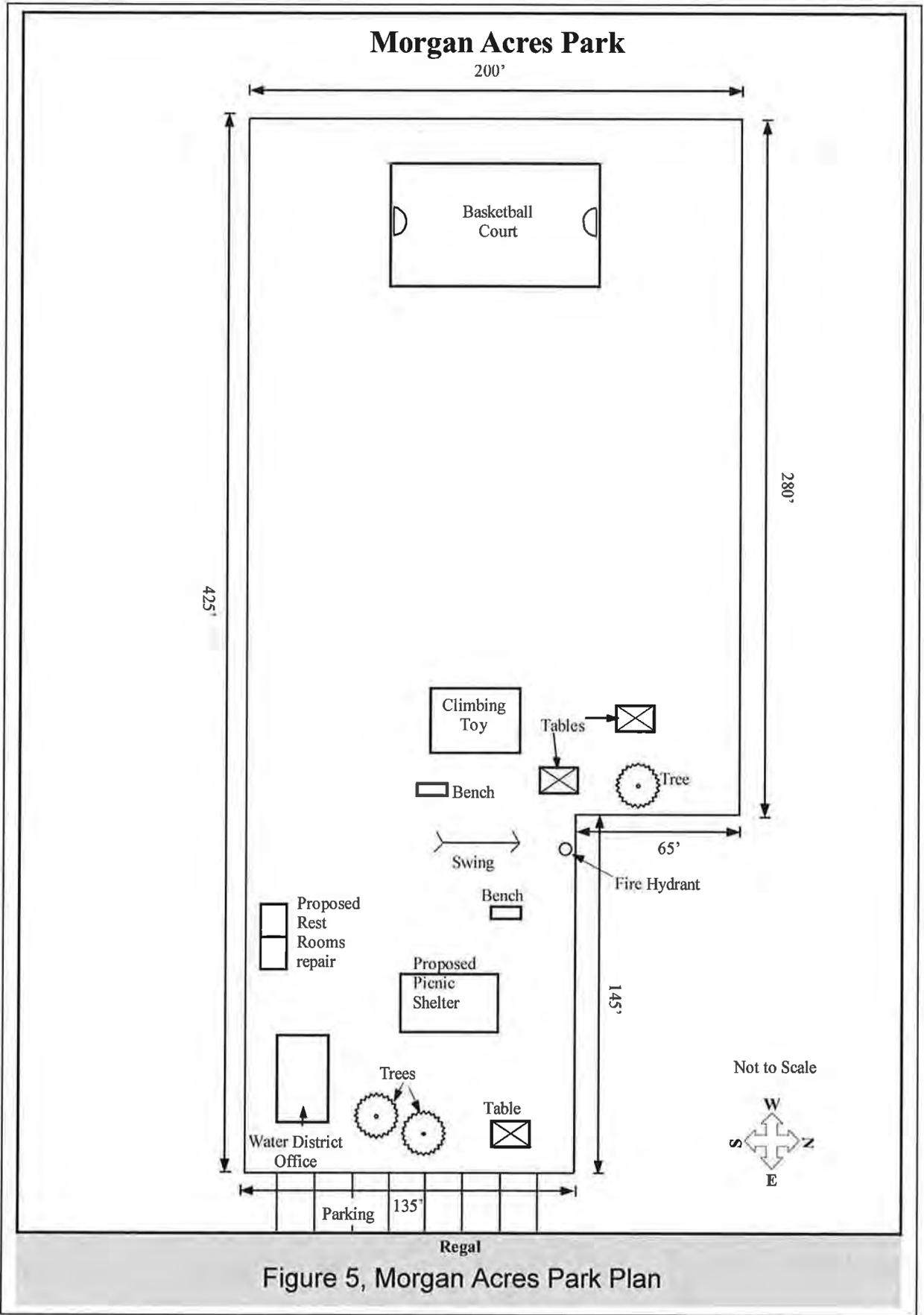


Figure 5, Morgan Acres Park Plan

2. Goal for Aesthetic Improvement

- **Improve the appearance of Morgan Acres by focusing code enforcement and community programs on neglected properties to eliminate outside storage of inoperable vehicles, discarded equipment and materials, exposed litter and rubbish and encourage pride in community appearance.**

Background:

Clean up of neglected properties has been identified as a high priority within the community. Outside storage of inoperable vehicles and various materials has been an ongoing problem. Also unauthorized auto repair businesses and associated vehicle storage have been a source of complaints to Spokane County. Spokane County has had a number of enforcement actions in the area have met with mixed results. Generally, residential zoning standards do not permit storage of inoperable vehicles and other materials that are not in a building or otherwise screened from view. Enforcement can involve a lengthy process that has been a source of frustration to area residents.



Recommendation:

2.a Work with the Board of County Commissioners and Waste Management to initiate, coordinate and implement programs to facilitate disposal of unwanted materials, equipment and vehicles by providing disposal passes, convenient recycling programs, volunteer labor, and periodic in neighborhood disposal opportunities to residents.

2.b Encourage proactive enforcement of zoning regulations regarding outside storage and inoperable vehicles by coordinating enforcement efforts with the Spokane County Department of Building and Planning through the Morgan Acres Neighborhood Advisory Committee.



3. Goal for Crime Prevention

- **Reduce crime by watching out for each other.**

Background:

Crime prevention has been identified as a high priority for area residents. Representatives from the Spokane County Sheriffs Department's Neighborhood Watch Program have met with residents and explained how residents can work together to reduce crime.

Recommendation:

3.a Work with the Spokane County Sheriff's Department to establish and maintain a Neighborhood Watch Programs.



4. Goal for Neighborhood Communication

- **Improve communication between residents.**

Background:

Inevitable changes that take place over time in a neighborhood can have a profound affect on neighborhood character. Only through coordination and organization can residents influence how development projects, transportation improvements, changes in land use plans and zoning occur. Through the subarea planning process residents have been exploring better means of communicating that are effective and affordable.

Recommendation:

4.a Improve communication between residents by initiating a neighborhood newsletter.



D. Plan Monitoring and Updating Goals and Recommendations

- **The Greater Morgan Acres Subarea Plan should be periodically reviewed and updated as necessary to ensure that the goals are achieved and that emerging issues are addressed.**

Recommendation:

1.a The Department of Building and Planning and the Greater Morgan Acres Community shall review the Greater Morgan Acres Subarea Plan every 5 years and update as necessary.

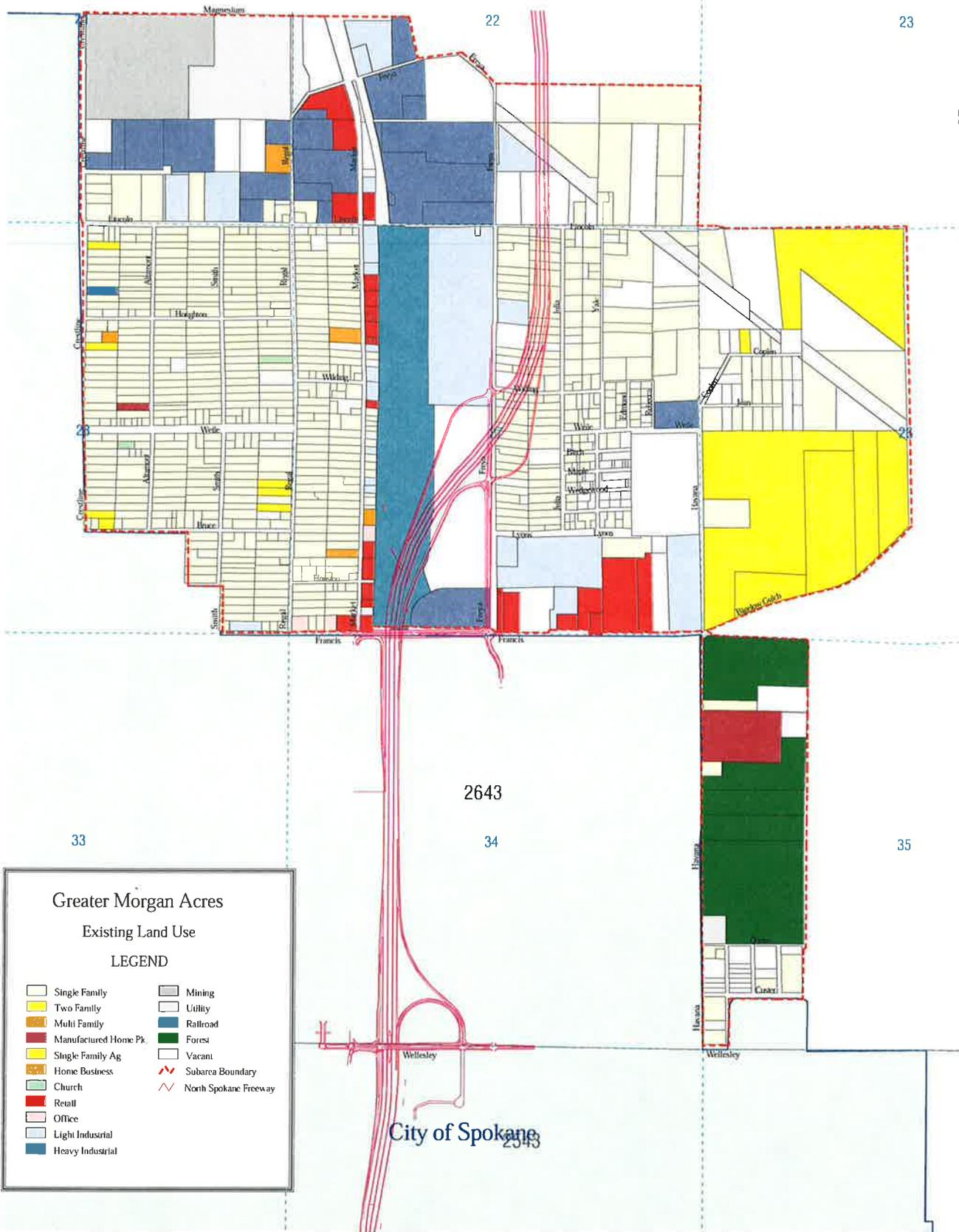
Appendix A

Existing Land Use

The Existing Land Use Map depicts the actual land use within the Greater Morgan Acres Subarea as field surveyed by Morgan Acres Residents assisted by Building and Planning Department staff during January 2004. Assessor records and aerial photos were used to verify the field survey. The existing Land Use Map was found to be a valuable tool for the development of the proposed Land Use Plan.

Figure 6 GREATER MORGAN ACRES

Existing Land Use



Greater Morgan Acres
Existing Land Use

LEGEND

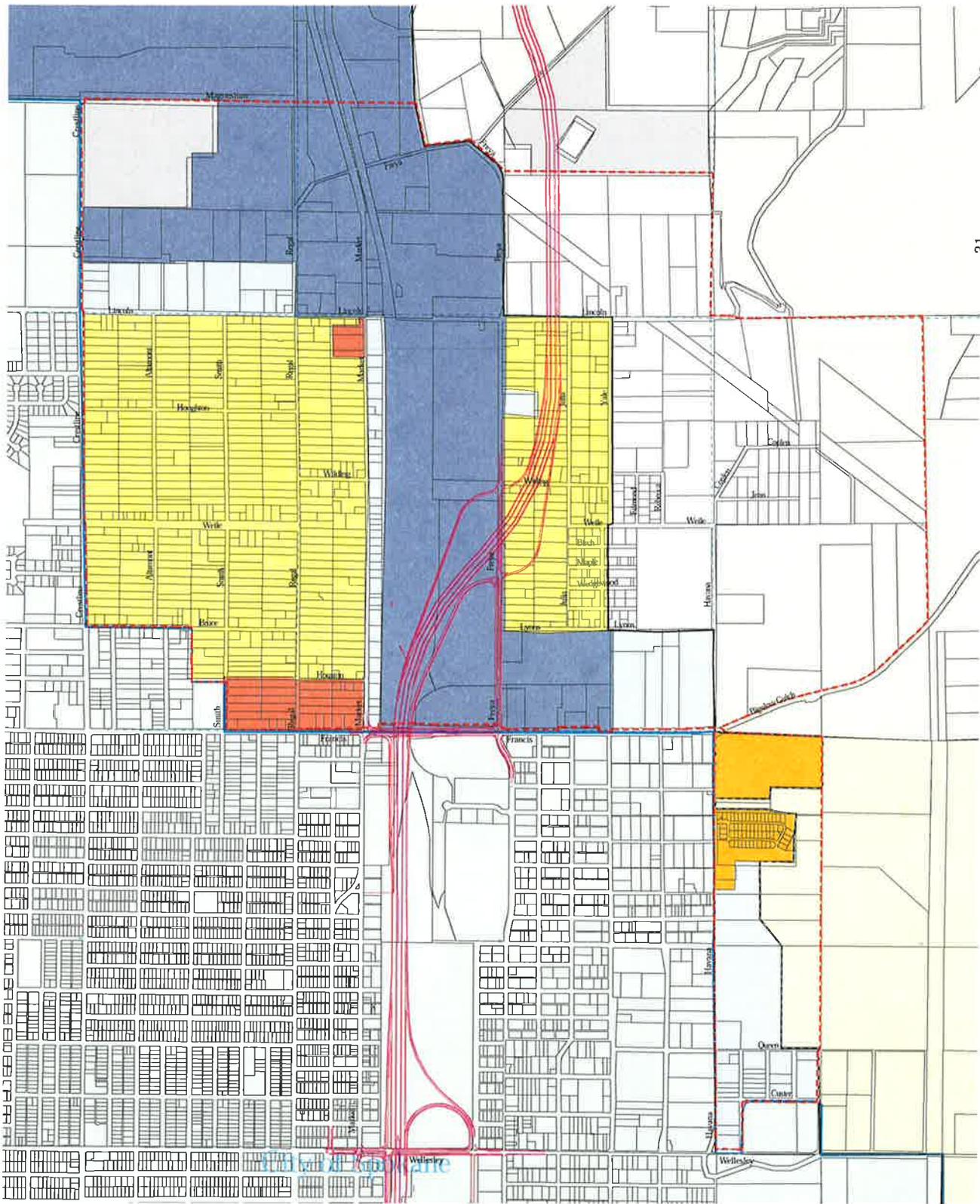
Single Family	Mining
Two Family	Utility
Multi Family	Railroad
Manufactured Home Pk.	Forest
Single Family Ag	Vacant
Home Business	Subarea Boundary
Church	North Spokane Freeway
Retail	
Office	
Light Industrial	
Heavy Industrial	

Appendix B

**Adopted Comprehensive Land Use Plan Map for
Greater Morgan Acres Subarea**

Figure 7 GREATER MORGAN ACRES

2004 Comprehensive Plan



LEGEND

- | | | | | |
|----------------------------|-------------------------|---------------------------|--------------------------------|------------------------------|
| Low Density Residential | Urban Activity Center | Urban Reserve | Small Tract Ag | Joint Planning Area Boundary |
| Medium Density Residential | Neighborhood Commercial | LDA Commercial/Industrial | Large Tract Ag | Subarea Boundary |
| High Density Residential | Community Commercial | Rural Activity Center | Forest Land | North Spokane Freeway |
| Mixed Use Area | Regional Commercial | Rural Traditional | Mineral Land | |
| Community Center | Light Industrial | Rural-5 | Incorporated Urban Growth Area | |
| | Heavy Industrial | Rural Conservation | Urban Growth Area Boundary | |



Appendix H-Spokane County Regional Trails
Plan

**Appendix H
Spokane County Regional Trails Plan**

Spokane County Regional Trails Plan



A collaborative effort between the:
Inland Northwest Trails Coalition
Spokane County Department of Parks Recreation and Golf
Spokane County Department of Building and Planning
National Park Service, Rivers and Trails Program

Amended, 2010 – Resolution 2010-1105

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Trails Promote Active Living

I. Acknowledgements

Volunteers from the Inland Northwest Trails Coalition expended great effort in the development of this plan. Additionally, staff support has been provided by Spokane County Parks, Spokane County Building and Planning, Spokane Regional Chamber of Commerce, Parks to Peaks, Bicycle Alliance of Washington, Washington State University, and the National Park Service.

Support by the National Park Service (NPS) was provided through an award of technical assistance from the NPS Rivers, Trails and Conservation Assistance program. The Board of Commissioners for Spokane County provided additional support for this planning effort through Board Resolution # 2004-0575 adopted July 13, 2004.

The Inland Northwest Trails Coalition was formed in 2004 and brings together the organizations and individuals listed below to protect and promote the Inland Northwest's trails, waterways and recreation destinations.

Organizations participating in the Inland Northwest Trails Coalition

Bicycle Alliance of Washington	NPS, Rivers, Trails and Conservation Assistance
Conservation Northwest	Liberty Lake Planning Department
Cheney-Palouse Chapter, Ice Age Flood Institute	North Division Bicycle Shop
City of Airway Heights Planning Department	Northwest Ecosystem
City of Spokane Planning Department	Out There Monthly
City of Spokane Valley, Planning Department	Parks to Peaks
Dishman Ridge Dream Trail	REI
Dishman Hills Natural Area Association	Selkirk Riders Association
Fat Tire Trail Riders Club	Turnbull National Wildlife Refuge
Fish Lake Trail Action Group	Rocket Velo Bicycle Club
Friends of the Centennial Trail, Washington	Spokane Canoe and Kayak Club
Friends of the Centennial Trail, Idaho	Spokane County Department of Parks, Recreation and Golf
Friends of the Little Spokane River Trails	Spokane County Department of Building and Planning
Friends of the Falls	Spokane Mountaineers
Futurewise	Spokane Regional Transportation Council
Greater Spokane Incorporated	Spokane Regional Visitors and Convention Bureau
Hobnailers Hiking Club	
Inland Empire Chapter, Backcountry Horsemen of Washington	
John Wayne Pioneer Wagons and Riders Assn.	
The Lands Council	

II. Introduction



This regional trails master plan is the product of the commitment and partnership among local and statewide trail advocates, and county, state and federal government agencies. Partners relied, over the course of a two-year effort, on involvement and support from the public and businesses.

Spokane County's 2002 Parks, Recreation and Open Space Plan made development of a plan for non-motorized trails a goal (Section G), envisioning a countywide trail network linking "population centers, community facilities, work places, neighborhoods, schools, recreation areas, open space and cultural/historical areas".

The County's inability to fund trail planning, along with concurrent opportunities and threats to trails in the region, proved to be a catalyst for local trail and conservation advocates. Walkers, bicyclists and equestrians, neighborhood and "friends of" groups, economic development and conservation organizations, and community health allies came together. The Inland Northwest Trails Coalition was formed, committing to organize the public and policy-makers to create a comprehensive system of trails, parks and protected natural areas as a vital component in the region's economy and quality of life. The coalition, with the Bicycle Alliance of Washington (BAW), galvanized action for master planning and sought support from the Spokane County Commissioners for a citizen-based partnership to create a trail plan that will serve the county's 428,000 residents. In July, 2004, the Commissioners passed Resolution No. 2004-0575, including authorization to seek technical assistance from the National Park Service (NPS) and committing data and mapping resources from county departments. In a very competitive process, the subsequent application to NPS scored high and a two-year grant of technical assistance was provided through the Rivers, Trails and Conservation Assistance program.

The Spokane County Regional Trails Plan is timely. With its adoption and implementation it will help the region respond to the tremendous changes underway with increasing urbanization, the loss of or threat to non-motorized trail connections and multi-purpose open space corridors, and the desire to emphasize the Spokane region as an active, livable community with an irresistible natural setting and a multitude of close-to-home outdoor recreation opportunities.

Purpose of the Plan

The purpose of the Spokane County Regional Trails Plan is to guide development and maintenance of a county-wide network of trails to serve the needs of our citizens. This trail plan addresses the desire of the community to better identify, develop and preserve pedestrian, equestrian, non-motorized watercraft, and bicycle access through trail, path, open space preservation and mixed land use development. Recreation choices are also enhanced as the plan strives to protect and increase trail access for hiking, mountain biking, and horseback riding paddling, rafting and angling. By adopting this plan, Spokane County is taking a major step in providing a more balanced transportation system and enriched opportunities for recreation.

Trail systems provide many benefits for a community. Multi-use trails support healthy, active living while decreasing pollution, energy consumption and traffic congestion. Inactive lifestyles have created an epidemic of obesity in our society, and a recent study found that people who use community trails at least once a week are twice as likely to meet daily exercise recommendations than those who rarely or never use the trails (*Health Day News*, 10/16/06; Librett, et al., *American Journal of Preventive Medicine*, November 2006). Trail networks provide opportunities for outdoor recreation and alternative transportation for bikers, walkers, joggers, skiers, skate boarders and rollerbladers.

The regional trail system envisioned in this plan will:

1. create an arterial trail system that connects parks and open spaces;
2. connect local/neighborhood trail networks to the regional trail system;
3. connect trail and transit systems;
4. link colleges and universities to each other and to the greater community;
5. create a large “circle and spoke” system connecting communities throughout the county;
6. identify smaller trail loops for local use;
7. encourage co-location of trails and conservation corridors in locations where a trail and the activities associated with it will not adversely impact the conservation qualities the corridor is intended to protect; and
8. promote a variety of implementation methods applicable to trails on public and private lands.

The Spokane County Regional Trails Plan identifies existing and future trail connections necessary to complete an integrated network of trails. The plan takes a comprehensive view of trail resources by including an inventory of the existing regulatory framework related to trails planning and a discussion of existing trail plans within the County. Planning goals and policies for a comprehensive trail system, as well as specific project priorities, are included in the plan.

The Regional Approach

Trails are like rivers, they don't respect political boundaries. For a regional trails plan to be effective it needs to provide a comprehensive review and analysis of the region-wide trail system. **Spokane County does not intend, with this plan, to direct cities or towns in making decisions concerning trail development within their jurisdictions.** The intent is, rather, to provide a comprehensive planning document that will be a tool for making informed decisions for the greater Spokane region. This plan is intended to serve as a catalyst for funding and legislative action. By identifying specific trail improvements that transcend municipal boundaries, the plan gives the Spokane region a distinct advantage when seeking grant funding or state legislative funding for trail improvements.

Planning Process and Public Participation

Development of the Spokane County Regional Trails Plan has involved extensive public outreach and participation. The planning team (representing Spokane County Parks, Spokane County Department of Building and Planning, Inland Northwest Trail Coalition, Bicycle Alliance of Washington, National Park Service, WSU, and the Spokane Chamber of Commerce) identified stakeholders and interested parties, approaches for engaging citizens and jurisdictions in the region, and a timeline for gathering input at events. Outreach and public involvement relied on public events, public and interjurisdictional meetings, an on-line survey, presentations to interested groups, and outreach by each of the member organizations within the Inland Northwest Trails Coalition (INTC).

The partners capitalized on the opportunity to reach new or large audiences by coordinating their outreach and feedback efforts with established events (i.e., RiverFest and Trailsfest) and standing meetings of interested groups (outdoor recreation groups, neighborhood councils, environmental organizations, etc). Three evening public meetings on the regional plan were held in October '05, May '06 and October '06. In addition, many daytime meetings for local jurisdictions and public agencies were conducted. INTC put information about that regional trails planning project on its website, including a survey and a draft of the plan, and invited its member groups and the public to comment electronically. In all, over 200 comments were received.

The principal partners collaborated on the technical aspects of trail planning, from inventory existing trails, parks, and conservation areas, to researching and consolidating goals and policies on trails, and preparing and presenting the draft Spokane County Regional Trails Plan. Given the response the planning team found from the public, jurisdictions, and members of the trail coalition in the course of preparing the regional trails plan, there is confidence that adoption will be met with a high level of support – public and political, volunteers and funding.



Public Outreach at Riverfest

III. Planning Framework

The planning framework for trail and bikeway planning is defined through Growth Management Act (GMA) requirements and County Wide Planning Policies.

Growth Management Act

The following goals of the GMA were adopted to guide the development and adoption of comprehensive plans and development regulations:

3. *Transportation.* Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
9. *Open space and recreation.* 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.

The importance of trails and pedestrian networks was additionally recognized by our state legislators in 2005 with Senate bill ESSB 5186 which:

1. Requires communities to consider urban planning approaches that promote physical activity.
2. Requires a bicycle and pedestrian component be included in the Transportation Element of a comprehensive plan.

County Wide Planning Policies

The Countywide Planning Policies provide a unified framework from which county and city comprehensive plans are developed and adopted. The following Countywide Planning Policies relate specifically to non-motorized trails in Spokane County:

Parks and Open Space

3. All jurisdictions shall 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.
5. 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.

Transportation

10. Each jurisdiction should coordinate its housing and transportation strategies to support existing, or develop new, public multimodal transportation systems.
11. Each jurisdiction shall address land use designations and site design requirements that are supportive of and compatible with public transportation, including, but not limited to:
 - a. pedestrian-scale neighborhoods and activity centers;
 - b. mixed-use development; and
 - c. pedestrian-friendly and nonmotorized design.
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.

IV. Existing Trails

The inventory of existing trails in Spokane County is separated into two categories. The first category includes hiking, mountain biking and equestrian trails. These trails generally exist in established parks or conservation areas and consist of dirt or gravel pathways. These facilities are listed in Table 1 below.

The second category of trails includes pedestrian/bicycle facilities which are generally paved pathways that may be separated or adjacent to existing roadways. The pedestrian/bike inventory includes descriptions of the major facilities located in Spokane County. A map illustrating existing trail conditions in Spokane County is on page 10.

A third category is water trails. Water trails provide public access to connect scenic and historical sites along a riverway, lakeshore, or bay coastline for the recreational and educational benefit of paddlers, non-motorized boaters, and other water users. While Spokane County includes public access to waterways, water trails do not currently exist as a resource.



