

***Countywide
Planning Policies
for
Spokane County***

Originally Adopted:

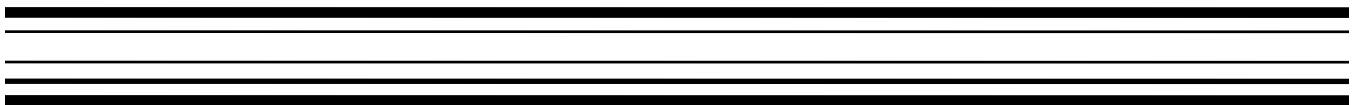
December 22, 1994 by
Spokane Board of County Commissioners
Resolution No. 94-1719

Distributed by:

Spokane County Department of Building and Planning
1026 W. Broadway Avenue
Spokane, WA. 99260

Growth Management Program

2011 Printing



COUNTYWIDE PLANNING POLICIES FOR SPOKANE COUNTY

TABLE OF CONTENTS

TABLE OF CONTENTS	i
INDEX OF AMENDMENTS	iii
STATEMENT OF PRINCIPLES	1
POLICY TOPIC 1-URBAN GROWTH AREAS (UGAS)	5
POLICY TOPIC 2-JOINT PLANNING WITHIN URBAN GROWTH AREAS (UGAS)	15
POLICY TOPIC 3-PROMOTION OF CONTIGUOUS AND ORDERLY DEVELOPMENT AND PROVISION OF URBAN SERVICES	17
POLICY TOPIC 4-PARKS AND OPEN SPACE	25
POLICY TOPIC 5-TRANSPORTATION	27
POLICY TOPIC 6-SITING OF CAPITAL FACILITIES OF A COUNTYWIDE OR STATEWIDE NATURE	33
POLICY TOPIC 7-AFFORDABLE HOUSING	35
POLICY TOPIC 8-ECONOMIC DEVELOPMENT	39
POLICY TOPIC 9-FISCAL IMPACTS	43
GLOSSARY OF COUNTYWIDE PLANNING POLICY TERMS	45

COUNTYWIDE PLANNING POLICIES FOR SPOKANE COUNTY

INDEX OF AMENDMENTS

Date	Resolution No.
December 17, 1996	96-1205
April 1, 1997	97-0297
September 30, 1997	97-0937
December 14, 2004.....	04-1075
October 21, 2008	08-0943
November 22, 2011	11-1025

Countywide Planning Policies for Spokane County Statement of Principles

Introduction

The Growth Management Act (GMA) mandates that each county develop Countywide Planning Policies (CWPPs) which shall serve as “ . . . *written policy statements used solely for establishing a countywide framework from which county and city comprehensive plans are developed and adopted . . .* ” The policies are intended to guide interaction between the cities, towns and county government and ensure consistency between individual jurisdictions’ comprehensive plans. While completing the Countywide Planning Policies ensures compliance with the legal mandates of GMA, it also offered the residents of Spokane County the opportunity to create a broad vision for the future of the community.

Developing the Countywide Planning Policies was an intense and lengthy process, which, as the title suggests, was truly a countywide effort. The process brought together a very special interest group, people who share the goal of protecting and enhancing those qualities that make Spokane County a unique and special place. This group was comprised of individuals from diverse backgrounds, including neighborhoods, the business community, technical experts, government officials and the general public. The Steering Committee of Elected Officials had the difficult task of balancing often conflicting ideas and developing policies which provide the greatest benefit for Spokane County and its citizens.

Throughout the 18 months of listening to residents and debating their ideas, several themes emerged which were discussed over and over again. These became the overriding principles that guided the development of the Countywide Planning Policies. Although they may not be expressly stated in any particular policy, their importance is reflected in the overall tone and viewpoint of the policies. The Countywide Planning Policies are intended to be read and interpreted in their entirety to better reflect the principles of the citizens and the themes that were discussed during community meetings.

These principles, identified by the Steering Committee, are summarized below with a brief explanation of their importance.

Citizen Participation

Citizen participation occurred throughout the process of formulating the Countywide Planning Policies. The Steering Committee intends to also involve citizens in every aspect of policy implementation. The Countywide Planning Policies specify numerous responsibilities that the Steering Committee will need to fulfill (e.g., specifying minimal levels of urban governmental services and revisiting them, as needed, determining a date for submittal of Urban Growth Area [UGA] proposals for new jurisdictions and review of UGA updates and/or changes for existing jurisdictions). Citizens will be encouraged to be involved in each of these tasks and others to ensure the vision contained in the policies is maintained in the future.

Protection of Neighborhood Character

Spokane County has well-established neighborhoods, each with its unique identity and character. For most citizens, neighborhood character is one of the primary ingredients in their perceived quality of life. Although growth in the region is inevitable, it is the intent of these policies to maintain neighborhood character and prevent neighborhoods from becoming segmented, fragmented or degraded by that growth.

Aquifer Protection

Most of the Spokane area is dependent upon the same large aquifer for its drinking water supply. Protection of that water supply is vital for both the economic and physical health of the area. Aquifer protection is identified in several specific policies, and numerous other policies support and strengthen that philosophy. For example, the policies call for the construction of infrastructure that will protect designated aquifers.

Ethnic Diversity

Spokane County does not currently have a wide diversity of peoples from differing ethnic, cultural or racial backgrounds. Early in the process of drafting the policies, the importance of encouraging ethnic diversity was recognized. Increased diversity is important to the area's quality of life and economic vitality as it links with the global economy.

Urban and Rural Character

The designation, review, and update of Urban Growth Areas (UGAs) is the most significant tool in the Countywide Planning Policies for managing growth. Within UGAs, lands will be developed with an urban character, while lands outside will remain rural or retain the character they have today. In urban areas, land will be used intensively and have adequate public facilities and services to support that intensity. In rural areas,

lower densities protect the rural character and avoid the need for extensive government services and facilities.

Economic Vitality

The economic vitality of Spokane County is brought about by a collaborative effort of the public and private sectors. A healthy economy maintains jobs, as well as creates job opportunities. Additionally, it provides the ability to access housing for all economic segments of the community. A jobs-based economy brings together the environmental and the economic implications of managed growth and seeks a balance, which will help secure a quality community for future generations.

Private Property Rights

Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

Policy Topic 1

Urban Growth Areas (UGAs)

INTRODUCTION

Overview of Growth Management Act (GMA) Requirements

The Growth Management Act (GMA) encourages development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner. The Growth Management Act (GMA) also establishes a goal to reduce the inappropriate conversion of undeveloped land into sprawling, low-density development. The concept of Urban Growth Areas (UGAs) is one of the primary tools to meet the goals of the Growth Management Act (GMA).

Each jurisdiction must propose an Urban Growth Area (UGA) within which urban growth shall be encouraged. The Board of County Commissioners has the final responsibility for designating Urban Growth Areas (UGAs). ‘Urban growth’ is defined as “. . . growth that makes intensive use of land for buildings, structures and other impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products or fiber, or the extraction of mineral resources” [RCW 36.70A.030(14)].

Urban Growth Areas (UGAs) will include sufficient land and densities to permit the urban growth that is projected to occur in the county for the next 20 years. Each city and town in the county must be included within an Urban Growth Area (UGA). Land outside city or town boundaries may also be included within Urban Growth Areas (UGAs) to accommodate the 20-year growth projection. Growth outside of the Urban Growth Areas (UGAs) can occur only if not urban in character. Urban Growth Area (UGA) designations are a required element of each jurisdiction’s comprehensive plan. Urban Growth Areas (IUGAs) must be adopted prior to development of each jurisdiction’s comprehensive plan.

Overview of Countywide Planning Policies

The Countywide Planning Policies provide the direction, process and framework to analyze, propose, modify, and eventually adopt Urban Growth Areas (UGAs). Urban

Growth Areas (UGAs) are the primary tool to control sprawl and ensure that adequate services and infrastructure are provided to developing areas. Urban Growth Areas (UGAs) must accommodate the 20-year growth projection and also include greenbelts and other open space. Each jurisdiction must also protect sensitive environmental and wildlife habitat areas.

