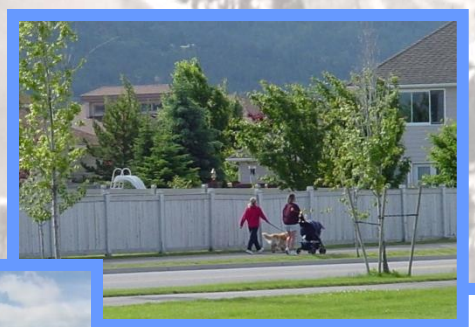
CITY OF LIBERTY LAKE
Comprehensive Plan

PRESERVING OUR PAST AND



PREPARING FOR OUR FUTURE

2015 2037

CITY OF LIBERTY LAKE

Mission Statement

Provide services with integrity by developing a partnership with residents and businesses, which focuses on quality of life, environment, and economic vitality.

Vision Statement

The Liberty Lake community will maintain an environment that preserves and enhances natural surroundings through the harmony of planned architectural design and green space. Our community will achieve its quality of life by creating a safe, friendly environment in which community involvement promotes recreational opportunities and civic pride. Liberty Lake encourages and supports leading edge technology and a progressive business environment, which ensures a diverse, prosperous, and financially secure community.

Incorporated August 31, 2001
Comprehensive Plan Adopted September 16, 2003
Comprehensive Plan Revised December 19, 2006
Comprehensive Plan Revised December 18, 2007
Comprehensive Plan Revised November 11, 2009
Comprehensive Plan Updated October 6, 2015
Comprehensive Plan Updated November 19, 2019

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CHAPTER 1

INTRODUCTION

City of Liberty Lake Comprehensive Plan

Introduction

The City of Liberty Lake Washington's Comprehensive Plan is a management tool to be used as a resource to guide decision-making in the City as well as the allocation of limited City resources. The Comprehensive Plan is based on a Vision Statement that is a description of the preferred future for the City. The Vision Statement that is the basis for this Comprehensive Plan was articulated through a series of community workshops in 2000-02 and was approved by the Liberty Lake City Council on September 16, 2003. The primary focus of this Comprehensive Plan is a series of goals and policies that describe in more detail what the City hopes to accomplish over the next twenty to thirty years and how it hopes to accomplish it.

What is the GMA and how does it affect the City of Liberty Lake?

The Washington State Growth Management Act (GMA) was established in 1990 to provide a framework for local land use planning and the regulation of new development. As a result, Liberty Lake is required to maintain and implement a Comprehensive Plan prepared in accordance with the provisions of the Growth Management Act and the Countywide Planning Policies adopted for Spokane County. Our Comprehensive Plan must include chapters, or elements, addressing land use, housing, economic development, transportation, parks, recreation and open space, utilities, essential public facilities, and capital facilities. In addition to these mandatory elements, the City of Liberty Lake has also chosen to include optional elements addressing urban design and community character, the natural environment, cultural and historical resources, and community and human services. By law, the plan elements must be consistent with one another.

The Growth Management Act includes fourteen goals to guide the preparation of local comprehensive plans and the local development regulations to implement the plan. The following goals are not listed in priority order and all must be taken into consideration:

1. Urban growth - Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

2. Reduce sprawl - Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

3. Transportation - Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

4. Housing - Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

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

6. 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.

7. Permits - Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.

8. Natural resource industries - Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.

9. Open space and recreation - Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

10. Environment - Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

11. Citizen participation and coordination - Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

12. Public facilities and services - Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

13. Historic preservation - Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

14. Shorelines - Utilize the goals and policies of the Shoreline Management Act, as set forth in RCW 90.58.020, for shorelines of the state.

What is the purpose of Comprehensive Plans?

The Comprehensive Plan is a set of goals, policies, maps, images, and strategies that delineate how we would like the City of Liberty Lake to grow and mature physically, socially, and economically. The residents of the City of Liberty Lake have developed element vision statements that outline what the future of the City will be. Our future will include a distinct core to our City, an aesthetically pleasing environment achieved through design standards and preservation of natural beauty, improved transportation alternatives and more pedestrian friendly development, conservation of our natural environment and increased landscaping, more diversity in businesses and services that lead to strong economic development, more housing variety, and unity within the city and surrounding communities, governments, and businesses. The City Comprehensive Plan serves as the channel for making our visions a reality that will keep the City of Liberty Lake, "Spokane County's Premier Address" and a great place to live, work, and play!

The City of Liberty Lake Comprehensive Plan was originally developed through a yearlong, "bottom up" effort. The public was involved early in the process and continuous public participation and comments were sought throughout via Planning Commission meetings, a public survey, information guides, workshops, and public hearings. At the initial startup of the City of Liberty Lake it was recommended to and approved by the City Council to adopt by reference the Spokane County pre-GMA Comprehensive Plan and the Spokane County 1998 Zoning Code to maintain the status quo until the City adopted its own Comprehensive Plan and Development Regulations. The new City Comprehensive Plan is based on the City's Vision Statement and is intended to provide guidance for public and private decision makers who will be responsible for the future of the City of Liberty Lake in the next 20 years. The comprehensive plan is the centerpiece of our local planning. Implementation regulations must be consistent with the comprehensive plan and agencies are required to comply with the City's comprehensive plan and implementation regulations.

What are the elements of the City of Liberty Lake Comprehensive Plan and how were they developed?

The comprehensive plan is based on the City's Vision Statement that was adopted in the summer of 2001. That vision statement is as follows:

> *"The Liberty Lake community will maintain an environment that preserves and enhances natural surroundings through the harmony of planned architectural design and green space. Our community will achieve its quality of life by creating a safe, friendly environment in which community involvement promotes recreational opportunities and civic pride. Liberty Lake encourages and supports leading edge technology and a progressive business environment, which ensures a diverse, prosperous, and financially secure community."*

In the summer of 2002, the City Planning Commission held four workshops and a public hearing

to discuss two topics. The first topic was the development of element vision statements that supported the overall City vision and would be used to aid in the development of the City's comprehensive plan goals and policies. The second topic was the establishment of an Interim Urban Growth Area boundary (IUGA). A survey was also available at the workshops and the hearing for citizens to comment on various services, employment, housing, and other issues affecting the City and surrounding areas. A large amount of public input was received at the workshops and the public hearing on both of the topics. From this process, the element vision statements were drafted and IUGA scenarios for the City were proposed. The element vision statements and the IUGA scenario recommendations were then forwarded to the City Council by the Planning Commission for their review. In September 2002, the City Council, after a final public hearing, approved comprehensive plan element vision statements that were used to guide the development of the comprehensive plan goals and policies.

From the fall of 2002 through the spring of 2003, workshops were held for each of the comprehensive plan elements. At the end of May 2003 a Planning Commission workshop was held, followed by a public hearing to present the final Comprehensive Plan draft. The final draft was then forwarded to the City Council for an additional public hearing and adoption in the summer of 2003, after agency review.

Revisions to this Comprehensive Plan

Planning is an ongoing process, and improved data or changing circumstances will require amendment to the comprehensive plan. The City's vision statement and supporting element vision statements provide long-range guidance for the City. As specific element goals or policies are achieved, revisions of the plan may be required to continue progress toward the overall vision and goals. Amendments to the plan can be requested by the City Council, Planning Commission, City Staff, or by any affected citizen on a yearly basis. The Planning Commission shall review the proposed comprehensive plan amendment and hold a public hearing to solicit comment. After further review a formal recommendation will be made to the City Council for approval or denial. The City Council will hold an additional public hearing, make modifications if necessary, and approve or deny the proposed amendment to the comprehensive plan. By reviewing and updating the plan on a regular basis, the City of Liberty Lake can rely on this document in decision making, and can maintain public interest and support of the planning process.

In addition to the annual process of soliciting proposals for potential revisions to this Comprehensive Plan, the City is required to conduct an extensive review of the Plan and the corresponding Development Regulations every eight years. As a result, the City initiated a review of the Comprehensive Plan in 2015 and will initiate a review of the Development Regulations in 2016. These reviews will include revisions necessary to remain consistent with the requirements of the Growth Management Act, as well as an update to the 20 year population projection for Spokane County, and revisions desired by the community. In the spring of 2015 a series of meetings were conducted to formally kick-off this review process, including:

- A meeting with the County Planning Director to identify planning issues of mutual interest as well as the process for updating the projected population growth;

- A meeting with the City Management Team to identify issues and opportunities associated with implementing the Comprehensive Plan and emergent planning issues;

- A joint City Council/Planning Commission workshop to review the Vision Statement and the Comprehensive Plan Goals and Policies;

- A targeted stakeholders meeting with key developers, property owners, and business owners to get feedback on the Plan and Development Regulations; and

- A public hearing sponsored by the City Planning Commission to receive public comments.

During these kick-off meetings it became clear that the community was very satisfied with the Vision Statement and the direction of the City since its incorporation and the adoption of the original Comprehensive Plan. As a result, it was determined by the Planning Commission and City Council that the update process should not include significant changes in policy or direction and that revisions should address changes necessary to remain in compliance with the Act, revisions that will streamline and make the plan more user friendly, and additional measures that the City could take to promote further development and improvements in the downtown area.

Planning Context

The City of Liberty Lake has been one of the fastest growing area in Spokane County since its incorporation in 2001. In 1990 the area that is now the City of Liberty Lake had a population of approximately 600 persons. By 2000 the population of the area had grown to 3,265 and the population of the City at incorporation was 4,480. By 2010 the population was 7,620 and in 2015 the population has grown to 8,975. It is also important to note that all residential areas have now been platted or have approved special area plans that will determine the nature and intensity of development. As a result, it is projected that at build out the population of Liberty Lake will be approximately 16,000 which is consistent with the population projection that has been assigned to the City in order for the County to meet the required 20-year population projection.

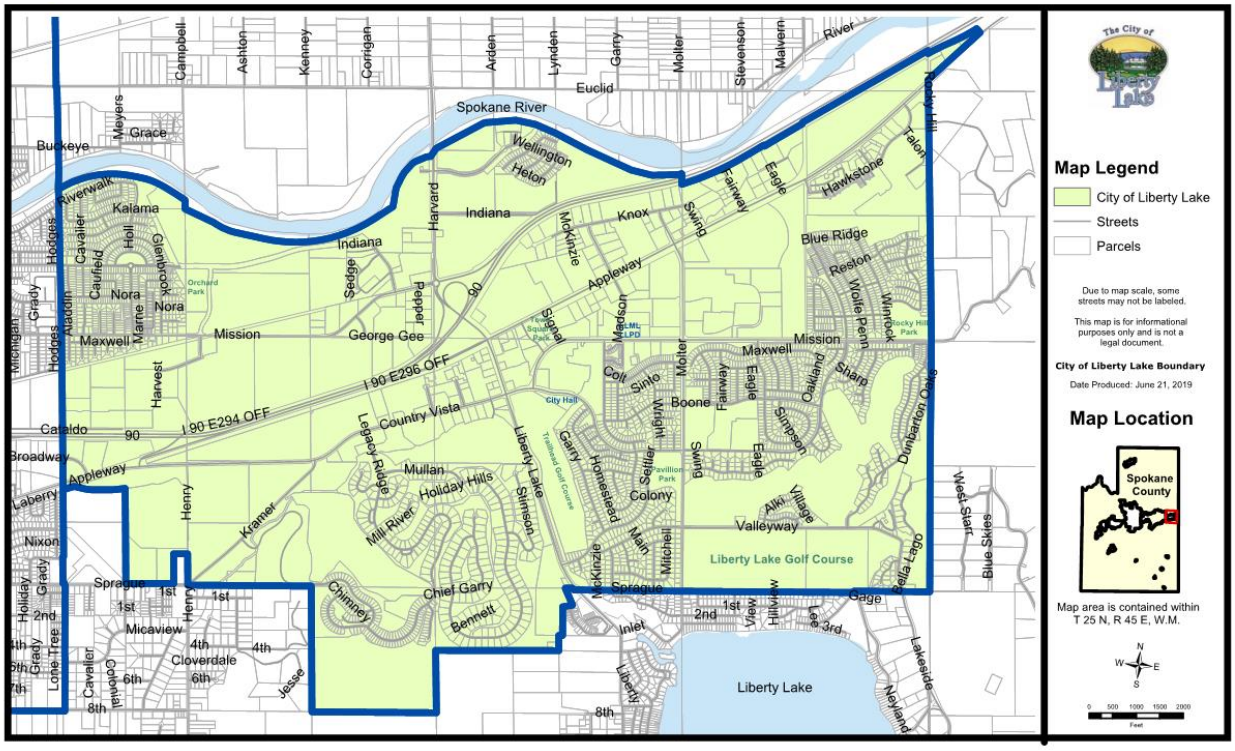
A copy of the updated 2015-2037 Spokane County population projections which is the foundation for this updated Comprehensive Plan is included as an Appendix as well as the 2015 Land Quantity Analysis that was prepared for the City.