Spokane County - Existing Trails Inventory

EXISTING TRAIL INVENTORY

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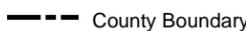
-  Parks with Trails
-  Other Parks
-  ORV Park

Major Trails

-  Centennial Trail
-  Columbia Plateau Trail
-  Spokane Fish Lake Trail

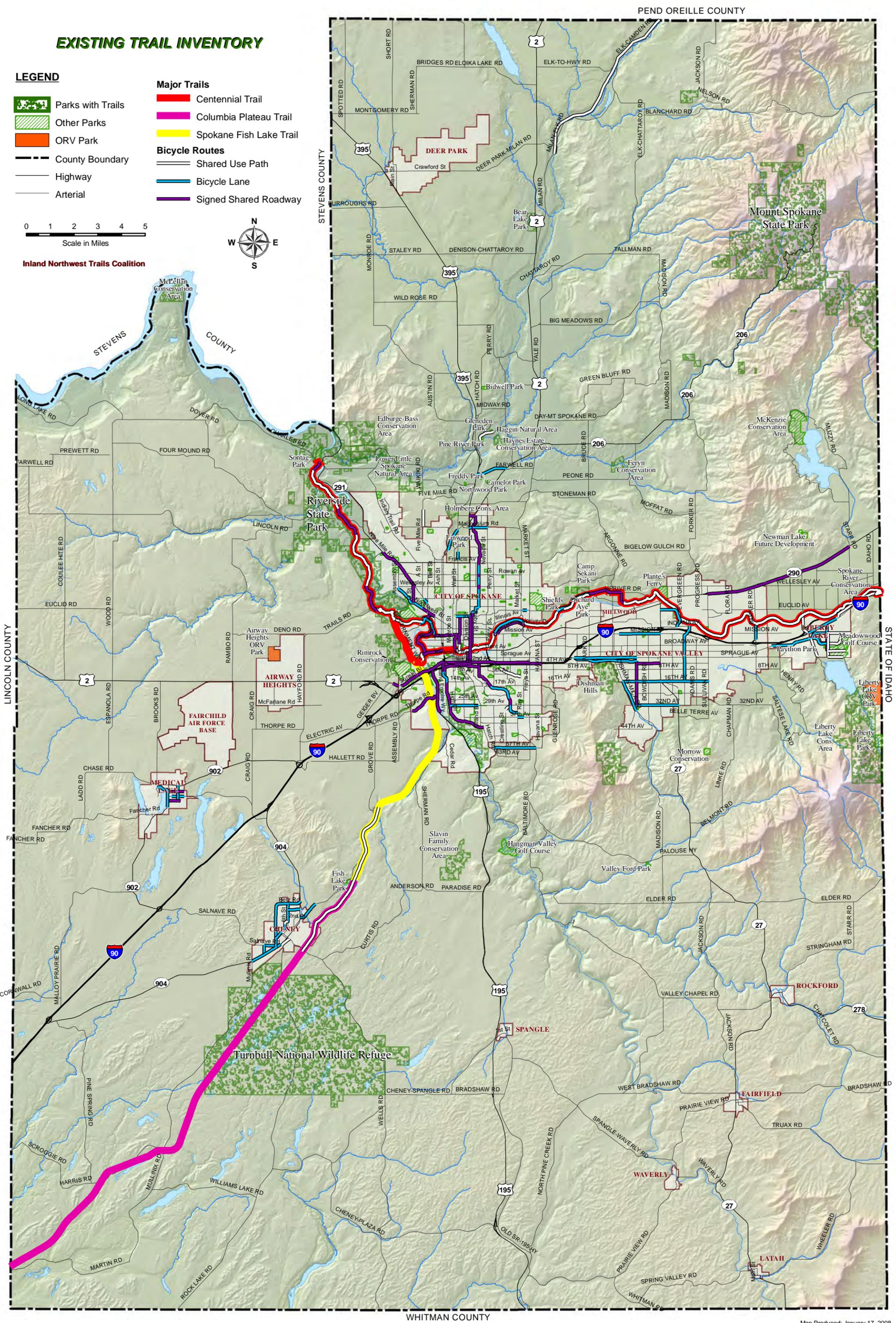
Bicycle Routes

-  Shared Use Path
-  Bicycle Lane
-  Signed Shared Roadway

-  County Boundary
-  Highway
-  Arterial



Inland Northwest Trails Coalition



Hiking, Mountain Biking and Equestrian Trails – Existing Conditions

The residents of Spokane County are fortunate to have numerous trails within the many publicly owned parks, reserves and natural areas of the County. Along with hiking, many of these trails allow mountain biking and equestrian uses. The trails in these areas range from old dirt roads to narrow single-track trails.

Table 1 – Publicly Owned Areas with Trail Use in Spokane County

Name	Type of Facility	Location/Acres	Description
Antoine Peak	Conservation Area Spokane County	Lincoln and Campbell Rd 385 Acres	Hiking, mountain biking and equestrian trails
Bear Lake	County Park	US 2 North of Chattaroy 66 acres	Hiking trails at north end of lake and paved trail surrounding the lake. Some equestrian trails are located nearby.
Camp Sekani	City of Spokane and adjacent Conservation Area	Upriver Drive near Argonne Road 125 acres	Hiking, mountain biking
Dishman Hills	Natural Area managed by Spokane County, DNR, and DHNA	Off Sprague at Sargent Road Approx. 520 acres	Extensive trail network throughout natural area. Approximately 8 miles of hiking trails. Mountain biking prohibited.
Downriver Park	City of Spokane Park	On Spokane River Downriver Park Drive 95 acres	Hiking, mountain biking
Drumheller Springs Park	City of Spokane	Euclid and Ash 82.2 acres	Hiking trails
Feryn Ranch	County Conservation Area	Peone Prairie on Deadman Creek	Hiking trails
Finch Arboretum	Arboretum City of Spokane	Sunset Blvd. & Woodland Blvd 57 acres	Hiking/walking trails
Haff/Powell	Conservation Area Spokane County	North of Little Spokane River 64.9 acres	Hiking, biking and equestrian trails
Hamblen	Conservation Area City of Spokane	37 th and Crestline 6.7 acres	Hiking trails
H. Hamblen	Natural Area City of Spokane	North Spokane River bank from Maple St. Bridge to Evergreen 63 acres	Hiking trails, river frontage

Table 1 continued – Publicly Owned Areas with Trail Use in Spokane County

Name	Type of Facility	Location/Acres	Description
Hangman	Conservation Area City of Spokane	S. of 44th & W. of Hatch Rd. (Bruell property also) 293 acres	Hiking trails and river frontage. Mountain biking discouraged.
Haynes	Conservation Area Spokane County	Little Spokane River at Leona Drive - 97 acres	Hiking trails
High Bridge Park	City of Spokane Park	Spokane River and Latah Creek - 200 acres	Hiking and mountain biking trails
High Drive	Conservation Area City of Spokane	W. of High Dr. at 29 th 178 acres	Hiking trails, view of Latah Creek
Holmberg	Conservation Area Spokane County	N 9615 Wall 102 acres	Informal hiking trails
Iller Creek	Conservation Area Spokane County	S. Holman Rd. extended 796 acres	Hiking and equestrian trails
James T. Slavin	Conservation Area Spokane County	Washington at Keeney Rd.- 628 acres	Hiking, mountain biking and equestrian trails
Lower Little Spokane River Natural Area	Conservation Area Managed by Spokane County and State Dept. of Parks and Recreation	Rutter Parkway, West of Wall 1,300 acres	Hiking trail along Little Spokane River. No bikes or horses.
Liberty Lake	County Park and conservation area	South end of Liberty Lake Approx. 3,000 acres	10 miles of hiking, mountain biking and equestrian trails along Liberty Creek and in the adjacent foothills.
Manito Park	City of Spokane	17th and Grand Blvd 90 acres	Hiking, biking trails
McKenzie	Conservation Area	Newman Lake 421 acres	Hiking, biking and equestrian trails
McLellan	Conservation Area Spokane County	Adjacent to Long Lake 410 acres	Hiking, mountain biking and equestrian trails
Mirabeau Point	Spokane Valley	Adjacent to the Spokane River in the Spokane Valley - 54.5 acres	Hiking trails, trailhead for the Centennial Trail.
Mount Spokane State Park	WA State Dept. of Parks and Recreation	Northeast Spokane County 13,820 acres	Hiking, cross country skiing, mountain biking and equestrian trails.
Palisades/Indian Canyon/Rimrock	Conservation Area City of Spokane	Greenwood Rd. and Rimrock Drive and Canyon Drive	Hiking, mountain biking and equestrian trails

Table 1 continued – Publicly Owned Areas with Trail Use in Spokane County

Name	Type of Facility	Location/Acres	Description
Peaceful Valley	Natural Area City of Spokane	Clarke to Spokane River 10.93 acres	Hiking trails
Plantes Ferry Park	County Park	Along the Spokane River in the Spokane Valley 90 acres	Hiking/biking trails, river frontage
Riverside State Park	WA State Dept. of Parks and Recreation	Along the Spokane River, Northwest of the City of Spokane Approx. 8,000 acres	Hiking, mountain biking, and equestrian trails
Shields Park (Minnehaha Rocks)	Community Park Jointly owned by City of Spokane and Spokane County	Upriver Drive at the City Dam 26 acres	Hiking and Mountain biking trails.
Sontag Park	County Park City of Spokane	Charles Road past Nine Mile Dam 52 Acres	Hiking, mountain biking, and equestrian trails
Turnbull	Wildlife Refuge Managed by U.S. Fish and Wildlife	Southwest Spokane County 14,500 acres	Hiking, cross country skiing, biking and equestrian trails within a 2,000 acre area of the preserve.
Trolley Trail	Conservation Area City of Spokane	Assembly Road at 35 th Ave. 12.3 acres	Hiking, mountain biking and equestrian trails
Upriver Drive Parkway	Natural Area City of Spokane	Mission to E. city limits 190 acres	Hiking trail, river frontage
Valleyford California Creek	County Park	Palouse Highway 22 Acres	Hiking
Upriver Park	City of Spokane	Upriver Dr. & E. city limits 147 acres	Hiking
Van Horn, Edburg Bass	Conservation Area	North of Little Spokane River 640 acres	Hiking. No bikes or horses

Pedestrian/Bicycle Facilities– Existing Conditions

Sidewalks– Existing Facilities

Sidewalks are important facilities that promote pedestrian movement through our urban areas. While most current road standards now require sidewalks on roadways, past standards have often allowed road construction without adjacent sidewalks. A comprehensive sidewalk inventory is outside the scope of this plan, however, local jurisdictions should be encouraged to conduct comprehensive sidewalk inventories that help identify sidewalk needs and direct funding to deficient areas.

Bike Lanes and Routes – Existing Facilities

Bike lanes and routes are bicycle facilities built **adjacent** to roadways. They normally include an extension of the outside vehicle lane by 5.5 feet to accommodate bicycles. These facilities are also called Class II trails. Since 1995 all new construction on arterials in unincorporated Spokane County have required 5.5 feet of additional width on the outside lanes to accommodate bicycles. A limited number of bike lanes and routes were built by the County prior to 1995. The City of Spokane Valley, which incorporated in 2003, adopted Spokane County road standards for new construction.

The City of Spokane has numerous bike lanes throughout the city. In 2001, the city adopted a new comprehensive plan which outlined a regional bikeway network and implemented new road standards for the inclusion of bike lanes in the construction of new arterials. A number of the small cities in Spokane County also incorporate bike lanes adjacent to existing roadways.

Shared Use Pathways – Existing Facilities

Shared use pathways are bicycle/pedestrian facilities that are **separated** from roadways. These pathways are also called Class I bicycle/pedestrian trails. The following ten trails provide the existing inventory and framework for the region’s trail system.

Centennial River Trail

The Spokane Centennial River Trail is a paved path running west along the Spokane River from the Idaho State line to Nine Mile Falls. The trail is administered by the Washington State Parks and Recreation Commission and is maintained through the provisions of a cooperative agreement among the commission, the City of Spokane, the City of Spokane Valley and the County Parks Department. A coordinating council comprising members of state, city, and county parks representatives, as well as a member of the Friends of the Centennial Trail, is responsible for implementation of the cooperative agreement.



Columbia Plateau Trail

Columbia Plateau Trail State Park is a 4,109-acre, 130-mile-long rail-bed trail that traces the 1908 path of the Spokane, Portland and Seattle Railroad. In Spokane County, the trail originates at Fish Lake and travels southwest to the county line then into Lincoln County. The trail generally consists of a ten-foot wide path of compacted gravel; however a 3.5-mile stretch of 8-foot wide trail has been paved between Fish Lake and Cheney. The trail eventually intersects the Milwaukee corridor in Whitman County (a rail to trail project that is owned and administered by the Washington State Parks Department).



Ben Burr Trail

The Ben Burr Trail is a 1.1 mile rail-trail within the City of Spokane. The trail connects Liberty Park near Interstate 90 with Underhill Park near 10th Avenue and Regal Street. The trail is currently gravel with a small paved section at the end of Liberty Park

Liberty Lake Trail System

The City of Liberty Lake has developed a trail system which includes paved, shared use pathways and bike lanes that form a network throughout the city. A pedestrian bridge over Interstate 90 provides an essential connection between Liberty Lake and the Centennial Trail.

Medical Lake Trail

The City of Medical Lake has an approximately 3.5 mile, paved bike/pedestrian trail surrounding the lake and extending into the north end of the city. Trail access is from Waterfront Park at the south end of the lake and Peper Park on the north end of the lake.

Riverfront Park

Riverfront Park in downtown Spokane provides paved bicycle/pedestrian trails throughout the 100-acre park with connections to the Centennial Trail. Additionally a paved bicycle/pedestrian trail is located on the north side of the river from the Don Kardong Bridge on the east to the Spokane Falls on the west.

Lincoln Park Bicycle Loop.

Lincoln Park is a 51-acre park on the City of Spokane's south hill. The park includes an approximately ½ mile paved bike/pedestrian trail loop surrounding a pond and natural area. The trail also provides a bike/pedestrian connection between Southeast Boulevard and 17th Avenue.

Fish Lake Trail

The City of Spokane has acquired railroad right of way between the City of Spokane and Fish Lake. The city plans to convert the right of way to a 12-foot wide asphalt bicycle/pedestrian trail which will ultimately connect the Centennial Trail to the existing Fish Lake and Columbia Plateau trails. The proposed trail begins at the southerly terminus of Government Way and ends at the existing trailhead at Fish Lake. A soft tread equestrian trail is planned to be located adjacent to the paved trail. 3.5 miles of this proposed trail have been constructed from the intersection of Scribner Road back towards Spokane.



Bear Lake Trail

Spokane County Bear Lake Park is located approximately 6-miles SE of Deer Park. A relatively flat, 1.4 mile paved trail circles Bear Lake. The trail starts on the west side in a large grassy park and then passes along the marshy, northern side of the lake with views of tall reeds and lily pads. The east side of the trail has accessible platforms which extend over the lake for fishing and a view over the lake. The trail passes another wetland on the south bank and returns to the west side among tall pines. Several trails within the park are used by equestrians.

Plantes Ferry Park

Plantes Ferry Park is located on Upriver Drive near the I-90 - Argonne exit. The park consists of 80 acres and has 225 parking spaces. The park offers a connection to the Centennial Trail system at the "Islands Trail Head" and provides paved trails and includes a regional sports complex and park. Shelters, BBQ areas and restrooms are available.

V. Inventory of Current Plans and Projects for Trails and Bikeways

This inventory identifies plans and projects related to the development of trails in Spokane County.

A. Spokane County Parks Plan

An updated *Spokane County Parks Plan* was adopted in 2002 in conjunction with the adoption of the Spokane County Comprehensive Plan. The plan included a comprehensive inventory of existing park facilities and detailed planning for future park development. The plan also included a section entitled “Trails Goals and Policies” which advocates the need for a detailed recreational trail plan.

B. Spokane Regional Transportation Council Bike Plan

In 1993 the Spokane Regional Transportation Council (SRTC) prepared The *Spokane Regional Pedestrian/Bikeway Plan* for Spokane County. The purpose of the plan was to provide a comprehensive bicycle and pedestrian transportation plan that is built on previous plans. In 2006 SRTC published a Spokane Regional Bicycle Map which classified and illustrated bicycle routes in the Spokane area. The map additionally identifies suggested commuter and recreation routes.

C. Local Jurisdiction Comprehensive Plans

Each of the major cities in Spokane County has adopted comprehensive plans that include policies related to trails and bicycle/pedestrian transportation. The City of Spokane, Spokane Valley and Liberty Lake have each adopted plans that illustrate the location and types of bicycle and pedestrian facilities that exist and are planned within their communities.

D. Centennial Trail Master Plan

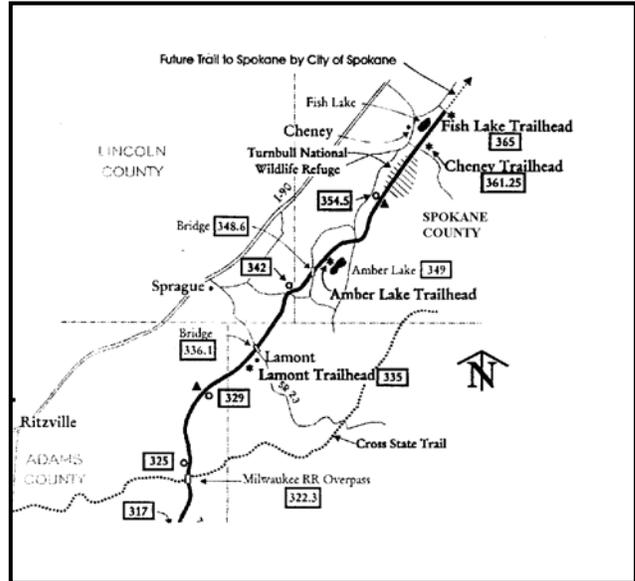
The *Spokane River Centennial Trail Master Plan* published in 1986 identified a continuous 69-mile trail alignment from the stateline to Spokane House, with extensions upstream to Wolf Creek on Lake Coeur d’Alene and downstream to Fort Spokane on Lake Roosevelt. Many segments of the trail have been built, totaling 37 miles and with very few exceptions the alignment has been completed as a shared use pathway (Class I trail) completely separated from motor vehicles.

E. Liberty Lake Community Trail System Plan

The *Liberty Lake Community Trail System Plan* is a community based plan for non-motorized trails in the area from Liberty Lake north to the Spokane River. The Plan was developed in 1999 by the Liberty Lake Trails Committee in cooperation with public and private agencies. The trail plan involved a two-year effort by over 50 community volunteers and is supported by community residents and local businesses. Following the trail plan, a transportation benefit district was established by public vote in the same year. The district encompasses an area roughly equivalent to the Liberty Lake Sewer District boundaries. Approval of the district allows a small property tax assessment that enables bond funding for trail development and construction. The City of Liberty Lake has incorporated the trail plan into its Comprehensive Plan. In 2007, Liberty Lake received the prestigious “Bicycle Friendly Community” award by the League of American Bicyclists. Liberty Lake is the smallest city to receive this award in the award’s history.

F. Columbia Plateau Trail Master Plan

The Columbia Plateau Trail State Park is comprised mainly of 130 miles of rail-trail connecting an area east of Pasco to Fish Lake County Park near Cheney. The Columbia Plateau Trail is a rail-banked property obtained by Washington State Parks from Burlington Northern Railroad in 1991 (rail-banking allows alternative uses for a rail corridor but reserves the right for future use of the corridor for rail service as determined by the transportation needs of rail carriers). A 3.5 mile section of asphalt trail, from Fish Lake to Cheney, was completed in 1997 by the City of Cheney as a result of a previous agreement with State Parks. The remainder of the trail consists of a graveled surface suitable for hiking, mountain biking or equestrian uses.



G. SE Spokane Trails Master Plan

The *SE Spokane Trails Master Plan* is a community-based plan adopted by Spokane County that identifies existing and planned trail routes in an area defined by 29th to the North and 65th Avenue to the south. The plan is multi-jurisdictional, including areas in both the City of Spokane and Spokane County.

H. Little Spokane River Valley Concept Plan

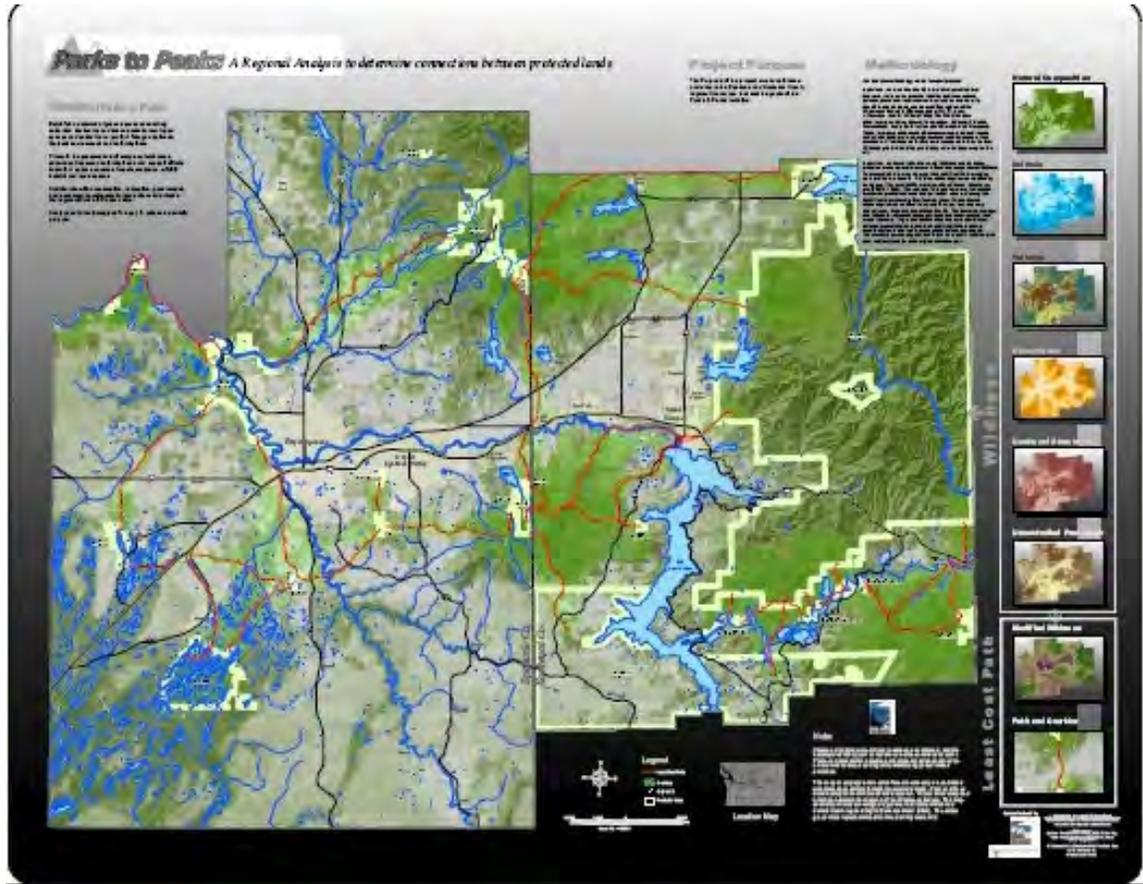
The *Little Spokane River Valley Trails and Pathways System Concept Plan* was adopted by Spokane County as part of its Comprehensive Plan in 2002. The Plan was a collaborative effort of the Friends of the Little Spokane River Valley Trail Committee and the National Park Service. The plan developed detailed concepts for trails throughout the Little Spokane River Valley.

I. North Spokane Corridor Pedestrian Bicycle Trail

The Washington State Department of Transportation is planning a major pedestrian/bicycle trail that will be built in conjunction with the North Spokane Corridor (NSC). The project will eventually provide a pedestrian/bicycle route the full length of the corridor, extending from I-90, east of downtown, to US 395 at Wandermere, approximately 10 miles north. The 12-foot wide paved trail will be a separate, but adjacent, designated route for commuters and recreational users. There will be trailheads along the route as well as access from the planned Park and Ride lots. The NSC will also connect with the Centennial Trail.

J. Parks to Peaks

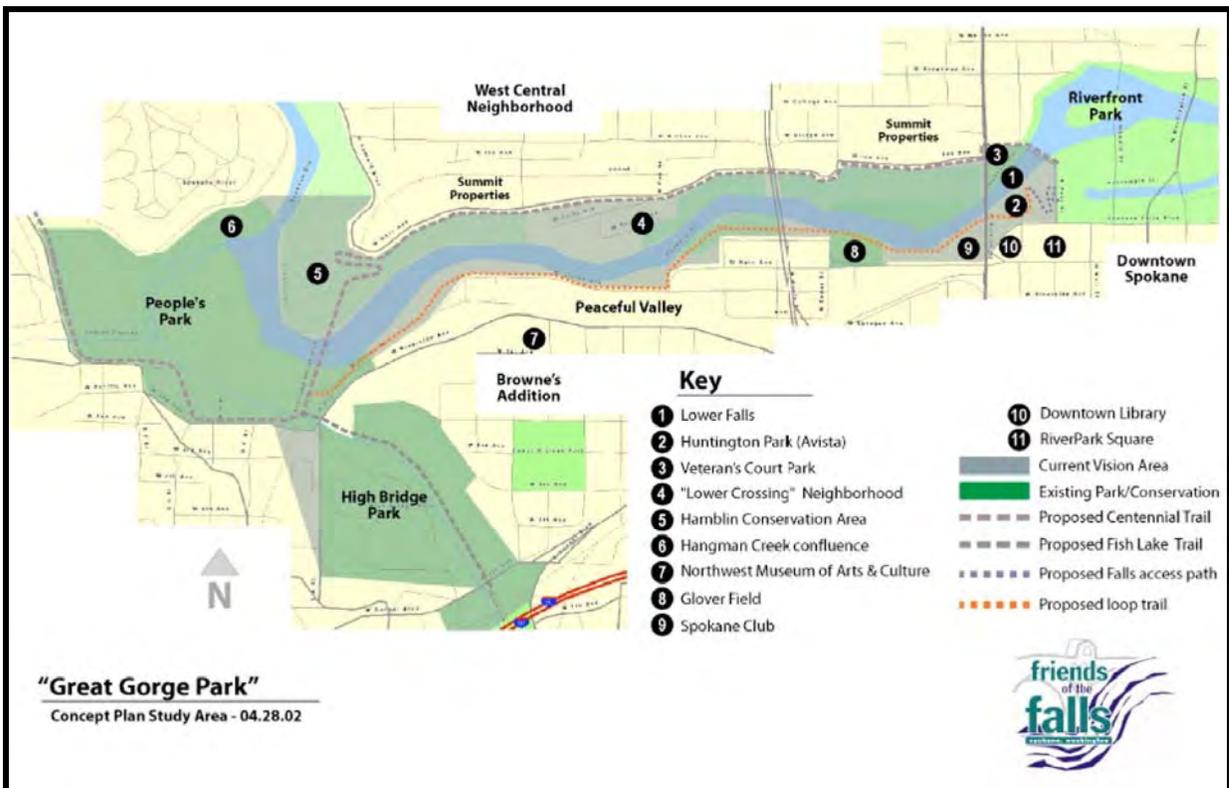
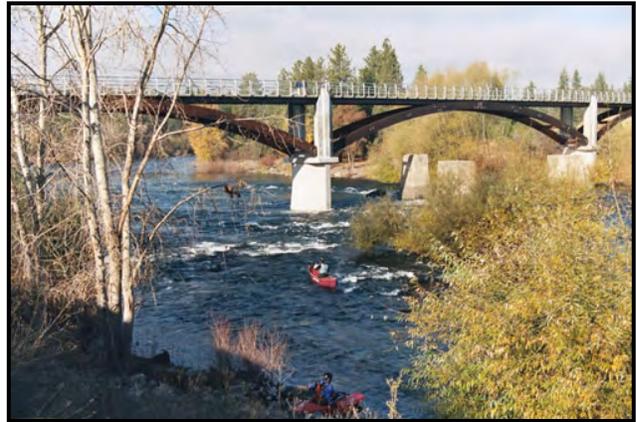
The Parks to Peaks program was a regional effort began in 2002 to establish a network of green spaces connecting suburban backyards and urban parks to rural open spaces and public lands. Through a collaborative effort the program established conceptual open space linkages between urban areas and natural areas.



