

# **Appendix A: SEPA Analysis**

# FACT SHEET

## NAME OF PROPOSAL

The 2017-2037 Comprehensive Plan, Final Environmental Impact Statement (FEIS) and supporting Development Regulations

## PROPONENT

City of Spokane Valley

## LOCATION

The City of Spokane Valley is located in eastern Spokane County between the City of Spokane and the City of Liberty Lake. It is generally located by the coordinates: 47°39'28" N 117°14'52" W. The planning area consists of the City of Spokane Valley's municipal boundaries, totaling approximately 39 square miles.

## ACTION TAKEN

The adoption of the City of Spokane Valley Comprehensive Plan update and supporting development regulations to meet Growth Management Act (GMA) requirements for periodic updates.

## EIS ALTERNATIVES

Two action alternatives meeting the City of Spokane Valley's objectives were analyzed in the Draft Comprehensive Plan/DEIS: *Citizen Focus* (Alternative 2) and *Community Prosperity* (Preferred Alternative), and as required by SEPA a *No Action* Alternative. All the alternatives would accommodate the City's population allocation for 2037 of 14,650 for a total 2037 population of 109,913 without the need for an urban growth area expansion. The action alternatives are described in detail in Appendix A of the Comprehensive Plan/FEIS.

*Community Prosperity* (Preferred Alternative), assumes the implementation of the *Citizen Focus* Alternative, the preservation of the Low Density Residential designation as presented in the *No Action* Alternative, and the implementation of community priorities developed in the public visioning process. The key features of this Alternative include:

- Rename five land use designations.
- Consolidate four land use designations (Medium Density Residential, Office, Community Commercial and Light Industrial) into appropriate existing land use designations.
- Create one new land use designation (Industrial Mixed Use).
- Create transitional zoning provisions to protect single-family zones from multi-family, commercial, mixed use, and industrial zones.
- Allow for a 5,000 square foot lot size in the R-3 zone but retain six units per acre density in order to allow infill within City's unique development pattern.
- Propose a corridor Level of Service (LOS) standard in addition to existing intersection LOS standards.

*Citizen Focus* Alternative, assumes the implementation of the Citizen-Initiated Amendment Requests (CARs) related to Land Use Map changes. The CARs process allowed community members to propose changes to the adopted Comprehensive Plan's Land Use Map or to existing policy language. All of the CARs considered for this Alternative are site-specific future Land Use Map amendments. As part of the analysis some of the CARs were expanded to include nearby parcels to avoid creating unique islands of a land use designations.

This Alternative also proposes changes to the existing policy framework. The key features of the proposed changes include:

- Eliminate redundancies and to create clear and concise policy statements.
- New policies to support the City's economic development initiatives.
- Allow for a 5,000 square foot lot size in the R-3 zone but retain the six units per acre density in order to allow infill within City's unique development pattern.
- Propose a corridor LOS standard in addition to existing intersection LOS standards.

The *No Action* Alternative assumes that existing land use designations and regulations would remain in effect, the existing zoned-density in the City would not be increased and the existing UGA boundary would remain unchanged. This Alternative assumes that development would occur within the City in a manner consistent with previously adopted plans and policies.

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## **REQUIRED APPROVALS AND/OR PERMITS**

The following approvals are required for approval of the Comprehensive Plan, associated development regulation amendments, and DEIS:

- Spokane Valley City Council – Adoption.
- Spokane Valley City Council - Issue Final EIS.

While not necessary for approval for the Comprehensive Plan, the following processes are also required:

- Spokane Regional Transportation Council – Transportation Element - certification.
- Washington State Department of Community Development – coordination of state comments.
- City of Spokane Valley – development and building permit review for any future development proposals.

## **AUTHORS AND PRINCIPAL CONTRIBUTORS TO THIS EIS**

This City of Spokane Valley Comprehensive Plan/FEIS has been prepared under the direction of the City of Spokane Valley, as SEPA Lead Agency.

## **PREVIOUS ENVIRONMENTAL DOCUMENTS**

Per WAC 197-11-635, this Draft Comprehensive Plan/FEIS builds upon and incorporates by reference the following environmental documents:

- City of Spokane Valley Comprehensive Plan Draft and Final Supplemental EIS, November 4, 2005
- City of Spokane Valley Shoreline Master Program, September 3, 2015

## **DATE OF ADOPTION AN ISSUANCE OF THIS COMPREHENSIVE PLAN/FEIS**

December 13, 2016

## **SUMMARY OF CHANGES FROM THE DRAFT EIS**

- Added a policy to support xeriscaping, water conservation, and sustainable park management methods.
- Designated parcels 55173.1018 and 55173.1005 as Single Family Residential (SFR) and zone the same parcels as Single Family Residential Urban (R-3) from Multiple Family.
- Designated the parcels located in the area south of Bow Avenue, west of Barker Road, north of Sprague Avenue, and east of Greenacres Road as Single Family Residential (SFR) and zone the same parcels as Single Family Residential Urban (R-3) from Corridor Mixed Use.
- Removed SVMC 19.40.100 (small residential dwellings and small residential dwellings – supportive housing) provisions in Title 19 SVMC.
- Amended proposed SVMC 19.70.020 and Table 19.70-1, Residential Standards, to provide for a maximum density of 22 units per acre and a maximum building height of 50 feet in the Multifamily Residential (MFR) zone.
- Amend proposed SVMC 22.70.070(D) adding language to provide that full screening is required when a multifamily project abuts a single family residential use in multifamily zones.
- Designate parcel 45091.9100 as Mixed Use (MU) and zone the same parcel as Mixed Use (MU).
- Minor updates per comments from the Washington State Department of Transportation, Spokane Regional Transportation Council, and Spokane Transit Authority.
- Minor modifications and grammatical corrections as proposed by City staff.

## **AVAILABILITY OF THE COMPREHENSIVE PLAN/FEIS AND SUPPORTING REGULATIONS**

Notice of Availability and copies of the Comprehensive Plan/FEIS and supporting development regulations have been distributed to agencies, organizations, and individuals noted on the Distribution List (Section 3.3 of this document).

The complete 2017-2037 Comprehensive Plan, FEIS, and supporting regulations are available for download at the project website: [www.spokanevalley.org/CP](http://www.spokanevalley.org/CP).

Copies of these documents are also available for public review at the following location:

Spokane Valley City Hall  
 11707 East Sprague Avenue Suite 106  
 Spokane Valley, WA 99206

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## SECTION 1: SUMMARY OF ALTERNATIVES

The City of Spokane Valley proposes changes to its Comprehensive Plan map, designations, and policies are proposed in order to achieve the City's long-range planning vision as articulated in Chapter 1 of the Comprehensive Plan. This appendix provides a summary and concise impact analysis of two action alternatives: Citizen Focus (Alternative 2) and Community Prosperity (Preferred Alternative), and as required by SEPA a No Action Alternative. All the alternatives would accommodate the City's population allocation for 2037 of 14,650 for a total 2037 population of 109,913 without the need of an Urban Growth Area expansion. Each of the alternatives is discussed briefly below.

### No Action

The **No Action Alternative** assumes that existing adopted policy, land use designations, zoning districts, and regulations would remain in effect for the next 20-years. This alternative assumes that the City of Spokane Valley would develop in a manner consistent with previously adopted plans and policies.

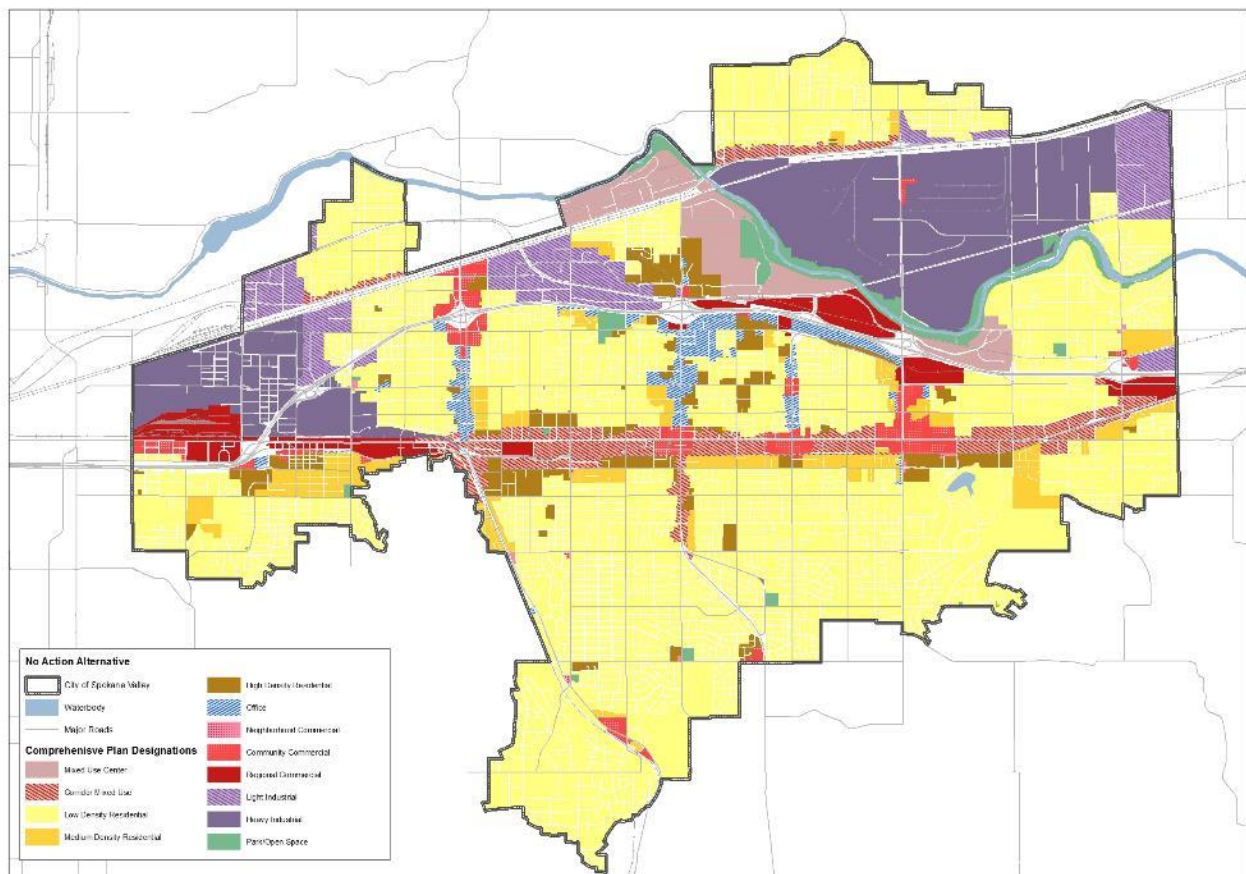


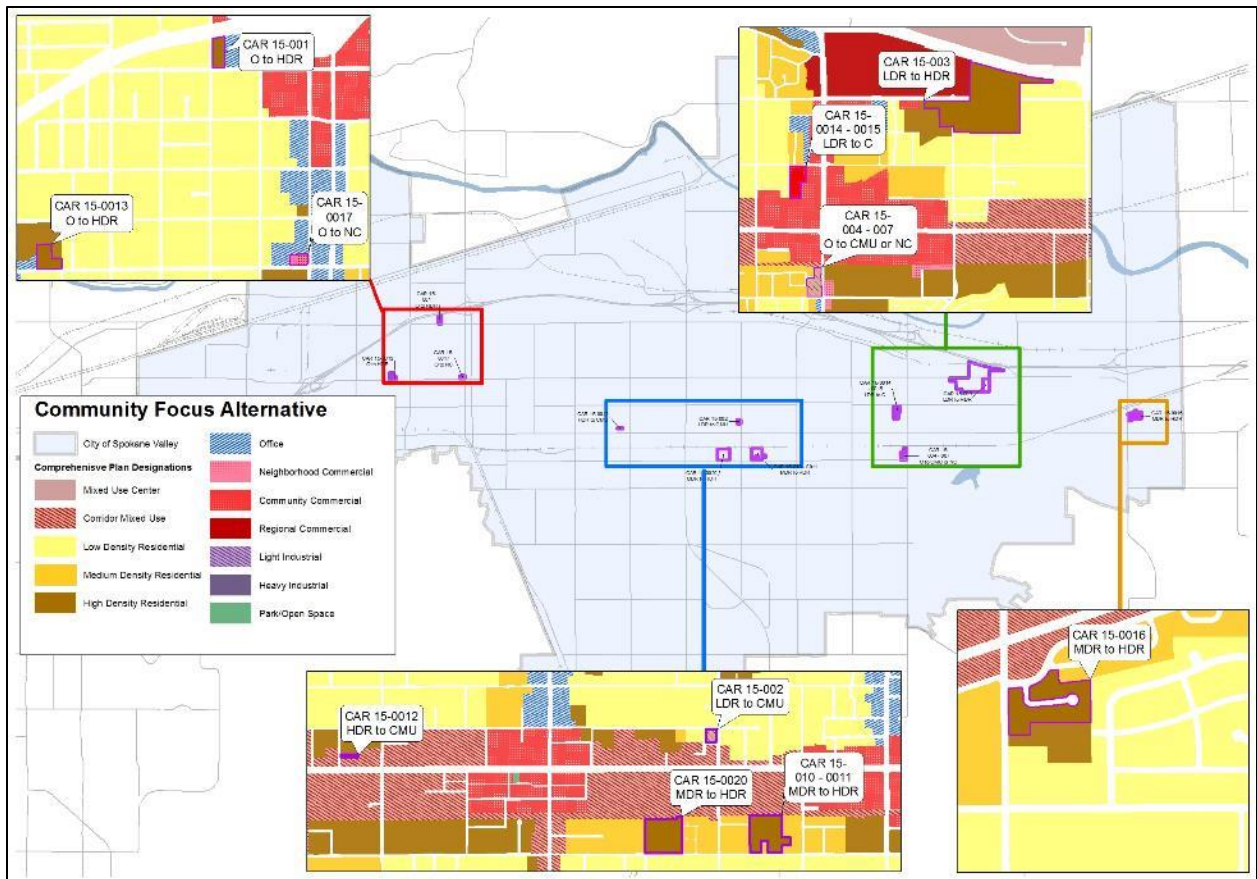
Figure 1: No Action Alternative Map

### Citizen Focus Alternative

The **Citizen Focus Alternative** assumes the implementation of Citizen-Initiated Amendment Requests (CARs). The CARs process allowed community members to propose changes to the adopted Comprehensive Plan's Land Use Map or to existing policy language. There were a total of twenty-six CARs proposed for the City's consideration. After review by the Planning Commission and City Council, twenty-three of the CARs were passed through to be considered during the formal comprehensive plan update process.

All of the site specific land use map amendment requests are considered as part of this alternative. Additionally, the various text amendment requests that were forward for consideration are also considered as part of both the Citizen Focus and Community Prosperity alternatives.

As part of the process for the site specific amendments, a few of the CARs were expanded to include nearby parcels to increase the feasibility of the proposed land use change and to avoid creating islands of a land use designations. The CARs as considered in this alternative can be seen in Figure 2. This alternative assumes that land use designations outside of the CARs shown in Figure 2 would not change. The insets show the future land use designations around the CARs to provide context only.



**Figure 2: Citizen Focus Alternative**

In addition to the Land Use Map changes, this alternative also proposes significant changes to the existing policy framework, as presented in Chapter 2 of the draft Comprehensive Plan. The majority of the changes are intended to eliminate redundancies, create clear and concise policy statements, and enhance the readability of the comprehensive plan. Additional changes to the policy framework are directed at supporting the City's economic development desired initiatives.

### **Community Prosperity Alternative**

The **Community Prosperity Alternative** is the City's preferred alternative and is reflected by the proposed comprehensive plan and supporting regulations, it includes the policy changes presented in Chapter 2 of the Comprehensive Plan. The alternative includes the map amendments of the Citizen Focus alternative, except where the request was for an Office designation those were changed to Corridor Mixed Use. The alternative preserves the Low Density Residential designation, including density limitations as presented in

the No Action. Finally, the alternative proposes a set of goals, policies, and actions that implement the community priorities developed in the public visioning process and refined through a joint Planning Commission and City Council workshop. The proposed draft Comprehensive Plan and supporting regulations proposed for the update are the clearest reflection of the proposed changes.

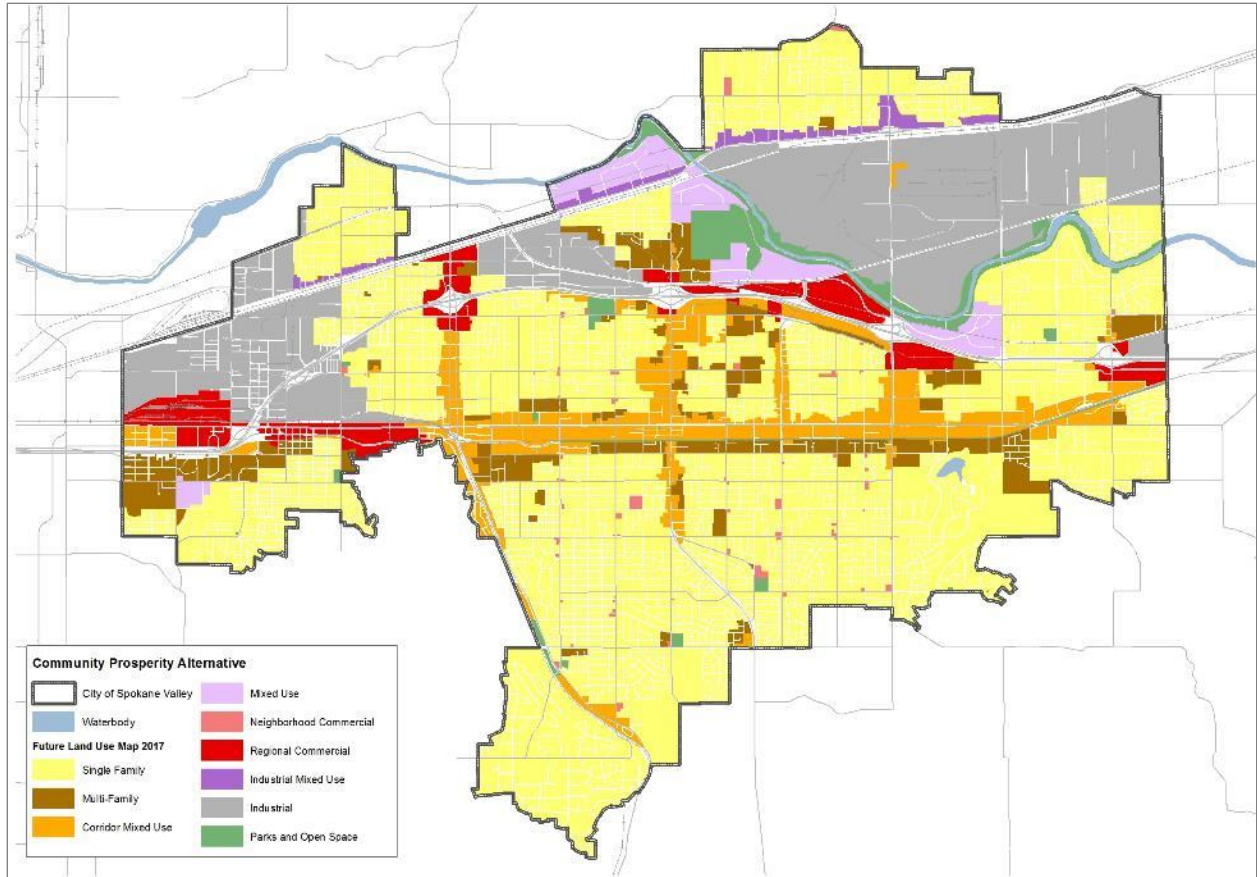
The Community Prosperity Alternative assumes significant changes beyond the existing conditions. The alternative proposes: renaming four land use designations, eliminating four land use designations, and creating one new land use designation. Table 1 shows the relationship between the existing and proposed land use designations, showing which designations are being renamed, eliminated, or created.

**Table 1: Existing to Proposed Land Use Designations**

Existing Land Use Designations (2006)	Proposed Land Use Designations (2016)
Low Density Residential	Single Family ( <i>name change</i> )
Medium Density Residential ( <i>eliminate</i> )	Single Family ( <i>name change</i> ) and Multifamily ( <i>name change</i> )
High Density Residential	Multifamily ( <i>name change</i> )
Office ( <i>eliminate</i> )	Corridor Mixed Use
Corridor Mixed Use	
Community Commercial ( <i>eliminate</i> )	
Neighborhood Commercial	Neighborhood Commercial
Regional Commercial	Regional Commercial
Mixed Use Center	Mixed Use ( <i>name change</i> )
	Industrial Mixed Use ( <i>new</i> )
Light Industrial ( <i>eliminate</i> )	( <i>Consolidated to Industrial</i> )
Heavy Industrial	Industrial ( <i>name change</i> )
Parks and Open Space	Parks and Open Space

Generally, most of the designations that are proposed to be eliminated are being re-designated, for example, the new Industrial designation consolidates the existing Light Industrial and Heavy Industrial designations, and the Office and Community Commercial designations are proposed to be designated Corridor Mixed Use. Figure 3 shows the proposed alternative and how the consolidations and designation changes apply to the City of Spokane Valley.





**Figure 3: Community Prosperity Alternative**

In addition to the changes to the Land Use Map, this alternative also proposes changes to the existing policy framework. The majority of the changes are intended to eliminate redundancies and to create clear and concise policy statements. Additional changes to the policy framework are directed at supporting the City's economic development desired initiatives.

## **1.1: Economic Welfare Analysis**

Under all of the EIS Alternatives, Spokane Valley would experience increased development in order to accommodate new residents and jobs. It is expected that all alternatives would see the same general increase in employment. However, it is expected that the Community Prosperity alternative with its strategic focus on economic development would see increases industrial development and related employment. While the Citizen Focus alternative would have similar policy changes as the Community Prosperity alternative, the lack of corresponding Land Use Map changes would likely limit increases in industrial development. In an effort to be concise, where impacts are similar they are discussed together, and differences between the alternatives are noted.

### **Priority Infrastructure Investment**

#### ***No Action, Citizen Focus, and Community Prosperity Alternatives***

Infrastructure investment is expected to progress as it has in the past, consistent with the goals and policies of the comprehensive plan, capital improvement program, and transportation improvement program.

In addition to being consistent with adopted plans and programs, the Community Prosperity and Citizen Focus alternatives include strategic actions that target infrastructure investment opportunities and identify potential partnerships. These alternatives also provide mechanisms to help the City prioritize improvements. Chapter 7 of the Comprehensive Plan identifies that funding is adequate to meet future needs. It also identifies community and economic development priorities that are not necessary capital projects but rather aspirational to further the City's economic development initiatives. These policy changes are likely to increase development, especially with land use map changes proposed in the Community Prosperity alternative. Specific infrastructure improvements may need to be evaluated under a separate SEPA process.

### **Site Certification**

#### ***No Action Alternative***

The No Action alternative assumes that the existing policy framework will not change. The existing policy framework does not contain policy support or guidance to develop a certified sites program or process, as such, the No Action alternative is likely to see the same amount of industrial development that is consistent with past trends, but less than what would be anticipated under either of the other alternatives.

#### ***Citizen Focus and Community Prosperity Alternative***

As part of the new goals and policies and strategic actions the City will work toward identifying appropriate third party certification for industrial sites at the north-eastern edge of the City. It is likely that the site certification would increase the desirability of the industrial land in the area.

Under the Community Prosperity alternative the north-eastern industrial area is proposed to be designated Industrial which would allow heavy manufacturing, processing, and assembly types of uses. Under the Citizen Focus alternative, sites may be certified but the area would retain the Light Industrial designation, which would allow the same development type as the No Action alternative.

### **Retail and Tourism**

#### ***No Action Alternative***

The No Action alternative assumes that the existing policy framework will not change. However, in 2016 the City completed two studies, one focused on retail and one on tourism; both these studies included a number of goal, policies, and strategies on improving the retail and tourism sectors within the City. Under the No Action alternative, both of these studies would not be incorporated into the comprehensive plan; however, it is possible that under a separate process the strategies and related actions may be

implemented but without an overall context provided in the Comprehensive Plan which could result in duplicative unnecessary investment.

### ***Citizen Focus and Community Prosperity Alternative***

Both the Citizen Focus and Community Prosperity alternatives propose policy changes that include the incorporation of the goals, policies, strategies and related actions of two recent studies: Retail Improvement and Tourism Improvement.

The Retail and Tourism studies include a goals, policies, strategies, and related actions to improve the retail and tourism sectors of the City's economy, which are likely to increase demand and development in these sectors. While each of the studies calls for some fairly specific actions, none of the actions are detailed enough to warrant a detailed analysis of their impacts. However, a second phase of the Tourism study will conduct a feasibility analysis on specific projects, which if developed may require a separate SEPA analysis.

### **Mitigation Measures**

Each of the proposed alternatives, in varying degrees, contribute to the economic welfare of the City. The preferred alternative proposed as presented in the Comprehensive Plan has an overall positive impact on the economic welfare of the City and no mitigation measures are proposed to address those impacts.

### **Significant Unavoidable Adverse Impacts**

No significant unavoidable adverse impacts on land use are expected with implementation of the mitigation measures.

## 1.2: Land Use Analysis

### Land Use Patterns

#### *No Action and Citizen Focused Alternative*

The land use patterns for both the No Action and Citizen Focus alternatives are similar. Based on past trends since the adoption of the comprehensive plan in 2006 and the existing conditions reports completed as part of this comprehensive plan<sup>1</sup>, the City of Spokane Valley would expect the following:

- Continued new office development within the Mixed Use Center designation along the Spokane River corridor.
- Continued high vacancy rates for commercial/office space in the Office designation along the major north-south arterials.
- Continued development within the Regional Commercial designation especially along Indiana Avenue around the Spokane Valley Mall and the Auto Row area along Sprague Avenue.
- The Community Commercial designation along Sullivan Road is likely to see continued development.
- The Corridor Mixed Use is likely to see continued slow and steady improvements along Sprague, and increased development near the proposed City Hall building at Sprague and Dartmouth.
- The Medium Density Residential designation and corresponding zone is likely to see very little development.
- The City will likely see increased requests to amend the Land Use Map from Medium Density to High Density.
- The High Density designation is likely to see increased development as demand increased for this housing typology.
- The Citizen Focus alternative is likely to see increased multiple family development east of Sullivan Road on Broadway Avenue and around McDonald Road of north 4<sup>th</sup> Avenue.
- Without changes to the low density residential development standards the Low Density Residential designation would likely continue to see small isolated infill development, at a slower pace than adjacent jurisdiction with more flexible standards.

#### *Community Prosperity Alternative*

The land use patterns for the Community Prosperity alternative is similar to both the No Action and Citizen Focus alternatives in terms of overall intensity but there are several distinct differences. The differences identified below assume the implementation of the supporting regulation changes discussed in the Additional Elements of the Environment of this analysis. Under this alternative, the City of Spokane Valley would expect the following:

- Continued new office development within the Mixed Use designation along the Spokane River corridor.
- New multi-family and mixed use development along the major north-south arterials, south of Sprague Avenue between the Appleway Trail and 4<sup>th</sup> Avenue; and near Broadway Ave and Shamrock Road
- Continued development within the Regional Commercial designation especially along Indiana Avenue around the Spokane Valley Mall and the Auto Row area along Sprague Avenue.
- Continued commercial development along Sullivan Road consistent with past development patterns.
- Increased development near the proposed City Hall building at Sprague and Dartmouth.
- Increased industrial development in the north-eastern corner of the City.

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<sup>1</sup> Existing Conditions Housing and Economic Trends, September 2015 and Transportation System Existing Conditions, August 2015

- An increased number of single-family home infill developments with the implementation of more flexible development standards; however, the overall allowed density will remain unchanged.

## Land Use Designations and Zoning

### Land Use Conversion

The land use conversion section discusses land use designation changes (for example, changing Office to Corridor Mixed Use), but does not involve changes from one type of land use to another (from single family residential to an office). However, while it is recognized that a change of land use designation can imply a change in an allowed use, this section keeps the level of detail at the appropriate planning level -- that is, general levels of intensity and use types.

