



STAFF REPORT TO THE PLANNING COMMISSION

ANNUAL COMPREHENSIVE PLAN AMENDMENT
20-CPA-02

DEPARTMENT OF BUILDING AND PLANNING

Proposal: The applicant requests a modification to the urban growth area (UGA) by removal of 6.5 acres of land in the UGA from the area adjacent to 37th Ave and apportion the addition of 6.5 acres of land in the UGA west of Glenrose Road. In addition, the applicant requests to amend the comprehensive plan and zoning designation from Low Density Residential (LDR) to Urban Reserve (UR) for the 6.5 acres adjacent to 37th Ave. and Urban Reserve (UR) to Low Density Residential (LDR) for the 6.5 acres west of Glenrose Road.

Applicant: Storhaug Engineering, 510 E. 3rd Ave., Spokane, WA. 99202

Owner: Timothy and Leslie Ansett, 4527 S. Pittsburg St., Spokane, WA. 99223

Site Info: The site is adjacent to 37th Ave and west of Glenrose Rd. within Section 35, Township 25, and Range 43 East Willamette Meridian. Parcel No. # 35352.9111 and 35351.9127. The size of the reclassification area is 13 acres.

Land Uses and Land Use Designations:

Land Use

Parcel No. 35352.9111 is relatively hilly with native grass, evergreen trees and scrubs. Parcel No. 35351.9127 is flat with native grass and evergreen trees. Streams identified by Department of Natural Resources with an unknown water type designation runs through both parcels. Both parcels are vacant. Land Uses adjacent to Parcel No. 35352.9111 is as follows: vacant land to the north, single-family development to the south, single family dwellings and vacant acreage located to the east, and Chase Middle School to the west. Land Uses adjacent to Parcel No. 35351.9127 is as follows: rural single-family dwellings with accessory structures on acreage to the north, rural single-family dwellings with accessory structures to the south, rural single-family dwellings on acreage to the east, and vacant to the west. The subject site is 3.1 miles from Target located on S. Regal and Palouse Hwy and 3 miles from the Albertson's grocery store located on 57th and Regal Ave. Refer to Appendix I to view the maps for this proposal.

Land Use Designation

Parcel No. 35352.9111 lies within the Moran/Glenrose Urban Growth Area (UGA) and is a Joint Planning Area (JPA) with the City of Spokane. This parcel has a Low Density Residential (LDR) comprehensive plan and zoning designation. Parcel No. 35351.9127 lies outside the Moran/Glenrose UGA-JPA and has an Urban Reserve (UR) comprehensive plan and zoning designation. Adjacent land use designations for Parcel No. 35352.9111 includes: the City of Spokane zoned Residential Single Family (RSF) to the west, Low Density Residential (LDR) to the north, Low Density Residential (LDR) to the south, and Urban Reserve (UR) to the west. Adjacent land use designations for Parcel No. 35351.9127; includes Urban Reserve (UR) to the north, Urban Reserve (UR) to the south, Urban Reserve (UR) to the east, and Low Density Residential (LDR) to the west.

Background - Past Actions

In compliance to the Growth Management Act RCW 36.70A.130, Spokane County adopted an update to the Comprehensive Plan and Development Regulations on June 23, 2020 under Resolution 2020-0129. The update addressed the requirements of the Settlement Agreement, under Resolution 2016-0464, in relation to an appeal of the Urban Growth Area Update adopted on July 18, 2013 under Resolution under 2013-0689. The Settlement Agreement allowed the County to amend the urban growth area on the following term:

- 10.1 The County may amend its urban growth area as long as there is no net increase in acreage and the impacts on transportation and capital facilities are identified and probable funding sources for any needed improvements have been identified in the simultaneously adopted transportation and capital facilities plan elements.

Critical Areas Review:

Critical Aquifer Recharge Area:	High Susceptibility
Fish and Wildlife Habitat:	None
Floodplain:	None
Streams:	DNR Type X and DNR Type U
Cultural Resources:	None identified

Critical aquifer recharge areas are areas that provide a critical recharging effect on aquifers used for potable water. Spokane County has provisions within the Critical Areas Ordinance and other County ordinances to protect aquifers from the potential impacts of new development including stormwater treatment and restrictions on the storage and use of potential contaminants.