Parks to Peaks - Open Space Networks

K. Great Spokane River Gorge Strategic Master Plan

The Spokane River Gorge Strategic Master Plan is a detailed plan initiated by the Friends of the Falls. The plan includes both sides of the Spokane River from the Lower Falls to the confluence of Hangman Creek, including High Bridge Park. The master plan identifies guidelines, projects and strategies to provide enhanced educational, recreational, cultural, and aesthetic opportunities, increased environmental awareness, and will serve as a driver for regional economic development. The plan identifies a number of new facilities within the planning area including trails and a white water park.



L. State Park Centennial 2013 Cross State Trail Plan

Beginning in 1984 Washington State Parks acquired the entire 110 miles of railroad corridor between North Bend and the Columbia River. In 1985 it was named the John Wayne Pioneer Trail and part of Iron Horse State Park. The State Park goal is to create a Cross state trail from Puget Sound to Idaho, extending the John Wayne Pioneer/Iron Horse State Park to Idaho. Recently added linkage to the eastern portion of this trail includes a section from Lind to Tekoa (designated Iron Horse State Park – Palouse Section). This includes a 3-mile trail segment in Spokane County along Pine Creek near the community of North Pine. The Cross State Trail will connect to the Columbia Plateau Trail.

M. Beacon Hill Trails Network

The Fat Tire Trail Riders Club is in the initial stages of planning an official recognized dirt trail network on Beacon Hill, a mountain biking and hiking destination in northeast Spokane. The Fat Tire Club envisions a multi-trail network that will encourage trail users from all around the region to visit. When complete, the project will connect John Shields Park (Minnehaha Rocks), Camp Sekani and the Centennial Trail. It will incorporate the existing 20-miles of trails, as well as create an estimated 10-miles of new trails. The initial concept includes preservation of up to 600 acres of open space.



N. Spokane River Water Trail

The Spokane River Forum has proposed a Spokane River Water Trail that includes public access, connectivity to the trails system and open space, interpretive signage and educational outreach, and riparian restoration from State Line to Nine Mile Dam. This is a 38 mile river reach that has up to six public access points. The plan includes improvements to existing access points and the addition of up to 10 potential access points identified with local jurisdictions and stakeholders.

VI. Trail Goals and Policies

Development of goals and policies in the Spokane County Regional Trails Plan has involved extensive public outreach and participation over a number of years. Outreach and public involvement relied on public events, public and interjurisdictional meetings, an on-line survey, presentations to interested groups, and outreach by each of the member organizations within the Inland Northwest Trails Coalition (INTC).

Goal 1

Develop a comprehensive, interconnected system of trails that will serve as a vital component of our region's transportation and recreation network.

- Policy 1.1 Provide linkages from the regional trail system to public transit, schools, parks, and open spaces.
- Policy 1.2 Identify and prioritize future improvements to the regional trail system to ensure that new trail improvements will best benefit the public.
- Policy 1.3 Utilize innovative funding techniques for the development and maintenance of trails. See appendix 'A' for discussion of available funding mechanisms.
- Policy 1.4 Ensure coordination between regional trails planning and neighborhood or subarea trail plans.
- Policy 1.5 Preserve rail-banked and abandoned rail rights-of-way for development of non-motorized bike, pedestrian or equestrian routes.
- Policy 1.6 Prior to the sale of publicly owned lands, review the potential of the site for park or trail purposes.
- Policy 1.7 Develop facilities that support paddling, rafting and angling and other non-motorized watercraft on our lakes and rivers.
- Policy 1.8 Develop equestrian trails to meet horsemen needs and when appropriate provide soft equestrian trails adjacent to paved trails.
- Policy 1.9 Encourage local jurisdictions to inventory existing sidewalk facilities and to prioritize sidewalk improvements that improve walkability throughout communities.
- Policy 1.10 Local jurisdictions should consider and adopt tax incentive provisions for property owners who allow trail easements across private property.
- Policy 1.11 Encourage local jurisdictions to adopt regulations and/or incentives that allow development approval to be conditioned to accommodate the construction of proposed trail alignments, consistent with adopted plans.
- Policy 1.12 Encourage development of a public benefit tax rating system for off road trail linkages for equestrian, pedestrian or other nonmotorized uses. Tax benefit rating systems should include criteria for applicability, trail easements, and public access. Reference King County code 20.36.105 for an example.
- Policy 1.13 Encourage private and public property owners to allow public recreation uses, such as trails, on their property by making property owners aware of the liability protections provided by state law (RCW 4.24.210).

Policy 1.14 Monitor the effectiveness of the Regional Trails Plan and update and revise as necessary. Develop performance measurements that evaluate the effectiveness of the plan on a regular basis.

Goal 2

Ensure adequate maintenance of the regions trail system.

Policy 2.1 Jurisdictions should consider provisions for trail maintenance when planning for new trail development.

Policy 2.2 Encourage a volunteer support program for trails based on coordination between uses, groups and local jurisdictions.

Policy 2.3 Generally design trails for sustainability and low maintenance using native plants and xeriscaping when possible.

Policy 2.4 Encourage sweeping of bike paths on roadways so rocks and debris do not interfere with rider safety.

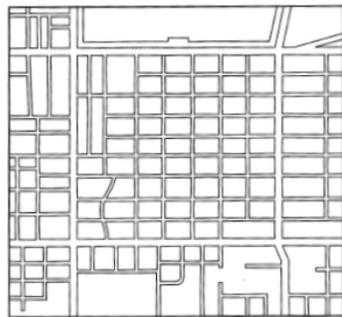
Goal 3

Ensure that road and trail standards for new construction incorporate safe, efficient and ecologically sound provisions for development of regional trails.

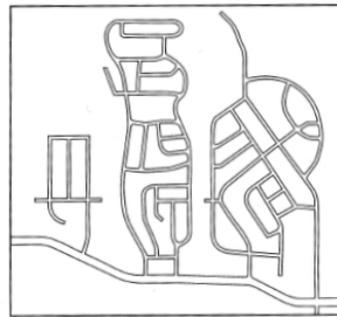
Policy 3.1 Encourage jurisdictions to adopt road and trail standards that provide for safe and efficient bicycle and pedestrian access and, when appropriate, for equestrian use.

Policy 3.2 Encourage jurisdictions to adopt road and trail standards that that are consistent with each other and provide for seamless connections between jurisdictions.

Policy 3.3 Encourage local jurisdictions to adopt street design standards for new development that limit the use of cul-de-sacs and gates and provide for open connected streets throughout the neighborhood and connections to adjacent neighborhoods.



This



Not this

Policy 3.4 Ensure the preservation of ecological function when incorporating trails into greenways, wetlands or wildlife corridors.

- Policy 3.5 Development projects proposed on lands upon which a regional trail is planned and the alignment has been determined, should dedicate and improve the land for trail purposes where a nexus exists between the impacts of the planned development and the trail.
- Policy 3.6 Educate the community about shared use and safety on trails, streets, and waterways.
- Policy 3.7 Preserve existing bikeways and ensure that new development does not 'capture' bike lanes to provide for turn lanes or other road widening improvements.

Goal 4

Promote the regional trail system as an economic tool to promote tourism and for its contribution to active, healthy living.

- Policy 4.1 Provide adequate signage and maps for trails.

VII. Trail Specific Strategies

This plan identifies specific trail improvements throughout the county that will help to provide a unified, regional trail system. The suggested improvements were generated from the numerous member organizations of the Inland Northwest Trails Coalition and from public outreach efforts including solicitation of comments at public events and the use of an interactive web site. The Spokane County Regional Trails Plan map, which illustrates the specific trail strategies, is found on page 25. The regional map is followed by individual descriptions of the improvement sites including site-specific graphics.

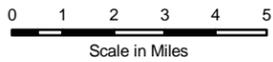


Equestrian trails near Liberty Lake

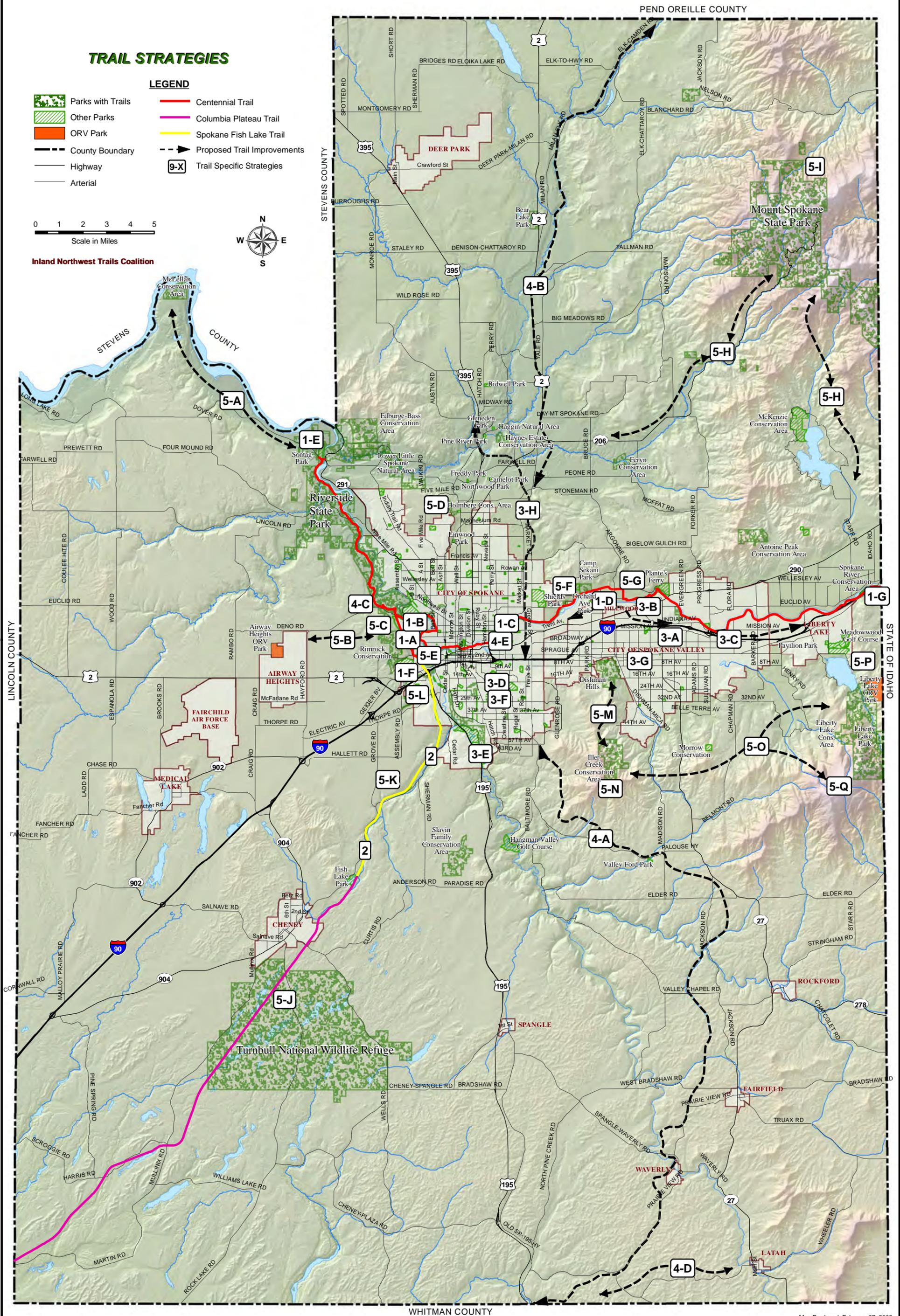
Spokane County Regional Trails Plan

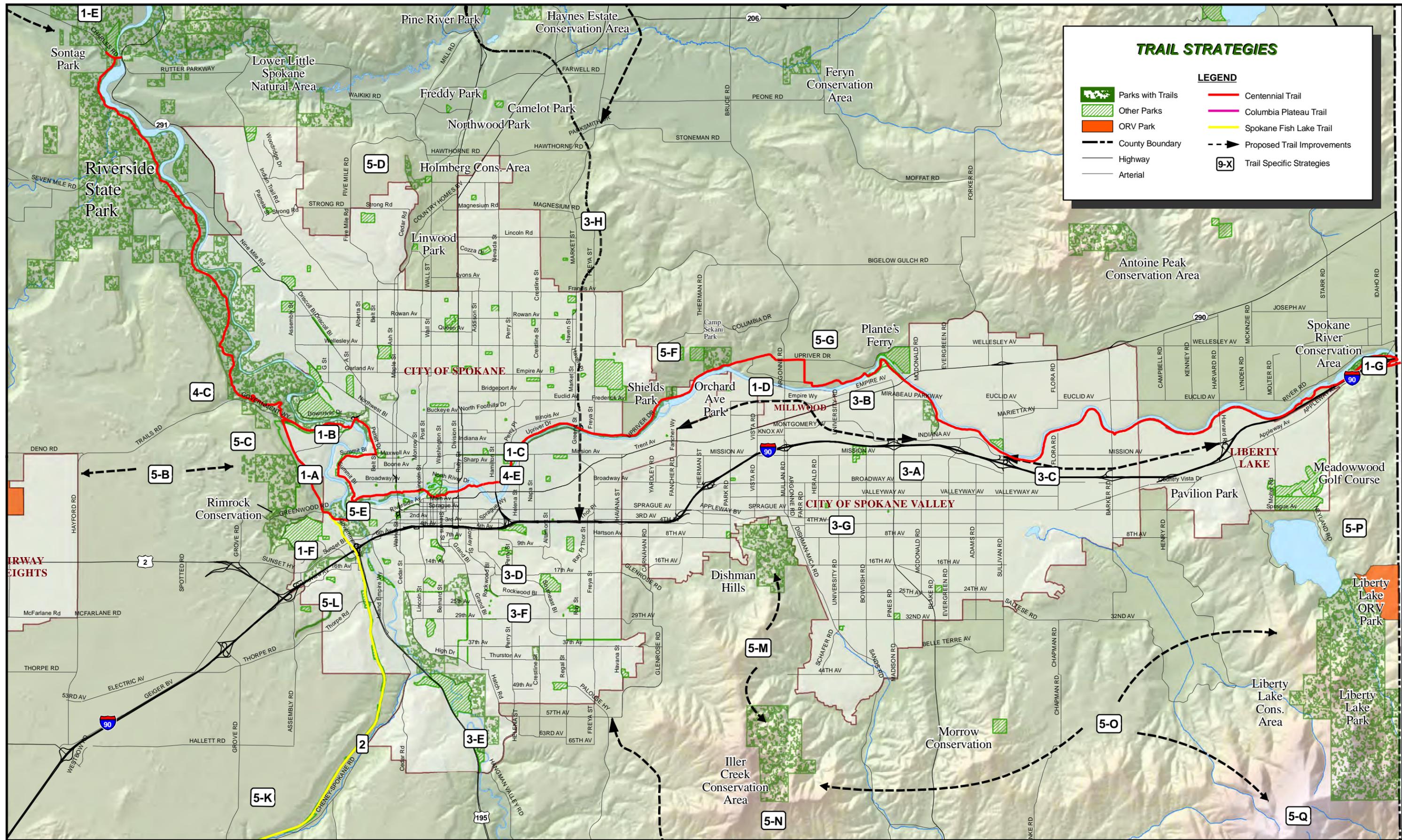
TRAIL STRATEGIES

- LEGEND**
- Parks with Trails
 - Other Parks
 - ORV Park
 - County Boundary
 - Highway
 - Arterial
 - Centennial Trail
 - Columbia Plateau Trail
 - Spokane Fish Lake Trail
 - Proposed Trail Improvements
 - Trail Specific Strategies



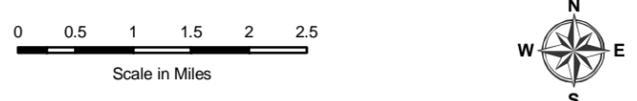
Inland Northwest Trails Coalition





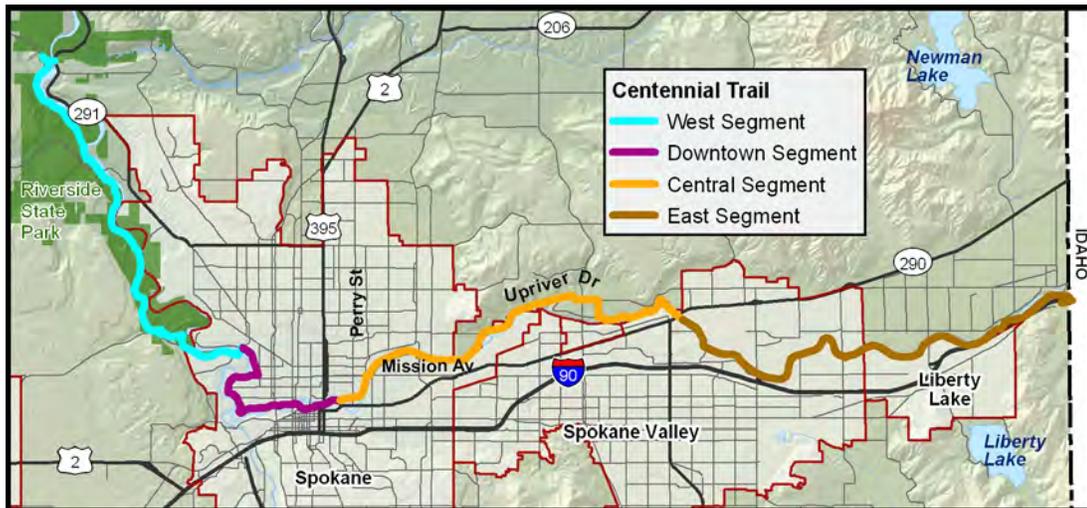
TRAIL STRATEGIES

LEGEND	
	Parks with Trails
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	ORV Park
	County Boundary
	Highway
	Proposed Trail Improvements
	Centennial Trail
	Columbia Plateau Trail
	Spokane Fish Lake Trail
	Trail Specific Strategies



Spokane County Regional Trails Plan - Metro Area

Strategy 1 – Centennial Trail Improvements



- 1-A. Complete the Centennial Trail between the downtown corridor and Riverside State Park.
- 1-B. Where feasible, move existing portions of the Centennial Trail off of Government Way.
- 1-C. Realign the Centennial Trail at the street crossing at the Mission/Perry intersection to address the existing hazardous street crossing condition. Potential solutions include:
 - 1. Construct a bike/pedestrian tunnel under Mission Street;
 - 2. Realign the trail under the Mission Street Bridge once the current bridge is replaced;
 - 3. Construct a bike/pedestrian bridge over Mission Street.
- 1-D. Reroute the Centennial Trail off of Upriver Drive through the Maringo neighborhood to the new Argonne Bridge, and then continue the trail under the bridge to Maringo Drive on the east.
- 1-E. Extend the western terminus of the Centennial Trail from Sontag Park to Lake Spokane.
- 1-F. Connect the Centennial Trail at the Sandifur Memorial Bridge with the Fish Lake/Columbia Plateau Trail.
- 1-G. Realign the Centennial Trail at Spokane County's Gateway Park to provide a safe crossing under Spokane Bridge Road.

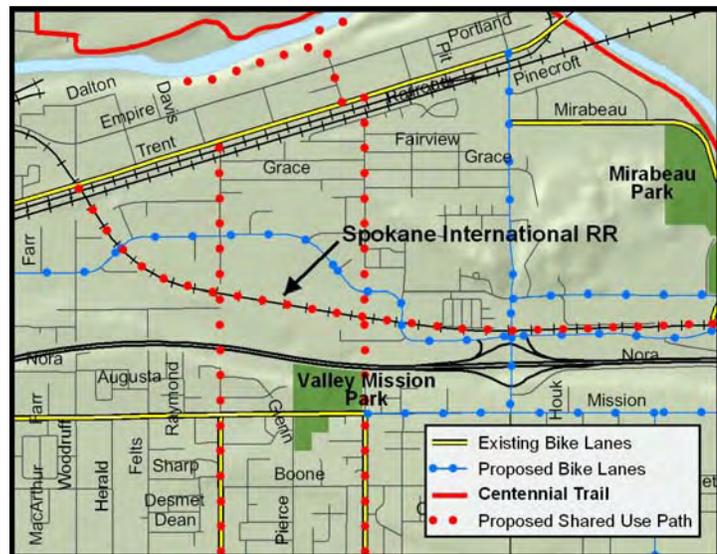
Strategy 2
Fish Lake Trail Connection

Improve the Fish Lake Trail between the City of Spokane and Fish Lake to include a paved bicycle/pedestrian path and separate soft surface equestrian trail. The trail will provide a vital connection between the Fish Lake Trail, the Columbia Plateau Trail and the Centennial Trail. Ensure access at numerous points along the trail to facilitate ease of trail use.



Strategy 3
Urban Connections

- 3-A. Provide for separated bike/pedestrian bridge(s) over Interstate 90 linking the north and south sides of the Spokane Valley to allow for safe travel and encourage nonmotorized commuting.
- 3-B. Develop a multi-use pathway along the abandoned Spokane International Railway rail line in the Spokane Valley. The line lies south of the Spokane River and north of Interstate 90.

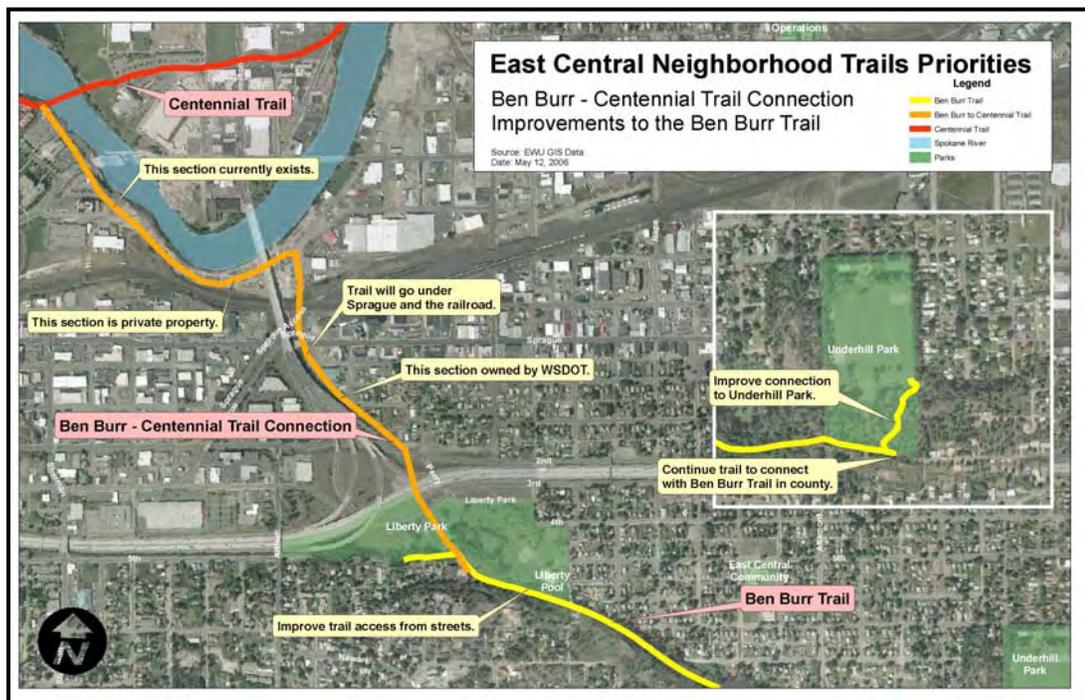


Potential Bike/Pedestrian Connections



3-C. Improve Flora Road to serve as a major north/south bike/pedestrian corridor and provide a connection to the Centennial Trail.

3-D. Improve the existing Ben Burr Trail on Spokane's lower south hill and construct a connection to the Centennial Trail per the East Central Neighborhood Trails Priorities Plan.



Ben Burr Trail Connection to Centennial Trail

- 3-E. Provide a safe bicycle/pedestrian route in the area of Hatch Road between Highway 195 and 57th Avenue.