A goal of the Growth Management Act (GMA) is for Urban Growth Areas (UGAs) to be consistently planned and designated throughout the county. The Steering Committee of Elected Officials has the responsibility of recommending how the population allocation and distribution will occur. The Steering Committee has also ensured consistency in Urban Growth Areas (UGAs) by specifying standards for Urban Growth Area (UGA) delineation and minimum levels of service for transportation, sewer, water, etc.

Lands outside of Urban Growth Areas (UGAs) will have low densities that can be sustained by minimal infrastructure improvements such as septic systems, individual wells and rural roads. When domestic water service can be provided in a timely and reasonable manner, individual wells should not be allowed. Growth outside of Urban Growth Areas (UGAs) should not alter the rural character, degrade the environment or create a need for urban services. However, areas outside of Urban Growth Areas (UGAs) must be adequately planned in order to accommodate future expansions of Urban Growth Areas (UGAs).

Overview of Urban Growth Area Designation Process

Urban Growth Area Designation Process for New Incorporated Cities:

1. The Steering Committee of Elected Officials will assign new incorporated cities an interim population allocation based on the Office of Financial Management population forecasts and previous allocations to the former unincorporated area.
2. The new city will conduct a land capacity analysis using the Land Quantity Methodology adopted by the Steering Committee.
 - a. The city will first determine land capacity inside its limits and then will examine the capacity of unincorporated UGA's adjoining the jurisdiction's boundary.
3. The new city will develop the Urban Growth Area proposal as part of its comprehensive planning process

- a. The proposed UGA shall be presented to the Steering Committee at a public meeting. The new city must justify its UGA proposal, showing how the interim population allocation will be accommodated.
 - b. The city must show how the area will be provide a full range of urban services within the 20-year time frame of the comprehensive plan.
 - c. All Urban Growth Areas lying adjacent to the new city should be analyzed and either proposed as the jurisdiction's UGA, a Joint Planning Area (JPA), or proposed to be removed from the UGA and converted to rural land.
 - d. The city will show its work by presenting its land capacity analysis, urban service analysis and other information as appropriate.
4. The Steering Committee will conduct a public hearing on the population allocation and the Urban Growth Area and/or the (or Joint Planning Area) proposal.
 - a. The Steering Committee will vote on the proposal and will forward a recommendation to the Board of County Commissioners via minutes from the public hearing.
 5. The Board of County Commissioners may conduct a public hearing on the proposed Urban Growth Area, and/or the proposed Joint Planning Area, and population allocation. After the hearing, the Board will approve and adopt, modify or return the proposal to the city for revision and/or adoption.
 - a. The new city shall include the approved or modified UGA and/or the JPA in its comprehensive plan.
 - b. The new UGA or JPA will become an amendment to the Spokane County Comprehensive Plan by incorporation.

POLICIES

Urban

1. Urban Growth Areas (UGAs) are areas within which urban growth shall be encouraged and outside of which growth can occur only if it is not urban in nature. Urban Growth Areas (UGAs) shall include areas and densities sufficient to permit
-
-

the urban growth that is projected to occur in the county for the succeeding 20-year period [RCW 36.70A.110].

‘Urban growth’ refers to growth that makes intensive use of land for the location of buildings, structures and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products or fiber, or the extraction of mineral resources [RCW 36.70A.030(17)].

Urban growth should be located first in areas already characterized by urban growth that have existing public facility and service capacities to serve such development and second in areas already characterized by urban growth that will be served by a combination of both existing public facilities and services and any additional needed public facilities and services that are provided by either public or private sources. Further, it is appropriate that urban government services be provided by cities, and urban government services should not be provided in rural areas [RCW 6.70A.110(3&4)]. Rural governmental services may be provided in rural areas.

However, Urban Growth Areas may be established independent of incorporated areas. Within these independent Urban Growth Areas (UGAs), urban governmental services may be provided by other than cities. Some cities may rely on contracts from Spokane County for provision of urban services.

Urban Growth Areas (UGAs) include all lands within existing cities, including cities in rural areas.

2. The determination and proposal of an Urban Growth Area (UGA) outside existing incorporated limits shall be based on a jurisdiction’s ability to provide urban governmental services at the minimum level of service specified by the Steering Committee. Jurisdictions may establish higher level of service standards in their respective comprehensive plans.

The location of critical areas and natural resource lands should be a prime consideration in delineating Urban Growth Areas (UGAs). Whenever possible and practical, natural resource lands should not be included within Urban Growth Areas (UGAs) unless used as open space.

3. Each jurisdiction will initially determine land capacity by that particular jurisdiction’s ability to accommodate growth within current city limits or within

unincorporated areas of the county using the Department of Community, Trade and Economic Development's guidelines for designating Urban Growth Areas ("Issues in Designating Urban Growth Areas Part I -- *Providing Adequate Urban Area Land Supply*," March 1992, or as revised, and "The Art and Science of Designating Urban Growth Areas Part II -- *Some Suggestions for Criteria and Densities*," March 1992, or as revised). Jurisdictions shall use as primary criteria the availability and capacity of urban governmental services and public facilities.

In the event of incorporation of a new city or town, the population allocation should be evaluated and re-allocated as needed.

In determining how much additional population can be accommodated within an UGA, jurisdictions should first encourage new development in areas where all urban governmental services and public facilities currently exist and secondly encourage new development in areas where all urban governmental services and public facilities can be provided economically.

Each jurisdiction shall accommodate its fair share of population growth based on its ability to provide urban governmental services and public facilities. New fully contained communities and master planned resorts will be addressed through Spokane County's Comprehensive Plan and population allocation process.

4. Each jurisdiction shall submit Urban Growth Area (UGA) boundaries and/or revisions to the existing UGA to the Steering Committee, including:
 - a. justification in the form of its land capacity analysis and the ability to provide urban governmental services and public facilities;
 - b. the amount of population growth which could be accommodated and the analytical basis by which this growth figure was derived; and
 - c. how much unincorporated land is required to accommodate growth, including maps indicating the additional areas.
5. The Steering Committee shall analyze each jurisdiction's proposed Urban Growth Area (UGA) through the use of a multi-jurisdictional planning team and make recommendations to the Board of County Commissioners for Urban Growth Area (UGA) adoption or revision.

6. Whenever possible, Urban Growth Areas (UGAs) shall have identifiable physical boundaries and/or jurisdictional or special-purpose district boundaries.
7. Each municipality must document that urban governmental services will be provided within its existing city limits prior to the designation of an Urban Growth Area (UGA) outside of existing city limits. To propose an Urban Growth Area (UGA) designation outside of their existing city limits, municipalities must provide a full range of urban governmental services based on each municipality's capital facilities element of their Comprehensive Plan.
8. Jurisdictions shall provide for new commercial/industrial land uses within UGAs based on methodologies or criteria established by the Steering Committee in cooperation with the Spokane area business community and in conjunction with a citizen participation process. The Spokane County Comprehensive Plan will address future expansion of existing commercial/industrial land uses which may be located outside of Urban Growth Area (UGA) boundaries.
9. Within Urban Growth Areas (UGAs), lands that fall within planned high-capacity transportation corridors should be designated for sufficient intensity of land use to support the economic provision of multi-modal transportation.
10. Each jurisdiction's comprehensive plan shall, at a minimum, demonstrate the ability to provide necessary domestic water, sanitary sewer and transportation improvements concurrent with development. Small municipalities (those with a population of 1,000 or less) may utilize approved interim ground disposal methods inside of Urban Growth Areas (UGAs) until such time as full sanitary sewer services can be made available. Each jurisdiction should consider long-term service and maintenance requirements when delineating Urban Growth Areas (UGAs) and making future land use decisions.
11. Where applicable, comprehensive plans should contain land use policies which provide protection for the continued viability of Fairchild Air Force Base, Spokane International Airport, Felts Field, Deer Park Airport and other publicly owned airports within Spokane County.
12. Jurisdictions should work together to protect natural resource lands outside of Urban Growth Areas (UGAs) and to protect critical areas and open space within Urban Growth Areas (UGAs).

Rural

13. The County should identify Urban Reserve Areas and within those areas encourage densities and land use patterns that will be conducive to future urbanization.