Facilities and Services Review:

Services/Facilities Review

Public water and sewer are provided by the City of Spokane. Fire protection is provided by Spokane County Fire District #8. Policing is provided by Spokane County Sheriff’s Department. Spokane Public Schools District No. 81 provides school services. Spokane County Arterial Road Plan identifies Glenrose Road as a minor arterial, 37th Ave west of Glenrose Road as a collector road and 37th Ave. east of Glenrose Road as a local access road. The site is within the Public Transit Benefit Area District. The Public Transportation Benefit Area (PTBA) is a special taxing district established by Washington State for the purpose of providing public transportation.

Impact Analysis

The proposed amendment will affect population capacity and the need for capital facilities and services. The following analysis illustrates the impacts that will be created by adoption of the amendment. The data is further analyzed in the 2020 Comprehensive Plan Amendment Cumulative Impact Report which examines the cumulative impacts of all the proposed amendments.

Population and Capacity

The proposed amendment will increase the population capacity within the Urban Growth Area (UGA). The existing Urban Reserve (UR) category has assumed buildout of 1 dwelling units per acre while the Low Density Residential (LDR) category has assumed buildout of 5 dwelling units per acre. To convert residential units to population we assume that, on average, a single-family residence will include 2.5 people. The table below illustrates the impact of the proposed amendment on population capacity. This site contains 6.5 acres.

Site =6.5 acres	Urban Reserve	Low Density Residential	Increase
Residential Units	1	32.5	31.5
Population	2.5	81.3	78.8

Increasing the density from Urban Reserve (UR) to Low Density Residential (LDR) will increase the need for capital facilities and services within the Urban Growth Area. The following table illustrates the increase in demand created by the proposed amendment. This information is then used in the 2020 Comprehensive Plan Amendment Cumulative Impact Analysis Report to determine the cumulative impact of all amendment proposals. The analysis is based on assumptions and/or adopted levels of service in the report.

Site =6.5 acres	Urban Reserve	Low Density Residential	Increase
Water consumption (gpd)	230	7475	7245
Wastewater (gpd)	200	6500	6300
Schools (students)	1	32.5	31.5
Parks (acres)	0	.11	.11
Libraries (sq. ft)	1.03	33.33	32.3
Law Enforcement (officers)	0	.08	.08

gdp = gallons per day

Transportation Analysis

A trip generation and distribution analysis, date March 18, 2020, was submitted by William White, P.E. with the firm T-O Engineers for the proposal as an initial analysis of transportation impacts. The summary and conclusion of the analysis, as presented within the letter, is as follows:

The Ansett property development is proposed on 35-acres situated between 29th Avenue and 37th Avenue, west of Glenrose Road in Spokane County. The project would be developed with up to 130 single family lots with access to County arterials provided by an extended approach from 29th Avenue, via Carnahan Road, and a new approach to Glenrose Road. A zone change to LOR would be needed for an eastern portion of the site. The project would be developed in phases with completion and full occupancy anticipated by year 2026.

The project is forecast to generate 1,325 weekday trips with 97 trips generated during the AM peak hour and 131 trips during the PM peak hour. About 50-percent of trips are anticipated to/from the north of 29th Avenue and 20-percent to/from the south of 37th Avenue via Glenrose Road. The remaining 30-percent of trips are anticipated to/from the west via 29th Avenue and 37th Avenue. Project trip assignments, vested development trip totals, and baseline growth rates were used to develop conservative (higher end),

yet reasonable AM and PM peak hour traffic forecasts for year 2026 upon which capacities analyses were performed.

A LOS analysis confirms roads have the capacity to accommodate forecast traffic. The conclusion is based on forecast LOS falling within Spokane County tolerances; thus, improvements are not recommended on the basis of capacity need. Queues on the eastbound approaches of the 29th Avenue and 37th Avenue intersections with Glenrose Road might fall within the range of three to six vehicles during the PM peak hour. However, no improvement recommendations are provided as these queues are already typical of existing intersections located along these roadways between peak hours.