### No Action and Citizen Focus Alternative

Both the No Action and Citizen Focus alternatives assume that the currently adopted land use designations from 2006 would remain. Table 2 provides a summary of those land use designations.

**Table 2: No Action and Citizen Focus Land Use Designations**

Designation	Description
<b>Low Density Residential (LDR)</b>	The Low Density Residential (LDR) Comprehensive Plan designation addresses a range of single-family residential densities from one dwelling unit per acre up to and including six dwelling units per acre. This designation would be implemented through a series of zoning designations that would allow a range of minimum lot sizes.
<b>Medium Density Residential (MDR)</b>	The Medium Density Residential designation represents an opportunity to provide a range of housing types to accommodate anticipated residential growth. Zoning will allow densities up to 12 dwelling units per acre in the Medium Density Residential designation.  Multi-family residential zones should be used as transitional zoning between higher intensity land uses such as commercial and office, to lower density single family neighborhoods. Additionally, Medium Density Residential areas should be located near services and high capacity transit facilities or transit routes.
<b>High Density Residential (HDR)</b>	This designation provides for existing multi-family residential development developed at a density in excess of 12 units per acre. Additionally, High Density Residential (HDR) designated areas are also located in areas near higher intensity development. Generally, this designation is appropriate for land which is located adjacent to the arterial street system served by public transit, and is in close proximity to business and commercial centers. Offices are permitted in the High Density Residential areas.
<b>Regional Commercial (RC)</b>	Regional Commercial allows a large range of uses. A wide range of development types, appearance, ages, function, and scale. It covers the “strip” retail areas along Sprague Avenue which includes the automobile dealerships located along the western end of the Sprague Avenue corridor and the “big box” retail area found in the Sullivan Road area from Sprague Avenue north to the Interstate 90 interchange, and includes the Valley Mall and Wal-Mart.
<b>Community Commercial (C)</b>	The community commercial classification designates areas for retail, service and office establishments intended to serve several neighborhoods. Community Commercial areas should not be larger than 15-17 acres in size and should be located as business clusters rather than arterial strip commercial development. In addition, light assembly or other unobtrusive uses not traditionally located in commercial zones may be allowed with appropriate performance standards to ensure compatibility with surrounding uses or zoning districts.
<b>Neighborhood Commercial (NC)</b>	The neighborhood commercial classification designates areas for small-scale neighborhoods serving retail and office uses. Neighborhood business areas should not be larger than two acres in size, and should be located as business clusters rather than arterial strip commercial developments.
<b>Office (O)</b>	This comprehensive plan designation is intended primarily for office development with limited retail or commercial uses. Retail and commercial uses are limited to those that are clearly subordinate to the primary office use, or the retail function primarily serves the office uses in close proximity to the retail or commercial use.

<b>Designation</b>	<b>Description</b>
<b>Corridor Mixed-Use (CMU)</b>	Corridor Mixed-use is intended to enhance travel options, encourage development of locally serving commercial uses, multi-family apartments, lodging and offices along major transportation corridors identified on the Comprehensive Plan Land Use Map. Corridor Mixed-use recognizes the historical low-intensity, auto-dependent development pattern, and focuses on a pedestrian orientation with an emphasis on aesthetics and design. The Corridor Mixed-use designation is primarily used along Sprague Avenue.
<b>Mixed-use Center (MUC)</b>	The Mixed-use Center designation would allow for two or more different land uses within developments under this designation. Mixed-use developments can be either vertical or horizontally mixed, and would include employment uses such as office, retail and/or lodging along with higher density residential uses, and in some cases community or cultural facilities.  Compatibility between uses is achieved through design which integrates certain physical and functional features such as transportation systems, pedestrian ways, open areas or court yards, and common focal points or amenities.
<b>Light Industry (LI)</b>	The Light Industry designation is a planned industrial area with special emphasis and attention given to aesthetics, landscaping, and internal and community compatibility. Uses may include high technology and other low-impact industries. Light Industry areas may incorporate office and commercial uses as ancillary uses within an overall plan for the industrial area. Non-industrial uses should be limited and in the majority of cases be associated with permitted industrial uses. The Light Industry category may serve as a transitional category between heavy industrial areas and other less intensive land use categories.
<b>Heavy Industrial (HI)</b>	Heavy industry is characterized by intense industrial activities, which include, but are not limited to, manufacturing, processing, fabrication, assembly/disassembly, freight-handling, and similar operations. Heavy industry may have significant noise, odor or aesthetic impacts to surrounding areas.
<b>Parks and Open Space (POS)</b>	The Parks and Open Space designation is intended to protect parks, open space, and other natural physical assets of the community.

**Citizen Focus Alternative**

Table 3 summarizes the CARs the amount of acres by land designation changes; it only shows only those designations where land is converting from one designation to another designation. The rows show the existing comprehensive plan designation and the columns show the proposed comprehensive plan designations. Using Low Density Residential as an example, 40.39 acres are converting to High Density Residential, 4.03 acres to Commercial, and .75 acres to Corridor Mixed Use for a total of 45.17 acres of Low Density Residential converting to another designation. This alternative proposes a total of 72.27 acres of change to the Land Use Map. All of the proposed changes are from a less intense designation to a more intense designation with most the land area changing from the Low Density Residential to High Density Residential.

**Table 3: Changes to Existing Comprehensive Plan Designations in Acres for Citizen Focus Alternative**

		Proposed Comprehensive Plan Designation				Total
		High Density Residential	Neighborhood Commercial	Commercial	Corridor Mixed Use	
Existing Comp Plan Designation	Low Density Residential	40.39	0.0	4.03	0.75	45.17
	Medium Density Residential	18.39	0.0	0.0	0.0	18.39
	Office	3.41	0.78	1.37	3.15	8.71
	<b>Total</b>	<b>62.19</b>	<b>0.78</b>	<b>5.4</b>	<b>3.9</b>	<b>72.27</b>

**Community Prosperity Alternative**

The Community Prosperity Alternative proposes eight land use designations described in Table 4:

**Table 4: Community Prosperity Alternative Land Use Designations**

Designation	Description
Single Family Residential (SFR)	Allows for single-family development with densities ranging from 1 – 6 dwelling units per acre. This designation has three zoning districts that have a range of minimum lot sizes.
Multifamily Residential (MFR)	Allows for multi-family development, near commercial centers, arterial streets, and public transit lines. The implementation includes transitional standards to protect the single-family designation.
Neighborhood Commercial (NC)	Allows for the development of small-scale retail and office uses while allowing for single family homes. Located within neighborhood areas along arterials, the size of development and types of businesses are intended to serve nearby residents.
Regional Commercial	Allows for range of commercial development. It includes areas like Auto Row along Sprague, the Valley Mall, and areas along arterials near Interstate 90. Generally, the development in these areas serve the region.
Corridor Mixed Use (CMU)	Allows for uses like light manufacturing, retail, multifamily, and offices along major corridors. Corridor Mixed-use recognizes the historical low-intensity, auto-dependent development pattern along Sprague Avenue, and the north-south arterials.
Mixed Use (MU)	Allows for a mix of uses, either vertical or horizontally mixed. Includes uses like office, retail, lodging, and residential. Mixed Use is generally located near the Spokane River and Centennial Trail.
Industrial Mixed Use (IMU)	Allows for light manufacturing, retail, offices, and light industrial types of uses like contractor and towing yards. The Industrial Mixed Use is located along Trent Avenue.
Industrial (I)	Allows for industrial development like manufacturing, fabrication, assembly, and freight-handling. Implemented by one zone and transitional and buffer standards to protect adjacent non-industrial areas from impacts.
Parks, Recreation, and Open Space (POS)	The purpose of this district is to protect and provide for parks, open space, and other natural physical assets of the community.

Table 5 summarizes how the existing land use designations relate to the proposed land use designations of the Community Prosperity alternative. It shows how the existing land use designations are allocated to the proposed designations in acres. The next sub-sections provide an analysis of Table 5.

**Designation Name Changes**

The Community Prosperity proposes changing the name of four existing land use designations:

- Low Density Residential (LDR) → Single Family Residential (SFR)
- High Density Residential (HDR) → Multiple Family Residential (MFR)
- Mixed Use Center (MUC) → Mixed Use (MU)
- Heavy Industrial (HI) → Industrial (I)

The proposed name changes are not expected to result in substantial impacts as the allowed uses, intensity of uses, and density are expected to remain the same as the No Action alternative. However, the new Multiple Family Residential designation is expected to have density increases, in locations in close (1/4 mile) to transit, parks and open space, and other daily goods. The expected densities are expected to be similar to existing densities (22 units per acre). Impacts from this density will be mitigated through transitional zoning provisions; additional analysis of the density increase are evaluated under the Transportation and Housing sections of this analysis.

### ***Designation Eliminations***

The Community Prosperity alternative proposes to eliminate three existing land use designations, shown in Table 5 as blue shaded rows with underlined text. The three designations proposed for elimination are: Medium Density Residential (MDR), Office (O), and Community Commercial (C). The following bullets summarize the reasoning and expected impacts of these eliminations:

#### **Medium Density Residential (MDR)**

- The elimination of the Medium Density Residential designation is based on the Housing and Economic Trends Existing Condition Report. The report identified four policy considerations:
  - Allow housing types not currently allowed in the MF-1 zone
  - Rezone /designation to allow higher densities
  - Support additional housing types by adjusting minimum lot size, setbacks, lot width, and other development
  - Use the multi-family tax exemptions in the MF-1 zone
- While some form of the above policy considerations are incorporated into the Community Prosperity alternative, the biggest and most encompassing change was incorporating approximately 606 acres of MDR into the higher intensive designations of MFR, RC, CMU, MU, and IMU.
- The change to higher intensive uses is expected to allow multiple family development on property.
- Areas of the MDR designation where existing development patterns are single family houses but more intensive in terms of density, around 12 units per acre, were designated LDR.
- The designation to LDR is not expected to have any significant impacts as LDR is less intensive than MDR

#### **Office (O)**

- The elimination of the Office designation is based on the Housing and Economic Trends Existing Condition Report. The report identified the following relevant policy considerations:
  - The existing vacant land in the O designation is likely not suitable for new office development based on sites used for past office development projects
  - Change policy or regulations to allow other types of uses such as residential uses
- The Community Prosperity alternative proposes to designate nearly all of the O designation to CMU and a much smaller amount to RC.
- The change to CMU is expected to increase development within the north-south corridors, most likely with multi-family development. While this is an increase in development the intensity similar to an office type of development
- The change to RC is not expected to have any significant impacts and was done to avoid creating stand-alone land use islands where Office was adjacent to RC.



## **Community Commercial (C)**

- The elimination of the C designation is proposed as part of a larger effort to simplify and streamline the Comprehensive Plan. The C designation was incorporated into CMU or RC.
- A major difference between the C and the CMU is that the implementing zoning district in CMU allows some light industry and multiple-family development and the C zone does not. In the implementing zone for RC allows for entertainment uses and the C zone does not.
- Another difference is the allowed height in the C zone it is 35 feet and in the RC the allowed height is 100 feet and in the CMU it is 50 feet.
- Differences in use are addressed through zoning standards, and height are addressed with transitional provisions.
- Most of the C designation was located at Sprague and major arterials; most of these areas are developed, so these areas are not likely to see new development.
- The change of C to CMU and RC is not expected to have any significant impacts because of the similarity of allowed uses and the already intensive development at C locations.

## **Light Industrial (LI)**

- The elimination of the LI designation is proposed as part of a larger effort to simplify and streamline the Comprehensive Plan. The LI designation was eliminated and its land incorporated into Heavy Industrial (HI), Regional Commercial (RC), and Industrial Mixed Use (IMU).
- Areas where the LI designation was incorporated into HI, proposed as the new Industrial (I) designation, would allow previously prohibited uses: Animal processing/handling; Beekeeping-commercial; Assembly-heavy; Manufacturing-heavy; Power plant; Processing-heavy; Railroad yard, repair shop and roundhouse.
- About ½ of the LI to I change is around the Montgomery Avenue industrial area. The area is characterized by a diverse range of existing industrial uses. Another main area of conversion is near Felts Field Airport and west of Park Road between I-90 and the Burlington Northern Santa Fe mainline, which is also characterized by variety of industrial types of uses.
- Another areas of LI to I conversion is in the northeastern corner of City. This area is mostly vacant, except for major solar energy operation and is adjacent to heavy industrially zoned land and between two main rail lines.
- The areas already characterized by industrial development may see slow development, but the vacant industrial land is likely to see a marked increase in development.
- The new Industrial (I) designation is subject to transitional provisions to protect adjacent lower intensive designations and other Federal and State regulations, including but not limited to: Clean Air Act, Clean Water Act, and stormwater regulations.
- The transitional provisions will protect these lower intensity designations through setbacks, screening, and height limitations.
- Vacant industrial land in the north-east portion of the City will likely see increased development with improved sewer access.

## ***Additional Designation Considerations***

A few of the changes identified in Table 5 warrant additional discussion:

- There are 6 acres of LDR land proposed to be designated I. The change could be categorized as a housekeeping amendment as the changes eliminated pockets of LDR in former Light Industrial areas (now Industrial). It's not expected this change will create significant impacts and with the implementation of transitional provisions to protect lower intensity designations.
- The Community Prosperity alternative converts approximately 53 acres of Corridor Mixed Use (CMU) to Parks and Open Space (POS). This change is a result of converting the publically owned property identified for the Appleyway Trail to POS. This area is part of the planned Appleyway Trail and is publically owned, and would not significantly impact available acres of CMU lands.

- Approximately 100 acres of Mixed-use Center (MUC) is being converted to Parks and Open Space (POS). This change is a result of designating Department of Natural Resources land near Mirabeau Park.
- Approximately 150 acres of CMU is proposed to be designated to the new Industrial Mixed Use (IMU) designation, which is described in Table 4. Generally, the new designation would allow CMU types of uses and more industrial types of uses like contractor yards. The IMU is expected to not allow multiple family uses. The IMU designation is limited to the Trent Avenue corridor.
- The 12 acres of LDR that was designated as POS is City owned land that serves as a drainage way. The change more accurately the long-term intended use of the property. The change is not expected to have significant impacts on single-family available lands.
- Approximately 27 acres of Low Density Residential (LDR) is being converted to Neighborhood Commercial (NC). This change is a result of the community priorities. However, the NC zone allows single-family development as an outright permitted use, so it's not expected this change would result in significant impacts.
- Other minor changes reflect housekeeping adjustments to eliminate spilt land use designations or zoning; the changes align land use designations to property lines and/or adjustments to create logical boundaries for designations.

**Table 5: Summary of Land Use Designation Changes - Community Prosperity**

		Proposed Comprehensive Plan Designations									Total
		SFR	MFR	NC	RC	CMU	MU	IMU	I	POS	
Existing Comprehensive Plan Designations	LDR	10,460	248	27		57	11	1	15	12	10,831
	MDR	255	360		24	153	34				826
	HDR	4	767	3	16	8					798
	O				6	391					397
	NC			7		9					16
	C				133	336					469
	RC				628	22					650
	CMU	16				690		150		52	908
	MUC						543			100	643
	LI				2			48	972		1,022
	HI	1							3,048		3,049
	POS						2			430	432
Total	10,736	1,375	37	809	1,666	590	199	4,021	594	20,027	

Numbers have been rounded to the next nearest whole number

## ***Population and Employment***

### **Residential and Commercial Land Capacity**

#### ***No Action, Citizen Focus, and Community Prosperity Alternatives***

Based on the Land Quantity Analysis<sup>2</sup> completed for the periodic update of the comprehensive plan, the City has a capacity for an additional 9,076 housing units and 19,980 additional people. The City has adopted an initial population target of 14,650 as recommended by Steering Committee of Elected Officials for Spokane County. Given the estimated 2037 capacity (19,980) and the projected growth (14,650) the City of Spokane Valley can accommodate its projected population in all of the alternatives.

The City can accommodate its projected growth within its jurisdictional boundaries. However, both the Citizen Focus and Community Prosperity alternatives propose policy it identify and assess opportunities to annex lands within the UGA, and that such expansions should be planned for.

The City has no formal target or allocation for employment; however, the City has as part of its periodic update conducted an analysis of available commercial and industrial lands<sup>2</sup>. The analysis identified approximately 1,250 acres of buildable acres within the City. Approximately 46 percent of that area is industrial land on the City's north-east side. While vacancies in industrial land have been decreasing, it's expected that the existing supply of undeveloped industrial land can accommodate future demand, and the policy changes regarding office and commercial land are also expected to meet future demand.

#### ***Community Prosperity Alternative***

The Community Prosperity alternative proposes various land use designation changes as discussed earlier. These changes while significantly simplifying the implementation of the plan, increase the estimated residential capacity by almost 4,000 people. Most of the increase results from changing a portion of the Medium Density Residential designation to the new Multi-Family Residential designation. The remainder is the result of changing Office, which prohibits multiple family development to Corridor Mixed Use which allows multiple family development. The increase in capacity is not expected to have significant impacts.

## **Preservation of Neighborhoods**

### ***No Action Alternative***

The No Action alternative assumes that the currently adopted policies and regulations would remain unchanged. The existing regulatory framework provides for a relational set-back for multifamily housing adjacent to residential zoning or uses. In part, it requires an additional foot of setback for every foot above 25 feet starting at the setback line.

### ***Citizen Focus and Community Prosperity Alternative***

Both the Citizen Focus and Community Prosperity alternatives would result in significant policy changes that include policies, strategic actions, and potential regulations to preserve the character of neighborhoods, and allow for amenities in proximity to neighborhoods. The following are the key features of the Citizen Focus and Community Prosperity alternatives to preserve neighborhoods:

- Both alternatives include transitional provisions to manage the interface of higher intensity designations and zones to lower intensity designations or zones. While these provisions are included in the Citizen Focus alternative, without the land use map changes associated with the Community Prosperity alternative their use within the context of the Citizen Focus alternative would likely be minimal.

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<sup>2</sup> ECONorthwest Memorandum, June 24, 1015, Subject: Spokane Valley Residential Land Capacity Needs

- Under both Citizen Focus and Community Prosperity alternatives the allowed density would remain at 6 units per acre for all LDR implementing zones except for the R-1 which is 1 unit per acre.
- The Community Prosperity alternative proposes a change in the zoning regulations that consolidates the current R-3 and R-4 zones into a new zone, which would allow a minimum lot size of 5,000 square feet, which would allow greater flexibility and promotes reinvestment in single family neighborhoods. However, the current density of 6 dwelling units per acre, the same as No Action and Citizen Focus alternatives, would remain.
- The Citizen Focus alternative does not propose a change in minimum lot sizes, which would likely limit infill development and encourage the aggregation lots to accommodate infill development.
- The Citizen Focus alternative assumes the preservation of the Multi-family 1 (MF-1) zone as it exists, which includes areas that have established single-family residences. Under the Citizen Focus alternative these area could redevelop at 12 units per acre.
- The Community Prosperity alternative assumes that the established single-family residential areas are designated single-family, preserving the existing neighborhood.
- The Community Prosperity alternative designates multiple family development where services like transit and daily goods are available.

### **Mitigation Measures**

- Transitional zoning provisions that protect lower intensity designations from impacts of higher intensity designations.
- Streamline the permitted use matrix to ensure that uses from eliminated designations and their related zoning districts are permitted in new and/or consolidated designations and zoning districts.
- Updated supplementary standards to require additional controls in order to protect public health, safety, and welfare.

### **Significant Unavoidable Adverse Impacts**

No significant unavoidable adverse impacts on neighborhoods are expected with implementation of the mitigation measures.

## 1.3: Transportation Analysis

Under all of the EIS Alternatives, the City of Spokane Valley would experience increased development in order to accommodate new residents and employment in the City. This new development would have impacts on the transportation network, which is primarily dominated by the automobile but also accommodates walking, biking, and public transit. These impacts would result in additional needs for transportation facilities and improvements. However, the alternatives differ in scope, intensity and locations for these improvements.

This section summarizes the operations and characteristics of the transportation system under the different alternatives. In general, the analysis focuses on the difference between the No Action and the Community Prosperity Alternatives since they represent the least intense and most intense development alternatives, respectively. Modeling results were evaluated for the Citizen Focus Alternative and they were found to be very similar to the Community Prosperity Alternative, although with slightly less traffic generation/roadway travel impact.

A description of the existing transportation conditions is summarized in the Transportation Element of the Comprehensive Plan and in the Transportation Existing Conditions Report.<sup>3</sup>

### Roadway Travel

Roadway travel impacts are assessed using the Level of Service (LOS) concept<sup>4</sup>. For small projects, LOS is often calculated at intersections. However, for large-area plans such as a comprehensive plan, it is a corridor LOS is often used to summarize conditions. This analysis uses a combination of corridor and intersection LOS. Intersection LOS analysis was focused at the busiest signalized intersections for PM peak hour conditions, the busiest time of the day. Table 6 identifies the intersections and corridors analyzed for this EIS.

**Table 6: Study Intersections and Corridors**

Intersection	Type of Traffic Control
1 - Argonne Rd/Trent (SR 290)	Signal
2 - Pines Rd/Trent (SR 290)	Signal; (assumes BNSF grade separation and reconfigured intersection by 2037)
3 - Pines Rd/Mirabeau Pkwy	Signal
4 - Sullivan Rd/Wellesley Ave	Signal (a new traffic signal is assumed by 2037)
5 - Sullivan Rd/Trent (SR 290) WB	Signal
6 - Sullivan Rd/Trent (SR 290) EB	Signal
7 - Argonne Rd/I-90 WB Ramp	Signal; (a new southbound lane approaching the intersection and three-lane overpass of I-90 assumed by 2037)
8 - Argonne Rd/I-90 EB Ramp	Signal; (a new southbound lane approaching the intersection and three-lane overpass of I-90 assumed by 2037)
9 - Mullan Rd/I-90 WB Ramp	Signal
10 - Mullan Rd/I-90 EB Ramp	Signal
11 - Pines Rd/Mansfield Ave	Signal
12 - Pines Rd/Indiana Ave	Signal
13 - I-90 WB Off Ramp (Pines Interchange)/Indiana Ave	Signal
14 - Pines Rd/I-90 EB Ramps	Signal
15 - Pines Rd/Mission Ave	Signal

<sup>3</sup> Transportation Systems Existing Conditions, August 2015, submitted by Fehr & Peers

<sup>4</sup> The definition of LOS from 2010 Highway Capacity Manual is in the Transportation Element

Intersection	Type of Traffic Control
16 - Mirabeau Pkwy/Mansfield Ave	Signal (a new traffic signal is assumed by 2037)
17 - Mirabeau Pkwy/Indiana Ave	Signal
18 - Evergreen Rd/Indiana Ave	Signal
19 - Evergreen Rd/I-90 WB Ramps	Signal
20 - Evergreen Rd/I-90 EB Ramps	Signal; (assumes additional southbound left turn lane by 2037)
21 - Mission Connector/Mission Ave	Side-street stop
22 - Sullivan Rd/Indiana Ave	Signal; (assumes dual westbound left turn land by 2037)
23 - Sullivan Rd/I-90 WB On Ramp	Roundabout
24 - Sullivan Rd/I-90 EB Ramps	Roundabout
25 - Sullivan Rd/Mission Ave	Signal
26 - Sullivan Rd/Broadway	Signal
27 - I-90 WB Off Ramp (Sullivan)/Indiana Ave	Signal
28 - Barker Rd/Mission Ave	Signal
29 - Barker Rd/I-90 WB Ramp	Signal
30 - Barker Rd/I-90 EB Ramp	Signal
31 - Fancher Rd/Broadway	Signal
32 - Thierman Rd/Broadway	Signal
33 - I-90 WB Ramp/Broadway	Signal
34 - I-90 EB Ramp/Broadway	Signal
35 - Argonne Rd/Broadway	Signal
36 - Mullan Rd/Broadway	Signal
37 - Carnahan Rd/8th Ave	Signal or roundabout (by 2037)
38 - Fancher Rd/Sprague Ave	Signal
39 - Thierman Rd/Sprague Ave	Signal
40 - Thierman Rd/Appleway Blvd	Signal
41 - Dishman Mica Rd/Appleway Blvd	Signal
42 - University Rd/Sprague Ave	Signal
43 - University Rd/Appleway Blvd	Signal
44 - Pines Rd/Sprague Ave	Signal
45 - Evergreen Rd/Sprague Ave	Signal
46 - Sullivan Rd/Sprague Ave	Signal
47 - Barker Rd/Appleway Blvd	Signal
48 - Barker Rd/Sprague Ave	Signal or roundabout (by 2037)
49 - SR 27/16th Ave	Signal
50 - Bowdish Rd/Dishman Mica Rd	Signal
Corridor	Segment
Argonne/Mullan	Between Trent and Appleway
Pines Road	Between Trent Avenue and 8th Avenue
Evergreen Road	Between Indiana Avenue and 8th Avenue
Sullivan Road	Between Wellesley Avenue and 8th Avenue
Trent Avenue	Between Argonne Road and Barker Road
Sprague Avenue/Appleway	Between Fancher Road and Park Road

For the purposes of this analysis, impacts to roadway travel are based on whether LOS exceeds the thresholds established in the Transportation Element of the Comprehensive Plan, which uses both corridor and intersection LOS.

To evaluate LOS, the results of the Spokane Regional Transportation Council's (SRTC) regional travel demand forecasting model were used to forecast ADT and peak hour intersection volumes. The regional travel model works by estimating the trip generation (for vehicles and transit) from land use inputs that are

varied for each of the alternatives. The horizon year for the regional travel demand forecasting model is 2040 which reasonably corresponds to the 2037 horizon date for the Comprehensive Plan update.

### Corridor LOS

Corridor LOS is evaluated using average daily traffic (ADT) volume thresholds shown in Table 7, it uses the average LOS conditions along the length of the entire corridor being measured. Corridor LOS acknowledges that some intersections may experience greater congestion than the corridor as a whole. Using the thresholds below, the length-average ADT-to-LOS D volume threshold ratio is calculated. So long as the ratio is less than or equal to 1.00, the corridor is defined as operating at LOS D or better.

**Table 7: Roadway Corridor Level of Service ADT Thresholds**

Level of Service	Average Corridor Daily Traffic Threshold						
	Number of Through Lanes on Two-Way Streets*			Number of Through Lanes on One-Way Streets			
	2 Lanes	4 Lanes	6 Lanes	2 Lanes	3 Lanes	4 Lanes	5 Lanes
A-B	<2,780	<5,050	<7,350	<3,030	<4,410	<5,700	<6,910
C	2,780-5,570	5,050-10,100	7,350-14,700	3,030-6,060	4,410-8,820	5,700-11,410	6,910-13,830
D	5,570-14,490	10,100-28,200	14,700-41,800	6,060-16,920	8,820-25,080	11,410-32,440	13,830-39,330
E	14,490-18,800	28,200-34,100	41,800-48,900	16,920-20,460	25,080-29,340	32,440-37,950	39,330-46,010
F	>18,800	>34,100	>48,900	>20,460	>29,340	>37,950	>46,010

\* All two-way streets assume the presence of a median/turn lanes. Per Florida DOT's implementation of the HCM, a 5 percent capacity factor increase is applied to roads with medians or turn lanes.

Source: 2010, Highway Capacity Manual; 2013 Florida Department of Transportation Q/LOS Handbook; 2016 Fehr & Peers.

### Intersection LOS

Intersection LOS was analyzed using *Highway Capacity Manual* methods in the Synchro 9 software package. Intersection LOS is based on average control delay, which is the amount of delay caused by the traffic signal/stop sign and the queues that form at signals. The LOS thresholds for signalized and unsignalized intersections are shown below.

**Table 8: Intersection Level of Service Control Delay Thresholds**

Level of Service	Signalized Intersection: Seconds of Control Delay	Unsignalized Intersection: Seconds of Control Delay
A	0-10	0-10
B	10-20	10-15
C	20-35	15-25
D	35-55	25-35
E	55-80	35-50
F	> 80	>50

Note: Delay for LOS evaluation is averaged across all movements for signals and all-way stop-controlled intersections. The highest-delayed approach is evaluated for side-street stop-controlled intersections.