Designated rural lands shall have low densities which can be sustained by minimal infrastructure improvements such as septic systems, individual wells, and rural roads, without altering the rural character, or creating the necessity for urban level of services.

Clustering of rural development may be permitted as a tool for the preservation of rural open space as long as it can be demonstrated that the rural character of the area can be maintained and that urban services are not required to serve the new development.

‘Rural’ will be characterized by one or more of the following.

- a. Opportunities exist for farming and forestry activities that do not qualify for natural resource land designation.
- b. The rural designation serves as a buffer for designated natural resource lands.
- c. Significant environmental constraints make the area generally unsuitable for intensive urban development.
- d. Major physical barriers exist to providing urban governmental services and public facilities at reasonable cost.
- e. The area is contiguous to other designated rural lands or natural resource lands.
- f. The area has outstanding scenic and/or historic value that can best be protected by rural land uses and densities.
- g. The area has limited public facilities, extension of urban governmental services is not planned or in-fill at higher densities is not feasible or necessary to meet regional needs.

14. Unplatted property should not be allowed to be developed to urban densities unless and until located within an Urban Growth Area (UGA) boundary or designated as a master planned resort.
15. Extension of urban governmental services outside of Urban Growth Areas (UGAs) should only be provided to maintain existing levels of service in existing urban like areas or for health and safety reasons, provided that such extensions are not an inducement to growth.

Urban Growth Area Revisions

Mandated Review of County-wide UGA

16. The Urban Growth Area boundaries shall be reviewed to accommodate the succeeding twenty years of projected growth, as required by RCW 36. 70A.130. The County Commissioners shall initiate the review process approximately three years prior to the required review deadline. This process shall re-evaluate population allocation, land quantity analysis and urban service delivery. Any jurisdiction through its representative on the Steering Committee of Elected Officials may request that the Board of County Commissioners initiate a review of the Urban Growth Area boundaries prior to the scheduled time.

Triggers for Review of the UGA

17. Review of the Urban Growth Area shall be required when:
 - a. Population growth within the UGA (cities plus unincorporated UGA combined) equals or exceeds fifty percent of the additional population capacity estimated for the UGA at the start of a twenty year planning period; or
 - b. Population growth within a city and its assigned, unincorporated UGA equals or exceeds fifty percent of the additional population capacity estimated for the city and its assigned UGA at the start of a twenty year planning period.
 - c. Population growth within all UGAs that have not been assigned to cities equals or exceeds fifty percent of the additional population capacity estimated for the unassigned UGAs at the start of a twenty year planning period.

The start of the twenty year planning period is defined as the initial adoption date of the comprehensive plan or the adoption date of a UGA update as required under RCW 36.70A.130(3).

The above review shall be consistent with the requirements of RCW.36.70A and the Countywide Planning Policies, and shall incorporate:

- an updated population capacity and land quantity analysis using the most recent residential capacity estimates and assumptions; and
- an evaluation of land use and capital facilities to determine land use and capital facility needs within the existing UGA and any proposed UGA expansion area.

18. Review of the Urban Growth Area to consider additional commercial or industrial land shall be required when:

- a. Commercial or industrial land consumption within the UGA (cities plus unincorporated UGA combined) equals or exceeds fifty percent of the developable commercial or industrial land supply within the UGA at the start of the twenty year planning period; or
- b. Commercial or industrial land consumption within a city and its assigned, unincorporated UGA equals or exceeds fifty percent of the developable commercial or industrial land supply within the city and its assigned, unincorporated UGA at the start of the twenty year planning period.
- c. Commercial or industrial land consumption within all UGAs that have not been assigned to cities equals or exceeds fifty percent of the developable commercial or industrial land supply within the unassigned UGAs at the start of the twenty year planning period.

The start of the twenty year planning period is defined as the initial adoption date of the comprehensive plan or the adoption date of a UGA update as required under RCW 36.70A.130(3).

The above review shall be consistent with the requirements of RCW.36.70A and the Countywide Planning Policies, and shall incorporate:

- the most recent commercial/industrial capacity estimates and assumptions; and

- an evaluation of land use and capital facilities to determine land use and capital facility needs within the existing UGA and any proposed UGA expansion area.

19. Individual jurisdictions may consider UGA revisions as a part of their annual Comprehensive Plan Amendment process. All proposed amendments will be reviewed in the following sequence and as depicted in Chart 1; *UGA/JPA Amendment Process*.

- Conditionally approved amendments must be forwarded to the Steering Committee of Elected Officials. The Steering Committee shall consider the amendments at a public hearing and then forward a recommendation to the Board of County Commissioners. The Steering Committee shall consider cumulative effects of all UGA proposals in making their recommendation.
- The Steering Committee of Elected Officials will review Urban Growth Area changes resulting from adoption of subarea plans and/or Comprehensive Plan Amendments for all jurisdictions once a year.
- The Board of Commissioners will consider the Steering Committee’s UGA recommendations at a public hearing. The Board of County Commissioners shall consider cumulative effects of all UGA proposals in making their decision. Urban Growth Area revisions must be approved and adopted by the Board of County Commissioners.

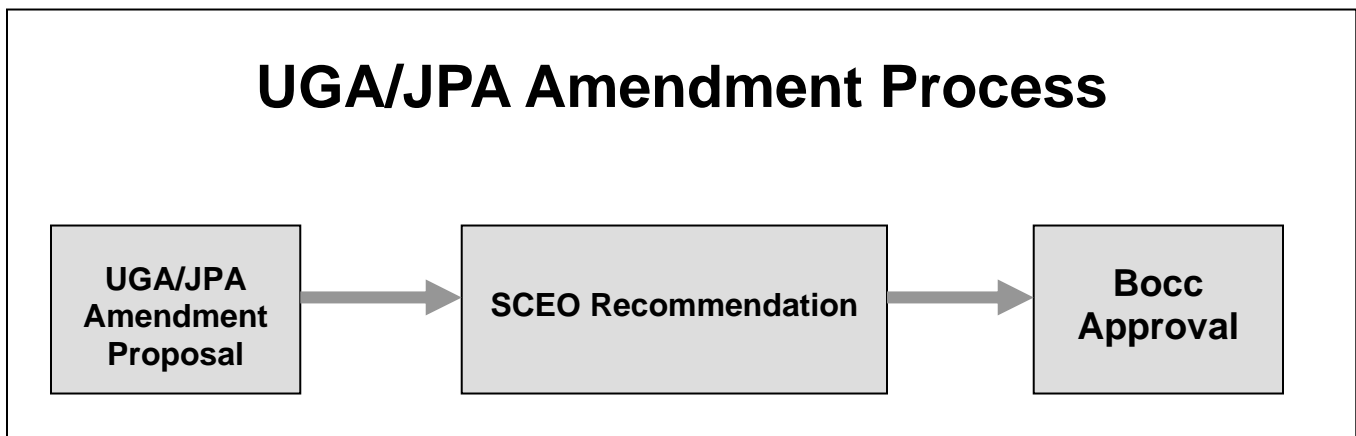


Chart 1: UGA / JPA Amendment Process

Policy Topic 2

Joint Planning within Urban Growth Areas (UGAs)

INTRODUCTION

Overview of Growth Management Act (GMA) Requirements

The Growth Management Act (GMA) requires the establishment of Urban Growth Areas (UGAs) and policies for joint county and city planning within Urban Growth Areas (UGAs). A goal of the Growth Management Act (GMA) is to encourage citizen involvement in the planning process and to ensure coordination between communities and jurisdictions to reconcile conflicts. Spokane County and each jurisdiction must plan jointly in the establishment of Urban Growth Areas (UGAs) and for future activity within those areas. RCW 36.70A.020 (Planning Goals), Goal # 11, states, “Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts”. RCW 36.70A.100 (Comprehensive Plans, Must be Coordinated) states, “the comprehensive plan of each county or city that is adopted pursuant to RCW 36.70A.040 shall be coordinated with, and consistent with, the comprehensive plans adopted pursuant to RCW 36.70A.040 of other counties or cities with which the county or city has, in part, common borders or related regional issues.” Finally, RCW 36.70A.210(3)(f) (Countywide Planning Policies), states that the Countywide Planning Policies must address “policies for joint county and city planning within urban growth areas.” The Spokane County Comprehensive Plan defines Joint Planning Areas as “*areas designated as Urban Growth Areas assigned to a city or town for future urban development but located in the unincorporated county where a coordinated planning process between the cities, towns and the County will be conducted.*”

Overview of Countywide Planning Policies

The Steering Committee of Elected Officials will be responsible to ensure joint planning within Urban Growth Areas (UGAs). The Steering Committee will specify standards for defining Urban Growth Areas (UGAs), minimum levels of service within Urban Growth Areas (UGAs), distribution of future growth, negotiating Urban Growth Area (UGA)

designations and making recommendations regarding Urban Growth Areas (UGAs) to the Board of County Commissioners.

