SITE 5 – STA FAIR & EXPO SITE, CITY OF SPOKANE VALLEY

1.5.5 Site 5: Spokane Transit Authority

1.5.5.1 Description of the Proposed Site

This 11.26-acre site is owned by Spokane Transit Authority and within the city of Spokane Valley. Long and narrow in shape, the site is bounded on the south by the Union Pacific Railroad and the north by the Spokane County Fair and Expo complex. Sprague Avenue on the South and Broadway Avenue on the north provide regional access via interchanges with I-90 at Freya, Sprague and Broadway. Access is from Havana Street on the west via a driveway entrance south of the Spokane Indians Baseball Park. The route from Sprague to Broadway requires an at-grade crossing of the UP tracks. The site and land to the north and west area zoned Community Facilities with Regional Commercial to the south and east.

1.5.5.2 Analysis of the Site Using Defined Criteria

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

The site is long and narrow in shape, with dimensions of about 400 feet wide by 1500 feet in length, and includes an area of about 11.26 acres. The required size for an urban site is 3 acres and a rural site 30 acres. Because the site is zoned Community Facility and the adjacent lands are zoned Regional Commercial, the design standards to be applied would be the Regional Commercial use that allows building heights up to 100 feet. Given that there are no residential zones nearby, no setbacks would be required, thus the entire site could be utilized. The site concept could accommodate a high-rise urban structure with room for yard area and parking.

A site of this long narrow nature will be most conducive to that of a mid to high-rise compound design or a combination of the two. The site size and shape with this approach will allow for the creation of secure open space, public access, building support access activities and parking. With site access provided at each end the public access could be provided at one end while the more secure access could be provided at the other thus limiting close adjacencies of these activities.

Because of the narrow configuration and constraints in design, the site scores 3 of 5 points.

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

The site is a paved parking lot with no vegetation with the Union Pacific Railroad to the south, industrial use to the east, a parking lot to the west, and the Spokane County Fair and Expo Center to the north. No habitat or wildlife is associated with the site. Other that potential ground contamination from historic railroad activity, there appear to be no environmental issues associated with the site.

For this reason, the STA Site scores a 5 of 5 possible points on the natural environmental impact factor.
1.5.5.2.3 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.

The Spokane County Sheriff’s Department, Valley Precinct, provides law enforcement services to the city of Spokane Valley with a substation at 12710 East Sprague Avenue, 5.5 miles east (14 minutes). The City of Spokane Public Safety Building at 1100 West Mallon Avenue houses the Spokane Police Department and Spokane County Sheriff is 5.4 miles west of the site (14 minutes).

The Spokane Valley Fire Department, Fire Station 6 is at 6306 East Sprague, about 1.5 miles east (4 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.

There are no sensitive receptors in the immediate vicinity of the site, however, the Spokane Indians baseball games, and the Spokane Fair and Expo Center with events that attract children and youth would introduce a potentially vulnerable population to the area during the day and at night. The nearest school to the site is Sheridan Elementary at 3737 East Fifth Street, about one mile west.

The Union Pacific Railroad runs along the south side of the site with a main line and switching yards to the south and east. Railroad activity has the potential for hazardous materials release.

The site ranks 3 of 5.

1.5.5.2.4 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 does not front on a public street, thus an access easement would be used to access the site from Havana Street, a primary city of Spokane Arterial (the corporate boundary for the City of Spokane Valley is along the east side of Havana Street. Since the Spokane County owns the property between Havana and the site, an efficient access arrangement can be accommodated. An access easement to the east to Fancher Road is also available for the site.

Havana Street is a principal north-south arterial that runs between Interstate 90 on the south and Trent Avenue (SR 290), and Mission Avenue on the north. Havana crosses the Union Pacific tracks at-grade just north of Sprague Avenue. Havana Street also connects via Sprague Avenue and Broadway Avenue, both east-west principal arterials, to the I-90 interchanges at Freya Street on the west and Sprague Avenue and Broadway Avenue on the east.

The area between Havana Street and Fancher Road has heavy traffic associated with the big box stores in Sprague Avenue strip west of Fancher Road. Although the intersection of Sprague and Havana now operates at level of service (LOS) C, there is concern on the part of the City of Spokane (jurisdiction of Havana and Sprague west of Havana) and the City of Spokane Valley (jurisdiction of Sprague east of Havana) that future retail development in this corridor will cause congestion and LOS deterioration.
Both Havana Street and Freya Street have at-grade crossings of the Union Pacific Railroad corridor, thus there could be some constriction of traffic from south to north. These crossings can be avoided by using the Trent Avenue, Freya Street, Broadway Avenue, Havana Street route, or I-90 to the Broadway interchange to Havana. Havana presently has an at-grade crossing on its northerly leg to Trent Avenue, but a new bridge is slated for construction in the next couple of years to eliminate this bottleneck. Eventually, the north-Spokane freeway corridor will facilitate access to this area and avoid at-grade rail crossings.

Spokane Transit Route Sprague 90 runs along Sprague, but access, because of the rail corridor, would require walking to Havana before being able to walk to Sprague. Route 33 runs along Havana and provides access to SCC. Additionally the 94 shuttle runs along Havana to provide local access.

The STA site is isolated and somewhat restricted in having Havana Street as its primary access, as well as its primary access having the at-grade railroad crossing at Sprague Avenue. The site receives 3 of 5 in this criterion.

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

Even though in the City of Spokane Valley, the STA site is served by the City of Spokane water and sewer system. A 24-inch sewer main runs along the north side of the site and has capacity to serve the site. Major 24-inch and 36-inch transmission water mains run along Havana. A supply line to provide domestic and fire flows would need to be extended to the site, a distance of about 1000 feet. Avista Utilities provides electrical and natural gas service to the area.

This site ranks 4 of 5 for utility availability.

1.5.5.2.6 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 (3.8 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 (4.1 miles west of the site).

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

The site is in School District 81 and served by Lincoln Heights 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 5.7 miles east of the County Campus and the Public Safety Building, Spokane Country Courthouse, and existing Jail.

This site ranks 3 of 5 under this criterion.
1.5.5.2.7  County-wide equitable distribution, based on existing sites.

There are no correctional facilities in the City of Spokane Valley, thus a score of 5 of 5 would be contributed under this criteria.

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

The site is an asphalt parking lot within an area between the County-owned Fair and Expo Center and the industrial and commercial strip along the parallel Union Pacific Railroad and Sprague Avenue corridors. The following uses surround the site:

- North – Spokane County Fair and Expo Center;
- West – parking lot for Fairgrounds;
- South – Union Pacific Railroad switching yard;
- East - Union Pacific Railroad switching yard.

No residential uses are near the site and it is buffered from the Sprague commercial strip by the Union Pacific tracks and yard areas. The Fair and Expo Center activity is an event use, thus potential conflicts are minimal.

The site receives a 4 of 5 in this category.

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

This site is zoned for Community Facility use as is the Fairgrounds property to the north. The industrial lands to the east and south along the Union Pacific Railroad and the Sprague Avenue corridor are zoned for Regional Commercial use. Both the Regional Commercial and the Community Facility Zone would allow facilities sited through the Essential Facility Siting Process by a Conditional Use process. The design standards to be applied would be the Regional Commercial use that allows building heights up to 100 feet. Given that there are no residential zones nearby, no setbacks would be required. Although the use is compatible in the sense that uses sited by the EPF sitting process are allowed, the city does not feel that the proposed use maximizes the site potential.

The site receives 4 out of 5 in this category.

1.5.5.2.10  Tax and Economic Impact

The site is owned by STA, a public agency, and is not on the tax rolls, thereby not generating income from property tax collections. On the other hand, the property because of its zoning and location has potential for economic development. But, the property is an interior parcel that does not have frontage on a public street. The City of Spokane Valley suggests that the site may have, because of its proximity to the baseball field and Fair and Expo Center as well as the Union Pacific rail corridor, a better economic use than the proposed Detention Facility. (McCormick, 2007) Because of the opportunity cost, the site ranks 3 of 5.

1.5.5.2.11  Operating Costs related to staffing and proximity to services

Because the site would need to be developed as a mixed vertical and horizontal facility it could achieve some of efficiency of operations, but the full extent would be based on final design solution. 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 5.7 miles (12 minutes) from the existing Spokane County Courthouse campus at which the existing County Jail, Public Safety Building, and Courthouse is located.

The site ranks 3 of 5.

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

Based on an estimated land value of $78,408 to $87,120 per acre, the value of the 11.26 acres site is $882,874 to $980,971. (Sweitzer, 2007)

The following costs are expected in order to prepare the site for development: extend the water main a distance of 1,000 feet @ $55/lineal foot for a total of $55,000.00, and extend the fire line 1,000 feet @ $35/lineal foot for a total of $35,000.00. Since the sewer line runs past the site, no substantial costs are expected to connect to the line. No significant costs are expected for extension of electrical and natural gas lines. Depending on the access configuration, costs will be incurred for driveway construction between the site and Havana Street.