Source: 2010 Highway Capacity Manual.

### Roadway Network Impacts of Changing the LOS Standard

The proposed Comprehensive Plan, and Citizen Focus alternative, uses both corridor and intersection LOS which is different than the No Action alternative which uses only intersection LOS. In general, the proposed LOS policy allows for additional congestion at certain intersections along the designated Major Arterial Corridor. This approach to a comprehensive arterial congestion analysis is consistent with the

SRTC's regional transportation planning policies and the Congestion Management Process that happens to overlap with several corridors. The implications of the LOS policy change are also described below, although the overall assessment of roadway travel performance is assessed using the new LOS policy included in the proposed Comprehensive Plan.

Using corridor or area-wide arterial LOS is common in built out areas where there is less available right-of-way to constantly expand intersections and roadways. For example, at a built-out intersection like Sullivan Road and Sprague Avenue, maintaining LOS D conditions would require dual-left turn lanes on all approaches resulting in substantial impacts to adjacent businesses and properties. Now consider this type of widening at all intersections that do not meet the LOS D threshold shown in Table 9 and the City would face a significant challenge related to the cost and right-of-way impacts of maintaining LOS D conditions everywhere in the community. Thus, the impacts of changing the LOS policy to consider corridor and intersection LOS allows some additional congestion at intersections but to reduces land use, maintenance costs, and capital costs of providing ever-larger transportation infrastructure.

### **No Action Alternative**

The results of the No Action roadway travel LOS analysis is summarized in the following tables and figure.

**Table 9: No Action Alternative Intersection PM Peak Hour LOS Results**

Intersection	Delay	LOS
1 - Argonne Rd/Trent (SR 290)	105	F
2 - Pines Rd/Trent (SR 290)	53	D
3 - Pines Rd/Mirabeau Pkwy	38	D
4 - Sullivan Rd/Wellesley Ave	13	B
5 - Sullivan Rd/Trent (SR 290) WB	15	B
6 - Sullivan Rd/Trent (SR 290) EB	3	A
7 - Argonne Rd/I-90 WB Ramp	23	C
8 - Argonne Rd/I-90 EB Ramp	25	C
9 - Mullan Rd/I-90 WB Ramp	20	C
10 - Mullan Rd/I-90 EB Ramp	54	D
11 - Pines Rd/Mansfield Ave	33	C
12 - Pines Rd/Indiana Ave	43	D
13 - I-90 WB Off Ramp (Pines Interchange)/Indiana Ave	21	C
14 - Pines Rd/I-90 EB Ramps	44	D
15 - Pines Rd/Mission Ave	47	D
16 - Mirabeau Pkwy/Mansfield Ave	28	C
17 - Mirabeau Pkwy/Indiana Ave	16	B
18 - Evergreen Rd/Indiana Ave	25	C
19 - Evergreen Rd/I-90 WB Ramps	22	C
20 - Evergreen Rd/I-90 EB Ramps	15	B
21 - Mission Connector/Mission Ave	13	C
22 - Sullivan Rd/Indiana Ave	55	D
23 - Sullivan Rd/I-90 WB On Ramp	12	B
24 - Sullivan Rd/I-90 EB Ramps	33	C
25 - Sullivan Rd/Mission Ave	17	B
26 - Sullivan Rd/Broadway	47	D
27 - I-90 WB Off Ramp (Sullivan)/Indiana Ave	36	D
28 - Barker Rd/Mission Ave	55	D
29 - Barker Rd/I-90 WB Ramp	10	A
30 - Barker Rd/I-90 EB Ramp	41	D
31 - Fancher Rd/Broadway	55	D
32 - Thierman Rd/Broadway	30	C
33 - I-90 WB Ramp/Broadway	42	D
34 - I-90 EB Ramp/Broadway	10	A

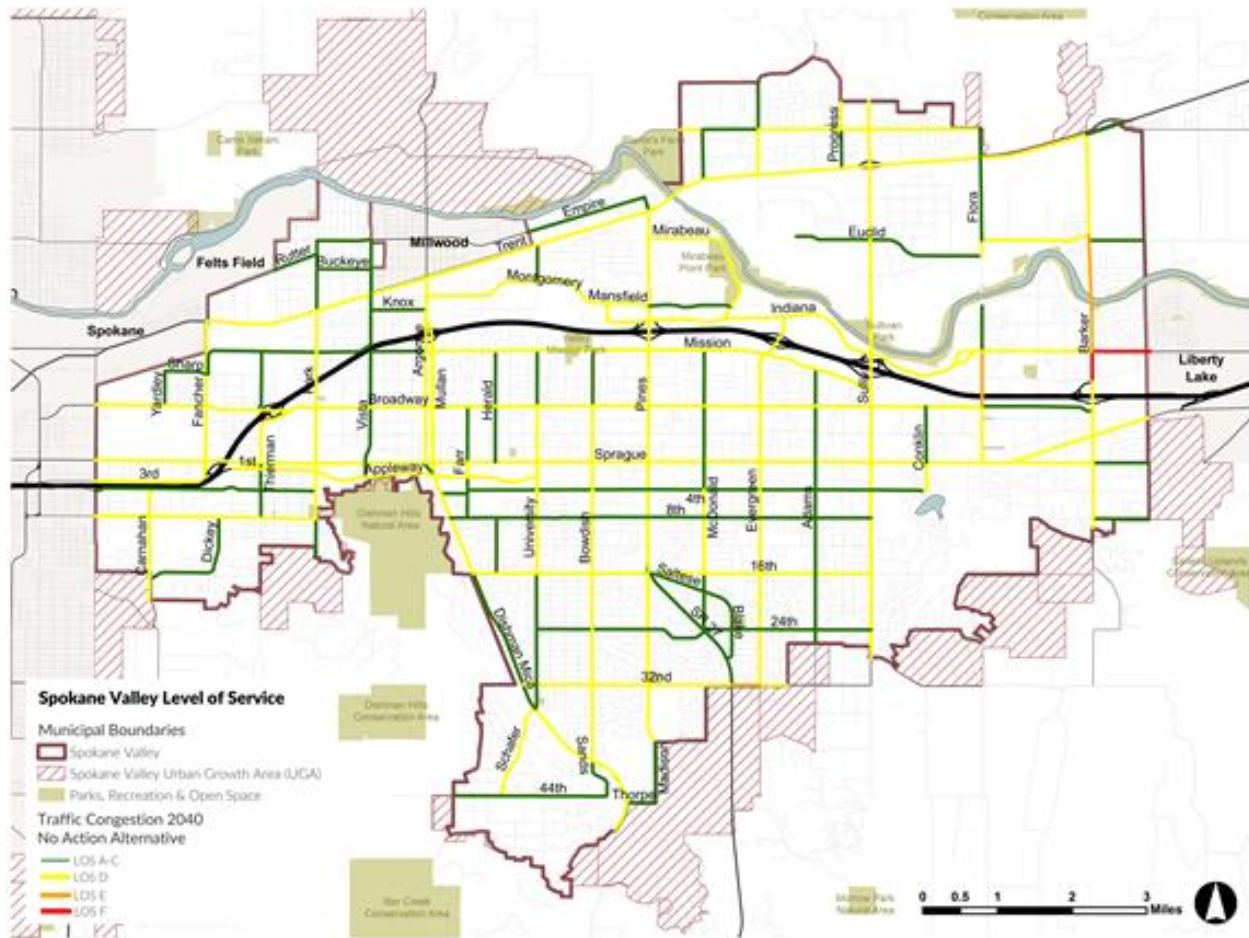


Intersection	Delay	LOS
<i>35 - Argonne Rd/Broadway</i>	30	C
<i>36 - Mullan Rd/Broadway</i>	18	B
37 - Carnahan Rd/8th Ave	23	C
<i>38 - Fancher Rd/Sprague Ave</i>	57	E
<i>39 - Thierman Rd/Sprague Ave</i>	22	C
<i>40 - Thierman Rd/Appleway Blvd</i>	178	F
41 - Dishman Mica Rd/Appleway Blvd	29	C
42 - University Rd/Sprague Ave	26	C
43 - University Rd/Appleway Blvd	18	B
<i>44 - Pines Rd/Sprague Ave</i>	82	F
<i>45 - Evergreen Rd/Sprague Ave</i>	53	D
<i>46 - Sullivan Rd/Sprague Ave</i>	61	E
47 - Barker Rd/Appleway Blvd	40	D
48 - Barker Rd/Sprague Ave	16	B
49 - SR 27/16th Ave	70	E
50 - Bowdish Rd/Dishman Mica Rd	25	C

Note: *Italicized intersections are part of a Major Arterial Corridor. LOS impacts for Major Arterial Corridors are not assessed for individual intersections, but along the entire corridor.*

**Table 10: No Action Alternative Major Arterial Corridor PM Peak Hour LOS Results**

Corridor	Corridor Average ADT/LOS D Capacity Ratio	LOS
Argonne/Mullan between Trent and Appleway	0.57	D
Pines Road between Trent Avenue and 8th Avenue	0.96	D
Evergreen Road between Indiana Avenue and 8th Avenue	0.80	D
Sullivan Road between Wellesley Avenue and 8th Avenue	0.95	D
Trent Avenue between Argonne Road and Barker Road	0.82	D
Sprague Avenue/Appleway between Fancher Road and Park Road	0.76	D



**Figure 4: No Action Alternative Roadway Segment LOS Results**

As shown in the data above, under the No Action Alternative, significant adverse roadway travel LOS impacts are expected at the following intersections and roadway segments:

- SR 27/16th Avenue
- Mission Avenue between Barker Road and Liberty Lake
- Barker Road between Euclid Avenue and I-90
- Sullivan Road south of 24th Avenue
- 32nd Avenue between SR 27 and Evergreen Road

There are other intersections and roadway segments that are operating at LOS E or F, as shown in Table 9, but these locations are subject to the proposed corridor LOS standard. If the existing intersection only LOS were considered, then these additional locations would fail to meet the intersection only LOS standard, and require additional mitigation.

### ***Citizen Focus Alternative and Community Prosperity Alternative***

While there are slight differences in land use assumptions between the Citizen Focus Alternative and the Community Prosperity Alternatives, in terms of travel demand and roadway travel impacts, the two alternatives are very similar. In all cases, the delay/LOS under the Community Prosperity alternative is slightly worse than the Citizen Focus alternative, so the results of the Community Prosperity alternative are used to summarize potential roadway impacts for both Alternatives.

The results of the Community Prosperity alternative roadway travel LOS analysis is summarized in tables and figure below.

**Table 11: Community Prosperity Alternative Intersection PM Peak Hour LOS Results**

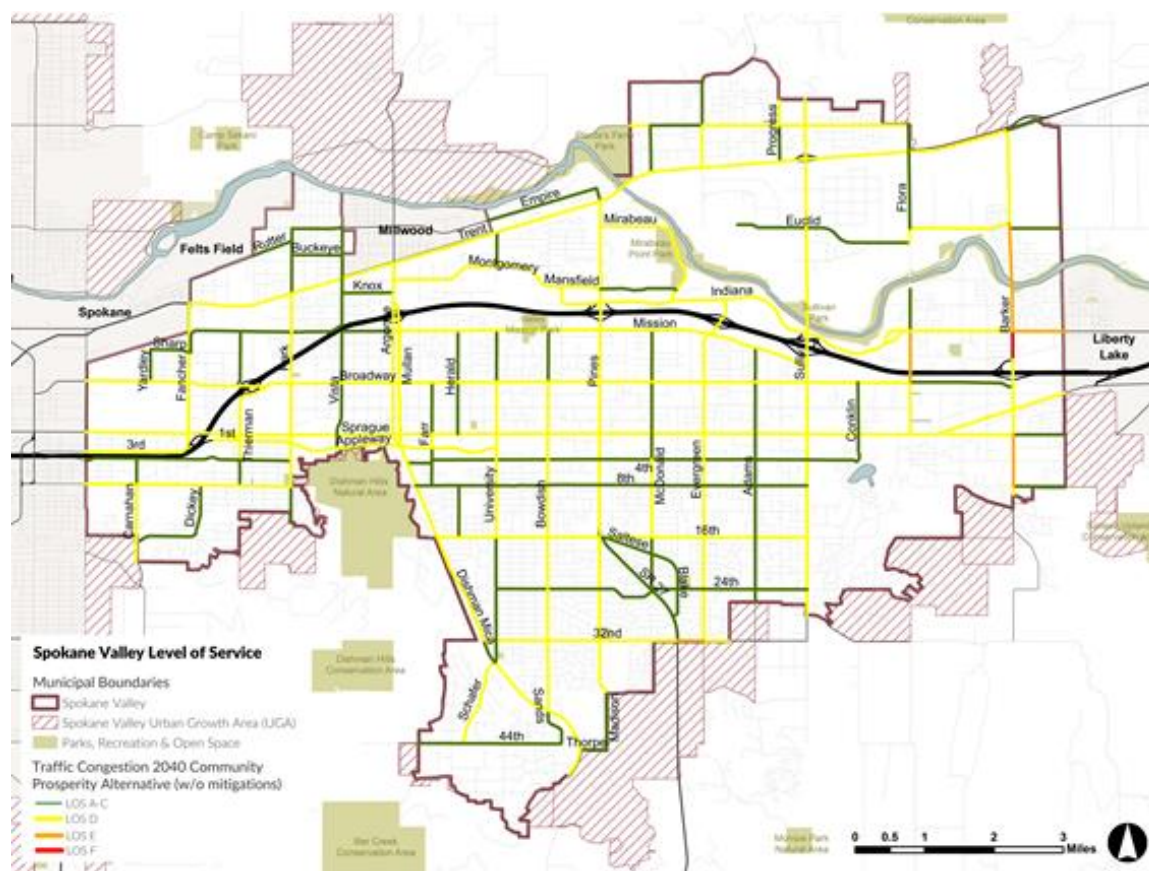
Intersection	Delay	LOS
1 - Argonne Rd/Trent (SR 290)	109	F
2 - Pines Rd/Trent (SR 290)	54	D
3 - Pines Rd/Mirabeau Pkwy	41	D
4 - Sullivan Rd/Wellesley Ave	9	A
5 - Sullivan Rd/Trent (SR 290) WB	40	D
6 - Sullivan Rd/Trent (SR 290) EB	3	A
7 - Argonne Rd/I-90 WB Ramp	23	C
8 - Argonne Rd/I-90 EB Ramp	26	C
9 - Mullan Rd/I-90 WB Ramp	20	C
10 - Mullan Rd/I-90 EB Ramp	49	D
11 - Pines Rd/Mansfield Ave	33	C
12 - Pines Rd/Indiana Ave	44	D
13 - I-90 WB Off Ramp (Pines Interchange)/Indiana Ave	21	C
14 - Pines Rd/I-90 EB Ramps	44	D
15 - Pines Rd/Mission Ave	47	D
16 - Mirabeau Pkwy/Mansfield Ave	28	C
17 - Mirabeau Pkwy/Indiana Ave	16	B
18 - Evergreen Rd/Indiana Ave	25	C
19 - Evergreen Rd/I-90 WB Ramps	23	C
20 - Evergreen Rd/I-90 EB Ramps	15	B
21 - Mission Connector/Mission Ave	15	C
22 - Sullivan Rd/Indiana Ave	62	E
23 - Sullivan Rd/I-90 WB On Ramp	15	B
24 - Sullivan Rd/I-90 EB Ramps	35	C
25 - Sullivan Rd/Mission Ave	16	B
26 - Sullivan Rd/Broadway	49	D
27 - I-90 WB Off Ramp (Sullivan)/Indiana Ave	38	D
28 - Barker Rd/Mission Ave	53	D
29 - Barker Rd/I-90 WB Ramp	11	B
30 - Barker Rd/I-90 EB Ramp	43	D
31 - Fancher Rd/Broadway	57	E
32 - Thierman Rd/Broadway	18	B
33 - I-90 WB Ramp/Broadway	40	D
34 - I-90 EB Ramp/Broadway	5	A
35 - Argonne Rd/Broadway	30	C
36 - Mullan Rd/Broadway	19	B
37 - Carnahan Rd/8th Ave	28	D
38 - Fancher Rd/Sprague Ave	62	E
39 - Thierman Rd/Sprague Ave	32	C
40 - Thierman Rd/Appleway Blvd	195	F
41 - Dishman Mica Rd/Appleway Blvd	29	C
42 - University Rd/Sprague Ave	47	D
43 - University Rd/Appleway Blvd	21	C
44 - Pines Rd/Sprague Ave	82	F
45 - Evergreen Rd/Sprague Ave	54	D
46 - Sullivan Rd/Sprague Ave	61	E
47 - Barker Rd/Appleway Blvd	39	D
48 - Barker Rd/Sprague Ave	16	B

Intersection	Delay	LOS
49 - SR 27/16th Ave	74	E
50 - Bowdish Rd/Dishman Mica Rd	28	C

Note: *Italicized intersections are part of a Major Arterial Corridor. LOS impacts for Major Arterial Corridors are not assessed for individual intersections, but along the entire corridor.*

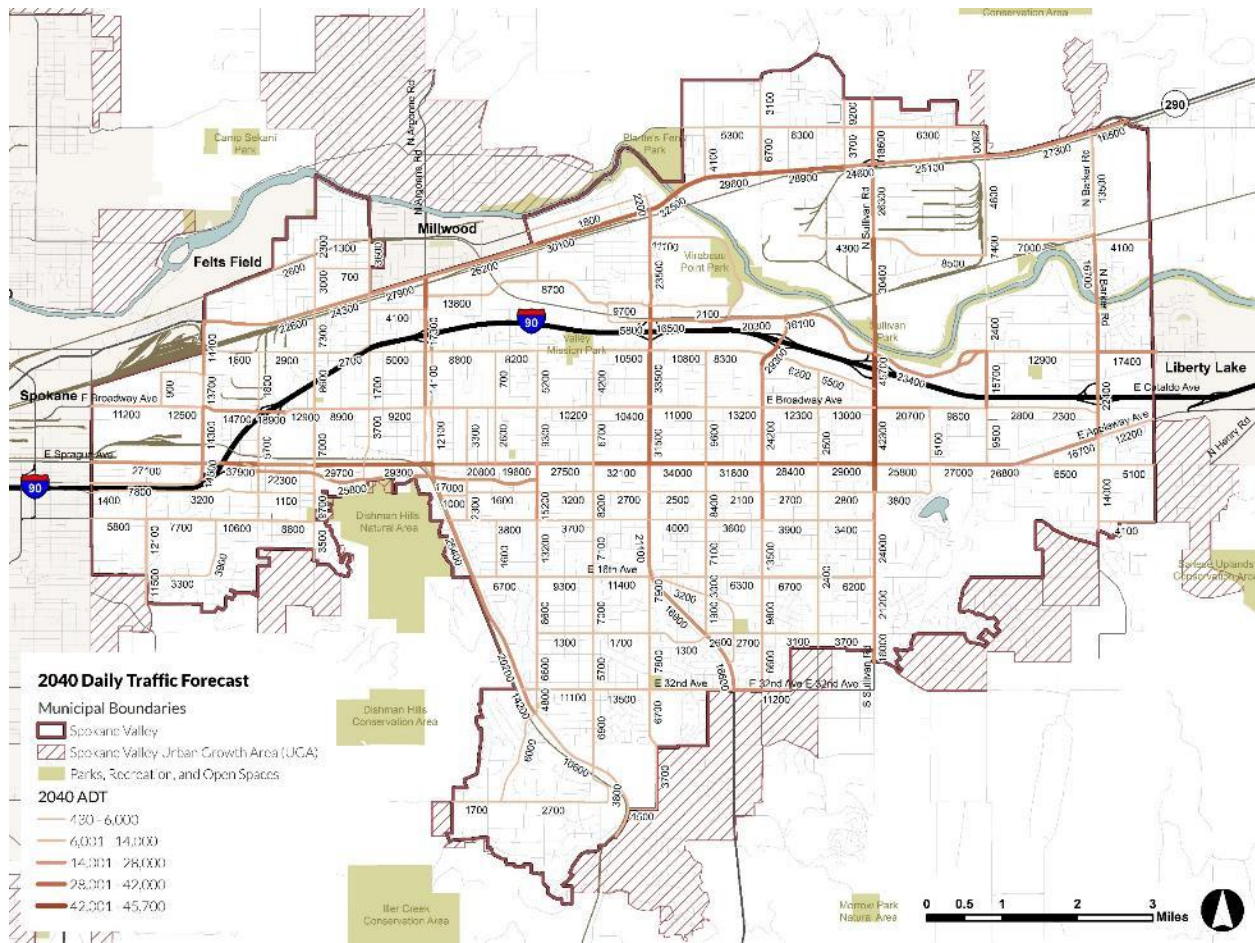
**Table 12: Community Prosperity Alternative Major Arterial Corridor PM Peak Hour LOS Results**

Corridor	Corridor Average ADT	LOS
Argonne/Mullan between Trent and Appleway	0.58	D
Pines Road between Trent Avenue and 8th Avenue	0.96	D
Evergreen Road between Indiana Avenue and 8th Avenue	0.82	D
Sullivan Road between Wellesley Avenue and 8th Avenue	0.97	D
Trent Avenue between Argonne Road and Barker Road	0.84	D
Sprague Avenue/Appleway between Fancher Road and Park Road	0.78	D



**Figure 5: Community Prosperity Roadway Segment LOS Results**





**Figure 6: Community Prosperity Volume Map**

As shown in the tables and figure above, under the Community Prosperity alternative, significant adverse roadway travel LOS impacts are expected at the following intersections and roadway segments:

- Fancher Road/Broadway
- SR 27/16th Avenue
- Mission Avenue between Barker Road and Liberty Lake
- Barker Road between Euclid Avenue and I-90
- Barker Road between Sprague Avenue and 8th Avenue
- Flora Road between Indiana Avenue and Broadway
- Sullivan Road south of 24th Avenue
- 32nd Avenue between SR 27 and Evergreen Road

There are other intersections and roadway segments that are operating at LOS E or F, as shown in Table 9, but these locations are subject to the proposed corridor LOS standard. Under the proposed corridor LOS standard, these locations do not constitute a roadway travel LOS impact. Mitigation measures to address the roadway travel impacts are listed at the end of this chapter.

### **Non-motorized Travel**

In 2011, Spokane Valley adopted the Bike and Pedestrian Master Program, a long-term plan that identifies a comprehensive bicycle and pedestrian network and a strategy to implement the improvements over time. Over the past several years, Spokane Valley has been implementing the program through the construction of new multi-use trails, bike lanes, signage, and sidewalks.

## ***No Action, Citizen Focus, and Community Prosperity Alternatives***

Each of the alternatives include policy support to continue implementation of the Bike and Pedestrian Master Program including connections to the regional trail network. However, the No Action alternative would continue its policy support through an independent element. Both the Citizen Focus and Community Prosperity alternatives integrate the Bike and Pedestrian Master Program into the plan where appropriate, generally the Transportation Element, but other elements like Land Use, Economic Development, and Housing may include related components.

All alternatives would continue implementing development standards and City funding priorities for non-motorized project implementation are the same for all alternatives. Overall, the infrastructure to support non-motorized travel and the resulting environment for biking and walking is expected to improve for all alternatives by 2037. Therefore, no significant adverse impacts are identified for non-motorized travel for any alternative and no mitigation measures are necessary.

## **Public Transit**

Public transit in Spokane Valley is provided by the Spokane Transit Authority (STA), which is a regional agency that provides transit throughout the Spokane metropolitan area. STA has a comprehensive long-range plan for transit called *Connect Spokane*. This document outlines a vision for transit in the region, goals/policies related to transit service, and a map of future high performance transit routes.

Spokane Valley supports transit through policies to maintain reasonable roadway operations, commute trip reduction programs<sup>5</sup>, and planning/permitting support for transit infrastructure projects. This type of support would continue for all three alternatives, however, the land use patterns have different implications as described below. Overall, all the alternatives would result in a beneficial outcome for transit service in Spokane Valley and no mitigation measures are necessary.

## ***No Action Alternative***

Under the No Action alternative, growth would continue following past trends. The high density residential zones along Sprague Avenue and Pines Road north of I-90 would likely see continued development. The area around the new City Hall area is likely to see additional development activity as well. As noted in the land use section, substantial single-family infill development is not expected. The additional higher-density development is expected to have beneficial impacts on transit by encouraging additional ridership on existing and planned transit routes.

## ***Citizen Focus Alternative***

The Citizen Focus alternative is very similar to the No Action alternative in terms of development impacts to transit. Under this alternative, there is somewhat greater potential for transit-supportive development along the Sprague Avenue corridor because of rezoning from medium to high density residential.

## ***Community Prosperity Alternative***

The Community Prosperity alternative closely aligns with the land use/transit goals of *Connect Spokane* by emphasizing infill development and higher density mixed-use development along existing and planned transit routes. Specifically, the areas along the major north-south arterials, south of Sprague Avenue between the Appleway Trail and 4th Avenue; and near Broadway Ave and Shamrock Road will see more transit-supportive development than the other alternatives. These areas roughly align with STAs proposed High Performance Transit network and existing transit centers.

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<sup>5</sup> Spokane Valley has an adopted Commute Trip Reduction Implementation Plan Update: 2015-2019 that outlines a series of actions that the Valley will coordinate with CTR employers to assist in meeting city-wide mode share goals.

## Freight and Rail Travel

Spokane Valley is situated along major national freight corridors for both trucks and trains. The City of Spokane Valley is also home to a substantial number of manufacturing and distribution facilities that rely on freight corridors, these areas are generally located between I-90 and the Burlington Northern Santa Fe (BNSF) tracks.

### *No Action, Citizen Focus, and Community Prosperity Alternatives*

All the alternatives include policy support to continue the implementation of key elements from Bridging the Valley, a major freight and safety enhancement proposal for the Spokane Region. Specifically, Spokane Valley supports the continued efforts to grade separate the BNSF mainline from major roadway crossings like Pines Road and Barker Road. Grade separation projects enhance the speed and reliability of rail freight by reducing the number of conflicts with vehicle traffic. All alternatives also have policies to maintain reasonable roadway operations to ensure access between businesses and the national freight networks.

As noted in the Roadway Travel section above, the Citizen Focus and Community Prosperity alternatives include a revised LOS standard this change is not expected to have a substantial impact on freight travel as most freight movement occurs outside of the peak commute period. Overall, there are no significant adverse impacts to freight and rail travel anticipated for any of the alternatives. No mitigation is necessary beyond the measured identified for roadway travel identified in the mitigation measures.

## Highways of Statewide Significance

Spokane Valley has one highway of statewide significance (HSS), I-90, that runs through the City. While the Valley’s LOS policies do not apply to HSS facilities, the GMA requires that the Comprehensive Plan EIS evaluate the performance of the HSS facilities within Spokane Valley. This section summarizes the results of the I-90 analysis.

### *No Action, Citizen Focus, and Community Prosperity Alternatives*

LOS for freeway segments are also defined by the Highway Capacity Manual. WSDOT has a LOS D standard for the freeways within the urban Spokane area. Below is the 2040 PM peak hour LOS result for I-90 just east of Argonne/Mullan, where the freeway narrows to three lanes in each direction:

**Table 13: Freeway LOS Results: Segment between Argonne/Mullan and Pines Road – 2040 PM Peak Hour**

Alternative	PM Peak Hour Volume		Density (vehicles per lane per mile)		LOS	
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
No Action	4,845	4,586	29.9	28.0	D	D
Citizen Focus	4,877	4,590	30.1	28.0	D	D
Community Prosperity	4,930	4,591	30.5	28.0	D	D

As shown in Table 13, all freeway segments are expected to operate at an acceptable LOS and no significant adverse impacts to HSS facilities are expected. No mitigation is required.

## Mitigation Measures

This section summarizes the mitigation measures identified to address the roadway travel impacts described above. While no impacts or mitigation were defined for transit, pedestrian, bike, or freight modes, it is important to recognize that the City is expected to continue investing in these modes, often with grants and funds from state, regional, and federal sources. Therefore, future Transportation Improvement Plan lists are likely to include improvements for these modes and projects like the mitigation measures outlined below.

