FUNCTIONAL ANALYSIS FOR PROPOSED SITING OF SPOKANE COUNTY CORRECTIONAL FACILITY

SPOKANE COUNTY REGIONAL SITING PROCESS FOR ESSENTIAL PUBLIC FACILITIES

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FUNCTIONAL ANALYSIS

1.1 Introduction

Spokane County is initiating the Regional Siting Process for Essential Public Facilities (EPF) in order to select a site for a new or expanded Detention Facility/County Jail. If such a site is needed, it is also intended that the same EPF process undertaken to identify a site for the permanent Detention Facility would also be used for the selection of an interim Detention Facility site if needed.

It is also important to note that at this phase of the site selection process, and because an actual project has not been defined, the evaluation of sites is based on a conceptual project. This process undertakes a conceptual analysis that uses comparative analysis to develop a hierarchy, or ranking, of sites. The base of information for the decision-makers builds as the process progresses. The goal of the process is first to eliminate sites that have significant issues or fatal flaws. Second is to identify sites that can accommodate the objective of the project. And, third is to find the best site based upon the analysis of set criteria that cover a full range of issues.

Project description

The purpose of the project is to provide:

- A new and/or improved detention facilities system that can absorb the lost programs and inmate capacity of Geiger Corrections Center at lease expiration.
- To alleviate the overcrowded and safety conditions within the present facilities
- Provide additional capacity for the expected 25 year growth in inmate population
- Allow for an economical interim housing facility that addresses the County’s needs until a new permanent detention facility can be built.
- Permanent detention system and facilities which provides for public safety, while meeting the fiscal responsibilities of the County

Project Need

The need for the project is primarily a result of the closing of 610-bed Geiger Corrections Center in 2013, and the increasing demand for detention services.

The total maximum inmate capacity of the County’s two (2) detention facilities is 1285, the main Jail with 675 inmates and Geiger Corrections Center with 610 inmates. The current “Average Daily Population” (ADP) for both facilities is approximately 1170 inmates, which clearly illustrates that current detention facilities are very near capacity.

Because of operational requirements and capacity, the Jail is approaching violations of the County Ordinance Standards as it applies to correctional facilities.

The Spokane County Jail is managed under the Spokane Sheriffs’ Office with users including the police departments of the city of Spokane and six surrounding small cities, three major Universities, the Washington State Patrol, Fairchild Air Force Base and the US Marshal/Federal Government.

The inmate population is expected to grow at a rate of approximately 65 inmates per year, thus in 20 years Spokane County will have the need of 1300 addition beds. Also, given past growth trends, the need for additional inmate housing between now and the time when permanent housing facility can be built, necessitates an interim housing facility.
The increase in the number of offenders and the lack of additional capacity has resulted in reduced public, inmate, and staff safety as well as compounded the existing facilities' operational inefficiencies and outdated security systems. It is the goal of Spokane County to develop programs and facilities that offer the maximum safety for the public, staff, and offenders.

Project Timing: assuming that a bond issue for a permanent replacement facility is passed in November 2008, it is expected to take approximately 5 years to plan, design and construct a new detention facility.

Need for an Interim Detention Facility

The need for an interim facility is based on an anticipated inmate growth for the 5-year facility development process, which will not be addressed with alternatives to incarceration or through judicial policy changes.

Determination of Essential Public Facility

The Board of County Commissioners has determined that the proposed County Detention Facility is a regional Essential Public Facility (EPF). This document is the Functional Analysis of the Spokane County Detention Services site requirements. Section 1.2 sets forth the relevant siting requirements and analysis factors as well as the underlying assumptions and reasons for identifying these criteria as important in evaluating a Spokane County Detention Facility (SCDF) site. Section 1.3 explains why the Siting Criteria for EPFs as defined in Appendix “D” on page 19 of the Spokane County Regional Siting Process for Essential Public Facilities booklet do not apply to the proposed facility.

An application for the Essential Public Facility Siting Process was submitted to Spokane County Department of Building and Planning on October 23, 2007. A Notice of Application was prepared on October 26, 2007 with the legal notice published in the Spokesman Review on October 28, 2007. A public workshop was held on Thursday November 15th to discuss the EPF siting process and the following topics.
- Essential Public Facility Site Process – what is involved?
- Criteria and Weighting for evaluating and selecting sites.
- Environmental Issues to be considered in the evaluation process and SEPA process.
- Ten sites under consideration for the proposed public facility.
- Opportunity for public to comment.

Determination of Ten Sites to be Evaluated in Regional EPF Siting Process

The following steps were involved in identifying the sites to be evaluated in the EPF Siting Process:
- Identify and review land owned by Spokane County
- Identify and review selected land owned by city of Spokane, Spokane Transit Authority, state of Washington, and other jurisdictions
- Advertise for land in the Spokesman Review
- Provide copies of ad for land solicitation to Spokane Association of Realtors, Traders Club and Building Owners and Managers Association
- Select sites that could reasonably accommodate the proposed facility
- Review sites with stakeholders and select ten best sites made available to County
### Detention Facility Sites

**December 17, 2007**

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<th>No.</th>
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1.2 Relevant Factors

1.2.1 Site Size, available minimum acreage required for the Detention Facility.

The site should be large enough to accommodate the near term projected need and offer the opportunity to expand over time. The two options, urban and rural, would accommodate two potential detention facility configurations. A small urban site would require a vertical or high-rise concept. These are seen in many metropolitan areas where the acreage of sites is limited to one or two city blocks; frequently adjacent to existing jail or courts facilities. The existing Spokane County Jail on the County Courthouse campus, is an example of this concept. A rural site allows for horizontal development of the detention facility. These are usually no more than two stories high and could be developed in a modular, multiple building concept. Rural facilities are usually remote from courthouses. There are some cases where the jail and courts facility are remote from other existing county governmental functions.

A vertical concept will cover all of the land area with facilities; usually developed from property line to property line. Set backs are minimal, but consistent with land use requirements. Internally, the movement of people and services depends on elevators and stairs. This can lead to some operational limitations if not properly designed and constructed. The building walls become the maximum security envelop with entry controlled through secure vestibules. Security setbacks in this type of facility are not available. Potential future expansion is a challenge for the urban facility.

A rural site allows for enough space to hold buildings away from property lines and uses fencing as well as building envelop to form the passive security envelop. Internally the horizontal movement of people and services are along secure corridors. This allows for some operational flexibility if properly designed and constructed. Housing units can be constructed to the appropriate level of security since there is more room when compared to the urban site. A long narrow site creates some limitations on the facility design and operation. The large urban site provides for long-term future expansion.

The criteria for site size allows for the consideration of both rural and urban sites. The relative operational and construction cost impact are addressed in other portions of this document. The highest rating of 5 would go to the larger site that provides greater opportunities for future expansion.

1.2.2 Protection of the natural environment, such as air quality, open space corridors, natural resource areas and critical areas.

The Washington State Environmental Policy Act (43.21C RCW) and SEPA Rules (Chapter 197-11 WAC) were used as a guide to develop the list of natural elements to be evaluated under this criteria. These factors for evaluation include the following: geology, soils, topography, unique physical features erosion, air quality, odor, surface and groundwater movement/quantity/quality, runoff/absorption, floods, public water supply, plants and animals species and habitat, rare and unique species, migration routes, energy source, use and consumption, conservation of resources, and scenic resources.

There are a range of sites and environmental conditions that would be impacted by development. They range from undeveloped channel scabland woodlands, open fields, to racetracks, asphalt parking lots, to downtown urban sites each with different factors to consider. A key consideration in the weighting is the impact to sites that cannot be mitigated. Although a design is not yet developed, we make conceptual assessments that consider condition of natural
environment, size of site, and ability to avoid factors such as wetlands, for example. Fundamentally, the sites that are devoid of plants and animals and covered with manmade structures would have the lowest potential for impact on the natural environment and would thus rank the highest, while those that are undisturbed and in a natural context would have potentially the greatest impact and thus the lowest ranking.

1.2.3 Protection of public health and safety, through proximity to and available capacity of various services, including the location’s access to law enforcement, fire protection and other public safety or emergency response services, as well as other aspects of public safety and public health, such as spill containment, reduction of crime opportunity, proximity to particularly sensitive receptors or electromagnetic force impacts.

Public safety is the primary impetus of the Detention Services Project, though there is no correlation between crime rates and high jail population, the availability to remove the criminal from society to a secure environment is essential. The master plan of the project will expose housing needs and alternatives to incarceration essential to public safety. Our focus is to provide an essential service in a secure manner for the citizens of Spokane County, while locating the facility in an area that addresses the future needs and fiscal efficiency for our community.

The Detention Services Facilities house a confined population that enjoys the same rights as the public until due process removes those rights. Given this, several services must be brought to the population, within reasonable proximity, or moderate transportation distance to the facility. Additionally, the location should address services such as: legal services, courts, counseling services, in fashion that addresses the needs of the population while allowing for system wide efficiency.

Facility location plays an important role in the operational costs but must be balanced with future growth. Costs associated with staff commutes, visitation with families, court appearances, legal services, are relative to the site location. Most of these elements can be mitigated with technology and best practice but some, like travel distance, cannot. All elements will be evaluated based on future growth and adequate solutions, while adhering to the most efficient model possible.

The proximity and response capability of emergency medical and fire response are important for managing emergency situations contained with the confines of the facility. Only in rare cases would police response be necessary.

Sensitive receptors include such facilities as public and private schools, school bus stops, licensed day care, licensed preschools, public parks, publicly dedicated trails, sports fields, playgrounds, recreational and community centers, and public libraries. Bus stops established primarily for public transit and not considered sensitive receptors. These are areas in which groups of children and youth, vulnerable populations, are gathered. Even though the facility is secure the perception and possibility of risk are present because of the nature of the population involved. Although the proximity of residential neighborhoods in itself is not critical in siting decisions, this factor is considered in the weighting of site locations. Ideally, the site will be in rural areas with low population density or areas with industrial or commercial uses, areas of more intensive use and activity from which residential neighborhoods are buffered.
1.2.4 Adequate capacity available in the transportation networks, as determined from systems such as Level of Service Standards and concurrency management, and access to the required transportation networks, such as highways, municipal street systems, mass transit, railroad, and air.