Figure 1.1 Growth Comparison

	2000	2010	% change	2015	% change
Spokane County	417,939	470,300	13%	488,310	4%
Unincorporated Spokane County	199,019	137,712	-31%	140,717	2%
Incorporated cities and towns	218,920	332,588	52%	347,593	5%
Airway Heights	4,500	5,600	24%	8,385	50%
Cheney	8,832	10,680	21%	11,440	7%
Deer Park	3,017	3,480	15%	3,950	14%
Fairfield	494	589	19%	615	4%
Latah	202	193	-4%	195	1%
Liberty Lake		7,620		8,975	18%
Medical Lake	3,815	4,785	25%	4,945	3%
Millwood	1,649	1,660	1%	1,790	8%
Rockford	413	489	18%	470	-4%
Spangle	240	275	15%	280	2%
Spokane	195,629	206,900	6%	213,100	3%
Spokane Valley		90,210		93,340	3%
Waverly	129	107	-17%	108	1%

Source: Washington State Office of Financial Management Forecasting and Research Division.

Map 1.1 City of Liberty Lake Boundary



CHAPTER 2

GOALS AND POLICIES

City of Liberty Lake Comprehensive Plan

The following Mission and Vision Statements provide the foundation for the Liberty Lake Comprehensive Plan.

Mission Statement

Provide services with integrity by developing a partnership with residents and businesses, which focuses on quality of life, environment, and economic vitality.

Vision Statement

The Liberty Lake community will maintain an environment that preserves and enhances natural surroundings through the harmony of planned architectural design and green space. Our community will achieve its quality of life by creating a safe, friendly environment in which community involvement promotes recreational opportunities and civic pride. Liberty Lake encourages and supports leading edge technology and a progressive business environment, which ensures a diverse, prosperous, and financially secure community.

The Vision for the City will be realized through the following Goals:

Governance Goal 1: Actively involve residents, businesses, and property owners in the governance of the City.

Land Use Goal 1: Provide a healthful, safe, and sustainable urban environment.

Land Use Goal 2: Encourage development in the Central Business District that advances the City identity, provides transportation linkages, and supports a pedestrian friendly environment.

Land Use Goal 3: Plan for future growth of the City in a cost effective manner while maintaining high quality public facilities and services.

Urban Design Goal 1: Maintain the urban village character and the scenic resources of the community.

Transportation Goal 1: Maintain a multi-modal transportation system that provides safe and efficient travel to, from, and within the City.

Housing Goal 1: Preserve the character of existing neighborhoods and support high quality new development.

Housing Goal 2: Encourage the availability of affordable housing to all economic segments, promote a variety of densities and housing types, and encourage the preservation of existing housing stock.

Economic Development Goal 1: Maintain a healthy and sustainable local economy.

Natural Environment Goal 1: Preserve and enhance environmentally sensitive areas.

Natural Environment Goal 2: Protect the groundwater quality in Liberty Lake area aquifers.

Natural Environment Goal 3: Maintain air quality in the City of Liberty Lake that protects human health, prevents injury to plant and animal life, and preserves clear visibility.

Natural Environment Goal 4: Preserve the unique beauty of the community through the conservation of the native trees.

Cultural Resources Goal 1: Protect archeological and historic sites and structures.

Cultural Resources Goal 2: Promote the appreciation of Liberty Lake's diverse heritage, as expressed by its cultural resources.

Cultural Resources Goal 3: Recognize that the arts contribute to the character of the physical, mental, social, and economic well-being of the community and encourage public and private commitment and investment.

Human Services Goal 1: Maintain and enhance the quality of life for the City of Liberty Lake residents.

Human Services Goal 2: Support and facilitate programs which provide for the City resident's basic human needs including food, clothing, shelter, primary health care, and protection from abuse and neglect.

Utilities Goal 1: Maintain the energy, communication, solid waste disposal facilities and services, sewer capacity, and water supply needed to support current and future development.

Capital Facilities Goal 1: Continue to provide desired levels of public services in a cost-effective and sustainable manner.

Note: Please refer to the Liberty Lake Parks, Recreation, Open Space, and Trails Plan for the parks goals.

The Goals of the City of Liberty Lake will be achieved through the implementation of the following policies:

Governance Policy 1: The City shall use the website, email, social media, newsletters, local newspapers, special announcements and other techniques to keep the community well-informed.

Governance Policy 2: The City shall neither propose to annex nor accept requests to annex unincorporated territory located outside the urban growth area.

Governance Policy 3: Evaluate proposed expansions to the UGA and potential annexation areas based on the following criteria:

1. The ability to provide public services at the City's adopted levels of service;

2. Whether annexation would eliminate an unincorporated island or could be expanded to eliminate an unincorporated island;

3. Whether the annexation would follow logical boundaries, such as streets, waterways, parcels, sections, or substantial topographic features;

4. Whether the annexation would eliminate an irregularity or irregularities in the City's boundaries, thereby improving service delivery; and

5. Consistency with the Goals and Policies of this Comprehensive Plan.

Governance Policy 4: Regulations developed by the City of Liberty Lake will not result in or constitute a taking of private property and shall be evaluated as provided for in RCW 36.70A.370.

Governance Policy 5: Encourage and utilize volunteer services consistent with volunteer and public safety.

Governance Policy 6: Review and update this Comprehensive Plan and the City's Development Regulations at least every 8 years in accordance with the provisions of the Washington State Growth Management Act.

Land Use Policy 1: Encourage developers to work with neighborhoods to develop plans that address neighborhood concerns, such as environmental protection, aesthetics, quality of life, property values, and preservation of open space.

Land Use Policy 2: Provide for a compatible mix of housing and commercial uses in all commercial districts, neighborhood centers, community centers, and the Central Business District.

Land Use Policy 3: Continue to provide incentives for planned unit developments, which are consistent with adopted criteria. This may include, but is not limited to:

a. Bonus density;

b. Increase in floor-to-area ratios; and

c. Greater flexibility in design standards (e.g., setbacks, frontage, building height, lot area, street design, landscaping, etc.).

Land Use Policy 4: Encourage shared-use parking, pedestrian access, and transit incentive programs to promote the efficient use of land.

Land Use Policy 5: Access points should be combined and limited in number to allow smooth traffic flow on arterials. Access through residential areas should be avoided.

Land Use Policy 6: Protect designated industrial areas for ongoing use and future development.

Land Use Policy 7: Maintain land use types and densities along light rail corridors that support and are compatible with light rail transportation.

Land Use Policy 8: Follow the process for siting of essential public facilities as set forth in the *Spokane County Regional Siting Process for Essential Public Facilities.*

Land Use Policy 9: Continue to work closely with property owners in the downtown area in support of their efforts to develop the remaining vacant lots and to renovate existing developments.

Urban Design Policy 1: Maintain design standards and a design review process to ensure that neighborhood and community centers are developed with minimal impact on surrounding land uses, are consistent with community character, and assure pedestrian and vehicular access.

Urban Design Policy 2: Maintain and support a design review authority consisting of five members. Two (2) positions shall be filled by City staff members and three (3) positions shall be filled by members of the Planning Commission. Except as otherwise provided, one (1) of the Planning Commission member positions may be filled by a Design Professional.

Urban Design Policy 3: Public and private sector development shall be subject to citywide design guidelines which are intended to protect the community's scenic views, provide community cohesion, and enhance the community image of Liberty Lake. Design review shall be required for the following developments:

a. Developments within designated mixed-use areas;

b. Planned unit developments and large scale residential developments;

c. Government buildings;

d. Aesthetic corridors and boulevards, and adjacent development;

e. Commercial and industrial developments;

f. Developments adjacent to natural areas, critical areas, or shorelines; and

g. All non-residential buildings that are visible from a public street.

Urban Design Policy 4: Separated sidewalks with appropriate lighting shall be required on public streets in all new residential subdivisions.

Urban Design Policy 5: Require the planting of curbside trees. Identify those species of trees that are most appropriate for curbside plantings, considering safety, soils, aesthetics, and compatibility with infrastructure, and require species diversity to protect from disease and promote neighborhood identity.

Urban Design Policy 6: Encourage new developments, including multifamily projects, to be arranged in a pattern of connecting streets and blocks to allow people to get around easily by foot, bicycle, bus or car. Cul-de-sacs or other closed street systems may be appropriate under certain circumstances including, but not limited to, topography and other physical limitations which make connecting systems impractical.

Urban Design Policy 7: Maintain standards that prescribe maximum building heights and other building design features to give a residential scale and identity to multifamily developments.

Urban Design Policy 8: Continue to implement and strengthen standards for the scale and intensity of commercial signs that protect views and minimize signage clutter while still allowing adequate business identification.

Urban Design Policy 9: Prohibit construction of new video boards, billboards, and electronically changeable message signs, except under limited circumstances. Work with business owners to transform such existing signs while providing the option of directional signage.

Urban Design Policy 10: Areas of special interest, including entry points, landmarks, and scenic views, shall receive appropriate treatment whether part of public or private development proposals.

a. Work with public agencies and private property owners to improve the appearance of gateways into the city.

Urban Design Policy 11: Native landscape materials and site-sensitive architectural designs shall be incorporated into all public and private building projects to enhance the cohesion between the natural and built environments.

Urban Design Policy 12: Encourage locating parking lots to the rear or side of buildings to enhance streetscapes and promote pedestrian access.

Urban Design Policy 13: Require landscaping in parking areas to avoid large uninterrupted areas of asphalt.

Urban Design Policy 14: In an effort to preserve the value of the community's night sky, outdoor lighting should be downward facing and shall be limited in height, number, and intensity of fixtures needed to provide sufficient security and identification on residential, commercial, and other development.

Urban Design Policy 15: Incorporate the City's identification symbol into street signage, planters, benches, public buildings, City vehicles, streetscape furnishings, and other appropriate applications.

Urban Design Policy 16: The City shall support a high level of code enforcement to encourage neighborhood beautification and to maintain property values and quality of life.

Urban Design Policy 17: Underground overhead utility lines, especially in the downtown area, whenever feasible.

Urban Design Policy 18: Maintain design standards and a design review process for the Central Business District to ensure that development advances the City identity, is consistent with related community appearance/design guidelines, and provides a pedestrian friendly environment combined with vehicular access.

Urban Design Policy 19: Maintain design standards and land use plans for neighborhood centers, community centers, and the Central Business District that are based on the following principles:

a. Centers should be compact, nonlinear development to encourage transit, bicycle, and pedestrian travel. Multistory construction, structured parking, and other techniques to use land efficiently should be encouraged.

b. Aesthetic quality and compatibility among land uses within and adjacent to centers should be enhanced through landscaping, building orientation and setbacks, traffic control, and other measures to reduce potential conflicts. Distinctive or historical local character and natural features should be reflected in development design to provide variety within centers.

c. Unsightly views, such as heavy machinery, storage areas, loading docks, and parking areas, should be screened from the view of adjacent uses and from arterials.

d. Signs should be regulated to reduce glare and other adverse visual impacts on nearby residents without limiting their potential contribution to the color and character of the center.

e. Routes for pedestrian, auto, bicycle, transit, and truck travel within centers should have convenient access to each major destination. Buildings should be close to sidewalks to promote walking and browsing, with parking areas located on the side or rear of buildings or adjacent to the street causing the appearance of on-street angle or parallel parking.

f. Commercial development in centers should provide or contribute to public spaces such as plazas, parks, and building atriums to enhance the appearance of the center and to provide amenities for employees and shoppers.

g. Off-street parking areas should be designed to enhance pedestrian and handicapped access to commercial uses.

h. To encourage the use of alternative modes of transportation require the installation of secure bicycle parking facilitates that are convenient for users and safe for pedestrians.

i. Facilitate the safe use of golf carts where appropriate.