Building construction costs for a mixed vertical and horizontal structure would be higher than for a singular horizontal facility.

This site ranks 3 of 5.

1.5.5.3 Analysis of STA Site (Site 5) Presented in Matrix Form

<table>
<thead>
<tr>
<th>Criteria</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
<th>9</th>
<th>10</th>
<th>11</th>
<th>12</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Score</td>
<td>3</td>
<td>5</td>
<td>3</td>
<td>3</td>
<td>4</td>
<td>3</td>
<td>5</td>
<td>4</td>
<td>4</td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Weight</td>
<td>5</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>2</td>
<td>5</td>
<td>3</td>
</tr>
<tr>
<td>Weighted Score</td>
<td>15</td>
<td>20</td>
<td>12</td>
<td>12</td>
<td>16</td>
<td>6</td>
<td>15</td>
<td>12</td>
<td>12</td>
<td>6</td>
<td>15</td>
<td>9</td>
</tr>
</tbody>
</table>

Total Weighted Score (out of a possible 210) 150
SITE 6 – WEST OF MEDICAL LAKE INTERCHANGE, SPOKANE COUNTY

1.5.6 Site 6: West of Medical Lake Interchange south of Medical Lake Road.

1.5.6.1 Description of the Proposed Site

This site is undeveloped, under private ownership and within Spokane County. The site, bordered on the south by White Road is the southwest corner of a larger 500 plus acre property west of the Medical Lake Interchange. This property extends north to its boundary along Medical Lake Road (SR 902). The site is basically flat with exposed basalt, native grasses, and occasional pothole wetlands. The site is zoned Rural Traditional as are the properties to the west, portion of the east, and south. The properties to the north and a portion of the east are zoned Light Industrial. The surrounding lands are predominantly undeveloped, some cultivated and some in pasture. Two single-family houses are adjacent to the southeast corner along White Road, and a single-family house is west along Medical Lake Road. Regional access is provided by the interchange of I-90 and Medical Lake Road. Other than wetlands that can be avoided, there appear to be no environmental issues associated with the site. The site is at the south end of Spokane International Airport runway 210/030.

1.5.6.2 Analysis of the Site Using Defined Criteria

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

The 500 plus acres site is basically rectangular and consists of several parcels ranging from 30 to 80 acres with frontages on Medical Lake Road on the north and White Road on the south. The site has flexibility as to where the facility could be located.

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 under this criterion.

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

The property consists of Cheney soils—silt loams with varying degrees of gravel and cobbles, with basalt outcrops and potholes with wetlands. Sporadic shrubs and grasses are in the areas undisturbed by agricultural activity. Limited habitat is provided but there are no rare or unique spaces associated with the site. The US Fish and Wildlife Wetlands maps show small wetland pockets (potholes) throughout the eastern portion of the site. The site is not within a 100-year flood zone.

The Medical Lake Interchange provides adequate land area to avoid the pothole wetlands thus the Site scores a 4 of 5 possible points.
1.5.6.2.3  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.

The site is within the boundary of Cheney Fire Protection District 3. Fire Station 33 in Four Lakes is about 4 miles southwest of the site with a response time of about 10 minutes. This station is staffed by volunteers, and according to the Chief, the station is at a threshold regarding number of calls and the ability of the volunteers to handle them. The District is also exploring the possibility of building a new station to add coverage to the area, but funding is not in place. (Holloway, 2007) HAZMAT response would come from the Regional HAZMAT response team based at Fire Station 1, 44 West Riverside Avenue in downtown Spokane.

The Spokane County Sheriff's Department, 1100 W. Mallon Avenue in downtown Spokane, provides law enforcement services to the unincorporated County. The considered site is about 9.4 miles east of the station, about a 13-minute response.

The Washington State Patrol Office is at 6403 West Rowland Road and provides emergency response along state highway routes. Although this site is not within the Medical Lake corporate limits, the Medical Lake Fire Station and Police Department are at 124 Lefèvre Street, about 6 miles west (9 minutes).

There are no sensitive receptors near the site. The nearest elementary school is several miles away.

The site is about 9.4 miles (13 minutes) west of the County Campus and the Public Safety Building and Sheriff’s headquarters.

This site ranks 3 of 5 for emergency response.

1.5.6.2.4  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 property in which the site is located is bounded by on the north by Medical Lake Road, State Route 902, and on the south by White Road. The site is about one-quarter mile west of the Medical Lake Interchange with regional access provided by Interstate 90.

Medical Lake Interchange is presently experiencing congestion as a result of commercial, industrial, and motor transport development around the interchange. Additionally the approach configurations of White Road on the southwest side, and Geiger Boulevard and Hayford Road on the northeast side are causing congestion problems. WSDOT has jurisdiction over the interchange as well as Medical Lake Road. WSDOT is coordinating with Spokane County to develop solutions to the interchange that was designed as a rural interchange. The County is working on the Hayford Road/Geiger Boulevard Approach. A new White Road alignment, now being discussed by an adjacent property owner, WSDOT and the County is the shifting of White Road west of the interchange, creating a new intersection with Medical Lake Road, and running south to the existing White Road. The proposed alignment is between the property along the interchange and the property on which the site is located.
Developers of projects that contribute traffic to the interchange are presently subject to an impact fee of $432 per peak hour trip. WSDOT and Spokane County are both seeking funds to plan and rebuild the interchange to urban standards. No schedule has been developed, but as development accelerates, the demand for solutions to the reconfiguration will increase.

Medical Lake Road is a paved two lane high speed (55 mph) State Route that runs from the Medical Lake Interchange to the City of Medical Lake.

Hayford Road runs north from the Medical Lake interchange to SR 2 and eventually to Trails Road, Government Way to Spokane. Hayford Road is slated by Spokane County for improvement along the I-90 to SR 2 segment.

Spokane Transit Authority Medical Lake Route 62 runs past the site along Medical Lake Road.

Pending the reconfiguration of the Medical Lake interchange and the development of a new public road between Medical Lake Road and the existing White Road, the transportation access is almost direct to I-90. Thus, the site ranks 5 of 5.

1.5.6.2.5 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 and sewer service to the site area. Presently there is neither water service nor sewer service near the site. The City of Spokane plans, however, within the next two years to extend a 24- to 30-inch water main along Geiger Boulevard from its present terminus at about Thomas Mallen Road, to Craig Road west of the site.

City of Spokane sewer service is presently at Geiger Boulevard and west of Thomas Mallen Road. At this time there are no plans for line extension—the project is not in the 6-year capital facilities program. Additionally, because of the terrain, a regional lift station may be required in order to extend service to the site area, a distance of about 8,700 feet. (Brown, 2007)

Although, vista Utilities has an electrical substation on White Road just east of the site, Avista does not serve the electricity to the site. Avista natural gas is available, but by a high pressure feeder which would require a service tap. According to Avista, potential service costs would need to be further explored. (Kelley, 2007) Inland Power and Light has overhead lines along Medical Lake Road and is the electrical provider in the area.

The site ranks 3 of 5 under this criterion.

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

The site is within the boundary of Cheney Fire Protection District 3. Fire Station 33 in Four Lakes is about 4 miles southwest of the site with a response time of about 10 minutes. This station is a volunteer-staffed facility.

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 (about ten 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 (9.7 miles east of the site).
Spokane Mental Health is downtown Spokane at 107 South Division Street.

The site is within the Cheney School District. The attendance areas are Windsor Elementary School, 5504 W. Hallett Road; Cheney Middle School, 2716 N. 6th Street; and Cheney High School, 460 N. 6th Street. Students in the area are bussed to the schools.

The site is about 9.4 miles (13 minutes) west of the County Campus and the Public Safety Building, Spokane Country Courthouse, and existing Jail via I-90 and the Medical Lake interchange.

The site ranks 3 of 5.

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

Geiger Correctional Facility is currently in the Spokane International Airport boundaries and under a lease with the Airport Board within the jurisdiction of Spokane County. It is the only correctional facility in unincorporated Spokane County. The proposed facility on this site would remain in the jurisdiction of Spokane County, but would remain on the West Plains where there are Correctional facilities in other jurisdictions, thus the site ranks 4 of 5.

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

The site is undeveloped and in either natural pasture and cultivated agricultural use. The site is in a rural agricultural area at the edge of a developing industrial area south and west of the Spokane International airport. Surrounding uses are as follows:
- North across Medical Lake Road – undeveloped pasture and cultivated farmland;
- South across White Road – cultivated farmland with a vacant farmhouse;
- East – undeveloped pasture and farmland, a couple of single-family houses and antique dealer;
- West – cultivated farmland and a couple of single-family houses.

The area surrounding the site is rural and predominantly undeveloped with low residential densities. The area is also influenced by I-90, the airport noise zones, and access to the Medical Lake Interchange in a manner that favors commercial and industrial development over residential development. Because there is a low residential density and the area north and east are planned for industrial uses, the site scores a 4 out 5 in this category.