Access to the regional transportation system is necessary for the transport of personnel, staff, and goods and services. The ideal location would be near an interstate interchange along a major arterial or road or in proximity to necessary services so that sidewalks and transit access can be used. Regardless of the location of services, transit access is important for staff commute, visitor traffic, and work release inmates’ off-campus job access. Having alternative routes, avoiding constriction points such as at-grade rail crossings and congested intersections, and emergency routes are key factors for siting consideration. It is also desirable that access routes have arterial access and avoid minor streets through residential neighborhoods.

The street network and traffic conditions both in the present and the future are considered. Street improvement programs are reviewed to determine if existing conditions are planned for improvement or, on the other hand, if future development will degrade the function of routes and intersections that would serve the facility location.

Transit availability, with respect to locations of stops, frequency and time of service, and directness of routes, is an important mobility factor. Likewise in an urban setting, the availability of and condition of sidewalks and distances to services are factors that allow reduction of vehicle trips and use of shuttles for inmate transfers.

1.2.5 Adequate capacity available from supporting public utilities such as sewer, water, stormwater, solid waste, electricity, natural gas, and communications.

Adequate capacity available from supporting public facilities and public services is an essential element of the Functional Analysis because of the functions of the facility. Adequate water supply, sewer service, stormwater management, solid waste collection, electrical service and natural gas supply, and sufficient to meet the demands of a residential detention center of that size are available. Thus site ranking is based on the public utilities that are on or adjacent to the site, or that can be extended to the site within the service area and capacity of the service provider. The highest ranking is given to the site that has all public utilities available, and that ranking is lowered as the distance to extend is increased, or some utilities are not available. If not available, the potential for using on-site systems such as wells for water supply or treatment plans or ground disposal for sewage is evaluated. Costs become a factor, of course, but are evaluated in a following section.

1.2.6 Adequate capacity available from supporting public facilities and public services, and social services counseling services, schools, courts, and legal services.

The Detention Services Facilities house a confined population that enjoys the same rights as the public until due process removes those rights. Given this, several services must be brought to the population, within reasonable proximity, or moderate transportation distance to the facility. Additionally, the location should address services such as: legal services, courts, counseling services, in fashion that addresses the needs of the population while allowing for system wide efficiency. Efficiency and safety are greater if the booking facility or the courtroom is a walk down the hallway, rather than loading a detainee into a bus and shuttled for a court appointment.
Facility location plays an important role in the operational costs but must be balanced with future growth. Costs associated with staff commutes, visitation with families, court appearances, legal services, are relative to the site location. The proximity of emergency medical care as well as routine medical and dental services is integral to the health of the residents.

Some public services such as schools, libraries, parks and playgrounds, although potentially used by families of the detainees, are not facilities whose proximity is necessarily important to the location of a detention facility. Such facilities, however, because they are used by potentially vulnerable populations, are considered sensitive receptors and considered elsewhere in this Functional Analysis. Detainees may need access to educational programs but such programs would be arranged with providing institutions in a manner appropriate to the individual.

1.2.7 County-wide equitable distribution, based on existing sites.

County-wide equitable distribution considers the sharing of major public facilities within the Spokane County community. It is recognized that detention facilities are not widespread, nor are they facilities that are particularly desired as neighbors. The facility will provide a function needed by all of the jurisdictions within Spokane County and will serve local clientele. Currently the State Department of Corrections operates a Medium/Minimum Security correctional facility in Airway Heights, and the Pine Lodge Pre-Release at the Eastern State Hospital campus in the City of Medical Lake. Spokane County operates the County Jail, Juvenile Justice Center, and the Geiger facility. The County Jail and Juvenile Justice Center are located in the City of Spokane on the County campus and Geiger Corrections Center is located on Spokane International Airport property south of the Airport. Other smaller operated by the State and the Federal government are also in the community but are typically minor in presence. Essentially, if a community or political jurisdiction has a correctional or detention facility it receives a lower ranking that one that does not.

1.2.8 Consistency with existing land use and development in adjacent and surrounding areas.

Because of the potential impacts of the size and appearance of the facility and the nature of the activity within, the land use context of the area in which the project is located is an important factor in the functional analysis. Essentially the question is asked what are the surrounding land uses and are they compatible with the proposed use in terms of size, bulk, scale, and function. Potential sites range from highly urban such as downtown Spokane, industrial such as Playfair, a mix of activities, and rural such as Medical Lake Interchange or Sunset Highway Frontage Road. A site that is surrounded by open farmland or within a pine forest in a rural setting will have different impacts than one that is surrounded by industrial use. Residential uses are the most sensitive to the introduction of differing uses from both real and perceived impacts. Schools, playgrounds, and facilities that house a vulnerable population are also sensitive to uses that pose potential risks to such populations.

On the other hand, the existence of a correctional facility is not necessarily inconsistent with the future growth of commercial, residential or other uses adjacent to it. For example, the Washington State Department of Corrections Medium Security Facility at Airway Heights was built in 1992 and there are currently single-family residential subdivisions being built across the street from the facility. Thus factors such as internal buffering and security, aesthetics of the perimeter, and other factors may mitigate the established presence of such a facility.

The highest rating would go to sites that have the lowest potential conflict with existing residential neighborhoods, schools, and parks and similar uses, while the lowest rating would go to those sites that are adjacent to a concentration of such uses.
1.2.9 **Compatibility with existing comprehensive plan land use designations and development regulations for the site and surrounding areas.**

The compatibility with existing comprehensive plan land use designations and development regulation are factors that must be taken into consideration as it affects future development patterns. Again, as in the preceding criteria 1.2.8, Land Use Consistency, the size and appearance as well as the nature of the activity could have a significant influence on future land uses either adjacent or nearby. Residential proximity is an important consideration. The ability to buffer the project from such potentially sensitive uses will be a key factor in mitigation. It appears, however, that if such a facility is in place, residential development may, over time, extend to it. This is the case of the State Department of Corrections Airway Heights facility. Built in 1992 in an area of vacant fields, this facility now has single-family residential development across the street to its west. These houses have been built in the last couple of years in spite of the established presence of the correctional facility. In spite of this, sites that are in areas planned for commercial or industrial activity would rank higher than sites in areas contemplated for residential development or schools, for example. Likewise sites are in rural areas with a low housing and residential density would rank higher that areas planned for single-family neighborhoods. An important factor in this case is the density of population and the adjacency of residences.

Areas that are in the land use plans and zoning maps for commercial and industrial activity, are also planned for the necessary infrastructure to support a higher intensity of use. Thus streets, public utilities, fire stations and other support functions are in place or planned for future construction. These are also zoning categories in which communities allow detention and corrections facilities and related institutions as outright uses, or by Conditional Use Permit.

Also considered are the plans of jurisdictions that may own lands that could be used for such facilities. Economic development goals, the need for raw materials such as gravel, the use of site for recreation are all factors that recognized and considered under this criteria.

1.2.10 **Tax and Economic Impact**

Although the tax and economic implications of the site the project are not overlooked, they receive a low weight in the comparison of evaluation criteria. Sites that are in private ownership that would be taken from the tax rolls would receive a lower ranking than those already owned by the public. Thus lands owned by Spokane County, the City of Spokane, City of Cheney, or Spokane Transit Authority that are already off the tax rolls would be ranked higher than privately-owned lands. A consideration, however, regarding public lands is the economic potential of those lands in their intended use, or their potential to be sold back to the private sector for a potentially economic use. It is also possible that a site may, even though in public ownership, have an arrangement whereby a private party through its use generates income to the county. Thus the loss of income potential or potential economic return is also given consideration in ranking sites. A site that is in public ownership and intended for public facility use would rank higher than a publicly owned site that has a potentially economic use that would be foreclosed.

1.2.11 **Operating Costs related to staffing and proximity to services**

When comparing sites from an operating cost perspective, a suburban site/design (horizontal) has some advantages over an urban (vertical) site/design. The movement of staff, inmates, visitors, and services is accomplished using elevators and stairs with the urban approach; causing some compromises in staff efficiency and flexibility. On a larger, suburban site the facilities are
organized horizontally and the movement is through interconnecting corridors. No one has to wait for elevators and tight, constrained spaces such as elevator cabs are avoided. This element of operational efficiency gives a slight advantage to a larger, rural site.

Because of the controlled nature of the facility, services are typically delivered to the inmates. There are, however, occasions when inmates need to go off-site for medical and health related services, counseling services, or employment related trips. Proximity of access to the courts, attorneys, and public defenders is an integral element in the system to which the inmates require access. In the current situation, the access for the existing County Jail is in essence direct, whereas the inmates at the Geiger Corrections facility are shuttled by vans and buses, thus distance is a factor for transportation costs and staff time. Likewise, visitors to the detention facilities travel to the site, either the County Jail or to Geiger. Distance and the availability of public transit are also factors in that case. Thus sites that are adjacent to needed services would receive the highest ranking while those the furthest in distance and time would receive the lowest. There is somewhat a contradiction under this criterion because horizontal facilities operate more efficiently than vertical structures, but also need more land area and thus are typically further away from the center of activity and services.

1.2.12 Site Costs, including land acquisition, transportation improvement, utility extension/infrastructure, and other site improvements.

Although the building and site have not been designed at this time, various criteria have been established to determine site layouts, prototypical building designs and utilities requirements so as to estimate costs for planning purposes. For the EPF siting process, the primary goal is to ensure that the land area and allowable building footprints and height can accommodate the functions required of the proposed facility and have room for future growth. Therefore site size and zoning requirements are factors to be considered.