Urban Design Policy 20: Maintain specific regulations for designated aesthetic corridors and boulevards that:

a. Provide incentives for aesthetic design;

b. Require landscaping buffers adjacent to roadways;

c. Limit sign height and size;

d. Provide performance standards to adequately screen heavy or “manufacturing” industrial-type developments that have exterior clutter (exterior storage, exterior heavy equipment, exterior fabrication/ assembly); and

e. Use non-glare, energy efficient lighting techniques when possible.

Urban Design Policy 21: Maintain the following routes as boulevards with pathways and landscaped center medians or other aesthetically pleasing landscaping or features:

a. Molter Road;

b. Liberty Lake Road; and

c. Mission Avenue.

Urban Design Policy 22: Maintain the following routes as boulevards with monument signage at the entry points to the City, landscaped center medians, and pathways:

a. Country Vista Drive;

b. Harvard Road; and

c. Appleway Avenue.

Urban Design Policy 23: Continue to work closely with property owners in the downtown area to support their efforts to develop the remaining vacant lots and to renovate and enhance existing developments.

Urban Design Policy 24: Actively involve the Planning Commission and public in the design of improvements to roads and gateways in the city.

Urban Design Policy 25: Underground overhead utility lines, especially in the downtown area, whenever feasible.

Urban Design Policy 26: Signs should not be placed within utility easements.

Transportation Policy 1: Promote pedestrian and bicycle transportation and increase safety, mobility, and convenience for non-motorized modes of travel.

Transportation Policy 2: Continue to support and encourage the viability of the light rail system in the region.

Transportation Policy 3: Transportation improvements needed to serve new development shall be in place at the time new development impacts occur. If this is not feasible, then a financial commitment, consistent with the capital facilities plan, shall be made to complete the improvement within six years.

Transportation Policy 4: Coordinate planning with appropriate agencies and utility companies for utility corridors that may affect the transportation system.

Transportation Policy 5: Actively support the construction of a new I-90 interchange at Henry Road.

Transportation Policy 6: Extend Indiana Avenue to connect with Harvard Road.

Transportation Policy 7: Encourage the use of bus, ride-sharing, paratransit, and high-capacity transit services to make major segments of the transportation system more efficient.

Transportation Policy 8: Encourage intermodal connections to enhance the efficiency and convenience of public transportation.

Transportation Policy 9: Support high-capacity transit facilities and services that are consistent with the actions and plans of Spokane Transit Authority, Spokane Regional Transportation Council, and other jurisdictions.

Transportation Policy 10: Preserve existing right-of-way and designate new right-of-way to support high capacity transportation corridors.

Transportation Policy 11: Provide safe and convenient bicycle and walking access between housing, recreation, shopping, schools, community facilities, and mass transit access points.

Transportation Policy 12: Maintain and enhance the system of trails in accordance with the provisions of the Liberty Lake Trail System Plan.

Transportation Policy 13: Promote hard surface walkway systems that are separate from roads if they fit in with the characteristics of the neighborhood.

Transportation Policy 14: Preserve unused rail rights-of-way for development of trails or other alternative transportation lines.

Transportation Policy 15: Optimize the capacity of existing roads to minimize the need for new or expanded roads through the use of improved signage, signalization, road maintenance, and other means.

Transportation Policy 16: To the greatest extent possible, provide coordinated and integrated traffic control systems.

Transportation Policy 17: Private roads shall be constructed to City standards.

Transportation Policy 18: All roads will be designed and constructed in accordance with the City's "complete streets" standards.

Transportation Policy 19: Reduce right-of-way width dedications to the minimum necessary to provide for transportation needs.

Transportation Policy 20: On-street parking in residential areas shall be discouraged except under special circumstances. Commercial vehicle parking in residential areas shall be by permit only.

Transportation Policy 21: Maintain an arterial road plan that emphasizes planned corridors for high-capacity roadways to keep high-speed traffic out of residential neighborhoods.

Transportation Policy 22: Design of new transportation facilities or facility improvements should incorporate adequate consideration of the aesthetic issues associated with a proposed transportation improvement.

Transportation Policy 23: Encourage curbside landscaping consistent with safety requirements. Identify those species of landscaping that are most appropriate for curbside planting.

Transportation Policy 24: Adequate access to and circulation within all developments shall be maintained for emergency service and public transportation vehicles.

Transportation Policy 25: Consolidate access to commercial and industrial properties by encouraging the development of commercial and industrial centers rather than strip development to minimize traffic congestion on minor arterials.

Transportation Policy 26: Encourage street designs which reduce the number of access points on minor arterials and collectors by combining driveways for adjacent properties and use of frontage roads.

Transportation Policy 27: Periodically review and update standards and techniques to slow vehicle traffic and reduce the volume of traffic in residential neighborhoods.

Transportation Policy 28: Advocate safe and effective traffic control or grade separation at light rail, trail, path, and pedestrian crossings.

Transportation Policy 29: The following shall serve as the City of Liberty Lake's level of service standard: The City's level of service shall be based on the operational analysis at arterial intersections conforming to the "Spokane County Standards for Road and Sewer Construction" as amended or as refined by the City.

Transportation Policy 30: Support the development, evaluation, refinement as necessary, and adoption of the "corridor travel time" standard for regionally significant transportation corridors only.

Transportation Policy 31: Allocate staff resources to work with other transportation government agencies in drafting and submitting joint applications for state and federal transportation grants to support projects that benefit multiple jurisdictions.

Transportation Policy 32: Maintain a system of impact mitigation fees and user-based fees to finance transportation improvements required because of new development.

Transportation Policy 33: Golf carts should be permitted on designated roads.

Transportation Policy 34: Extend Cataldo Avenue, Boone Avenue, or construct other improvements to provide another east-west travel corridor north of I-90.

a. Access to properties in the vicinity of the HUB Spots Complex should be accomplished without leaving the City.

Transportation Policy 35: Construct Wellington Parkway as an east-west connection to Harvard Road.

Housing Policy 1: Encourage planned unit developments that protect the environment, provide usable open space, and exhibit exceptional quality and design.

Housing Policy 2: Periodically assess the effects of policies and regulations on the affordability of housing, fair housing choice, and examine the need to reduce regulatory barriers.

Housing Policy 3: When developing housing regulations, consider the balance between housing affordability and environmental quality, design quality, public resources, and maintenance of neighborhood character.

Housing Policy 4: Periodically review and update standards for accessory dwelling units (ADU's).

Housing Policy 5: Support the efforts of low-income housing advocacy organizations.

Housing Policy 6: Maintain regulations and incentives to encourage cluster development of residential lands so open space, views, watersheds, and critical areas are permanently protected.

Housing Policy 7: Periodically review and update provisions that allow for a continuum of housing and care opportunities for special-needs populations.

Housing Policy 8: To support mobility for those with special needs, locate housing in areas accessible to public transportation.

Economic Development Policy 1: Prepare and implement a local economic development strategy in consultation with local businesses, regional economic development organizations, property owners, and residents.

Economic Development Policy 2: Work with other jurisdictions, community organizations and business organizations to establish specific evaluation methods that will annually measure the community's overall quality of life and economic viability. The following issues, among others, should be considered when developing indicators to establish evaluation goals:

a. Quality of life issues such as crime rate, schools, health care, affordable housing, employment opportunities, and cultural amenities; and

b. Economic development issues such as wages; per capita personal and median household income, percentage of population below poverty level, business formation, expansion and retention, economic base, and education.

Economic Development Policy 3: Encourage job recruitment efforts towards those sectors that:

a. Are compatible with the environmental and quality-of-life standards of the City and region;

b. Provide good living wages;

c. Help diversify the economy; and

d. Capitalize on the strengths of the region.

Economic Development Policy 4: Continue to support the start-up, retention, expansion, and recruitment of businesses.

Economic Development Policy 5: Provide consistent, fair, and timely regulations that are flexible, responsive, and effective.

Economic Development Policy 6: Periodically review and update economic development techniques to provide a business climate conducive to new and start-up businesses.

Economic Development Policy 7: Continue to encourage creation and retention of home-based businesses that are consistent with neighborhood character.

Economic Development Policy 8: Encourage development of contingency plans for the possible loss of any of the employers in the City that have a significant economic impact on the City.

Economic Development Policy 9: Work with the area Chambers of Commerce and other entities to support patronage of local businesses.

Economic Development Policy 10: Provide for the option of Tax Increment Financing (TIF), and Local Infrastructure Financing Tool (LIFT) when appropriate and available.

Economic Development Policy 11: Encourage educational institutions to locate in the City of Liberty Lake, especially those that provide technical training to support businesses targeted for recruitment and retention.

Economic Development Policy 12: Support and encourage K-through-12 education to include skills-based training and creative partnerships with business.

Economic Development Policy 13: Encourage an interactive relationship between schools and businesses through apprenticeship, mentoring, and other programs.

Economic Development Policy 14: Maintain an inventory of usable industrial and commercial land that is sufficient to meet projected demand and encourage marketability of the City.

Natural Environment Policy 1: Maintain an inventory of highly sensitive areas appropriate for preservation.

Natural Environment Policy 2: Require “no net loss” of wetland functions, value, and quantity as a result of land use activities and establish a long-term goal of measurable gain of wetlands function and value.

Natural Environment Policy 3: Provide public information programs to demonstrate how to protect environmentally sensitive areas from degradation.

Natural Environment Policy 4: Protect shorelines designated under the state Shoreline Management Act with the Spokane County Shoreline Master Program until it is replaced by a City Master Program.

Natural Environment Policy 5: Encourage public and private groups to consider protection and/or acquisition of wetlands and their buffer areas.

Natural Environment Policy 6: New development and/or land use activities shall provide adequate buffer areas of permanent native and/or appropriate vegetation adjacent to wetlands. These buffer areas shall be established based on the natural function and beneficial values of the wetland as determined by established criteria.

Natural Environment Policy 7: Require new development to avoid, minimize, and mitigate potential adverse environmental impacts.

Natural Environment Policy 8: Require appropriate stormwater runoff and spill control provisions for those who use and/or store potentially critical materials within critical aquifer recharge areas.

Natural Environment Policy 9: Encourage the application of permeable and semi-permeable surfaces to parking areas and other innovative storm water control alternatives to facilitate storm water treatment and disposal.

Natural Environment Policy 10: Promote water conservation through education, incentives, and regulations in cooperation with water purveyors and the public.

Natural Environment Policy 11: It is recognized that the aquifer used for drinking water in Liberty Lake has part of its recharge area located outside of the City. Accordingly, the City of Liberty Lake should coordinate and collaborate with surrounding jurisdictions to protect groundwater.

Natural Environment Policy 12: Water-conserving landscaping and other conservation practices should be encouraged. Incentives should be used to reduce water consumption.

Natural Environment Policy 13: Special consideration should be given to proposed developments or activities that recycle or find use for wastewater.

Natural Environment Policy 14: Explore the feasibility of encouraging double metering for irrigation use in all new developments.

Natural Environment Policy 15: Make the public aware of the long-term expense and public health consequences of failure to protect critical aquifer recharge areas from degradation and provide information on practices that threaten water quantity and quality.

Natural Environment Policy 16: Provide convenient public access to groundwater modeling documents and regulations to protect critical aquifer recharge areas.

Natural Environment Policy 17: Trucks and trains carrying critical materials should be required to use preferred critical material routes where emergency spill response plans exist.

Natural Environment Policy 18: Promote public education to increase the level of responsibility for air quality.

Natural Environment Policy 19: Encourage public awareness of the increased property values associated with tree conservation.

Natural Environment Policy 20 Encourage programs that provide assistance to the public in caring for and nurturing trees.