Hatch Road Improvement

- 3-F. Extend the existing bicycle trail along Southeast Boulevard to include the area between the intersections of 25th Avenue and 29th Avenue (the current roadway configuration in this area creates a hazardous condition for bicycle travel along Southeast Boulevard).
- 3-G. Develop a separated bicycle/pedestrian trail to parallel the proposed light-rail project that will ultimately connect Downtown Spokane to Liberty Lake.
- 3-H. Support Washington State Department of Transportation plans for a major pedestrian/bicycle trail that will be built in conjunction with the North Spokane Corridor.



North Spokane Corridor

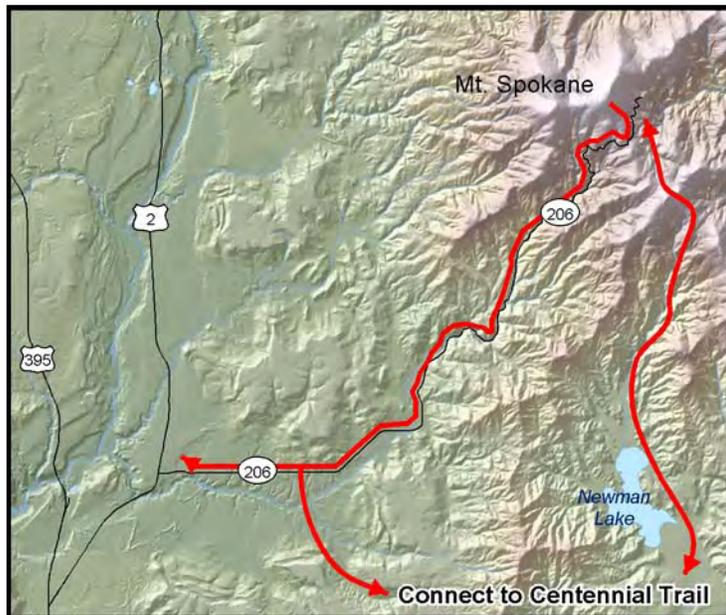
Strategy 4 – Rails to Trails

- 4-A. Preserve the abandoned Ben Burr rail right-of-way in SE Spokane County for trail use and make trail improvements to provide connections to south Spokane County communities and eventual connections to the John Wayne Trail, Idaho's Trail of the Coeur D' Alenes and the Cross State Trail.
- 4-B. Develop rails-to-trails or other separated pathway connecting North Spokane to Newport, generally paralleling Highway 2.
- 4-C. Develop the abandoned railroad grade adjacent to Riverside State Park on the west border from Trails Road extending to the north.
- 4-D. Encourage development of the Cross State Trail (designated Iron Horse State Park – Palouse Section) and its eventual connection to the Columbia Plateau Trail (the Cross State Trail currently includes a 3-mile trail segment in Spokane County along Pine Creek near the community of North Pine).
- 4-E. Renovate the historic iron railroad bridge that crosses the Spokane River east of Hamilton street to provide a safe, nonmotorized crossing of the Spokane River. The proposed renovation will provide a key connection to the regional trail system giving residents direct access to the Centennial Trail and the proposed Ben Burr trail extension as well as providing connections to a number of other trails on the east side of the Spokane River.

Strategy 5 – Connecting Parks and Neighborhoods

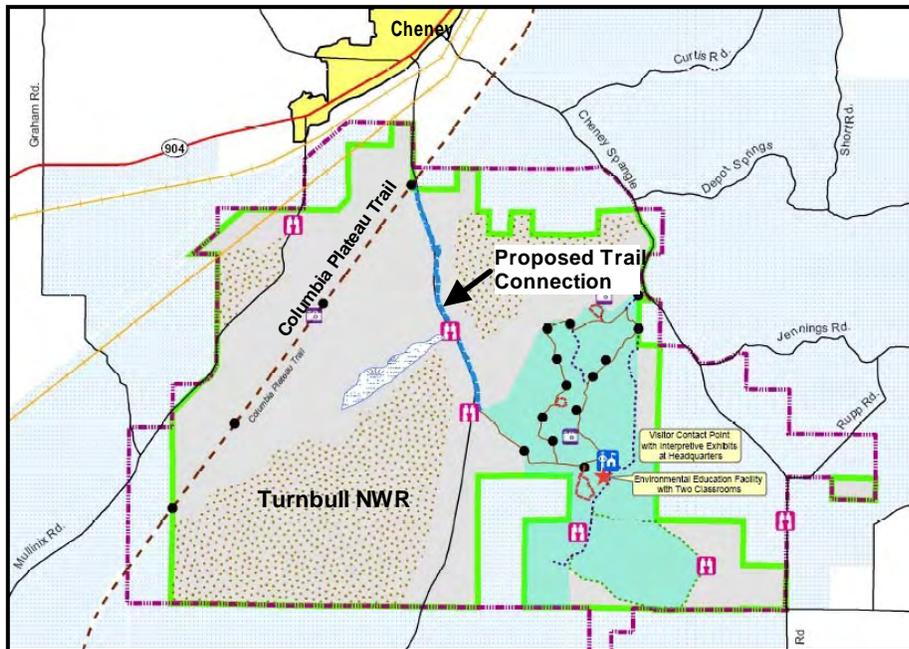
- 5-A. Develop bike/pedestrian trails along the south side of Lake Spokane to ultimately provide connections between the Centennial Trail, the McLellan Conservation Area and the Fisk Conservation Area.
- 5-B. Develop a multi-use trail connecting Airway Heights and Palisades Park consistent with the Palisades Subarea Plan.
- 5-C. Encourage the expansion of Palisades Park and Riverside State Park to connect the parks and allow for the linkage of trails between the two parks.
- 5-D. Develop a Five Mile Prairie Loop Trail providing connections to Holmberg Conservation Area, Sky Prairie Park, Austin Ravine Conservation Area, and the Little Spokane River Natural Area.
- 5-E. Develop a Spokane River Whitewater Park near the Sandifur Memorial Bridge, about one-mile west of Downtown Spokane and support all of the priority projects identified in the Great Spokane River Gorge Strategic Master Plan.
- 5-F. Develop the Beacon Hill Trails Network as a mountain biking and hiking destination in Northeast Spokane. When complete, the project will connect three city parks to the Centennial Trail and include approximately 30 miles of trails.
- 5-G. Retain public ownership of lands adjacent and north of the Spokane River that are currently owned by Washington State Parks. These lands consist of numerous parcels lying to the east of the Islands Trailhead on the Centennial trail.

- 5-H. Develop a multi-use trail, including equestrian uses where appropriate, between Mt. Spokane State Park and the Centennial Trail. Possible routes include providing facilities along the existing Highway 206 or developing a separate route along in the Thompson Creek valley between Newman Lake and Mt. Spokane State Park.



Conceptual Trail Connections to Mt. Spokane

- 5-I. Connect Mt. Spokane on its northern boundary to Department of Natural Resources land on the northeast.
- 5-J. Develop a safe trail connection between the Columbia Plateau Trail and the public-use area at the Turnbull Wildlife Refuge. The trail will be approximately 2.7-miles long and will be located adjacent to Cheney Plaza Road.



Connecting Turnbull NWR to Centennial Trail

5-K. Procure and develop a mountain bike trail system from the town of Marshall, on the north side of the Cheney-Spokane Road east to Thorpe Road, and along the Fish Lake Trail and other potential lands that would allow for a connection over Highway 195 to the trail system on the bluff below High Drive. Future roadway improvements on the Cheney-Spokane and Highway 195 interchange should include grade separated bike/pedestrian facilities bridging the Highway 195 and Latah Creek.

5-L. Develop a trail connection between the Trolley Trail and the Fish Lake Trail to provide a vital link between Spokane neighborhoods and the regional trail system.



Trolley Trail

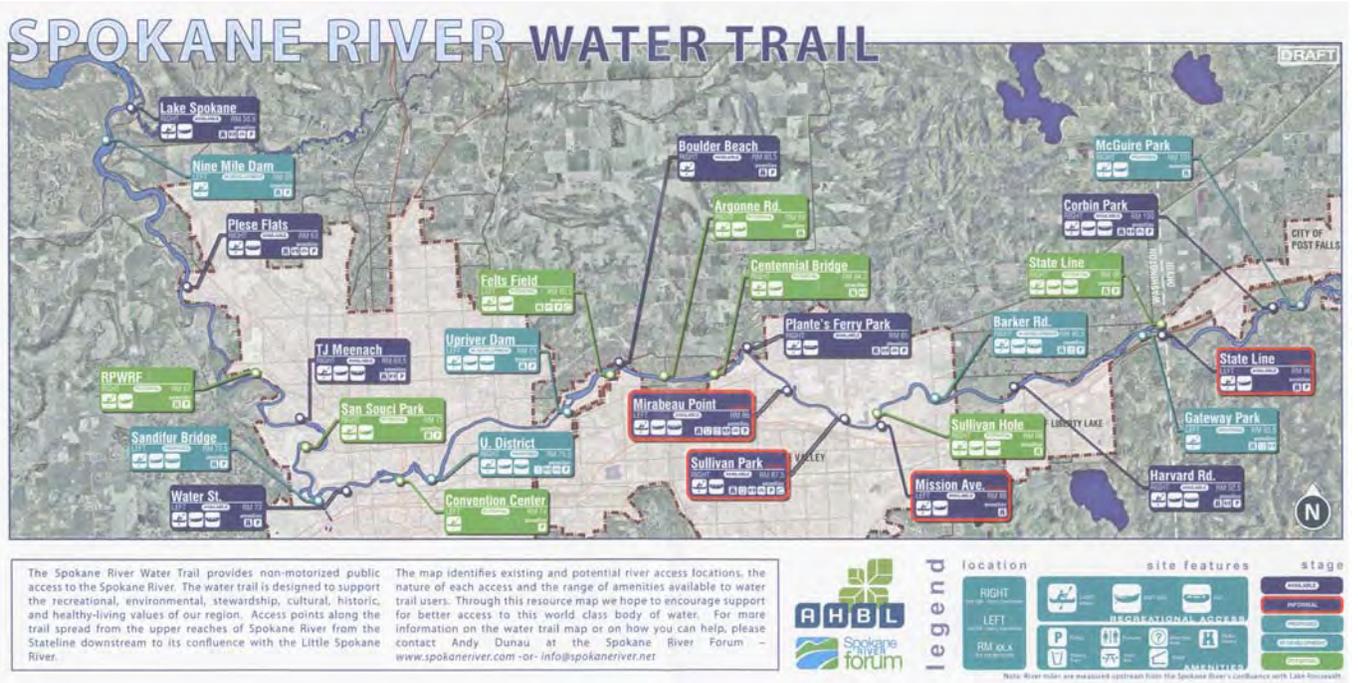
5-M. Develop a hiking trail/recreation and wildlife corridor between Dishman Hills Natural Area (DHNA) and Iller Creek Conservation Area and to that portion of the DHNA to the southeast of Iller Creek Conservation Area.



- 5-N. Procure and develop a trail on that connects the terminus of Stevens Road to the Rocks of Sharon and the Iller Creek Conservation Area.
- 5-O. Procure and develop a regional hiking, biking and equestrian trail system connecting Iller Creek Conservation Area and the Rocks of Sharon, Tower Mountain and Liberty Lake County Park.
- 5-P. Provide a safe trail connection between the City of Liberty Lake and Liberty Lake County Regional Park.
- 5-Q. Procure and develop a trail connection that provides access to Mica Peak from Liberty Lake Regional Park and state lands.

Strategy 6 – Connect Water Trails to Land Trails, Parks, Neighborhoods and Open Space

6-A. Develop a Spokane River Water Trail based on the principles of low impact development and restoration, environmental stewardship, education, connecting communities and open space, partnerships, and meeting regulatory requirements. Utilize the stakeholder generated inventory of existing facilities, proposed development and potential development and also support development of other potential water trail improvements which may not be illustrated on the current inventory map. The sites illustrated on the inventory map will require further detailed study to determine their exact location and viability.



VII. Funding Sources to Implement Regional Trail Strategies

Like other recreation and transportation facilities provided by Spokane County, acquisition, development and maintenance of a regional trail system will require funding from a number of sources, both public and private. While not comprehensive, the following list describes commonly used public and private funding sources.

Public Funding: Local and Regional

Spokane County: appropriations, regulations, and grants – Trail planning, acquisition, and development will need to be coordinated between departments and with other jurisdictions, including:

- Parks, Recreation & Golf Department
- Public Works Department
- Planning Department.

Dedicated Revenues from Local Taxes and Fees – Sometimes subject to the approval of voters, the County may authorize the use of local taxes to pay for the costs associated with acquisition and development of trail corridors. Examples of local taxes and fees that could be used for a regional trail system include:

- **Dedicated Road Funds** – A Senior Taxing District provides funds dedicated to roadways and has provided match monies for federal and TIB grants that include non-motorized [bike/ped] facilities;
- **Impact or Mitigation Fees** -- GMA and SEPA grant authority to impose fees to mitigate the impacts of development, including the need and availability of recreation facilities. The ability to impose impact fees would require the County to adopt a specific impact fee ordinance, and collected funds may only be used to mitigate the identified impact. Funds collected to meet the demand created for recreational opportunities can be used as part of an overall strategy develop trails. Impact fees can be used to leverage funds from other funding sources and are considered “local” funds for the purpose of meeting most requirements for match. Coupled with the direction provided in the Comp Plan, these fees may become a normal part of what is considered good development and necessary public facilities.
- **Property or sale taxes** – The Board of County Commissioners may allocate these funds in the annual budgeting process to pay for acquisition, development or maintenance of trails. These funds may also be used as local share to leverage and match funds from outside sources. (Spokane County has established a successful precedent with the Conservation Futures Program, funded by county-wide property taxes.);
- **Bonds** may be authorized by the County when annual tax revenues are insufficient to meet identified budget needs, especially for significant capital projects. The proceeds of the sale of bonds may be targeted for regional trails and used to acquire land or purchase easements, or construct trail facilities;
- **Voter-approved Property Tax Levies** can be requested by the County, to increase the property tax in a specific amount over a specified period of time. Revenues generated may be used to augment existing funds or to retire the debt on a bond;
- **Visitor service tax**, for example, the hotel/motel tax, may provide funds for trails to the extent these facilities contribute to tourism (a meals tax in Ashland, Oregon, was established to fund open space acquisitions);

- Real Estate Excise Tax (REET) can be imposed by the County on the conveyance of real estate. Acquisition and development of trails through purchase or easement is an eligible activity for funds from REETs.
- Self-taxing park or transportation service areas – Transportation benefit districts, like Liberty Lake's, are approved by property owners to leverage funding to implement projects identified in adopted trail plans;
- User Fees may be charged for the use of some facilities, and is a commonly accepted means to help pay the costs of providing and maintaining a facility where possible or practical.

Other resources include:

- Transportation Improvement Plan (TIP) Paths & Trails Fund -- A percentage of the State's gasoline tax is returned to cities and counties for local projects.
- Capital Facilities Plan – organizes capital facilities, programs and their related funding mechanisms, and identifies priorities for funding. Projects not in the county's CFP generally can't be funded. Trail projects should be incorporated into each jurisdiction's CFP to be in line for funding and implementation.
- Land-use Regulations – Mechanisms that have been used to support acquisition and development of trails include transfer of development rights; requirements of developers as condition of approval for planned development/clustering and granting density bonuses.

Public Funding: Washington State

The State appropriates funding for trails through recreation and transportation budgets, Local Assistance Grants, and Safe Routes to Schools funds, and administers a number of federal grant programs through the departments listed below. Many of these departments also offer technical assistance.

Interagency Committee for Outdoor Recreation (IAC) administers several major state and federal grant programs supporting trails, including:

- Non-highway and Off-Road Vehicle Activities Program (NOVA) activities supported by NOVA must be accessed via a "Non-highway Road" (NHR), roads that are open to the public but not constructed with gasoline tax revenues (for example, NHRs are found in National Forests and National Parks, and across the state, NHRs are used by recreationists to access rivers and forest lands);
- Washington Wildlife and Recreation Program (WWRP) funds trails, local and state parks, water access sites, critical habitat and natural areas, and riparian and urban wildlife habitat.
- National Recreational Trails Program (NRTP) provides federal funds to rehabilitate and maintain recreational trails and facilities that provide a backcountry experience (more detail below under "federal");
- Land the Land and Water Conservation Fund (LWCF) provides federal funding to assist in preserving, developing, and assuring accessibility to outdoor recreation resources including trails and other lands and facilities desirable for individual active participation.

Details on these programs are available on the IAC website: www.iac.wa.gov/iac/grants.asp.

Washington State Department of Transportation (WSDOT) administers state and federal grant programs that support trails.

- Pedestrian and Bicycle Safety Program -- Engrossed Substitute Senate Bill 6091 included a state funding commitment to support a program to aid public agencies in funding cost-effective projects that improve bike/ped safety through engineering, education and enforcement (www.wsdot.wa.gov/TA/ProgMgt/Grants/Ped_Bike.htm). Projects include safe routes to school, transit and pedestrian and bicycle paths.
- ESSB 6091 also funded the Safe Routes to Schools program to provide children a safe, healthy alternative to riding the bus or being driven to school. Eligible projects address engineering, education, and enforcement within two-miles of primary and middle schools (K-8). See www.wsdot.wa.gov/bike/SafeRoutesResources.htm.

Washington State Transportation Improvement Board distributes grant funding, which comes from the revenue generated by three cents of the statewide gas tax, to cities and counties for funding transportation projects (www.tib.wa.gov/ or (360) 586-1140).

Washington State Community Trade and Economic Development (CTED) has a number of grant and loan programs for capital projects.

www.cted.wa.gov/portal/alias__CTED/lang__en/tabID__34/DesktopDefault.aspx

Public Funding: Federal

SAFETEA-LU -- Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users: The most significant funding source for bicycle and pedestrian facilities is the Transportation Equity Act, enacted in 1992 and most recently reauthorized in 2005 as “SAFETEA-LU”. For most programs, funds are available through state agencies: state trail administrators for the National Recreational Trails Program (RTP) funds and transportation departments for Transportation Enhancements (TE), Highway Safety Program (HSP), and the new Safe Routes to Schools (SRS). The State has open competitive calls for projects; TEB a similar process.

The act designates money for specific program areas. For example, state transportation departments are required to set aside 10-percent of its annual Surface Transportation Program funds for Transportation Enhancement (TE) activities, which has had profound trail benefits for communities across the country. Eligible TE funding categories include bike/ped facilities, bike/ped safety and education activities, and conversion of abandoned and rail-banked corridors for trails. Different funds are appropriate for various segments of a non-motorized regional trail system, for example RTP or TE as surfacing and slopes vary for both, but the segments are expected to be linked.

SAFETEA-LU also supports a number of other programs that support trail development including:

- Bridge Replacement Program which provides funding for historic bridges that can be used to renovate a historic bridges for trail uses;
- Federal Transit Administration oversees the new “Alternative Transportation in Parks and Public Lands” Program. This includes state, local, and municipal parks. The funding is 100% (no match is required). Trails are popular as feeders and alternatives to cars for park

access, so trails that link to an alternative transportation system (bike, pedestrian, horse, watercraft, etc) are eligible;

- Youth Corps: the act supports youth corps trail crews by requiring the USDOT to encourage the States to enter into contracts and cooperative agreements with qualified youth conservation and service corps to perform construction and maintenance of recreational trails (National Association of Service and Conservation Corps [NASCC] at www.nascc.org); and
- National Highway System (NHS) funds support bike/ped facilities on land adjacent to a highway that is part of the NHS (U.S. routes 2, 195 and 395 in Spokane County; see www.byways.org or www.fhwa.dot.gov/hep10/nhs).

State administrative contacts for these federal recreation and transportation programs: Washington Interagency Committee for Outdoor Recreation -- Info@iac.wa.gov or (360) 902-3020.

Washington State Department of Transportation -- www.wsdot.wa.gov/bike/Funding.htm or [360/705-7302](tel:3607057302).

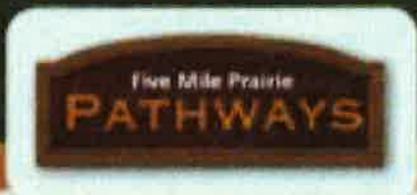
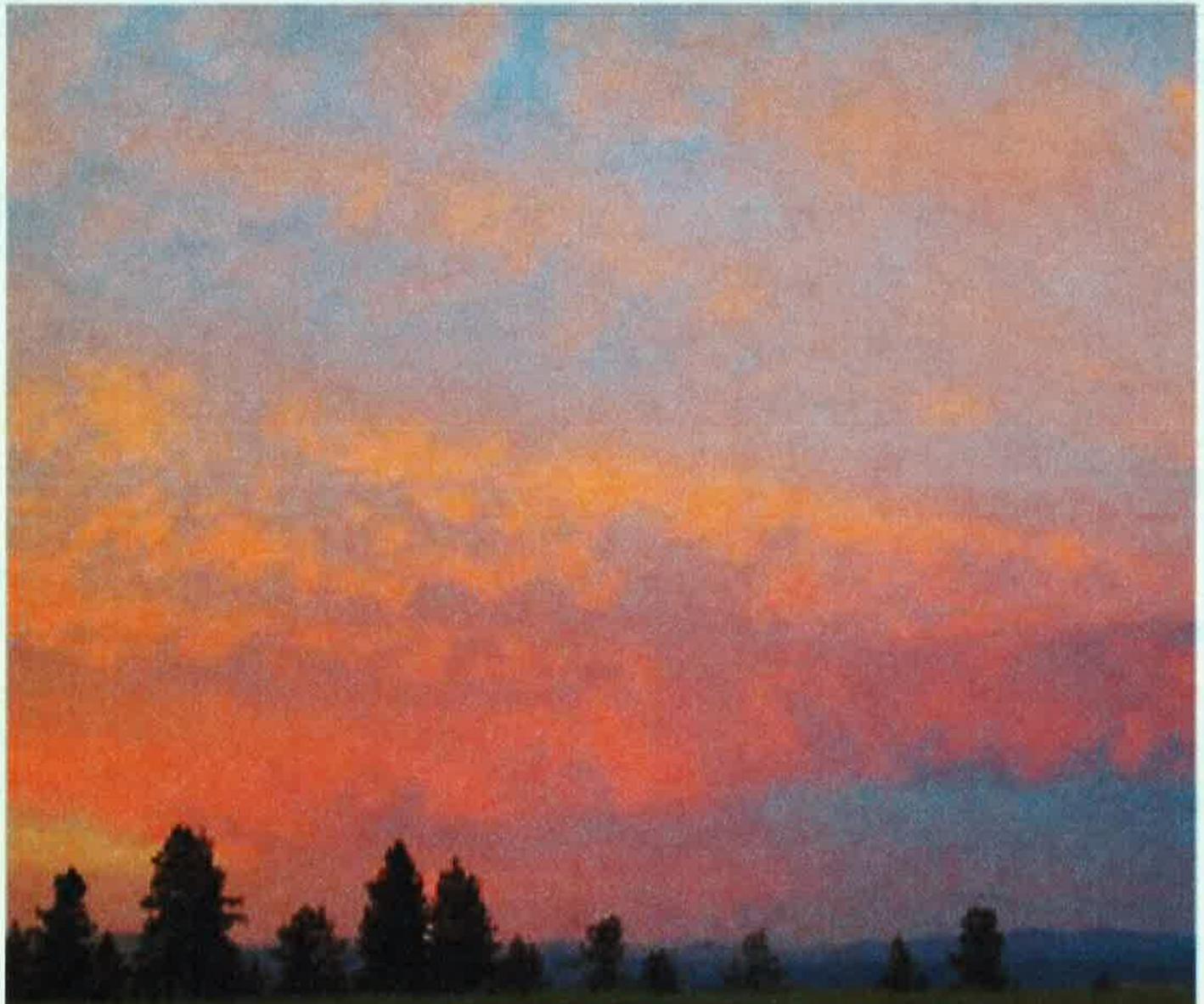
The National Transportation Enhancements Clearinghouse (NTEC) publishes Connections, a quarterly newsletter about Transportation Enhancement (TE) activities (www.enhancements.org/connections or contact NTEC at ntec@enhancements.org).

Spokane Regional Transportation Council has a role in the distribution of several federal transportation funds that have supported trail projects in the region: the Congestion Mitigation/Air Quality (CMAQ) and Surface Transportation programs. Trail projects must support non-motorized transportation and demonstrate tangible air quality benefits 3-year call for projects (www.srtc.org/index.html).

Private/Non-profit Funding

Funding and donations by organizations, businesses, and individuals should not be overlooked for acquisitions, donations of land, right-of-way or easements, as well as contributions of materials, labor, or expertise. Partnerships and contributions, in some cases, fully support an entire project and in other projects help fulfill the requirement for local match. Long term, the establishment of endowments or trust funds to support ongoing and cyclical maintenance has been suggested. Volunteer programs, for example the Fat Tire Trail Riders' Club trail maintenance at RiverFest, enhance existing department and user group programs and can be a significant source of in-kind contributions and help fulfill requirements for match on financial grants.

Trail partnerships bring together the resources of several groups and may be ad hoc, project-by-project or the need for sustained and coordinated work may motivate establishment of a new organization. Land Trusts partner on negotiations, purchases and easements to preserve lands and waters for recreation, conservation, and alternative transportation. Of the more than 4,800 acres conserved by trusts in Washington, more than half have been transferred to public agencies. The Inland Northwest Land Trust serves Spokane County (www.inlandnwlandtrust.org or (509) 328-2939). "Friends of the Trail" groups, like the Inland Northwest Trail Coalition, the Friends of the Centennial Trail, and the recently formed Friends of Fish Lake Trail, form to provide the necessary private sector support to develop and operate trails in partnership with the cooperating public agencies.



Conceptual Bike & Pedestrian Plan

MARCH 2012



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1. Introduction

This Bike and Pedestrian plan has been prepared by the Five Mile Prairie Pathways Partnership (FMPPP) to convey our community's hope and vision for future development of pedestrian facilities, pathways, and bicycle routes on and around the portion of Five Mile Prairie which lies outside Spokane's city limits.

