



City Plan Commission Recommendation, Findings and Conclusions on a Proposal to Adopt a New Ordinance Related to Complete Streets Practices and Principles

December 14, 2011

FINDINGS OF FACT:

1. In May 2001, the City of Spokane adopted its Comprehensive Plan under the Growth Management Act (Chapter 36.70A RCW or "GMA").
2. The Comprehensive Plan and the entire legislative record relative to its initial adoption and subsequent amendments thereto, including environmental review documents, are incorporated into these findings and conclusions by reference.
3. The City's Comprehensive Plan is required to be consistent with the Growth Management Act. A 2005 amendment to the Growth Management Act requires a, "Pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles" (RCW 36.70A).
4. The proposed Complete Streets ordinance contains a series of criteria, which support pedestrian, transit, and biking goals and policies of the Comprehensive Plan as outlined in Transportation Chapter 4. More specifically, numerous policies targeting pedestrians, non motorized transportation, and transit under TR 1 Overall Transportation, TR 2 Transportation Options, TR 4 Efficient and Safe Mobility, TR 5 Neighborhood Protection, TR 6 Environmental Protection, TR 7 Sense of Place, and TR 9 Equitable Funding.
5. The Complete Streets ordinance will serve as a guide for the functions of Capital Programs, Engineering Services, and the Street Department, all current City Departments or Programs related to the planning, scoping, design, construction, and maintenance of City streets and sidewalks.
6. Implementation of the Complete Streets Ordinance will facilitate a multi-modal environment that will make transportation safer for pedestrians, cyclists and automobiles.
7. Both walking and the operation of a bicycle result in emission-free transportation experiences. The pedestrian and bicycle-related Complete Streets ordinance aims to create safe and efficient pedestrian and bicycle networks. Similar improvements in other cities have shown an increase in pedestrians and cyclists. Thus, these amendments will have positive environmental impacts.

8. The Plan Commission held a workshop on October 26, 2011, and also held a public hearing on December 14, 2011, to obtain public comments on the Complete Streets ordinance.
9. This proposed ordinance includes the addition of new pedestrian and bicycle-related decision criteria related to the inclusion of Complete Streets design elements on City projects. These criteria are supported by a Mayoral executive order that outlines specific actions that city departments should take to implement this ordinance.
10. 21 people testified; 18 in favor, 1 against and 2 neutral.
11. The Plan Commission hereby adopts the foregoing as its findings.

CONCLUSIONS:

The Plan Commission finds that the Complete Streets Ordinance is consistent with and implements the City of Spokane Comprehensive Plan.

RECOMMENDATION: The Spokane City Plan Commission by a vote of 7 to 0, recommends approval of the Complete Streets Ordinance and Program as amended to City Council.



Karen Byrd, President
City Plan Commission