Natural Environment Policy 21: Encourage tree planting programs that emphasize native species and encourage species diversit**y.**

Natural Environment Policy 22: Maintain tree conservation regulations that discourage removal of mature trees, require appropriate tree replanting when removal is necessary to accommodate development, and provide incentive to conserve trees in accordance with the City's designation as a "Tree City USA".

Natural Environment Policy 23: Clearing and grading activities shall be limited based upon topography and seasonal weather conditions.

Natural Environment Policy 24: Within geologically hazardous areas, site alteration, grading, and filling shall be the minimum necessary to accomplish approved designs/plans.

Natural Environment Policy 25: All development proposals should submit an erosion control plan prior to receiving approval.

Natural Environment Policy 26: Geologically hazardous areas demonstrated to be highly sensitive to modification by development activities shall be preserved in a natural condition for uses other than development.

Cultural Resources Policy 1: Identify and evaluate archaeological and historic sites to determine which should be preserved.

Cultural Resources Policy 2: Identify those lands which are most likely to contain unrecorded archeological or historic sites.

Cultural Resources Policy 3: Nominate cultural resources to the local, state, and national Historic Registers. The Cultural Resources Inventory should be used as a reference in the identification of significant structures and places eligible for nomination.

Cultural Resources Policy 4: Maintain City-owned cultural resources in an appropriate manner.

Cultural Resources Policy 5: Whenever appropriate, the City and other entities shall incorporate recognition of the past into the new built environment.

Cultural Resources Policy 6: Periodically review and update the incentives and strategies to encourage historic preservation.

Cultural Resources Policy 7: Provide a program of public education concerning the need to preserve and incorporate cultural resources and keep the public informed of actions to carry out plans.

Cultural Resources Policy 8: Develop and promote a program which encourages property owners to donate cultural resources to agencies or organizations that will preserve them in perpetuity.

Cultural Resources Policy 9: Provide incentives such as bonus densities or increases in floor-to-area ratio and lot coverage to encourage the use of open space and public art which

celebrates the people and spirit of the Liberty Lake community in commercial, industrial, and mixed-use developments.

Cultural Resources Policy 10: Encourage permanent displays of art in construction of new public facilities.

Human Services Policy 1: Encourage planning and development of a public transit system that makes human service opportunities accessible for those who need basic and sustaining services.

Human Services Policy 2: Minimize the distance which children and youth must travel for educational services and encourage a closer bond between the community and its schools.

Human Services Policy 3: Allow human service providers and other non-profits to use public facilities for community meetings and other uses as feasible.

Human Services Policy 4: Support various human needs assistance programs and identify public and private resources available to address the identified human service needs.

Human Services Policy 5: Support programs that make health care more accessible and affordable to persons with disabilities, elderly, and low income residents.

Human Services Policy 6: Support parenting classes and programs which provide relief for caregivers of elderly and persons with disabilities.

Human Services Policy 7: Prepare for the future needs of City residents by reviewing current trends, conducting interviews, forums, community meetings, and surveys of human service providers to identify human service needs and develop needs projections based on these trends.

Utilities Policy 1: Continue to exchange population forecasts, development plans, and technical data with local utility providers.

Utilities Policy 2: Develop and implement education programs to encourage and promote waste reduction, recycling, and alternatives to use of toxic products.

Utilities Policy 3: Prior to approval of any proposed development inside the city boundaries, project sponsors must:

a. Demonstrate the adequacy of the planned sewer and water conveyance system capacity in accordance with established level of service standards; and

b. Consult with service providers to confirm the availability of services including electric and natural gas.

Utilities Policy 4: Priority consideration should be given to the placement of telecommunication, cable television lines, and other utility facilities underground at the front of the property, above ground at the rear of properties, or in alleyways and require undergrounding of all newly installed or extensively modified utilities, 13kV or under, to protect viewsheds and corridors.

Utility Policy 5: Facilitate joint planning and the construction of improvements among utility providers.

Utility Policy 6: Encourage shared utility easements and corridors, in accordance with industry standards.

Utility Policy 7: Encourage the use of utility easements and corridors for trails, in accordance with industry standards, as appropriate.

Utility Policy 8: The City adopts the Spokane Regional Stormwater Manual. In accordance with the provisions of this manual, the City shall establish and maintain a comprehensive storm water management system. This should include, but is not limited to:

a. Policies that support low-impact development;

b. The use of landscaping and open space to facilitate low-impact development; and

c. Policies to minimize new impervious services whenever practicable.

Capital Facilities Policy 1: New growth and development activities shall pay their fair share of the cost of facilities needed to serve them.

Capital Facilities Policy 2 Periodically assess and document the capital improvements that are needed to eliminate existing deficiencies and to maintain the Level of Service standards for public facilities and services.

a. This may include adopting updates of the capital facilities plan and/or the capital improvement plan on an annual basis in conjunction with the annual adoption of the City's budget.

Capital Facilities Policy 3: Establish priorities among capital improvement projects through annual review and amendments to the Capital Facilities Element and the City's Six-Year Capital Improvements and Transportation Improvement Programs.

Capital Facilities Policy 4: Monitor the implementation of the Capital Improvement Program and development to ensure that the Land Use, Transportation, Utilities, and Capital Facilities Elements are coordinated and consistent and that established Level of Service standards for public facilities and services are achieved.

Capital Facilities Policy 5: Development shall be approved only after it is determined that public facilities and services will have the capacity to serve the development without decreasing levels of service below adopted standards.

Capital Facilities Policy 6: Encourage the Central Valley School District to allow for shared access of facilities for recreational or other public purposes.

Capital Facilities Policy 7: Support the Central Valley School District in maintaining a Capital Facilities Plan that is consistent with the Growth Management Act and the City's Comprehensive Plan.

Capital Facilities Policy 8: Encourage inter-jurisdictional cooperation and sharing of equipment and facilities.

Capital Facilities Policy 9: Encourage inter-jurisdictional cooperation among law enforcement and corrections agencies to further develop, where practical, shared service and facility use.

Capital Facilities Policy 10: Develop community benchmarks and program performance measures to evaluate public safety efforts. Such performance measures might include response time to calls, crime solution rates, or other methods to determine actual effectiveness.

Capital Facilities Policy 11: Require development of comprehensive emergency management plans consistent with the elements of the Comprehensive Plan.

Capital Facilities Policy 12: Provide defensible space between structure and adjacent fuels and require that fire rated roofing materials be used.

Capital Facilities Policy 13: Coordinate with utility providers to ensure that sizing, locating, and phasing of utility system improvements are consistent with the Comprehensive Plan and meet anticipated population needs in a timely manner.

Capital Facilities Policy 14: Promote conservation measures to reduce the need for additional utility distribution facilities/ services in the future.

Capital Facilities Policy 15: The placement of cellular communication facilities shall be in a manner that minimizes adverse impacts on adjacent land uses, does not affect viewsheds or corridors, and maximizes the use of existing structures where feasible.

Capital Facilities Policy 16: Promote the co-location of new utility transmission distribution and communication facilities when doing so is consistent with the utility industry standards, DOT requirements, and national electrical and other codes. (Examples of facilities that may be shared are “dry” trenches, “wet trenches”, rights-of-way, towers, poles, and antennas.)

Capital Facilities Policy 17: Provide timely notice to affected private utilities of all major utility projects, including the maintenance and repair of existing roads, in order to promote the joint planning and coordination of public and private utility activities.

Capital Facilities Policy 18: Where consistent with multiple uses, promote joint use of utility corridors with recreational and green space applications, in accordance with industry standards.

Capital Facilities Policy 19: Consistent with the Capital Facilities Plan, growth related impact fees may be imposed for public streets and roads; public parks, open space and recreation facilities; schools; and fire protection facilities.

Capital Facilities Policy 20: Growth related impact fees:

a. Shall only be imposed for system improvements that are reasonably related to the new development;

b. Shall not exceed a proportionate share of the costs of system improvements that are reasonably related to the new development; and

c. Shall be used for system improvements that will reasonably benefit the new development.

Capital Facilities Policy 21: New housing units meeting the standard federal and state definition of "low-income housing" shall be exempted from development impact fees.

Capital Facilities Policy 22: New housing units serving populations with special needs, such as persons with severe disabilities, should be eligible for a reduction or exemption to development impact fees consistent with their reasonable and ongoing impact on existing systems.

Capital Facilities Policy 23: Continue to provide library services efficiently and cost effectively to Liberty Lake residents.

a. This will include the preparation and implementation of a strategic plan for the library that highlights priorities for providing library services and how best to provide the services over time.

Capital Facilities Policy 24: Provide police protection efficiently and cost effectively to residents of the City of Liberty Lake.

Capital Facilities Policy 25: Provide fire and emergency medical services efficiently and cost effectively to residents of the City of Liberty Lake.

Capital Facilities Policy 26: Provide solid waste disposal service to reduce public nuisance, health hazard, and pollution to the City of Liberty Lake's environment.

Note: Please refer to the Liberty Lake Parks, Recreation, Open Space, and Trails Plan for the City parks policies.

CHAPTER 3

CULTURAL & HISTORICAL RESOURCES

City of Liberty Lake Comprehensive Plan

A. Introduction

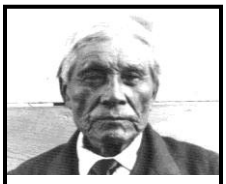
Although Cultural Resources is not a required Comprehensive Plan element by the state Growth Management Act, it is important to protect and preserve identified and potential cultural and historical resources within the City of Liberty Lake. Although the area around Liberty Lake is not included within the City limits, much of the culture and traditions that exist today began there and were carried on by the community as a whole.

B. History and Background

Liberty Lake's Cultural and Historical Heritage

Stephen Liberty

The culture we cherish today began long before the formation of the City of Liberty Lake. The Liberty Lake area was inhabited by Native Americans centuries before the first white settlers came to the area. In 1808, David Thompson, a fur trader, arrived in the area and was soon followed by missionaries. Native Americans still occupied Liberty Lake and surrounding areas as the white settlers began to arrive. According to the book entitled *Memories of Liberty Lake* by Mildred Brereton and Evelyn Foedish, an early fur trader named Ross Cox told tales of the Indians holding horse races on the plains. These horse races were a part of an annual feed on the shores of Liberty Lake that was hosted by Andrew Seltice, Chief of the Coeur d'Alene Indians. After the dinner, everyone enjoyed the horse races and athletic events where prizes were given out. Many families stayed overnight to hear Tecomtee, a Couer d'Alene tribe member sing Indian songs out over the Lake. Liberty Lake was originally named Lake Grier, but was later re-named after a Frenchman from Canada, Etienne Eduard Laliberte, who came to Liberty Lake in 1871 after changing his name to Stephen Liberty while carrying mail over the Mullan Trail to Rathdrum. Stephen Liberty and his family homesteaded on the west side of the lake and he was known as a friend and spokesman for the Native Americans, and was especially close with Chief Andrew Seltice of the Coeur d'Alene Indians. The following text is from Stephen Liberty's manuscripts, "In February, 1871 I removed to Liberty Lake (so named in my honor) where I again established a home and set out about twenty five acres of orchard and continued the raising of stock. When I removed to Liberty Lake in February, 1871 Chief Seltice was my neighbor. Stillam, one of the head men of the tribe, then resided near Spokane bridge, a short distance from me. From the time of my first acquaintance with Chief Seltice and the other head men of the tribe mentioned, I enjoyed their utmost confidence."