This conceptual plan was created over a 2-year period between March 2010 and March 2012, with extensive and detailed community input from a broad array of stakeholders. Longtime prairie families, newcomers, land owners, The Spokane Homebuilders Association, city and county planners, engineers, school and political representatives all came together to create and implement a plan for more sidewalks and safe walking/biking paths on Five Mile Prairie.

The project was assisted by Sue Abbott, a community planner with the National Park Service Rivers, Trails, and Conservation Assistance Program. The grant for her assistance was obtained by Spokane County Division of Engineering and Roads.

Our community outreach included several dozen planning meetings, a televised appearance before the Spokane City Council and north side neighborhood councils, informational kiosks at numerous well attended Five Mile community events, a presentation to the Prairie View Elementary School PTO, and the creation of an informational website – FiveMilePathways.org. Documentation of these activities is submitted as an addendum to this plan.

Our collection of community input revealed there are several key routes that a significant number of Five Mile residents see as a high priority for improvement to create safe walking and biking. These results were solidified at a Pathways Public Workshop attended by over 50 Prairie residents on May 25, 2011. County Commissioner Todd Mielke and Spokane Mayor Mary Verner attended and pledged to support joint City and County planning in the effort to improve the routes identified as a high priority by the Five Mile community, which includes both the city and the unincorporated area of the county. Results of the workshop are presented in Section 6.

This proposal complements and is based on the method used by the city's Five Mile Neighborhood bike/pedestrian transportation study conducted in 2010, with professional assistance from planning consultant Studio Cascade, and neighborhood planning funding from the City of Spokane. The Five-Mile Bike and Pedestrian Plan Resolution (and accompanying maps) passed the City Council unanimously on January 30th, 2012. Appendix A includes illustrations of the plan, based on the maps developed by Studio Cascade.

The FMPPP committee seeks to accomplish the following specific goals:

- 1- Develop public, non-motorized routes connecting the hilltop Prairie to services, neighborhoods, parks and transit facilities below.
- 2- Provide safer, connected pedestrian and bike routes on top of the Prairie.
- 3- Provide safe walking and biking routes to Prairie View Elementary School, Five Mile School, Sky Prairie Park, and natural areas.
- 4- Ensure consistency with locally adopted transportation plans, development regulations, and land use plans, including the Comprehensive Plans for the City of Spokane and Spokane County.

FMPPP recommendations are presented in Section 11 to Section 14.

2. Five Mile Prairie Geography

Five Mile Prairie is a prominent mesa five miles northwest of downtown Spokane. It is a distinctive flat-topped butte whose summit plateau—Five Mile Prairie—is approximately two miles wide, rising approximately 300-700 feet above the surrounding valleys, flanked by basalt cliffs and pine forests. The figure below illustrates Five Mile Prairie’s location in relation to its surroundings.



The entire butte lies within Spokane County, and nearly half is within the City of Spokane. The city boundary zigzags across the area, running generally southwest to northeast. The City portion of Five Mile is within the Urban Growth Area, with urban zoning, while the County section is Urban Reserve, a rural zone. This creates challenges, because the Prairie is very geographically unified yet split politically into two governmental jurisdictions, with both urban and rural zoning.

All of Five Mile Prairie lies within the Mead School District, which operates two schools on the Prairie: the large, new Prairie View Elementary School on Johannsen Road, and the smaller, historic Five Mile Prairie School at the intersection of Five Mile Road and Strong Road. The latter is deceptively small. As the Mead District’s only elementary-level alternative learning center, the tiny school serves nearly three hundred children; and classes will soon spill across Strong Road into the Five Mile Grange Hall. Older students travel north on Five Mile Road to drop down to the valley, where they attend Mead High and Northwood Middle School. The combination of the high-

performing Mead School District and close proximity to downtown Spokane is a central draw for many moving to Five Mile Prairie.



*Historic Five Mile Prairie School
Southwest Corner of Five Mile and Strong Roads*



*Prairie View Elementary School
Johannsen Road*



*Five Mile Prairie Grange
Northwest Corner of Five Mile and Strong Roads*

Several strong neighborhood organizations exist: the Five Mile Prairie Grange, Friends of Five Mile Schoolhouse, Five Mile Neighborhood Association, and the FMPPP. In addition, homeowners associations govern each of the newer housing tracts. FMPPP has worked in cooperation with these organizations, and has solicited input from the various neighborhood associations and stakeholders to ensure all voices have been heard, and that the recommendations presented herein are based on the consensus of all stakeholders of Five Mile Prairie.

3. Private Property Rights – Five Mile Prairie Pathways Partnership Policy

Pathway designs need to balance the health and safety needs of pedestrians and bicyclists with the rights of private property owners. To reinforce the commitment to private property rights, FMPPP adopted the following policy which is included with all published maps.

“There will be no attempt to impose land use control over any private property within this area. This conceptual map is solely intended to help FMPPP prioritize their actions in pursuing voluntary and willing interest in establishing a system of pathways and trails and its subsequent development and management (i.e., acquisition, easements, donations, permits, etc.).”

Many of the prairie’s primary roads are fronted by deep residential parcels of land, with the homes built toward the front of the parcels. This land is unlikely to be subdivided and developed into smaller residential subdivisions in the foreseeable future. Where an increase in right-of-way width would encroach on the residents’ front yards, it could be necessary to fit the proposed new facilities within the existing right-of-way, or obtain permission from the property owners as part of a public process conducted by the City of Spokane or Spokane County at that time.

4. Identified Improvement Priorities

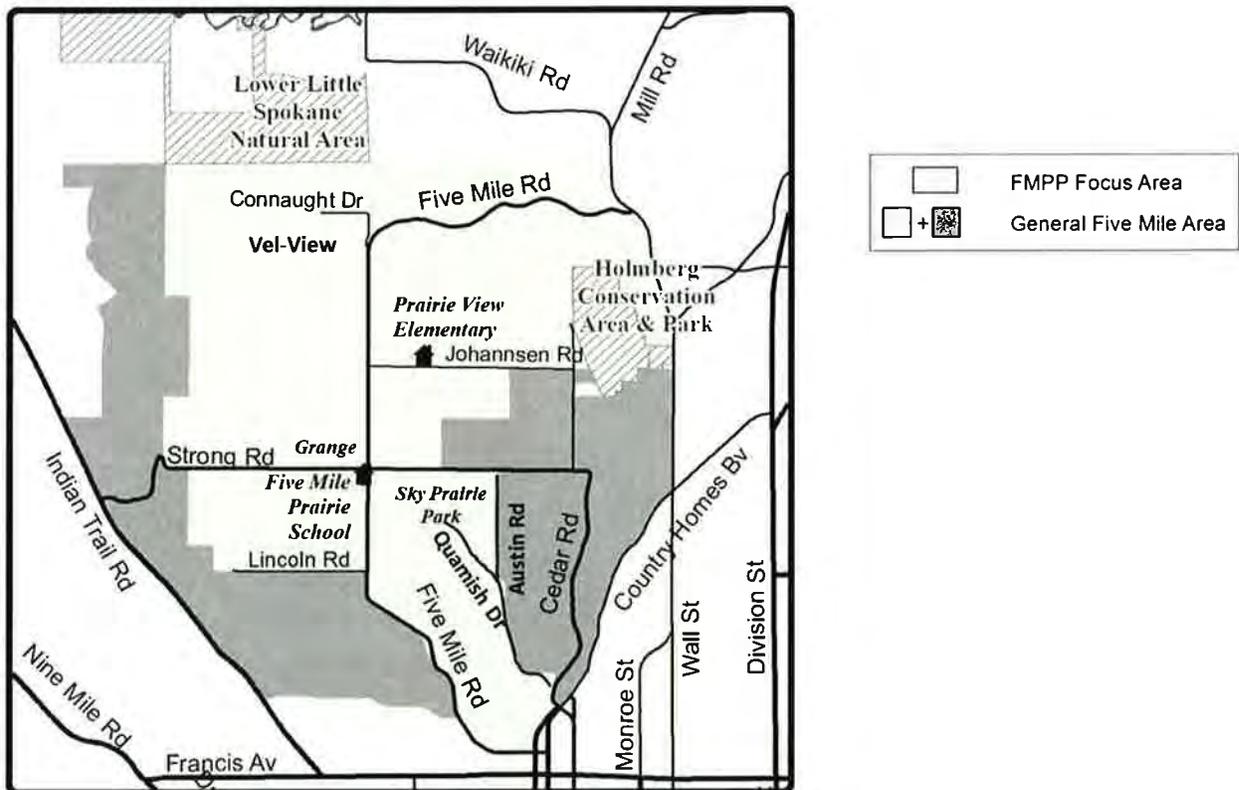
Through our public meetings and outreach, four critical pathways needs have emerged:

1. **Pedestrian and bicycle improvements to the Prairie’s main roads:** Five Mile Road, Strong Road and Johannsen Road.
2. **Pedestrian corridors to Holmberg Park and Little Spokane Natural Area.**
3. **Intra-neighborhood connectors** to link the Prairie’s residential developments, parks and schools.
4. **Inter-neighborhood connectors** linking the Prairie with nearby neighborhoods below.

5. Existing Five Mile Prairie Road Network

At its simplest, the road system of Five Mile Prairie resembles a crosshairs. Five Mile Road runs north/south while Strong Road runs east/west; the two cross near to the center of Five Mile Prairie.

Five Mile Road is the Prairie’s principal thoroughfare. Strong is a little more complicated: at its east end it becomes Cedar, which provides the only route on the plateau’s east side. At its west end, Strong turns to rough, rutted gravel and descends steeply to the North Indian Trail commercial district, providing the only driving route on the plateau’s west side. The Austin/Quamish corridor provides a supplemental north/south route on the Prairie’s southeast side, meeting Five Mile Road at the base of the hill. The routes are described in more detail below:



- 1- Five Mile Road – south end: The southern access is the most heavily traveled route up the hill onto the prairie, and the only safe cycling and walking access, thanks to 2009-2010 widening that added bike lanes and sidewalks. The Spokane Transit Authority (STA) Park & Ride lot is at the bottom of Five Mile Road’s southern end.
- 2- Five Mile Road – north end: The northernmost two miles of North Five Mile Road (Vel-View to Waikiki) descends the Five Mile mesa’s north slope to Waikiki. It was resurfaced in 2009, but is too narrow to accommodate a sidewalk or bike path, and it remains dangerous to walk or to bicycle—which is unfortunate, as this is the only direct route from Five Mile Prairie to Mead High School, Whitworth University, North Division commercial areas and other points north and east.
- 3- Cedar Road: If North Five Mile Road seems dangerous for bikes and pedestrians, Cedar Road is even worse. Like the north end of Five Mile, Cedar is a critical hillside transportation corridor, connecting hilltop neighborhoods with major destinations below. Yet it is extremely narrow and steep, with several blind curves and relatively heavy, fast traffic. To make matters worse, paving is poor, so drivers are often dodging potholes. Without widening, the route is not suitable for bicycles or pedestrians, and these activities should not be encouraged along Cedar Road.
- 4- Austin Road is a curvy, slower route that actually bottoms out at the same location as Five Mile Road South. It is the most direct route for residents on the south-central prairie. Austin Road becomes a dirt road when it reaches the top of the hill, but empties into the arterial, Quamish Dr. Like Cedar Road, Austin Road would be difficult to upgrade to a wider road. Because there is less vehicular traffic on Austin, it is more suited to pedestrian and bicyclist use than is Cedar Road.
- 5- Strong Road westerly extension is shown curving toward the north and looping back south to meet Indian Trail. This is a gravel road, and is less maintained. Although it is steep, the grade exceeding 10% in some locations, and can be wash-boarded; it provides the quickest route down from the central Prairie heading west.

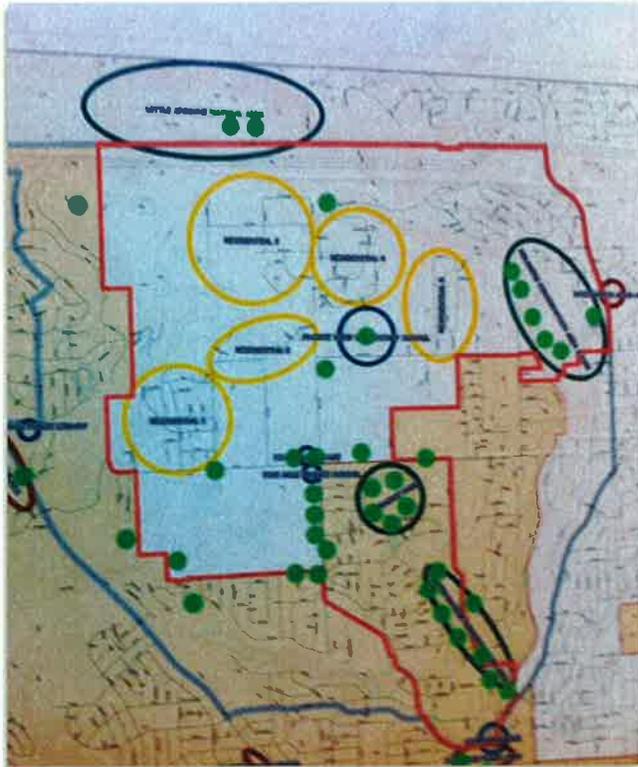
6. Public Workshop – May 2011

On May 25th, 2011, more than fifty residents participated in the Pathways Public Workshop held at Prairie View Elementary School. County Commissioner Todd Mielke and Spokane Mayor Mary Verner attended and pledged to support City-County joint planning in the effort to help improve the pathway and transportation routes identified as a high priority by the Five Mile community during this process.

Participants discussed their concerns about the current state of pathways on Five Mile Prairie. They also provided input as to which areas and destinations are most important to them, and indicated their highest priorities on the maps and charts provided at the workstations.



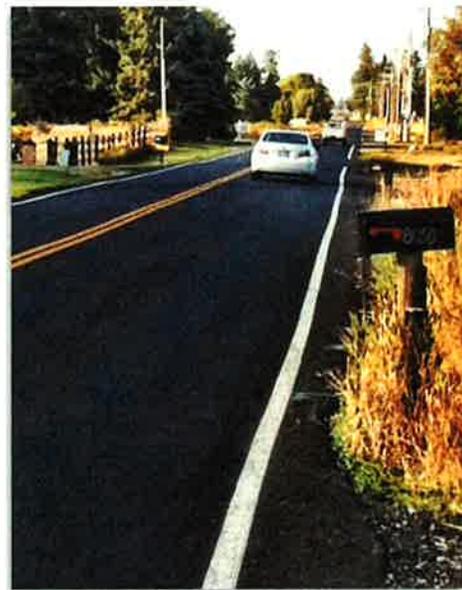
The Public Participation Destination Maps and Issues List from the Workshop show a high level of interest for safe routes to the schools and grange, Holmberg Park, Sky Prairie Park, and Austin Ravine; in addition to concerns about connectivity and safety along roadways.



7. Road Descriptions, Segment by Segment

The following road segments are in need of improvement, as identified by our group, and based upon community input.

Five Mile Road: South of Strong Road to Lincoln



Five Mile Road's semi-rural looks are deceiving. To the right of this view are hundreds of homes in Five Mile Heights; to the left are hundreds more homes; straight ahead is Five Mile Prairie School, with Prairie View Elementary School beyond. This is one of the most heavily walked and bicycled places in the Five Mile area, yet sidewalks and road shoulders are scarce, connective opportunities abundant.

This section of Five Mile Road is the Prairie's main interconnection for traffic of all kinds. Despite recent improvements to the traffic lanes, the road remains a dangerous place for bicyclists and pedestrians.

- This is the study area's most heavily travelled section of arterial roadway.
- This road segment threads a gap between Five Mile Prairie School, Sky Prairie Park and the area's two largest, densest neighborhoods, making it a natural walking and cycling corridor.
- Two main pedestrian crossings of Five Mile Road exist, but neither is marked, and both are dangerous due to fast traffic and sight-impeded corners:
 - At Strong Road, in front of Five Mile School and Five Mile Grange, where pedestrians and children cross from the school and Grange to walk the three blocks to Sky Prairie Park, and to access intermittent sidewalks that run along the east side of Five Mile Road.
 - At Lincoln Road, where residents of the Five Mile Heights neighborhood and Audubon neighborhood cross Five Mile Road to visit friends, to use the Audubon community pool and tennis court, and to access Sky Prairie Park.

- There is no school slow speed zone in front of Five Mile School, nor are there crosswalks. This is a critical deficiency as the school now accommodates more than 200 children, with classes expanding into the Grange Hall across Strong Road. Fast traffic turning off of Five Mile Road endangers children crossing here, particularly when sightlines are blocked by parked cars in the Grange parking lot or in front of the school.
- Because this is the narrowest segment of Five Mile Road, traffic speeds into this bottleneck from both directions, further endangering school children, pedestrians and bicyclists.
- North/south bicycle connectivity is needed.
 - Long bike lanes and bike paths lead into this segment of Five Mile Road from both directions but are missing between Strong and Lincoln.
 - Road shoulders in this segment are so narrow that cyclists have no choice but to take a portion of the traffic lane.
 - This is a major connection point for bicycle routes in all directions: for bicycle commuters and shoppers headed to downtown or to Francis area stores; for recreational bicyclists going westward on Lincoln to take advantage of the area's only paved route descending the west side of the mesa to the Centennial Trail and Indian Trail areas; for cyclists going north to Five Mile Prairie School, Prairie View Elementary, Mead High School and to rural recreational riding north of that.
- North/south pedestrian connectivity is needed.
 - To link extensive sidewalks that end as they enter this segment from both directions, forcing pedestrians to pick their way along rough ground and through homeowners' front yards.
 - To accommodate children walking/biking to and from both of the Prairie's elementary schools.
- Crosswalks across Five Mile Road are badly needed at both Strong and Lincoln, as both of these intersections are the area's major east/west pedestrian routes, and both lack alternatives.



View of already-improved section of Five Mile Road, showing ideal arrangement for all modes of travel.

Five Mile Road: North of Strong Road to Vel-View



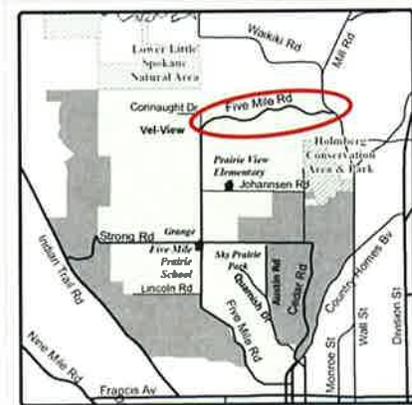
A rough, four-foot wide asphalt path flanks the east side of Five Mile Road for ½ mile. Here, it skirts washouts, where 2' of the path have collapsed into a ditch behind the chain link fence to the left. Throughout its length, the pathway is strewn with gravel and debris, making passage difficult for cyclists.



The primary arterial connecting the area's two schools and main park, this section of Five Mile Road is flanked by a rough asphalt bike/pedestrian pathway on its east side, which makes this safer than the southern section of Five Mile Road past Strong. However, FMPPP and workshop participants agree that the pathway needs improvement, and the intermittent sidewalk along the west side should be completed.

- This road segment also links both of Five Mile Prairie's elementary schools.
- The road serves as the primary route connecting Jesse's Bluff, Vel-View and Prairie Breeze neighborhoods with Sky Prairie Park.
- The road serves as a primary bike commuter route for area residents commuting into the city as well as to Whitworth University, Mead High School and the North Division commercial districts.

Five Mile Road North: Between Vel-View and Waikiki



Beyond Vel-View, Five Mile Road drops off the prairie and becomes less a neighborhood arterial and more a commuter route, to connect with Wandermere commercial district, Mead High School and Whitworth University.

This stretch of road is in good condition, but it is unsafe for pedestrians and bicyclists due to its limited to non-existent shoulders. It is a narrow, winding road that would be costly to widen because it is constructed on a steep side-slope.

Lincoln Road: West of Five Mile Road



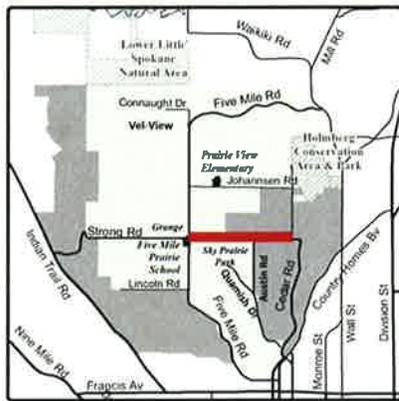
Lincoln's long, well-constructed sidewalk abruptly ends 400' before connecting with Five Mile Road and the large Five Mile Heights neighborhood beyond.



Lincoln Road provides a very valuable east/west pedestrian and bicycle route through the area's two most populous neighborhoods, extending eastward as Cascade Way and westward as Hiawatha/Kathleen. Lincoln is also a valuable bike route for cyclists throughout the area as it is the only paved road up and down the plateau's west side (this route is blocked to auto traffic by a gate, but is widely used by pedestrians and cyclists).

Except east of F Street, Lincoln Road has been improved with sidewalks and sufficient width to accommodate safe passage for bicyclists; however, the 400' between Five Mile and F Street is a true problem, and an easy place to make a major improvement at little expense. A sidewalk here would complete Lincoln's otherwise-safe route for pedestrians and cyclists.

Strong Road: East of Five Mile Road



Strong Road, looking east from Five Mile Prairie School, shows no safe routes for non-vehicular travel.



One of Five Mile Prairie's most dangerous and highly used pedestrian routes, this segment is a primary route to Sky Prairie Park, and it is the southern leg of the rectangular loop-walk formed by Strong, Cedar, Johannsen and Five-Mile Roads. Strong Road's east end connects to Cedar Road where Cedar tops the hill onto the prairie's east side.

- Long bike/pedestrian trails lead from northern and western neighborhoods but stop at Five Mile Road, dumping walkers and cyclists into a very exposed last quarter mile to Sky Prairie Park.
- This road remains a narrow farm road despite the heavy development all around it. Except for one tiny segment near the park, it completely lacks shoulders for walkers or cyclists.
- The road accommodates heavy auto traffic to the very large Slavic Baptist church for several services per week.
- Heavy morning and evening rush hour commuter traffic connects with Cedar and Five Mile Roads. On some weekday evenings this combines with services at the church to create 30-minute "traffic storms".
- Pavement is in need of repair due to numerous potholes, dips and bumps; and to poor reconstruction after installation of sewer lines in areas of new development.

Strong Road: West of Five Mile Road, to Rustle



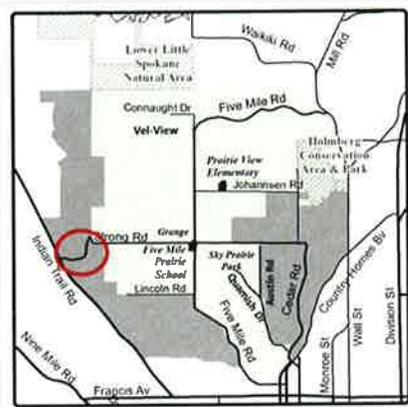
At left, the rough bike/pedestrian pathway along Strong too often becomes a parking strip, especially during events at Five Mile School or Five Mile Grange. Photo taken looking east toward Five Mile Road.



This is another section of road flanked by an asphalt bike/pedestrian pathway falling into disrepair. The pathway connects western neighborhoods such as Falcon Ridge to Five Mile Prairie School, Sky Prairie Park and the Five Mile Grange, as well as to the Five Mile Road pathway going north to Prairie View Elementary School.

- This is the primary route connecting Falcon Ridge and other western neighborhoods to Five Mile School and Sky Prairie Park.
- Foot and bicycle traffic also goes west to the western overlook near Rustle, and to the Indian Trail neighborhood.
- For cyclists, this route provides excellent potential connections to the Centennial Trail, the Aubrey White Parkway bike route and points west.

Strong Road: Between Rustle and Indian Trail Road

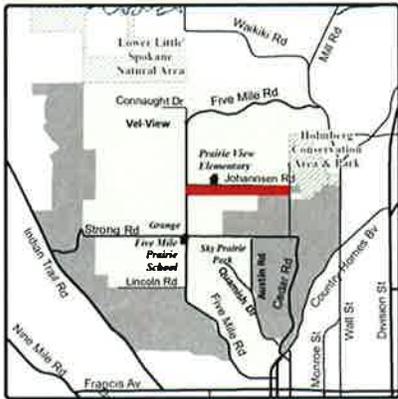


*Top of Strong Road West
as it drops off the prairie.*

Popularly known as “The Goat Trail”, this steep, unpaved section of Strong Road has great potential if the road is paved and its steep grade reduced. This is the only direct connection between Five Mile and the large, growing Indian Trail retail complex—the closest retail center and library to half of Five Mile’s neighborhoods. However, the present road is a difficult route for even skilled mountain bicyclists, it is impassable to road bikes, and it is a dusty/muddy walk attempted by few.

- A potentially great walking and cycling route to Indian Trail neighborhoods, stores, restaurants and library if road conditions are improved.
- Beautiful views of the Spokane River Gorge and sunsets.
- Five’s Mile’s most direct cycling connection to the Centennial Trail, Aubrey White Parkway, Seven Mile Bridge and Nine Mile Bridge.

Johannsen Road: Between Five Mile Road and Cedar



Johannsen Road, with Prairie View Elementary School at left. The photo is taken looking east from the bike/pedestrian pathway on Five Mile Road.

As the location of the very large (600+ students) Prairie View Elementary School, narrow, poorly paved Johannsen Road is a prime candidate for sidewalks and bike lanes. At present, most of the road lacks even basic shoulders for walking, making it an unsafe route to school. Consequently, Mead School District must provide costly bus service even for children living very close to the school.

- A top priority for improvements to provide safe routes to school.
- Widely used by recreational walkers, joggers and cyclists.