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

The site is in unincorporated Spokane County, zoned Rural Traditional, and is outside the Urban Growth Boundary that is adjacent to the north, along Medical Lake Road, and to the east. The County Comprehensive Plan designates the site as Rural Traditional. The properties across Medical Lake Road to the north, and adjacent to the east are zoned and planned for Light Industrial use. The properties to the west and across White Road to the south are designated Rural Traditional on the comprehensive plan and zoning maps.

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.
Within a Light Industrial zone, however, per Table 614-1 (Industrial Zones Matrix) of the Spokane County Zoning Code, a Detention Facility is listed is permitted as a Conditional Use (CU) per Section 14.614.240 (3). There are no specific performance standards for the Conditional Use other than as follows: "The use shall be subject to restriction and conditions, as may be imposed by the Hearing Examiner under Chapter 14.404.

Growth Management policy does not permit the extension of public water and sewer services outside of the Urban Growth Boundary, thus an accommodation would have to be made through the Essential Public Facility siting process to allow the project and the provision of public utility services. The city of Spokane is planning to extend water along Medical Lake Road west to Craig Road in the next couple of years. At this time there are no plans to extend sewer which would be the final utility needed to develop this area.

According to the Fairchild AFB/Spokane International overlay map (August 2006) that shows noise zones (LDNs), FAFB AICUZ Accident Potential Zones, SIA Existing Accident Potential Zones and Proposed APZs, the FAFB zones are north of, and do not affect the site, nor do the zones for the potential new runway at SIA. The existing APZ of runway 25/070 does not intrude into the site. If, however, the proposed APZs were adopted, the Accident Potential Zone B would intrude over the eastern portion of the site. It should be noted, however, that Spokane County Zoning Code Chapter 14.700 Overlay Zones, Section 14.702.270 Accident Potential Zone B (APZ-"B") lists uses that are specifically prohibited. Detention or correctional facilities are not included on this list.

Although this site is outside of but adjacent to the UGA and Light Industrial zoning, when constructed in five or so years, the time might be appropriate to expand the UGA in this area particularly if the City of Spokane extends utilities along Medical Lake Road to service the UGA north of Medical Lake Road. Thus, this site ranks 3 of 5 because of this potential.

### 1.5.6.2.10 Tax and Economic Impact

The land is privately owned and generates property tax revenues to Spokane County. The land purchased by Spokane County and used for the jail would be removed from the tax rolls with a loss of the potential property tax revenue. While the 30-acre site would have a loss in economic development potential, it is presently zoned Rural Traditional, a low-density agricultural residential zone. Extension of public utilities such as water and sewer to the site, and surrounding land would increase the long-term economic potential of the area (both existing light industrial zoned land, and adjacent Rural Traditional zoned land) immediately west of the Medical Lake interchange.

This site ranks 4 of 5.

### 1.5.6.2.11 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 9.4 miles (13 minutes) from the existing Spokane County Courthouse campus at which the existing County Jail, Public Safety Building, and Courthouse is located. Since there is already established service to Geiger, at the Geiger interchange, the additional 4 miles distance along I-90 between Geiger and Medical Lake interchanges is nominal.

This site ranks a 4 of 5.
1.5.6.12 Site Costs, including land acquisition, transportation improvement, utility extension/infrastructure, and other site improvements.

The estimated land value is $5,000 to $7,000 per acre (minus the wetlands), for a total site value of $150,000 to $210,000 for 30 acres. (Sweitzer, 2007) It should be noted that the owner of this property has not yet stated a price for this land.

Because the City of Spokane plans to extend water past the site along the Medical Lake Road, there should be no substantial costs to extend water. The cost of extending sewer is substantial, estimated at $435,000.00, plus $50,000 for a Lift station.

The site ranks 3 of 5.

1.5.6.3 Analysis of Medical Lake Interchange Site (Site 6) Presented in Matrix Form

<table>
<thead>
<tr>
<th>Criteria</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
<th>9</th>
<th>10</th>
<th>11</th>
<th>12</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Score</td>
<td>5</td>
<td>3</td>
<td>4</td>
<td>5</td>
<td>3</td>
<td>4</td>
<td>4</td>
<td>3</td>
<td>4</td>
<td>4</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Weight</td>
<td>5</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>2</td>
<td>5</td>
<td>3</td>
</tr>
<tr>
<td>Weighted Score</td>
<td>25</td>
<td>12</td>
<td>16</td>
<td>20</td>
<td>12</td>
<td>6</td>
<td>15</td>
<td>12</td>
<td>9</td>
<td>8</td>
<td>20</td>
<td>9</td>
</tr>
<tr>
<td>Total Weighted Score (out of a possible 210)</td>
<td></td>
<td>161</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
SITE 7 – TSHIRLEY ROAD, EAST OF SPOKANE INDUSTRIAL PARK, CITY OF SPOKANE VALLEY

1.5.7 Site 7: Tshirely Road, East of Spokane Industrial Park, City of Spokane Valley

1.5.7.1 Description of the Proposed Site

This 45-acre site is owned by Spokane County Engineering and in the city of Spokane Valley. The trapezoidal site is undeveloped and planned for eventual use as a gravel pit. Tshirely Road forms the western boundary and extends between the northern boundary (its northern terminus) and Euclid Road, which provides access to the regional transportation network. Euclid connects with Sullivan Road on the west and Barker Road on the east, both of which have interchanges with I-90 about one mile south. Sullivan and Barker, as well as Flora Road to the west connect with Trent Avenue (SR 290) to the north. The site and surrounding properties are zoned for Heavy Industrial use. Adjacent land to the north is cultivated, undeveloped to the east, and in industrial use to the south and west. About eight single-family houses are along Tshirely Road, south of the site.

1.5.7.2 Analysis of the Site Using Defined Criteria

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

The site is trapezoidal in shape and includes an area of about 45 acres, larger than the minimum site requirement for a rural site of 30 acres. The configuration allows efficient use of the site.

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 5 points in this regard.

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

The site is flat with gravels and exposed river cobbles (Garrison soils), typical of undeveloped land in the Spokane Valley. It does not appear that the site has been farmed in the past, thus vegetation consists of grasses and weeds. There does not appear to be significant habitat on the site, nor are there rare or unique species. The city of Spokane Valley’s Fish and Wildlife Habitat (6/19/06), Geologic Hazards Map (5/20/06), and FEMA Flood Hazards map (6/15/06) indicate no significant habitat, geohazards, or flood zones on the site. No wetlands are on the site (US Fish and Wildlife Wetlands Maps).

For this reason, the Tshirely Site scores a 4 of 5 possible points on the natural environmental impact factor.
1.5.7.2.3 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.

The Spokane County Sheriff's Department, Valley Precinct, provides law enforcement services to the city of Spokane Valley with a substation at 12710 East Sprague Avenue. The considered site lies about 5.7 miles northeast of the substation, with about a 10-minute response time.

The Spokane Valley Fire Department, Fire District No. 1, Fire Station 5, 15510 East Marietta Avenue is 1.9 miles west with a response time of about 4 minutes. Station 5 would provide first response HAZMAT response, followed by the Regional HAZMAT team based at City of Spokane Fire Station 1, at 44 West Riverside in Downtown Spokane. (Miller, 2007)

No sensitive receptors are near the site. The nearest elementary school is Skyview Elementary School, 16924 E. Wellesley, about 0.6 miles northwest. The Spokane Industrial Park Children’s Center is at N. 3808 Sullivan Rd., over a mile west of the site.

The site ranks 4 of 5.

1.5.7.2.4 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 west side by Tschirley Road and has access near the east end by Eden Road, both of which run north from Euclid Road. Tschirley Road is a paved two-lane local access road that runs north of Euclid and terminates along the north boundary of the site.

Regional access is provided by Euclid Road, which, in turn, provides access via a four- to five-lane section to a signalized intersection with Sullivan Road on the west, and a two-lane section to Barker Road on the east. Euclid is a Collector Arterial between Sullivan Road on the west and Barker Road on the east. Sullivan Road is a Principal Arterial that connects Trent, SR 290, on the north and I-90 on the south. Barker Road, a Minor Arterial also runs between Trent and I-90 to the south.

Flora Road, a two-lane Minor Arterial, that presently provides access between Euclid Avenue and Trent Avenue, SR 290, will be blocked in the next couple of years to eliminate the at-grade crossing of the Burlington Northern Santa Fe Railroad Main line in accordance with the Bridging the Valley Plan.