A warrant analysis indicates no full left or right turn/deceleration lanes are warranted to promote safety at the primary project approach along Glenrose Road. With that said, warrants do suggest that a right-turn taper or pocket could be provided to promote safer turning/travel conditions. This improvement is recommended by this study, with designs provided in coordination with Spokane County Engineers.

The City of Spokane is requesting a full traffic study as part of the SEPA process and prior to zoning amendment approval. Since transportation access is to the north, their concern is additional traffic onto 29th Ave. could cause serious capacity issues. After further discussion, the City of Spokane agreed to add a full traffic study as a mitigation measure to the Mitigated Determination of Nonsignificance (MDNS).

Public Transportation

Spokane Transit Authority (STA) supplies public transportation for the region. The subject site is within 2.2 miles from Moran Station Park and Ride and 2.5 miles from South Hill Park and Ride. The site is within the Public Transit Benefit Area District. The Public Transportation Benefit Area (PTBA) is a special taxing district established by Washington State for the purpose of providing public transportation.

Public Participation/Agency Review

Notice of the public hearing on the proposal was published in the legal notice section of the Spokesman Review on June 2nd, 2021. In addition, the notice of hearing was mailed to property owners within 400' and 1000' feet of the proposal and a sign was posted on the subject property at least 15 days prior to the public hearing. A formal notice was sent to agencies of jurisdictions on June 24th, 2020 and Spokane Conservation District on January 26, 2021 as required by the Washington State Department of Commerce. A virtual public hearing before the Spokane County Planning Commission is scheduled for June 17, 2020 at 9:00 a.m. via Zoom.

State Environmental Policy Act

An environmental checklist was prepared by the applicant and circulated to agencies of jurisdictions on June 24, 2020 and Spokane Conservation District on January 26, 2021. Comments were received from City of Spokane. A Mitigated Determination of Nonsignificance (MDNS) was issued on June 2, 2021 with comment and appeal period ending on June 16th, 2021. The MDNS was circulated to agencies of jurisdiction and published in the Spokesman Review on June 2nd, 2021.

Spokane Regional Transportation Council Review

The Spokane Regional Transportation Council (SRTC) is the region's federally mandated metropolitan planning organization (MPO) and serves as Spokane County's Regional Transportation Planning Organization (RTPO). Regional Transportation Planning Organizations are involved in the development and certification of comprehensive plans and Urban Growth Area (UGA) updates. Under Chapter RCW 47.80, Regional Transportation Planning Organizations have regional transportation oversight as follows:

Each regional transportation planning organization, with cooperation from component cities, towns, and counties, shall establish guidelines and principles by July 1, 1995, that provide specific direction for the development and evaluation of the transportation elements of comprehensive plans, where such plans exist, and to assure that state, regional, and local goals for the development of transportation systems are met.

Guiding Documents/Summary

The Spokane County Comprehensive Plan, Zoning Code, and Revised Code of Washington provide the framework for consideration of Comprehensive Plan Amendments. The following are relevant goals and policies for consideration of the proposed amendment.

Zoning Code Criteria for Amendments

Chapter 14.402 of the Spokane County Zoning Code provides criteria to be considered for proposed amendments as shown below. The proposal is consistent with criteria 6.

1. The amendment is consistent with or implements the Comprehensive Plan and is not detrimental to the public welfare.
2. A change in economic, technological, or land use conditions has occurred to warrant modification of the Zoning Code.
3. An amendment is necessary to correct an error in the Zoning Code.
4. An amendment is necessary to clarify the meaning or intent of the Zoning Code.
5. An amendment is necessary to provide for a use(s) that was not previously addressed by the Zoning Code.
6. An amendment is deemed necessary by the Commission and/or Board as being in the public interest.