Based on the results of the roadway travel impacts, a mitigation measure project list, Table 14, has been identified to reduce the significance of the roadway travel impacts.

**Table 14: Mitigation Project List**

<b>Intersections</b>	<b>Description</b>
Fancher/Broadway	Widen to include east and westbound left-turn lanes and remove split phase
Argonne/Trent	Add a second westbound left-turn lane
SR 27/16th Ave	Widen to include east and westbound left-turn lanes and remove split phase
Theirman/Appleway	Optional intersection reconfiguration: remove one lane of eastbound approach on Appleway; do not allow left turns off Appleway or right turns off Sprague; Sprague and Appleway through movement timed to run concurrently; extend Davis St through between Sprague and Appleway (southbound only with bike lane). The final configuration of this intersection will be determined as part of the North Spokane Corridor project.
Barker/Sprague	Signalize intersection/roundabout
Evergreen/32nd	Signalize intersection/roundabout
Bowdish/32nd	Signalize intersection/roundabout
Sullivan/Indiana	Add a second westbound left-turn lane
4th/Pines	Intersection Improvements (e.g., traffic signal, turn lanes, access control, etc.)
4th/Evergreen	Intersection Improvements (e.g., traffic signal, turn lanes, access control, etc.)
<b>Roadway Segment</b>	<b>Description</b>
8th (Havana to Park)	Widen to urban 3-lane standards
Carnahan (8th to city limit)	Widen to 3-lane urban section
Sullivan (24th to city limit)	Widen to 5-lane urban section
Barker (Euclid to Appleway)	Widen to 5-lane urban section
Mission (east of Barker)	Widen to 4-lane urban arterial with turn lanes at key intersections
32nd (SR 27 to Evergreen)	Widen to 4-lane urban arterial with turn lanes at key intersections
Sullivan (Kiernan to Wellesley)	Widen to 5-lane urban section
Barker (Appleway to city limits)	Widen to 3-lane urban section
Flora (Indiana to Sprague)	Widen to urban 3-lane section; consider limiting left-turn access between Indiana and Broadway
Mission (Flora to Barker)	Widen to 3-lane urban section
Conklin (Broadway to Sprague)	Widen to 3-lane urban section
Valleyway (Adams to Flora)	Widen to 3-lane urban section
<b>Transportation System and Demand Management (Non-Capacity Projects)</b>	<b>Description</b>
Intelligent Transportation Systems	Continue implementing Intelligent Transportation Systems (ITS), which include signal coordination, adaptive signal control, incident reporting, and other technologies. Coordinate with the Regional Transportation Management Center.
Commute Trip Reduction and Transportation Demand Management Programs	Implement the Spokane Valley Commute Trip Reduction Implementation Plan Update: 2015-2019. Work with employers to provide information, marketing materials, training, and support to reduce drive-alone commuting to workplaces in Spokane Valley.
Coordinate with Spokane Transit Authority	Continue to work with Spokane Transit Authority to implement transit service improvements, including High Capacity Transit on major corridors in Spokane Valley to provide other options to driving.
Encourage Infill and Higher Density Development	As identified in the Land Use Element, infill and higher density development is envisioned along many of the Valley's major arterial and transit routes. This development generates fewer auto trips than comparable lower density development that is not near transit and other commercial uses.
Pedestrian and Bicycle Infrastructure	Continue to implement the non-motorized transportation network identified in the Pedestrian and Bicycle Master Program to provide other options to driving in the community.



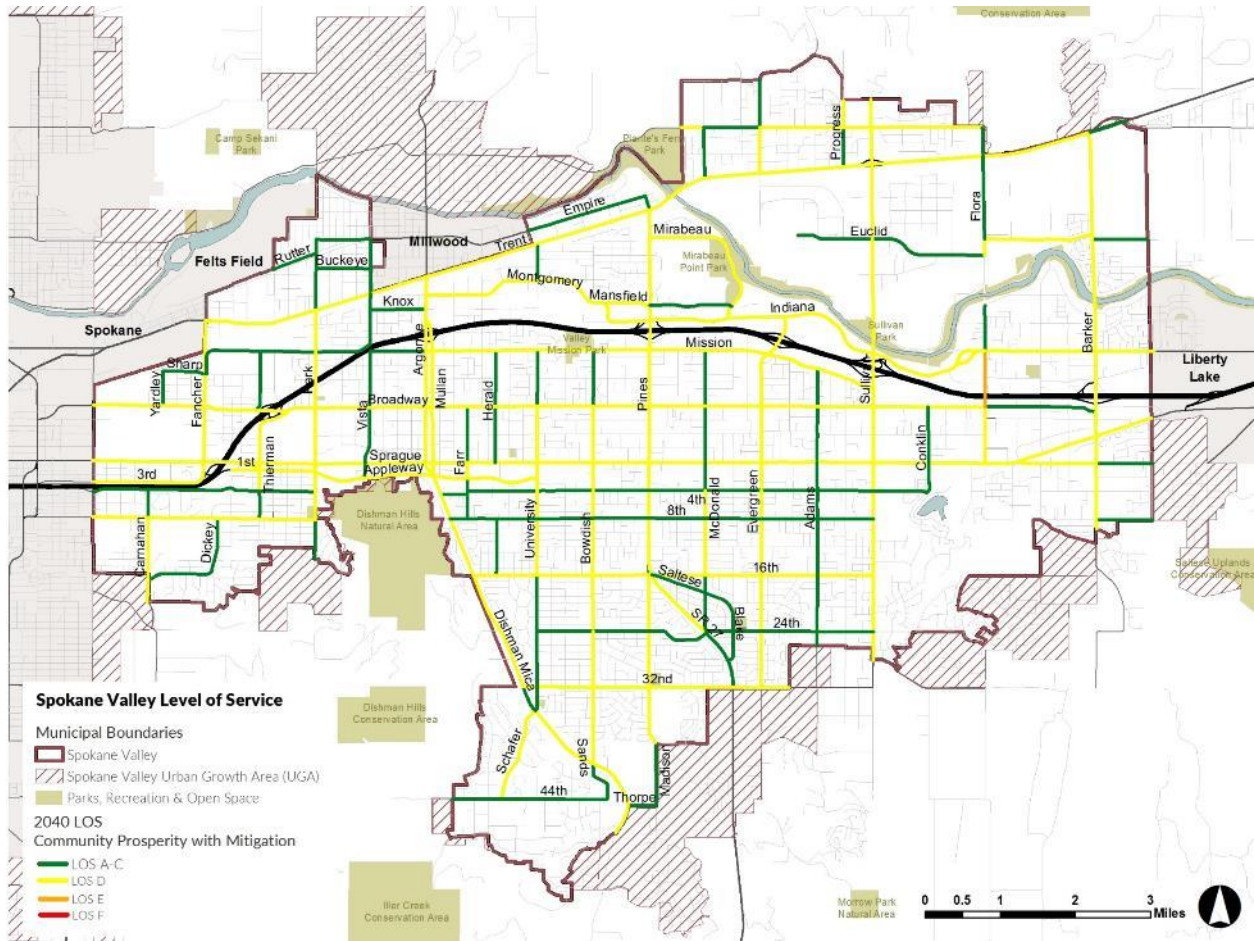
With the improvements listed in Mitigation Project List table, intersection and roadway segment operations improve. Table 15 summarizes the intersection LOS and Figure 5 summarizes the roadway segment LOS results for the Community Prosperity alternative with mitigations.

**Table 15: Community Prosperity Alternative with Mitigation - Intersection PM Peak Hour LOS Results**

Intersection	Delay	LOS
1 - Argonne Rd/Trent (SR 290)	96	F
2 - Pines Rd/Trent (SR 290)	54	D
3 - Pines Rd/Mirabeau Pkwy	41	D
4 - Sullivan Rd/Wellesley Ave	9	A
5 - Sullivan Rd/Trent (SR 290) WB	40	D
6 - Sullivan Rd/Trent (SR 290) EB	3	A
7 - Argonne Rd/I-90 WB Ramp	23	C
8 - Argonne Rd/I-90 EB Ramp	26	C
9 - Mullan Rd/I-90 WB Ramp	20	C
10 - Mullan Rd/I-90 EB Ramp	49	D
11 - Pines Rd/Mansfield Ave	33	C
12 - Pines Rd/Indiana Ave	44	D
13 - I-90 WB Off Ramp (Pines Interchange)/Indiana Ave	21	C
14 - Pines Rd/I-90 EB Ramps	44	D
15 - Pines Rd/Mission Ave	47	D
16 - Mirabeau Pkwy/Mansfield Ave	28	C
17 - Mirabeau Pkwy/Indiana Ave	16	B
18 - Evergreen Rd/Indiana Ave	25	C
19 - Evergreen Rd/I-90 WB Ramps	23	C
20 - Evergreen Rd/I-90 EB Ramps	15	B
21 - Mission Connector/Mission Ave	13	C
22 - Sullivan Rd/Indiana Ave	48	D
23 - Sullivan Rd/I-90 WB On Ramp	13	B
24 - Sullivan Rd/I-90 EB Ramps	35	C
25 - Sullivan Rd/Mission Ave	16	B
26 - Sullivan Rd/Broadway	48	D
27 - I-90 WB Off Ramp (Sullivan)/Indiana Ave	38	D
28 - Barker Rd/Mission Ave	53	D
29 - Barker Rd/I-90 WB Ramp	11	B
30 - Barker Rd/I-90 EB Ramp	43	D
31 - Fancher Rd/Broadway	27	C

Intersection	Delay	LOS
32 - Thierman Rd/Broadway	29	C
33 - I-90 WB Ramp/Broadway	52	D
34 - I-90 EB Ramp/Broadway	5	A
35 - Argonne Rd/Broadway	30	C
36 - Mullan Rd/Broadway	19	B
37 - Carnahan Rd/8th Ave	28	D
<b>38 - Fancher Rd/Sprague Ave</b>	<b>62</b>	<b>E</b>
39 - Thierman Rd/Sprague Ave	32	C
40 - Thierman Rd/Appleway Blvd	24	C
41 - Dishman Mica Rd/Appleway Blvd	29	C
42 - University Rd/Sprague Ave	47	D
43 - University Rd/Appleway Blvd	21	C
<b>44 - Pines Rd/Sprague Ave</b>	<b>82</b>	<b>F</b>
45 - Evergreen Rd/Sprague Ave	54	D
<b>46 - Sullivan Rd/Sprague Ave</b>	<b>65</b>	<b>E</b>
47 - Barker Rd/Appleway Blvd	39	D
48 - Barker Rd/Sprague Ave	16	B
49 - SR 27/16th Ave	34	C
50 - Bowdish Rd/Dishman Mica Rd	29	C

Note: *Italicized intersections are part of a Major Arterial Corridor. LOS impacts for Major Arterial Corridors are not assessed for individual intersections, but along the entire corridor.*



**Figure 7: Community Prosperity Roadway Segment with Mitigation LOS Results**

As shown in Tables 15 and Figure 5, with the mitigations in place only the segment of Flora Road between Indiana Avenue and Broadway is expected to operate at LOS E conditions, exceeding the City’s LOS threshold. All of the intersections that are outside of the Major Arterial Corridors operate at LOS D or better and several of the intersections on the Major Arterial Corridors also have LOS improvements, although capacity enhancements will only be implemented to address safety concerns or after other non-capacity solutions are evaluated.

Addressing the LOS E condition on Flora Road would be an expensive project, as it would require replacement of the bridge over I-90 and close coordination with WSDOT. A close evaluation of the ADT on this segment shows that it is just over the LOS E threshold and some minor modifications to the roundabouts at Flora Road/Indiana Avenue and Flora Road/Broadway, along with some strategic access management along the corridor could result in LOS D conditions. These types of solutions should be evaluated before any widening be considered.

### Significant Unavoidable Adverse Impacts

The mitigation measures described above would result in Spokane Valley meeting the new proposed LOS standard, with the possible exception of Flora Road between Indiana and Broadway. However, with the intersection improvements and access control described above, it is probable that that segment could also be managed to maintain LOS D conditions overall.

While this mitigation strategy generally meets the new LOS policy, it is important to note that the new LOS policy allows for some additional peak hour congestion and thus roadway travel impacts compared with the current LOS policy. As noted in Table 15, there are some intersections on the Major Arterial

Corridors that cannot operate at LOS D conditions without substantial and expensive intersection widening projects that would have a major impact on surrounding property owners. While the City of Spokane Valley may ultimately pursue some additional widening at these locations, it is not in the best interest of the City to have a policy that compels such expensive and disruptive intersection construction projects. Therefore, we find that the change in LOS policy could result in a significant and unavoidable adverse impact to roadway travel for all alternatives. We believe that the tradeoff in accepting slightly more peak hour traffic congestion is justified based on the cost savings, improvement to urban form, and reduced property owner impacts.

## 1.4: Housing Analysis

Under all Alternatives the City of Spokane Valley would experience additional development in order to accommodate new residents and jobs. The new development would lead to new housing both single-family and multifamily as compared to existing conditions. The impacts related to housing are discussed in more detail in the following sections. The impacts are expected to be similar for the No Action and Citizen Focus alternatives; any differences between these two alternatives are noted.

### Housing Location

#### No Action and Citizen Focus Alternative

Under the No Action and Citizen Focus alternatives, future housing would be accommodated by existing designations: Low Density Residential – LDR (6 units per acre), Medium Density Residential – MDR (12 units per acre), High Density Residential – HDR (22 units per acre), Corridor Mixed Use – CMU (22 units per acre), and Mixed Use Center – MUC (22 units per acre).

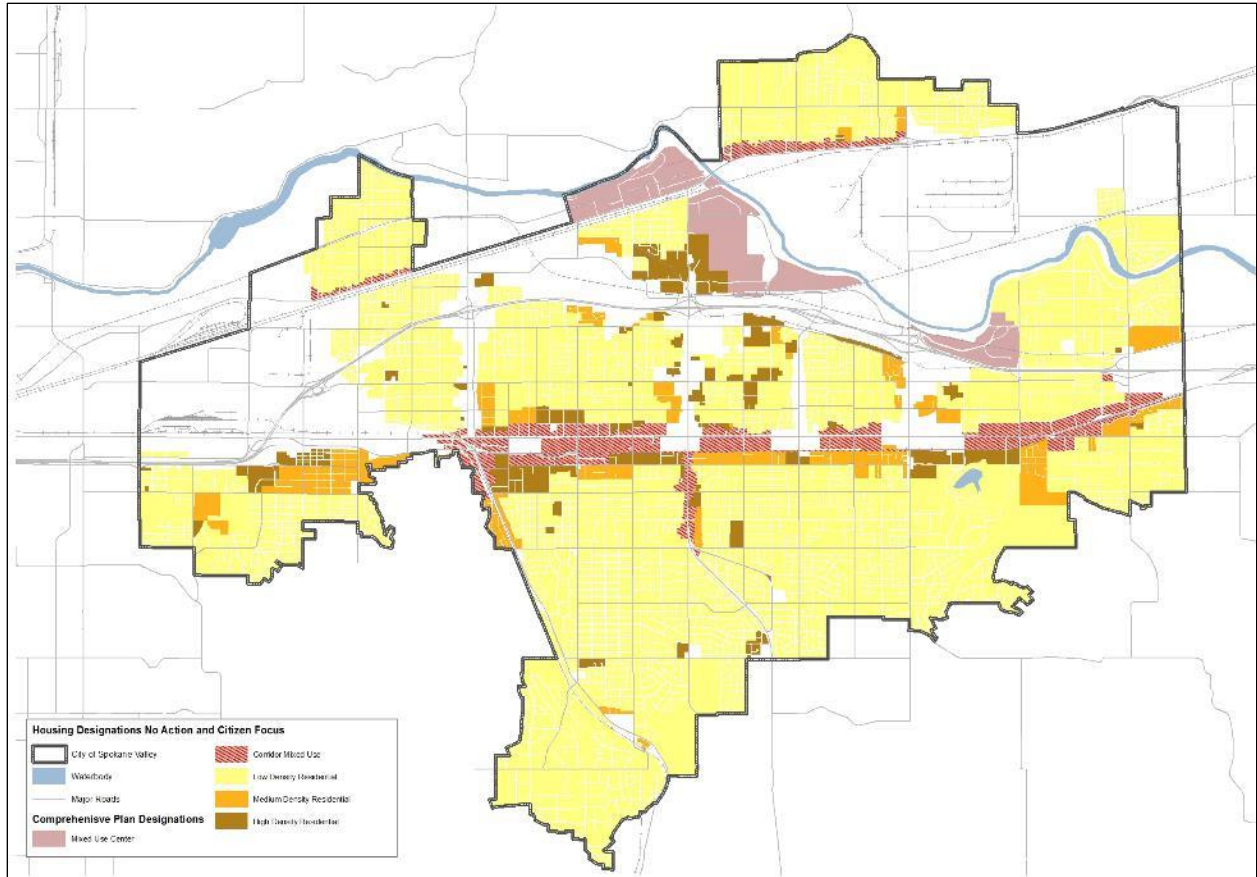
Table 6 shows the number of acres by designation that accommodates housing for the No Action and Citizen Focus alternatives. It also shows as a percentage of total land, including non-residential designations, which can accommodate housing. The Citizen Focus alternative removes land from the LDR and MDR designations (identified in *italics*) and adds land to the HDR and CMU designations (identified in **bold**), for additional information see the Land Use Conversion section of this document.

**Table 14: Housing Designations Comparison No Action and Citizen Focus**

Designation	No Action Acres	No Action % of Total	Citizen Focus Acres	Citizen Focus % of Total
LDR	10,866.89	54%	<i>10,821.72</i>	54%
MDR	826.64	4%	<i>808.25</i>	4%
HDR	796.46	4%	<b>858.65</b>	4%
CMU	836.28	4%	<b>840.18</b>	4%
MUC	692.55	3%	692.55	3%

Figure 4 shows those designations that accommodate housing. The No Action alternative assumes that the location of existing designations that accommodate housing would remain the same. The Citizen Focus alternative assumes minor increase of CMU (about 4 acres) and a bigger increase in HDR (about 62 acres). The location of these increases are adjacent to higher intensity designations, so the impacts to are minimal. The majority of HDR increase in the Citizen Focus alternative is proposed along Broadway Avenue east of Sullivan Road, the exact location of this change can be found in the land use section above and its transportation impacts are discussed in the transportation section.

New single-family dwellings would continue to be added on vacant lands and on partially developed lands where lots can be further subdivided. No new areas are designated for single-family development. It's not expected any significant impacts would result from the location of housing.



**Figure 8: Housing Locations No Action and Citizen Focus Alternatives**

**Community Prosperity Alternative**

Under the Community Prosperity alternative, future housing would be accommodated by the following designations: Single Family Residential – SFR (6 units per acre), Multiple Family Residential – MFR, Corridor Mixed Use – CMU, and Mixed Use– MU. The Community Prosperity alternative assumes that there would not be a density limit in the MFR, CMU and MU designations in locations with access to services like open space and parks and public transit.

Table 7 shows the number of acres by designation that accommodates housing for the Community Prosperity and No Action alternatives. It also shows as a percentage of total land, including non-residential designations, which can accommodate housing. It shows increased acreages in **bold** and decreased acreages in *italics*.

The Community Prosperity alternative MFR designation includes all existing HDR and most MDR, but as the table indicates the amount of land designated multiple family in the Community Prosperity alternative is lower than the No Action alternative. However, the Community Prosperity substantially increases the amount of CMU, which allows multiple family development. It’s likely the CMU designation will see increased multiple family development.

**Table 15: Percentage of Land for Residential Use**

Community Prosperity Designations (2016)	Acres	% of Total	No Action Designations (2006)	Acres	% of Total
Single Family Residential (SFR)	<b>10,921</b>	<b>54%</b>	Low Density Residential (LDR)	10,867	54%
Multiple Family Residential (MFR)	1,261	6%	Medium Density Residential (MDR)	827	4%
			High Density Residential (HDR)	796	4%



Corridor Mixed Use (CMU)	1,621	8%	Corridor Mixed Use (CMU)	836	4%
Mixed Use (MU)	684	3%	Mixed Use Center (MUC)	693	3%

Source: City of Spokane Valley, 2016.

Figure 5 shows the locations of those designations that accommodate housing. The Community Prosperity alternative is similar to the No Action and Citizen Focus alternatives in where housing is allowed; however, the Community Prosperity alternative designated major north-south corridors (Argonne, Pines, and Evergreen) as CMU. This change from Office to Corridor Mixed Use, opens those corridors to multiple family development where it was previously prohibited. Another new multiple family location is along 4<sup>th</sup> Avenue near Havana.

New single-family dwellings would continue to be added on vacant lands and on partially developed lands where lots can be further subdivided. No new areas are designated for single-family development, these areas are seen in Figure 5 as yellow. It's not expected any significant impacts would result from the location of housing.

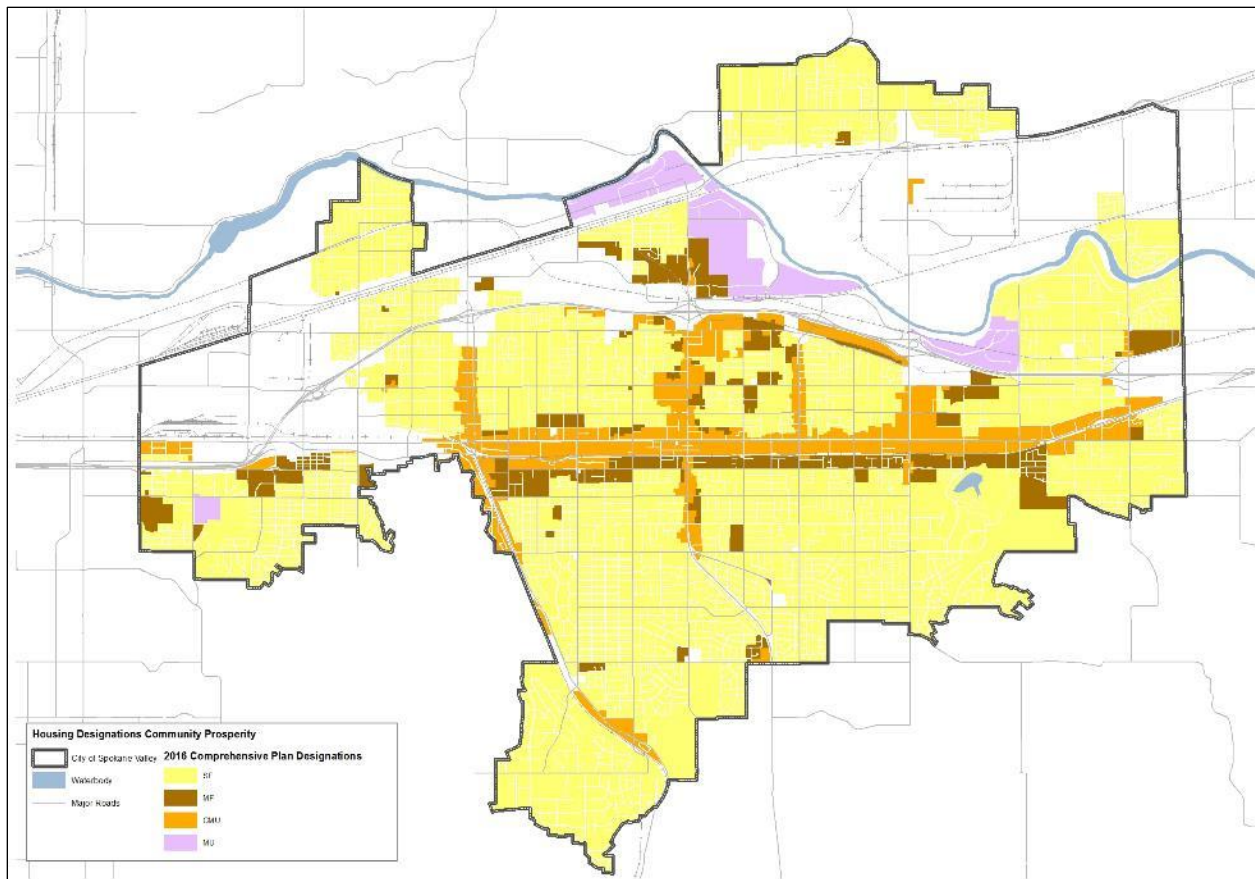


Figure 9: Community Prosperity Housing Locations

### Housing Affordability

One of the goals of GMA is to provide Washington residents with affordable housing options. In general attached dwellings are often more affordable than single-family detached dwellings. All the alternatives would add single-family and multifamily dwellings in Spokane Valley, but the Citizen Focus and Community Prosperity alternatives would provide more opportunity for multifamily dwellings as discussed below.

## No Action Alternative

Under the No Action Alternative, residential development would continue in accordance with the trends of the existing Comprehensive Plan. Residential development would likely intensify in the future as compared to existing conditions as partially used or vacant lots were developed. However, the No Action Alternative would provide less residential development than under either the Citizen Focus or Community Prosperity alternatives. Most the development would occur as single-use, lower density residential development than under the action alternatives.

## Citizen Focus Alternative

Under the Citizen Focus alternative, residential development would generally be similar to the No Action alternative with a few exceptions. Figure 6 shows those areas that the Citizen Focus alternative changes the designation from the No Action alternative to increase multiple family housing opportunities. The Citizen Focus alternative proposed approximately 62 acres of new HDR designated land, at 22 units per acre this could potentially result in 1,364 dwelling units over the No Action alternative.

In addition to multiple family opportunities, the Citizen Focus alternative also includes policy changes to allow for a variety of housing types, like tiny homes, cottage homes, accessory dwelling units. There are also policies to reduce the minimum lot size in a new zone called SFR-3, a consolidation of the existing R-3 and R-4 zones. While the policy does not increase density it's expected that the decreased lot size enhances flexibility and would increase the number of single family lots developed in the City and increase affordability.

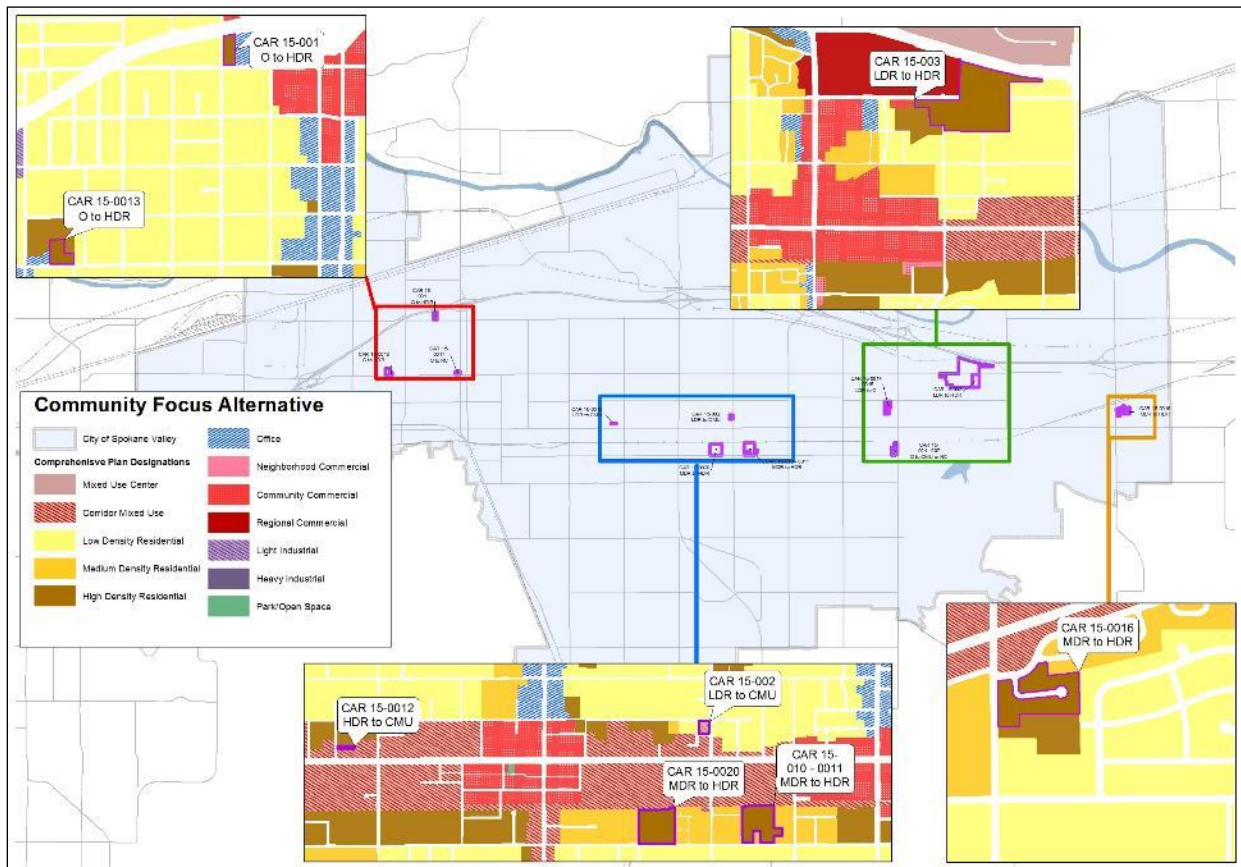


Figure 10: Citizen Focus Multiple Family Expansions



## Community Prosperity Alternative

Under the Community Prosperity alternative, single-family residential development would generally be similar to the No Action alternative. Like the Citizen Focus alternative, the Community Prosperity alternative includes policies to reduce the minimum lot size in a new zone called SFR-3, a consolidation of the existing R-3 and R-4 zones. While the policy does not increase density it's expected that the decreased lot size enhances flexibility and would increase the number of single family lots developed in the City and increase affordability.