An estimate of land value is provided for all sites whether offered by private owners or owned by public entities. This estimate used a comparable property sales approach to provide a preliminary estimate of value. When listing prices for the private lands are available they are compared to estimated values. The values of public lands are estimated as well even though some of the parcels are dedicated to public facilities such as the proposed project. Other public parcels, such as the Spokane Country ORV park, for example, are under active use, thus may need to be replaced or reconfigured to accommodate the project. Other sites may have an intended public use, such as a gravel pit, and are not able to accommodate multi-functions.

Site factors would also include topography, geology, soils and potential environmental constraints that would facilitate construction or become constraints and increase site preparation costs.

Accessibility to roads and public utilities such as water, sewer, stormwater disposal, electricity, natural gas, and communications are also important cost factors. The capacity to services and the distance that utilities or roads need to be extended will be key considerations. Potential for on-site well and sewage disposal exist. On-site wells, although not desirable may be an option.

1.3 Inapplicability of Spokane County Regional Siting Process for Essential Public Facilities Booklet Appendix “D” Siting Criteria for EPTs to the Functional Analysis for the County Detention Facility

Appendix “D” on page 19 of the Spokane County Regional Siting Process for Essential Public Facilities booklet sets forth additional criteria to consider when conducting an EPF Functional Analysis. These criteria are titled “Summary of Key Statutory Siting Requirements,” and are
relative to Secure Community Treatment Facilities (SCTFs). Evaluation of the siting criteria (Planning, Non-Compliance with Planning Requirements, Preemption, etc.) is not necessary for a Functional Analysis of the siting process of the proposed Spokane County Detention Facility because the proposed facility is not an SCTF. Regardless, some of the sensitive receptors identified in Appendix D are included in the evaluation under criterion 5 for each of the ten sites.

1.4 Functional Analysis Scoring Criteria Matrix

Criteria Key:
2. Protection of the natural environment, such as air quality, open space corridors, natural resource areas and critical areas.
3. Protection of public health and safety, through proximity to and available capacity of various services, including the location’s access to law enforcement, fire protection and other public safety or emergency response services, as well as other aspects of public safety and public health, such as spill containment, reduction of crime opportunity, proximity to particularly sensitive receptors or electromagnetic force impacts.
4. Adequate capacity available in the transportation networks, as determined from systems such as Level of Service Standards and concurrency management, and access to the required transportation networks, such as highways, municipal street systems, mass transit, railroad, and air.
5. Adequate capacity available from supporting public utilities such as sewer, water, stormwater, solid waste, electricity, natural gas, and communications.
6. Adequate capacity available from supporting public facilities and public services, and social services counseling services, schools, courts, and legal services.
7. County-wide equitable distribution, based on existing sites.
8. Consistency with existing land use and development in adjacent and surrounding areas.
9. Compatibility with existing comprehensive plan land use designations and development regulations for the site and surrounding areas.
10. Tax and Economic Impact
11. Operating Costs related to staffing and proximity to services
12. Site Costs, including land acquisition, transportation improvement, utility extension/infrastructure, and other site improvements.

Matrix:

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*Spokane County Detention Functional Analysis*

*December 17, 2007*
1.5 Application of the Functional Analysis Criteria to Proposed Sites.

SITE 1 – COUNTY CAMPUS DOWNTOWN SPOKANE

1.5.1 Site 1: Existing County Jail at 1123 West Gardner, Spokane (County Campus)

1.5.1.1 Description of the Proposed Site located at 1123 West Gardner.

The proposed site includes the existing County Jail and adjacent properties along the south side of Gardner Avenue and east of Adams Street in Spokane County’s downtown campus. The site is irregular in shape and includes an area of about 3.8 acres. The site is developed with parking lots, the Steam Plant/Facilities Building, Emergency Services, Sheriff’s Garage, and Gardner Center Building.

1.5.1.2 Analysis of the Site Using Defined Criteria

1.5.1.2.1 Site Size, available minimum acreage required for the Detention Facility.

The site is irregular (basically rectangular) in shape and includes an area of about 3.8 acres. The required size for an urban site is 3 acres. The site, however, has existing county functions and buildings that would require replacement for total site utilization. This site already accommodates the existing county jail, a ten-story tall (vertical facility) jail with a capacity of 650 inmates. It is also in proximity to existing support services such as the police and court system. The existing jail establishes the vertical nature and compact site area needed by a new expanded facility. Depending on the footprint needs of the facility functions such as parking and housing of other county agencies and functions presently on the site will need to be accommodated within the project scope. An ancillary product of this project might be the consolidation and building out of the adjacent county campus (also a spin-off). Another product may be the development of displaced buildings for the specific uses of agencies or functions potentially forced to move by the proposed project.

This site will dictate a vertical compound solution similar to that of the existing facility located on the site. Size limitations and existing campus buildings will influence the facility footprint. A vertical solution and the possibility of relocating existing campus functions will add to the overall project costs. The availability of secure open space is limited due to size limitations, setbacks required by other buildings and activities such as public access and building support activities. Future expansion will be limited with this site.

Although the site meets the minimum size requirement, it scores 3 of 5 points because of the potential displacement of existing county functions and buildings and has limited expansion capability.
1.5.1.2.2 Protection of the natural environment, such as air quality, open space corridors, natural resource areas and critical areas.

Because the existing jail and adjacent County Campus are in an intensive urban location already developed with buildings, parking lots, sidewalks, and driveways, little of the natural environment is present. Further, the site is bounded by Gardner Avenue and Adams Street and surrounded by existing buildings and asphalt parking lots. Because of the urban nature of the site the impact to the natural environment of County expanding its services to this location would be minimal. Geologic and soils conditions pose no constraints to development. There are no air or water quality issues.

For this reason, the existing jail site scores a 5 of 5 possible points on the natural environmental impact factor.

1.5.1.2.3 Protection of public health and safety, through proximity to and available capacity of various services, including the location’s access to law enforcement, fire protection and other public safety or emergency response services, as well as other aspects of public safety and public health, such as spill containment, reduction of crime opportunity, proximity to particularly sensitive receptors or electromagnetic force impacts.

Public safety is the primary impetus of the Detention Services Project, though there is no correlation between crime rates and high jail population, the availability to remove the criminal from society to a secure environment is essential.

Additionally, because of its adjacency to the Public Safety Building that houses the Spokane Police Department and the County Sheriff, this site has the highest density and most consistent presence of law enforcement personnel in the County.

Because the jail is adjacent to the public safety building, and in the immediate vicinity of the County Courthouse, the transport of prisoners does not require use of vehicles, but can be done by ground escort.

Fire protection is provided by the Spokane Fire Department with Station 3 at 1713 W. Indiana Avenue, Station 1 at 44 West Riverside Avenue, and Station 4 at 1515 W. First Avenue. According to the Fire Department’s Standards of Coverage Plan (6/2007), the desired response time for fire and EMS is 8.5 minutes 90% of the time. The Fire Department provides Advanced Life Support (ALS) and Basic Life Support (BLS).

American Medical Response provides emergency medical response (ALS and BLS) in the City of Spokane. The operations center of AMR is at 915 West Sharp, within two blocks of the site.

The only sensitive receptor in the immediate vicinity is the planned joint facility for the YWCA and YMCA in the block bounded by Mallon, Lincoln, Boone, and Monroe, one block east of the site. Of course, the existing jail and juvenile justice center are already in the area, and the future Y complex is planned with this knowledge.

Since the new detention facility at this location would be built to the highest security level, the site ranks 5 of 5.
1.5.1.2.4 Adequate capacity available in the transportation networks, as determined from systems such as Level of Service Standards and concurrency management, and access to the required transportation networks, such as highways, municipal street systems, mass transit, railroad, and air.

The site is bounded on the north by Gardner Avenue, a two-lane local access street with sidewalks on both sides. Gardner connects with the Maple-Ash corridor, Principal Arterials, three blocks west and Monroe Street, Principal Arterial, one block east. Boone Avenue, Minor Arterial, one block north, provides access to these north south corridors with signalized intersections. Both Monroe/Lincoln, and Maple/Ash have interchanges with Interstate 90.

The Maple-Ash and the Monroe-Lincoln corridors are major north south routes that have adequate capacity but do get congested during the afternoon (PM) peak traffic period. A future mixed-use commercial and residential project south of the site, Kendall Yards, is projected to add new traffic to the system but also to contribute to system improvements along these corridors to mitigate traffic impacts.

This location is well-served by Spokane Transit Authority with the following routes with a two-block walk: Monroe 24, along Monroe Street to north Spokane, one block east; 22 Boone, along Boone Avenue to Maple, one block north; 23 Broadway, along Broadway to Maple-Ash, one block south; 21 West Broadway to the West Central Community Center; and the Plaza Arena Shuttle along Post Street to downtown, 2 blocks east. The site is also within walking distance of surrounding neighborhoods, the courts, local law offices, bonding services, restaurants, and the downtown core.

This site ranks 5 out of 5 for transportation networks availability.

1.5.1.2.5 Adequate capacity available from supporting public utilities such as sewer, water, stormwater, solid waste, electricity, natural gas, and communications.

The City of Spokane provides water, sewer, and solid waste collection services. Water service is presently to the County Campus with 12-inch mains in Gardner Avenue, and Monroe Street. Sewer service is also to the site with a 12-inch main in Gardner and tied into an 8-inch main at Adams and Dean, an 8-inch from the Public Safety Building to a 10-inch main in Mallon, and 15-inch main in Monroe Street. Capacity of both water and sewer are available. Stormwater is also collected by the city storm water system.

Avista Utilities provides electrical and natural gas service to the county campus.

The site ranks 5 of 5 for public utilities availability.