Comprehensive Plan Guiding Documents

The Spokane County Comprehensive Plan, Zoning code, and Revised Code of Washington provide the framework for consideration of Comprehensive Plan Amendments. The Planning Commission should consider relevant goals and policies for consideration of the proposed amendment. Following are some of the Goals and Policies from the Comprehensive Plan that may be relevant to the proposal.

Residential Land Use

Goal

UL.7 Guide efficient development patterns by locating residential development in areas where facilities and services can be provided in a cost-effective and timely fashion.

Comment: The City of Spokane sewer main runs through the middle of Parcel No. 35351.9127, which is the proposed site to be included in the UGA-JPA. City of Spokane is also the water purveyor.

Policies

UL.7.3 New urban development must be located within the Urban Growth Area (UGA) boundary.

Comment: Parcel No. 35352.9111 is in the UGA, however there are some environmental and transportation challenges, hence the applicants request for the UGA modification.

UL.7.12 New development within the UGA shall be connected to public sewer, consistent with requirements for concurrency. Developer-financed extension of public sewer may be allowed within any area of the UGA provided capacity and infrastructure needs are adequately addressed.

Comment: City of Spokane is the water purveyor. Also, the City of Spokane sewer main runs through Parcel No. 35351.9127.

Urban Growth Area

Goal

UL.18 Maintain an Urban Growth Area (UGA) that provides a distinct boundary between urban and rural land uses and provides adequate land to accommodate anticipated growth.

Policies

UL.18.2 The determination of UGA boundaries shall include consideration of environmental feature, topography, jurisdictional boundaries and special purpose districts. When the boundary follows a utility line, consideration should be given to including adjacent parcels on both sides of the line to allow efficient use of the utility and provide fairness to property owners.

UL.18.3 Urban Growth Area boundaries shall follow parcel boundaries to avoid splitting and existing parcel of record, except when inclusion of the entire parcel creates an irregular or illogical boundary.

Comment: Portion of Parcel No. 35251.9127 is already in the UGA-JPA.
The request does not create an irregular or illogical boundary.

UL. 18.4 Consistent with availability of facilities and service, development to urban densities will be encouraged in and up the Urban Growth Area boundaries.

Comment: Portions of Parcel No. 35251.9127 is in the UGA-JPA.

UL.18.5 Amendments to the urban growth area that increase the total acreage of the UGA shall be consistent with limitations and conditions of a Settlement Agreement between Spokane County and certain appellants of a land use action, as adopted under Board of County Commissioner Resolution No. 2016-0464 and attached as Appendix J.

Comment: The UGA modification results in “no net gain”. A cumulative impact analysis is provided as well as a Trip Distribution Letter. However, the City of Spokane is requiring a full transportation impact study, which is listed as a mitigation measure in the Mitigated Determination of Nonsignificance (MDNS).