The Community Prosperity includes the eliminating the MDR designation and allocating portions of that designation into other residential and mixed use designations. Table 8 shows the relationship of residential land between the Community Prosperity and No Action alternatives. The table shows a loss of 362 acres multiple family land; however, the alternative has an increase of 785 acres for the Corridor Mixed Use designation, which allows multiple family development. It is not expected that all of the new CMU land would develop with multiple family type development, but it's likely that CMU will see an increase in multiple family development especially where it took the place of Office.

Another policy change assumed by this alternative is the removal of density limitations for multiple family development. Instead where multiple family development is allowed the MFR, CMU, and MU designations, a set of transitional provisions would drive the number of units developed. For the sake of analysis the analysis – especially transportation, assumes up to 40 units per acre.

**Table 16: Community Prosperity Acres for Residential Uses Comparison**

Community Prosperity Designations (2016)	Acres	No Action Designations (2006)	Acres	Difference
Single Family Residential (SFR)	10,921	Low Density Residential (LDR)	10,867	54
Multiple Family Residential (MFR)	1,261	Medium Density Residential (MDR)	827	(362)
		High Density Residential (HDR)	796	
Corridor Mixed Use (CMU)	1,621	Corridor Mixed Use (CMU)	836	785
Mixed Use (MU)	684	Mixed Use Center (MUC)	693	(8)

## Housing Capacity

### No Action and Citizen Focus Alternatives

Based on the Residential Land Capacity Needs<sup>6</sup>, the No Action and Citizen Focus alternatives have an estimated population capacity of 19,980 and estimated dwelling unit capacity of 9,076. The City has adopted a population target of 14,650 as recommended by Steering Committee of Elected Officials for Spokane County.

The No Action and Citizen Focus alternatives have a potential surplus of 2,697 dwelling units within the 20-year planning horizon. This estimate is based on a total estimated housing need of 6,379 (3,962 single family and 2,417 multiple family) in 2037, and a total capacity of 9,076 dwelling units, and the following assumptions:

- 14,650 people will need housing by 2037
- 2.5 people per single family unit and 2.0 people per multiple family unit
- 67% of future dwelling units will be single family (based on 2016 Office of Financial Management estimates)

<sup>6</sup> ECONorthwest Memorandum, June 24, 1015, Subject: Spokane Valley Residential Land Capacity Needs

- 33% of future dwelling units will be multiple family (based on 2016 Office of Financial Management estimates)

**Table 17: Estimated Housing Capacity for the No Action and Citizen Focus Alternatives**

	Forecast Need Population (2037)	Percent Share of Housing	People / Unit	Forecast Need Housing (2037)
Single Family	14,650	67%	2.5	3,962
Multiple Family	14,650	33%	2.0	2,417

### **Community Prosperity Alternative**

The Community Prosperity alternative estimates population capacity of 21,852 and estimated dwelling unit capacity of 9,784. The higher capacity is due to the conversion of Medium Density Residential to designations that allow higher densities (this change is discussed in the land use section of this analysis). Using the same population target and assumptions identified in No Action and Citizen Focus alternatives, the Community Prosperity alternative has a potential surplus of 3,405 housing units (total capacity 9,784 minus total estimated need 6,379).

### **Mitigation Measures**

Proposed changes to the City of Spokane Valley’s Comprehensive Plan land use map, land use designations, goals, policies to address potential housing impacts include:

- The adoption of residential housing options that allow a diverse range of housing types, including cottage housing, accessory dwelling units, tiny homes.
- Amended residential development standards to support infill and redevelopment opportunities.
- Adopt policies to support ongoing work efforts with partner agencies to provide housing services for special populations such as those living in poverty, the elderly, disabled, and mentally ill.

### **Significant Unavoidable Adverse Impacts**

No significant impacts on housing are expected with implementation of the mitigation measures.

## **1.5 Natural Environment**

Under all of the EIS Alternatives, the City of Spokane Valley would experience increased development in order to accommodate new residents and employment in the City. This new development could have impacts on various elements of the natural environment including: earth; air; water; and plants and animals. . This section includes a brief discussion of these additional elements of the environment and the potential impacts resulting from development that occurs pursuant to each of these alternatives. This section considers each of the elements of the natural environment as a group and at a level of detail appropriate to the scope of this non-project proposal.

The Natural Environment Element of the Comprehensive Plan describes existing conditions of the elements of the natural environment in the City. In summary, the majority of Spokane Valley is already developed for residential, commercial, and industrial uses, leaving only limited opportunities for unaltered natural environment. Majority of the undeveloped areas within the City are located along the Spokane River and local streams including associated riparian areas and wetlands. There are about 326 acres within the shoreline buffer, approximately 60 percent of this area is publically owned and maintained as public open space.

These elements of the natural environment that constitute the majority of the undeveloped and unaltered natural environment in the city are located in the shoreline and are more specifically described and evaluated in the City's extensive analysis prepared for the 2015 Shoreline Master Program Update. The relevant documents include the City's Shoreline Master Program, dated September 3, 2015 and the following supporting documents: Inventory and Characterization Report, dated September 7, 2010; No Net Loss Report, dated May 31, 2013; and Cumulative Impacts Analysis, dated September 26, 2014. These documents are incorporated by reference and are made available for public review at the Spokane Valley Planning Department, City Hall 11707, East Sprague Ave #106. In summary, these documents describe the elements of the natural environment within the riparian corridor of the Spokane River and the extensive state ownership of many of those areas. They explore in detail the Spokane River in segments and characterize ecological functions of the natural elements of the environment within each segment (including biodiversity, native plant and animal community integrity, etc.). The Shoreline Master Program and its associated supporting documents, which are unchanged by the underlying proposal, ensure no net loss of existing ecological functions and values. Accordingly, the Shoreline Master Program is the regulatory mechanism that provides adequate protection for the majority of the undeveloped areas within the City.

More generally, the Natural Environment Element of the draft Comprehensive Plan describes existing air quality conditions and designates and identifies the location of specific elements of the natural environment throughout the city, including: wetlands, aquifer recharge areas, fish and wildlife habitat areas, frequently flooded areas, geologically hazardous areas, and surface water bodies. The location of these critical areas were part of the evaluative process for land use map and development regulation changes proposed in the preferred alternative.

As described below, it is not anticipated that development pursuant to any of the alternatives will have significant adverse impacts on the natural environment, in light of the existing conditions of the natural environment in the City. Additionally, development pursuant to the Citizen Focus and Community Prosperity Alternatives will be consistent with updated development regulations, including critical areas regulations that are expressly designed to protect those aspects of the natural environment.

### ***No Action Alternative***

Development under the No Action Alternative would continue under existing policies and development regulations. The alternative would continue to see increases of residential, commercial, and industrial development over present conditions. This alternative assumes no changes to the existing development regulations, including the critical area regulations, which under the other alternatives have been updated to include best available science. However, the Shoreline Master Program, adopted in 2015 would protect critical areas within shoreline jurisdiction, where the majority of undeveloped areas exist. The existing

critical areas ordinance under current code that currently applies in areas outside of the shoreline jurisdiction is a holdover from the City's incorporation in 2003 and has not been updated to incorporate best available science.

### ***Citizen Focus and Community Prosperity Alternatives***

New development under the Citizen Focus and Community Prosperity alternatives would occur under a new set of development regulations. Residential, commercial, and industrial development is expected to intensify in the future as compared to existing conditions and the No Action alternative. In addition to minor housekeeping amendments, the alternatives include the following amendments to the development regulations, which have been described earlier in this environmental review:

- Updated critical area regulations to incorporate best available science.
- Transitional provisions to protect lower intensity uses from higher intensity uses that include setbacks, buffering, and high limitations.
- State Environmental Policy Act Categorical Infill exemption for multi-family and mixed use development in four areas: Carnahan Infill Area, Mirabeau Infill Area, East Sprague Infill Area, and East Broadway Infill Area.
- Streamlined permitted use table with supporting supplementary standards.
- Residential housing options to allow for a variety of housing types and a diversity of housing design and development to ensure compatibility with surround single-family development.
- Eliminating density limitations in the MFR, CMU, and MU implementing zones to provide for greater flexibility.

Development pursuant to these regulations will accommodate projected population growth. That development is unlikely to have significant adverse impacts to the natural environment because the regulations facilitate development in appropriate locations that are already characterized by development where the natural environment has been altered previously. For example, development that would qualify for the infill exemption would occur, by definition, on underutilized and underdeveloped lots that are within areas of existing development. Similarly, elimination of density limitations to provide for greater flexibility will increase development in altered areas, outside of the natural environment. Most importantly, any development will be consistent with updated critical areas regulations that incorporate best available science and are designed to mitigate impacts to the natural environment, for example, development in the Carnahan Infill Area where there is identified flooding issues.

### **Mitigation Measures**

Both the Citizen Focus alternative and the preferred alternative proposed as presented in the Comprehensive Plan and supporting development regulations accommodate projected growth while mitigating any impacts to the natural environment, in particular through adoption of updated critical areas regulations. No additional mitigation measures are necessary. While the No Action alternative would allow development in altered areas and would continue to protect the majority of the unaltered natural environment in the City through the existing shoreline master program, it does not include the updated critical areas regulations (including best available science) that would apply outside of the shoreline and provide important mitigation.

Finally, under any alternative, many development projects, especially those of a larger scale, will trigger project-level SEPA review in which the lead agency can evaluate impacts of the specific development be evaluated when project details are proposed.

### **Significant Unavoidable Adverse Impacts**

No significant impacts on the natural environment are expected with the mitigation measures identified.

## SECTION 2 ENVIRONMENTAL IMPACT SUMMARY:

### 2.1 Alternative Comparison Matrix

	<b>Alternatives</b>		
	<b>No Action</b>	<b>Citizen Focus</b>	<b>Community Prosperity (Preferred)</b>
<b>ECONOMIC WELFARE</b>			
<b>Infrastructure investment and priority</b>			
	Infrastructure investment is expected to progress as it has in the past consistent with adopted plans, policies and programs.	Similar to No Action but includes strategic actions to target investment opportunities and infrastructure improvements.	Same as Citizen Focus.
<b>Site Certification</b>			
	No change to the existing policy framework, which does not have policy support for a Certified Sites program.	New policies and actions that support pursuing a Certified Sites program in the City's north-east industrial area.	Same as Citizen Focus and creating a single industrial designation, which would allow for more industrial uses in Light Industrial areas. See Section 1 for related mitigation measures.
<b>Retail and Tourism Strategies</b>			
	Existing policy framework will remain the same. Recent retail and tourism policies and strategies studies would not be incorporated into the Comprehensive Plan.	Includes significant policy changes to incorporate the policies and strategies of recent retail and tourism studies, which are likely to increase retail and tourism related development. The tourism study will recommendations for several site specific project that may need separate SEPA analysis.	Same as Citizen Focus.

**Alternatives**

	<b>No Action</b>	<b>Citizen Focused</b>	<b>Community Prosperity (Preferred)</b>
<b>LAND USE/ PLANS AND POLICIES</b>			
<b>Land Use Patterns</b>			
	<p>Land use patterns would continue as provided for in the 2014 Comprehensive Plan (initially adopted in 2006). The 2014 plan continued with the core values of neighborhood preservation growing and preserving the economy, and responsive and consistent regulations. The land use patterns will continue with low density residential uses predominately to the south with a mix of commercial development along Sprague Ave. The underused office corridors along Argonne and Pines north of Sprague would remain as office. Along the south side of river from Pines to Flora would continue as the major hub for mixed use commercial on the north side of the river would continue as the major industrial center. Higher density residential would continue mixed throughout the city generally adjacent to commercial and office uses especially south of Sprague.</p>	<p>Similar to No Action with very minor site specific changes.</p>	<p>The land use patterns are generally similar to both No Action and Citizen Focus alternatives with a couple notable differences. The first difference is allowing non-office development in the underperforming office corridors. Another difference is increasing the density of multi-family development south of Sprague.</p> <p>With the implementation of associated zoning provisions, this alternative will also see increased single-family infill development; however, this development will be at the same density of the No Action and Citizen Focus alternatives.</p>
<b>Land Use Designations and Zoning</b>			

	<p>This alternative assumes no change from the 2006 adopted future land use and zoning map.</p>	<p>Similar to the No Action alternative with about 72 acres converting from a lower intensity designation to higher density designation, nearly 86% of the change is converting from low density single-family (6 units per acre) or medium density multifamily (12 units per acre) to high density multifamily (22 units per acre)</p>	<p>The Community Prosperity proposes several changes to the future land use and zoning map. The changes are summarized, below:</p> <ul style="list-style-type: none"> <li>• <b>Name Changes</b> – some of these changes are a consequence of combining designations (light and heavy industrial become Industrial). Other Mixed Use Center changed to reflect the intent better (Mixed Use).</li> <li>• <b>Designation Elimination</b> – an effort was made to eliminate redundancies, streamline wording, and remove inefficiencies. The Office and Commercial designations changed to Corridor Mixed Use and the Medium Density Residential (a multi-family designation) changed to Multi-Family Residential</li> <li>• <b>New Designation</b> – a new Industrial Mixed Use designation was created to accommodate the industrial like character along Trent Avenue (changed from Corridor Mixed Use)</li> <li>• <b>Other Changes</b> - this alternative designated the Appleway Trail as Parks and Open Space and similar housekeeping changes like removing split designations.</li> </ul>
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	No Action	Citizen Focused	Community Prosperity (Preferred)
<b>Population</b>			
<b>Population Allocation/ Target</b>			
	The No Action Alternative accommodates the City's 20 year population allocation of 14,650 for a total population of 109,913 in 2037.	Same as No Action.	Same as No Action.
<b>Preservation of Neighborhoods</b>			
	The existing regulations and protections for neighborhoods would remain the same; these include a relational setback which requires building heights to be stepped back from the property line.	Includes new regulations to protect lower intensity designations from higher intensity designations, for example, single family from multi-family. These regulations build on the existing relational setback adding buffers and screening and/or allowing smaller buildings along property line in effort to protect neighborhoods.	The same as the Citizen Focus alternative, and the use of the Categorical Infill exemption where services are available and higher intensity development is planned for and can be accommodated.

**Alternatives**

	No Action	Citizen Focus	Preferred
<b>TRANSPORTATION</b>			
<b>Roadway Travel</b>			



	<p>The No Action alternative would result in LOS impacts at the following intersections and roadway segments:</p> <ul style="list-style-type: none"> <li>• SR 27/16th Avenue</li> <li>• Barker Road/Sprague Avenue</li> <li>• Mission Avenue between Barker Road and Liberty Lake</li> <li>• Barker Road between Euclid Avenue and I-90</li> <li>• Sullivan Road south of 24th Avenue</li> <li>• 32nd Avenue between SR 27 and Evergreen Road</li> </ul> <p>There other intersections and roadway segments that are operating at LOS E or F, as shown in Table 9, but these locations are subject to the proposed corridor LOS standard. If the existing intersection only LOS were considered, then these additional locations would fail to meet the intersection only LOS, and require additional mitigation.</p>	<p>The Citizen Focus alternative would result in LOS impacts at the following intersections and roadway segments:</p> <ul style="list-style-type: none"> <li>• Fancher Road/Broadway</li> <li>• SR 27/16th Avenue</li> <li>• Barker Road/Sprague Avenue</li> <li>• Mission Avenue between Barker Road and Liberty Lake</li> <li>• Barker Road between Euclid Avenue and I-90</li> <li>• Barker Road between Sprague Avenue and 8th Avenue</li> <li>• Flora Road between Indiana Avenue and Broadway</li> <li>• Sullivan Road south of 24th Avenue</li> <li>• 32nd Avenue between SR 27 and Evergreen Road</li> </ul> <p>There other intersections and roadway segments that are operating at LOS E or F, as shown in Table 9, but these locations are subject to the proposed corridor LOS standard. Mitigation measures to address the roadway travel impacts are listed at the end of this chapter.</p>	<p>Same as Citizen Focus alternative</p>
<b>Non-motorized Travel</b>			

	<p>The No Action alternative would continue support of non-motorized travel through the Bike and Pedestrian Master Program as an independent element of the Comprehensive Plan. Implementation of that element will continue through the construction of new multi-use trails, bike lanes, signage, and sidewalks.</p>	<p>The Citizen Focus alternative would continue the support of non-motorized travel similar to the No Action alternative, however, the components of the Bike and Pedestrian Master Program have been incorporated into other various elements of the Comprehensive Plan notably the Transportation Element and the Economic Development Element.</p>	<p>Same as Citizen Focus alternative.</p>
<b>Public Transit</b>			
	<p>Growth would continue consistent with past trends with higher density residential development occurring along Sprague and Pines Road north of I-90. However, development is likely to occur at a slower pace since new higher density multiple-family development would require an associated rezone request. However, these areas are generally along existing and planned transit routes.</p>		
<b>Freight and Rail Mobility</b>			
	<p>Includes policy support for implementing Bridging the Valley, a major freight and safety enhancement proposal for the Spokane Region that aims to reduce the number of conflicts with vehicle traffic. Includes policies to maintain roadway operations to ensure access between businesses and the national freight networks.</p>	<p>Same as No Action alternative.</p>	<p>Same as Citizen Focus alternative.</p>

**Alternatives**

	No Action	Citizen Focus	Preferred
<b>HOUSING</b>			
<b>Housing Location</b>			
	<p>Future housing would be accommodated by the existing designations in their existing locations. The majority of land within, 54% is designated Low Density Residential followed by 4% Medium Density Residential, High Density Residential, and Corridor Mixed Use. Mixed Use Center is 3% of - MUC (22 units per acre).</p> <p>There is a one-to-one relationship between comp plan designations to zoning districts for all designations except Low Density Residential which has four implementing zones R-1, R-2, R-3, and R-4.</p>	<p>Generally the same as the No Action alternative but with minor shifts from one designation to another. These shifts include reducing Low Density Residential by about 45 acres and reducing Medium Density Residential about 20 acres and increasing High Density Residential by about 61 acres and Corridor Mixed use by about 4 acres.</p> <p>The alternative also includes policy changes that reduce the number of Single Family zones to three (R-1, R-2, and R-3), and in the R-3 zone allow for a minimum lot size of 5,000 square feet but retain the density limit of 6 units per acre. (This change accommodates the unique development pattern of the City allowing for easier infill development.)</p>	<p>The Community Prosperity alternative several changes to streamline the comprehensive plan and implementing regulations:</p> <ul style="list-style-type: none"> <li>• Rename the High Density Residential to Multiple Family Residential (MFR).</li> <li>• Eliminating the Medium Density Residential designation, and absorbing the majority of designation into the new MFR designation.</li> <li>• Reduce the number of multiple family zones to one.</li> <li>• Reduce the number of single family residential zones to three (R-1, R-2, and R-3)</li> <li>• Allow for a 5,000 square foot lot size in the R-3 zone but retain the 6 units per acre density. (This change accommodates the City's unique development pattern for infill development.)</li> </ul>

Housing Affordability			
	<p>The development of housing and the provision of housing would occur under the existing policy framework. While residential development would continue, vacant and partially used lots would likely continue to be a challenge to single family development. The Medium Density Residential designation which is not marketable under existing standards would likely remain vacant. In general it's expected housing affordability would be reduced.</p>	<p>This alternative would provide for affordable housing similar to the No Action alternative in regards to single family development but would see increased multiple family development in areas that were designated High Density Residential from other designations.</p> <p>This alternative includes policy changes to allow for a variety of housing types like tiny homes, cottage housing, and accessory dwelling units. This alternative also includes policy changes that would allow for a smaller minimum lot size but retain the density limit of 6 units per acre. (This change accommodates the unique development pattern of the City allowing for easier infill development.)</p>	<p>This alternative would be similar to the Citizen Focus but would provide substantially more multiple family development by converting most of Medium Density Residential to a higher density multiple family designation and a mixed use designation.</p>
Housing Capacity			
	<p>There is a potential surplus of 2,697 dwelling units within the planning horizon. Based on a total estimated housing need of 6,379 for 2037 and a total capacity of 9,076 dwelling units.</p>	<p>Same as No Action</p>	<p>This alternative has a higher total dwelling unit capacity of 9,783 due to the conversion of Medium Density Residential to a higher allowed density and Office to Corridor Mixed Use which allows multiple family dwellings. Therefore there is greater has a potential surplus than the other alternatives - 3,404 housing units (total capacity 9,783- total estimated need 6,379).</p>

	No Action	Citizen Focus	Preferred
NATURAL ENVIRONMENT			
	<p>Development would continue under existing policies and development regulations, including the critical area regulations, which is a holdover from the City's incorporation in 2003 and has not been updated to incorporate best available science would not include updates to include best available science. However, the Shoreline Master Program, adopted in 2015 would protect critical areas within shoreline jurisdiction.</p>	<p>In addition to the No Action alternative, this alternative proposes a new set of development regulations that include the following:</p> <ul style="list-style-type: none"> <li>• Updated critical area regulations to incorporate best available science.</li> <li>• Transitional provisions to protect lower intensity uses from higher intensity uses that include setbacks, buffering, and high limitations.</li> <li>• SEPA Categorical Infill exemption for multi-family and mixed use development in four areas</li> <li>• Streamlined permitted use table with supporting supplementary standards.</li> <li>• Residential housing options to allow for a variety of housing types and a diversity of housing design and development to ensure compatibility with surround single-family development.</li> <li>• Eliminating density limitations in the MFR, CMU, and MU implementing zones to provide for greater flexibility.</li> </ul>	<p>Same as Citizen Focus alternative</p>

## SECTION 3: NOTICES

### 3.1 Determination of Significance and Scoping



#### DETERMINATION OF SIGNIFICANCE AND REQUEST FOR COMMENTS ON SCOPE OF EIS

##### ***Description of Proposal***

The Proposal is the update of the City of Spokane Valley Comprehensive Plan to meet Growth Management Act Requirements for periodic update by June 30, 2017. The Comprehensive Plan's inventory, goals, policies, and future land use map are anticipated to be updated, including the following chapters: natural environment, land use, economic development, parks, housing, capital facilities, utilities, and transportation. It's expected that the goals and policies of the 2016 shoreline master program, will be incorporated into the Plan. The update will also incorporate recent studies on retail recruitment and tourism and lodging.

##### ***Proponent***

City of Spokane Valley

##### ***Location of Proposal***

The planning area consists of the City of Spokane Valley and its associated urban growth area, approximately 38 square miles. The City of Spokane Valley is located in eastern Spokane County, further located by the coordinates: 47°40'24" N 117°14'22" W.

##### ***Lead Agency***

City of Spokane Valley

##### ***EIS Required***

The City of Spokane Valley, as the lead agency, has determined this proposal is likely to have a significant adverse impact on the environment. An environmental impact statement (EIS) is required under RCW 43.21C.030 (2)(c) and will be prepared.

An EIS that evaluates planning-level proposals, such as changes to a city comprehensive plan, is referred to as a programmatic EIS. A programmatic EIS does not evaluate the impacts associated with a specific development project; rather, it contains broader, planning level analyses that emphasize cumulative impacts, policy-level alternatives, and program-level mitigation measures. The City of Spokane Valley Comprehensive Plan Update EIS will contain programmatic analyses of potential significant impacts associated with adoption of the EIS Alternatives. Individual development projects occurring under the policies of the updated Comprehensive Plan will be subject to any SEPA review required by state, county, and city regulations.

##### ***Areas of Change***

**Key amendments to the Comprehensive Plan that will be considered include but are not limited to:**

- Consolidation of the Neighborhoods Element into the Housing Element and Land Use Element.
- Consolidation of the Bike and Pedestrian Element into the Transportation Element.
- Policy to support the community's desire for improved connections and safety for bicycles and pedestrians.
- Incorporation of the Shoreline Master Program's Goals and Policies.
- Identification of the water system plans from the water districts serving the City of Spokane Valley and incorporation of relevant water plan information into the comprehensive plan.
- Incorporation of the Parks, Recreation, and Open Space Plan by reference.
- Changes to the Future Land Use Map and/or existing Land Use Designations. Generally the expected changes are for the Multi-family, Office, and Mixed Uses designations, and may include redesignation of property, changes to allowable intensity/ density, changes in supported uses.



- Policy to support multi-family development in areas served by transit.
- Changes to the Residential designations that increase opportunity for infill development.
- Policy to support small-scale housing types especially Accessory Dwelling Units, Micro-housing units, Cottage Style Housing, and other types of small-scale housing.
- Changes in the Neighborhood Commercial designation that would support neighborhood-oriented commercial uses.
- Changes to the Industrial designations that account for modern industrial type uses such as clean technologies and manufacturing.
- Policy that improves quality, compatibility and aesthetics of new development so that existing neighborhood character is preserved.
- Policy to support the creation of special/ unique places that focuses on community character and streetscapes.
- Policy to support regional and local economic development strategies, including Spokane Valley Chamber of Commerce Big 5 Initiatives and retail recruitment and tourism strategies.
- Policy to support and prioritize improvements to enhance freight mobility.
- Reorganization of the Plan to improve readability and efficiency.
- Other updates as required by the periodic review requirement of the Revised Code of Washington 36.70A.130

**Elements of the Environment**

The lead agency has preliminarily identified the following elements for analysis in the EIS: *Transportation, Land Use, Housing, and Economic Welfare.*

**Scoping and Commenting**

Agencies, affected tribes, and members of the public are invited to comment on the scope of the EIS. You may comment on alternatives, mitigation measures, probable significant adverse impacts, and licenses or other approvals that may be required.

Comments on the scope of the EIS must be received on or before 5:00 pm February 29, 2016. The following options are available to provide comments on the scope: 1) via email to Lori Barlow at Lbarlow@spokanevalley.org or 2) in writing to Lori Barlow, City of Spokane Valley, 11707 E Sprague Avenue, Suite 106, Spokane Valley, WA 99216.

See City of Spokane Valley’s website ([www.spokanevalley.org](http://www.spokanevalley.org)) Comprehensive Plan Update under the Community and Economic Development Department’s webpage for additional information on the Spokane Valley Comprehensive Plan Update process ([www.spokanevalley.org](http://www.spokanevalley.org)).

**Appeals**

An appeal of this determination shall be submitted to the Community and Economic Development Department within fourteen (14) calendar days after the date issued. The appeal must be written and specific factual objections made to the City’s threshold determination. Appeals shall be conducted in conformance with Spokane Valley Municipal Code (SVMC) 17.90 Appeals, and any required fees pursuant to the City’s adopted Fee Schedule shall be paid at the time of appeal submittal. Pursuant to WAC 197-11-680, appeals shall be limited to a review of a final threshold determination.