POLICIES

1. The joint planning process should:
 - a. Include all jurisdictions adjacent to the Urban Growth Area and Special Purpose Districts that will be affected by the eventual transference of governmental services.
 - b. Recognize that Urban Growth Areas are potential annexation areas for cities.
 - c. Ensure a smooth transition of services amongst existing municipalities and emerging communities.
 - d. Ensure the ability to expand urban governmental services and avoid land use barriers to expansion; and
 - e. Resolve issues regarding how zoning, subdivision and other land use approvals in designated joint planning areas will be coordinated.
2. Joint planning may be accomplished pursuant to an interlocal agreement entered into between and/or among jurisdictions and/or special purpose districts.

Policy Topic 3

Promotion of Contiguous and Orderly Development and Provision of Urban Services

INTRODUCTION

Overview of Growth Management Act (GMA) Requirements

The Growth Management Act requires the adoption of Countywide Planning Policies concerning the promotion of contiguous and orderly development and the provision of urban services. The Growth Management Act (GMA) establishes a goal of encouraging development in urban areas where adequate public facilities and services exist or can efficiently be provided. Growth planning must ensure that needed facilities and services are adequate to serve new development without decreasing current service levels below locally established minimum standards. The Growth Management Act (GMA) requires that adequate urban governmental services and public facilities be available at the time growth occurs, commonly known as concurrency. Realistically, growth would go first to areas with existing public services and facilities and then into areas in which those urban governmental services and public facilities could be efficiently extended.

Overview of Countywide Planning Policies

The Countywide Planning Policies address four general areas.

1. The specification of minimum level of service standards.
2. The planning for utilities, open space corridors, critical areas, natural resource lands and water management.
3. The provision of urban governmental services and public facilities.
4. The distribution of future growth and population within the county.

The policies call for an analysis of the maximum capacity of regional capital facilities, development of minimum standards for urban governmental services within Urban Growth Areas (UGAs) and specification of minimum development and transportation standards to promote efficient land use.

In order to coordinate population and the distribution of services, the County and each city and town should accommodate its fair share of housing and essential public facilities needed for the region. Small cities and towns will serve as the focal point and function as the “urban center” for the surrounding area. The policies also recognize Fairchild Air Force Base as an urban center.

POLICIES

1. Each jurisdiction shall include policies in its comprehensive plan to address how urban development will be managed to promote efficiency in the use of land and the provision of urban governmental services and public facilities. The Steering Committee has accepted regional minimum level of service standards for urban governmental services with the exception of police protection within Urban Growth Areas (UGAs). Local jurisdictions may choose higher standards. In its comprehensive plan, each jurisdiction shall include, but not be limited to, level of service standards for:
 - a. fire protection;
 - b. police protection;
 - c. parks and recreation;
 - d. libraries;
 - e. public sewer;
 - f. public water;
 - g. solid waste disposal and recycling;
 - h. transportation; and

- i. schools. (Spokane County has not proposed a Level of Service for school districts to be adopted as part of the Comprehensive Plan. Individual school districts determine their own Level of Service Standards. However, if any jurisdiction within Spokane County or Spokane County chooses to implement impact fees for schools at any future time, each school district must develop a capital facilities plan consistent with the GMA.)

The Levels of Service are as follows:

FACILITY	LEVEL OF SERVICE STANDARD (LOS)
Domestic Water	<p>Domestic Water Supply - Minimum Levels of Service for storage capacity and flow shall be consistent with the Washington State Department of Health requirements and the Spokane County Coordinated Water System Plan requirements (where applicable).</p> <p>System Design – Minimum Levels of Service for pipe sizing, flow rate, and systematic grid development shall be consistent with the Washington State Department of Health requirements and the Coordinated Water System Plan requirements (where applicable).</p> <p>Fire Flow – Fire flow rate and duration as well as fire hydrant specifications and spacing shall be consistent with local fire authority requirements or the Fire Code, which ever is more stringent.</p>
Sanitary Sewer	<p>Incorporated areas will be provided with wastewater collection and transport systems in accordance with the adopted sewer concurrency requirements of the jurisdiction. Unincorporated urban growth areas will be provided with wastewater collection and transport systems in accordance with the requirements for sewer concurrency as set forth in Spokane County’s Development Regulations. Collection systems and transport systems will be designed for peak flow conditions so that overflows, backups, and discharges from the system do not occur under normal operating situations. Specific design criteria shall conform to the requirements of the Washington State Department of Ecology and local regulations. Wastewater collection and transport systems will convey wastewater to centralized wastewater treatment facilities. Centralized wastewater treatment and effluent</p>

COUNTYWIDE PLANNING POLICIES FOR SPOKANE COUNTY

	<p>disposal facilities will be planned, designed, and constructed to provide effluent that does not adversely impact the quality of surface or ground water of the State of Washington. Planning and design for wastewater treatment and effluent disposal facilities will be based on 20 year projections of population growth and current water quality criteria as established by the Washington State Department of Ecology. <i>(Centralized wastewater treatment facilities shall be a part of a sewage system owned or operated by a city, town, municipal corporation, county, political subdivision of the state or other approved ownership consisting of a collection system and necessary trunks, pumping facilities and means of final treatment and disposal and approved or under permit from the Washington State Department of Ecology.)</i></p>
Transportation	Maintain travel corridor time as established by Spokane Regional Transportation Council.
Stormwater	Flooding of property outside designated drainage-ways, de-facto drainage-ways, easements, flood zones or other approved drainage facilities, during the design precipitation or runoff event prescribed in the standards of the governing local agency or jurisdiction, shall be prevented within the reasonable probability afforded by such standards. Impact to buildings and accessory structures shall be avoided to the maximum extent practicable by evaluating the effects of a 100-year rain event, and implementing measures to ensure that the runoff attendant to such event is directed away from such buildings and accessory structures. Any stormwater discharge to surface or ground waters must meet federal, state and local requirements for water quality treatment, stormwater runoff and infiltration.
Law Enforcement	Each jurisdiction shall specify in its Comprehensive Plan a level of police protection that addresses the safety of its citizens.
Libraries	Each jurisdiction will specify its own level of service.
Parks	Each jurisdiction will specify its own level of service.

COUNTYWIDE PLANNING POLICIES FOR SPOKANE COUNTY

Solid Waste	Solid waste processing will meet Federal and State regulations, including maintaining any required facilities licenses.
Street Cleaning	Each jurisdiction within the non-attainment area shall develop and use a street cleaning plan, coordinating with Spokane County Air Pollution Control Authority (SCAPCA) as the oversight agency, to meet mandated Particulate Matter dust standards. Each jurisdiction’s street cleaning plan will describe the programs and methods to be used to reduce particulate matter emissions from paved surfaces. Each plan shall address but not be limited to the following: 1) Street sweeping frequency and technology to be employed. 2) Factors for determining when and where to initiate street sweeping following a sanding event, with the goals of expeditious removal when safety and mobility requirements have been satisfied. 3) Sanding reduction goal. 4) Sanding materials specifications to be employed. 5) Locations, application rates and circumstances for use of chemical de-icers and other sanding alternatives. 6) Identification of priority roadways (over 15,000 average daily traffic count).
Public Transit	Jurisdictions within the Public Transit Benefit Area (PTBA) shall have policies consistent with the level of service adopted by the Spokane Transit Authority Board of Directors.
Fire and Emergency Services	Urban areas jurisdictions in excess of 5,000 population, or once a population of 5,000 persons is achieved, shall be served by Fire District with at least a (<i>Washington Survey and Rating Bureau of Insurance Services Office</i>) Class 6 Insurance Rating or better. For the purposes of GMA minimum Levels of Service, Class 6 or better shall be based on the ISO Grading Schedule for municipal fire protection, 1974 edition, as amended, by using the fire district, fire service communication, and fire safety control portions of the grading schedule. The total deficiency points identified in these portions of the ISO or Washington Survey and Rating Bureau schedule shall not exceed 1,830 points. All jurisdictions, regardless of size, shall ensure that new development has a Fire Flow and hydrant placement per the International Fire Code adopted by that jurisdiction. Urban