The City of Spokane Valley Street Master Plan (10/2007) and Six Transportation Improvement Plan (2008-2013) indicate that Sullivan Road operates at Level of Service (LOS) F between Pines and Trent roads, Barker Road operates at LOS B, Euclid Road between Sullivan and Barker roads operates at LOS C, and Flora at LOS B. Trent Road operates at LOS F between Sullivan and Barker. The intersections of Sullivan and Indiana, Marietta, Euclid, and Trent operate at B to C, as do the intersections of Flora and Euclid, and Euclid and Barker. The intersection of Trent and Barker operates at LOS F.
Transportation improvement projects funded in the 2008 to 2013 TIP include replacement (and widening) of the Barker Bridge, and replacement of the Sullivan Bridge West (and widening). The Sullivan bridge project is expected to alleviate the southbound traffic congestion on the approach to the Indiana intersection. Projects in the TIP that are unfunded include widen Barker Road to three lanes between the River and Trent Road, and widen Euclid Avenue between Flora Road and Barker to three lanes.

Spokane Transit Authority provides access to the Spokane Industrial Park via routes 72 Liberty Lake Express (connection at Valley Mall), and 96 Pines (connection at Valley Transit Center). The loop within the Industrial Park run along Marietta and Euclid to North Industrial Park and 5th, within 1/4 mile of Flora Road, about 3/4 mile southwest of the site. The distance to the nearest bus stop is greater than 1/2 mile, beyond the typical walking distance.

This site ranks 4 of 5.

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

Public water service is provided by Consolidated Water District (Ashcroft, 2007). The site has access to a 10-inch main along the east side of Tshirely Road. The site has been annexed to the District, but water service fees have not been paid. These fees are based on projected domestic usage and fire flow requirements.

The existing sewer service on Euclid Avenue is owned by the Spokane Industrial Park (SIP) and not available for public connection at this time. The County’s Division of Utilities plans to discuss the potential of integrating this system into a regional system. At present, it appears possible to extend a 12-inch gravity sewer from the existing 12-inch sewer that in Euclid Avenue 1,300 feet west of Flora Road. The route would extend east on Euclid to Flora (with a jacked and bored casing under the railroad), then north on Flora to a point directly west of the site, then an 8-inch line east to the site, for a total length of approximately 4,480 feet. An existing lift station that serves the area would also need to be upgraded at a prorated cost to users.

Avista Utilities provide electrical and natural gas with capacity to service the site. (Kelley, 2007)

Because of the need for sewer extension, the site ranks 3 of 5.

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

Valley Hospital and Medical Center is about five miles northwest at 12606 East Mission Avenue (just east of Pines Road). A variety of healthcare professionals have offices in the area around the hospital. There are, however, no healthcare facilities or offices in the site vicinity. 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 (about ten miles west of Valley Medical Center). Deaconess Medical Center, 801 West 5th Avenue, is a 388-bed facility that provides emergency as well as a full range of medical services (about ten miles west of Valley Medical Center).
The DSHS Valley Community Service Office (CSO) is at 8517 E. Trent, Suite 101. This facility provides food benefits, medical coupons, drug and alcohol treatment, cash assistance, and other assistance. Spokane Mental Health is downtown Spokane at 107 South Division Street, and has an office in the Spokane Valley at 12213 East Broadway.

The site is within the East Valley School District. The attendance areas are Skyview Elementary School, 16924 E. Wellesley, East Valley Middle School, N. 4920 Progress Rd, and East Valley High School, E. 15711 Wellesley. Students in the area are bussed to the schools.

The site is remote and 15.1 miles (23 minutes) from the County Courthouse Campus thus receives a 3 of 5, but medical services are available along the Sullivan and Pines corridors in proximity to the I-90 interchanges.

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

There are no correctional facilities in the City of Spokane Valley, thus the site ranks of 5 of 5.

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

The site is undeveloped and in an industrial area within the City of Spokane Valley. Surrounding land uses are as follows:

- West across Tshirley Road—Industrial storage yard;
- North – farmland;
- East – undeveloped grass land;
- South – undeveloped grass land and along both Tshirley Road and along the Eden Road cul-de-sac, industrial uses.
- Southeast – a manufactured housing park is about 350 feet southeast of the southeast corner of the site.

The area in which the site is located is characterized by light to heavy industrial uses and open fields, both fallow and cultivated that are in transition to industrial use. Sporadic single-family homes and mobile homes on individual lots are along Flora Road and along Tshirley Road near the Euclid intersection, but these are being overtaken by industrial development. Residential development in a manufactured housing park is concentrated at the intersection of Euclid and Barker Road.

This site ranks 4 of 5 because of nearby existing residential neighborhood.

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

The site is in the planning and zoning jurisdiction of the City of Spokane Valley. The site and surrounding lands to the west, north, east and south are zoned and planned for Heavy Industrial use. The Heavy Industrial Zone would allow facilities sited through the Essential Facility Siting Process by a Conditional Use process. The site has enough area so that the eastern portion could act as a buffer to the nearby residential use to the southeast.
When the platting to the land including the site was approved, the Spokane County Hearing Examiner required, as a condition of approval, that an access road be built between the east boundary of the site and Barker Road. Now that the area is under the planning jurisdiction of the City of Spokane Valley, this approval would need to be reviewed to determine if such a road extension would still be required for site development.

Although within a heavy industrial zone, this site ranks 4 out of 5 because of the proximity of a residential neighborhood.

1.5.7.2.10 Tax and Economic Impact

The site is owned by Spokane County and not included on the property tax rolls, thus it generates no property tax income. The intent of the county is to use the site for mining of gravel, a resource necessary for its road building and maintenance operations. Thus there would be an opportunity cost to the county in that it would need to replace the access to the gravel resource. Because the intended use of this site is to extract gravel, there would be no potential for joint use of the site.

The site ranks 2 out of 5 because of the potential loss of a gravel mine site by the County Division of Engineering and Roads.

1.5.7.2.11 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 15.1 miles (23 minutes) from the existing Spokane County Courthouse campus at which the existing County Jail, Public Safety Building, and Courthouse is located.

This site ranks a 3 of 5.

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

When the platting to the land including the site was approved, the Spokane County Hearing Examiner required, as a condition of approval, that an access road be built between the east boundary of the site and Barker Road. Now that the area is under the planning jurisdiction, this approval would need to be reviewed to determine if such a road extension would still be required for site development.

The land value for 45 acres at an estimated value of $32,670 to 37,026 per acre is a total of $1.47 to $1.66 million. (Sweitzer, 2007)

No significant costs for water hookups are expected although an annexation fee would need to be paid.

Sewer extension is estimated to include extending the line at $850,000, prorated share of lift station reconstruction at $60,000, and General Facilities charge at $1,090,500 for a total of $2,000,500 (preliminary estimates by Spokane County, Cooke, 2007)
Avista Utilities provides electrical and natural gas service to the site with no appreciable costs to provide service.

Because of the requirement to build an access road between the site and Barker Road, the site rank 3 of 5 (if still required by the City of Spokane Valley).

### 1.5.7.3 Analysis of Tschirley Road Site (Site 7) Presented in Matrix Form

<table>
<thead>
<tr>
<th>Criteria</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
<th>9</th>
<th>10</th>
<th>11</th>
<th>12</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Score</td>
<td>5</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>3</td>
<td>3</td>
<td>5</td>
<td>4</td>
<td>4</td>
<td>2</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Weight</td>
<td>5</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>2</td>
<td>5</td>
<td>3</td>
</tr>
<tr>
<td>Weighted Score</td>
<td>25</td>
<td>16</td>
<td>16</td>
<td>16</td>
<td>12</td>
<td>6</td>
<td>15</td>
<td>12</td>
<td>12</td>
<td>4</td>
<td>15</td>
<td>9</td>
</tr>
<tr>
<td>Total Weighted Score (out of a possible 210)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>158</td>
</tr>
</tbody>
</table>
SITE 8 – WSDOT FLORA ROAD, CITY OF SPOKANE VALLEY

1.5.8 Site 8: WSDOT Flora Road, City of Spokane Valley

1.5.8.1 Description of the Proposed Site

This 43-acre site owned by the Washington State Department of Transportation and within the city of Spokane Valley. Basically rectangular this site is bounded on the west by Flora Road, the Union Pacific Railroad on the north, and Spokane River on the south. Site access is along Flora Road (with an at-grade rail crossing) to both Euclid, and west to Sullivan Road, or to Trent Avenue (SR 290). The site is basically flat, undeveloped, and covered with native grasses and clusters of pine trees. WSDOT plans to use the site for a gravel mine. The property is zoned Community Facility and is along the north shoreline of the Spokane River and designated urban wildlife corridor. The lands to the north are zoned Heavy Industrial and are in industrial use. The land to the west is zoned for industrial use and used for gravel mining.

1.5.8.2 Analysis of the Site Using Defined Criteria

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

The site is basically rectangular in shape and includes an area of about 43 acres. The required size for a rural site is 30 acres and the terrain of this site would allow utilization of most the entire site.

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 5.