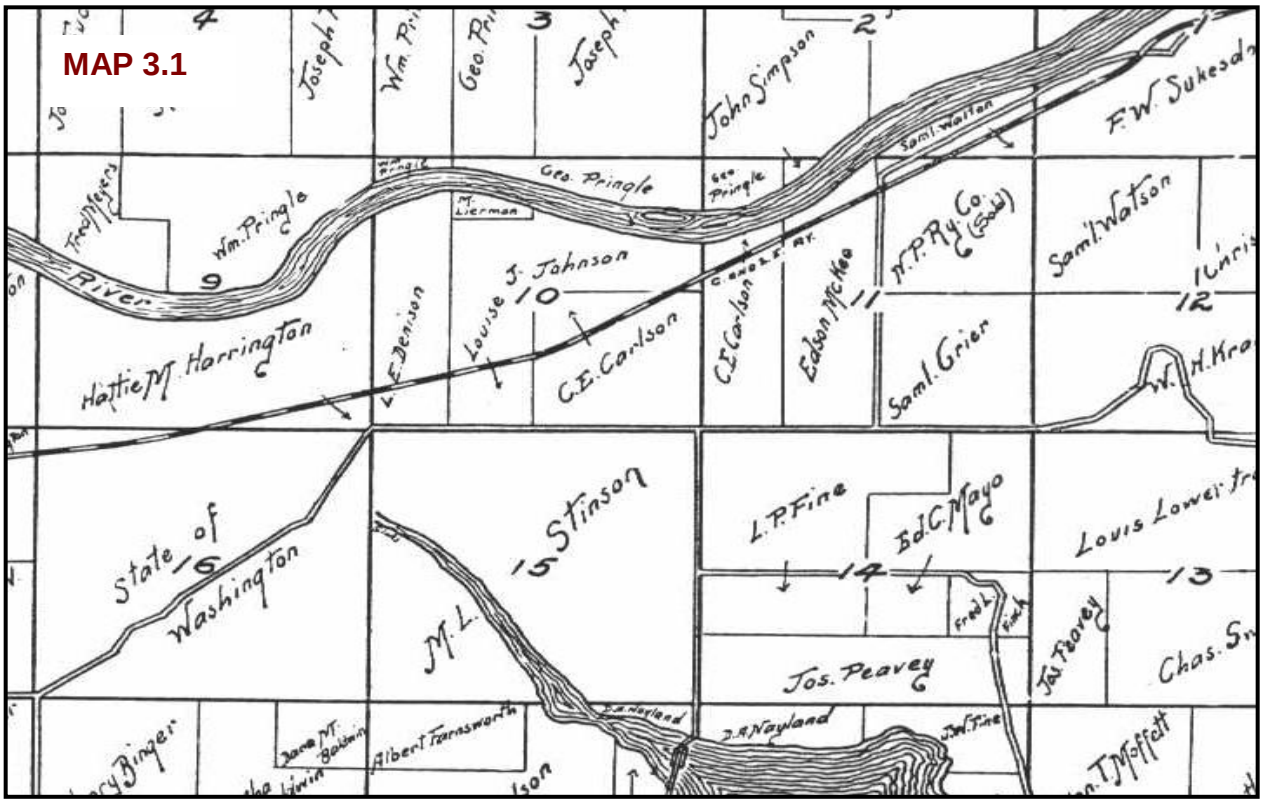


Andrew Seltice

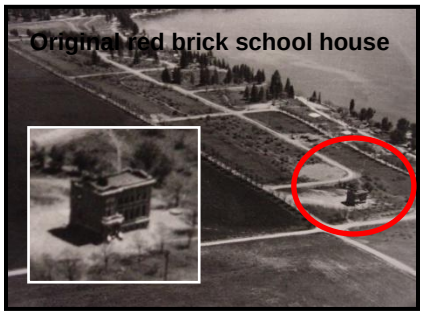
Other early settlers may have been drawn to the Liberty Lake area and other parts of the west by the Homestead Act of 1862. The Homestead Act declared that any citizen or intended citizen could claim 160 acres - one quarter square mile - of surveyed government land. Claimants must "improve" the plot with a dwelling and grow crops. After five years, if the original filer was still on the land, it was his property, free and clear. According to records from the Bureau of Land Management, there were eight homesteads in what is now the City limits area between 1884 and 1907. The first homesteader was **James Fisher**. Fisher homesteaded land in the S1/2 of the NE portion, the NE of the NE portion, and the NW of the SE portion of Section 14 in the late 1870's. He was issued a land patent on May 15, 1884. The next to homestead was **Joseph Peavy**, in the early 1880's. He homesteaded the S1/2 of the S1/2 of Section 14 and was issued

a land patent on May 26, 1888. Peavy, the areas first blacksmith, also carried mail along the Mullan Trail with his friend Stephen Liberty, who homesteaded on the west side of Liberty Lake. **Levi P. Fine** and **John J. Fine** homesteaded in the early 1880's. Levi P. Fine homesteaded the N1/2 of the NW portion and the NW of the NE portion of Section 14 and was issued a land patent on January 26, 1891. John J. Fine homesteaded S1/2 of the NW portion and the N1/2 of the SW portion of Section 14 and was issued a land patent on March 5, 1891. The Fine family lived in Liberty Lake long enough to see the new school house, mentioned below, built about ¼ mile south of them on land they had donated. **John Simpson** was issued a land patent on April 20, 1891 after homesteading the SE of the SW Quarter of Section 2 along the Spokane River in the mid 1880's. The W1/2 of the SW portion, the SW of the NW portion, the NW of the NW Quarter, and the NE of the NW Quarter of Section 10 were homesteaded by **Charles Denison** in the late 1880's. Denison was issued a land patent on June 8, 1895. **George Bennett** homesteaded in the late 1880's in the N1/2 of the NW portion of Section 22 and was granted a land patent on July 8, 1895. Finally, **Fred Finch** was granted a land patent on March 8, 1907 after homesteading in the early 1900's in the NE of the SE portion of Section 14. See Map 10.2 for an overview of these former homestead locations.

The following Map 3.1, is a township map of Spokane County showing ownerships of acreage property that is dated September 1, 1905. Several homesteads were still owned by the original families at that time.



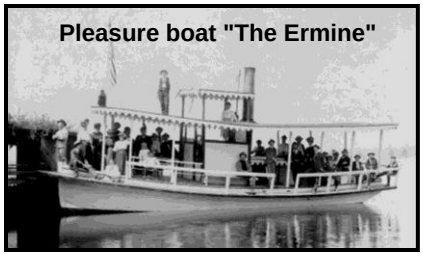
The Spokane Valley Irrigation company, also known as the Spokane Valley Land and Water Company, was organized in 1899 by D.C. Corbin, a well-known Spokane entrepreneur. Corbin also developed the Greenacres area. The irrigation line, circa 1903, brought water from the Spokane River and Liberty Lake through the Valley View Golf Course area and along the Outlet Channel trail, then across to the Holiday Hills site today for irrigating the Greenacres district. The company was formed at a time when a portion of Liberty Lake extended up to the northwest above Sprague Avenue and formed a small body of water called Lake Loomis. According to the book entitled *Memories of Liberty Lake* by Mildred Brereton and Evelyn Foedish, a great deal of rich ground was ruined by the lake extension, so residents dug a ditch and used the water for valley irrigation, which eliminated Lake Loomis and brought Liberty Lake to its present size. The Madson family, who homesteaded on the west side of Liberty Lake, used Lake Loomis to water cattle and a law suit was started after it was drained. It was determined that if mail had been carried over the Lake Loomis area, it would have been considered an interstate and it could not have been drained. After the discovery of the Spokane Aquifer, irrigation from wells came into practice.


Original red brick school house

Also around the turn of the century, a school house for the Liberty Lake area was being discussed. One location for the school house that was being considered was Harvard and Appleway in the middle of what is now the City of Liberty Lake. It was decided, however, to build the school house at what is now the southeast corner of Sprague and Molter Road The school was originally a little white building and was later replaced with a larger red brick building in 1912 that was in use until 1959. Residential construction began on the site in the 1970's.

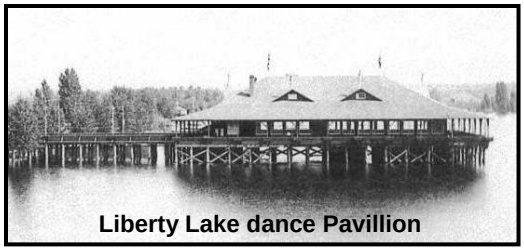
Liberty Lake train station

Train entering Liberty Lake

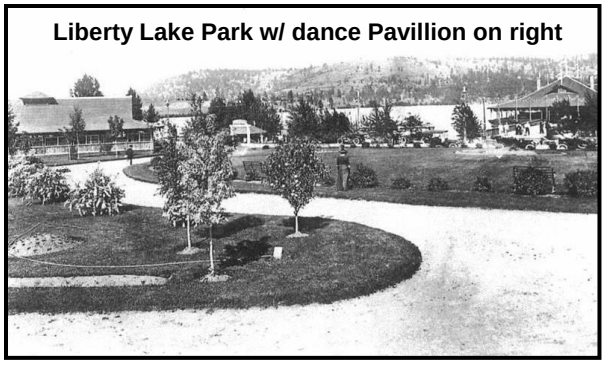

Pleasure boat "The Ermine"

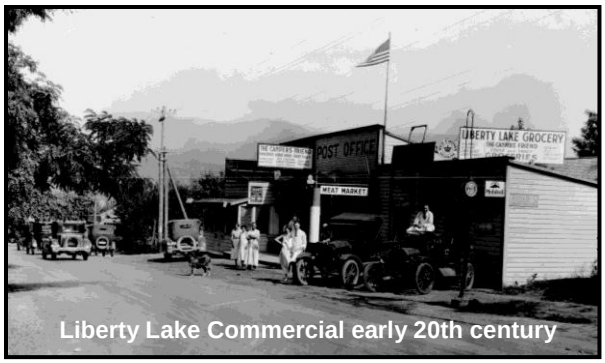
In the early 1900's, during the late fall, winter, and early spring Valley area farmers and ranchers would take advantage of a break from ranch work and get together on Saturday night at the Spokane Bridge near the Washington/ Idaho border for dancing to hill-billy music from around 8 p.m. till dawn. Another winter activity for the locals was Saturday night 500 card parties at one of the area ranches. The basic card game involved tables of four with partners sitting across from each other and working their way up toward a top table by collecting points, with the winners of the evening prize being the partners that reach the top table or 500 points. Also during periods of heavy snow, Saturday night hay rides were available with a team of four horses, complete with sleigh bells that pulled a bob sled holding about 20 couples sitting on a mattress of straw. The ride toured from Liberty Lake to Newman Lake and around to the Spokane Bridge where they could enjoy the dance hall. Also by the early 1900's, several resorts were being developed around Liberty Lake, and the Lake was quickly becoming a vacation destination for the residents of Spokane and other surrounding areas. Pleasure boats that toured the lake were one of the many amenities that entertained visitors. The Spokane Inland Empire Railway began running electric trains in 1903 from Spokane to Liberty Lake that took around 45 minutes one way and a round trip to

and from the Lake cost around 75 cents. The train originally stopped at a 6' x 6' station located at the intersection of the highway of the time, which was Appleway and Liberty Lake Road today. Emmett Denison, a descendant of the homesteader, lived at the junction and he would meet the train at the depot with his horse drawn stage and transport visitors south to the Lake for 25 cents. As Liberty Lake's popularity increased, the station became a depot with signage that identified it as Liberty Lake junction. More people visited the Lake around 1907 when the railroad installed a spur line along today's Liberty Lake Road to bring visitors closer to the lake. The Spokane Inland Empire Railroad developed the Liberty Lake Park in 1909 which became very popular for picnics and other gatherings. Traffic steadily increased from 1910 to 1913 with a two car train running every half-hour in 1910, and by 1913 a five car train ran every half-hour on Sundays and holidays, or when large weekday picnics were scheduled. The years 1910 to 1915 were the peak for the Liberty Lake Park and Liberty Lake became known as "Spokane's Inland Seashore". The natural beauty that included many different tree varieties and unusual flowers, mixed with the many attractions,


Liberty Lake dance Pavillion

Crescent Silver Cornet Band at picnic circa 1913


Liberty Lake Park w/ dance Pavillion on right

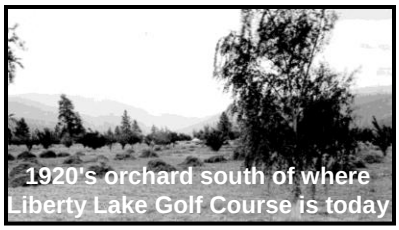


Liberty Lake Commercial early 20th century

made the park very popular. Visitors could rent boats from the Liberty Lake Boat Company for joy rides, enjoy the live band music and dancing at the Pavillion (its historic spelling), stay at the hotel or one of the many resorts, rent swimming suits at the Hurtig Bath House, fish, picnic, savor the dining options, or just relax. As in the days of Tecomtee, the music from the Pavillion could be heard throughout the area. All Valley picnics and other business parties became a tradition at the Lake for many people each summer, and in the winter people could enjoy ice skating on the Lake. Automobiles were becoming popular in the 1920's and visitors could either arrive to the Lake by train or along Sprague / Appleway Avenue and then down Molter Road by car. Because of the popularity of fruit orchards in the Spokane Valley, fruit stands with apples lined Sprague Avenue throughout the valley area, causing it to be renamed “The Appleway”.