8. Sidewalk Inventory

Sidewalks have been installed by developers in the following locations:

- Five Mile Road at Jessie's Bluff – separated concrete sidewalk on both sides of the road for approximately ¼ mile.
- Five Mile Road east side, from Rogers south to Strong Road (approximately 1/2 mile) – rough asphalt path separated from roadway, approximately 4 feet wide, needs repair and better maintenance; often covered by road debris and gravel
- Lincoln - separated sidewalks on south side, west of F Street
- Strong Road west side – asphalt path separated from north side of roadway, approximately 4 feet wide, needs drainage and transition improvements, especially at east end near Dorsett; connects from the Grange on the east, to Dorsett on the west.
- Strong Road east end – separated concrete sidewalks on south and north sides at Panorama and Prairie Crest developments.
- Cedar Road – separated concrete sidewalk on east side of Rossmoor Ridge, between Strong and Chaucer.
- Johannsen Road – separated concrete sidewalk on south side in vicinity of Oak Street.
- Johannsen Road – separated sidewalks on north side of road in immediate vicinity of Prairie View Elementary.

9. Bike Path Inventory

As of March 2012, except for trails in Sky Prairie Park and on the southern section of Five Mile Road coming up the hill from the shopping area below, there are no designated bike paths on Five Mile Prairie. The city-side pedestrian and bicycle transportation proposal includes a combination of dedicated bike lanes, marked shared roadways, and shared roadways. The county-side proposal builds on these to make a coherent package to connect every part of Five Mile, and to provide safer routes to destinations below.

10. Issues and Considerations for Pathway Recommendations

Phased Strategy

The intent of recommending roadway/pathway configurations is to guide city and county decisionmakers to adopt policies and regulations that consider the stakeholders' desired configurations as development takes place. However; the FMPPP understands that it could take time for their recommendations to be adopted, and many years of phased construction to complete some of the projects.

For this reason, FMPPP also recommends that basic improvements be made as soon as possible, to enhance safety at minimal cost without delay, while preserving the opportunity to work toward the long-term recommended plans. Specifically, FMPPP requests that roadways be widened to

utilize (more of) the existing rights-of-way, to provide additional shoulder space for pedestrians and cyclists on primary roads that have not yet been widened. In order of priority, these projects are:

1. Five Mile Road between Lincoln and Strong
2. Johannsen Road
3. Strong Road
4. Lincoln Road between F Street and Five Mile Road
5. Cedar Road between Chaucer and Johannsen

Johannsen is high priority due to Prairie View Ememantary School. Lincoln and Cedar are relatively small projects, which could push them up the priority list.

Accessibility

In July 2010 the Department of Justice released updated ADA design and construction standards. Although adherence to the standards is not required for hiking trails, particularly those on steep gradients on and off the prairie, the sidewalks and pathways on top of Five Mile should be built to ADA standards. Even some of the newer, existing sidewalks do not have appropriate ramp transitions on and off the street at corners and crossings. These should be retrofitted to provide full accessibility. The figures below show examples of newer neighborhoods where sidewalks were constructed for the purpose of the neighborhood, itself, but they do not provide connectivity to the main road crossings.



Two examples of sidewalks that should be reworked to incorporate transitions to the road. The example on the left dead-ends in shrubbery. The one on the right rounds the corner but does not join the roadway.

Road Right-of-Way Widths

Most Five Mile Prairie roadways do not currently utilize their full right-of-way (ROW) width. Five Mile Road and Strong Road ROWs are 60 feet, while the ROWs for Lincoln, Cedar and Johannsen are 40 feet. More information is available on the plat maps in Appendix E.

Swales

Because Five Mile Prairie does not have a storm drain system beneath its roads, city and county engineers recommend that the standard road configurations include drainage swales to collect and dissipate runoff. These swales actually serve several purposes:

- They can be vegetated appropriately to bioremediate oils that may discharge from vehicles onto the roadway.
- They control stormwater runoff and allow it to recharge into the ground, rather than flow onto the road, sidewalks and adjacent property.
- They provide a zone to collect snow plowed from the roadways, so the snow will not pile on top of the sidewalk.

Maintenance

Five Mile Prairie is unique in that it is partially rural. There are no businesses other than farms. Some properties fronting the main roads and arterials are the width of residential lots, and others are hundreds of feet wide. While landowners with narrow lots can be expected to shovel snow from sidewalks and maintain the swales in front of their properties, this responsibility would place a significant burden on property owners with large tracts of land.

For this reason, swales, bike lanes, sidewalks and pathways should be designed in a manner conducive to practical maintenance by the county, landowners, and neighborhood associations, as appropriate. Year-round maintenance includes snow removal and cleaning along roads and paths, as well as irrigation, mowing, and weed control for swales and paths.

The figure to the right shows an example of a low-maintenance alternative for a phased approach (this one on Upriver Drive) that would provide a safer alternative than the current situation on Five Mile Prairie, and might be possible to construct within existing rights of way. This example includes width for both an on-grade bike lane and walkway, although even a wide, shared shoulder would be a great improvement.



Swale design should consider future maintenance, and the swales not associated with developed neighborhoods, in particular, should be lined with appropriate materials (not grass) to minimize requirements for watering, fertilizing, and mowing. When swales are installed in locations where no one takes responsibility to maintain them, they tend to become overgrown with weeds. In these cases the swales are unsightly; and it is difficult to navigate the sidewalk.



Example of a poorly maintained sidewalk near the Prairie Breeze housing development on the west side of Five Mile Road. Where there are no adjacent landowners to shovel sidewalks and mow swales, it is especially important that they be constructed in a manner to minimize maintenance requirements.



Example of a well maintained grassy swale – this one in front of the Cimarron housing development on Johannsen. Where the landscaping is maintained by a neighborhood association, grass is a viable alternative.

Sidewalks vs. Pathways

Sidewalks have the advantage that they require less width than pathways, so they can be provided on both sides of a road without requiring excessive ROW width, and to comply with county standards. Wider separated pathways have the advantage that they can accommodate bicyclists as well as pedestrians, where bike lanes are not provided. Pathways also allow for a more pleasurable experience because pedestrians have more width to walk their dogs and converse with companions.



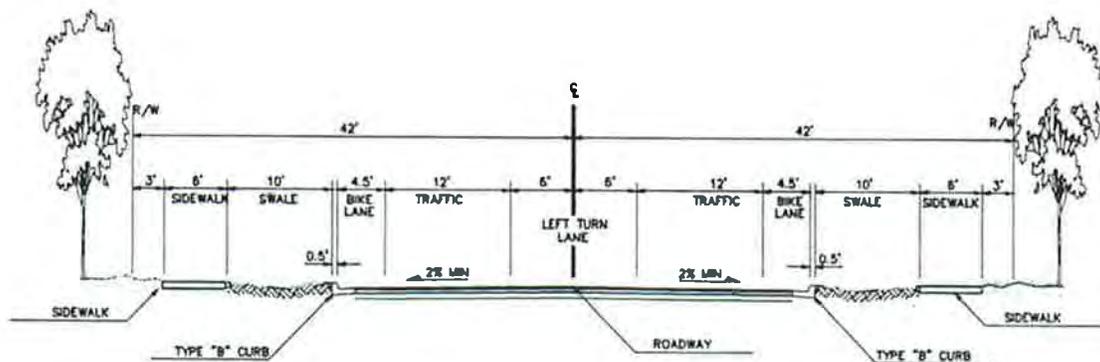
Pedestrian walking two dogs prefers road over sidewalk on North Cedar, because there is little traffic this Sunday morning, and sidewalks are narrower and less conducive to walking side-by-side.

11. Recommended Road and Sidewalk Configurations along Primary Roads

Five Mile Road Recommended Configuration

Because Five Mile Road is such an important connector and a heavily travelled commuter route, the FMPPP recommends that bike lanes and sidewalks be provided on both sides of the road. Where asphalt pathways exist now, they can be kept in place if most practical. The community requests that they be kept in good repair and be kept clear of gravel. This would likely require some reconstruction and drainage improvements.

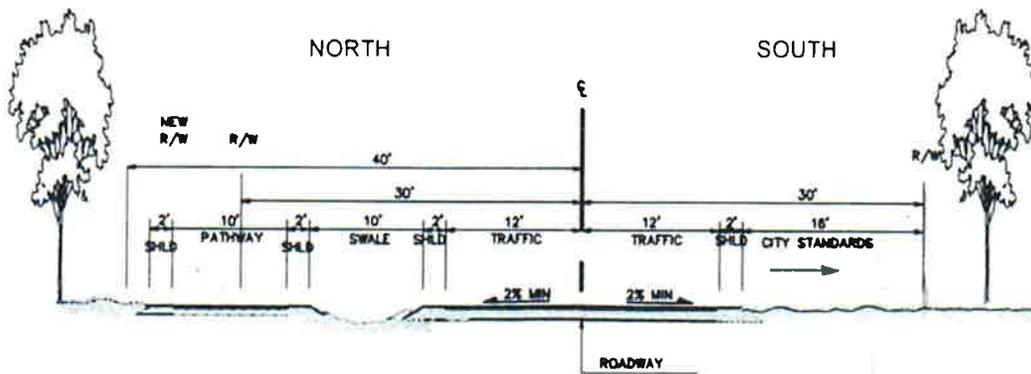
The full width shown below is 84 feet, so additional right-of-way would need to be acquired to develop this profile. Where it is not possible to obtain this width, the sidewalk can be constructed adjacent to the road, and appropriate drainage engineered.



FIVE MILE ROAD
SIDEWALK & SIDEWALK

Strong Road Recommended Configuration

Because some of Strong Road serves as the city/county line, with city jurisdiction beginning on the road's south shoulder, our recommendations for Strong Road depends upon what the city does with its portion of the road. Chiefly, this means that **if the city builds no bike lanes or sidewalks on its side, the county should compensate by building a detached bike/pedestrian path along the road's north side, as shown below. If, on the other hand, the city portion of Strong Road includes a striped bike lane and separated sidewalk, the county side should mirror and extend that configuration.**



STRONG ROAD PATHWAY NORTH SIDE
FROM 5 MILE LOOKING EAST

Johannsen Road Recommended Configuration



Approaching Prairie View Elementary School. Note the sidewalk fronting the school, ending at the school property.

The major issue on Johannsen Road is Prairie View Elementary School, on the road's north side about 300 yards east of Five Mile Road. Walking and cycling to the school from either direction is unsafe, with no sidewalks or bike lanes, and long stretches without sufficient shoulder for walking. East of the school, narrow Johannsen Road rises 1-3 feet above fields, ditches and homes on either side, so walking or cycling the road means doing so in the traffic lanes—a major safety hazard for a school with more than 600 children. In addition, snow plowing on the road is minimal, so during inclement weather the road is even less passable. The result: the Mead School District is required by state law to bus the students at a cost of over two hundred thousand dollars annually—even those who live a few hundred yards down Johannsen Road.

To the west of the school, the bike/ped path along Five Mile Road gives children access from north and south, but there is no connecting pathway from Five Mile Road to the school.

To solve this problem, **FMPPP recommends a detached bike/ped pathway along the north side of Johannsen, to allow students and other residents to travel east and west along this important corridor by foot or bicycle. Where a detached pathway would unduly encroach on residents' front yards, a sidewalk could be constructed adjacent to the roadway.** Bike lanes and sidewalks on both sides would be better still, but this recommendation is partly in recognition of the semi-rural

character of Johannsen Road at present, and a hope for an attainable solution to the safety problem.

Five Mile Road North Recommendation

Ideally, the north end of Five Mile Road would be widened to accommodate a pedestrian walkway on at least one side of the road, and a bike lane on the uphill side – a total width increase of roughly ten feet.

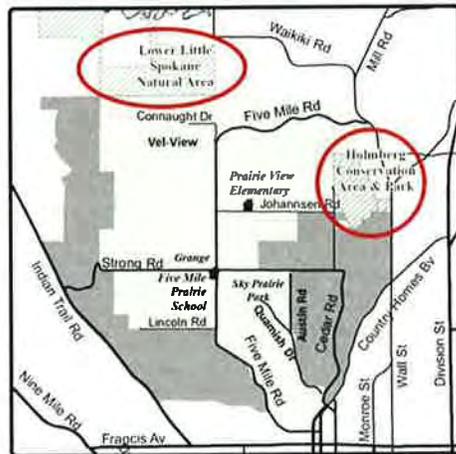
FMPPP recommends that this be considered for potential future development. However, FMPPP recognizes that this would be costly due to the steep terrain, large amounts of basalt rock, and the roadway's length; and is therefore a lesser priority than improvements atop the hill. Still, this is the only route on the prairie's north side, and it accounts for the vast majority of trips to schools, stores, work and entertainment for most residents of northern Five Mile neighborhoods such as Jesse's Bluff and Granger Terrace. Eventually, a safe solution should be found for the walkers and bikers who use Five Mile North.

Lincoln Road Recommendation

To better serve pedestrians, who are more concentrated in the eastern end of Lincoln, **FMPPP strongly recommends a sidewalk connection to fill the 400' gap between sidewalks on Five Mile Road and the long existing sidewalk fronting developments farther west on Lincoln.** When complete, this would provide nearly a half-mile of continuous sidewalk fronting one of the area's largest, densest neighborhoods, connecting it to the other of the area's largest, densest neighborhoods to the east - across Five Mile Road.

12. Pedestrian Corridors to Holmberg Park and Little Spokane Natural Area

The slopes surrounding Five Mile Prairie offer numerous recreational walking and off-road bicycling destinations long used by area residents. According to public comments and workshop votes from numerous citizens, two natural destinations outrank all others:



- 1) Holmberg Park, to the east and northeast.
- 2) Little Spokane Natural Area, to the northwest.

Holmberg Park/Holmberg Conservation Area



Rough pathways descend into Holmberg Park from Cedar and other nearby streets.

This large, widely used Spokane County Park stretches from the Prairie's rim approximately $\frac{1}{2}$ mile down steep slopes into playgrounds, ball fields and tennis courts along North Wall Street, near a small commercial complex containing a gas station/store, bakery, cleaner and hair salon. As such, the park serves as both a recreational destination and as a conduit for foot traffic up and down the hill, especially by children and teens. In winter snows, the park's steep upper slopes are a daring sledding destination known (and feared) throughout the city.

Presently, access to the park from the Prairie rim is limited to a few casual trails crossing narrow slivers of private property from Kensington Street and North Cedar.

To the Five Mile community this presents rich opportunities to accomplish a great deal with very little cost, as the park entrance trails from the hilltop could be formalized with minor purchases or donations of small parcels, or perhaps just narrow easements across those parcels.

The need for access to the park from nearby neighborhoods atop Five Mile Prairie also suggests putting extra effort into pedestrian accommodations along North Cedar and the east end

of Johannsen Road. North Cedar is especially urgent due to the 300' of very narrow, potholed roadway just south of the intersection with Johannsen—a segment that now sees plenty of uncomfortably close brushes between walkers and drivers, as discussed previously.

Little Spokane Natural Area



The beautiful Little Spokane Natural Area, laced with trails, lies just beneath Five Mile Prairie...yet out of reach due to slim barrier strips of private property.

This huge, sprawling natural park is the northernmost extension of Spokane's great crown jewel: Riverside State Park. The Natural Area spans the entire Little Spokane River valley, from

the top of Five Mile Prairie down to the river and north to the even higher summits of Lookout Mountain and Rattlesnake Mountain. It feels as if Canada begins here, on the north rim of Five Mile Prairie, where neighborhoods and farms atop the Prairie suddenly drop off into densely forested slopes stretching down to the Little Spokane, and then northward.

The forests that begin here are inhabited mostly by a rich array of very wild wildlife: moose, deer, coyotes, occasional bears and cougars; turkeys, porcupines, skunks, gopher snakes and a few rattlesnakes in the lower reaches of the Little Spokane river canyon. Along the shady, north-facing slope of Five Mile, the usual Spokane ponderosa pines are joined by Douglas fir, Western red cedar, maple and other cool-forest species more common farther north.

The Little Spokane Natural Area is laced with numerous trails, but all are divided from Five Mile Prairie by a solid band of private lots and by a wide power line right of way owned by the Bonneville Power Administration. Most of the territory downslope from the power lines is Natural Area, with a well-developed trail system leading down to the Little Spokane River and throughout the canyon. However, access to this from the many neighborhoods above is completely blocked by private property. Several casual trails appear to offer access, but clearly cross private land.

FMPPP recommends further study and continuing efforts to secure legal walking routes linking Five Mile Prairie hilltop neighborhoods and side slopes with the natural treasure of the Little Spokane Natural Area. Our primary recommendation is to **identify key potential access corridors and then obtain an easement for a connecting trail from Connaught Road or near the northwest corner of Five Mile Prairie, linking to trails in the Little Spokane Natural Area.**

13. Intra-neighborhood Connectors



Although walkers and cyclists can get around within new neighborhoods such as Jesse's Bluff, traveling between neighborhoods is another matter.

Very few Five Mile Prairie neighborhoods have any walking or cycling connections with nearby neighborhoods on the Prairie, or with the Prairie's schools and parks. That is because most of the neighborhoods here are typical, self-contained suburban housing tracts with only one or two entry points, and designed almost exclusively for automobile access.

Many easy, inexpensive opportunities exist for better connections between neighborhoods. Sometimes, such as at the intersection of Prescott and Prairie Breeze, it is simply a matter of finishing 100' of street. (Street maps show these streets already connected.) In other places, such as on Lincoln just west of Five Mile Road, it is a matter of finishing 400' of sidewalk to connect long sidewalks approaching from both directions, which would link the Prairie's two most populous neighborhoods.

Residents in both the city and county have voiced a desire for a **better connection between Prairie View Elementary (2606 W. Johannsen Road) and Sky Prairie Park (8501 N Nettleton Court, just south of Strong Road)**. Private property currently cuts off the direct route between these two destinations, and the current owners prefer not to grant access along their property boundaries for reasons of security, safety and liability. Still, **if any of these properties are developed in the future, the plat should include direct pedestrian and bicycle routes connecting Strong Road with Johannsen Road (and possibly Five Mile Road) – either along an internal right-of-way or on a purpose-built pathway incorporated in the plan.**

The back access to Prairie View Elementary School from Jessie's Bluff, shown to the right, is a temporary workaround that should be improved.

Back way into Prairie View Elementary School grounds from Alberta Ct. in Jessie's Bluff allows neighborhood children to walk to school despite lack of street sidewalks.



14. Inter-neighborhood Connectors



Many Five Mile Prairie neighborhoods overlook nearby shopping and transportation centers such as North Indian Trail—yet access to them is difficult, despite relatively easy opportunities to improve connections.

One of the most serious needs is **for bike and pedestrian connectivity between neighborhoods atop the Five Mile Prairie mesa and the many neighborhoods, shops and other destinations just downhill. Very few routes exist up and down the hillsides.**

On the west slope, several Five Mile Prairie neighborhoods sit just above Indian Trail neighborhoods and stores, yet no routes link them, and even walking between vacant lots to get from one neighborhood to the other is illegal. Many viewpoints along the west side are also accessed from well-beaten paths across undeveloped private land.

On the Prairie's northeast side, a golden opportunity exists to provide a short pathway between the Northview Estates neighborhood and the Toni Rae neighborhood just 200' down the hill, which would provide a walking route all the way down to Whitworth University and nearby stores, which would be a very valuable alternative to the danger of attempting to walk down the north slope on Five Mile Road.

Intersection of Johannsen and Cedar looking east. An entrance to Holmberg Park would be in this vicinity.



15. Implementation

This document is an extension and complement of the 2012 Spokane City Council approved Five-Mile Bicycle and Pedestrian Plan Resolution, developed for the City portion of Five Mile. Like that plan, the county-side recommendations are consistent with the principles of the Growth Management Act (GMA). Although the County portion of Five Mile Prairie currently lies outside the City of Spokane, it is in Urban Reserve, and could become part of the city in the future.

The recommendations presented here are consistent with the goals and policies of the City of Spokane Comprehensive Plan. To implement this plan, as in the City, FMPPP proposes that the Spokane County Hearing Examiner incorporate these requests when conditioning future development projects within the aforementioned areas on Five Mile Prairie.

FMPPP requests that these recommendations be recognized by incorporating them as an appendix in the Spokane County Comprehensive Plan, as the written record of the community's need for better-designed, safer roads and pathways on Five Mile Prairie.

16. Conclusion

The FMPPP has met regularly during 2010 and 2011 to gather stakeholder input, and present the community's wishes for future development to include bicycle and pedestrian pathways on Five Mile Prairie. FMPPP seeks to include this document with the Spokane County Comprehensive Plan, where it will guide city and county staff and officials as they design and approve future facilities. These facilities should enhance safety and recreational opportunities, and improve property values and the quality of life on Five Mile Prairie.

As land is planned for development in the future, the design needs to incorporate pedestrian and bicycle connections between points of interest and traffic generators - either along an internal right-of-way or on a purpose-built pathway incorporated in the plan.

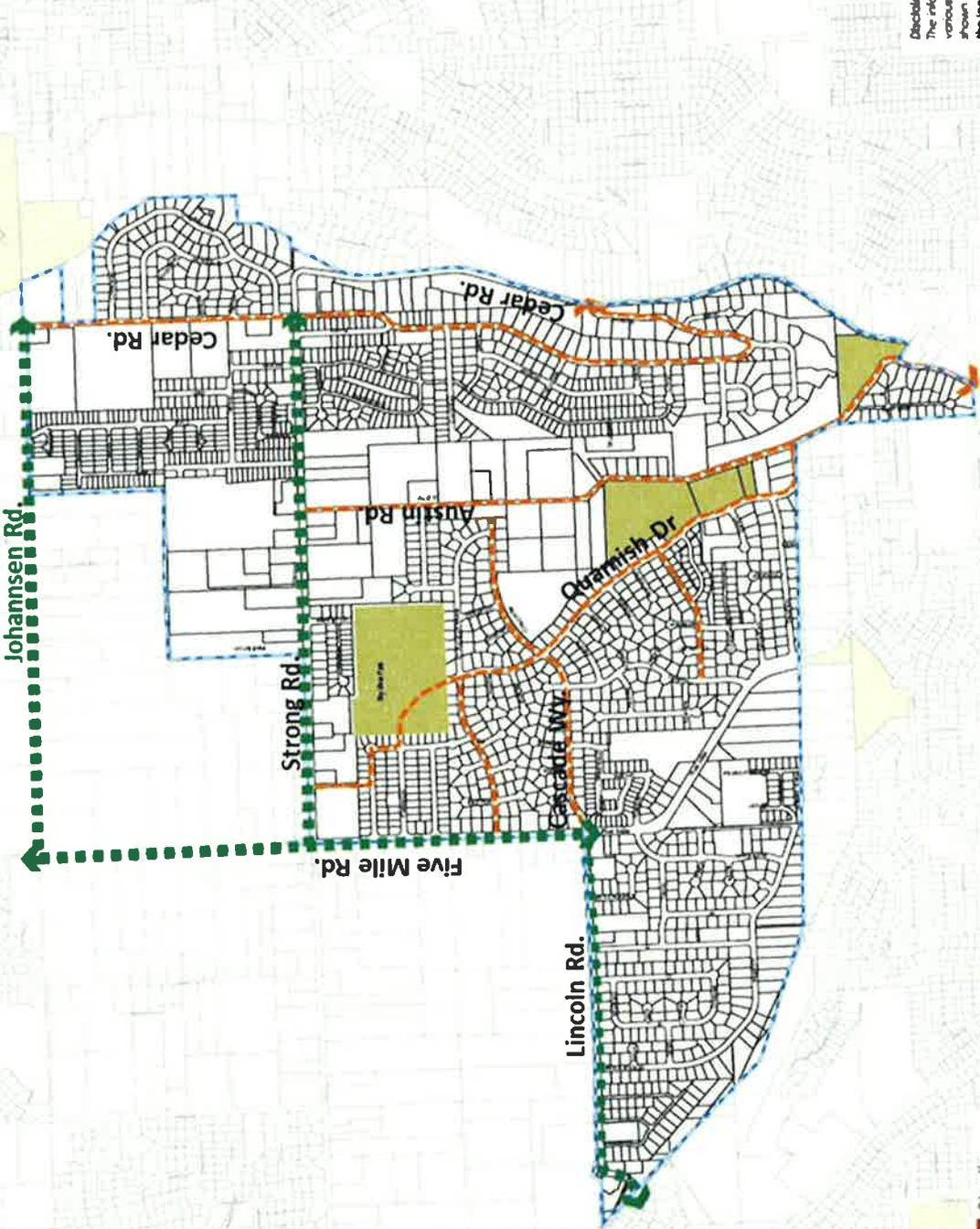
If key private land becomes available, which would provide pedestrian or bicycle passage to points of interest such as trails, parks, or connections off the prairie; planners and decision makers need to conserve the land for transportation, connectivity, and recreational use.

Appendix A: City Side Bicycle/Pedestrian Plan

The following Studio Cascade maps illustrate the Five Mile Prairie city portion bicycle and pedestrian plans, and the proposed future study area. (Road labels have been added).