**Responsible Official**

John Hohman, Community and Economic Development Director  
 SEPA Official  
 City of Spokane Valley  
 11707 E Sprague Ave Suite 106  
 Spokane Valley, WA 99216

Date: 1-29-16 Signature: 

## 3.2 Draft EIS and Document Availability

**NOTICE OF ISSUANCE AND AVAILABILITY  
OF THE CITY OF SPOKANE VALLEY  
DRAFT 2017-2037 COMPREHENSIVE PLAN  
AND DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)  
AND SUPPORTING DEVELOPMENT REGULATIONS**

Notice is hereby given that the City of Spokane Valley has issued the Draft 2017-2037 Comprehensive Plan and Draft Environmental Impact Statement (DEIS) and supporting development regulations. The Comprehensive Plan and DEIS are an integrated document and are available for public review and comment. The updates are intended to meet the City's mandated periodic update requirements.

The City of Spokane Valley is the Lead Agency for the DEIS. The analysis was undertaken to meet the direction of the State Environmental Policy Act (SEPA). The non-project DEIS evaluates the environmental impacts of two action alternatives and a no-action alternative.

**PROPONENT:** City of Spokane Valley

**LOCATION OF PROPOSAL:** The Spokane Valley Comprehensive Plan addresses property within the City.

**LEAD AGENCY:** City of Spokane Valley

**DRAFT CONTENTS:** The City prepared an update to the Spokane Valley Comprehensive Plan and supporting development regulations to meet its periodic update requirements. The Comprehensive Plan and DEIS are an integrated document non-project programmatic Draft EIS. The Comprehensive Plan evaluates growth and land use for a 20 year planning horizon. The DEIS reviews potential impacts of proposed goals, policies, alternative land use plans, and other features of the Comprehensive Plan at a non-project programmatic level of analysis.

**DRAFT COMPREHENSIVE PLAN / DEIS DATE OF ISSUANCE:** September 16, 2016

**REVIEW PERIOD:** Following the issuance of the Draft Comprehensive Plan and DEIS, a 60-day comment period commences. The public and other reviewers are invited to comment on the draft document. You may submit written comments on the document no later than **5:00 p.m. November 15, 2016**. All written comments must be received by that date and time.

Written comments via mail or email must be submitted to:

Community and Economic Development Department  
11707 East Sprague Ave., Suite 106  
Spokane Valley, WA 99206  
Email: [mbasinger@spokanevalley.org](mailto:mbasinger@spokanevalley.org)

Please note that comments received in response to the draft document, including names and addresses of those who comment, will be considered part of the public record on this proposed action and will be available for public inspection.



**PUBLIC HEARINGS SCHEDULED:**

September 22, 2016 - 6:00 p.m. (Planning Commission scheduled)

November 8, 2016 – 6:00 p.m. (City Council scheduled)

**DOCUMENT AVAILABILITY:**

The complete 2016-2036 Comprehensive Plan and DEIS are available for download at the project website: [www.spokanevalley.org/CP](http://www.spokanevalley.org/CP).

Copies of these documents are also available for public review at the following location:

Spokane Valley City Hall  
11707 East Sprague Avenue Suite 106  
Spokane Valley, WA 99206

Copies are also available for purchase upon advanced notice for the cost of printing (estimated at \$12) from the City of Spokane Valley at 11707 East Sprague Ave., Suite 106, Spokane Valley, WA 99206.

If you have special accommodation needs, please contact the City of Spokane Valley at (509)-921-1000.

**SEPA RESPONSIBLE OFFICIAL:** Mike Basinger, AICP, Senior Planner

**CITY CONTACT:** Mike Basinger, AICP, Senior Planner

**DATE:** September 16, 2016

Carrie Koudelka, CMC  
Spokane Valley Deputy City Clerk  
PUBLISH: 9-16-2016

### 3.3 Distribution List

<b>City of Spokane Valley</b>	
City Officials	Community and Economic Development Director
Mayor and City Council	Human Resources Director
Planning Commission	Finance Director
City Manager	Parks & Recreation Director
City Clerk	Police Chief
City Attorney	Public Works Director
<b>Other Agencies</b>	
<b>Local</b>	
City of Liberty Lake	City of Millwood
City of Spokane	
<b>County</b>	
Spokane County Fire District No. 1	Spokane County Division of Utilities
Spokane County Fire District No. 8	Spokane County Water District No. 3
Spokane County Building and Planning	
<b>State</b>	
Department of Archeology & Historic Preservation	Department of Fish & Wildlife
Department of Resource and Conservation	Department of Natural Resources
Department of Commerce	Department of Transportation
Department of Ecology & SEPA Register	Department of Health
<b>Tribal</b>	
Spokane Tribe of Indians	
<b>Federal</b>	
Federal Aviation Administration (FAA) – Seattle District	U.S. Army Corps of Engineers – Seattle District
Federal Emergency Management Agency (FEMA), Region X	U.S. Department of Agriculture, Natural Resources Conservation Service (NRCS)
National Marine Fisheries Service - NOAA	U.S. Environmental Protection Agency, Region X
	U.S. Department of Homeland Security, Region X
<b>Utilities</b>	
CenturyLink	Vera Water and Power
Avista Utilities	Trentwood Irrigation District
Comcast	Hutchinson Irrigation District
Inland Power & Light	Carnhope Irrigation District
Consolidated Irrigation District No. 19	Irvin Water District
East Spokane Water District No. 1	Orchard Avenue Irrigation District #6
Model Irrigation District No. 18	City of Spokane Water Service
Modern Electric Water Company	
<b>Media</b>	
Spokane Valley Herald	Spokesman Review
<b>Schools</b>	
Central Valley School District No. 356	West Valley School District No. 363
East Valley School District No. 361	
<b>Other</b>	
Spokane County Joint Aquifer Board	Holiday Trailer Court
Spokane Regional Health District	Kaiser Aluminum
Spokane Regional Transportation Council	Pinecroft Mobile Home Park
Spokane Transit Authority	Spokane Business & Industrial Park
Spokane County Library District	
Spokane Regional Clean Air Agency	

### **3.4 Final EIS and Document Availability**

[To be inserted after adoption]

## SECTION 4 RESPONSE TO COMMENTS

### 4.1 Comments and Responses on the Scope

No comments were received on the scope of the EIS.

### 4.2 Comments and Responses on the DEIS

#	Name	Comment	Sprague and Barker	Response
1	Arthur, Andrew	I do not agree with changing anything without a proper notice, and vote by the people that live in the area.	Y	<p><b>Sprague Avenue and Barker Road Land Use Map Changes –</b>            After considering public testimony, the City Council directed staff to revise the portion of the comprehensive plan in a manner that would resolve the Commenter's concerns. Specifically, the Council's revision would change the land use designation for parcels 55173.1018 and 55173.1005 from Multiple Family Residential, as had been proposed in the draft Comprehensive Plan that was circulated for public comment, to Single Family Residential and zone the same parcels Single-Family Urban (R-3). The proposal currently under consideration by the Council includes this change.</p> <p><b>Public Notice –</b>            The City provided notice and opportunities for public comment consistent with local and state regulations and the City's public participation program.</p>
2	Arthur, Ashley	This is me, my voice, saying "no" or disapproving of this "land use designation" of apartments and no restrictions building heights.	Y	<p><b>Sprague Avenue and Barker Road Land Use Map Changes –</b>            After considering public testimony, the City Council directed staff to revise the portion of the comprehensive plan in a manner that would resolve the Commenter's concerns. Specifically, the Council's revision would change the land use designation for parcels 55173.1018 and 55173.1005 from Multiple Family Residential, as had been proposed in the draft Comprehensive Plan that was circulated for public comment, to Single Family Residential and zone the same parcels Single-Family Urban (R-3).</p>

#	Name	Comment	Sprague and Barker	Response
				<p>The proposal currently under consideration by the Council includes this change.</p> <p><b>Building Heights -</b> The City Council directed staff, after public testimony, to change the proposed Multiple Family zone (MFR) to include a maximum height limit of 50 feet and a maximum density of 22 units per acre. These maximum limits are the same as the existing zoning code for High Density Residential (MF-2) that was adopted in 2006. See Spokane Valley Municipal Code (SVMC) 19.70.020.</p>
3	Calvin, Casandra and Dawud, Jamal	<p>Against the land use and zoning change at the corner of Sprague and Barker, for the following reasons:</p> <ul style="list-style-type: none"> <li>• The area has always been a residential neighborhood, and apartments do not fit in with the rest of the community</li> <li>• Difficulties with traffic on Barker, that adding over 100 new residents will make the congestion so much worse.</li> <li>• The schools are bursting at the seams, even with the new addition to Greenacres Elementary it isn't going to add enough room for an apartment building</li> </ul>	Y	<p><b>Sprague Avenue and Barker Road Land Use Map Changes -</b> After considering public testimony, the City Council directed staff to revise the portion of the comprehensive plan in a manner that would resolve the Commenter's concerns. Specifically, the Council's revision would change the land use designation for parcels 55173.1018 and 55173.1005 from Multiple Family Residential, as had been proposed in the draft Comprehensive Plan that was circulated for public comment, to Single Family Residential and zone the same parcels Single-Family Urban (R-3). The proposal currently under consideration by the Council includes this change.</p> <p><b>Traffic -</b> The DEIS analyzed the existing traffic conditions as well as the projected traffic impacts from the Multiple Family Residential designation that had been proposed in the DEIS that was circulated for public comment (see Section 1.3 Transportation Analysis). Following changes proposed by Council since the public comment period, the proposal currently under consideration designates the parcels as Single Family Residential, which most closely resembles existing traffic conditions. Nevertheless, under all alternatives, the Sprague and Barker intersection is projected to function with a level of service (LOS) B. This LOS standard meets or exceeds the adopted LOS of D.</p> <p><b>Schools -</b></p>

#	Name	Comment	Sprague and Barker	Response
				As part of the development and coordination of the proposed plan all the school districts, including Central Valley School District 356 were notified of the draft plan. No school district indicated an inability to serve projected population and meet adopted level of service standards. Additionally, in 2015, the Central Valley School District passed a construction bond and received a grant to reduce class size, the projects include a new elementary school and related boundary adjustments, which increase Central Valley School District's capacity.
4	Rambo, Jay	Support of the changes to the Comprehensive Plan as it relates to the proposed re-zoning (and corresponding permitted uses) for the commercial zoning designations.	N	Comment noted
5	Clark, Marshall	Supports the proposed changes to the Comprehensive Plan and related re-zoning for commercial designations.	N	Comment noted
6	Colombo, Barbara	I am opposed to the rezoning of the corner of Barker and Sprague into high density residential, and the corridor mixed use moving further back from Appleway into residential areas.	Y	<b>Sprague Avenue and Barker Road Land Use Map Changes –</b> After considering public testimony, the City Council directed staff to revise the portion of the comprehensive plan in a manner that would resolve the Commenter's concerns. Specifically, the Council's revision would change the land use designation for parcels 55173.1018 and 55173.1005 from Multiple Family Residential, as had been proposed in the draft Comprehensive Plan that was circulated for public comment, to Single Family Residential and zone the same parcels Single-Family Urban (R-3). The proposal currently under consideration by the Council includes this change.
7	Cote, Kathryn	I writing this to give my concerns on the rezoning of land on the corner of Sprague and Barker. My concern is:	Y	<b>Traffic –</b> The DEIS analyzed the existing traffic conditions as well as the projected traffic impacts from the Multiple Family Residential designation that had been proposed in the DEIS that was circulated for public comment (see Section 1.3 Transportation

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		<ul style="list-style-type: none"> <li>• Apartments will increase traffic and bring in crime.</li> <li>• Decreased property values.</li> </ul>		<p>Analysis). Following changes proposed by Council since the public comment period, the proposal currently under consideration designates the parcels as Single Family Residential, which most closely resembles existing traffic conditions. Nevertheless, under all alternatives, the Sprague and Barker intersection is projected to function with a level of service (LOS) B. This LOS standard meets or exceeds the adopted LOS of D.</p> <p><b>Crime -</b> There is no conclusive evidence that multi-family designations, like the Multiple Family Residential, increase crime. The available data illustrates a greater connection between socio-economic status and crime than between high-density multiple family housing and crime. (Jianling Li and Jack Rainwater, "The Real Picture of Land-Use Density and Crime: A GIS Application").</p> <p><b>Property Values -</b> Changes to land use designations can increase or decrease property values. However, there is no conclusive evidence that multi-family designations, like the Multiple Family Residential, diminish property value. In fact, there is evidence that homes that are not located in multifamily areas appreciated at an average annual rate of 3.59 percent between 1987 and 1997, compared with a higher appreciation rate of 3.96 percent for houses near multifamily buildings. For the 1997- 1999 period, the figures were 2.66 percent and 2.90 percent, respectively. (National Association of Home Builders, "Multifamily Market Outlook," Washington, DC, November 2001, pp. 3-4.)</p> <p>Another study looked at data from the 2000 US Census and compared house values in those communities with the share of multifamily housing in those communities. The conclusion: working communities with multifamily dwellings actually have higher property values than other types of working communities; in fact, "the high multifamily areas had the highest home values, the mixed-stock areas the next highest, and the single-family areas had the lowest." (Alexander von Hoffman, Eric Belsky, James</p>

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				DeNormandi, and Rachel Bratt, "America's Working Communities and the Impact of Multifamily Housing," Cambridge, MA: Joint Center for Housing Studies, 2004.)
8	Crapo, Dennis	Request to designate and rezone property to CMU, NW of Sands and Bowdish and south to railroad tracks.	N	<b>Comment noted -</b> This proposal is not currently under consideration. After considering public testimony, the City Council directed staff to not change the land use designation and zoning.
9	Currier, Danyel	Barker road is not ready for one more car let alone 300.  On a more personal note, my house is on one acre directly in the middle of this if this were to happen it would destroy my home that we have worked so hard for.	Y	<b>Sprague Avenue and Barker Road Land Use Map Changes -</b> After considering public testimony, the City Council directed staff to revise the portion of the comprehensive plan in a manner that would resolve the Commenter's concerns. Specifically, the Council's revision would change the land use designation for parcels 55173.1018 and 55173.1005 from Multiple Family Residential, as had been proposed in the draft Comprehensive Plan that was circulated for public comment, to Single Family Residential and zone the same parcels Single-Family Urban (R-3). The proposal currently under consideration by the Council includes this change.  <b>Traffic -</b> The DEIS analyzed the existing traffic conditions as well as the projected traffic impacts from the Multiple Family Residential designation that had been proposed in the DEIS that was circulated for public comment (see Section 1.3 Transportation Analysis). Following changes proposed by Council since the public comment period, the proposal currently under consideration designates the parcels as Single Family Residential, which most closely resembles existing traffic conditions. Nevertheless, under all alternatives, the Sprague and Barker intersection is projected to function with a level of service (LOS) B. This LOS standard meets or exceeds the adopted LOS of D.
10	Mr & Mrs McLean	I would like to say NO to apartments in our neighborhood!	Y	<b>Sprague Avenue and Barker Road Land Use Map Changes -</b> After considering public testimony, the City Council directed staff to revise the portion of the comprehensive plan in a manner that



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				<p>would resolve the Commenter's concerns. Specifically, the Council's revision would change the land use designation for parcels 55173.1018 and 55173.1005 from Multiple Family Residential, as had been proposed in the draft Comprehensive Plan that was circulated for public comment, to Single Family Residential and zone the same parcels Single-Family Urban (R-3). The proposal currently under consideration by the Council includes this change.</p> <p>Comment noted</p>
11	Neldon, Mitchell	<p>Concerns regarding a rezoning provision that involves a parcel of land at the corner of Sprague and Barker Roads.</p> <ul style="list-style-type: none"> <li>• Surrounding this property are single family homes. Allowing development of two or three story apartments would be psychologically devastating for the effected families.</li> <li>• There are no grocery stores within walking distance for tenants.</li> <li>• Public transportation is not available to individuals with disabilities, elderly persons or anyone else who does not have access to private transportation.</li> </ul>	Y	<p><b>Sprague Avenue and Barker Road Land Use Map Changes –</b>  After considering public testimony, the City Council directed staff to revise the portion of the comprehensive plan in a manner that would resolve the Commenter's concerns. Specifically, the Council's revision would change the land use designation for parcels 55173.1018 and 55173.1005 from Multiple Family Residential, as had been proposed in the draft Comprehensive Plan that was circulated for public comment, to Single Family Residential and zone the same parcels Single-Family Urban (R-3). The proposal currently under consideration by the Council includes this change.</p> <p><b>Neighborhood Character –</b>  The proposed plan and supporting development regulations include Transitional Regulations (Spokane Valley Municipal Code 19.75) that reduce potential impacts of higher intensity uses to lower intensity uses.</p> <p><b>Daily Goods –</b> comment noted</p> <p><b>Public Transit -</b>  The intersection of Sprague and Barker is approximately 1/4 mile from Spokane Transit Authority route 98, which has approximate ½ hour weekday service and 1 hour weekend and holiday service. The intersection is also within the Paratransit Service Area which</p>

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				offers door-to-door service for clients that meet eligibility requirements
12	Nelson, Doug	I live across from Sprague and Barker property and I didn't receive any notice and there were no signs on the property letting neighbors know that the zoning was going to be changed.	Y	<p><b>Sprague Avenue and Barker Road Land Use Map Changes –</b> After considering public testimony, the City Council directed staff to revise the portion of the comprehensive plan in a manner that would resolve the Commenter's concerns. Specifically, the Council's revision would change the land use designation for parcels 55173.1018 and 55173.1005 from Multiple Family Residential, as had been proposed in the draft Comprehensive Plan that was circulated for public comment, to Single Family Residential and zone the same parcels Single-Family Urban (R-3). The proposal currently under consideration by the Council includes this change.</p> <p><b>Public Notice –</b> The City provided notice and opportunities for public comment consistent with local and state regulations and the City's public participation program.</p>
13	Petersen, Larry R	No to the apartments on the corner of Sprague and barker and any more changes to the land use regulations.	Y	<p><b>Sprague Avenue and Barker Road Land Use Map Changes –</b> After considering public testimony, the City Council directed staff to revise the portion of the comprehensive plan in a manner that would resolve the Commenter's concerns. Specifically, the Council's revision would change the land use designation for parcels 55173.1018 and 55173.1005 from Multiple Family Residential, as had been proposed in the draft Comprehensive Plan that was circulated for public comment, to Single Family Residential and zone the same parcels Single-Family Urban (R-3). The proposal currently under consideration by the Council includes this change.</p>
14	Phillipson, Andy	I am <b>NOT</b> in favor of high density housing in our area. Traffic is a killer and I have not seen this city comply with the requirement of GMA is so far as infrastructure keeping up with growth	Y	<p><b>Sprague Avenue and Barker Road Land Use Map Changes –</b> After considering public testimony, the City Council directed staff to revise the portion of the comprehensive plan in a manner that would resolve the Commenter's concerns. Specifically, the Council's revision would change the land use designation for</p>

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				<p>parcels 55173.1018 and 55173.1005 from Multiple Family Residential, as had been proposed in the draft Comprehensive Plan that was circulated for public comment, to Single Family Residential and zone the same parcels Single-Family Urban (R-3). The proposal currently under consideration by the Council includes this change.</p> <p><b>Infrastructure and Growth –</b> The development of the comprehensive plan, including the Land Use, Transportation, and Capital Facilities elements considered available public services. Further, the City in Spokane Valley Municipal Code 22.20 requires concurrency review for projects.</p> <p><b>Traffic –</b> The DEIS analyzed the existing traffic conditions as well as the projected traffic impacts from the Multiple Family Residential designation that had been proposed in the DEIS that was circulated for public comment (see Section 1.3 Transportation Analysis). Following changes proposed by Council since the public comment period, the proposal currently under consideration designates the parcels as Single Family Residential, which most closely resembles existing traffic conditions. Nevertheless, under all alternatives, the Sprague and Barker intersection is projected to function with a level of service (LOS) B. This LOS standard meets or exceeds the adopted LOS of D.</p>
15	Riley, Meghan	<p>No to changing farm land to apartments.</p> <p>For areas where apartments are common, there are usually higher incidence of crime, vandalism, etc. I urge those in charge to please realize as a whole, this community does not want these zonings. A park for our families? Yes. A few single family houses? Sure. But apartments? No. A strip mall? Absolutely not.</p>	Y	<p><b>Sprague Avenue and Barker Road Land Use Map Changes –</b> After considering public testimony, the City Council directed staff to revise the portion of the comprehensive plan in a manner that would resolve the Commenter’s concerns. Specifically, the Council’s revision would change the land use designation for parcels 55173.1018 and 55173.1005 from Multiple Family Residential, as had been proposed in the draft Comprehensive Plan that was circulated for public comment, to Single Family Residential and zone the same parcels Single-Family Urban (R-3).</p>

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				<p>The proposal currently under consideration by the Council includes this change.</p> <p><b>New “Special District” such as Historical Rural Agricultural Conservation District / Preserve Rural Character or Farm Land-</b>  The proposed plan and supporting regulations do not anticipate these “districts”. Further, the City is obligated to plan under the Growth Management Act (“GMA”), ch. 36.70A RCW. Under that law Spokane Valley is by definition an urban growth area which is required to support urban development at urban densities. To the extent that the comment requests that the City encourage rural development or rural densities within the UGA, the suggestion is inconsistent with the GMA.</p>
16	Schultz, Kevin	<p>Do not allow zoning for multi-story apartments to be approved for the northeast corner of Barker and Sprague.</p> <ul style="list-style-type: none"> <li>Traffic on Barker is already pushing the capacity of the 4-way stop at the intersection.</li> <li>Schools and Barker road beyond their intended capacities.</li> </ul>	Y	<p><b>Sprague Avenue and Barker Road Land Use Map Changes –</b>  After considering public testimony, the City Council directed staff to revise the portion of the comprehensive plan in a manner that would resolve the Commenter’s concerns. Specifically, the Council’s revision would change the land use designation for parcels 55173.1018 and 55173.1005 from Multiple Family Residential, as had been proposed in the draft Comprehensive Plan that was circulated for public comment, to Single Family Residential and zone the same parcels Single-Family Urban (R-3). The proposal currently under consideration by the Council includes this change.</p> <p><b>Traffic –</b>  The DEIS analyzed the existing traffic conditions as well as the projected traffic impacts from the Multiple Family Residential designation that had been proposed in the DEIS that was circulated for public comment (see Section 1.3 Transportation Analysis). Following changes proposed by Council since the public comment period, the proposal currently under consideration designates the parcels as Single Family Residential, which most closely resembles existing traffic conditions. Nevertheless, under all alternatives, the Sprague and Barker intersection is projected to</p>

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				<p>function with a level of service (LOS) B. This LOS standard meets or exceeds the adopted LOS of D.</p> <p><b>Schools -</b>  As part of the development and coordination of the proposed plan all the school districts, including Central Valley School District 356 were notified of the draft plan. No school district indicated an inability to serve projected population and meet adopted level of service standards. Additionally, in 2015, the Central Valley School District passed a construction bond and received a grant to reduce class size, the projects include a new elementary school and related boundary adjustments, which increase Central Valley School District's capacity.</p>
17	Southern, Charles and Janice	<p>We are the current owners of parcel # 55173.1019 located on Barker Road. We are in favor of the new comprehensive plan and zoning changes. We assume that the plan will address the traffic on Barker Road and especially the intersection of Sprague Ave. and Barker Road.</p> <p>2<sup>nd</sup> letter</p> <p>My name is Charles Southern. I own parcels 55173.1019 and 55173.1020 on Barker road which are currently zoned multi family. I would like my current zoning to stay as it is now and not be down zoned. Thank you for your attention in this matter.</p>	Y	<p><b>Sprague Avenue and Barker Road Land Use Map Changes -</b>  After considering public testimony, the City Council directed staff to revise the portion of the comprehensive plan in a manner that would resolve the Commenter's concerns. Specifically, the Council's revision would change the land use designation for parcels 55173.1018 and 55173.1005 from Multiple Family Residential, as had been proposed in the draft Comprehensive Plan that was circulated for public comment, to Single Family Residential and zone the same parcels Single-Family Urban (R-3). The proposal currently under consideration by the Council includes this change.</p> <p><b>Traffic -</b>  The DEIS analyzed the existing traffic conditions as well as the projected traffic impacts from the Multiple Family Residential designation that had been proposed in the DEIS that was circulated for public comment (see Section 1.3 Transportation Analysis). Following changes proposed by Council since the public comment period, the proposal currently under consideration designates the parcels as Single Family Residential, which most closely resembles existing traffic conditions. Nevertheless, under all alternatives, the Sprague and Barker intersection is projected to</p>

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				function with a level of service (LOS) B. This LOS standard meets or exceeds the adopted LOS of D.
18	Walton, Matthew	<p>Barker Road is currently under tremendous pressure from the current traffic flow and with the opening of Chapman Rd as a through road several years ago combined with the continued expansion of Morningside Heights, Barker doesn't need more traffic. In fact, I would argue that adding multi-residential zoning will unnecessarily increase the traffic congestion of South Barker Rd, create additional gridlock on the I-90 westbound onramp from Barker and create safety issues.</p> <p>Our neighborhood also doesn't need new high-density housing. With high-density housing comes additional short term traffic, increases in crime and a population which is generally "transient," meaning tenants who are not interested in setting down roots in their community and getting to know their neighbors. This will fundamentally change the Greenacres area in a way that will damage what makes this our home.</p>	Y	<p><b>Sprague Avenue and Barker Road Land Use Map Changes –</b> After considering public testimony, the City Council directed staff to revise the portion of the comprehensive plan in a manner that would resolve the Commenter's concerns. Specifically, the Council's revision would change the land use designation for parcels 55173.1018 and 55173.1005 from Multiple Family Residential, as had been proposed in the draft Comprehensive Plan that was circulated for public comment, to Single Family Residential and zone the same parcels Single-Family Urban (R-3). The proposal currently under consideration by the Council includes this change.</p> <p><b>Traffic –</b> The DEIS analyzed the existing traffic conditions as well as the projected traffic impacts from the Multiple Family Residential designation that had been proposed in the DEIS that was circulated for public comment (see Section 1.3 Transportation Analysis). Following changes proposed by Council since the public comment period, the proposal currently under consideration designates the parcels as Single Family Residential, which most closely resembles existing traffic conditions. Nevertheless, under all alternatives, the Sprague and Barker intersection is projected to function with a level of service (LOS) B. This LOS standard meets or exceeds the adopted LOS of D.</p>
19	Willis, Ann	We don't agree on the rezoning.		Comment noted

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20	Frederiksen, Daniel and Cassandra	<p>Reject a request to change the zoning of the property at 4 North Barker Road - Parcel #55173.1005.</p> <ul style="list-style-type: none"> <li>Central Valley School District is stressed and struggling to keep up with the rapid development in the area an unplanned apartment complex would impact the quality of the schools.</li> <li>Public facilities and services necessary to support development are present without decreasing current service levels below locally established minimum standards.</li> <li>Development of two and three-story buildings would be inconsistent with the single family character of the area and cannot be mitigated by the bulk standards in the SVMC.</li> <li>The location is not conducive to multifamily development since the nearest commercial services and public transit stop is approximately 1,000 feet to the north.</li> <li>The proposed amendment would increase densities from 6 dwelling units per acre up to 22 dwelling units per acre.</li> <li>The proposed amendment is inconsistent with the intent of the HDR land use designation, which is to act as a buffer between residential uses and higher intensity land uses such as commercial or office uses.</li> </ul>	Y	<p><b>Sprague Avenue and Barker Road Land Use Map Changes –</b>  After considering public testimony, the City Council directed staff to revise the portion of the comprehensive plan in a manner that would resolve the Commenter’s concerns. Specifically, the Council’s revision would change the land use designation for parcels 55173.1018 and 55173.1005 from Multiple Family Residential, as had been proposed in the draft Comprehensive Plan that was circulated for public comment, to Single Family Residential and zone the same parcels Single-Family Urban (R-3). The proposal currently under consideration by the Council includes this change.</p> <p><b>Schools –</b>  As part of the development and coordination of the proposed plan all the school districts, including Central Valley School District 356 were notified of the draft plan. No school district indicated an inability to serve projected population and meet adopted level of service standards. Additionally, in 2015, the Central Valley School District passed a construction bond and received a grant to reduce class size, the projects include a new elementary school and related boundary adjustments, which increase Central Valley School District’s capacity.</p> <p><b>Traffic –</b>  The DEIS analyzed the existing traffic conditions as well as the projected traffic impacts from the Multiple Family Residential designation that had been proposed in the DEIS that was circulated for public comment (see Section 1.3 Transportation Analysis). Following changes proposed by Council since the public comment period, the proposal currently under consideration designates the parcels as Single Family Residential, which most closely resembles existing traffic conditions. Nevertheless, under all alternatives, the Sprague and Barker intersection is projected to function with a level of service (LOS) B. This LOS standard meets or exceeds the adopted LOS of D.</p> <p><b>Neighborhood Character –</b></p>