The 1920's brought major changes to Liberty Lake. All Valley picnics began in 1922, and 1924 saw the biggest crowd ever for the annual 4th of July celebration. 14,000 people attended the festivities that year, with 9,000 of them arriving by train. With the onset of the automobile as the transportation mode of choice, the trains that had

Liberty Lake Park advertising sign north of Appleway Ave.



1920's orchard south of where Liberty Lake Golf Course is today

Herschell-Spillman Carousel

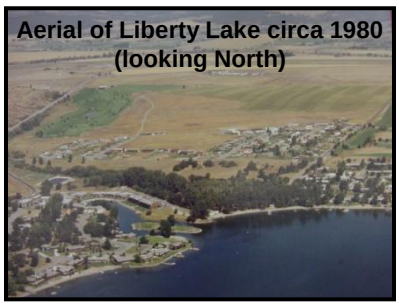
brought so many visitors to Liberty Lake quit running by 1926. The beautifully maintained Liberty Lake Park was sold and re-named Silver City. It was converted to more of a carnival atmosphere with a ferris wheel, a swing ride, and an unusual carousel. Hand-carved wooden tigers, horses, frogs, cats, and dogs circled the elaborately crafted carousel built by artists and engineers of the Herschell-Spillman Company in 1913. The carousel remained at the Park until 1961 and today it is in the Henry Ford Museum at Dearborn, Michigan. The town was also beginning to develop around the Lake with more homes and supporting businesses and services being constructed. Farming continued with much of the land being covered in orchards and eventually grass fields.

Farming in the 1920's

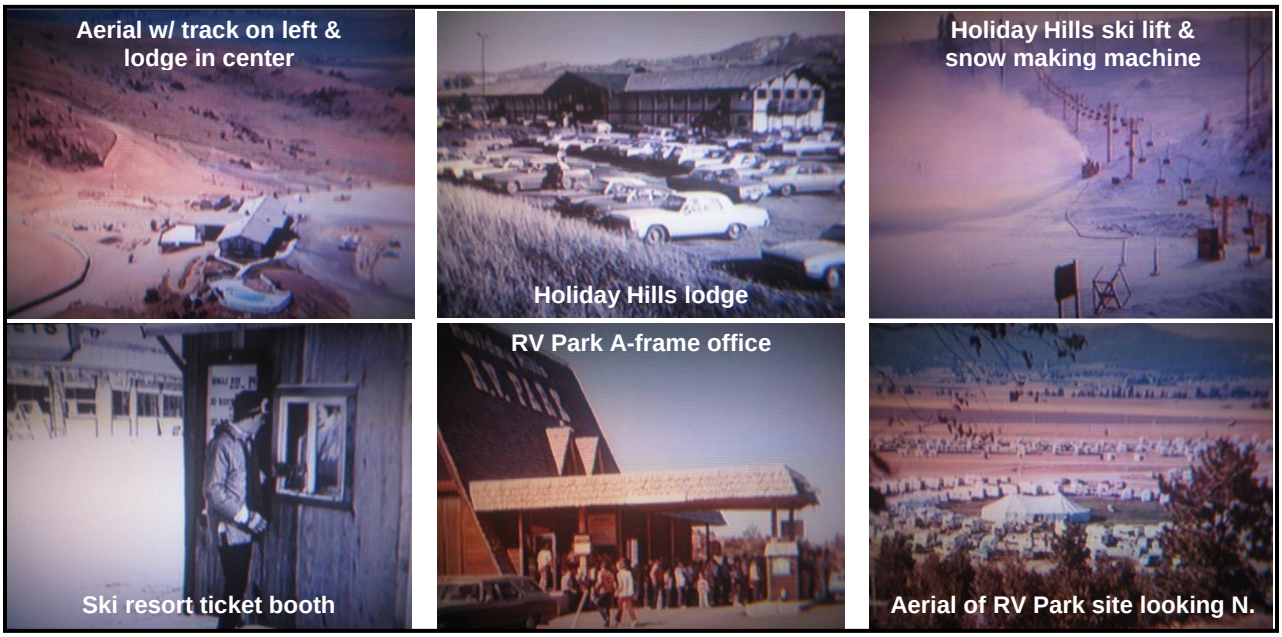
Aerial of Liberty Lake circa 1960 (looking NW)

By 1951, there were six resorts operating on Liberty Lake and four public beaches. Liberty Lake was becoming known as a suburb of Spokane and development was limited to the Lake area, south of Sprague Avenue. The Liberty Lake Golf Course, the first of the three golf courses in Liberty Lake, was constructed on the northeast corner of Sprague Avenue and Molter Road in 1959. By the 1960's, many of the original attractions around the Lake were gone. The dance pavilion at the old Liberty Lake Park was destroyed by fire in the summer of 1962. Spokane County bought and created the almost 3000 acre Spokane County Regional Park in 1966 which became the only public beach access, however, a public boat launch was also available on the north side of the Lake. Unfortunately the water quality of Liberty Lake had begun to decline, with algae covering much of the lake. By the 1970's, more resorts had closed and the Liberty Lake Park area was converted into a housing development. In 1991, the last resort on the Lake at Sandy Beach closed. Lodging today is primarily limited to the hotels located within the City limits.

However, the 1970's brought a surge in activity north of Sprague Avenue that would eventually be encompassed within the City of Liberty Lake. The large hill on the west side of the City, formerly known as Carlson Hill, became known as Holiday Hills, a ski and snowmobile recreation destination with a lodge and restaurant. Holiday Hills gave visitors more winter activity choices than just ice skating. An RV Park with an A-Frame office also offered camping in the summer at Holiday Hills. Over the years, the Holidays Hills site was used for equestrian activities, snowmobile and motocross racing, youth sports camps, and ice skating. Unfortunately, due to financial difficulties, Holiday Hills closed by the end of the decade.

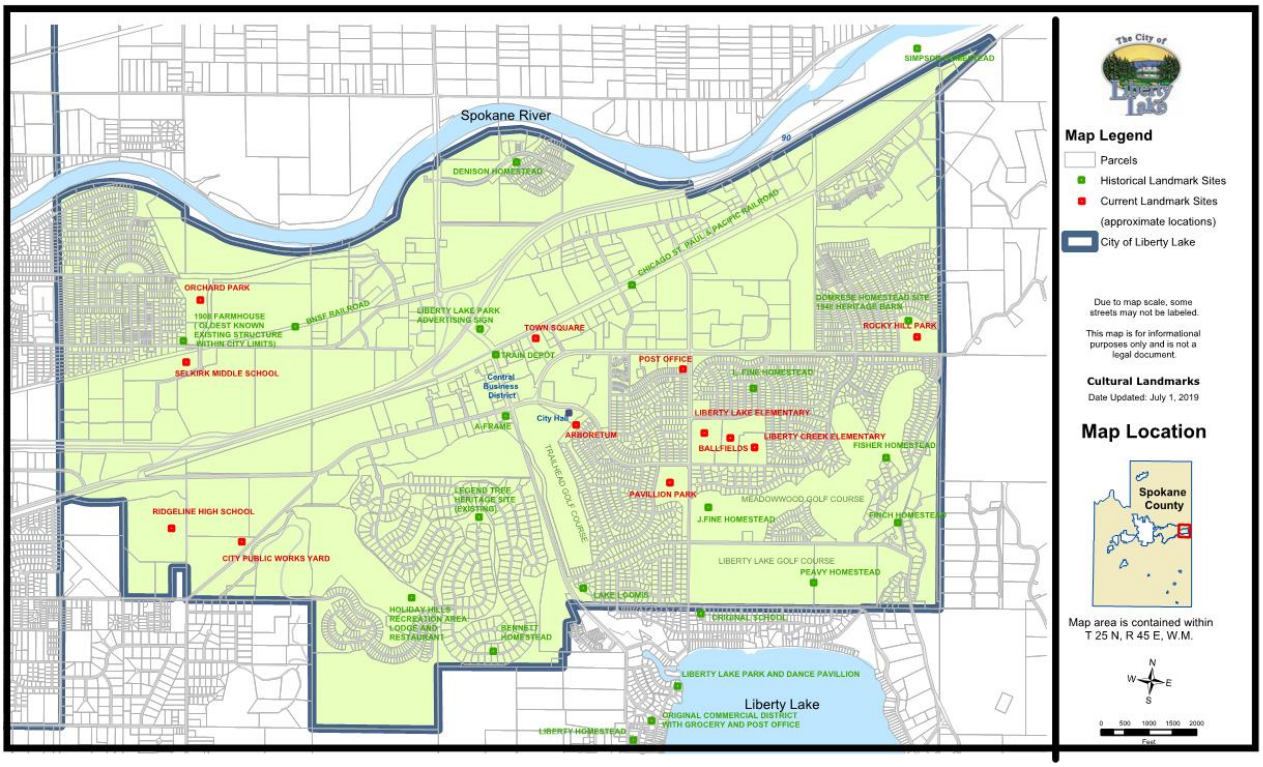


Aerial of Liberty Lake circa 1980 (looking North)



Recreation opportunities increased in 1973 with the development of the Valley View Golf Course east of Liberty Lake Road which was, at the time, the only mid length executive course in the northwest. Housing choices also expanded in the 1970's and early 1980's with the development of the Liberty Lake Heights west of Molter Road. The Liberty Lake Sewer & Water District was formed in the mid 1970's to help clean up the conditions of Liberty Lake. Construction of the new sewer system began in 1977 and the wastewater treatment facility east of Harvard Road was completed in 1982. By the early 1980's, commercial and industrial development had begun with the Hewlett-Packard facility on the east side of Molter Road The City of Liberty Lake, as we know it today, was started by the visions of the Main Corporation, Schneidmiller Land Company, and the Greenstone Corporation. The Homestead residential development was envisioned in the late 1970's and began in the mid 1980's. The streets within the Homestead development were named after early Liberty Lake families. Housing sales boomed in Liberty Lake in the mid 1990's with the creation of Meadowwood (see the Land Use element introduction section of this plan). Meadowwood Golf Course, the third golf course in Liberty Lake, Pavillion Park, and Liberty Lake Elementary School were also completed by the time the City of Liberty Lake officially incorporated on August 31, 2001. With three golf courses in the City limits of Liberty Lake, the Liberty Lake area is now known as a premier golf course community.

MAP 3.2



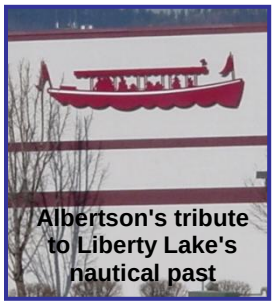
Preserving Cultural and Historical Traditions

Pavillion replica

Cultural traditions were formed during the time when Liberty Lake was known as "Spokane's Inland Seashore". There were Fourth of July Celebrations with fireworks over the lake, live music and dancing at the Pavillion, picnics, boating, and most of all, memories were being created. Although the original buildings no longer exist, the memories and traditions still live on. Families still visit Pavillion Park for picnics, birthdays, and other celebrations. Every year, Liberty Lake draws huge crowds for the annual Fourth of July celebration with a parade by the lake, and live music and dancing at Pavillion Park, which contains a replica of the original Pavillion for the next generation to enjoy. The musical traditions from years past still exist as the music echoes throughout the area. To conclude the festivities, fireworks are launched over the community.