1.5.1.2.6 Adequate capacity available from supporting public facilities and public services, and social services counseling services, schools, courts, and legal services.

Because this site is adjacent to the existing Spokane County Jail, and the construction of the proposed project on this site is, in effect, an expansion of that facility, the existing support structure is in place to grow with the needs of the additional inmates on the site. The courts and legal services are on the site, as well are in the immediate vicinity. Bail bonds services are in proximity to provide services for the existing facility.
Public safety is the primary impetus of the Detention Services Project, though there is no correlation between crime rates and high jail population, the availability to remove the criminal from society to a secure environment is essential. The master plan of the project will expose housing needs and alternatives to incarceration essential to public safety. Our focus is to provide an essential service in a secure manner for the citizens of Spokane County, while locating the facility in an area that addresses the future needs and fiscal efficiency for our community.

The Detention Services Facilities house a confined population that enjoys the same rights as the public until due process removes those rights. Given this, several services must be brought to the population, within reasonable proximity, or moderate transportation distance to the facility. Additionally, the location should address services such as: Legal services, courts, counseling services, in fashion that addresses the needs of the population while allowing for system wide efficiency.

Facility location plays an important role in the operational costs but must be balanced with future growth. Costs associated with staff commutes, visitation with families, court appearances, legal services, are relative to the site location. Most of these elements can be mitigated with technology and best practice but some, like travel distance, cannot. All elements will be evaluated based on future growth and adequate solutions, while adhering to the most efficient model possible.

Because of the operation of the existing County jail at this location and proximity of support services, the site ranks 5 of 5 under this criteria.

1.5.1.2.7 County-wide equitable distribution, based on existing sites.

Spokane County currently operates a jail on the site, thus the siting of the project adjacent to the existing jail is essentially an expansion of the same functions as presently provided on the site. The service and support infrastructure is in place to accommodate the facility, thus it ranks a 4 of 5 in this criteria.

1.5.1.2.8 Consistency with existing land use and development in adjacent and surrounding areas.

This site is within the Spokane County campus that includes the County Courthouse, Public Safety Building, the existing county jail, a ten-story tall building (vertical facility) with a capacity of 650 inmates, Public Works Building, Juvenile Justice Center (capacity of 73 inmates), and other county buildings with various operations. Within the immediate vicinity of the jail is a parking lot to the west, the Facilities Maintenance Building to the northwest, Emergency Services to the north, and Elections Building to the northeast. With a couple of exceptions, Spokane County owns and operates the buildings with the blocks bounded by Broadway Avenue on the south, Monroe Street on the east, Gardner Street on the north and Adams Street on the west. Other county operations are to the southwest and northwest of this campus core.

The follow uses surround the area under consideration for the expansion of the County Jail (Steam Plant/Facilities Building, Emergency Services, Sheriff’s Garage, and Gardner Center Building):

- North across Gardner Avenue - The Spokane Transit Authority bus maintenance and storage facility extends from Adams to the REI parking lot that runs to Monroe Street;
• East of the County’s Gardner Center—S & S Engine Remanufacturing (industrial use),
  and to its south Monroe Court office building;
• South—existing county campus including the County Jail, Public Safety Building, and
  Juvenile Justice Center; and
• West across Adams Street—north of Gardner Avenue is a county maintenance building,
  south of Gardner include the Sheriff’s Garage building and to its south law offices with
  residential uses to its west, and south of Dean Avenue law offices and to the west
  residential.

Because of the character of use in the area and the existing presence of county justice and
  correctional facilities the impact to surrounding land uses of the proposed facility is expected
  to be minimal, thus the site ranks 5 of 5.

1.5.1.2.9 Compatibility with existing comprehensive plan land use designations and
development regulations for the site and surrounding areas.

The site is designated in the City of Spokane Comprehensive Plan as Institutional. Although
  not included in the Downtown Plan boundaries (western boundary is Monroe Street), that
  Plan identifies the site and county campus as “government center.” This also includes STA
  and the area is bounded by Boone Avenue on the north, Monroe Street on the east, College
  Avenue on the south and Adams Street on the west.

The site is zoned for Commercial uses with designations of General Commercial-70 and
  Central Business-150 (existing Jail). The STA facility across Gardner Avenue to the north is
  zoned GC-70 as is the Sheriff’s Garage to the west of Adams Street. The blocks south of the
  County Impound Building and west of Adams Street are zoned for Office use, O-35. The
  Monroe Court Building east of the jail is zoned CB-150.

Detention Facilities and Essential Public Facilities are allowed in these zones by Conditional
  Use Permit.

Because of the existing and planned uses of the site and property in the immediate vicinity,
  the project is compatible with surrounding neighborhood and is ranked as 5 of 5.

1.5.1.2.10 Tax and Economic Impact

The site is owned by Spokane County and on the Spokane County government campus, thus
  is intended for such use. Depending on final site design and whether or not other existing
  county functions will be displaced, there may be no offset economic impact or opportunity
  cost. Because of county ownership, in the area of tax loss, there will be none. Because the
  site is designated and intended for county governmental use, there is no lost economic
  opportunity cost. But, because of the existing functions and the multi-functional use of the
  county property, there could be displacement of other county functions or agencies. There
  most certainly will be a displacement of existing surface parking, but this can be mitigated by
  construction of structured parking for both users of the detention facility as well as other
  county employees. Thus a potential displacement results in a potential cost that may in fact
  provide a benefit to the operation of county government. Also, displacement of county
  offices from older buildings that were “forced into adaptive reuse” may be a benefit in the
  long term by replacement with more environmentally sound, energy efficient, and
  operationally efficient buildings better suited the user needs. This may result in a project cost
  that improves overall county government efficiency.

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The impact on taxes and economic opportunity is minimal and thus the site ranks 5 of 5.

1.5.1.2.11 Operating Costs related to staffing and proximity to services

As an urban high-rise facility, there are inherent operating inefficiencies that affect staff movement and operations. On the other hand, this site has proximity to law enforcement, booking, bail bonds services, public defenders, private attorneys, courts, counseling services, and public transportation. The transport of prisoners is efficient because of the support infrastructure that has developed with the operation of the existing County Jail.

Because of the operational inefficiencies of the vertical structure, the site ranks a 3 of 5 under this criterion.

1.5.1.2.12 Site Costs, including land acquisition, transportation improvement, utility extension/infrastructure, and other site improvements.

Some of the points discussed above regarding displacement of existing buildings and personnel would amount to a site cost. Also, the cost of use of a different county property in proximity to the campus would be allocated to the project if existing buildings and operations are displaced. The project will at the very least require replacement of the surface parking to the west of the existing jail in a structured facility potentially built as part of the detention facility. Also the cost of building a vertical or high-rise structure is more expensive to design and to construct than a conventional facility built in a rural location.

Although the site is owned by the county, and intended for public use, as a point of comparison, the land values are estimated at $10 to $15 per square foot, or $435,600 to $653,400 per acre for a cost of up to $1.96 million for three acres. (Sweitzer, 2007)

Since the utilities and streets are available to the site, the costs of hookups are not expected to be significant.

This site ranks 2 of 5 because of the cost of building a vertical structure, replacing the displaced surface parking in a structure, and potentially having to replace other county buildings that might be displaced by the facility and potential future expansion.

1.5.1.3 Analysis of County Campus (Site 1) Presented in Matrix Form

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Total Weighted Score (out of a possible 210) 178
SITE 2 – ORV PARK AIRWAY HEIGHTS (ADJACENT TO)

1.5.2 Site 2: ORV Park, Airway Heights

1.5.2.1 Description of the Proposed Site

The site is at the northwest corner of Sprague Avenue and Russell Road adjacent to north boundary of Airway Heights and west of Raceway Park, within the unincorporated county. This 160-acre site is owned by Spokane County and used as an off-road vehicle park. The site rectangular in shape and is relatively flat and level. The site is zoned RT, Rural Traditional, and is kiddy-cornered from the Washington State Department of Corrections Airway Heights Medium Security Correctional Facility. The Spokane County Department of Parks and Recreation is the controlling agency and has a lease with a private a private concessionaire who currently operates the park. The site is mostly developed with dirt tracks for off-road vehicular use. Surrounding uses include the following: north and west is undeveloped land, zoned RT, within the unincorporated county; south is undeveloped but zoned for single-family use within the city of Airway Heights (a newly-developed single-family neighborhood is about 1/8 mile south); and east is mined for asphalt and gravel production. Although the site is surrounded by undeveloped land, the land within the city of Airway Heights is planned for future residential development, and single-family develop is moving north toward the site.

Regional access is provided by State Highway 2 via an interchange with I-90 about 6 miles east. Sunset Highway also provides access between downtown Spokane and Highway 2. A fully signalized intersection is at Hayford Road (5 lanes), and at Sprague Road (a new Walmart has been opened at this intersection.) Trails Road/Government Way provide access between the site and downtown Spokane. Russell Road, via 6th Avenue and Garfield Road extend to Highway 2 with a signalized intersection.

1.5.2.2 Analysis of the Site Using Defined Criteria

1.5.2.2.1 Site Size, available minimum acreage required for the Detention Facility.

The site is rectangular in shape and includes an area of about 160 acres. The required size for rural site is 30 acres. The site exceeds the 30-acre minimum and has room for future growth as well as use of the residual property. The site has adequate size to locate internally and provide a buffer between the detention facility and future land uses, particularly residential, adjacent to the site boundaries.

A site of this nature is conducive to a low to mid-rise compound design. The site size and shape easily lends itself to creating secure open space and setbacks for other development on or off of the site. Space for public access, parking and building support activities are easily accommodated while the adjacencies of these elements to the secure areas are more easily controlled with this site size. Future expansion will be easily accommodated.

The site scores 5 of a possible 5 points.

1.5.2.2.2 Protection of the natural environment, such as air quality, open space corridors, natural resource areas and critical areas.