Appendix I

Maps

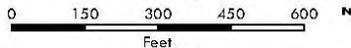


Legend

 Proposed Comp Plan Amendment

**20-CPA-02
Aerial Map**

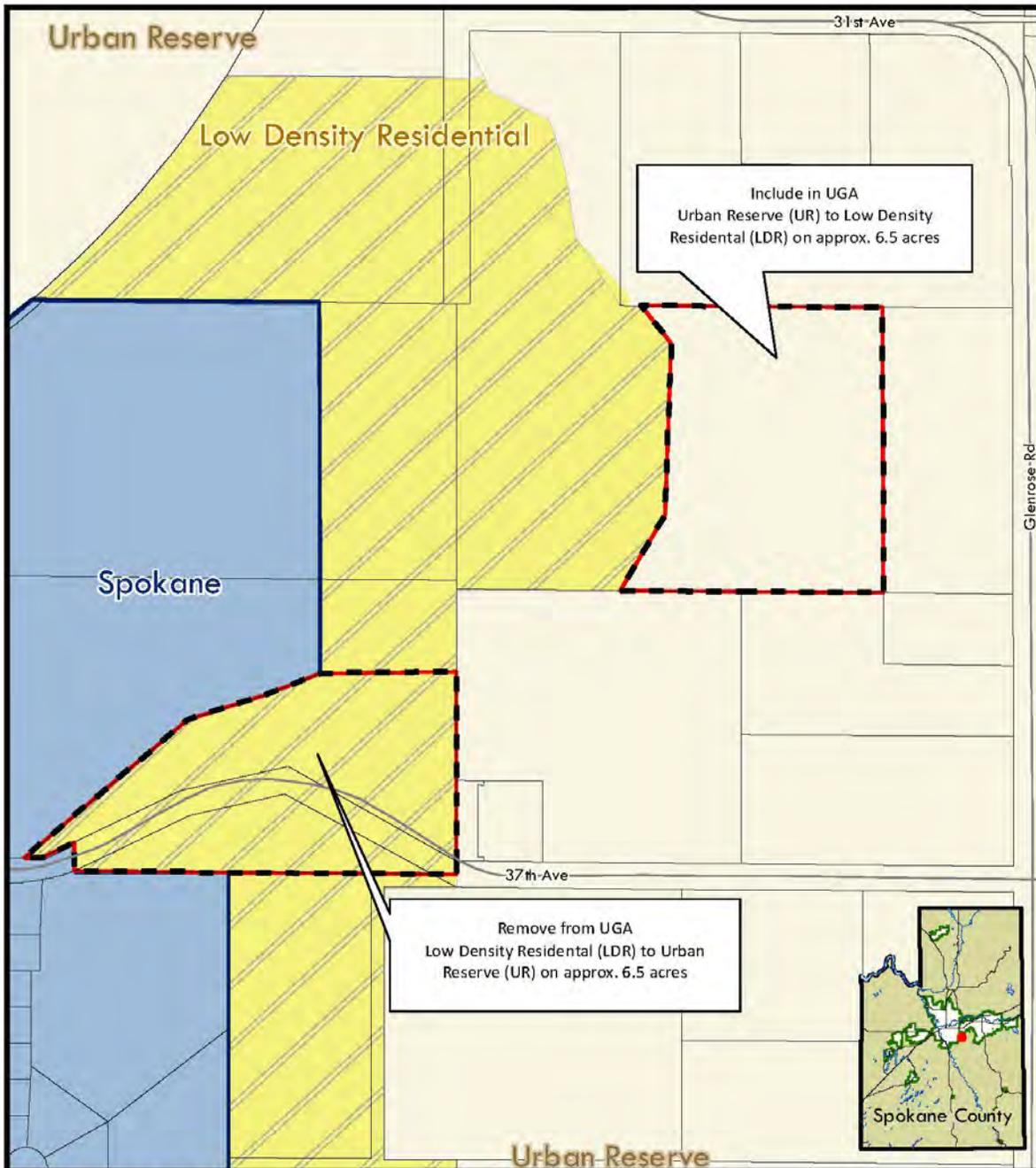
2020 Imagery



1 inch = 300 feet
State Plane WA North

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Map produced: January 2021
Spokane County GIS