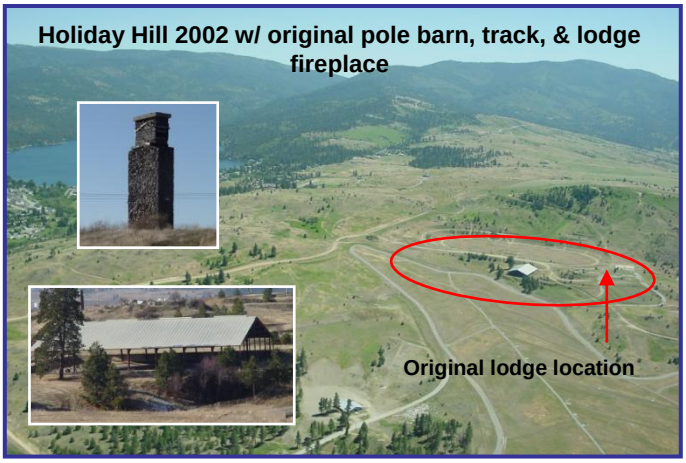
Benches, landscaping, & the plaque pictured above and located at Pavillion Park were donated by some of the founding families as a memorial to their loved ones

The land for Pavillion Park was donated by the Schneidmiller family and the memorial pictured above was created to honor their mother, a park supporter



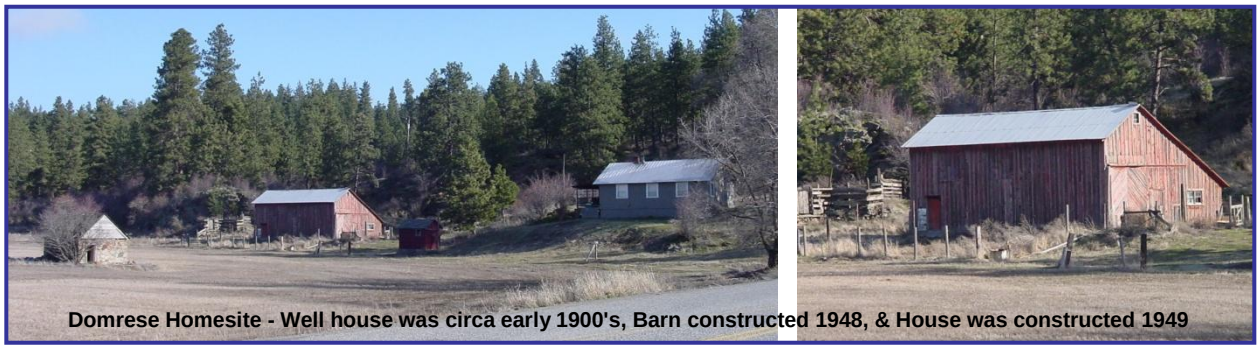
Albertson's tribute to Liberty Lake's nautical past

Pavillion Park also contains two memorials dedicated to families that helped establish the Liberty Lake area. Other hints of the past can be seen at the Albertson's store in Liberty Lake where lighted symbols representing the original tour boats decorate the building. In 2002, the City purchased the Valley View Golf Course, which is located at the center of the City on the corner of Country Vista and Liberty Lake Road In the future, as the structures and landscape are remodeled, hopefully more symbols of the past can be incorporated. A light rail extension into Liberty Lake could incorporate Liberty Lake's railroad past into the design and displays, or within one of the parks, the original Herschell-Spillman Silver City carousel could be replicated. The Liberty Lake community has also developed new annual traditions that have become a part of the Liberty Lake culture including an Easter Egg Hunt, Christmas Lighting Contest, Friends of Pavillion Park Holiday Ball, Community Yard Sale Weekend, and the Pavillion Park summer festival that includes outdoor movies, concerts, and other special events. Additional research into the history of the area might surface more of the past such as the possible location of a fur trading post that was rumored to have been located here, other Native American traditions, etc.



Very few historical sites and structures remain within the City area. The old Holiday Hill winter recreation area that is now being re-platted as a residential development (Legacy Ridge) still had the pole barn, track, and the original lodge fireplace when the City incorporated. Unfortunately, the original lodge burned down in a fire in the early to mid 1980's.

Another residential plat that is currently under development in the northeast corner of the City, on the north side of Mission Avenue, contains a home site that dates back to the 1940's, with a well house that dated back to the early 1900's. This home site had the oldest known existing structures within the City of Liberty Lake (prior to annexing the River District). The site is included as part of the Rocky Hill Park area and the Domrese barn is on the WA State Heritage Barn Registry. Unfortunately the well house and house had to be demolished due to disrepair; however replica features could be constructed with future phases of the park to meet the current needs of the community such as a community building or additional picnic shelter. More information on the Rocky Hill Farm - Domrese homesite is contained in the Washington State Heritage Barn Register Application 2007.



Domrese Homesite - Well house was circa early 1900's, Barn constructed 1948, & House was constructed 1949

The tree pictured on the left is seen in the background of several early 1900's photographs and can still be seen from many locations in the Liberty Lake area. The tree sits on the upper northeast corner of the old Holiday Hills site (within the Legacy Ridge neighborhood). The exact history of the tree is unknown at this time, but at over 100 years old, this tree has been linked to several area legends. As development occurs on the site, this tree will be preserved for future generations as a Heritage Tree.

The River District portion of the City has an extensive cultural and agricultural history as well and as noted in the 2008 River District Specific Area Plan (RDSAP), interpretive signage recognizing the cultural and agricultural history could be incorporated in the parks or greenways. The 100' wide Avista powerline easement provides an opportunity to connect the commercial center at Telido Station (named after the historic train station) to the Orchard Park (future community park) and the Centennial Trail with a greenway. Also per the RDSAP, a large community orchard could be planned within the greenway that will provide a cultural connection to agricultural and orchard uses that historically dominated the River District site. Orchard Park also has the potential for incorporating a historical theme like Pavillion Park and Rocky Hill Park have. The River District now contains the oldest known existing structure; a single family home that dates back to 1908 is located along Mission Ave.

Oldest Known Existing Structure in the City

Importance and Purpose of Protecting Cultural and Historical Resources

While the majority of the early culture and history occurred around the Lake, the Liberty Lake community as a whole is continuing old cultural traditions, while developing new traditions. As more development and re-development occurs, a record of our cultural resources will be important as the City attempts to preserve the past while preparing for our future. Like wetlands, forests, and other natural resources, historic properties and culturally significant traditions are a finite and endangered resource. Once a historic or archaeological property is destroyed, it is lost forever. Most of the significant properties in the Liberty Lake area and especially outside the City around the Lake have already been re-developed and can only be protected through replicating the original. The cultural resources mentioned above are statements of Liberty Lake's identity that set us apart from other communities. This element of the City of Liberty Lake Comprehensive Plan sets forth policies and a course of action for the preservation and treatment of our cultural and historic resources. The Plan establishes preservation as public policy and puts the values into writing. Both identified and potential cultural resources need to be protected through public policy that ensures:

- Management decisions about cultural resources are based on solid information obtained through credible research programs;
- City planners, developers, property owners, and citizens have ready access to the information they need to make informed decisions about actions that could affect the City of Liberty Lake's cultural heritage;
- All available information on cultural resources is fully integrated into planning tools for local decisions about land use. Decisions concerning land use will include active participation by the wide variety of people whose heritage and traditions are at stake;
- Cultural resources which may be owned by the City of Liberty Lake will be in good condition; and
- The City of Liberty Lake's support for cultural and historic preservation programs will become increasingly stable and reliable as evidenced by achievement of the goals and policies contained in this chapter.

A large part of the greater Liberty Lake community's identity is derived from its heritage. From the Native Americans and early traders who first established their homes here to the subsequent newcomers from around the world, all have left their mark. Included in the City of Liberty Lake's definition of cultural or historical resources are buildings, structures, sites, associations, objects, landscapes, or traditions left behind by a group of people. Many cultural and historical resources are over 50 years old, however, new traditions and buildings, whether they reflect the past or not, should be treated as potentially being culturally or historically significant one day; and that should be considered during the planning process.

CHAPTER 4

COMMUNITY and HUMAN SERVICES

City of Liberty Lake Comprehensive Plan

A. Introduction

The City of Liberty Lake understands that building the infrastructure for human needs is just as important as building the physical infrastructure of the city. The provision of these service programs and services is a joint effort among private and public agencies, which requires a coordinated approach to meet the community's needs. To achieve our vision, the City's primary role is to serve as a catalyst working with community churches, businesses, schools, and civic groups to help build a comprehensive set of community and human services providing for the basic needs of the City's residents aimed at enhancing personal and community living.

The vitality of the City is dependent upon the degree to which individual potential is developed. The approaches described in this element are not the only ones the City of Liberty Lake will use to try to help residents meet their needs. Each of the other elements of the Comprehensive Plan also describe complementary ways the City will approach these issues. The Housing Element, for example, includes goals to encourage, preserve, maintain, improve, and provide housing opportunities that are affordable to households. The Transportation Element describes the City's intent to make future development accessible to all citizens by many modes of travel, a goal which will help persons who report difficulty in getting to jobs and services. In short, community and human service policies that support the well-being of the City's residents can be found throughout the Comprehensive Plan, not only in the Community and Human Services Element. This element, however, focuses on those policies.

B. History and Background

Importance of Community and Human Services

The City of Liberty Lake's vision includes addressing community service needs by encouraging and supporting leading edge technology and a progressive business environment which will ensure a diverse, prosperous, and financially secure community. The availability of community services is important to the residents of the City, regardless of income, family structure, age, or cultural background. It is important that the City's efforts in community services strive towards meeting the needs of all residents.

An important component in planning effective human services is an understanding of resident needs. Reviewing current trends and developing projections based on these trends is critical in establishing the future needs of the City's residents. Defining the human service needs of the community is not a static process. The City will periodically need to review, update, and understand the community's projected needs by using community meetings, forums and surveys of human service providers and clients. The resulting policies will address those services and programs valued by the community.

For individuals or families having difficulty meeting their basic human needs, the City of Liberty Lake should guide them to where help would be available for the following human service needs:

- Physical survival (food, drink, housing, clothing)
- Adequate preparation for and assistance in sustaining gainful employment (child care, employment, public transit, and training programs)
- Social support and interaction (social activities for disabled, family reconciliation, youth, and senior programs).
- Assistance in gaining access to available services (information and referral services)
- Assistance in overcoming specific pathologies (physical and mental health, substance abuse), and domestic violence

CHAPTER 5

LAND USE

City of Liberty Lake Comprehensive Plan

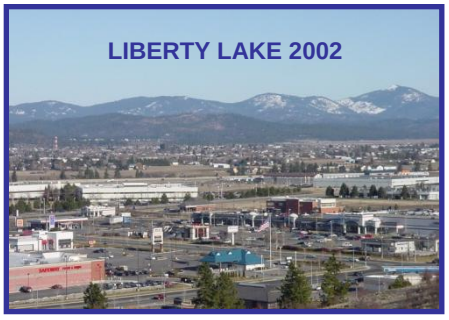
A. Introduction

The Land Use Chapter sets the stage for a vibrant, sustainable, family-orientated community through the balanced allocation of land for housing, commerce, industry, recreation, transportation, open space, cultural resources, and other uses. It accommodates growth, while preserving the character of established neighborhoods and protecting them from intrusion of incompatible uses by using innovative land development concepts and techniques.

City of Liberty Lake Existing Land Area and Use

Existing Residential: Residential development within the city limits of Liberty Lake began back in the late 1970's with the start of the Liberty Lake Heights subdivision. Unlike developments that would soon follow, the Heights was not a Planned Unit Development (PUD), however the neighborhood did have covenants that governed the neighborhood. By 1987, full scale development had begun with the Homestead and Meadowwood subdivisions. By August 31, 2001, when the City officially incorporated, the majority of the City had PUD residential neighborhoods. Most of these neighborhoods were considered low to medium density residential units. Only a small portion of the residences within the City were high density residential. The majority of the residences within the City are located north of Sprague Avenue, south of Mission, and east of Liberty Lake Road, with Country Vista and Molter Road intersecting them.