The site is used an off-road vehicle park. As a result of this use the site has been graded to create tracks for running of motor vehicles. Operation of the track also generates dust and noise that are not compatible with either plant or animal habitat. The geology and soils,
shallow to deeper soils with basalt outcrops and bedrock, present no geologic hazards. The Cheney soils series has few constraints, but because of permeability can allow potential contamination of groundwater. Development of the site would remove this use from the site, but would involve the development for approximately 30 acres or more for a correctional facility. Because the natural environment is degraded, the impact of the proposed project on the natural environment is insignificant. In some respects the use of the site as a correctional facility would improve the environmental condition of the site and reduce the associated impacts of an off-road vehicle park on neighboring properties. Since the land to the south and west is planned for future single-family residential use, the potential adverse impacts of operation of this site an off-road facility would be eliminated.

The ORV Site scores 4 of 5 possible points on the environmental impact factor.

1.5.2.2.3 Protection of public health and safety, through proximity to and available capacity of various services, including the location's access to law enforcement, fire protection and other public safety or emergency response services, as well as other aspects of public safety and public health, such as spill containment, reduction of crime opportunity, proximity to particularly sensitive receptors or electromagnetic force impacts.

Spokane County Fire Protection District No. 10 with the headquarters Station 1 at 929 S Garfield Rd is 0.8 miles to the south with a response time of about 2 minutes. The City of Airway Heights Station Fire Department at 1208 South Lundstrom is about 1.4 miles southwest with a response time of about 5 minutes. Both Fire District 10 and Airway Heights Fire Department provide Basic Life Support emergency medical response. These departments provide first response to HAZMAT incidences with backup provided by the Regional HAZMAT team based and Fire Station 1, 44 West Riverside Avenue in downtown Spokane.

The Airway Heights Police Department is located at 13414 W. Sunset Highway, about 2 miles west (about 6 minutes). The Washington State Patrol Office is at 6403 West Rowland Road and provides emergency response along state highway routes.

No sensitive receptors are near the site: Sunset Elementary School (Cheney School District) is at 12824 W. 12th, and YMCA is at 13120 W. 13th, are both more than one mile from the site. The area, however, is planned for future single-family development to the southern boundary and western boundary of the site.

This site ranks 3 of 5 in this criterion because of future residential encroachment.

1.5.1.2.4 Adequate capacity available in the transportation networks, as determined from systems such as Level of Service Standards and concurrency management, and access to the required transportation networks, such as highways, municipal street systems, mass transit, railroad, and air.

Access to the ORV Park site is provided by Sprague Avenue and Russell Road that forms a portion of the site’s eastern boundary. Russell Road extends south to Sixth Street, turns east to Garfield Road to a signalized intersection at Highway 2. These roads are in the jurisdiction of the city of Airway Heights. Sprague Avenue runs east to Hayford Road, a five-lane Spokane County arterial that runs to Deno Road/Trails Road to the north and US Highway 2 to the south.
Highway 2 is under Washington State Department of Transportation jurisdiction. The signalized intersection of Highway 2 and Hayford Road was recently upgraded to a major urban intersection. Both WSDOT and Spokane County, however, report that the planned future growth for the area will degrade this intersection to a LOS F (failed condition). The state and county are working with the City of Airway Heights and developers of local projects to expand the network to provide east-west alternatives to Highway 2. At present a comprehensive traffic plan for solving these expected future congestion issues has not yet been developed.

Sprague Avenue is a two-lane asphalt road under the jurisdiction of the City of Airway Heights. It extends from a signalized intersection with Hayford Road on the east to a dead end and Russell Road at the ORV park boundary on the west. It is possible that this road could be reconfigured as the Kalispel Tribe develops its property between Sprague Avenue and SR 2.

Russell Road is a two-lane asphalt road under the jurisdiction of the City of Airway Heights. It presently terminates at the intersection of Sprague Avenue on the north and runs in a south and east direction to Sixth Street and Garfield Road to a signalized intersection with US Highway 2 on the south (WSDOT jurisdiction). The City of Airway Heights would prefer that this route not be used as a primary access to the site (Tripp, 2007).

Trails Road provides a back route between the City of Spokane and the site. It joins Government Way west of the city and ties into the city system at Fort George Wright Drive, Riverside Avenue, and Sunset Highway. Traffic and accident potential have grown significantly along this route as development has occurred in Airway Heights, prompting concern by neighbors and evaluation by Spokane County. The county has indicated that the speed limit will be lowered and that other specific safety improvements will be made. (Greene, 2007)

Because of the potential congestion issues with SR 2 and Hayford Road intersection and lack of paralleling alternative routes, the site ranks 3 of 5.

1.5.2.2.5 Adequate capacity available from supporting public utilities such as sewer, water, stormwater, solid waste, electricity, natural gas, and communications.

Utilities to the site are provided by the City of Airway Heights, Avista Utilities.

There is an 8-inch water main along Russell Road to the intersection of Sprague Avenue. The line steps down to a 6-inch main onto the site. The city plans to run a 12-16-inch reclaimed water main along Russell Road to Sprague in 2010-11. The nearest sewer main is at 6th Avenue and Russell Road, about 2600 feet south of the site. Because of the topography and flow direction, a lift station would be required. There are no known capacity or system issues at this time. The city would request an estimate of water demand in order to model the system for both water and sewer. (Tripp, 2007) Stormwater would be disposed on site in accordance with a site drainage/stormwater management plan (consider potential for groundwater contamination from permeable soil). Avista Utilities provides electrical service to the site but would need to evaluate design load requirements and specific location. Avista can provide natural gas service to the site.

The site ranks 4 of 5 for utility availability.
1.5.2.2.6 Adequate capacity available from supporting public facilities and public services, and social services counseling services, schools, courts, and legal services.

The major medical facilities as well as medical, counseling, and mental health services in the County are located in the City of Spokane and City of Spokane Valley. With the exception of Fairchild Air Force Base Hospital, there are limited medical services in the City of Airway Heights.

Sacred Heart Medical Center, 101 West 8th Avenue, located just south of downtown Spokane. The 615-bed facility provides emergency services, as well as general medical services for short-term stay (9.4 miles east of the site). Deaconess Medical Center, 801 West 5th Avenue, is a 388-bed facility that provides emergency as well as a full range of medical services (9 miles east of the site).

Spokane Mental Health is downtown Spokane at 107 South Division Street.

Sunset Elementary School (Cheney School District) is at 12824 W. 12th, with the Cheney Middle School and High School are located in the City of Cheney.

The Spokane County Courthouse, justice and legal services, and bonds services are downtown Spokane, requiring inmate shuttles.

Most of these services are not available in Airway Heights, thus the site ranks 2 of 5.

1.5.2.2.7 County-wide equitable distribution, based on existing sites.

The site, within unincorporated Spokane County, is kiddy-cornered from the Washington State Department of Corrections Airway Heights Medium Security Correctional Facility that is within the City of Airway Heights.

Siting of the proposed project at this location would place two correctional facilities in or adjacent to one jurisdiction, the City of Airway Heights, because of this, it ranks 2 of 5.

1.5.2.2.8 Consistency with existing land use and development in adjacent and surrounding areas.

The site is adjacent to the northwest quadrant of the City of Airway Heights and used by Spokane County as an off-road vehicle (ORV) park. Essentially it is an open area with an access road, parking lot, and dirt tracks for off-road vehicles to run about.

The land uses surrounding the site are as follows:
- East - Inland Asphalt mine and asphalt plant, and Spokane Raceway Park;
- Southeast across Russell Road - Washington State Department of Corrections Airway Heights Medium Security Correctional Facility;
- South - vacant land within the City of Airway Heights zoned for residential use, and about 1/8 mile south, a single-family residential neighborhood in the process of being developed.
- West - vacant land in unincorporated Spokane County, but within the joint planning area of Spokane County and the City of Airway Heights, and designated for residential development.
Given its current situation the site has a low conflict with existing land uses. Future uses, however, are single-family residential that would typically conflict with the use of the site as a correctional facility. To be considered though is the fact that the single-family housing that has been built in the immediate vicinity was built, sold, and occupied with the Washington State Department of Corrections facility in place (since 1992).

Given the existing mining to the east and the industrial designation to the north, the existing State Correctional Facility to the kiddy-cornered to the southeast, and the single-family housing that has been built with the existence of the State Correctional Facility that would presumably continue being built in the direction of the site, a ranking of 4 of 5 would be given under this criterion.

1.5.2.9 Compatibility with existing comprehensive plan land use designations and development regulations for the site and surrounding areas.

The site is within unincorporated Spokane County and zoned Rural Traditional as are the surrounding lands to the west and north (except that the east portion of the northern boundary is adjacent to an extension of the Raceway Park property, thus is within the City of Airway Heights and designated in the Comprehensive Plan and zoned for Industrial use). The land to the east is within the City of Airway Heights and designated in the Plan and zoned for Mining use.

Given the ORV site’s adjacency to the city of Airway Heights, the site is within the Spokane County Airway Heights UGA/JPA and is designated in the City of Airway Heights Comprehensive Plan as Recreational use, while the land to the west in the county is designated for Residential use. It should be noted that the land use designation in Spokane County’s Land Use Plan is Rural Traditional. The land south of the site is within the City of Airway Heights and designated as Residential use. According to Spokane County Zoning Code Table 618-1, a detention facility (as defined under Chapter 14.300 Definitions) is not permitted in the RT, Rural Traditional zone.

The City of Airway Heights follows regulations for Air Installation Compatible Use Zones (AICUZ) from Fairchild Air Force Base, and Airport Overlay Zones (AOZ) from Spokane International Airport. AICUZ and AOZ are the accident potential zones, and most residential uses are not allowed in the zone. The City of Airway Heights Runway Surfaces map that depicts the airport AICUZ for Fairchild Air Force Base and Spokane International Airport does not show encroachments such as crash zones that would affect the site. A 65 decibel noise contour extends into the middle of the site (over the raceway park area), but would not impact site development.