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

The site is undeveloped and consists of scattered groupings of pine trees, with a higher density of trees along the sloping southern boundary that runs down to the Spokane River. Areas of the site and the riverbank are subject to erosion as noted on the city’s Geologic Hazards Map 8.5, (5/20/06). Shrubs, and grasses cover most of the site that is characterized by alluvial gravels and river cobbles. It also appears that a small drainage channel is along the west boundary along the east side of Flora Road. This channel is designated as a 100-year flood zone (City of SV Map 8.4 FEMA Flood Zones-6/15/06). The banks of the Spokane River function as a migration corridor for fish and a variety of birds and mammals, and a narrow band is designated by the city as “Urban Natural Open Space” (City of SV Map 8.3 Fish and Wildlife Habitat, 6/19/06). No rare, endangered, or unique species are known to use the site as habitat. The site, however, is bounded on the north by industrial and on the west by mining uses that have destroyed any habitat integrity of the inland properties.

Because of it’s setting along the undisturbed shoreline of the Spokane River, the site scores a 2 of 5 possible points on the environmental impact factor.
1.5.8.2.3 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.

The Spokane County Sheriff’s Department, Valley Precinct, provides law enforcement services to the city of Spokane Valley with a substation at 12710 East Sprague Avenue. The considered site is about 5.5 miles northeast of the substation, a response time of about 10-minutes.

The Spokane Valley Fire Department, Fire District No. 1, Fire Station 5, 15510 East Marietta Avenue is 1.7 miles west with a response time of about 4 minutes. Station 5 would provide first response HAZMAT response, followed by the County HAZMAT team based at City of Spokane Fire Station 1, at 44 West Riverside in Downtown Spokane.

No sensitive receptors are near the site. The nearest elementary school is Skyview Elementary School, 16924 E. Wellesley, over one mile north. The Spokane Industrial Park Children’s Center is at N. 3808 Sullivan Rd., over one mile west of the site.

The site ranks 4 of 5.

1.5.8.2.4 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 site is provided by Flora Road, a paved two lane local access road that forms the western boundary of the site. Flora Road, a Minor Arterial from Trent to Euclid, runs south from Trent Avenue, SR 290, and terminates at the Spokane River, the southwest corner of the site. Flora has an at-grade signalized crossing over the tracks along the northern boundary of the site.

Flora intersects with Euclid Road, which, in turn, provides access via a four- to five-lane section to a signalized intersection with Sullivan Road on the west, and a two-lane section to Barker Road on the east. Euclid is a Collector Arterial between Sullivan Road on the west and Barker Road on the east. Sullivan Road is a Principal Arterial that connects Trent on the north and I-90 on the south. Barker Road, a Minor Arterial also runs between Trent and I-90 to the south.

Flora Road’s connection with Trent Avenue will be blocked in the next couple of years to eliminate the at-grade crossing of the Burlington Northern Santa Fe Railroad Main line in accordance with the Bridging the Valley Plan.

The City of Spokane Valley Street Master Plan (10/2007) and Six Transportation Improvement Plan (2008-2013) indicate that Sullivan Road operates at Level of Service (LOS) F between Pines and Trent roads, Barker Road operates at LOS B, Euclid Road between Sullivan and Barker roads operates at LOS C, and Flora at LOS B. Trent Road operates at LOS F between Sullivan and Barker. The intersections of Sullivan and Indiana, Marietta, Euclid, and Trent operate at B to C, as do the intersections of Flora and Euclid, and Euclid and Barker. The intersection of Trent and Barker operates at LOS F.
Transportation improvement projects funded in the 2008 to 2013 TIP include replacement (and widening) of the Barker Bridge, and replacement of the Sullivan Bridge West (and widening). The Sullivan bridge project is expected to alleviate the southbound traffic congestion on the approach to the Indiana intersection. Projects in the TIP that are unfunded include widen Barker Road to three lanes between the River and Trent Road, and widen Euclid Avenue between Flora Road and Barker to three lanes.

Spokane Transit Authority provides access to the Spokane Industrial Park via routes 72 Liberty Lake Express (connection at Valley Mall), and 96 Pines (connection at Valley Transit Center). The loop within the Industrial Park runs along Marietta and Euclid to North Industrial Park and 5th, within 1/4 mile of Flora Road, about 1/2 mile northwest of the site.

Because the site is at the end of Flora Road, its only public access route, and is subject to potential blockage by railroad traffic, it ranks 1 of 5.

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

Public water service is provided by Consolidated Water District (Ashcroft, 2007). There is presently no water available to the site, and the site has not been annexed into the District. The nearest mains are 6-inch and 10-inch mains along the east side of Flora Road, that extend to about 100 feet south of Euclid, about 500 feet north of the site. Extension would also be required to bore beneath the railroad tracks that cross Flora Road. In addition to annexation service fees based on projected domestic usage and fire flow requirements would be required.

There is presently no sewer at the site, but according to Spokane County, it appears a pumping system and force main to connect to the existing sewer line in Euclid would be required. The system could be designed to accommodate both the Detention Facility and the Animal Shelter. A duplex pumping station would be located approximately 750 feet south of the intersection of Flora and Euclid, from which a 4-inch pressure line would extend to the intersection of Flora and Euclid, with extension of a 12-inch gravity line approximately 1,300 feet west to the existing 12-inch sewer in Euclid (SIP). (Preliminary estimate by Spokane County, Cooke, 2007)

Avista provides both natural gas and electrical service to the area. Natural gas pressure or pipe size may need to be increase in order to accommodate substantial new load. This may involve extend service beneath the existing railroad tracks. (Kelley, 2007)

The site ranks 2 of 5.

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

Valley Hospital and Medical Center is about five miles northwest at 12606 East Mission Avenue (just east of Pines Road). A variety of healthcare professionals have offices in the area around the hospital. There are, however, no healthcare facilities or offices in the site vicinity. 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 (about ten miles west of Valley Medical Center). Deaconess Medical Center, 801 West 5th Avenue, is a 388-bed facility that provides emergency as well as a full range of medical services (about ten miles west of Valley Medical Center).
The DSHS Valley Community Service Office (CSO) is at 8517 E. Trent, Suite 101. This facility provides food benefits, medical coupons, drug and alcohol treatment, cash assistance, and other assistance. Spokane Mental Heath is downtown Spokane at 107 South Division Street, and has an office in the Spokane Valley at 12213 East Broadway.

The site is within the East Valley School District. The attendance areas are Skyview Elementary School, 16924 E. Wellesley, East Valley Middle School, N. 4920 Progress Rd, and East Valley High School, E. 15711 Wellesley. Students in the area are bussed to the schools.

The site is isolated and the Spokane County Courthouse Campus is 14.8 miles (22 minutes) to the west.

The site ranks 3 of 5.

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

There are no correctional facilities in the City of Spokane Valley, thus the site receives 5 of 5 points under this criteria.

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

The site is undeveloped and surrounded by the following uses:

- South – Spokane River;
- East – undeveloped land owned by the Washington State Parks and Recreation Commission;
- West of Flora Road – mining and Spokane Animal Control;
- North of the railroad tracks – industrial

The site is isolated and surrounded by mining and industrial uses with undeveloped land to the east, and the Spokane River along the south. While this would provide a high ranking, the site is also an attractive property along the shoreline of the Spokane River that the city of Spokane Valley may consider as having uses that are better suited for the shoreline environment.

The site ranks a 3 of 5.

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

This site is in the planning and zoning jurisdiction of the City of Spokane Valley and is Community Facility, a public use. The site was formerly zoned for Industrial use under Spokane Country jurisdiction, but when incorporated into the city of Spokane Valley, the plan and zoning were changed, as was the state-owned land to the east. The remaining industrial land remains with a Heavy Industrial designation. Active gravel mining pits are to the west along the river, the Spokane Industrial Park in a Heavy Industrial zone is to the northwest and industrial zoning and uses are to the north.
This site is zoned for Community Facility use, as is the state-owned property adjacent to the east. The industrial lands to the west and north are zoned for Heavy Industrial use. Both the Heavy Industrial and the Community Facility Zone would allow facilities sited through the Essential Facility Siting Process by a Conditional Use process. The design standards to be applied would be the Heavy Industrial use. Given that there are no residential zones nearby, no setbacks would be required.

The Shorelines Master Program regulates property within 200 feet of the ordinary high water mark of the Spokane River. The shoreline designation along this segment of the river is Pastoral with a 200-foot setback from the ordinary high water mark. There is also a riparian corridor, but this boundary is within the 200-foot shoreline boundary. It appears that the southern boundary of the site is more than 200 feet from the ordinary highwater mark and therefore outside the shoreline boundary.

Because of the location adjacent to the Spokane River, the shoreline designation, and the potential long-term value of this site in an alternative use better suited for a river shoreline setting, this site ranks 2 of 5.

1.5.8.2.10 Tax and Economic Impact

The site is owned by the Washington State Department of Transportation and not included on the property tax rolls, thus it generates no property tax income. The intent of WSDOT is to use the site for mining of gravel, a resource necessary for its road building and maintenance operations. Thus there would be an opportunity cost to WSDOT in that it would need to replace the access to the gravel resource. On the other hand, the City of Spokane Valley has zoned the site for Public Facility that does not allow mining.

Similarly to the previous section, the adjacency to the Spokane River shoreline, and the potential long-term value of this site in an alternative use better suited for a river shoreline setting, this site ranks 2 of 5.