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				<p>The proposed plan and supporting development regulations include Transitional Regulations (Spokane Valley Municipal Code 19.75) that reduce potential impacts of higher intensity uses to lower intensity uses.</p> <p><b>Public Transit -</b> The intersection of Sprague and Barker is approximately 1/4 mile from Spokane Transit Authority route 98, which has approximate ½ hour weekday service and 1 hour weekend and holiday service. The intersection is also within the Paratransit Service Area which offers door-to-door service for clients that meet eligibility requirements</p> <p><b>High Density Residential Designation-</b> The High Density Residential (HDR) designation is proposed to be replaced with the Multifamily Residential (MFR) designation. Accordingly, the intent of the HDR designation is not relevant to the proposal under consideration. Moreover, the “intent” to which the commenter refers is actually taken from the Medium Density Residential (MDR) designation from the current comprehensive plan (“Multifamily residential zones should be used as transitional zoning between higher intensity land uses, such as commercial and office, to lower density single-family neighborhoods”). The current proposal eliminates the MDR designation and implementing zone, Medium Density Residential (MF-1). Additionally, the MDR designation was not considered under any alternative for the property at Sprague and Barker. While the property at Sprague and Barker is not inconsistent with the MFR description and purpose, the City Council directed staff to retain the existing Low Density Residential and R-3 zone for this proposal considered for adoption.</p>
21	Ewasko, Brian Anthony	Reject a request to change the zoning of the property at 4 North Barker Road - Parcel #55173.1005.	Y	<p><b>Sprague Avenue and Barker Road Land Use Map Changes -</b> After considering public testimony, the City Council directed staff to revise the portion of the comprehensive plan in a manner that would resolve the Commenter’s concerns. Specifically, the Council’s revision would change the land use designation for</p>



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		<ul style="list-style-type: none"> <li>Central Valley School District is stressed and struggling to keep up with the rapid development in the area an unplanned apartment complex would impact the quality of the schools.</li> <li>Public facilities and services necessary to support development are present without decreasing current service levels below locally established minimum standards.</li> <li>Development of two and three-story buildings would be inconsistent with the single family character of the area and cannot be mitigated by the bulk standards in the SVMC.</li> <li>The location is not conducive to multifamily development since the nearest commercial services and public transit stop is approximately 1,000 feet to the north.</li> <li>The proposed amendment would increase densities from 6 dwelling units per acre up to 22 dwelling units per acre.</li> <li>The proposed amendment is inconsistent with the intent of the HDR land use designation, which is to act as a buffer between residential uses and higher intensity land uses such as commercial or office uses.</li> </ul>		<p>parcels 55173.1018 and 55173.1005 from Multiple Family Residential, as had been proposed in the draft Comprehensive Plan that was circulated for public comment, to Single Family Residential and zone the same parcels Single-Family Urban (R-3). The proposal currently under consideration by the Council includes this change.</p> <p><b>Schools -</b> As part of the development and coordination of the proposed plan all the school districts, including Central Valley School District 356 were notified of the draft plan. No school district indicated an inability to serve projected population and meet adopted level of service standards. Additionally, in 2015, the Central Valley School District passed a construction bond and received a grant to reduce class size, the projects include a new elementary school and related boundary adjustments, which increase Central Valley School District's capacity.</p> <p><b>Neighborhood Character -</b> The proposed plan and supporting development regulations include Transitional Regulations (Spokane Valley Municipal Code 19.75) that reduce potential impacts of higher intensity uses to lower intensity uses.</p> <p><b>Public Transit -</b> The intersection of Sprague and Barker is approximately ¼ mile from Spokane Transit Authority Route 98, which has approximately ½ hour weekday service and 1 hour weekend and holiday service. The intersection is also with the Paratransit Service Area which offers door-to-door service for clients that meet eligibility requirements.</p>

22	Smith, Clyde and Zita (3 letters)	<p>Against the rezone at Sprague and Barker.</p> <ul style="list-style-type: none"> <li>• The traffic on Barker Road is already very heavy and at peak hours it can back up at least a quarter mile or more. With high density multifamily buildings, basically large apartment buildings, the traffic would become horrendous.</li> <li>• The Central Valley School District (Greenacres Middle and Elementary, and Central Valley High Schools) are already overcrowded due to so many students living in this area.</li> <li>• High density multifamily development is inconsistent with the mostly peaceful quiet single family residential area.</li> <li>• Lack of commercial shopping services and medical facilities nearby.</li> </ul> <p>Property north Sprague and Barker (V. Southern)</p> <ul style="list-style-type: none"> <li>• We feel this piece of property should be rezoned back to low-density and the other piece with the mobile homes also rezoned to low density</li> </ul> <p>Building Heights</p> <ul style="list-style-type: none"> <li>• Do not eliminate the building heights</li> </ul>	Y	<p><b>Sprague Avenue and Barker Road Land Use Map Changes –</b> After considering public testimony, the City Council directed staff to revise the portion of the comprehensive plan in a manner that would resolve the Commenter’s concerns. Specifically, the Council’s revision would change the land use designation for parcels 55173.1018 and 55173.1005 from Multiple Family Residential, as had been proposed in the draft Comprehensive Plan that was circulated for public comment, to Single Family Residential and zone the same parcels Single-Family Urban (R-3). The proposal currently under consideration by the Council includes this change.</p> <p><b>Traffic –</b> The DEIS analyzed the existing traffic conditions as well as the projected traffic impacts from the Multiple Family Residential designation that had been proposed in the DEIS that was circulated for public comment (see Section 1.3 Transportation Analysis). Following changes proposed by Council since the public comment period, the proposal currently under consideration designates the parcels as Single Family Residential, which most closely resembles existing traffic conditions. Nevertheless, under all alternatives, the Sprague and Barker intersection is projected to function with a level of service (LOS) B. This LOS standard meets or exceeds the adopted LOS of D.</p> <p><b>Schools –</b> As part of the development and coordination of the proposed plan all the school districts, including Central Valley School District 356 were notified of the draft plan. No school district indicated an inability to serve projected population and meet adopted level of service standards. Additionally, in 2015, the Central Valley School District passed a construction bond and received a grant to reduce class size, the projects include a new elementary school and related boundary adjustments, which increase Central Valley School District’s capacity.</p> <p><b>Neighborhood Character –</b> The proposed plan and supporting development regulations include Transitional Regulations (Spokane Valley Municipal Code</p>
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				<p>19.75) that reduce potential impacts of higher intensity uses to lower intensity uses.</p> <p><b>Property north of Sprague and Barker (V. Southern)</b>  Rezone parcels 55173.1019 and 55173.1020 to SFR. No change is proposed for these two parcels. The currently adopted zoning is HDR and the proposed zoning is MF.</p> <p><b>Building Heights -</b>  The City Council directed staff, after public testimony, to change the proposed Multiple Family zone (MFR) to include a maximum height limit of 50 feet and a maximum density of 22 units per acre. These maximum limits are the same as the existing zoning code for High Density Residential (MF-2) that was adopted in 2006. See Spokane Valley Municipal Code (SVMC) 19.70.020.</p>
23 / 34	Vinway	<p>This new comprehensive plan has proposed a zone change for me at 117N. Barker to a Corridor Mix Use. <b>I strongly oppose this change.</b></p> <ul style="list-style-type: none"> <li>• We have a traffic problem,</li> <li>• Overcrowding of schools,</li> <li>• The closest shopping is 2 miles away.</li> <li>• Emergency responders have a hard time getting down Barker Road</li> <li>• Keep the Medium Density Residential in the Sprague and Barker area - including the area west of Barker to Greenacres Road.</li> </ul>	Y	<p><b>Sprague Avenue and Barker Road Land Use Map Changes -</b>  After considering public testimony, the City Council directed staff to revise the portion of the comprehensive plan in a manner that would resolve the Commenter's concerns. Specifically, the Council's revision would change the land use designation for parcels 55173.1018 and 55173.1005 from Multiple Family Residential, as had been proposed in the draft Comprehensive Plan that was circulated for public comment, to Single Family Residential and zone the same parcels Single-Family Urban (R-3). The proposal currently under consideration by the Council includes this change.</p> <p><b>Traffic -</b>  The DEIS analyzed the existing traffic conditions as well as the projected traffic impacts from the Multiple Family Residential designation that had been proposed in the DEIS that was circulated for public comment (see Section 1.3 Transportation Analysis). Following changes proposed by Council since the public comment period, the proposal currently under consideration designates the parcels as Single Family Residential, which most closely resembles existing traffic conditions. Nevertheless, under</p>

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				<p>all alternatives, the Sprague and Barker intersection is projected to function with a level of service (LOS) B. This LOS standard meets or exceeds the adopted LOS of D.</p> <p><b>Schools -</b> As part of the development and coordination of the proposed plan all the school districts, including Central Valley School District 356 were notified of the draft plan. No school district indicated an inability to serve projected population and meet adopted level of service standards. Additionally, in 2015, the Central Valley School District passed a construction bond and received a grant to reduce class size, the projects include a new elementary school and related boundary adjustments, which increase Central Valley School District's capacity.</p> <p><b>Medium Density Residential -</b> Preserving the existing Medium Density Residential designation and MF-1 zoning was considered under two of the No Action and Citizen Focus alternatives. The preferred alternative eliminated the Medium Density Residential designation and associated MF-1 zone based on the Housing and Economic Trends Existing Condition Report. No change to the preferred alternative regarding the Medium Density Residential designation MF-1 zone has been made.</p>
24	Krajack, Scott	<p>The parcel of land at the northeast corner of Barker and Sprague matches all of the criteria set by City of Spokane Valley staff, to be zoned for higher density residential development. This criteria is consistent with all of the parcels being proposed for this land use.</p> <p>Supports the Transitional Setbacks as proposed by draft code.</p>	Y	Comment noted

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25	Lathan, Athlan and Rachelle	<p>Opposed to the comprehensive plan and zoning change on the corner of Baker and Sprague to Multiple Family based on the following potential issues:</p> <ul style="list-style-type: none"> <li>• The city and county are currently experiencing staffing shortages in law enforcement. The proposed zoning plan would increase population and crime without sufficient law enforcement to handle such possibility.</li> <li>• The intersection of Barker and Sprague cannot handle the existing traffic and poses a safety issue for pedestrians and children walking to school.</li> <li>• The last and most crucial issue is our schools. Our children are already attending overcrowded school, and the elementary schools and the middle school in our community currently DO NOT have the capability to hold any more students.</li> </ul>	Y	<p><b>Sprague Avenue and Barker Road Land Use Map Changes –</b>  After considering public testimony, the City Council directed staff to revise the portion of the comprehensive plan in a manner that would resolve the Commenter’s concerns. Specifically, the Council’s revision would change the land use designation for parcels 55173.1018 and 55173.1005 from Multiple Family Residential, as had been proposed in the draft Comprehensive Plan that was circulated for public comment, to Single Family Residential and zone the same parcels Single-Family Urban (R-3). The proposal currently under consideration by the Council includes this change.</p> <p><b>Traffic –</b>  The DEIS analyzed the existing traffic conditions as well as the projected traffic impacts from the Multiple Family Residential designation that had been proposed in the DEIS that was circulated for public comment (see Section 1.3 Transportation Analysis). Following changes proposed by Council since the public comment period, the proposal currently under consideration designates the parcels as Single Family Residential, which most closely resembles existing traffic conditions. Nevertheless, under all alternatives, the Sprague and Barker intersection is projected to function with a level of service (LOS) B. This LOS standard meets or exceeds the adopted LOS of D.</p> <p><b>Schools –</b>  As part of the development and coordination of the proposed plan all the school districts, including Central Valley School District 356 were notified of the draft plan. No school district indicated an inability to serve projected population and meet adopted level of service standards. Additionally, in 2015, the Central Valley School District passed a construction bond and received a grant to reduce class size, the projects include a new elementary school and related boundary adjustments, which increase Central Valley School District’s capacity.</p> <p><b>Emergency Responders (Police and Fire) –</b></p>

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				As part of the development and coordination of the proposed plan both fire protection and law enforcement were provided notice of the proposed plan and supporting regulations. No service provider indicated an inability to serve the projected population and land use and meet adopted level of service standards.
26	Olson, Ryan	<p>I support the zone change of the parcel of land at the northeast corner of Sprague and Barker in the Spokane Valley to multifamily.</p> <ul style="list-style-type: none"> <li>This intersection is a very busy intersection in the Spokane Valley and it needs to be fixed. I believe that a traffic light will be the best solution at Barker and Sprague.</li> <li>Multifamily at this site will require the installation of sidewalks, curbs and improvements to the intersection and along the property boundaries which are much needed along with providing additional funds to help improve the Barker and Sprague intersection.</li> </ul>	Y	<p>Comment noted</p> <p><b>Traffic –</b> The DEIS analyzed the existing traffic conditions as well as the projected traffic impacts from the Multiple Family Residential designation that had been proposed in the DEIS that was circulated for public comment (see Section 1.3 Transportation Analysis). Following changes proposed by Council since the public comment period, the proposal currently under consideration designates the parcels as Single Family Residential, which most closely resembles existing traffic conditions. Nevertheless, under all alternatives, the Sprague and Barker intersection is projected to function with a level of service (LOS) B. This LOS standard meets or exceeds the adopted LOS of D.</p> <p><b>Infrastructure and Growth –</b> The development of the comprehensive plan, including the Land Use, Transportation, and Capital Facilities elements considered available public services. Further, the City in Spokane Valley Municipal Code 22.20 requires concurrency review for projects.</p>
27	Alexander, Kim	<p>Opposes the comprehensive plan and zoning change at Sprague and Barker single home residential zoned areas into multiuse zoning areas to be used for building businesses or high density apartments or condos or plats.</p> <ul style="list-style-type: none"> <li>Congestion is already at an all-time high with traffic on Barker road at a</li> </ul>	Y	<p><b>Sprague Avenue and Barker Road Land Use Map Changes –</b> After considering public testimony, the City Council directed staff to revise the portion of the comprehensive plan in a manner that would resolve the Commenter's concerns. Specifically, the Council's revision would change the land use designation for parcels 55173.1018 and 55173.1005 from Multiple Family Residential, as had been proposed in the draft Comprehensive Plan that was circulated for public comment, to Single Family Residential and zone the same parcels Single-Family Urban (R-3).</p>

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		<p>standstill in mornings and afternoons into the evening; unsafe roads (see I-90 Barker Exit)</p> <ul style="list-style-type: none"> <li>• Lack of public notification for public input about the 20 year growth plan</li> <li>• School over-crowding- leading to restructuring of school districts causing student displacement from home areas and more bussing</li> <li>• Insufficient public services including, police and fire protection, safe thoroughfares for pedestrians, students who must walk to school, bicyclers and wildlife; sewer, and, water; solid waste/landfill problems; proper drainage for run off leading to flooding; road repair/maintenance; parks/greenspace</li> <li>• Increase in water pollutants; increase of air pollution, heat sinks from impervious surfaces, increase in ozone and CO2 during air emissions</li> <li>• Lack of projection for wildlife and natural area (wetlands)</li> <li>• Lack of public mass transit to new areas with increased population densities;</li> <li>• A distinct change of the face of the area from farming/agricultural/rural to over-crowded urban sub-urban city life; and decreased single family residential property values with</li> </ul>		<p>The proposal currently under consideration by the Council includes this change.</p> <p><b>Schools -</b> As part of the development and coordination of the proposed plan all the school districts, including Central Valley School District 356 were notified of the draft plan. No school district indicated an inability to serve projected population and meet adopted level of service standards. Additionally, in 2015, the Central Valley School District passed a construction bond and received a grant to reduce class size, the projects include a new elementary school and related boundary adjustments, which increase Central Valley School District's capacity.</p> <p><b>Traffic -</b> The DEIS analyzed the existing traffic conditions as well as the projected traffic impacts from the Multiple Family Residential designation that had been proposed in the DEIS that was circulated for public comment (see Section 1.3 Transportation Analysis). Following changes proposed by Council since the public comment period, the proposal currently under consideration designates the parcels as Single Family Residential, which most closely resembles existing traffic conditions. Nevertheless, under all alternatives, the Sprague and Barker intersection is projected to function with a level of service (LOS) B. This LOS standard meets or exceeds the adopted LOS of D.</p> <p><b>Non-motorized Transportation -</b> The proposed plan identifies recommended pedestrian and bicycle improvements, Sprague Avenue and Barker Road near and at their intersection are identified for non-motorized improvements.</p> <p><b>Neighborhood Character -</b> The proposed plan and supporting development regulations include Transitional Regulations (Spokane Valley Municipal Code 19.75) that reduce potential impacts of higher intensity uses to lower intensity uses.</p>

#	Name	Comment	Sprague and Barker	Response
		<p>increased high density often subsidized complexes</p> <p>Create a "Special District" such as a "Historical Rural Agricultural Conservation District" to disallow urban growth.</p> <p>Opposed to charging people a use tax to ride their bicycles on the roads of the City of Spokane Valley to pay for road repairs etc</p>		<p><b>Public Transit -</b> The intersection of Sprague and Barker is approximately 1/4 mile from Spokane Transit Authority route 98, which has approximate ½ hour weekday service and 1 hour weekend and holiday service. The intersection is also within the Paratransit Service Area which offers door-to-door service for clients that meet eligibility requirements</p> <p><b>Emergency Responders (Police and Fire) -</b> As part of the development and coordination of the proposed plan both fire protection and law enforcement were provided notice of the proposed plan and supporting regulations. No service provider indicated an inability to serve the projected population and land use and meet adopted level of service standards.</p> <p><b>Infrastructure and Growth -</b> The development of the comprehensive plan, including the Land Use, Transportation, and Capital Facilities elements considered available public services. Further, the City in Spokane Valley Municipal Code 22.20 requires concurrency review for projects.</p> <p><b>Public Notice -</b> The City provided notice and opportunities for public comment consistent with local and state regulations and the City's public participation program.</p> <p><b>Natural Environment including Wildlife -</b> The proposed Comprehensive Plan and supporting development regulations include updated critical areas regulations that incorporate best available science and are designed to mitigate impacts to the natural environment by development (Spokane Valley Municipal Code 21.40). Critical areas include wetlands, critical wildlife habitat, frequently flooded areas, geologically hazard areas, and critical aquifer recharge areas. Any new development will be subject to these updated critical areas regulations.</p>



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				<p><b>New “Special District” such as Historical Rural Agricultural Conservation District” / Preserve Rural Character or Farm Land-</b> The proposed plan and supporting regulations do not anticipate these “districts”. Further, the City is obligated to plan under the Growth Management Act (“GMA”), ch. 36.70A RCW. Under that law Spokane Valley is by definition an urban growth area which is required to support urban development at urban densities. To the extent that the comment requests that the City encourage rural development or rural densities within the UGA, the suggestion is inconsistent with the GMA.</p> <p><b>Bicycle Road Tax -</b> The proposed plan and supporting regulation do not propose a tax on bicycle use, comment noted.</p>
28	Torres, Oscar	Request to change the Land Use designation on parcel 45091.9100 (known as the International Church Foursquare Gospel) from Low Density Residential to Mixed Use	N	<p>Comment noted.</p> <p>This request was included in the final land use map of the comprehensive plan.</p>
29	Crace, Courtney	<p>Disapprove of the proposed Land Use Designation change at the corner of Sprague and Barker as the proposed land use is inconsistent with the neighborhood character, overcrowding of people, increased traffic, depreciated home values, impeding natural wildlife</p> <p>Keep builders and developers out of Greenacres/Saltese Flats uplands, Valleyford, Mica and away from all of the gorgeous rural areas our city has to offer. There needs to be restrictions on who can buy, and what can be built; and apartments, businesses and housing developments should be banned. The</p>	Y	<p><b>Sprague Avenue and Barker Road Land Use Map Changes -</b> After considering public testimony, the City Council directed staff to revise the portion of the comprehensive plan in a manner that would resolve the Commenter’s concerns. Specifically, the Council’s revision would change the land use designation for parcels 55173.1018 and 55173.1005 from Multiple Family Residential, as had been proposed in the draft Comprehensive Plan that was circulated for public comment, to Single Family Residential and zone the same parcels Single-Family Urban (R-3). The proposal currently under consideration by the Council includes this change.</p> <p><b>Traffic -</b> The DEIS analyzed the existing traffic conditions as well as the projected traffic impacts from the Multiple Family Residential designation that had been proposed in the DEIS that was</p>

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		land should be kept in large acre parcels with strict building guidelines for homeowners only.		<p>circulated for public comment (see Section 1.3 Transportation Analysis). Following changes proposed by Council since the public comment period, the proposal currently under consideration designates the parcels as Single Family Residential, which most closely resembles existing traffic conditions. Nevertheless, under all alternatives, the Sprague and Barker intersection is projected to function with a level of service (LOS) B. This LOS standard meets or exceeds the adopted LOS of D.</p> <p><b>Neighborhood Character –</b> The proposed plan and supporting development regulations include Transitional Regulations (Spokane Valley Municipal Code 19.75) that reduce potential impacts of higher intensity uses to lower intensity uses.</p> <p><b>Natural Environment including Wildlife –</b> The proposed Comprehensive Plan and supporting development regulations include updated critical areas regulations that incorporate best available science and are designed to mitigate impacts to the natural environment by development (Spokane Valley Municipal Code 21.40). Critical areas include wetlands, critical wildlife habitat, frequently flooded areas, geologically hazard areas, and critical aquifer recharge areas. Any new development will be subject to these updated critical areas regulations.</p> <p><b>New “Special District” such as Historical Rural Agricultural Conservation District” / Preserve Rural Character or Farm Land–</b> The proposed plan and supporting regulations do not anticipate these “districts”. Further, the City is obligated to plan under the Growth Management Act (“GMA”), ch. 36.70A RCW. Under that law Spokane Valley is by definition an urban growth area which is required to support urban development at urban densities. To the extent that the comment requests that the City encourage rural development or rural densities within the UGA, the suggestion is inconsistent with the GMA.</p>

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				Other comments noted
30	Lafrance, Rod	<p>If I'd known of the meeting, I would have been a speaker at the meeting. Yes, I am against apartments at that location.</p> <p>Do what's right! A simple R4 zone.</p>	Y	<p><b>Sprague Avenue and Barker Road Land Use Map Changes –</b>            After considering public testimony, the City Council directed staff to revise the portion of the comprehensive plan in a manner that would resolve the Commenter's concerns. Specifically, the Council's revision would change the land use designation for parcels 55173.1018 and 55173.1005 from Multiple Family Residential, as had been proposed in the draft Comprehensive Plan that was circulated for public comment, to Single Family Residential and zone the same parcels Single-Family Urban (R-3). The proposal currently under consideration by the Council includes this change.</p> <p><b>Public Notice –</b>            The City provided notice and opportunities for public comment consistent with local and state regulations and the City's public participation program.</p>
31	Chalpin, Blair	<p>Concerned about the proposed high density multi-family changes to the areas north east of Barker and Sprague, and the changing the entire block north west of Barker and Sprague to mixed use commercial is quite alarming.</p> <p>Opposed to the removal of limits on the number of units and structure height on any area zoned High Density.</p> <p>Both Sprague Avenue and Barker Road are severely undersized for the existing volume of traffic, and these roads cannot support continued increases in traffic brought by proposed zoning changes like this.</p>	Y	<p><b>Sprague Avenue and Barker Road Land Use Map Changes –</b>            After considering public testimony, the City Council directed staff to revise the portion of the comprehensive plan in a manner that would resolve the Commenter's concerns. Specifically, the Council's revision would change the land use designation for parcels 55173.1018 and 55173.1005 from Multiple Family Residential, as had been proposed in the draft Comprehensive Plan that was circulated for public comment, to Single Family Residential and zone the same parcels Single-Family Urban (R-3). The proposal currently under consideration by the Council includes this change.</p> <p><b>Traffic –</b>            The DEIS analyzed the existing traffic conditions as well as the projected traffic impacts from the Multiple Family Residential designation that had been proposed in the DEIS that was circulated for public comment (see Section 1.3 Transportation Analysis). Following changes proposed by Council since the public</p>

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		<p>Also obvious is area schools cannot accommodate more children, especially the special needs segment.</p> <p>Lastly, the changes are not in character with the existing neighborhoods. A continued overdevelopment of rural Greenacres without the necessary infrastructure is not good planning.</p>		<p>comment period, the proposal currently under consideration designates the parcels as Single Family Residential, which most closely resembles existing traffic conditions. Nevertheless, under all alternatives, the Sprague and Barker intersection is projected to function with a level of service (LOS) B. This LOS standard meets or exceeds the adopted LOS of D.</p> <p><b>Schools -</b> As part of the development and coordination of the proposed plan all the school districts, including Central Valley School District 356 were notified of the draft plan. No school district indicated an inability to serve projected population and meet adopted level of service standards. Additionally, in 2015, the Central Valley School District passed a construction bond and received a grant to reduce class size, the projects include a new elementary school and related boundary adjustments, which increase Central Valley School District's capacity.</p> <p><b>Building Heights -</b> The City Council directed staff, after public testimony, to change the proposed Multiple Family zone (MFR) to include a maximum height limit of 50 feet and a maximum density of 22 units per acre. These maximum limits are the same as the existing zoning code for High Density Residential (MF-2) that was adopted in 2006. See Spokane Valley Municipal Code (SVMC) 19.70.020.</p> <p><b>Neighborhood Character -</b> The proposed plan and supporting development regulations include Transitional Regulations (Spokane Valley Municipal Code 19.75) that reduce potential impacts of higher intensity uses to lower intensity uses.</p> <p>Comment noted</p>
32	Kaiser, Suzan	Against the land use change at the northeast corner of Sprague and Barker.	Y	<p><b>Sprague Avenue and Barker Road Land Use Map Changes -</b> After considering public testimony, the City Council directed staff to revise the portion of the comprehensive plan in a manner that would resolve the Commenter's concerns. Specifically, the</p>

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		<p>The roads in this area are already hard to manage, the roundabout concept seems to escape those that do travel these roads as it is and to add more traffic to this already congested area is not something I want to see happen. The construction is already a huge bottle neck and unwelcome congestion point, adding changes that are not well signed or navigated. I have lived in this area for less than 2 years and the amount of traffic, drugs, theft and general road rage and racing has doubled in this short time. It is not easy to get police to respond as it is to issues, adding more unwelcome issues to this area is unwarranted. I have no interest or desire in seeing more apartments to house additional traffic and riff raff added to this area.</p>		<p>Council’s revision would change the land use designation for parcels 55173.1018 and 55173.1005 from Multiple Family Residential, as had been proposed in the draft Comprehensive Plan that was circulated for public comment, to Single Family Residential and zone the same parcels Single-Family Urban (R-3). The proposal currently under consideration by the Council includes this change.</p> <p><b>Traffic –</b>  The DEIS analyzed the existing traffic conditions as well as the projected traffic impacts from the Multiple Family Residential designation that had been proposed in the DEIS that was circulated for public comment (see Section 1.3 Transportation Analysis). Following changes proposed by Council since the public comment period, the proposal currently under consideration designates the parcels as Single Family Residential, which most closely resembles existing traffic conditions. Nevertheless, under all alternatives, the Sprague and Barker intersection is projected to function with a level of service (LOS) B. This LOS standard meets or exceeds the adopted LOS of D.</p> <p><b>Crime –</b>  There is no conclusive evidence that multi-family designations, like the Multiple Family Residential, increase crime. The available data illustrates a greater connection between socio-economic status and crime than between high-density multiple family housing and crime. (Jianling Li and Jack Rainwater, “The Real Picture of Land-Use Density and Crime: A GIS Application”).</p> <p><b>Emergency Responders (Police and Fire) –</b>  As part of the development and coordination of the proposed plan both fire protection and law enforcement were provided notice of the proposed plan and supporting regulations. No service provider indicated an inability to serve the projected population and land use and meet adopted level of service standards.</p> <p>Comment noted</p>