	<p>areas must be within 5 road miles of an operating fire station that provides service with a “Class A” pumper, unless structures are equipped with fire sprinkler(s) that are rated in accordance with the edition of the International Fire Code adopted by the jurisdiction, and is located within 5 road miles of an operating fire station that provides service with a Class “A” rated pumper. Urban areas shall be served by a state certified basic life support (BLS) agency. Urban areas should be served by an operating basic life saving unit within 5 miles; and an operating advanced life support unit within 6 miles or 10 minutes response time for those jurisdictions with urban areas in excess of 5,000 population; and basic life support and advanced life support transport service.</p>
Public Schools	To be determined by individual school district CFP.

2. Each jurisdiction and other providers of public services should use compatible information technologies to monitor demand for urban governmental and regional services and the efficiency of planning and services delivery.
3. Each jurisdiction shall include policies in its comprehensive plan to ensure that obstructions to regional transportation or utility corridors are not created. In addition, each jurisdiction should include policies in its comprehensive plan to ensure sustainable growth beyond the 20-year planning horizon.
4. Each jurisdiction shall include policies in its comprehensive plan to provide open space corridors within the expanding urban landscape.
5. All jurisdictions shall coordinate plans that classify, designate and protect natural resource lands and critical areas.
6. Each jurisdiction should establish programs or projects that demonstrate and identify the elements which ensure compatibility of mixed density residential developments (for example, single-family, town houses, duplexes, condominiums, apartments).
7. Each jurisdiction’s comprehensive plan shall include, at a minimum, the following policies to address adequate fire protection.

- a. Limit growth to areas served by a fire protection district or within the corporate limits of a city providing its own fire department.
 - b. Commercial and residential subdivisions and developments and residential planned unit developments shall include the provision for road access adequate for residents, fire department or district ingress/egress and water supply for fire protection.
 - c. Development in forested areas must provide defensible space between structure and adjacent fuels and require that fire-rated roofing materials be used.
8. The Steering Committee shall recommend to the Board of County Commissioners the allocation of population to jurisdictions based, in part, on each jurisdiction's contribution to regional housing goals and the ability to serve special-needs populations.
 9. Wellhead protection plans should be coordinated with water purveyors and implemented and updated as needed, by local jurisdictions. Each jurisdiction should encourage and pursue strategies within its jurisdiction for water resource management, which will sustain projected growth rates and protect the environment.
 10. Each jurisdiction shall include provisions in its comprehensive plan for distribution of essential public facilities.
 11. Recognize Fairchild Air Force Base as an urban center with a major influence on the regional economy.
 12. Each jurisdiction in its comprehensive plan should provide policies that support the compatible incorporation of utilities, greenbelts and open space within common corridors.
 13. Each jurisdiction shall plan for growth within Urban Growth Areas (UGAs) which uses land efficiently, adds certainty to capital facilities planning and allows timely and coordinated extension of urban governmental services, public facilities and utilities for new development. Each jurisdiction shall identify intermediate growth areas (6 to 10 year increments) within its Urban Growth Area (UGA) or establish policies which direct growth consistent with land use and capital facility plans.

Policy Topic 4 Parks and Open Space

INTRODUCTION

Overview of Growth Management Act (GMA) Requirements

The Growth Management Act (GMA) encourages the retention of open space and the development of parks and recreational opportunities. Within Urban Growth Areas (UGAs), the Growth Management Act (GMA) requires open space corridors to be identified and authorizes their purchase for use as greenbelts, parks or wildlife habitat. (RCW 36.70A.160).

Although the Growth Management Act (GMA) does not expressly require Countywide Planning Policies on parks and open space, the Steering Committee of Elected Officials chose to include it as a Countywide Planning Policy topic.

Overview of Countywide Planning Policies

Included in the policies for Parks and Open Space are the following.

1. Utilize open space corridors between major developments.
2. Identify and protect large open space areas of regional significance.
3. Develop parks and retain open space to lessen the impact of high density land uses.
4. Utilize utility corridors as open space and for recreational opportunities.

POLICIES

1. The County and each jurisdiction shall establish policies, standards and regulations to plan for and acquire parks and open space that fall outside a municipality's corporate boundary and within its Urban Growth Area (UGA).
2. All jurisdictions should cooperate to identify and protect regional open space lands, natural areas and corridors of environmental, recreational and aesthetic significance to form a functionally and physically connected system which balances passive and active recreational uses. Each jurisdiction shall identify open space corridors within and between urban growth areas. (RCW 36.70A.160).

All jurisdictions shall identify implementation, management, preservation and conservation strategies, through both regulatory and non-regulatory techniques, to protect identified lands and corridors, to sustain their open space benefits and functions. Implementation and management strategies should include collaboration and coordination with land trusts and other land preservation organizations.

3. Each jurisdiction shall require the development of parks and open space as a means to balance the impacts associated with higher density development.
4. Each jurisdiction should encourage cooperation with both utilities and users for the purpose of including compatible passive recreational and open space uses with existing utilities or when siting new utilities.
5. Each jurisdiction shall make appropriate provisions for parks and recreation areas.

Policy Topic 5 Transportation

INTRODUCTION

Overview of Growth Management Act (GMA) Requirements

Regional transportation systems include major highways, airports and railroads, as well as bikeways, trails and pedestrian systems. The Growth Management Act (GMA) encourages a variety of efficient transportation systems in order to reduce sprawl while improving the efficient movement of people, goods and services. Therefore, close coordination is necessary between transportation planning and the land use element of each jurisdiction's comprehensive plan. The Growth Management Act (GMA), as well as other state and federal legislation, requires transportation planning to be conducted on a regional basis.

According to RCW 36.70A, local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on the transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. The strategies could include increased public transportation services, ride-sharing programs, demand management strategies and other transportation system management strategies.

Overview of Countywide Planning Policies

The Countywide Planning Policies propose that transportation planning in Spokane County be carried out by the Spokane Regional Transportation Council. Consequently, each jurisdiction's land use plan should be consistent with the regional transportation system.

The policies recognize the need to preserve corridors capable of providing for high-capacity transportation such as commuter lanes, rail or dedicated busways. Through

their comprehensive plans, local jurisdictions will be responsible for planning for developments along these corridors that would support public transportation services.

The Countywide Planning Policies also recognize the need to preserve our existing regional transportation system. New land developments would not be allowed to lower the adopted level of service of the existing transportation system. To accomplish this, developments would be required to pay for transportation improvements at the time of construction or to identify other transportation strategies to offset the impacts. These strategies could include increased public transportation services, ride-share programs and other alternative programs.