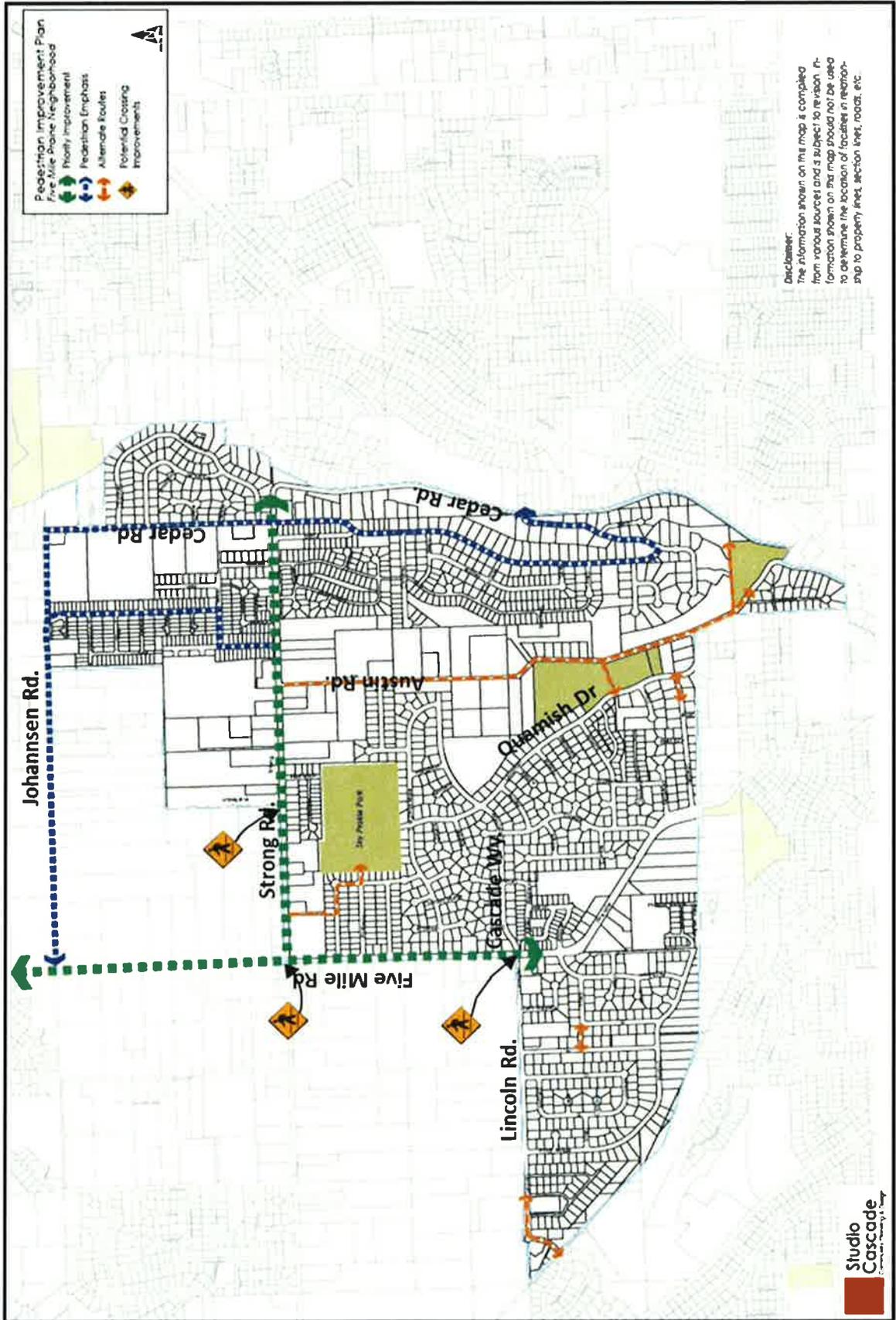
Bicycle Improvement Plan
Five Mile Plane Neighborhood

-  Bike Lane Improvement
-  Marked Shared Roadway
-  Shared Roadway Routes



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

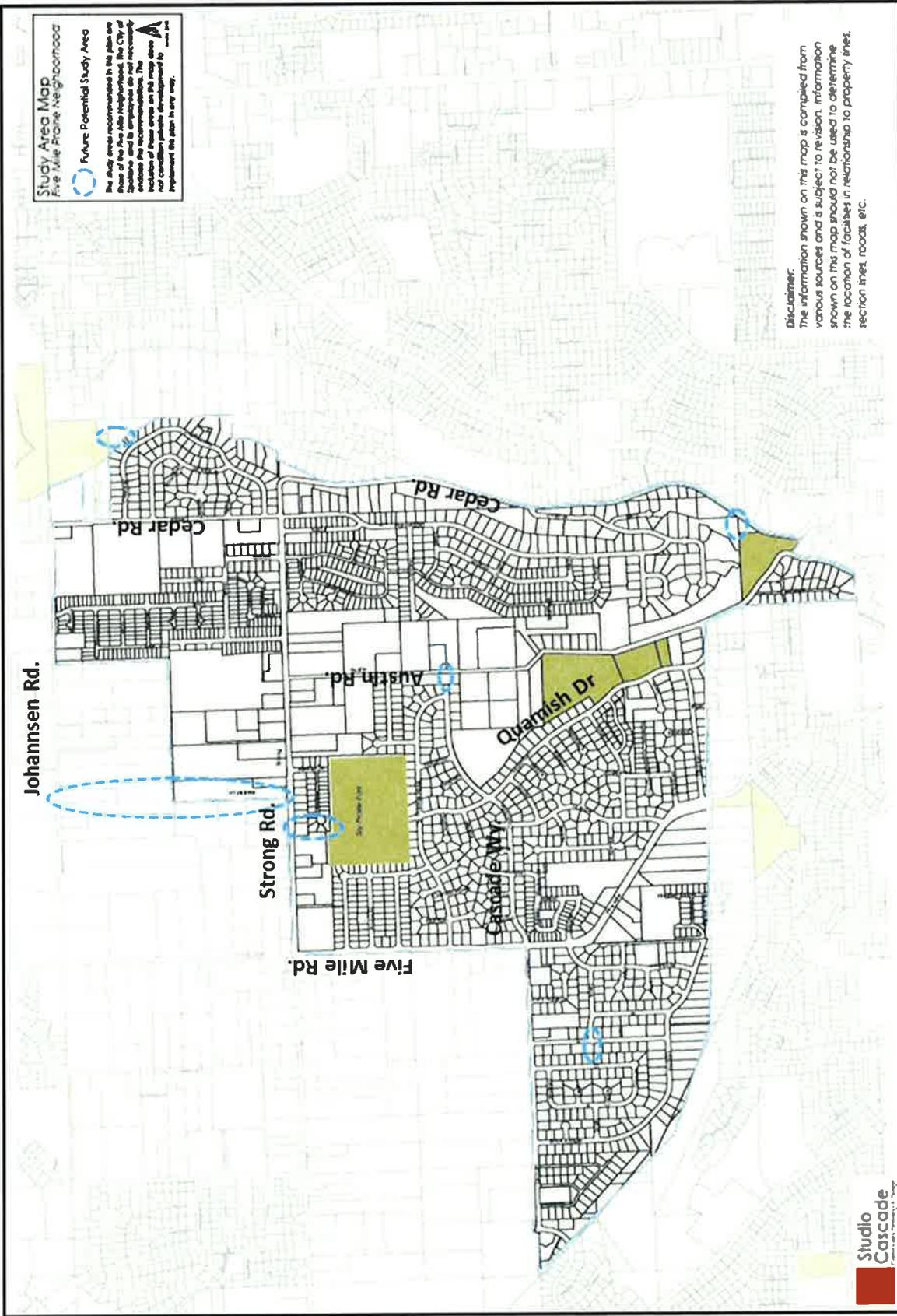




Study Area Map
 Five Mile Prairie Neighborhood

Future Potential Study Area

The study areas recommended in the plan are those of the Five Mile Neighborhood, the City of Spokane and its employees do not necessarily endorse the recommendations. The information shown on this map is for informational purposes only and should not be used to implement the plan in any way.



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



Appendix B: Five Mile Pathways Partnership

Mission, Vision and Goals

The Five Mile Prairie Pathways Partnership began in April, 2010. Among its first tasks was formalization of the following mission, vision and goals:

Mission: To develop and implement comprehensive pathways for safe, non-motorized, multi-use travel on and around Five Mile Prairie

Vision: A network of public pathways on and off Five Mile Prairie connecting people to neighborhoods, schools, parks and surrounding natural areas for recreation, views and safe routes for all

Goals:

- Develop a network of connected pathways that create a pedestrian and bicycle-friendly Five Mile Prairie community.
- Champion safe routes to schools, parks and neighborhoods.
- Connect Five Mile Prairie to nearby neighborhoods, recreational opportunities and services.
- Highlight the Prairie's rich cultural heritage and beautiful vistas.
- Emphasize the recreational, health and transportation benefits of community pathways.
- Foster the development of partnerships with organizations, agencies and individuals who share these goals.

Activities

In 2010 the group generated its conceptual task lists and philosophies to serve as guidance going forward. These are included at the end of this section. The group continued to meet regularly throughout 2011. Activities included:

- Several meetings a month from April 2010 through the end of 2011
- Outreach to schools, parent-teacher associations, churches, residents, landowners, Spokane Homebuilders Association, elected officials from the city and county, the Five Mile Grange and Neighborhood associations, including Five Mile and adjacent areas of Indian Trail and Balboa/South Indian Trail.
 - Outreach utilized in-person presentations and meetings, T.V., our website, and postcard mailings to Prairie households.
- Creation of a web site – www.FiveMilePathways.org – that featured our mission statement, vision, and goals. Meeting notes and a schedule of upcoming meetings were posted. Also provided were grant applications, maps, work plans and schedules, and a variety of other related information concerning plans and progress.
- Walkability audits conducted in the city portion of the Prairie on August 14, 2010 and the county portion during early 2011. The walkability audits were essentially inventories of the existing sidewalks, bike routes, street trees, and potential for future improvements to pathways. Results of the Five Mile Pathways walkability audit are provided in conjunction with this document.

- Pathways presentation to a televised meeting of the Spokane City Council on June 14, 2010 at the West Central Community Center.
- Pathways Public Workshop attended by over 50 Prairie residents on May 25, 2011 at Prairie View Elementary School. Attendees identified their highest priority routes on Five Mile for safety and connectivity improvements. County Commissioner Todd Mielke and Spokane Mayor Mary Verner attended and pledged to support joint transportation planning on Five Mile.

Goals and Philosophies

The group set out the following goals and philosophies during their meetings in 2010. Each section below lists the objectives for the individual subcommittees.

Administration and Organization
Define FMPP mission, vision and goals
Recruit committee members to represent diverse/inclusive perspectives
Solicit support from schools, neighborhoods, property owners & other stakeholders
Establish framework for project process, products, and sub-committees
Identify project advisors, supporters, champions, partners
Represent and guide the FMPP planning effort
Public Outreach and Involvement
Design a public outreach process for the project using a variety of strategies
Database/Newsletter for meeting summaries & project news
Make PowerPoint presentations to groups, agencies, organizations, businesses
Create a survey for community use
Design and conduct public workshops
Involve property owners who may be impacted by the network
Seek other means to publicize Planning project
Create dedicated Web Site
Get feedback on draft plans
Celebrate completion of final Network Concept Plan
Develop a communication plan
Package trails/open space as a quality of life, safety, health and economic enhancement
Engage City, County, schools, churches, scouting, social clubs & other groups
Consider quarterly newsletters (print/electronic)
Design a brand for the Network, including a logo
Develop brochures, maps, trail guides, and other marketing products
Planning and Mapping
Identify and map existing trails & walkways, and trail connections - walkability audit
Research how other communities have created pathways plans. Learn from them
Identify gaps and potential connections between existing trails and pathways
Identify trailheads, community hubs (park, schools, etc.) for connectivity
Develop a priority matrix for buildable links
Develop recommendations for future trail connections and open space

Develop guidelines for open space acquisition and management
Consider the value of an "Adopt-a-Trail" program
Develop and implement a continuing "Good Steward" Program
Develop policies that incentivize development practices that preserve and facilitate connectivity
Identify and put in place mechanisms to credit developers for land dedications
Develop plans/cost estimates for trail improvement, land acquisition that enhance the open space network
Determine mechanisms for funding preservation (grants, bonds, conservation easements, conservation futures, etc.)
Engage public agency experts/consultants in developing strategies for minimal construction impact and restoration of native flora
Create plans to minimize environmental impacts
Develop a Preservation and Education Plan
Establish priorities for implementing recommendations
Guide public review of the plan and solicit support from partners and stakeholders
Distribute final plan to neighborhood, City, and County
Get concept plan incorporated into City and County comp plans
Establish a mechanism for future review of the plan to monitor progress, assess needs and re-establish priorities
Implementation Strategies
Create funding strategies and seeks funds - Grants, gifts, fundraising campaigns, etc.
Adopt design standards for trail types, amenities, facilities, etc.
Design and construct trail signs (interpretive, historical, wayfaring, site, etc.)
Establish a maintenance and operation agreement
Offer stewardship programs to complement interpretation needs & maintenance
Coordinate with volunteer organizations for donated material and labor
Work with willing landowners on plan priorities, and as opportunities arise
Create lobbying strategy and implement for political and financial support
Health and Wellness Components
Connect the National and State Health Initiatives (Go Play Outside) w/local activities emphasizing open space opportunities
Address obesity issues with events that use trails/open space areas
Develop an exercise network coordinating with outfitters, outdoor stores, etc.
Feature specific trails and open space areas in association with targeted health and fitness standards + goals

Appendix C: Conformance to GMA/Spokane County Comprehensive Plan

GMA Planning Goals

The following GMA broad Planning Goals have been identified as applicable to this plan. These are three of the 13 broad goals to be used to guide local governments in the planning process.

3. Adequate provision of efficient multi-modal transportation systems
8. Retention of open space and provision of recreational opportunities
10. Citizen participation in the planning process

Spokane County Comprehensive Plan

The following Spokane County Comprehensive Plan Goals and Policies have been identified as applicable to this plan.

Chapter 3 – Rural Land Use

Rural Residential Development

The Rural Residential section provides for development of a variety of residential uses consistent with maintaining rural character. Large lot development patterns and innovative techniques, such as clustering, are included as options for rural development.

Goal

RL.1 Provide for rural residential development consistent with traditional rural lifestyles and rural character.

Policies

Non-residential and accessory uses:

RL.1.4 Nonresidential and accessory uses appropriate for the rural area include farms, forestry, outdoor recreation, education and entertainment, sale of agricultural products produced on-site, home industries and home businesses.

GMA Intergovernmental Coordination

The Growth Management Act (GMA) requires that all elements of a comprehensive plan be consistent with each other. It is also important that comprehensive plans, and especially transportation plans, be coordinated between neighboring governmental jurisdictions.

FMPPP has made sure that the recommended county-side plan is coordinated and consistent with the plan previously submitted for the city side, so that as private development and local government projects occur, much of the planning will appear seamless and well-coordinated.

The following goals and policies are intended to address these important planning principles, and are numbered to match corresponding topics in the GMA.

Goal – Intergovernmental Coordination

- T.1 - Develop transportation plans that complement, support and are consistent with land use and transportation plans from other jurisdictions and agencies.

Policies – Intergovernmental Coordination

(Re-worded for pedestrian/bicycle/pathway)

- T.1.1 - Coordinate planning and operational aspects of the pedestrian/bicycle/pathway plan with the City of Spokane, Spokane County, Mead School District, City of Spokane Parks Department, Spokane County Parks Department, Washington State Parks Department and any other affected agencies.
- T.1.2 - The pedestrian/bicycle/pathway plan shall be consistent with the Transportation Element of the Comprehensive Plan.
- T.1.3 - The pedestrian/bicycle/pathway plan shall be coordinated and consistent with adopted comprehensive land use plans.

GMA Alternative Modes of Travel

FMPPP's work on a local plan has never been to replace the automobile, but to provide alternative modes so that neighbors can walk or bike on safer routes on the prairie as well as to provide connections to other transportation corridors or activity areas.

It is expected that the automobile will continue to be the dominant mode of transportation in the foreseeable future, both in the number of trips and the distance traveled. However, alternative modes of transportation can play an important and beneficial role in the transportation system. Encouraging alternative modes can lessen congestion, reduce air pollution, reduce consumption of natural resources and reduce maintenance costs. To encourage the use of alternative transportation modes, facilities must be provided that are convenient, safe and economical.

Goal – Alternative Modes of Travel

- T.3a Provide a range of transportation choices within the Spokane Region.

Policies – Alternative Modes of Travel

(Re-worded for pedestrian/bicycle/pathway)

- T.3a.1 - The pedestrian/bicycle/pathway plan shall provide a range of transportation modes.

GMA Non-motorized Travel - Bicycle and Pedestrian

The FMPPP mission statement and goals can be found woven throughout the Non-motorized Travel Section of the Transportation Element. The lack of adequate pedestrian and bicycle access on Five Mile Prairie is the reason that FMPPP formed a neighborhood group and wants to create a localized plan for the prairie. Our goals and policies that relate to the Non-motorized Section follow:

Goal – Non-motorized Travel

- T.3e - Promote pedestrian and bicycle transportation countywide and increase safety, mobility and convenience for non-motorized modes of travel.

Policies – Non-motorized Travel

(Re-worded for pedestrian/bicycle/pathway)

- T.3e.1 - The pedestrian/bicycle/pathway plan network should provide safe and convenient bicycle and walking access between housing, recreation, shopping, schools, community facilities and mass transit access points. Obstructions and conflicts with pedestrian and bicycle movement should be minimized.
- T.3e.2 - The pedestrian/bicycle/pathway plan should ensure that bicycle facilities are designed where practical along arterials. Public bicycle/pedestrian facilities, where approved by the County, should be clearly marked.
- T.3e.4 - The pedestrian/bicycle/pathway plan encourages hard surface *walkway* systems, including but not limited to concrete, asphalt and brick as an alternative to sidewalks that are separate from roads if they fit in with the characteristics of the neighborhood and private maintenance is assured.
- T.3e.7 - The pedestrian/bicycle/pathway plan encourages hard-surfaced *pathways*, including but not limited to concrete, asphalt and brick to substitute for sidewalks in commercial or industrial areas when pathways provide more direct and/or safer routes for pedestrians.
- T.3e.8 - A major goal of the pedestrian/bicycle/pathway plan is to develop street, pedestrian path and bike path standards that contribute to a system of fully connected routes for the Five Mile Prairie Neighborhood.

Chapter 7 Capital Facilities

Schools

Goal

CF.9 Coordinate with individual school districts to ensure that school sites and facilities meet the educational needs of Spokane County residents.

CF.9.3 Encourage school districts to allow for shared access of facilities for recreational or other public purposes.

Utilities (electric, natural gas, telecommunications and cable)

Goal

CF.16 Provide utilities that are consistent and available to support land use policies.

Utility Corridors Policies

CF.16.17 Where consistent with multiple uses, promote joint use of utility corridors with recreational and green space applications. (An example is the co-location of AT&T's fiber link and Spokane's Centennial Trail.)

General Goals

Spokane County citizens value the long-term benefits of parks and recreation. It is important to retain the connection with the outdoors and the wildlife it hosts as well as provide for passive and active recreation activities for the citizens. This will be done by acquiring, maintaining and/or preserving a network of parks that provide diverse recreational opportunities for all residents.

Goal

PO.1 Provide a variety of parks and recreation facilities and services to benefit the broadest range of age, social, economic and special group interests and abilities.

PO.1.3 Park and recreation facilities should be developed, renovated and maintained to serve the widest possible cross-section of citizen needs and interests, including handicap accessibility.

PO.1.3 Park and recreation facilities should be developed, renovated and maintained to serve the widest possible cross-section of citizen needs and interests, including handicap accessibility.

PO.1.4 Locate parks to provide for a variety of outdoor activities and to preserve and protect important habitat areas, corridors and linkages, natural amenities (e.g., wetlands and shorelines), unique landscape features (e.g., cliffs and bluffs) or other outstanding natural features.

PO.1.5 Allocate parks and recreation facilities throughout the county in a manner that provides an equitable distribution based on population density considering geographic limitations.

PO.1.6 Respond to the diversity of public needs by offering a range of recreational experiences from passive to active, from unstructured activity to organized recreation.

PO.1.7 Involve the public and other agencies with expertise, in the decision-making process regarding parks, recreation facilities and programs.

Acquisition and Development

Goal

PO.2 Acquire and develop parks and recreation facilities to meet the needs of the public within available resources.

Policies

PO.2.1 Coordinate and cooperate with both public and private sector interests to further park and recreation opportunities.

Goal

PO.3a Obtain a level of service for community parks of 1.4 acres per 1000 population inside the urban growth area by the year 2026.

PO.3.5 Encourage innovative strategies and incentives (e.g., adopt-a-park, adopt-a-trail, adopt-a-space) to enhance existing programs for park maintenance, safety and accessibility.

Park Maintenance and Design

It is important that the County maintain existing parks and open space to ensure safety, security and cleanliness. Well-designed parks will contribute to the aesthetic qualities of the County as well as the welfare, safety and security of its citizens.

Goal

PO.4 Continue to provide a parks system that is well maintained and effectively managed to meet both current and future needs.

PO.4.4 Parks should be designed and located to provide ease of access for pedestrians, handicapped persons, bicycles, autos and public transit.

Open Space Goals and Policies

The farms, forests, parks and natural areas of Spokane County provide abundant open space for recreation, wildlife habitat and the production of food and other commodities. Spokane County open space is also valued simply for its scenic beauty. Open space contributes directly and indirectly to the economic value of property nearby and to the economic value of the community by enhancing its attractiveness to existing and prospective residents. Over time, this abundant open space is slowly being displaced by development to satisfy the needs of a growing community. The purpose of this chapter is to provide a policy framework to preserve the open space areas that function as a system of corridors so that opportunities for recreation, trails, wildlife habitat and connection of critical areas are maintained.

Vision and Overall Goal

The following vision and overall goal for Parks and Open Space was developed through the citizen participation process.

Vision

To preserve and create viable natural habitat and trail corridors integrated with and whenever possible, connected to, a well-distributed system of neighborhood, community and regional parks designed to enhance the quality of life by providing recreational opportunity, preserving open space and protecting important elements of Spokane's great natural heritage for future generations.

Goals

PO.5a Preserve and protect existing and designated open space areas and corridors throughout Spokane County. These open spaces shall include lands useful for recreation, wildlife habitat, trails and connection of critical areas.

PO.5b Establish natural areas to maintain a physical and functional system of open space corridors which protect environmental resources, provide circulation linkages and ensure adequate separation and buffers between various land uses.

PO.5.7 Through subarea planning, open space corridors shall be established as appropriate to serve as greenbelt buffers, trails, wildlife habitat and recreation areas between and among developments.

Open Space Designation

PO.5.8 Identify and designate open space areas and corridors throughout Spokane County. These open spaces shall include lands useful for recreation, wildlife habitat, trails and connection of critical areas.

Goal

PO.6 Encourage the multiple uses of open spaces and wildlife corridors.

Policies

PO.6.1 Ensure that recreational uses are consistent with the protection and preservation of environmentally sensitive open spaces and wildlife corridors.

PO.6.2 Review development proposals to evaluate opportunities for multiple use of proposed open space.

PO.6.3 Encourage multiple use of open space for passive recreation, wildlife habitat, natural resource uses and rural residential development consistent with maintaining other open space uses.

Trails Goals and Policies

Spokane County's trail system is widely used throughout the county. It is a source of recreation for pedestrians, bicyclists and other non-motorized vehicle users. The trail system is an ongoing process of linkages that began in 1989 and continues to this day. It is a goal of the County to have a trail system that will link population centers, community facilities, work places, neighborhoods, schools, recreation areas, open space and cultural/historical areas. The following policies

contribute to the vision of recreational route corridors providing bicycle/walking facilities to link residents of various geographical areas.

Policies

PO.7.1 Provide trails for pedestrians (including handicapped and wheelchair users), bicyclists, equestrians, skiers and other non-motorized vehicle users.

PO.7.2 The County Division of Engineering and the Division of Planning shall coordinate with the County Parks, Recreation, and Golf Department to maintain the

County Pedestrian and Bicycle Plan. The Pedestrian and Bicycle Plan should link population centers, community facilities, workplaces, neighborhoods, schools, recreation areas, open space and cultural/historical areas. Coordinate with other agencies to ensure a comprehensive approach to trail planning.

PO.7.3 Separate recreational trails from motorized vehicle traffic where feasible.

PO.7.4 Inventory and examine existing rights-of-way (including abandoned rail and utility easements) for possible use as multipurpose non-motorized trails.

Chapter 10 – Natural Environment

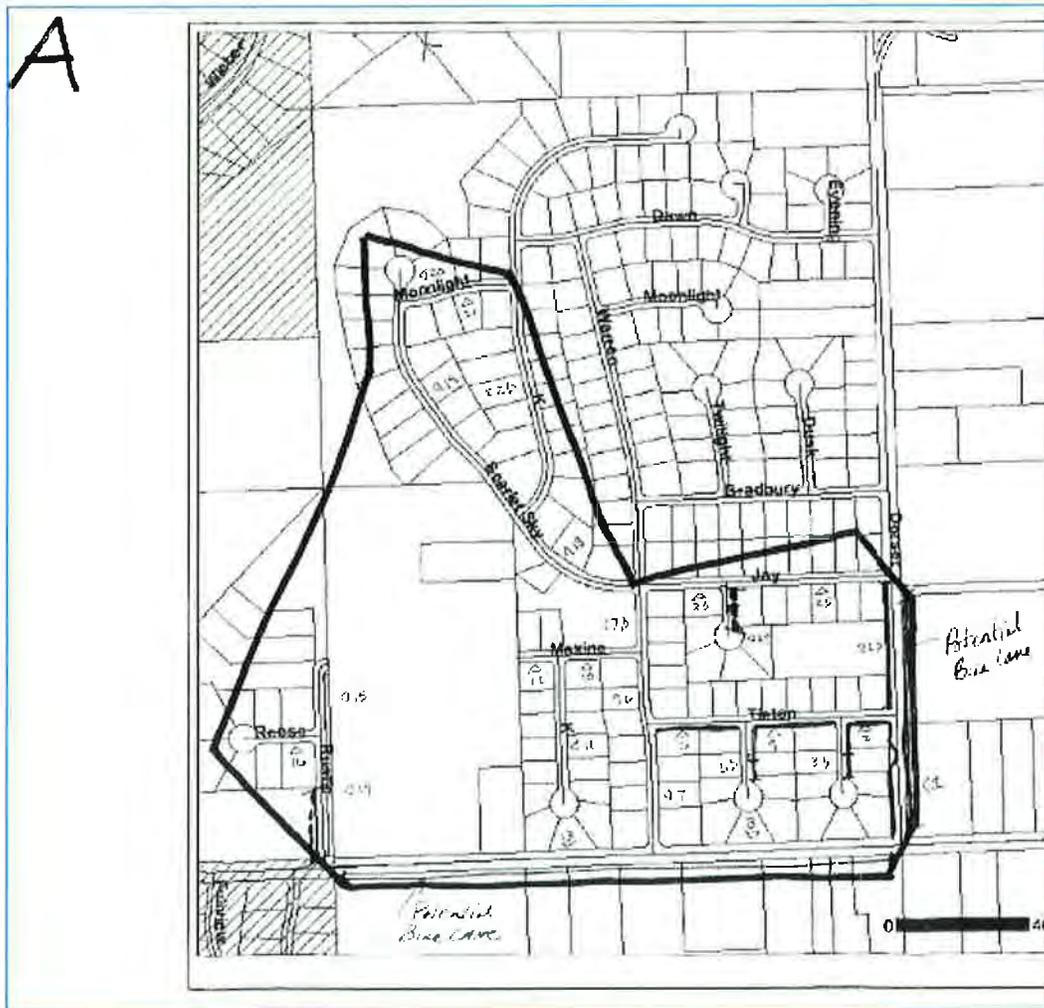
Geologically Hazardous Areas

Goal

NE.33 Geologically hazardous areas may be used as open space for recreation, rangeland, forest, wildlife habitat and other uses as appropriate.