As mentioned above, the Washington State Department of Corrections Airway Heights Medium Security Correctional Facility is across Russell Road to the east (south of Sprague Avenue) from the southeast corner of the site and is designated as Public on the Comprehensive Plan.

In spite of the presence of the State Correctional Facility (built in 1992), a new single-family subdivision is under construction north of Sixth Avenue and along the west side of Russell Road across from the Correctional Facility. Houses have sold within the subdivision since 2005 with sales a recent as the fall of 2007.
Although the Spokane County Rural Traditional zone does not allow Correctional Facilities, the site is adjacent to the City of Airway Heights Light Industrial zone on the north and a City of Airway Heights Mining zone to the east. Additionally, the Washington State Correctional Facility is kiddy-cornered to the southeast. Although the uses allowed in these adjacent zones would be compatible with the proposed project, the site receives a 3 of 5 under this criterion.

1.5.2.2.10 Tax and Economic Impact

This property is owned by Spokane County and administered by the Parks and Recreation Department, and therefore, not generating property tax revenue. The property, however, is developed as an off-road vehicle park (ORV) and leased to a private concessionaire. Thus the county derives income from operation of this property. If developed for the proposed correctional facility, a new site for an ORV park would need to be located and purchased, and the present concessionaire would need to be compensated for the remaining term of lease. Given the size of the property, and with a developed programmatic site plan, there may be potential for joint use of the property so that the existing ORV use and the proposed project can be accommodated at the same time.

If both uses can be accommodated this site ranks a 5 of 5 under this criteria.

1.5.2.2.11 Operating Costs related to staffing and proximity to services.

Because the site can be developed as a horizontal facility it would have efficiency of operations. These efficiencies are somewhat offset because services are readily available in the local area and inmates will need to be bussed to the courts and transported to other services in downtown Spokane. The County Courthouse campus is 9.2 miles (14 minutes) via Highway 2 or the Sunset Highway. This site ranks 4 of 5 under this criterion.

1.5.2.2.12 Site Costs, including land acquisition, transportation improvement, utility extension/infrastructure, and other site improvements.

The land is owned by Spokane County, but the ORV Park is an active use on which the proposed use would need to accommodated, or if unable, would need to be replaced. The potential of acquiring the extension of the Raceway Park property adjacent to the north should be explored as an offset to the ORV Park for the area displaced by the detention facility.

Land values are estimated at $7,500 to $10,000 per acre under the current RT zoning or $10,000 to 12,500 per acre if zoned LI. (Sweitzer, 2007) Thus a 30-acre parcel would have a value of 300,000 to $375,000.

Site development would require extension of the sewer main for a distance of about 2600 feet at a cost of $50 per lineal foot, plus a lift station for a total of about $193,000. Water is available to the site. Stormwater would be managed on-site through Spokane County/City of Airway Heights approved stormwater management facilities. No significant costs are expected with the provision of electrical and natural gas service.

Primary access to the site (preferred by the City of Airway Heights) would be Sprague Avenue via Hayford Road and Highway 2. The Highway 2 and Hayford Road intersection recently completed a major signal upgrade with participation of surrounding commercial developers. Future projects will likely be required to participate in improvements to this access route based upon the findings of traffic studies with the review of the City of Airway Heights, Spokane County, and WSDOT.

Spokane County Detention Functional Analysis
December 17, 2007
The site ranks 3 of 5 under this criterion because of utility cost, possible road improvement costs, and potential need to offset the land taken from ORV park use.

### 1.5.2.3 Analysis of ORV-Airway Heights Site (Site 2) Presented in Matrix Form

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Total Weighted Score (out of a possible 210) 151
SITE 3 – RACEWAY PARK – AIRWAY HEIGHTS

1.5.3 Site 3:

1.5.3.1 Description of the Proposed Site

This 576-acre site is within the northwestern portion of the city of Airway Heights, bounded by Hayford Road on the east, Sprague Avenue on the south, and Deno Road on the north. The exception of the southeast corner, owned and used by the Kalispel Tribe of Indians for a casino, the site is rectangular. The center, in a long narrow diagonal, consists of Raceway Park with a paved track oval, a straight runway drag strip, grandstands, and several support structures. The racetrack area is zoned for recreational use. Inland Asphalt is operating in the southwest corner within an area zoned for mining. The remainder of the site is zoned for light industrial use.

It should be noted that the site is not controlled by Spokane County, nor has the site been offered to the County. The property is controlled by a trustee and its disposition has not yet been determined.

1.5.3.2 Analysis of the Site Using Defined Criteria

1.5.3.2.1 Site Size, available minimum acreage required for the Detention Facility.

The site is basically rectangular in shape and includes an area of about 576 acres. The required size for a rural site is 30 acres. Portions of the site are developed and include Raceway Park, a drag strip, oval track and associated facilities that occupy the middle of the site in a north-south orientation, and the Inland Asphalt mine pit and asphalt plant in the southwest corner.

Ample 30+ acre areas are available along the east side of the site, north of the Northern Quest Casino, and in the northwest quadrant, thus the site scores 5 out of a possible 5 points.

1.5.3.2.2 Protection of the natural environment, such as air quality, open space corridors, natural resource areas and critical areas.

The site is used for mining, a racetrack and undeveloped land characterized by shallow soils, basalt outcrops, occasional shrubs, and grasses and weeds. The geology and soils, shallow to deeper soils with basalt outcrops and bedrock, present no geologic hazards. The Cheney soils series has few constraints, but because of permeability can allow potential contamination of groundwater. There are no critical areas or geologic issues associated with the site. The site is not within a 100-year flood zone. The southwest corner of the site is zoned and used for gravel mining.

The Raceway Park Site scores a 4 of 5 possible points on the environmental impact factor.

1.5.3.2.3 Protection of public health and safety, through proximity to and available protection and other public safety or emergency response services, as well as other aspects of public safety and public health, such as spill containment, reduction of crime opportunity, proximity to particularly sensitive receptors or electromagnetic force impacts.

The City of Airway Heights Station Fire Department at 1208 South Lundstrom is about 1.4 miles southwest with a response time of about 5 minutes. Spokane County Fire Protection District No. 10 with the headquarters Station 1 at 929 S Garfield Rd is 0.8 miles to the south with a response time of about 2 minutes.
The Airway Heights Police Department is located at 13414 W. Sunset Highway, about 2.3 miles west (about 6 minutes).

The Washington State Patrol Office is at 6403 West Rowland Road and provides emergency response along state highway routes.

No sensitive receptors are near the site: Sunset Elementary School (Cheney School District) is at 12824 W. 12th, and YMCA is at 13120 W. 13th, are both more than one mile from the site.

This site ranks 3 of 5 in this criterion.

1.5.3.2.4 Adequate capacity available in the transportation networks, as determined from systems such as Level of Service Standards and concurrency management, and access to the required transportation networks, such as highways, municipal street systems, mass transit, railroad, and air

Access to the Raceway Park site is provided by Hayford Road, a five-lane Spokane County Principal Arterial that runs north from US Highway 2. Highway 2, a five-lane state route, provides regional access to Interstate 90 and the City of Spokane. Hayford Road runs to and along the eastern boundary of the site to Deno Road/Trails Road to the north. Trails Road, a two-lane Spokane County Minor Collector Arterial, runs northeasterly to Government Way and the City of Spokane.

Highway 2 is under Washington State Department of Transportation jurisdiction. The signalized intersection of Highway 2 and Hayford Road was recently upgraded to a major urban intersection. Both WSDOT and Spokane County, however, report that the planned future growth for the area will degrade this intersection to a LOS F (failed condition). The state and county are working with the City of Airway Heights and developers of local projects to expand the network to provide east-west alternatives to Highway 2. At present a comprehensive traffic plan for solving these expected future congestion issues has not yet been developed.

Sprague Avenue, with a signalized intersection at Hayford Road, forms the southern boundary of the site. Sprague Avenue is a two-lane asphalt road under the jurisdiction of the City of Airway Heights. It extends from Hayford Road to a dead end at Russell Road at the ORV park boundary on the west.

Russell Road, a two-lane asphalt road, also provides access between the site and Highway 2, and extends south to Sixth Street, turns east to Garfield Road to a signalized intersection at Highway 2 (WSDOT jurisdiction). Russell and Garfield roads are in the jurisdiction of the city of Airway Heights.

Trails Road could provide a back route between the City of Spokane and the site. It joins Government Way west of the city and ties into the city system at Fort George Wright Drive, Riverside Avenue, and Sunset Highway. Traffic and accident potential have grown significantly along this route as development has occurred in Airway Heights, prompting concern by neighbors and evaluation by Spokane County. The county has indicated that the speed limit will be lowered and that other specific safety improvements will be made. (Greene, 2007)
Because of the potential congestion issues with SR 2 and Hayford Road intersection and lack of paralleling alternative routes, the site ranks 3 of 5.

1.5.3.2.5 Adequate capacity available from supporting public utilities such as sewer, water, stormwater, solid waste, electricity, natural gas, and communications.

There is presently an 8-inch water main along Russell Road to the intersection of Sprague Avenue. The city also plans to run a 12-16-inch reclaimed water main along Russell Road to Sprague Avenue in 2010-11. A 16-inch water main runs along Hayford Road to the northwest corner of Hayford Road and Sprague Avenue.

The nearest sewer main is at 6th Avenue and Russell Road, about 2600 feet south of the site. Because of the topography and flow direction, a lift station would be required. There are no known capacity or system issues at this time. The city would request an estimate of water demand in order to model the system for both water and sewer. (Tripp, 2007). Stormwater would be disposed on site in accordance with a site drainage/stormwater management plan.