POLICIES

1. Regional transportation planning shall be conducted by the Spokane Regional Transportation Council (SRTC). The SRTC shall coordinate with local jurisdictions and the Spokane Transit Authority (STA) to ensure that the regional transportation plan and local jurisdictions' land use plans are compatible and consistent with one another.
2. The regional transportation plan shall be developed in accordance with federal and state planning requirements in order to ensure that:
 - a. coordinated, comprehensive and consistent transportation plans are adopted;
 - b. air quality is evaluated and maintained; and
 - c. the Spokane metropolitan area maintains eligibility for federal and state funding programs.
3. The regional transportation plan shall include, in addition to state and federal mandates:
 - a. alternative modes of transportation to the automobile, including public transportation, pedestrian facilities, bikeways and air and rail facilities;
 - b. an evaluation of the general environmental and economic impacts of the plan;
 - c. coordination with land uses to reduce transportation demands;

- d. standards for accessibility to major institutions, manufacturing and industrial centers and air and rail terminals;
 - e. incorporation of utility easements into transportation corridors;
 - f. provisions for special-needs populations; and
 - g. access management to regional arterials.
4. Comprehensive plans shall include, where applicable, the master plans of identified major transportation facilities to ensure that they are reasonably accommodated and compatible with surrounding land uses. Such facilities shall include, but not be limited to, airports, state highways, railroads and major freight terminals.
 5. Local jurisdictions shall develop and adopt land use plans that have been coordinated through the Spokane Regional Transportation Council (SRTC) to ensure that they preserve and enhance the regional transportation system. These plans may include high capacity transportation corridors and shall fulfill air quality conformity and financial requirements of the Federal Transportation Laws and Regulations, the Clean Air Act Amendments of 1990 and the Growth Management Act (GMA).
 6. Local jurisdictions shall designate within land use plans areas that can support public transportation services. These areas shall include existing as well as new development. Each jurisdiction's land use plan, the regional transportation plan and the Spokane Transit Authority's (STA) Long Range Transit Plan shall support, complement and be consistent with each other.
 7. In the long term, growth and change will necessitate the designation of specific transportation corridors which can support high capacity transportation. These corridors shall:
 - a. be identified for the specific purpose of preserving the right-of-way necessary to implement a high-capacity transportation system and to provide a development density that will support such a system;
 - b. be recognized in each jurisdiction's comprehensive plan and development regulations. These plans and codes should provide the authority to establish high-capacity transportation activity centers and urban villages having a land use pattern of mixed use density and intensities;
-
-

- c. be incorporated into capital facilities programs to provide a unified approach for preserving the character and quality of neighborhoods;
 - d. be evaluated to identify both interim and ultimate transportation strategies for each corridor;
 - e. encourage capital infrastructure investment to facilitate high-capacity transportation and supporting land uses; and
 - f. be supported through a public education process.
8. The regional transportation plan and comprehensive plan of each jurisdiction shall include roads, air and rail service that accommodates the need for freight and goods movement.

Plans should identify specific routes that are, or could be, subject to available funding, designed and constructed utilizing a regional standard for heavy truck traffic to serve the movement of goods from industrial and rural areas to the market. Future land uses requiring heavy freight movement should be encouraged to locate along these routes.

9. Recognizing the need to maintain existing rail lines for shipments of commodities, which reduces the impacts of shipping commodities by roads, local jurisdictions should protect rail facilities to the extent possible.
10. Each jurisdiction should coordinate its housing and transportation strategies to support existing, or develop new, public multi-modal transportation systems.
11. Each jurisdiction shall address land use designations and site design requirements that are supportive of and compatible with public transportation, for example:
- a. pedestrian scale neighborhoods and activity centers;
 - b. mixed use development; and
 - c. pedestrian friendly and nonmotorized design.

12. Each jurisdiction should support the use of telecommunications technologies for telecommuting, teleshopping and video conferencing as alternatives to vehicle travel.
13. Each jurisdiction's transportation facilities shall be planned within the context of countywide, multi-county and bi-state air, land and water resources and shall not cause or contribute to exceeding federal or state environmental quality standards.
14. Each jurisdiction shall strive, through transportation system strategies, to optimize the use of and maintain existing roads to minimize the construction costs and impacts associated with roadway facility expansion.
15. In accordance with regional minimum level of service standards specified by the Steering Committee, each jurisdiction shall establish roadway standards, level of service standards and methodologies and functional road classification schemes to ensure consistency throughout the region and to support the use of alternative transportation modes.
16. Each jurisdiction shall address energy consumption/conservation by:
 - a. designing transportation improvements for alternatives to the single-occupant vehicle;
 - b. locating and adopting design standards for new development to support pedestrian or nonmotorized travel;
 - c. providing regulatory and financial incentives to promote efforts of the public and private sector to conserve energy; and
 - d. reducing the number of vehicle miles traveled and number of vehicle trips.
17. The transportation element of each jurisdiction's comprehensive plan, where transit service exists, will include level of service standards for transit routes and services. Each jurisdiction will coordinate the level of service standards with all adjacent jurisdictions and appropriate agencies.

18. Each jurisdiction shall use its adopted level of service standards to evaluate concurrence for long-range transportation planning, development review and programming of transportation investments.
19. The annual process to update and approve the Six-Year Transportation Improvement Program (TIP) by the Spokane Regional Transportation Council (SRTC) shall be used to prioritize regional transportation improvements and programming regional transportation revenues.
20. Transportation elements of comprehensive plans shall reflect the preservation and maintenance of transportation facilities as a high priority to avoid costly replacement and to meet public safety objectives in a cost effective manner.
21. Each jurisdiction, Spokane Regional Transportation Council (SRTC) and other transportation agencies shall identify significant regional and/or countywide land acquisition needs for transportation and establish a process for prioritizing and siting the location of transportation corridors and facilities.

Policy Topic 6

Siting of Capital Facilities of a Countywide or Statewide Nature

INTRODUCTION

Overview of Growth Management Act (GMA) Requirements

Public capital facilities of a county or statewide nature generally have characteristics which typically make them difficult to site. Such characteristics may include, for example, the number of jurisdictions served by the facility, the size of the facility or the facility's potential impacts such as noise, odor, traffic or pollution.

The Growth Management Act (GMA) recognizes those difficulties typically encountered in attempts to find locations for 'essential public facilities,' such as airports, colleges and universities, correctional facilities, solid waste stations, major highways or freeways, inpatient substance abuse treatment and mental health facilities and group homes. The Growth Management Act (GMA) requires that Countywide Planning Policies address the need to site these necessary facilities throughout the county in an equitable manner and specifically prohibits local comprehensive plans and development regulations from precluding these uses from their communities.

Overview of Countywide Planning Policies

The Countywide Planning Policies stress the necessity of active citizen involvement in siting decisions and the need to carefully consider transportation, site design and other service needs when evaluating potential locations for essential public facilities. Finally, the policies encourage major institutions such as colleges and hospitals to develop 'master plans' that can be adopted as elements of local comprehensive plans.

POLICIES

1. Each jurisdiction should encourage regional institutional facilities to prepare a master plan to be adopted as an amendment to the jurisdiction's comprehensive plan.

Preparation of the master plan should include a public participation process and the plan should be compatible and consistent with the jurisdiction's comprehensive plan.

2. Locate essential public facilities based on the Spokane County Regional Siting Process for Essential Public Facilities, adopted February 4, 2003.
3. Each jurisdiction shall make provisions in its comprehensive plan for essential public facilities consistent with the Spokane County Regional Siting Process for Essential Public Facilities.
4. Each jurisdiction should identify in its comprehensive plan protective measures to prevent incompatible land uses from encroaching upon essential public facilities.
5. Each jurisdiction's comprehensive plan shall identify those specific local facilities that are essential public facilities consistent with the Spokane County Regional Siting Process for Essential Public Facilities. The comprehensive plan shall also identify public funding priorities for these facilities to better recognize the significance of each facility's service(s) and its relationship to the local area's growth and development.

Policy Topic 7

Affordable Housing

INTRODUCTION

Overview of Growth Management Act (GMA) Requirements

The Growth Management Act (GMA) stresses the importance of housing by requiring local governments to include it as an element in their comprehensive plans and requiring that affordable housing be addressed in Countywide Planning Policies. Goals within the Growth Management Act (GMA) encourage the availability of affordable housing to all economic segments of the population and preservation of existing housing stock. The Growth Management Act (GMA) goals also promote a variety of residential densities and housing types, discourage urban sprawl and encourage a fair and efficient permit process for development.

The Growth Management Act (GMA) does not define the term ‘affordable housing,’ but its use in the Act indicates that it should be broadly construed to refer to a wide range of housing types at varying costs capable of meeting the needs of all economic segments of the community.

The housing element in each jurisdiction’s comprehensive plan must, at a minimum, include the following.

- a. An inventory and analysis of existing and projected housing needs.
- b. A statement of goals, policies and objectives for the preservation, improvement and development of housing.
- c. Identification of sufficient land for housing, including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, group homes and foster care facilities.
- d. Adequate provisions for existing and projected housing needs of all economic segments of the community.

