



DESCRIPTION OF THE PROPOSED AMENDMENT Please check the appropriate box(es):

(Inconsistent Amendments will only be processed every other year beginning in 2005.)

- Comprehensive Plan Text Change Land Use Designation Change
 Regulatory Code Text Change Area-wide Rezone

Please respond to these questions on a separate piece of paper. Incomplete answers may jeopardize your application's chances of being reviewed during this amendment cycle.

1. General Questions (for all proposals):

- a. Describe the nature of the proposed amendment and explain why the change is necessary.

This proposal is a placeholder only for yet to be determined amendments to Comprehensive Plan Chapter 4 Transportation that will review the text addressing specific standards for streets. This review will be followed up with specific changes to the text of the Comprehensive Plan addressing street standards. The intent is to conduct a public process to review policies and standards and make changes as appropriate to update and improve them.

- b. How will the proposed change provide a substantial benefit to the public?

Narrow streets are recognized in Comprehensive Plan policy TR 4.3 as a benefit to the public. Consideration of the standards and updating them will benefit the city through improved streets as residential neighborhoods in the city are built out.

TR 4.3 Narrow Streets

Build streets with the minimum amount of street width needed to serve the street's purpose and calm traffic.

Discussion: Streets should be constructed as narrow as possible. Narrow streets are less costly to build, require less maintenance, reduce storm water runoff, help reduce the speed of traffic, conserve land for other uses, and are safer for pedestrians. Narrow streets also serve as an effective traffic calming measure. Calming traffic is important to Spokane neighborhoods (see TR 5.4, "Traffic Calming Measures").

This does not mean, however, that all streets will be narrow since street widths vary according to the street's function example, arterials are wider than streets serving only neighborhood traffic. Street width also needs to take into account the need for bicycle lanes.

The City of Spokane's street standards have been developed with the intent of implementing this narrow streets policy. Another technique to implement this policy is to carefully provide for the location of on street parking, which serves to reduce the width of travel lanes. The use of chicanes (design features that change a street's path from straight to serpentine) at appropriate locations can also serve to reduce the travel lane width of streets. Finally, this policy also has a strong link to policy TR 4.6, "Internal

Connections,” since providing greater connectivity and access addresses some of the access concerns raised by narrow streets.

The standards for transportation facilities of the Comprehensive Plan are too prescriptive. The standards may not be appropriate for a policy document like the Comprehensive Plan. The standards have created some issues in terms of allowing the flexibility that is needed to address the needs of all types of transportation. It is generally more appropriate for specific standards to be located in the Spokane Municipal Code. The Comprehensive Plan is intended to provide policy guidance for the specific standards that are adopted as a part of the Spokane Municipal Code.

This proposed amendment will result in a benefit to the public as a result of improved Comprehensive Plan policies for transportation facilities. If changes to the Comprehensive Plan are adopted, the street standards of the Spokane Municipal Code will be updated to reflect the updated Comprehensive Plan policies.

- c. Is this application consistent or inconsistent with the Comprehensive Plan goals, objectives and policies? Describe and attach a copy of any study, report or data, which has been developed that supports the proposed change and any relevant conclusions. If inconsistent please discuss how the analysis demonstrates that changed conditions have occurred which will necessitate a shift in goals and policies.

This amendment is consistent with the Comprehensive Plan goals, objectives and policies. As stated above, Comprehensive Plan policy supports narrow streets. The city will conduct a review process and develop necessary data to support any changes that are made to the street standards of the Comprehensive Plan. The Comprehensive Plan amendment will be supported by amendments to the Spokane Municipal Code Street Standards (SMC 17H.010) to match the changes made to the Comprehensive Plan.

- d. Is this application consistent or inconsistent with the goals and policies of state and federal legislation, such as the Growth Management Act (GMA) or environmental regulations? If inconsistent, describe the changed community needs or priorities that justify such an amendment and provide supporting documents, reports or studies.

The amendment is consistent with the GMA planning goals and requirements.

- e. Is this application consistent with the Countywide Planning Policies (CWPP), the comprehensive plans of neighboring jurisdictions, applicable capital facilities or special district plans, the Regional Transportation Improvement District, and official population growth forecasts? If inconsistent please describe the changed regional needs or priorities that justify such an amendment and provide supporting documents, reports or studies.

The amendment is consistent with the GMA planning goals and requirements.

- f. Are there any infrastructure implications that will require financial commitments reflected in the Six-Year Capital Improvement Plan?

No.

- g. Will this proposal require an amendment to any supporting documents, such as development regulations, Capital Facilities Program, Shoreline Master Program, Downtown Plan, critical areas regulations, any neighborhood planning documents adopted after 2001, or the Parks Plan? If yes, please describe and reference the specific portion of the affected plan, policy or regulation.

An amendment to the standards for streets in the Comprehensive Plan will need to be addressed in the city of Spokane Street Development Standards (SMC 17H.010).

- h. If this proposal is to modify an Urban Growth Area (UGA) boundary, please provide a density and population growth trend analysis. Changes to the Urban Growth Area may occur only every five years and when the Board of County Commissioners (BoCC) reviews all UGA's countywide.

This is not a proposal to modify the UGA boundary.

2. For Text Amendments:

- a. Please provide a detailed description and explanation of the proposed text amendment. Show proposed edits in "line in/line out" format, with text to be added indicated by underlining, and text to be deleted indicated with ~~strikeouts~~.

This is a placeholder amendment that is intended to address text from the Comprehensive Plan related to streets. The intent is to conduct a public process to review existing text and make changes as appropriate to update this text including standards for both public and private streets (as appropriate), and make adjustments to the policies, standards and regulations as necessary.

- b. Reference the name of the document as well as the title, chapter and number of the specific goal, policy or regulation proposed to be amended/added.

Within the Transportation Chapter of the Comprehensive Plan there are several tables and diagrams that will be reviewed and potentially amended as a part of this application. The specific amendments will be identified as a part of a stakeholder/public process.

3. For Map Change Proposals:

- a. Attach a map of the proposed amendment site/area, showing all parcels and parcel numbers.
- b. What is the current land use designation?
- c. What is the requested land use designation?
- d. Describe the land uses surrounding the proposed amendment site (land use type, vacant/occupied, etc.)