Avista Utilities has electrical and natural gas available to the site. Additionally, Inland Power and Light has a substation at the mid-point of the north boundary of the site on the south side of Deno Road. Both utilities could provide electrical power to the site depending of the location of the detention facility.

The site ranks 4 of 5 for utility availability.

1.5.3.2.6 Adequate capacity available from supporting public facilities and public services, and social services counseling services, schools, courts, and legal services.

The major medical facilities as well as medical, counseling, and mental health services in the County are located in the City of Spokane and City of Spokane Valley. With the exception of Fairchild Air Force Base Hospital, there are limited medical services in the City of Airway Heights.

Sacred Heart Medical Center, 101 West 8th Avenue, just south of downtown Spokane. The 615-bed facility provides emergency services, as well as general medical services for short-term stay (9.4 miles east of the site). Deaconess Medical Center, 801 West 5th Avenue, is a 388-bed facility that provides emergency as well as a full range of medical services (9 miles east of the site).

Spokane Mental Heath is downtown Spokane at 107 South Division Street.

Sunset Elementary School (Cheney School District) is at 12824 W. 12th, with the Cheney Middle School and High School are located in the City of Cheney.

The Spokane County Courthouse, justice and legal services, and bonds services are downtown Spokane, requiring inmate shuttles.

Most of these services are not available in Airway Heights, thus the site ranks a 2 of 5.
1.5.3.2.7 County-wide equitable distribution, based on existing sites.

The site is located within the City of Airway Heights, across Sprague Avenue from the Washington State Department of Corrections Airway Heights Medium Security Correctional Facility that is also within the City of Airway Heights.

Location of the proposed project at this location would place two correctional facilities in one jurisdiction, the City of Airway Heights. Because of this the site ranks 2 of 5.

1.5.3.2.8 Consistency with existing land use and development in adjacent and surrounding areas.

The site is in the northwest quadrant of the City of Airway Heights, in an area of mixed uses, but or relatively low density. The following uses surround the site:

- Southeast corner: Northern Quest Kalispel Tribe Casino
- East across Hayford Road- from south to north mining and asphalt plant, undeveloped land, a large lot single-family residential subdivision along Balmer Avenue, undeveloped land to West Trails Road;
- North across Deno Road – acreage single-family residential tracts ranging from about 4 to 10 to 20 to 40 acres;
- North and adjacent – Inland Power and Light electrical substation;
- West – Undeveloped land and the Spokane Country ORV park;
- South from Hayford to Russell roads – Kalispel Tribe parking lot, vacant land, and the Washington State Department of Corrections Airway Heights Medium Security Correctional Facility that is within the City of Airway Heights. The Kalispel Tribe is proposing a major expansion of their casino complex with a hotel, 2,500 seat auditorium, and additional restaurants. It is expected that this development would take place on the Tribal land south of Sprague Avenue along the west side of Hayford Road.

The Washington State Department of Corrections Airway Heights Medium Security Correctional Facility is south of the site, across from the mining area and entry to Raceway Park, and west of the Tribal property. The uses in the area have grown up around the Correctional Facility and appear to have operated in spite of the facility’s presence.

There are several options for siting the proposed project on the site that can allow it to be buffered from residential uses such as the low density single-family area east of Hayford Road and north of Deno Road. Because a site can be developed internally within the site, the site ranks a 5 of 5 under this criterion.

1.5.3.2.9 Compatibility with existing comprehensive plan land use designations and development regulations for the site and surrounding areas.

The site is within the boundaries and planning jurisdiction of the City of Airway Heights. Current zoning on the site is Mining (existing Inland Asphalt pit and plant) in the southwest quadrant, Recreational around the Raceway Park area, and Light Industrial on the balance. The property adjacent to the southeast corner is zoned for Tribal (Kalispel) use. (It might also be noted that the Kalispel Tribe is proposing to expand its Northern Quest Casino operations by addition of a 250-to 300-room hotel, new restaurants, convention and meeting space, and a 2,500-seat auditorium.)
The City of Airway Heights Zoning Matrix (Section 17.05.30) provides that Prison, jail, or institutions, including Maximum Security, Minimum Security, Work Release, and Correctional Facility, are permitted uses in the I-1 and I-2 zones.

The land surrounding the site east of Hayford Road, north of Deno Road, and to the west is in unincorporated Spokane County and zoned Rural Traditional. The land across Hayford Road across from the Tribal casino is zoned for mining and is an operating asphalt plant. The land to the west is in the county and zoned Rural Traditional. Adjacent to the southern half of the Raceway Park property is land owned by Spokane County, operated as an ORV park, and zoned Rural Traditional. This land is within the Spokane County Airway Heights UGA/JPA and is designated in the comprehensive plan as Recreational, with the land further west designated for Residential use. The land across Sprague Avenue south of the Raceway Park site is designated for Public use and includes the Washington State Department of Corrections Airway Heights Medium Security Correctional Facility. Adjacent to the east of the Airway Heights Correctional Facility is land owned by the Kalispel Tribe and designated in the Plan as Tribal Ownership.

The City of Airway Heights Runway Surfaces map that depicts the airport AICUZ for Fairchild Air Force Base and Spokane International Airport does not show encroachments such as crash zones that would affect the site. A 6-decibel noise contour extends into the middle of the site (over the raceway park area), but would not impact site development.

Because of the zoning and the ability to site the detention facility away from existing residential uses, and retain a multi-use potential on the site, the site ranks 5 of 5.

1.5.3.2.10 Tax and Economic Impact

The site is under private ownership and its purchase by Spokane County would result in its removal from the property tax rolls and resultant loss of property tax revenue. Regarding the potential loss of economic opportunity cost of county ownership, the potential outcome is somewhat complicated by the ownership status of the site at this time as well as the past, current, and future uses that may take place on the site. There is potential to continue mining activity with lease income to the county and to continue the raceway park operations with potential income to the county. (A motor sports consultant has been hired by the county to review the economic potential of the raceway park.) Further because of the location of the site, particularly in proximity to future commercial development and the Kalispel Casino, and size of the site, the proposed jail could be accommodated on a portion of the site that would minimize lost opportunity cost. On the other hand, the growth and development potential under private ownership could generate greater economic opportunity to the city of Airway Heights and county as a whole.

The site ranks 3 of 5.

1.5.3.2.11 Operating Costs related to staffing and proximity to services

Because the site can be developed as a horizontal facility it would have efficiency of operations. These efficiencies are somewhat offset because services are readily available in the local area and inmates will need to be bussed to the courts and transported to other services in downtown Spokane. The site is 9 miles (13 minutes) from the existing County jail, Public Safety Building, and Spokane County Courthouse via Highway 2 or the Sunset Highway.

This site ranks 4 of 5 under this criterion.
1.5.3.2.12 Site Costs, including land acquisition, transportation improvement, utility extension/infrastructure, and other site improvements.

The cost of the site is not established at this time. The site is in receivership and there is discussion about the land being auctioned. Thus the ability to control the land is not certain. There are also several active components to the site including an active basalt gravel mine (about 80 acres), the now inactive Raceway Park (about 200 acres), and vacant land zoned for Light Industrial use, with a commercial overlay (about 80 acres) along Hayford Road. Because the site includes more than adequate area to accommodate the site, and various options for location within the site, there is potential for multi uses on the site.

The land value of this site is estimated at $12,500 to 13,000 per acre, for a total value of $375,000 to $390,000 for a 30-acre site. (Sweitzer, 2007)

Site development would require extension of the sewer main for a distance of about 2600 feet at a cost of $50 per lineal foot, plus a lift station for a total of about $193,000. Water is available to the site. Ultimately the on-site portion of these costs will be determined by the location of the facility on the site. Stormwater would be managed on-site through Spokane County/City of Airway Heights approved stormwater management facilities No significant costs are expected with the provision of electrical and natural gas service.

The Highway 2 and Hayford Road intersection recently completed a major signal upgrade with participation of surrounding commercial developers. Future projects will likely be required to participate in improvements to this access route based upon the findings of traffic studies with the review of the City of Airway Heights, Spokane County, and WSDOT.

The site ranks 2 of 5 under this criterion because of utility cost, possible road improvement costs and uncertainty about land acquisition costs.

1.5.3.3 Analysis of Raceway Park Site (Site 3) Presented in Matrix Form

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1.5.4 Site 4: Playfair Race Track, City of Spokane

1.5.4.1 Description of the Proposed Site

This 52-acre site is within and owned by the City of Spokane and was the former Playfair horse race track with grandstands and stables (removed). Bounded on the north by the Burlington Northern Railroad corridor and on the south by the Union Pacific Railroad, the site is triangular in shape. Regional access is available from Sprague Avenue via Altamont Street (cross beneath UP tracks) and from Trent Avenue (SR 290) via Napa Street and Riverside Avenue. Access from the east is available via Haven Street (UP crossing at grade) from Sprague Avenue (Freya Street, to the east, provides access to I-90). Zoned for industrial use (HI), the site is presently vacant. Surrounding land to the north, east, south, and west is in industrial or commercial use. There appear to be no environmental issues associated with the site.

The city is considering economic development opportunities for the site as well as siting a regional stormwater facility that is expected to consume about 20 acres of the site.

1.5.4.2 Analysis of the Site Using Defined Criteria

1.5.4.2.1 Site Size, available minimum acreage required for the Detention Facility.

The site contains 52 acres and is triangular in shape. The city plans to use about 20 acres of the site for stormwater/wastewater management and possibly relocate the wastewater management offices to the site. The residual site meets the 30-acre minimum required for the project, but the accommodation of the site for the stormwater facility and offices could reduce this acreage.

This site is conducive to a low to mid-rise compound design. The site size and shape easily lends itself to creating secure open space and setbacks for other development on or off of the site. Space for public access, parking and building support activities are easily accommodated while the adjacencies of these elements to the secure areas are more easily controlled with this site size. Future expansion would be accommodated if the full acreage is available. Because of the Heavy Industrial zoning designation, the site could be reduced in area and a taller structure could be built.