These legislative requirements, together with the Countywide Planning Policies, provide a consistent framework for the County and each city and town as they develop the housing elements of their comprehensive plans.

Overview of Countywide Planning Policies

‘Affordable housing’ applies to a wide range of housing types at varying costs which can meet the needs of a diverse community. The marketplace is generally capable of meeting the housing demands of the upper income segment of the population. Therefore, the primary focus of these policies is on mechanisms to increase the availability of affordable housing for middle and lower-income households. Such mechanisms may include regulatory reform, inclusionary zoning, mixed use developments, incentives for increased housing densities and other incentives to encourage a variety of housing types to meet the needs of a diverse population.

The affordable housing policies provide a framework by which each jurisdiction can help meet the overall housing needs of Spokane County in a fair, consistent and coordinated fashion. They direct each jurisdiction to accommodate a wide variety of development and housing types; they call for consistency in development regulations and standards within Urban Growth Areas (UGAs) and they encourage reform of regulations which are unnecessary or costly barriers to the provision of affordable housing.

POLICIES

1. Each jurisdiction’s comprehensive plan shall specify the strategies for attaining its affordable housing objectives. These strategies should include a diverse mix of housing types and prices, including low-income housing.
2. Each jurisdiction’s comprehensive plan shall include policies and strategies to promote accessibility to service/activity centers, jobs and public transportation for special-needs populations.
3. All jurisdictions should establish consistent residential development regulations and standards within Urban Growth Areas.
4. Each jurisdiction’s development policies, regulations and standards should provide for the opportunity to create affordable housing in its community, such policies may

include regulatory tools, such as inclusionary zoning, performance/impact zoning, mixed-use development and incentives for increasing density to promote greater choice and affordable housing.

5. Each jurisdiction shall ensure that standards in existing or future development regulations facilitate rehabilitation, restoration and relocation of existing structures or new construction of affordable housing.
6. In conjunction with other policy topics, coordinate housing, transportation, and economic development strategies to ensure that sufficient land and densities for affordable housing are provided in locations readily accessible to employment centers.
7. Each jurisdiction's comprehensive plan and development regulations shall recognize and incorporate the mandates of federal and state fair housing laws, particularly as they relate to siting and development of housing for special-needs populations.

Policy Topic 8

Economic Development

INTRODUCTION

Overview of Growth Management Act (GMA) Requirements

The Growth Management Act (GMA) establishes overall goals for economic development throughout the state and requires the topic to be addressed as part of the Countywide Planning Policies.

The Growth Management Act (GMA) establishes the following as economic development goals for the State of Washington. RCW.36.70A.020(5).

- Encourage economic development that is consistent with adopted comprehensive plans.
- Promote economic opportunity for all citizens of the state, especially for unemployed and disadvantaged persons.
- Encourage growth in areas experiencing insufficient economic growth.
- Ensure economic growth occurs within the capacities of the state's natural resources, public services and public facilities.

These goals, together with the Countywide Planning Policies, will provide guidance to individual jurisdictions as they develop the economic development elements of their comprehensive plans.

Overview of Countywide Planning Policies

The Countywide Planning Policies establish overall direction for economic development efforts in the region, both public and private, and also provide guidance to individual jurisdictions as they develop their comprehensive plans. The policies call for greater cooperation between the private sector and government in measuring both the

performance of the local economy and the relationship between economic development and preservation of the area's environment and quality of life. The policies stress the need to maintain downtowns as retail and cultural hubs. In addition, the policies indicate a need for a regional (Washington and Idaho) approach to the critical environmental issues of water and air quality and their potential influence on the region's economic development. Finally, the policies provide specific guidance regarding those topical areas to be addressed in the economic development element of each jurisdiction's comprehensive plan.

POLICIES

1. Include an economic development element in each jurisdiction's comprehensive plan that establishes local goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life. The element shall include:
 - a. a summary of the local economy such as population, employment, payroll, sectors, businesses, sales, and other information as appropriate;
 - b. a summary of the strengths and weaknesses of the local economy defined as the commercial and industrial sectors and supporting factors such as land use, transportation, utilities, education, work force, housing, and natural / cultural resources; and
 - c. an identification of policies, programs, and projects to foster economic growth and development and to address future needs. A city that has chosen to be a residential community is exempt from the economic development element requirement of the GMA.
2. Jurisdictions should adopt in their comprehensive plans economic development policies which will help protect the environment as a key economic value in the region.
3. The Steering Committee should pursue options for regional planning, such as establishment of a regional planning association with adjacent counties and the State of Idaho.
4. Maintain the integrity of downtowns (Central Business Districts) as centers for retail, business and cultural activity.

5. Each jurisdiction should designate sites for industrial and service employers to encourage them to locate throughout urban areas in proximity to housing and regional transportation facilities (including public transportation).
6. Spokane County should maintain commercial agricultural areas to protect the long-term viability of agriculture as an important element of the local economy.

Policy Topic 9

Fiscal Impacts

INTRODUCTION

Overview of Growth Management Act (GMA) Requirements

The Growth Management Act (GMA) requires that Countywide Planning Policies “. . . address an analysis of the fiscal impact.” The Act, however, does not clarify nor define the scope of the required financial analysis. The type of analysis is left to the discretion of the County, cities and towns, to be defined within their Countywide Planning Policies.

Overview of Countywide Planning Policies

The purpose of fiscal impact analysis is to assess the relative costs of providing urban governmental services to areas consistent with the plans developed by each jurisdiction. The Countywide Planning Policies establish overall direction for fiscal impact analysis as jurisdictions adopt their comprehensive plans. They call for revenue sharing and cooperation between jurisdictions to help finance shared needs and maintain levels of service. The policies require an examination of infrastructure costs and impacts caused by development, along with the capital resources available to accommodate growth. Finally, the policies provide specific guidance for conducting an analysis of comprehensive plan elements such as capital facilities, Urban Growth Areas (UGAs), housing and orderly development.

POLICIES

1. Each jurisdiction shall identify, within the capital facilities element of its comprehensive plan, capital resources that will be available to accommodate the additional development which is anticipated within Urban Growth Areas (UGAs).

Glossary

Countywide Planning Policy Terms

Access management - the controlling or managing of access along arterial roadways for the purpose of improving average travel speeds and increasing the capacity of the road.

Accessory dwelling unit - a dwelling unit that is a building, part of a building, or structure which is subordinate to, and the use of which is incidental to, that of the main building, structure or use on the same lot.

Adequate public facilities - facilities which have the capacity to serve development without decreasing levels of service below locally established minimums.

Affordable housing - adequate, appropriate shelter costing no more (including basic utilities) than 30 percent of a household's gross monthly income.

Air quality conformity - a mechanism for ensuring that transportation activities (plans, programs and projects) are reviewed and evaluated for their impacts on air quality prior to funding or approval.

Available public facilities - means that facilities or services are in place or that a financial commitment is in place to provide the facilities or services within a specified time. In the case of transportation, the specified time is six years from the time of development.

Carrying capacity - the finite limits of the environment, our physical resources and government's ability to respond to growth.

Clustering - a development design technique that concentrates buildings on a portion of a site to allow the remaining land to be used for recreation, common open space, agricultural uses, preservation of environmentally sensitive features or preserved for future development.

Commercial agricultural - agriculture primarily devoted to the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable or animal products or of

berries, grain, hay, straw, turf, seed, Christmas trees not subject to the excise tax imposed by RCW 84.33.100 through 84.33.140 or livestock.

Concurrent/concurrency - means that adequate public facilities are available when the service demands of development occur. This definition includes the two concepts of “adequate public facilities” and of “available public facilities” as defined above.

Congestion pricing - the application of pricing to control demand for road and parking use in congested areas.

Critical areas - includes the following areas and ecosystems.

- a. Wetlands.
- b. Areas with a critical recharging effect on aquifers used for potable water.
- c. Fish and wildlife habitat conservation areas.
- d. Frequently flooded areas.
- e. Geologically hazardous areas.

De-facto drainageways – those areas not formally identified and/or categorized by the local jurisdiction or other authority, but whose topographic characteristics nonetheless allow water to concentrate and flow when acted upon by gravitational forces.