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 148 miles (23 minutes) from the existing Spokane County Courthouse campus at which the existing County Jail, Public Safety Building, and Courthouse is located.

This site ranks a 3 of 5.

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

The estimated land value for 43 acres at an estimated value of $87,120 to 98,090 per acre is a total cost of $3.75 to $4.22 million. (Sweitzer, 2007)

The water main needs to be extended 500 feet at a cost of $55/lineal foot, and the fire line extended 500 feet at $35/lineal foot for a total of $45,000.00. The estimated cost of boring beneath the railroad tracks has not been determined at this time.
A preliminary estimate of the cost to extend the sewer main and prorated share of lift station, including design and construction engineering, is $475,000. Additionally, there would be General Facilities charges of $1,090,500. (Cooke, 2007)

Avista Utilities indicates that the line size or pressure in the area may need to be increased, but not cost estimates are available at this time.

The site ranks 2 of 5.

1.5.8.3 **Analysis of Flora Road (Site 8) Presented in Matrix Form**

<table>
<thead>
<tr>
<th>Criteria</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
<th>9</th>
<th>10</th>
<th>11</th>
<th>12</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Score</td>
<td>5</td>
<td>2</td>
<td>4</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>5</td>
<td>3</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>Weight</td>
<td>5</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>2</td>
<td>5</td>
<td>3</td>
</tr>
<tr>
<td>Weighted Score</td>
<td>25</td>
<td>8</td>
<td>16</td>
<td>4</td>
<td>8</td>
<td>6</td>
<td>15</td>
<td>9</td>
<td>6</td>
<td>4</td>
<td>15</td>
<td>6</td>
</tr>
<tr>
<td>Total Weighted Score (out of a possible 210)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>122</strong></td>
</tr>
</tbody>
</table>
SITE 9 – WASTEWATER FACILITY, CITY OF CHENEY

1.5.9 Site 9: City of Cheney Waste Water Facility, Cheney, WA

1.5.9.1 Description of the Proposed Site

This 99+ acre site owned by the city of Cheney and within the southeast corner of the city. The site includes city’s wastewater treatment plant, an associated wetland, and composting area set in a pine forest. The site is basically flat but has basalt outcrops, pine trees and associated shrubs and grasses. Access to the site is from Anderson Drive, via Pine Street and First Street (SR 904). The land is zoned SR2, Semi Rural Residential and I-1, Light Industrial. The adjacent properties to the northwest, west, south, and northeast are also zoned SR 2. Industrially zoned land (owned by city of Cheney) is to the north, and east of the Fish Lake Trail (recreational). The detention facility site location would be coordinated with the city.

1.5.9.2 Analysis of the Site Using Defined Criteria

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

The site is irregular in shape and includes an area of about 100 acres. The required size for a rural site is 30 acres. The site would share the City of Cheney parcel with its existing on-going functions of wastewater treatment and composting.

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 in this regard.

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

The site is characterized by a pine forest, shrubs and grasses among basalt outcrops, and occasional wetlands. The predominant soil is Hesseltine extremely rocky complex with pockets of Cocalalla, a typical pothole soils with wetlands. The US Fish and Wildlife Wetlands Maps indicate wetlands on the site. The site and adjacent lands likely provide habitat to a variety of birds and mammals such as deer, coyotes, raccoons, skunks, and squirrels. The City of Cheney, Land Use Map designates the area including the site as Critical Area Limited Residential, thus suggesting the environmental sensitivity of the site.

The City of Cheney advises that because of its composting facility, there will be “organic agricultural” odors of decaying plant material, but the odor would not be toxic.

The site scores a 2 of 5 possible points on the natural environmental impact factor.
1.5.9.2.3 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.

The City of Cheney Fire Department is at 611 Fourth Street, about 1 mile northwest of the site (about 3 minutes) provides basic life support medical services. The Cheney Fire Department would provide first response for HAZMAT with backup provided by the Regional HAZMAT team based at Fire Station 1, 44 West Riverside, in downtown Spokane.

The Police Department is at 215 G Street, 1.1 miles northwest of the site (about 4 minutes).

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

There are no sensitive receptors near the site, although the Columbia Plateau Trail runs along the eastern side of the City property. The nearest elementary school is Betz Elementary School, 317 N. 7th Street. The Pavlish Playhouse and preschool, 1420 1st Street, is about 1/3 mile north of the site and on the access route.

The site ranks 3 of 5.

1.5.9.2.4 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.

Anderson Road, a two-lane asphalt road, provides access to the City of Cheney public works department and the wastewater treatment plant property. Anderson, via Pine Street, links with the regional transportation system at 1st Street, SR 902, a state route that connects with I-90 to the east and the west. The intersection of 1st and Pine has a left hand turn lane for westbound traffic to Pine Street. Pine has an at-grade crossing, with signal, over the Burlington Northern Santa Fe Railroad tracks. Just south of the tracks, Pine intersects with Anderson Road that runs east to the site, crossing, at-grade, a Union Pacific Rail Road line. This crossing is controlled by a stop sign. According the city (Richardson, 2007) there are no traffic issues, other than the at-grade rail crossing, associated with the route to the site. It was also indicated that the city’s right to cross the UP line may need to be expanded if the crossing is used by another entity. A second access point to the site is provided by a private road that runs from Cheney-Spangle Road to the southwest. The city is also contemplating building a bicycle/pedestrian bridge over the tracks along the Columbia Plateau Trail that would accommodate emergency vehicles, but does not have funding.

Spokane Transit Authority Cheney Route 65 provides transit service to the City of Cheney and to Route 66 to Eastern Washington University. Route 65 runs along 1st Street with a stop at Pine Street. This stop is about 2100 feet from the entry to the site.

The site ranks a 2 of 5 because of its access.
1.5.9.2.5 Adequate capacity available from supporting public utilities such as sewer, water, stormwater, solid waste, electricity, natural gas, and communications.

According to the City of Cheney (Ableman, 2007), there is an 8-inch water main in the access road to the sewer plant. Capacity is adequate to serve the project. It should be noted that the City of Cheney has recently had a moratorium on new subdivisions because of water supply deficiencies. The City is, however, planning to develop two new wells and has water rights to accommodate future growth (Richardson, 2007). A 15 or so-inch sewer interceptor runs from the intersection of Pine and Anderson to the sewage treatment plant, south of the access road. Depending on specific location of the project on the City’s property, a service main would need to be extended to either the interceptor or to the plant.

Avista Utilities provides natural gas service to the area, but may not have the capacity to serve a large new customer load. (Kelley, 2007)

Electrical power is provided by Cheney City Light. Alternatively, an Inland Power and Light transmission line crosses the eastern portion of the site.

The site ranks 4 of 5.

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

A variety of medical services available in Cheney in private clinics, but no hospital is available.

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 (17.1 miles east of the site, 23 minutes). Deaconess Medical Center, 801 West 5th Avenue, is a 388-bed facility that provides emergency as well as a full range of medical services (16 miles east of the site).

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

The site is within the Cheney School District. The attendance areas are Betz Elementary School, 317 N. 7th Street; Cheney Middle School, 2716 N. 6th Street; and Cheney High School, 460 N. 6th Street. Students in the area are bussed to the schools.

The site is remote with a distance to County Courthouse campus is 16.8 miles (24 minutes).

The site ranks 3 of 5.

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

There are no correctional facilities in the City of Cheney, thus the site ranks 5 of 5.
1.5.9.2.8  Consistency with existing land use and development in adjacent and surrounding areas.

The site is within a 90 plus acre property owned by the City of Cheney that is used for the city’s sewage treatment plant and composting. The property is bounded on the north by a Union Pacific Railroad line. The City of Cheney Public Works Department and facilities are along the north side of Anderson Road, the site access road. A Burlington Northern Santa Fe (BNSF) rail line is north of the city facilities. Other than one single-family house along the south side of Anderson, and opposite the city solid waste recycling building, there are no residential uses in the immediate vicinity of the site.

The site is in a remote corner of the City of Cheney adjacent to the sewage treatment plant, thus there would be no use conflicts if this site were used for the proposed project.

The site receives 5 of 5 points under this criterion.

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

The City of Cheney Land Use Map designates the area including the site as Critical Area Limited Residential. The land to the northwest is designated as Industrial, and the land to the southeast is designated as Public. The Columbia Plateau Trail route is within this public area. The City has zoned the property as Semi-Rural Residential 2, which requires 2 acres per building site. The adjacent lands to the west and northeast corner are also zoned SR-2. The area that includes the sewage treatment plant and along the southeastern side are zoned Light Industrial. The land north of the site is also zoned Light Industrial. The city also reported the privately owned property adjacent to the northeast is in the process of a zone change to Light Industrial (Richardson, 2007).