#	Name	Comment	Sprague and Barker	Response
33	Werden, Gene	<p>My home is located within 400 feet of the above property. I would like the zoning on the subject property to remain the same as it is now.</p> <p>There are no sidewalks on E. Sprague near Barker road available for school children or other foot traffic. There are no bicycle lanes. Vehicle traffic is backed up several times at that intersection every day, with no signal or roundabout. There are no curbs on Barker Road.</p> <p>The schools are crowded. Adding high density housing adds to the problems. Under construction, new, near-new, and existing multi-family units are plentiful in Spokane Valley.</p> <p>We could use more entry level single family residences. Balanced residential growth for Spokane Valley is more valuable than just higher numbers of units.</p>	Y	<p><b>Sprague Avenue and Barker Road Land Use Map Changes –</b>  After considering public testimony, the City Council directed staff to revise the portion of the comprehensive plan in a manner that would resolve the Commenter’s concerns. Specifically, the Council’s revision would change the land use designation for parcels 55173.1018 and 55173.1005 from Multiple Family Residential, as had been proposed in the draft Comprehensive Plan that was circulated for public comment, to Single Family Residential and zone the same parcels Single-Family Urban (R-3). The proposal currently under consideration by the Council includes this change.</p> <p><b>Traffic –</b>  The DEIS analyzed the existing traffic conditions as well as the projected traffic impacts from the Multiple Family Residential designation that had been proposed in the DEIS that was circulated for public comment (see Section 1.3 Transportation Analysis). Following changes proposed by Council since the public comment period, the proposal currently under consideration designates the parcels as Single Family Residential, which most closely resembles existing traffic conditions. Nevertheless, under all alternatives, the Sprague and Barker intersection is projected to function with a level of service (LOS) B. This LOS standard meets or exceeds the adopted LOS of D.</p> <p><b>Schools –</b>  As part of the development and coordination of the proposed plan all the school districts, including Central Valley School District 356 were notified of the draft plan. No school district indicated an inability to serve projected population and meet adopted level of service standards. Additionally, in 2015, the Central Valley School District passed a construction bond and received a grant to reduce class size, the projects include a new elementary school and related boundary adjustments, which increase Central Valley School District’s capacity.</p> <p><b>Non-motorized Network (Sidewalks and Bike Lanes)-</b></p>

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				<p>The proposed plan identifies recommended pedestrian and bicycle improvements, Sprague Avenue and Barker Road near and at their intersection are identified for non-motorized improvements.</p> <p><b>Single family housing type -</b>  The proposed plan provides opportunity for single-family development types; it keeps the majority of land use (54%) as SFR which is equal to existing land use and zoning.</p>
33	Dodd, Janie - Fuller Center	<ul style="list-style-type: none"> <li>Request some type of provision to consider clusters (villages) for the working poor/homeless to have a single low payment to be inclusive for the entire village. Suggest a cost per village of small residential clusters and cottages be totaled into one "package" along with a check sheet of what you (the City) will need for each cluster. Including the cost of recording a deed restriction required in 19.40.040(C)2.</li> <li>Request that a group of inspectors specifically trained for these "clusters or villages" and we have the same inspector throughout our entire process.</li> <li>Request that any "changes" be given in a written form similar to a change order process. Then, if the next inspector were to disagree, this, too, would be put in writing and our organization could take the different assessments to a city moderator for a</li> </ul>	N	<p>Comments noted.</p> <p>The entire section of 19.40.100 Development Standards - All provisions related to small residential dwellings have been removed from the supporting regulations.</p> <p>The proposed plan and supporting regulations do not propose any changes to existing fee structure, amount of fees, or processing for inspections. Changes to these elements are not proposed at this time.</p> <p>The size of cottage style housing has been increased to 900 square feet.</p> <p>All homes are subject to the same energy code.</p>

#	Name	Comment	Sprague and Barker	Response
		<p>24 hour turn around with a final decision.</p> <ul style="list-style-type: none"> <li>• Include provisions to allow small residential dwellings to have an ADU.</li> <li>• Suggest increasing the maximum building size of cottage units to 900 sq. feet.</li> <li>• Support the optional varied height, size proportionality, orientation, roof lines, doors, windows and building materials.</li> <li>• Development standards for Manufactured homes on individual lots, B3, are required to have an R Factor/energy code as to the State Energy code. We hope this requirement is consistently required for all homes in Spokane Valley.</li> <li>• The setbacks in Table 19.40-2 should be consistently given for all types of homes.</li> </ul>		
34 / 23	Vinson, Wayne And Vinway (email)	<p>This new comprehensive plan has proposed a zone change for me at 117 N. Barker to a Corridor Mix Use.</p> <p>From Apple way to Sprague on Barker, Barker to Greenacres RD. I strongly opposes this change, for the following:</p> <ul style="list-style-type: none"> <li>• We have a traffic problem,</li> <li>• Over-crowding of schools,</li> <li>• The closest shopping is 2 miles away,</li> <li>• Emergency responders have a hard time getting down Barker RD.</li> </ul>		<p>Repeat Letter from Vinway above.</p> <p><b>Sprague Avenue and Barker Road Land Use Map Changes –</b> After considering public testimony, the City Council directed staff to revise the portion of the comprehensive plan in a manner that would resolve the Commenter's concerns. Specifically, the Council's revision would change the land use designation for parcels 55173.1018 and 55173.1005 from Multiple Family Residential, as had been proposed in the draft Comprehensive Plan that was circulated for public comment, to Single Family Residential and zone the same parcels Single-Family Urban (R-3). The proposal currently under consideration by the Council includes this change.</p> <p><b>Traffic –</b></p>



#	Name	Comment	Sprague and Barker	Response
		<ul style="list-style-type: none"> <li>Bus stop is at Appleway and Barker on the Northwest corner.</li> </ul> <p>As for future use of the land along Appleway Ave. East or West of Barker that is the old railroad line which is now the Appleway Trail. The only building going up in this area maybe mini strip malls. Only after removal of the Appleway trail and even at that there will be very little parking. In short there is will be no big development in this area for years and years. There is no need to rezone this property at this time. Please keep this area the same at medium density residential.</p> <p>Make both West: Greenarces RD to Barker RD, Bow RD to Sprague and East of Barker the same Medium Density residential and this includes that High Density property between Apple way and Sprague East of Baker RD</p>		<p>The DEIS analyzed the existing traffic conditions as well as the projected traffic impacts from the Multiple Family Residential designation that had been proposed in the DEIS that was circulated for public comment (see Section 1.3 Transportation Analysis). Following changes proposed by Council since the public comment period, the proposal currently under consideration designates the parcels as Single Family Residential, which most closely resembles existing traffic conditions. Nevertheless, under all alternatives, the Sprague and Barker intersection is projected to function with a level of service (LOS) B. This LOS standard meets or exceeds the adopted LOS of D.</p> <p><b>Schools -</b> As part of the development and coordination of the proposed plan all the school districts, including Central Valley School District 356 were notified of the draft plan. No school district indicated an inability to serve projected population and meet adopted level of service standards. Additionally, in 2015, the Central Valley School District passed a construction bond and received a grant to reduce class size, the projects include a new elementary school and related boundary adjustments, which increase Central Valley School District's capacity.</p> <p><b>Medium Density Residential -</b> Preserving the existing Medium Density Residential designation and MF-1 zoning was considered under two of the No Action and Citizen Focus alternatives. The preferred alternative eliminated the Medium Density Residential designation and associated MF-1 zone based on the Housing and Economic Trends Existing Condition Report. No change to the preferred alternative regarding the Medium Density Residential designation MF-1 zone has been made.</p>

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35	Konkright, Kelly	<p>Requests that the City Council keep 721 N. Bowdish Road zoned for multi-family housing rather than the Neighborhood Commercial designation currently proposed in the Comprehensive Plan Update.</p> <p>There simply is not a market for Neighborhood Commercial uses on this lot. It is in the middle of a residential neighborhood, and there are sufficient NC-type services a few blocks to the south on Sprague Avenue, approximately one (1) mile to the east on Pines Street, and to the west along Argonne/Mullan Road. The only realistic way to re-develop this property is under multi-family zoning, which it has always had while I have owned the property.</p>	N	<p>After considering public testimony, the City Council directed staff to revise the portion of the comprehensive plan in a manner that would resolve the Commenter's concerns. Specifically, the Council's revision would change the land use designation for 721 N. Bowdish from Neighborhood Commercial, as had been proposed in the draft Comprehensive Plan that was circulated for public comment, to Multiple Family Residential and zone the same parcel Multiple Family Residential (MFR). The proposal currently under consideration by the Council includes this change.</p>
36	Scott, Susan	<p>In the matter of 19.40.090 Development standards -small residential dwellings, in particular Section C. supportive housing, I would ask that you following the Planning Commission's recommendation to delete this portion of the plan for further consideration through a future code text amendment.</p>		<p>After considering public testimony, the City Council directed staff to revise the portion of the supporting development regulation 19.40.090 Development standards – small residential dwellings that would resolve the Commenter's concerns, consistent with the recommendation by the Planning Commission.</p>
37	Nelson, Doug	<p>Want an investigation as to why the 2 northern parcels At Sprague and Barker (55173.1019 and 55173.1020) are zoned high density (with no restrictions). Against the Planning Commission's recommendation. When the parcel was zoned high density by Spokane County there were severe restrictions as to the</p>	Y	<p><b>Sprague Avenue and Barker Road Land Use Map Changes –</b>  After considering public testimony, the City Council directed staff to revise the portion of the comprehensive plan in a manner that would resolve the Commenter's concerns. Specifically, the Council's revision would change the land use designation for parcels 55173.1018 and 55173.1005 from Multiple Family Residential, as had been proposed in the draft Comprehensive Plan that was circulated for public comment, to Single Family</p>

#	Name	Comment	Sprague and Barker	Response
		type of building and the purpose of the building.		<p>Residential and zone the same parcels Single-Family Urban (R-3). The proposal currently under consideration by the Council includes this change.</p> <p><b>Building Heights –</b> The City Council directed staff, after public testimony, to change the proposed Multiple Family zone (MFR) to include a maximum height limit of 50 feet and a maximum density of 22 units per acre. These maximum limits are the same as the existing zoning code for High Density Residential (MF-2) that was adopted in 2006. See Spokane Valley Municipal Code (SVMC) 19.70.020.</p>
38	Blake, Timothy	I have autism. I don't want apartments to be built in front of my house because there will be too many people for our neighborhood and bully's too. My concerns are there would be more traffic and it would be unsafe for children like me because there would be bad people. More pollution and sound would cause the beautiful outdoors to be ruined and swinging wouldn't be relaxing. It would be a much smarter idea to add in a park because the neighborhood has no parks	Y	<p><b>Sprague Avenue and Barker Road Land Use Map Changes –</b> After considering public testimony, the City Council directed staff to revise the portion of the comprehensive plan in a manner that would resolve the Commenter's concerns. Specifically, the Council's revision would change the land use designation for parcels 55173.1018 and 55173.1005 from Multiple Family Residential, as had been proposed in the draft Comprehensive Plan that was circulated for public comment, to Single Family Residential and zone the same parcels Single-Family Urban (R-3). The proposal currently under consideration by the Council includes this change.</p> <p><b>Traffic –</b> The DEIS analyzed the existing traffic conditions as well as the projected traffic impacts from the Multiple Family Residential designation that had been proposed in the DEIS that was circulated for public comment (see Section 1.3 Transportation Analysis). Following changes proposed by Council since the public comment period, the proposal currently under consideration designates the parcels as Single Family Residential, which most closely resembles existing traffic conditions. Nevertheless, under all alternatives, the Sprague and Barker intersection is projected to function with a level of service (LOS) B. This LOS standard meets or exceeds the adopted LOS of D.</p>

#	Name	Comment	Sprague and Barker	Response
39	Mathison, Addy	I am afraid that bad people will live in the apartments that could be built. I am concerned the animals will run out of habitats. Maybe instead of building apartments you could build me a playground	Y	<p><b>Sprague Avenue and Barker Road Land Use Map Changes –</b>  After considering public testimony, the City Council directed staff to revise the portion of the comprehensive plan in a manner that would resolve the Commenter’s concerns. Specifically, the Council’s revision would change the land use designation for parcels 55173.1018 and 55173.1005 from Multiple Family Residential, as had been proposed in the draft Comprehensive Plan that was circulated for public comment, to Single Family Residential and zone the same parcels Single-Family Urban (R-3). The proposal currently under consideration by the Council includes this change.</p> <p><b>Natural Environment including Wildlife –</b>  The proposed Comprehensive Plan and supporting development regulations include updated critical areas regulations that incorporate best available science and are designed to mitigate impacts to the natural environment by development (Spokane Valley Municipal Code 21.40). Critical areas include wetlands, critical wildlife habitat, frequently flooded areas, geologically hazard areas, and critical aquifer recharge areas. Any new development will be subject to these updated critical areas regulations.</p>
40	Beecher, David	<p>Well maybe it’s about time for me to get involved with politics. I do know one thing, you and your people (City Hall ) are out of touch with the people in the City of Spokane Valley. I think it’s time to drain the swamp and go back to county government.</p> <p>You should listen to the people, so for the next council meeting I would suggest changing the meeting to a place to hold the crowd that will show up. You don't hold the same values your taxpayers do. How can you represent these people</p>		Comment noted

#	Name	Comment	Sprague and Barker	Response
		<p>when there is no districts? And this is the best part, when asked about a situation the previous Mayor said it was above his pay grade. Above his pay grade what kind of answer is that?</p> <p>I will tell you, drain your swamp. Isn't Social Media Great. How about I show you how it works. Lets start stirring the swamp!</p>		
41	Pavelich, Sandy	<p>I would like to reply to many areas of your new plan but I will begin with just a few:</p> <ul style="list-style-type: none"> <li>• The idea that you would change developer requirement for adequate parking is very short sighted If I lived in a development and cars were parked on both sides of the street and say someone's car breaks down and fire trucks cannot get through will be another shortsighted example of protecting the public.</li> <li>• Another comment I have concerns traffic. On your map you have that traffic counts were last taken around the painted hills golf course in 2014. That is incorrect.</li> </ul>	N	<p><b>Parking -</b> Council has recommended changes to allow a reduction in parking requirements for non-residential development that is within ½ mile of a frequent transit route at the conclusion of the public comment period. The current draft under consideration includes changes to Title 22.50. The Fire Department reviews all site and building permits to ensure consistency with the International Fire Code.</p> <p><b>Traffic Counts -</b> Council has recommended changes to address this concern at the conclusion of the public comment period. The current draft under consideration includes an updated figures for Average Daily Traffic.</p>
42	Pavelich, Dan	<p>The plan does not designate as a significant 100 year flood plain area the boundaries currently identified by FEMA, being principally the land previously used as the Painted Hills Golf course of which approximately 70 acres are within the 100 year FEMA Flood Plain map.</p>	N	<p><b>Natural Environment including Frequently Flooded Areas-</b> The proposed Comprehensive Plan and supporting development regulations include updated critical areas regulations that incorporate best available science and are designed to mitigate impacts to the natural environment by development (Spokane Valley Municipal Code 21.40). Critical areas include wetlands, critical wildlife habitat, frequently flooded areas, geologically</p>

#	Name	Comment	Sprague and Barker	Response
				<p>hazard areas, and critical aquifer recharge areas. Any new development will be subject to these updated critical areas regulations.</p> <p>Frequently flooded areas include those areas are designated by the Federal Emergency Management Agency (FEMA) as the 100-year floodplain and are shown in Figure 51.</p>

#	Name	Comment	Sprague and Barker	Response
43	Thornburg, Steve and Karla	We are totally against rezoning this parcel to allow for any type of apartment complex, It should stay low density residential so to stay in line with the rest of our neighborhoods, Our infrastructure is already stressed to their limits with all the development to the south and east of Barker and Sprauge.		<p><b>Sprague Avenue and Barker Road Land Use Map Changes -</b></p> <p>After considering public testimony, the City Council directed staff to revise the portion of the comprehensive plan in a manner that would resolve the Commenter's concerns. Specifically, the Council's revision would change the land use designation for parcels 55173.1018 and 55173.1005 from Multiple Family Residential, as had been proposed in the draft Comprehensive Plan that was circulated for public comment, to Single Family Residential and zone the same parcels Single-Family Urban (R-3). The proposal currently under consideration by the Council includes this change.</p> <p><b>Traffic -</b></p> <p>The DEIS analyzed the existing traffic conditions as well as the projected traffic impacts from the Multiple Family Residential designation that had been proposed in the DEIS that was circulated for public comment (see Section 1.3 Transportation Analysis). Following changes proposed by Council since the public comment period, the proposal currently under consideration designates the parcels as Single Family Residential, which most closely resembles existing traffic conditions. Nevertheless, under all alternatives, the Sprague and Barker intersection is projected to function with a level of service (LOS) B. This LOS standard meets or exceeds the adopted LOS of D.</p> <p><b>Infrastructure and Growth -</b></p> <p>The development of the comprehensive plan, including the Land Use, Transportation, and Capital Facilities elements considered available public services. Further, the City in Spokane Valley Municipal Code 22.20 requires concurrency review for projects.</p>

**AGENCY COMMENTS**

#	Page #	Comment	Response
<b>Spokane Transit Authority</b>			
1		The draft policy to, "Maximize the density of development along major transit corridors and near transit centers," is a sound policy that will allow more people to benefit from the community's transit investments. The draft plan also further recognizes the need to prioritize sidewalks near transit stops and other uses that generate a large number of pedestrian trips, improve multimodal connectivity, and work with STA to provide bus shelters at strategic locations. Spokane Transit is supportive of this language as well as proposed changes to the Comprehensive Plan Land Use Map that propose mixed-use and multifamily designations near existing and planned transit lines.	Comment noted
2		Require site design to provide accessible pedestrian connections (sidewalks or pathways) for the most direct route possible between multifamily and commercial buildings and adjacent bus stops	No change made as no changes are proposed to the street standards at this time and we do not have design standards in the code.  <b>Non-motorized Network (Sidewalks and Bike Lanes)-</b> The proposed plan identifies recommended pedestrian and bicycle improvements, Sprague Avenue and Barker Road near and at their intersection are identified for non-motorized improvements.
3		Allow for a reduction in the amount of required off-street parking for sites located near transit lines with service every 15 minutes or more often for twelve hours or more each regular weekday.	Council has recommended changes to address this concern at the conclusion of the public comment period. The current draft under consideration includes changes to Title 22.50 to address the suggestion made by the Commenter.



**AGENCY COMMENTS**

#	Page #	Comment	Response
4		Design planned arterials to accommodate future bus service. This includes considering the locations of bus stops in the design of landscaping and swales to avoid costly retrofits later or creating a barrier to the introduction of service. Plan for safe and convenient pedestrian crossings at regular intervals on these streets.	Current proposal does not include any proposed changes to existing street standards.
5		Street connectivity, defined as densely spaced streets that connect with one another to form a street grid of shorter blocks, facilitates more direct travel, placing more area within walking distance of a stop, limit cul-de-sacs or closed-end street designs to circumstances in which barriers prevent full extensions. If full street connection is prevented, then provide bicycle and pedestrian access ways approximately every 300 to 500 feet.	Comment noted, connectivity standards exist in the current street standards except for elements related to bikes and pedestrians. Current proposal does not include any proposed changes to existing street standards.
6		Connectivity between bike lanes and transit lines, especially in low-density industrial areas is important. Local bike networks should connect with existing transit lines and be free of barriers such as curbs or fences.	No change made as no changes are proposed to the street standards at this time.
7		Encourage the placement of buildings on sites in a way that limits the distance a pedestrian will have to walk across parking lots from adjoining streets.	Comment noted. The changes proposed now allow buildings to be built to the street creating the potential for shorter walking distances.

**Washington State Department of Transportation**

## AGENCY COMMENTS

#	Page #	Comment	Response
1	5-76	Need to add language here. This travel pattern highlights the need for network development as the freeway system alone cannot accommodate this demand in the future. Travel demand strategies will also be an important aspect in dealing with traffic increases.	<p>Council has recommended changes to address this concern at the conclusion of the public comment period. The current draft under consideration includes the following change to the comprehensive plan to address the suggestion made by the Commenter.</p> <p>“This travel pattern highlights the need for network development, as the freeway system alone cannot accommodate this demand in the future. Travel demand strategies will also be an important aspect in dealing with increasing traffic.”</p>
2	5-88	Need to revise map. Map is not clear as some of the busiest corridors like Sullivan and Sprague show little or no traffic in certain locations. This is a result of no 2015 traffic count being available in that area. Suggest that the map also use previous years traffic counts to reflect more data. Also a different color needs to be used to reflect where no data is available.	<p>Council has recommended changes to address this concern at the conclusion of the public comment period. The current draft under consideration includes an updated map to address the suggestion made by the Commenter</p>
3	5-89	Need to add "For Highways of Statewide Significance (HSS) that WSDOT sets the LOS standard. Please contact WSDOT for current LOS standards".	<p>Council has recommended changes to address this concern at the conclusion of the public comment period. The current draft under consideration includes changes to the comprehensive plan and address the suggestion by the Commenter to clarify the HSS LOS standard.</p>
4	7-123	Need to add statement: I-90 is a HSS facility under the jurisdiction of WSDOT. Maintain WSDOT adopted LOS standards on I-90 and the Ramp Terminals	<p>Council has recommended changes to address this concern at the conclusion of the public comment period. The current draft under consideration includes the following change to the comprehensive plan to address the suggestion by the Commenter.</p> <p>“I-90 is a HSS facility under the jurisdiction of WSDOT. Maintain WSDOT adopted LOS standards on I-90 and the ramp terminal intersections with city streets.”</p>

## AGENCY COMMENTS

#	Page #	Comment	Response
<b>EIS</b>			
5	18	The identified improvements need to be called out in the table. For instance the roundabout that will be constructed at the Barker Interchange, improvements to Pines and Mission, etc.	Council has recommended changes to address this concern at the conclusion of the public comment period. The current draft under consideration includes updates to Table 6 to identify planned and likely improvements.
6	19	What is the corridor length being proposed? What is shown in the table # 6 does not seem consistent with the maps in Chapter #5 of the Comp. Plan. Suggest the interchange area with I-90 be its own corridor. For instance on Pines this could be from Mission on the south side to Indiana on the north side.	Council has recommended changes to address this concern at the conclusion of the public comment period. The current draft under consideration includes updates to Chapter 5 of the comprehensive plan to update the tables/maps to be consistent with the corridor lengths in the EIS, the lengths in Table 6 are correct.
7	19	Believe this should refer to Table 7	Council has recommended changes to address this concern at the conclusion of the public comment period. The current draft under consideration includes an updated reference to address the suggestion made by the Commenter.
8	22	The projected LOS seems higher than what is found in the field for Sullivan, Pines and potentially Barker.	Council has recommended changes to address this concern at the conclusion of the public comment period. The current draft under consideration includes an updated table title to be clearer.
<b>Spokane Regional Transportation Council</b>			
1	3	The Introduction Element indicates a robust public, jurisdiction, and agency involvement process (p. 1-17). For improved consistency with the GMA, the Transportation Element should describe the City's process for outreach to other jurisdictions and agencies as it relates to transportation LOS and land use impacts.	Council has recommended changes to address this concern at the conclusion of the public comment period. The current draft under consideration includes new section in Chapter 1 that includes a description of the agency outreach process.

**AGENCY COMMENTS**

#	Page #	Comment	Response
2	3	The EIS Transportation Analysis section (p. 25) states that it supports CTR programs and the Transportation Element policy T-P15 states that the City will “Encourage all Commute Trip Reduction employers in the City to achieve travel reduction goals.” To improve consistency with the GMA, both documents should reference the City’s Commute Trip Reduction Implementation Plan Update: 2015-2019 and demonstrate its commitment to its CTR program in terms of improved coordination, assisting with identifying infrastructure and cultural barriers to meeting state-mandated CTR goals, assisting with marketing and public outreach, and promoting community leader support.	Council has recommended changes to address this concern at the conclusion of the public comment period. The current draft under consideration includes an updated policy T-P15 and added a footnote to page 25 of the EIS to reference the Commute Trip Reduction Implementation Plan Update: 2015-2019.
3	4	Horizon 2040 identifies the segments of Sprague Avenue and Appleway Boulevard that travel through Spokane Valley as part of an Urban Transportation Corridor (UTC) (p. 4-37 of Horizon 2040) and encourages local jurisdictions to address future planning related to the corridors. The City’s Land Use and the Transportation elements do not address this corridor. During the 2017 update to Horizon 2040, SRTC will consider the value of keeping this UTC segment in the plan.	Council has recommended changes to address this concern at the conclusion of the public comment period. The current draft under consideration includes updated language related to the Sprague/Appleway UTC in the Land Use Element, see page 4-65 under Attracting New Development in New Areas; page 4-66 Creating Catalytic Development and in Transportation Element page 5-92, Supporting Economic Development.

**AGENCY COMMENTS**

#	Page #	Comment	Response
4	4-5	<p>The Transportation Element states that “The rationale for evaluating corridor LOS is to align with the SRTC CMP” (p. 5-89), that its policy is to “Use transportation demand management techniques and technologies to move people, vehicles and goods safely and efficiently throughout the City’s transportation system.” (policy T-P17, p. 2-28), and that “Overall, it is the City’s policy to consider strategies such as transportation demand management, access restrictions, design modifications, transit enhancements, and intelligent transportation systems prior to adding new lane capacity to the system, particularly for single-occupancy vehicles.” (p. 5-94). Of the 20 proposed mitigation projects to address roadway LOS impacts, 13 are lane addition or road widening projects and 7 are intersection treatments. To improve consistency with Horizon 2040 and pursuant to the CMP, the Transportation Element mitigation project list should also list additional non-capacity adding strategies considered in addition to lane addition or road widening strategies.</p>	<p>Council has recommended changes to address this concern at the conclusion of the public comment period. The current draft under consideration includes an updated transportation mitigation list that includes the City's ongoing non-capacity strategies to address mobility along congested corridors.</p>
5	5	<p>The Transportation Element, policy T-P1 states that the City intends to “Continue to pursue funding for the Bridging the Valley (BTV) program to reduce rail/vehicle collisions, improve emergency access, eliminate vehicle waiting times, reduce noise, and improve traffic flow.” From the regional perspective, Bridging the Valley is a long-term, unfunded project. Further, as stated in Horizon 2040 (p. 2-10), “The priority of BTV projects continues to be evaluated by regional decision makers, especially in light of limited transportation funding resources and the need to secure commitment from the railroads.”</p>	<p>Council has recommended changes to address this concern at the conclusion of the public comment period. The current draft under consideration includes and amended T-P1 to clarify the continued importance to the City to pursue funding for BNSF mainline separation projects. The policy now reads: “Continue to pursue funding for the BNSF mainline separation projects of Bridging the Valley program to reduce rail/vehicle collisions, improve emergency access, eliminate vehicle waiting times, reduce noise, and improve traffic flow.”</p>

**Washington State Department of Ecology**

**AGENCY COMMENTS**

#	Page #	Comment	Response
1		Floodplain regulations and goals for future improvement are well described in the document. Referencing SVMC Chapter 21.30, Floodplain Regulations, in the CAO and Comp Plan is Ecology's recommended practice. One minor comment on Comp Plan page 10-159, Frequently Flooded Areas section: Figure 49 is referenced for the location of the floodplain, when it should be Figure 51.	Council has recommended changes to address this concern at the conclusion of the public comment period. The current draft under consideration include updated figure numbers and cross-references.