Proposed Comp Plan Amendment

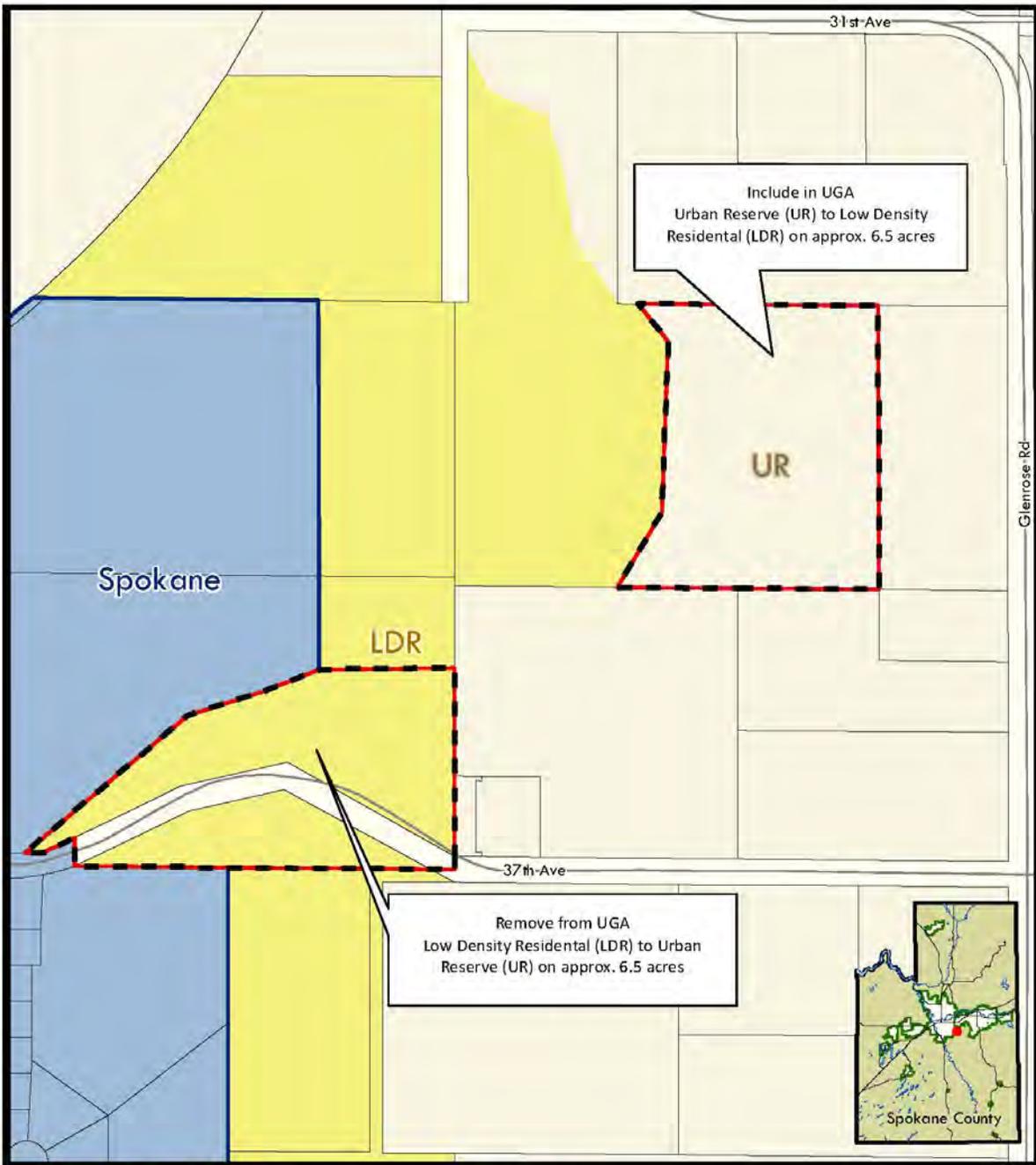
UGA	R-5	LDR	Mixed Use
Resource Lands	RC	MDR	MU
LTA	UR	HDR	CAC
STA	RAC	Commercial	UAC
FZ	LDAR	NC	Industrial
MZ	LDAC	CC	LI
Rural	Residential	RC	HI
RT	LDR+		

20-CPA-02
Comprehensive Plan Map

0 75 150 300 450 600
 Feet
 1 inch = 300 feet
 State Plane WA North

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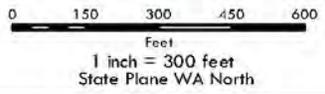
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Proposed Comp Plan Amendment