The SR-2 zone allows Public Buildings as a Conditional Use, but does not provide for Essential Public Facilities or Detention Facilities. Likewise, neither the Light Industrial zone, nor the C-1 zone allows such facilities. The Light Industrial zone allows uses permitted in the C-1 zone and includes Governmental, education, utility and other public services. Since the City is making the site available, presumably a detention facility is considered public service and the zoning accommodation would be made for the project subject to the Essential Public Facility Siting Process.

The site receives 3 of 5 points.

1.5.9.2.10  Tax and Economic Impact

The site is owned by the City of Cheney and is used for the city’s sewage treatment plant and compost facility. Because the property is in public ownership, it is not on the tax rolls and does not generate property tax revenue. Because the site is designated and intended for City of Cheney governmental use, there is no lost economic opportunity cost.

Thus, the site ranks 5 of 5.
1.5.9.2.11 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 16.8 miles (24 minutes) from the existing Spokane County Courthouse campus at which the existing County Jail, Public Safety Building, and Courthouse is located.

The site ranks 2 of 5.

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

The land value for 30 acres subdivided from the City property at an estimated value of $3,000 to $5,000 per acre, totals $90,000 to $150,000. (Sweitzer, 2007)

Utility extension would be coordinated with the City of Cheney and the costs are expected to be minimal.

The site ranks 5 of 5.

1.5.9.3 Analysis of Cheney Wastewater Site (Site 9) Presented in Matrix Form

<table>
<thead>
<tr>
<th>Criteria</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
<th>9</th>
<th>10</th>
<th>11</th>
<th>12</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Score</td>
<td>5</td>
<td>2</td>
<td>3</td>
<td>2</td>
<td>4</td>
<td>3</td>
<td>5</td>
<td>5</td>
<td>3</td>
<td>5</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>Weight</td>
<td>5</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>2</td>
<td>5</td>
<td>3</td>
</tr>
<tr>
<td>Weighted Score</td>
<td>25</td>
<td>8</td>
<td>12</td>
<td>8</td>
<td>16</td>
<td>6</td>
<td>15</td>
<td>15</td>
<td>9</td>
<td>10</td>
<td>10</td>
<td>15</td>
</tr>
<tr>
<td>Total Weighted Score (out of a possible 210)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>149</td>
<td></td>
</tr>
</tbody>
</table>
1.5.10 Site 10: Sunset Highway frontage Road, east of Russell Road

1.5.10.1 Description of the Proposed Site

39-acre site is under private ownership and with unincorporated Spokane County. Two adjacent parcels are available, one with 39 acres and the other with 51.5 acres. The Sunset Highway Frontage Road provides access to the site. The frontage road runs west from Grove Road, parallels the north side of Sunset Highway (US 2), and intersects with Sunset Highway east of the Russell Road intersection. Regional access is provided by Sunset Highway via an interchange with I-90 about one mile east of the site. The site is zoned LI, Light Industrial along the southern portion (900 feet deep on the western 51-acre parcel) and 500 feet deep on the eastern 39-acre parcel) and RT, Rural Traditional, on the northern portions. The area is characterized by acreage residential parcels along Sunset Frontage Road, Russell Road to the west, and Grove Road to the east. The site is relatively flat pine forest, with potholes wetlands, and basalt outcrops. No significant environmental issues appear to be associated with the site. Potential issues include coordination with WSDOT for access to US 2 (Sunset Highway), wetlands, wildlife habitat, and rural residential uses.

1.5.10.2 Analysis of the Site Using Defined Criteria

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

The site is irregular in shape and includes an area of about 39 acres. The required size for a rural site is 30 acres. The site is basically rectangular with about a ten-acre parcel removed from the southeast corner. Frontage along Sunset Highway Frontage Road is about 450 feet, and the depth is about 2475 feet. The widest portion is 1000 feet. The adjacent property to the west, consisting of about 51 acres is also available. Although the frontage along Sunset Highway Frontage Road is not continuous, there is room on each of the two parcels to accommodate the proposed project. Because of the parcel divisions and configurations, there are also combinations that can be aggregated to provide site flexibility.

Wetlands on the site, although not a significant impediment, would require some site design work to avoid and to incorporate into the stormwater management plan for the facility.

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.

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

The site is characterized by slightly rolling channel scabland terrain with meadows and clusters of pine trees, bushes and grasses (including reed canary grass). Soils are primarily Hesseltine extremely rocky complex with shallow soils and exposed basalt. Because of the vegetation and the rural nature of the area, the site and adjacent lands likely provide habitat to
a variety of birds and mammals such as deer, coyotes, raccoons, skunks, and squirrels. The site has exposed basalt outcrops with areas of pothole wetlands. These wetlands are indicated in the US Fish and Wildlife Wetlands Maps. According to the property representatives, the wetlands on the site have been delineated and reportedly can be used for stormwater management. The site is not within a 100-year flood zone.

The site scores 2 of 5 possible points on the natural environmental impact factor.

1.5.10.2.3 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.

Fire District 10, Fire Station 1 is at 929 South Garfield Road, about 3.7 miles west, a response time of about 7 minutes. Additionally FD 10 Station 2 is at 5408 W. Lawton Road, about 1.7 miles southwest, a response time of about 5 minutes. The responding station would provide the first response for HAZMAT, with backup provided the Regional HAZMAT response team based at Fire Station 1, 44 West Riverside, in downtown Spokane.

The Spokane County Sheriff’s Department, 1100 W. Mallon Avenue in downtown Spokane, provides law enforcement services to the unincorporated County. The considered site is about 5.5 miles east of the station, about an 11-minute response.

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

This site ranks 3 of 5.

1.5.10.2.4 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 fronts along Sunset Highway Frontage Road, a Spokane County access road that parallels along the north side of Sunset Highway between Grove Road on the east to turn south and intersect Sunset Highway west of the site. Traffic control consists of a stop sign for entry to the Sunset Highway. The lane strips in Sunset Highway do not allow left turn traffic to either enter Sunset Highway to turn east, or to enter the Frontage Road from Sunset Highway eastbound.

Regional access is good via Sunset Highway and I-90/SR 2, but frontage road access to SR 2 will need to be coordinated with Spokane County and WSDOT. At this time, WSDOT will not allow a left-turn from Sunset Frontage Road to eastbound SR 2, nor will it allow a left-turn into the Sunset Frontage Road from SR 2 eastbound. (Figg, 2007)

Spokane County would also require an analysis of the SR 2/Sunset Highway and Grove Road intersection to determine improvements needs to accommodate the project (Greene, 2007)

Because of the potential access issues with the Sunset Highway Frontage Road, the site ranks 3 of 5.
1.5.10.2.5 Adequate capacity available from supporting public utilities such as sewer, water, stormwater, solid waste, electricity, natural gas, and communications.

Water and sewer in the site area are provided by the City of Spokane, but neither utility is presently available to the site. The nearest water main is along the north side of Highway 2 about 600 feet west of the Spotted Road intersection. This line extends from the main system via a bore beneath Highway 2. The line would need to be extended about 3000 feet to the site. The same is true of the sewer line that is also extended beneath Highway to the same point as the water. The sewer would also be extended along the north side of Highway 2 to the site. Gravity flow would need to be confirmed, or a lift station may be required. The sewer connection may also be subject to late-comer fees that were not specified. (Brown, 2007)

Avista Utilities provides natural gas and electrical service in the area, but indicates that the infrastructure may need to be upgraded in order to accommodate the potential load (Kelley, 2007). This site ranks 2 of 5.

1.5.10.2.6 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 (6.1 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 (4.9 miles east of the site).

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

The site is in the boundaries of School District 81 with bus to Hutton Elementary at 908 E. 24th, Sacajawea Middle School at 401 E. 33rd, and Lewis and Clark High School, at 521 W. 4th Avenue.

The site is about 5.8 miles (11.8 minutes) from the existing Spokane County Courthouse campus at which the existing County Jail, Public Safety Building, and Courthouse is located.

The site ranks 3 of 5.

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

Other than the Geiger Correction Facility in the Spokane International Airport Industrial Park, there are no County correctional facilities within unincorporated Spokane County. This project would replace Geiger and remain on the West Plains where there are Correctional facilities in other jurisdictions, thus this site ranks 4 of 5.
1.5.10.2.8 Consistency with existing land use and development in adjacent and surrounding areas.

The site is a low density rural area between the city of Spokane and the city of Airway Heights. Spokane International Airport is the major use and land use factor in the immediate vicinity because of its Runway 030 accident potential zone. Additionally Fairchild Air Force Base approach and departure zones cross over the site and create a 65 decibel noise contour. Surounding land uses are also follows:

- East - acreage parcels consisting of open fields and wooded lots with occasional single-family houses along Grove Road, and along Sunset Highway Frontage Road;
- South of Sunset Highway - undeveloped land owned by the Spokane International Airport;
- West - acreage parcels consisting of open fields and wooded lots with occasional single-family houses along Russell Road, and along Sunset Highway Frontage Road
- North - undeveloped wooded parcels.