Because of the uncertainty regarding the final needs of the City of Spokane, the site and configuration of the residual 30 acres, could be further reduced, thus resulting in a score of 3 of 5 under this criterion.

1.5.4.2.2 Protection of the natural environment, such as air quality, open space corridors, natural resource areas and critical areas.

Because was formerly developed with a horserace track that include infield, track, grandstands, stables and parking area, the native habitat of the site has been altered. The site is now covered with grasses and weeds and is surrounded by industrial uses, railroad tracks and roads. The impact of the County building the detention facility on the natural environment would be minimal.

For this reason, the Playfair Site scores a 5 of 5 possible points on the natural environmental impact factor.
1.5.4.2.3 Protection of public health and safety, through proximity to and available capacity of various services, including the location’s access to law enforcement, fire protection and other public safety or emergency response services, as well as other aspects of public safety and public health, such as spill containment, reduction of crime opportunity, proximity to particularly sensitive receptors or electromagnetic force impacts.

City of Spokane Fire Station 7 at 1901 East First Avenue is the nearest station to the site. The station is about 0.8 miles southwest of the site, about 2 minutes. This station would be the first responder for a HAZMAT incidence. Backup would be provided by the Regional HAZMAT response team based at Fire Station 1, 44 West Riverside Avenue in downtown Spokane.

Law enforcement is provided by the Spokane Police Department, headquartered in the Public Safety Building at 1100 West Mallon Avenue (3.4 miles, 12 minutes).

The site is in an industrial area, surrounded by industrial and commercial uses, thus there are no sensitive receptors in the immediate site vicinity. The nearest school is Sheridan Elementary at 3737 East Fifth Street, over one mile east.

The site ranks 4 of 5 under this criterion.

1.5.4.2.4 Adequate capacity available in the transportation networks, as determined from systems such as Level of Service Standards and concurrency management, and access to the required transportation networks, such as highways, municipal street systems, mass transit, railroad, and air

The site is bounded on two sides by railroad corridors, the BNSF on the north and the Union Pacific on the south. Access to the site is provided by Haven Street, a two-lane local access street on the east, and Altamont Street, on the southwest. Haven crosses the Union Pacific Tracks at grade just north Sprague Avenue. This intersection is controlled by a stop sign for entry to Sprague Avenue, a Principal Arterial. A left turn lane is available for eastbound Sprague Avenue to Haven Street traffic. Haven Avenue intersects with several east-west streets that link to Freya Street, about 7 blocks east. These routes, however, except for Springfield Avenue that is circuitous, do not intersect Freya at signalized intersections, thus making left turn entry difficult. The City Plans to revise this route with the reconfiguration of the Freya Bridge, by shifting the signal south to Alkai Avenue, and somewhat improving the route between Haven to Freya (Britton, 2007). Altamont Street crosses beneath the Union Pacific grade at a grade-separated railroad overpass. Altamont Street, a Minor Arterial, continues south to Sprague Avenue with a signalized intersection, and on the Interstate 90 frontage roads, 2nd and 3rd that provide entry and exit from I-90, and an entry ramp to the Hamilton Street Bridge. (This entry/exit configuration may change in conjunction with the I-90/North Spokane Freeway project). Main Avenue intersects with Altamont Street at the UP underpass, and provides access to Napa Street four blocks west. Napa Street is a Minor Arterial that connects Trent (SR 290) and Mission avenues on the north, and Sprague Avenue and 2nd Avenue to the south.

Spokane Transit Authority Sprague 90 runs along Sprague Avenue (two blocks) and connects Spokane Valley and Spokane Valley Transit Center with the downtown Spokane Transit Plaza.
The site has relatively good access to Sprague Avenue, Trent Avenue, and Freya Street and the I-90 Interchange. When constructed, the North Spokane Corridor (NSC) and I-90 collector-distributor system would remove the existing access to I-90 at Altamont Street. Build-out NSC and I-90 access would be at the Freya Street interchange (Figg, 2007).

Because the site has relatively good and a variety of access routes to the regional system, the site receives a rank 4 of 5 under this criterion.

1.5.4.2.5 Adequate capacity available from supporting public utilities such as sewer, water, stormwater, solid waste, electricity, natural gas, and communications.

The City of Spokane provides utility services to the site. A 6-inch water main is in the site and runs from Altamont in the southwest quadrant. A 12-inch water main is along Haven Street, along the east side of the site. Capacity is adequate to serve the proposed project. Sewer lines are also in the site and run to the south to Lee Street. There is also an 8-inch main at Altamont, but it does not enter the site. The City would request an analysis of the sewage system to ensure that capacity is adequate.

Stormwater would be managed on-site, but the city is planning a stormwater management facility to handle area-wide stormwater on the site.

Avista Utilities provides electrical energy and natural gas to the site.

Because of the questions regarding sewer capacity serving the site, the site ranks 3 of 5.

1.5.4.2.6 Adequate capacity available from supporting public facilities and public services, and social services counseling services, schools, courts, and legal services.

Sacred Heart Medical Center, 101 West 8th Avenue, located just south of downtown Spokane. The 615-bed facility provides emergency services, as well as general medical services for short-term stay (2.5 miles west of the site). Deaconess Medical Center, 801 West 5th Avenue, is a 388-bed facility that provides emergency as well as a full range of medical services (2.9 miles west of the site).

Spokane Mental Heath is downtown Spokane at 107 South Division Street. The site is in School District 81 and served by Sheridan Elementary at 3737 East Fifth Street, Chase Middle School, 4747 E. 37th Avenue, and Lewis and Clark High School, 521 West 4th Avenue.

The site is about 4.2 miles east of the County Campus and the Public Safety Building, Spokane Country Courthouse, and existing Jail requiring shuttling of inmates.

Thus, the site ranks 3 of 5.

1.5.4.2.7 County-wide equitable distribution, based on existing sites.

The existing Spokane County Jail is on the County Campus adjacent to downtown Spokane. Siting of the proposed detention facility would place two separate county detention facilities at two locations within the City of Spokane Jurisdiction. Thus this site would rank 2 of 5 under this criterion.
1.5.4.2.8 Consistency with existing land use and development in adjacent and surrounding areas.

The site is undeveloped and was formerly Playfair Racetrack. The site is within an industrial area of east Spokane, with the Burlington Northern Santa Fe Railroad (BNSF) main line along the northern boundary, and Union Pacific (UP) main line along the southern boundary. Industrial uses are along the north side of the depressed BNSF corridor and along the south side of the elevated UP right of way. Both rail corridors provide a buffer from surrounding uses to the west, north, and south.

The following uses surround the site:
- West – Industrial beyond the rail berm;
- South – Industrial and sporadic single-family uses beyond the rail berm and at grade rail tracks;
- East – Industrial along the east side of Haven Street.

The proposed detention facility is consistent with the surrounding uses, and can be buffered from the commercial corridor along Sprague Avenue, thus the site would rank 5 out of 5 in this category.

1.5.4.2.9 Compatibility with existing comprehensive plan land use designations and development regulations for the site and surrounding areas.

The site is zoned and planned for Heavy Industrial use. As mentioned above, two major rail corridors bound the site, and the land to the east and north is zoned for Heavy Industrial use. The land south of the Union Pacific corridor is zoned Light Industrial north of Riverside Avenue and CC2-EC south of Riverside Avenue. The CC2-EC zone is intended for a concentration of commercial development as an employment center.

Detention Facilities and Essential Public Facilities are allowed in the Heavy Industrial zone by Conditional Use Permit.

The City of Spokane plans to use about 20 acres of the site for development of its regional stormwater management facilities, and may also develop offices and facilities for the wastewater management department.

Although development of the site would be compatible with the surrounding uses, development of the site for a detention facility would preclude redevelopment of the site in industrial or commercial uses that is an economic development goal of the City of Spokane. The future development of the North Spokane Freeway Corridor would also improve regional access of the site and enhance its economic development opportunity, particularly, when planned in conjunction with the adjoining rail corridors.

Thus, even though the use is compatible, this is tempered by the loss of proposed economic development opportunity, the site ranks 3 out of 5.

1.5.4.2.10 Tax and Economic Impact

The property is owned by the City of Spokane thus is not on the property tax rolls and therefore generates no property tax revenues. The city plans to use a portion of the site to construct a stormwater management facility and sell the remainder with the objective of the property being developed in commercial or industrial use. This would return the property to the tax rolls and ideally generate sales tax revenues and jobs for new construction and the
operation of future businesses. Thus, the development of this site for the county detention facility would result in an opportunity cost to the city with respect to the future economic development, thus the site would rank 2 out of 5 in this category.

1.5.4.2.11 Operating Costs related to staffing and proximity to services

Because the site can be developed as a horizontal facility it would have efficiency of operations. These efficiencies are somewhat offset because services are readily available in the local area and inmates will need to be bussed to the courts and transported to other services in downtown Spokane. The site is about 4.2 miles (9 minutes) from the existing Spokane County Courthouse campus at which the existing County Jail, Public Safety Building, and Courthouse is located.

This site ranks 3 of 5.

1.5.4.2.12 Site Costs, including land acquisition, transportation improvement, utility extension/infrastructure, and other site improvements.

The estimated land value of this site is $87,120 to 108,900 per acre, thus the total value of a 30-acre site would be $2.6 million to 3.27 million. (Sweitzer, 2007)

It is unknown, without potential project demands and evaluation of the system, whether or not the capacity of the sewer system is adequate to serve the project without being upgraded. Water, natural gas and electricity are available to the site with minimal cost.

Because of uncertain sewer system cost and land cost, this site ranks 3 of 5.

1.5.4.3 Analysis of Playfair Site (Site 4) Presented in Matrix Form

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