Designated drainageways – those areas identified and/or categorized by the local jurisdiction or other authority as paths into and along which water is concentrated and flows when acted upon by gravitational forces, usually during rainfall and runoff events.

Designated aquifer - aquifers designated by Spokane County in cooperation with the Department of Ecology (DOE) to be protected from business and residential pollution.

Equitable distribution - the allocation of population, essential public facilities, affordable housing, etc., by the Steering Committee, based upon each jurisdiction's ability to provide urban governmental services and public facilities and land availability. The term ‘fair share’ has the same meaning as equitable distribution.

Essential public facilities - includes those facilities that are typically difficult to site, such as airports, colleges, universities, correctional facilities, solid waste stations, major highways or freeways, in-patient substance abuse treatment facilities, mental health facilities and group homes.

Fair share - see definition for ‘equitable distribution.’

Functional road classification - the division of highways, roads and streets into groups having similar characteristics of providing transportation mobility and/or land access.

Geographic Information System (GIS) - a computer system that stores and links nongraphic characteristics or geographically related data with graphic map features. A GIS system allows for a wide range of information processing and display operations, including the production of maps, analysis and modeling.

Growth Management Act (GMA) - a series of laws passed by the Washington State Legislature in 1990-91 that require cities and counties to plan for and manage growth and development.

High-capacity transportation - includes high-occupancy vehicle lanes, rapid transit [light or heavy rail], busways and commuter rail.

High-capacity transportation activity center - a concentrated area with an adequate mix and intensity of land uses and services to support high-capacity transportation.

Inclusionary zoning - regulations which increase housing choice by providing the opportunity to construct more affordable, diverse and economical housing to meet the needs of low and moderate-income families.

Joint Planning Areas – areas designated as Urban Growth Areas assigned to a city or town for future urban development but located in the unincorporated county where a coordinated planning process between the cities, towns and the County will be conducted.”

Jurisdiction - the government of Spokane County and/or an incorporated city and/or town located within Spokane County.

Level of service - an established minimum capacity of public facilities or services that must be provided per unit of demand or other appropriate measure of need.

Low-income housing - housing that is economically feasible for families whose income level is categorized as low within the standards set by the Department of Housing and

Urban Development (HUD). 'Low income' is defined as 80% or less of the median family income for a particular market area.

Master planned resort - means a self-contained and fully integrated planned unit development in a setting of significant natural amenities, with primary focus on destination resort facilities consisting of short-term visitor accommodations associated with a range of developed on-site indoor or outdoor recreational facilities.

Mixed-use development - the development in a compact urban form of a tract of land or building or structure with two or more different uses, such as, but not limited to, residential, office, manufacturing, retail, public or entertainment.

Multijurisdictional planning team - an established group of planning professionals that represent each jurisdiction within Spokane County for the purpose of supporting the Spokane County Steering Committee in issues related to the Countywide Planning Policies.

Multimodal transportation - means a transportation system consisting of many travel choices or modes.

Municipality - an incorporated city or town.

Natural resource lands (resource lands) - lands not already characterized by urban growth which have long-term significance for the commercial production of food or other agricultural products, timber or the extraction of minerals.

New development - the improvement of vacant land with utilities, roads, storm drainage facilities and other features.

New fully contained community - is a development proposed for location outside of the existing designated Urban Growth Areas which is characterized by urban densities, uses and services and meets the criteria of RCW 36.70A.350.

New use - any change in land use by construction or expansion or a new or existing building or structure.

Open space corridors - lands within and between urban growth areas useful for recreation, wildlife habitat, trails and connection of critical areas.

Performance/impact zoning - a zoning category that does not specifically prescribe a use but leaves the means for achieving the classification or goal through established standards.

Public facilities - include, but are not limited to, streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities and schools.

Public services - include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection and other governmental services.

Regional - countywide activities involving the jurisdictions and, when applicable, the special purpose districts within Spokane County; may also include adjacent counties in Washington State and/or Idaho State as indicated in specific policies.

Regional arterials - roads and streets on the Federal Functional Classification System which are designated as Interstate, Principal or Minor arterials (regionally significant collector arterials may also be included).

Regional institutional facilities - includes all those facilities defined as essential public facilities above as well as major health care facilities and major industrial parks.

Regional transportation plan - means the transportation plan for the regionally designated transportation system which is produced by the Regional Transportation Planning Organization.

Regional Transportation Planning Organization (RTPO) - the voluntary organization conforming to RCW 47.80.020 consisting of local governments within a region containing one or more counties which have common transportation interests.

Revised Code of Washington (RCW) - legislation that has been passed by the State and documented in the form of a code.

Roadway standards - minimum standards for street development, including right-of-way, street width, bike lanes, curbs, sidewalks, landscaping, drainage, etc.

Rural Governmental Services – include those public services and public facilities historically and typically delivered at an intensity usually found in rural areas, and may include domestic water systems, fire and police protection services, transportation and public transit services, and other public utilities associated with rural development and normally not associated with urban areas. Rural services do not include storm or sanitary sewers, except as otherwise authorized by RCW 36.70A.110(4).

Rural lands - means all lands which are not within an Urban Growth Area and are not designated as natural resource lands having long-term commercial significance for production of agricultural products, timber or the extraction of minerals.

Shall - indicates that an action specified in a policy statement is mandatory.

Should - indicates that an action specified in a policy statement is discretionary.

Single-room occupancy (SRO) - a type of housing that is commonly one room with cooking facilities and private or shared bathroom facilities. Examples of SRO units are found in residence hotels and apartments.

Special purpose district - a district created by act, petition or vote by the residents within a defined area for a specific purpose with the power to levy taxes.

Special-needs populations - groups of individuals who, by reason of age, physical, mental or other characteristics, require nontraditional living arrangements and, in some instances, are not able to operate a motorized vehicle.

Spokane area business community - a diverse group of local area businesses and organizations such as the Economic Development Council, Momentum and the Chamber of Commerce.

Spokane Regional Transportation Council (SRTC) - the regional transportation planning organization (RTPO) that has been designated by the Governor for Spokane County.

Steering Committee of Elected Officials/Steering Committee - a body composed of 12 elected officials from jurisdictions throughout Spokane County established by interlocal agreement, with the responsibility of developing and carrying out the Countywide Planning Policies.

Town houses - a series of single-family dwelling units attached to other single-family dwellings, each by a common wall.

Transfer of Development Rights (TDR) - the transfer of the right to develop or build from land in one zoning district to land in another district where such transfer is permitted.

Transportation Improvement Program (TIP) - a schedule of proposed transportation improvements within a specific time period.

Urban center/urban village - a neighborhood, community or town that has an adequate mix of land uses and services to support local needs.

Urban governmental services - include those governmental services historically and typically delivered by cities and include storm and sanitary sewer systems, domestic water systems, street-cleaning services, fire and police protection services, public transit services and other public utilities associated with urban areas and normally not associated with nonurban areas.

Urban Growth Areas (UGAs) - are areas within which urban growth shall be encouraged and outside of which growth can occur only if it is not urban in nature. Urban Growth Areas (UGAs) shall include areas and densities sufficient to permit the urban growth that is projected to occur in the county for the succeeding 20-year period.

Urban Reserve Areas - those lands which may be designated within the rural element of Spokane County's Comprehensive Plan having the potential for inclusion within an Urban Growth Area (UGA) as expansion of Urban Growth Areas (UGAs) is deemed necessary to meet land availability requirements of future Washington State Office of Financial Management (O.F.M.) population projections. Selection of lands as Urban Reserve Areas shall utilize the criteria for Urban Growth Areas (UGAs) found within the Growth Management Act (GMA) (Chapter 36.70A RCW).

Utilities - means enterprises or facilities serving the public by means of an integrated system of collection, transmission, distribution and processing facilities through more or less permanent physical connections between the plant of the serving entity and the premises of the customer. Included are systems for the delivery of natural gas, electricity, telecommunications services and water and for the disposal of sewage.

Wellhead protection areas - designated areas surrounding wells that supply water to a public water system that require protection from contaminants.

Will - has the same meaning as the term ‘shall.’