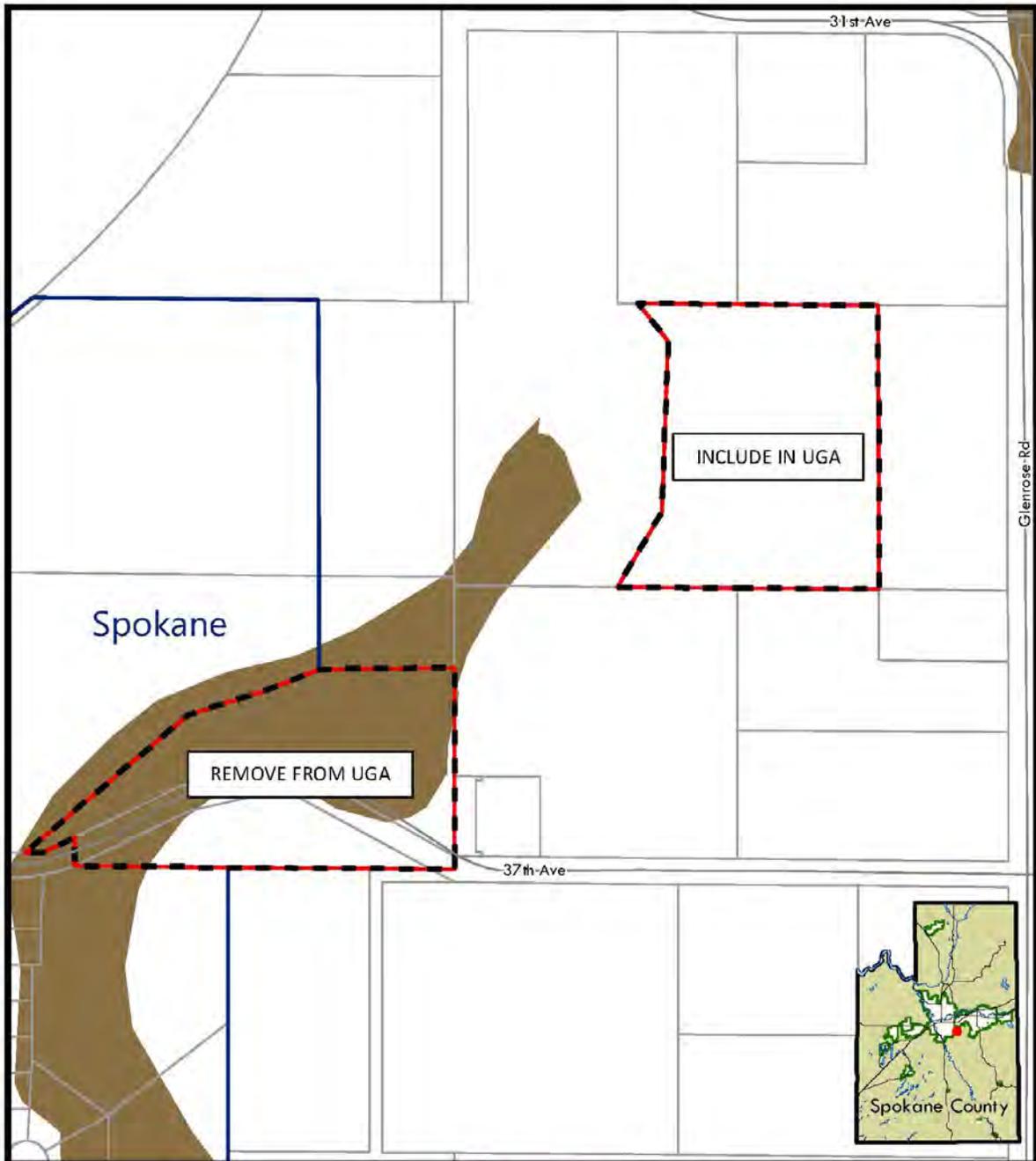
Residential	NC	Industrial	UR
LDR-P	CC	LI	RAC
LDR	RC	HI	Resource Lands
MDR	Mixed Use	Rural	LTA
HDR	MU	RT	STA
Commercial		R-5	FZ
LDAC		RCV	MZ

20-CPA-02
Zoning Map



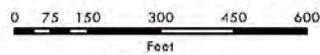
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-  Proposed Comp Plan Amendment
-  Alluvium
-  Landslide Deposit
-  Latah Formation
-  Erodible Soils
-  Municipal Boundaries

20-CPA-02
Geohazard Soils Map



1 inch = 300 feet
 State Plane WA North

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