Appendix D: Walkability Audit

All Five Mile Prairie county-side roads and neighborhoods underwent a walkability audit in early 2011. Partnership members were provided with maps and checklists to assess current conditions. The two figures that follow provide 1) an example neighborhood map – this one for Area A, Falcon Ridge – with the “Segment” numbers called out, and 2) an example of a completed checklist – this one for Area A, Segment 1. The checklist shows the attributes that were catalogued in the audit, including environment, road attributes, pedestrian facilities, walking/cycling environment, subjective assessment, and opportunities.



Five Mile Prairie Walkability Audit Worksheet

Date: 10/11/10

Segment Area: A

Segment Number: 1

A. Environment

1. Activity

Is the road busy?

Y
N
N

Is it noisy?

Is there quality air?

2. Users in segment

Single family detached

Y
N
N
N

Multi-family

Institutional

Vacant/Underdeveloped/AGRICULTURE

Recreation

3. Slope

Flat

Y
N
N

Slight Hill

Steep Hill

B. Road Attributes

1. Road condition

Poor (many bumps/cracks/holes)

Y
N
X

Fair (some bumps/cracks/holes)

Good (few bumps/cracks/holes)

Under Repair/Construction

2. Access

Does a paved road enter the segment?

N

3. Number of lanes

Minimum # lanes to cross

N
N

Maximum # lanes to cross

4. On-street parking

Is it permitted?

Y
N

Is it used?

N

5. Traffic control devices

Traffic light

N
N

Stop sign

N
N

Yield sign

N
N

Speed bumps

N
N

None

Other (note on back)

Y

6. Driver behavior

Drive too fast

N
N

Exceed clearance without looking

N
N

Did not yield to pedestrians

N
N

7. Crossing Aids

Crosswalk

N
N
N
N

Pedestrian signal

N
N
N

Median/traffic island

N
N
N

Flashing warning light

N
N

None

Other (note on back)

Y

C. Pedestrian Facilities

1. Types of pedestrian facility

Footpath

Y
N
N

Paved and access

Shoulder

Pedestrian path

Paved shoulder

Unpaved shoulder

2. Path material (if applicable)

Asphalt

Y
N
N

Concrete

Paving stones or blocks

Gravel

Dirt or Sand

3. Path condition (if applicable)

Poor (many bumps/cracks/holes)

Y
N
N

Fair (some bumps/cracks/holes)

Good (few bumps/cracks/holes)

Under Repair/Construction

4. Path distance from curb (if applicable)

At edge

N
N

Separate but less than 5 feet

Y
N

Separate and greater than 5 feet

N

5. Buffers between road and path

Fence

N
N

Trees

N
N

Hedges

N
N

Landscape

Y
Y

Grass

Y
Y

6. Sidewalk/ path width

Less than 4 feet

N
Y

4 feet or greater

7. Sidewalk continuity

Sidewalk continuous (indicated any breaks on the map)

Y

D. Walking/Cycling Environment

1. Road/path lighting

Road-oriented lighting

Y
N
N

Pedestrian scale lighting

None

2. Wayfinding

Street signs

Y
N
N

Other

None

3. Street trees (indicate location with a dot on map)

0' spacing or less

Y
N
N

Greater than 60' spacing

Irregular

None

4. Bicycle facilities

Bike Lane

N
N
N

Shared Use/Multiuse Path

Marked/Shared Roadway

None

E. Subjective Assessment

Enter 1 (yes), 2 (maybe), or 3 (no)

Segment is attractive for walking

Y

Segment is attractive for cycling

Y

Segment feels safe for walking

Y

Segment feels safe for cycling

Y

F. Opportunities

On segment map please indicate the following opportunities (check box if added)

With dashed line indicate potential new sidewalk/path

Y

With solid line indicate potential new bike lanes

Y

With a circle indicate from potential new crossing aids

Y

With an "X" indicate sidewalks in need of repair

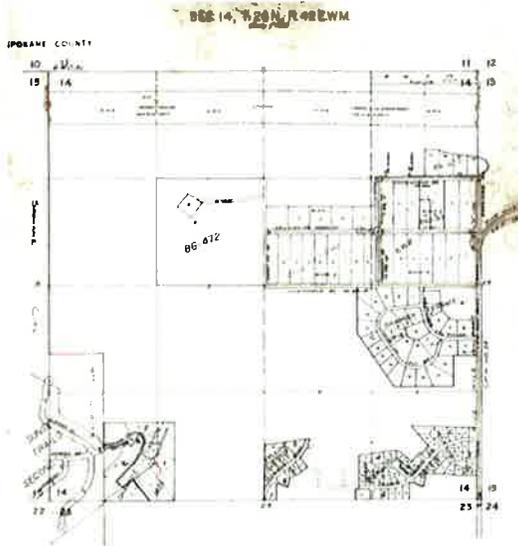
Y

Note other areas of opportunity and describe.

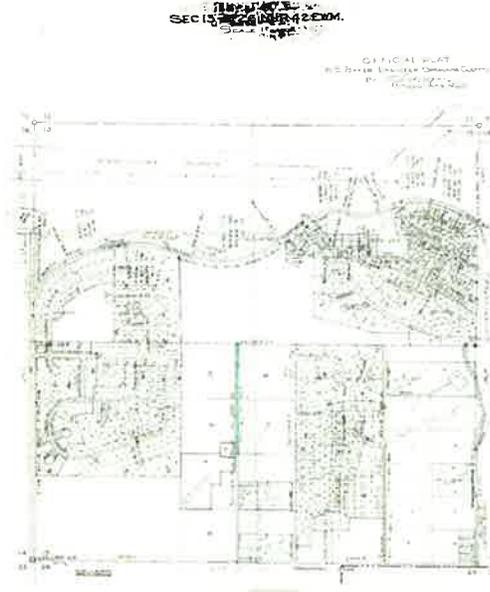
Y

Appendix E: Plat Maps – County Portion of Five Mile Prairie

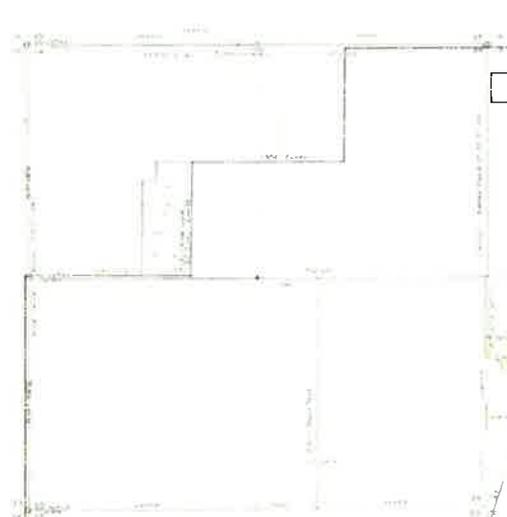
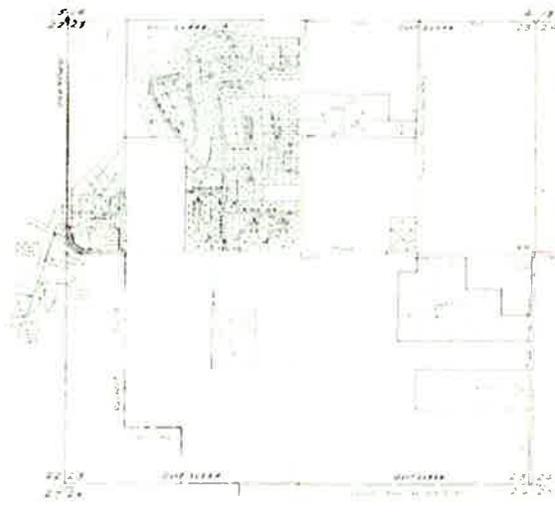
The illustration below identifies the rough arrangement of the plat maps that are shown for reference individually on the following pages. From top to bottom and left to right they are Section 14, Section 13, Section 23, and Section 24 of Township 26 North, Range 42 East, W.M. Note that some of the labels are out-of-date, such as the location of the city limit.



Sec 23 T26N Q 42E

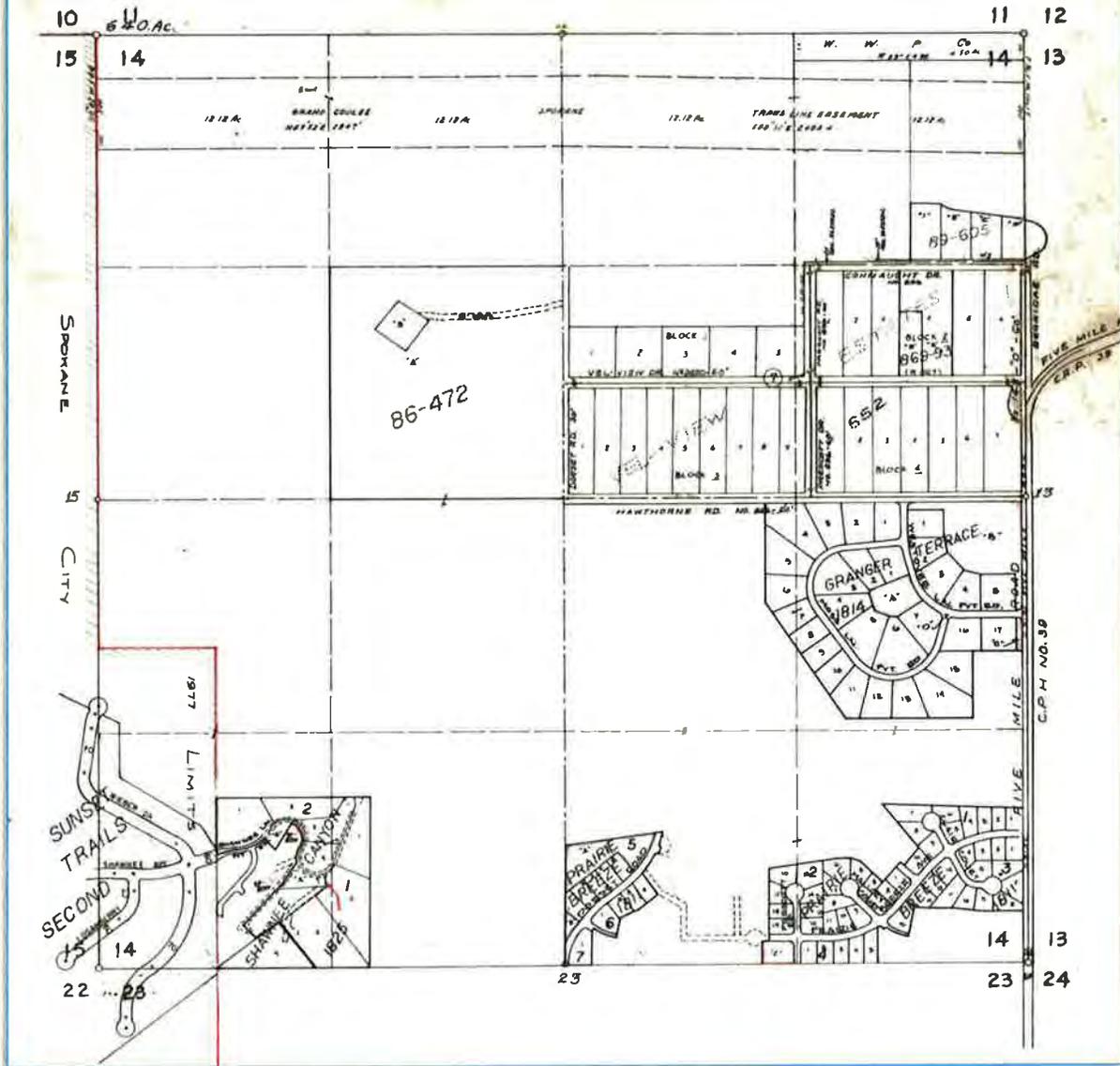


SEC 24 T 26N R 42E WM



SE 14, T. 26N, R. 42E.W.M.
SCALE: 1"=400'

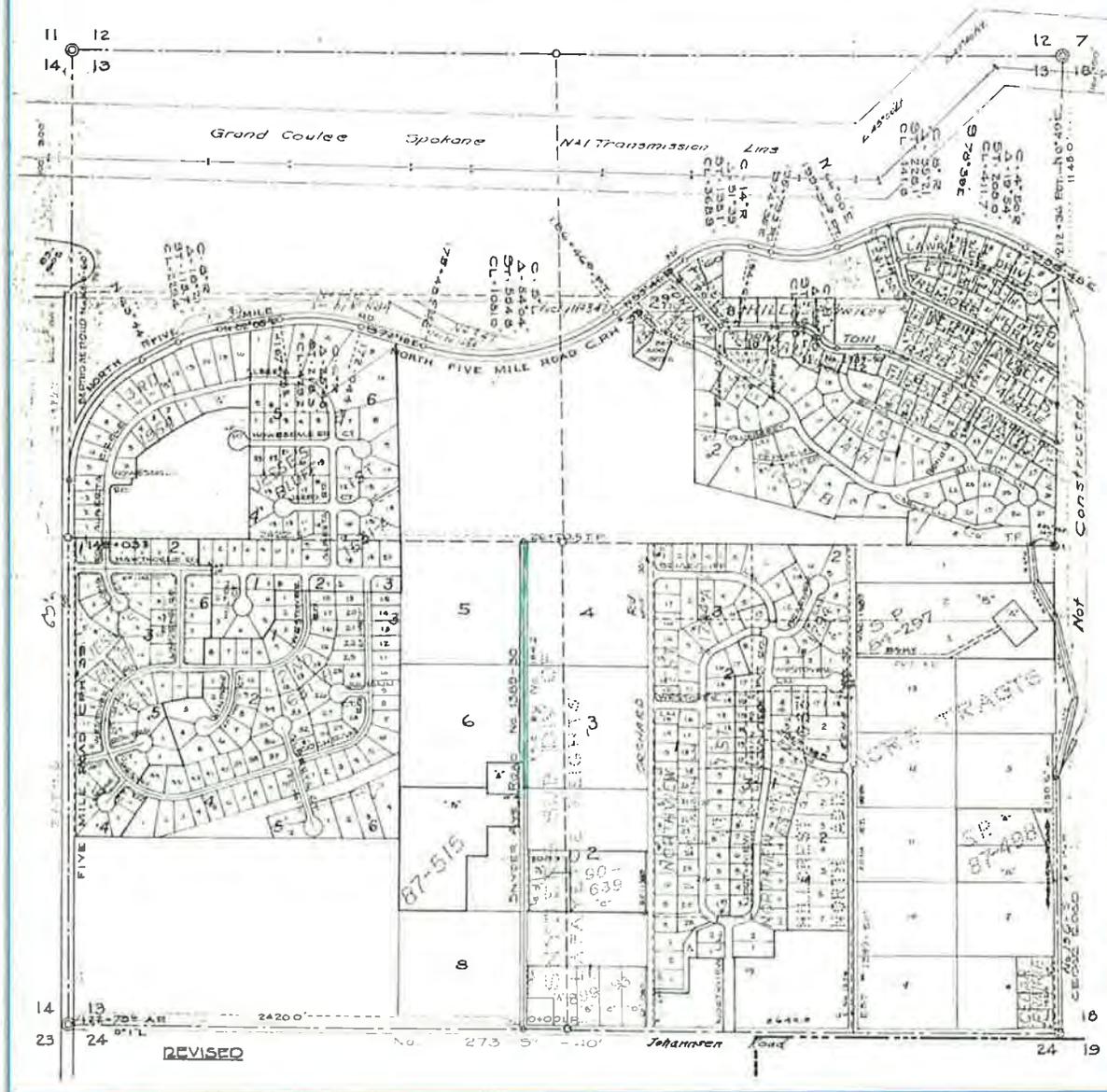
POKANE COUNTY



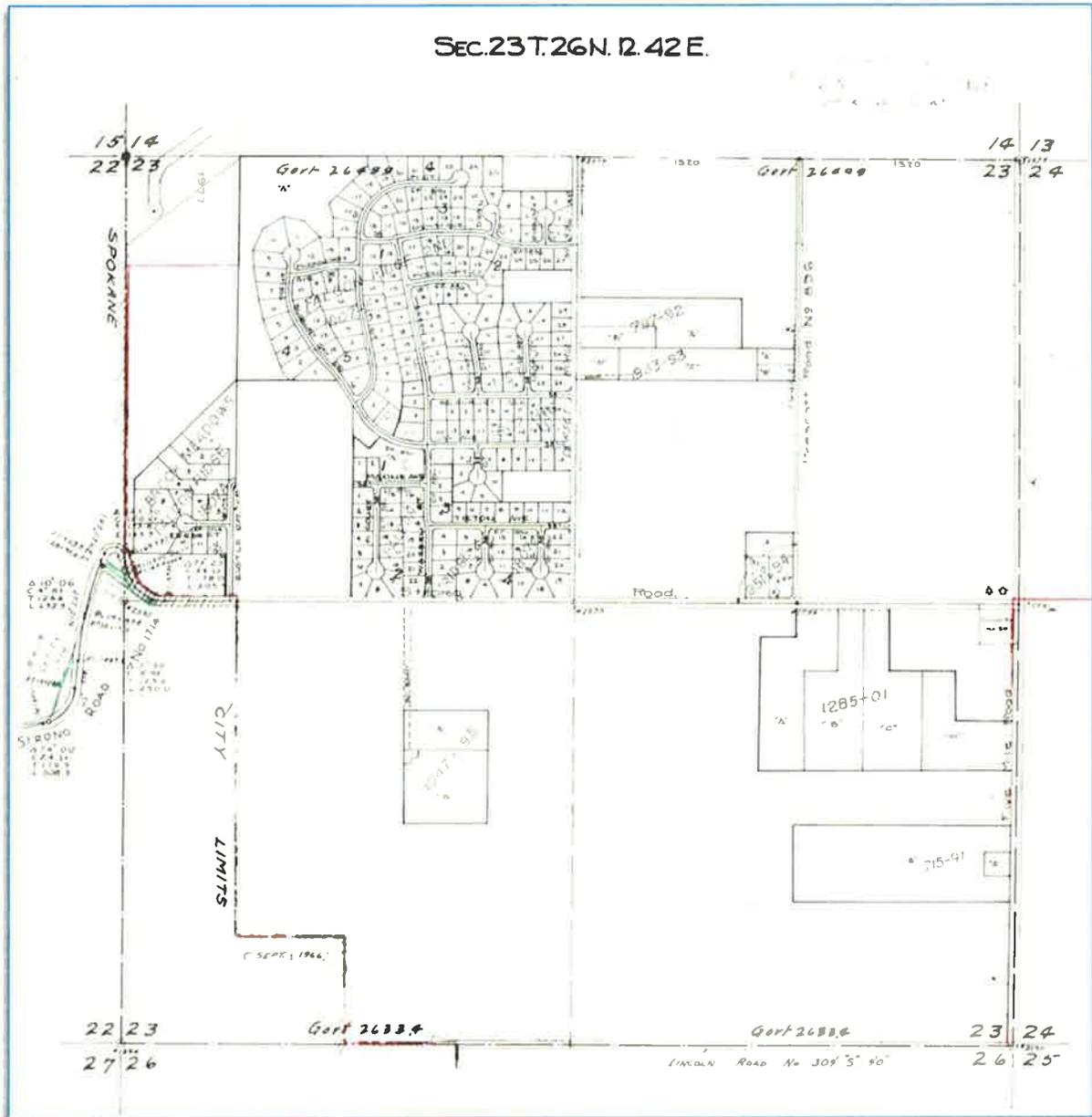
SEC. 13 - T. 26 N. - R. 42 E. W. M.

SCALE - 1" = 400 FT.

OFFICIAL PLAT.
H. S. BAKER, ENGINEER - SPOKANE COUNTY
BY *W. H. Morgan*
Principal Assistant.



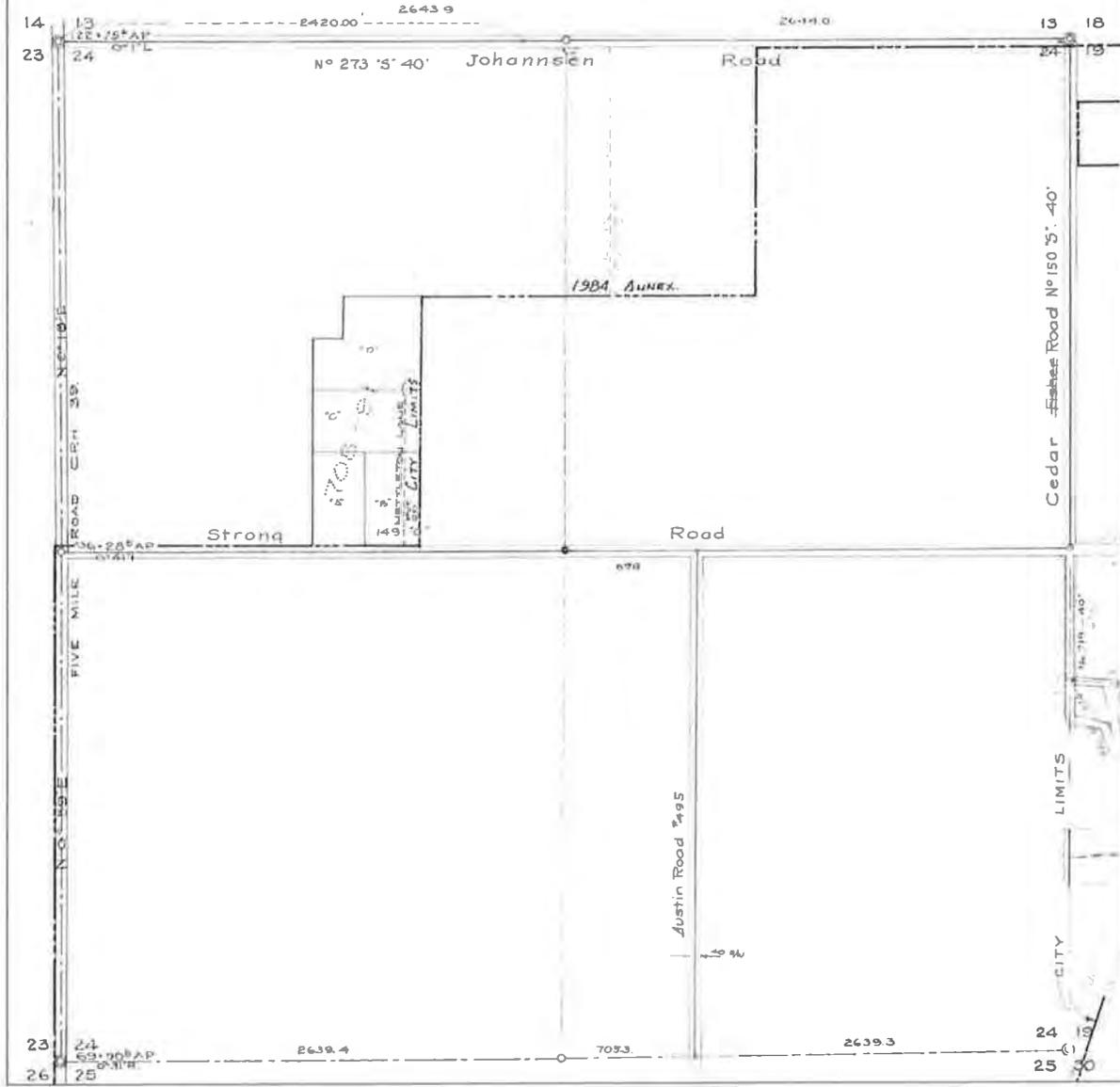
SEC. 23 T. 26 N. R. 42 E.



SEC 24-T 26N-R42E.W.M.

SCALE - 1" = 400 FT.

OFFICIAL PLAT
H.S. BAKER ENGINEER - SPOKANE COUNTY
BY *W.C. Morgan*
Principal Assistant



Appendix F: References

1. Currently available, comprehensive government web sites that address Safe Routes to School can be found at:

<http://www.nhtsa.gov/people/injury/pedbimot/bike/Safe-Routes-2002/>

<http://www.saferoutespartnership.org/states/statemap/washington>

2. The link to MEAD SCHOOL DISTRICT NO. 354 6000 BUSINESS MANAGEMENT Procedure 6600 - TRANSPORTATION OF STUDENTS is:

<http://www.mead354.org/page.cfm?p=619>

This source states "Students may be required to travel not in excess of one mile to a bus route so established." Presumably this means that students within one mile of Prairie View Elementary would be able to walk or bicycle on a safe route, but students living further away would still be bussed.

3. Link to Department of Justice's ADA Standards for Accessible Design (2010) guidelines for recreational facilities:

<http://www.access-board.gov/ada-aba/ada-standards-doj.cfm>

Section 1002, for example, provides guidelines for construction of wheelchair accessible routes.

4. Five Mile Prairie – Neighborhood Planning Studio Cascade report from 2010 providing City-side recommendations for bicycle and pedestrian routes
5. Little Spokane River Valley Trails and Pathways System Concept Plan dated 2002, Appendix E of Spokane County Comprehensive Plan for transportation, 2008 Printing