Because there are existing residential uses, although at a low density, in the area along Russell Road and Grove Road surrounding the site, and the character of the area north of Sunset Highway is rural residential, this site ranks 2 out of 5.

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

The site is zoned Light Industrial along its southern portion, about 350 feet deep, and Rural Traditional in the northern portion. The Light Industrial zone boundary extends west and east of the site along the north side of the Sunset Highway with a depth ranging from about 450 feet to 900 feet. The zoning boundary between Light Industrial and Rural Traditional is also the Urban Growth Boundary.

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.

Within a Light Industrial zone, however, per Table 614-1 (Industrial Zones Matrix) of the Spokane County Zoning Code, a Detention Facility is listed as permitted as a Conditional Use (CU) per Section 14.614.240 (3). There are no specific performance standards for the Conditional Use other than as follows: "The use shall be subject to restriction and conditions, as may be imposed by the Hearing Examiner under Chapter 14.404.

Growth Management policy does not permit the extension of public water and sewer services outside of the Urban Growth Boundary, thus an accommodation would have to be made through the Essential Public Facility siting process to allow the project and the provision of public utility services.

According to the Fairchild AFB/Spokane International overlay map that shows noise zones (LDNs), FAFB AICUZ Accident Potential Zones, SIA Existing Accident Potential Zones and Proposed APZs. The FAFB zones are north of and do not affect the site. The existing APZ of runway 210/030 intrudes into the site. If the proposed APZs were adopted, the Accident Potential Zone B would extend further into the site. The APZ for the potential new runway at SIA, the alternative paralleling the FAFB runway would intrude into the southern portion of the site.
It should be noted, however, that Spokane County Zoning Code Chapter 14.700 Overlay Zones, Section 14.702.270 Accident Potential Zone B (APZ-“B”) lists uses that are specifically prohibited. Detention or correctional facilities are not included on this list.

This site ranks 2 of 5.

1.5.10.2.10 Tax and Economic Impact

The property is under private ownership and its purchase by Spokane County would remove it from the tax rolls. The extension of water and sewer lines to the site could substantially increase the value of the property thus off-setting the loss of revenue from the detention site. On the other hand, these services could eventually be extended to the site by a future developer.

The site ranks 3 of 5.

1.5.10.2.11 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 5.8 miles (11.8 minutes) from the existing Spokane County Courthouse campus at which the existing County Jail, Public Safety Building, and Courthouse is located.

The site ranks 4 of 5.

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

The property is offered by a private owner and is presently listed at a blended price of $2.10 per square feet, or a total of $4.57 million for 39 acres. The estimated value of the property is $10,000 to 12,000 per acre, for a total of 390,000 to 468,000 for 39 acres (Sweitzer, 2007).

Estimated utility costs include water and fire main extensions of 3000 feet at $55/lineal foot for water for a cost of $165,000.00, and for fire line at $35/lineal foot for a cost of $105,000.00, for a total of $270,000.

The estimated cost of extending sewer main a distance of 3000 at $50/lineal foot is $150,000.00. There may also be a cost for a lift station that hasn’t been determined at this time.

Avista gas and electrical may also need to be upgraded depending on estimated loads with the cost to the user.

This site ranks 2 of 5.
### 1.5.10.3 Analysis of Sunset Highway Site (Site 10) Presented in Matrix Form

<table>
<thead>
<tr>
<th>Criteria</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
<th>9</th>
<th>10</th>
<th>11</th>
<th>12</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Score</td>
<td>5</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>Weight</td>
<td>5</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>2</td>
<td>5</td>
<td>3</td>
</tr>
<tr>
<td>Weighted Score</td>
<td>25</td>
<td>8</td>
<td>12</td>
<td>12</td>
<td>8</td>
<td>6</td>
<td>15</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>20</td>
<td>6</td>
</tr>
</tbody>
</table>

Total Weighted Score (out of a possible 210) 127
1.6 Conclusion

1.6.1 Site Scoring Matrix
## Site Scoring Matrix

**Functional Analysis for Proposed Siting of Spokane County Correctional Facility**

December 17, 2007

<table>
<thead>
<tr>
<th>No.</th>
<th>Site Name</th>
<th>Site Size</th>
<th>Natural Environment</th>
<th>Public Health and Safety</th>
<th>Transportation Capacity</th>
<th>Capacity of Public</th>
<th>Services</th>
<th>Equitable distribution</th>
<th>Existing Land Use</th>
<th>Consistency</th>
<th>Comprehensive Plan</th>
<th>Tax/Economic Impact</th>
<th>Operating Costs</th>
<th>Site Costs</th>
<th>Total Weighted Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>County Campus</td>
<td>3</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>3</td>
<td>3</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>5</td>
<td>10</td>
</tr>
<tr>
<td>2</td>
<td>ORV Park - Airway Heights</td>
<td>5</td>
<td>4</td>
<td>4</td>
<td>3</td>
<td>3</td>
<td>4</td>
<td>4</td>
<td>2</td>
<td>6</td>
<td>4</td>
<td>12</td>
<td>4</td>
<td>5</td>
<td>9</td>
</tr>
<tr>
<td>3</td>
<td>Raceway Park</td>
<td>5</td>
<td>4</td>
<td>4</td>
<td>3</td>
<td>3</td>
<td>4</td>
<td>2</td>
<td>2</td>
<td>6</td>
<td>5</td>
<td>15</td>
<td>5</td>
<td>5</td>
<td>6</td>
</tr>
<tr>
<td>4</td>
<td>Playfair</td>
<td>5</td>
<td>4</td>
<td>4</td>
<td>3</td>
<td>3</td>
<td>4</td>
<td>2</td>
<td>2</td>
<td>6</td>
<td>5</td>
<td>15</td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>5</td>
<td>STA - Fair and Expo</td>
<td>3</td>
<td>5</td>
<td>4</td>
<td>3</td>
<td>2</td>
<td>4</td>
<td>3</td>
<td>3</td>
<td>4</td>
<td>4</td>
<td>12</td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>6</td>
<td>Medical Lake interchange</td>
<td>5</td>
<td>3</td>
<td>4</td>
<td>3</td>
<td>1</td>
<td>6</td>
<td>3</td>
<td>3</td>
<td>12</td>
<td>5</td>
<td>12</td>
<td>4</td>
<td>4</td>
<td>6</td>
</tr>
<tr>
<td>7</td>
<td>Tschirley - SIP</td>
<td>5</td>
<td>4</td>
<td>4</td>
<td>3</td>
<td>3</td>
<td>4</td>
<td>3</td>
<td>3</td>
<td>12</td>
<td>5</td>
<td>12</td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>8</td>
<td>Flora Road - WSOOT</td>
<td>5</td>
<td>2</td>
<td>4</td>
<td>3</td>
<td>2</td>
<td>3</td>
<td>2</td>
<td>2</td>
<td>4</td>
<td>3</td>
<td>12</td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>9</td>
<td>Cheney - Waste Water</td>
<td>5</td>
<td>2</td>
<td>3</td>
<td>2</td>
<td>3</td>
<td>5</td>
<td>2</td>
<td>3</td>
<td>12</td>
<td>5</td>
<td>12</td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>10</td>
<td>Sunset Hwy. - Russell Rd.</td>
<td>5</td>
<td>2</td>
<td>3</td>
<td>2</td>
<td>2</td>
<td>4</td>
<td>2</td>
<td>2</td>
<td>6</td>
<td>5</td>
<td>12</td>
<td>6</td>
<td>6</td>
<td>6</td>
</tr>
</tbody>
</table>
APPENDIX

Sources Consulted

Avista Utilities

City of Airway Heights

Airway Heights GIS. FAFB AICUZ Map. 12/21/2005
Municipal Code Ch. 17.05 Zones Matrix

City of Cheney
McDonald, Dan, Public Works (498-9293). Interview.

Cheney Street Map with Parks. 8/2007.
Cheney Parks and Schools. 8/2007.
Land Use Map with IGAS. 6/1/2005.
Zoning Map. 2/16/2006.

City of Spokane
Hendron, Lars, Wastewater (625-7900). Interview. 12/10/2007


City of Spokane Valley

Arterial Street Map. 5/31/2006.
Fish and Wildlife Habitat (Map 8.3). 6/19/2006.
FEMA Flood Hazards (Map 8.4). 6/15/2006
Geologic Hazards (Map 8.5). 5/20/2006
Land Use Map. 6/15/2006.
Street Master Plan Projects. 5/22/2007.
Level of Service Map. 5/22/2007.

Consolidated Irrigation District #19
Spokane County

Assessors office Parcel Information. Reviewed on various dates.
Zoning Code Table 618-1.

Spokane County Fire District 3

Spokane International Airport

Spokane Transit Authority


US Department of Agriculture

US Fish and Wildlife Service

WSDOT
Gregg Figg, Engineer (324-6000). Interview 12/11/07.

Washington State Department of Fish and Wildlife

The Journal of Business
McLean. NASCAR Planner is County’s Top Pick for Raceway Review.

Spokesman Review