Existing Commercial: The City has numerous professional offices and retail businesses with more commercial developments planned and or under construction. Commercial land is found along Liberty Lake Road, Country Vista, Mission, Harvard Road, Knox Avenue, and Appleway. The highly intensive commercial use designations occur along Appleway, Liberty Lake Road, and Country Vista. The retail commercial development is mostly on a regional scale and consists of two anchored retail strip centers on Liberty Lake Road and two unanchored retail strip centers, one on the eastern end of Appleway and one on Mission at the north end of town. There are various freestanding retail, food service, auto dealerships, and hospitality operations in the vicinity of the retail strip centers.



Existing Industrial: Industrial uses within the City are light industrial uses such as electronics, high tech, and assembly manufacturing. Several pieces of industrial land are being used for commercial uses. The industrial area is located north of Mission Avenue and south of Interstate 90. There are five major corridors located in the industrial area consisting of Madson, Appleway, Molter, Mission and Knox.

Existing Open Space and Recreation: Since the majority of the area within the city limits began as a master planned satellite community, a large portion of the land has open space and recreational uses. Within the City, there are three golf courses and Pavilion Park, a large City park that is utilized for many community activities. Pavillion Park is located on the southwest

corner of Country Vista and Molter Road within the residential area. Meadowwood Golf Course runs through the residential area and is north of Valleyway and east of Molter Road Liberty Lake Golf Course is the oldest course and it is located south of Valleyway, east of Molter Road, and north of Sprague Avenue with residences on eastern side. The City's Trailhead Golf Course, formerly known as ValleyView, is located at the eastern edge of Liberty Lake Rd, south of Country Vista, and on the western edge of residences. The City contains a trail system and smaller neighborhood parks throughout as well as access to the Centennial Trail on our north side.

Future Land Use

The City of Liberty Lake is unique in that all residential areas of the City have been platted or have an approved special area plan to guide the nature and intensity of future development. As a result, it is possible to calculate the population of the City at build-out as approximately 16,000.

Planning Principles

The following planning principles, developed through citizen participation efforts, form the basis for development of the Land Use Chapter.

- Compact urban forms should be encouraged that create a greater sense of “community,” with pedestrian/bicycle-friendly settlement patterns.
- Neighborhood character should be preserved and protected.
- Jobs, housing, services and other activities should be within easy walking distance and shorter commute times of each other.
- The City of Liberty Lake should have a center focus that combines commercial, civic, cultural, and recreational uses.
- Streets, pedestrian paths, and bike paths should contribute to a system of fully inter-connected routes.
- The City of Liberty Lake should have a diversity of housing and job types that enable residents from a wide range of economic levels and age groups to work and reside within the City's boundaries.

B. History and Background

The City of Liberty Lake contains a mix of land uses including single and multi-family dwellings, recreational areas including parks, trails, and golf courses, light manufacturing, and mostly regional scaled commercial, including two large grocery stores. Professional office buildings, restaurants, schools, and churches are also found with undeveloped land still available and suitable for residential, commercial, and industrial growth.

At the initial startup of the City of Liberty Lake it was recommended to and approved by the City Council to adopt by reference the Spokane County Comprehensive Plan which pre-dated the Growth Management Act (GMA) and the Spokane County Zoning Code dated November 1998 to maintain the status quo until the City adopted its own Comprehensive Plan and Implementation Regulations.

The City has since adopted its own Comprehensive Plan or Future Land Use Map and an Official Zoning Map. The Future Land Use Map features the following land use designations:

Comprehensive Land Use Categories

1. **Residential Categories**

    a. **Single-Family -** The Single-Family designation provides for single-family homes in support of established residential neighborhoods. This designation is the primary residential designation in the city.

    b. **Mixed Residential** - The Mixed Residential designation provides for a moderate increase in density using a variety of urban housing types and designs. This design oriented designation promotes residential renewal to small-lot single-family homes, townhouses, duplexes, and small apartment buildings. The mix of housing may take a variety of forms, either mixed within a single site or mixed within a general area, with varied dwelling types. Developments within this designation should have a net density of no less than 6 units per acre.

    c. **Multi-Family -** The Multi-Family designation provides for a variety of medium to high density housing types and designs. The designation incorporates a combination of urban design elements to enhance the living environment while integrating the housing into a neighborhood or neighborhood business district. Urban design elements such as private and public open space, pedestrian orientation and connections, and security are integrated into the housing to create a high standard of community cohesion and character. Developments within this designation should have a net density of no less than 12 units per acre.

2. **Mixed-use Area** – Mixed-use areas are intended to enhance service options, encourage development of locally serving commercial uses, offices, light manufacturing, civic, recreational, and residential uses along transportation corridors identified on the Comprehensive Land Use Plan Map 5.1. Mixed-use areas discourage low-intensity, auto-dependent uses and focus on a pedestrian orientation with an emphasis on aesthetics and design.

    Mixed-use Categories
    Mixed-use areas include “centers” and “corridors.” Urban centers and corridors provide focus points to the design of urban areas. Urban centers distributed spatially throughout the urban area provide for retail sales, services, government and business offices, recreation facilities, higher-density residences, and other high-intensity uses to serve the needs of surrounding residential areas. The Comprehensive Plan provides for three types of mixed-use centers, Neighborhood, Community, and Central Business District. The three types of centers are distinguished by scale and intensity. Neighborhood Centers are the smallest and least intensive, Community Centers are higher intensity, and the Central Business District, which is the largest and most intensely developed.

The Central Business District provides for the widest range of uses. Mixed-use categories include the following:

a. **Neighborhood Centers –** Mixed-use centers for neighborhoods will ideally have identified neighborhood centers containing a civic green or park, a transit stop, neighborhood businesses and services, a day care center, and perhaps a church or school, and residential when associated with other permitted uses.

b. **Community Centers** - Community centers are higher-intensity mixed-use areas designed to serve two or more neighborhoods. Community centers may have a mix of uses, including commercial, civic, light manufacturing or industrial, office, recreational uses, and residential when associated with the other permitted uses.

c. **Central Business District** - The CBD is the primary retail, office, social, urban residential, and government center of the city (Map 5.2). The complementary and interactive mixture of uses and urban design provides for a regional intensity and viability with a local character. The regional focus and vitality of the district are evident in the urban intensity and composition of the uses in the district. Local character is reflected in the district's design, people-orientation, and connectivity, which foster a sense of community. The CBD is intended to attract significant numbers of additional office and retail jobs as well as opportunities for new higher density housing.

3. Commercial Categories

a. **Freeway Commercial -** The Freeway Commercial classification designates intensive commercial areas intended to draw customers from outlying areas. Interstate 90 is an aesthetic corridor and specific guidelines will be established to enhance the aesthetics of the Interstate 90 frontages. Shopping centers and major commercial areas of regional significance will be designated with this classification. Residential uses would typically not be allowed within the freeway commercial category. Light industrial areas may be allowed in this category.

b. **Community Commercial** - The Community Commercial classification designates areas for retail, service, and office establishments intended to serve several neighborhoods. Community business areas should be located as business clusters rather than arterial strip commercial development. Community business centers may be designated through the adoption of the Comprehensive Plan or Comprehensive Plan amendments. Residences in conjunction with business and/or multifamily developments may be allowed, with specific guidelines that ensure compatibility.

c. **Neighborhood Commercial -** The Neighborhood Commercial classification designates areas for small-scale, neighborhood-serving retail and office uses. Neighborhood business areas should be located as business clusters rather than arterial strip commercial development. Neighborhood business centers may be designated through the adoption of the Comprehensive Plan or Comprehensive Plan amendments

4. Industrial Category

a. **Light Industrial -** The Light Industry category is intended for industrial areas that have a special emphasis and attention given to aesthetics, landscaping, and internal and community compatibility. Light Industrial areas are comprised of

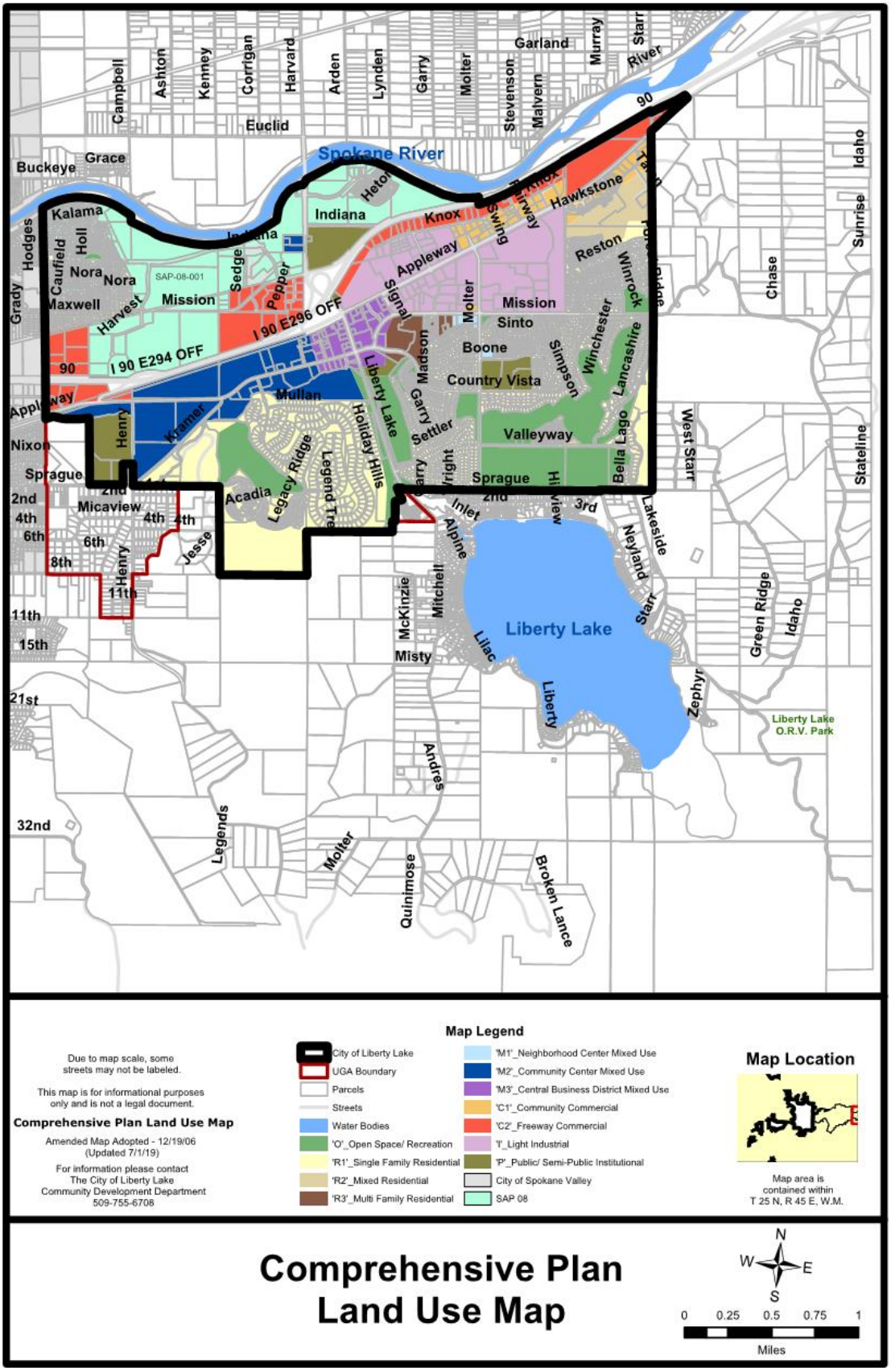
predominantly industrial uses such as manufacturing, but may incorporate office and commercial uses that support and complement the industrial area.

5. **Public and Semi-Public Institutional Uses**
   The Public and Semi-Public Institutional land use designation provides for large and moderate scale governmental uses, special districts, and semi-institutional uses. The designation allows for the specialized needs of providing public services to the City of Liberty Lake.

6. **Open Space and Recreation**
   The Open Space and Recreation designation provides for open area spaces and recreational uses such as public/ private parks, preserves, and trails, as well as public and privately owned facilities such as golf courses. Local and regional recreation opportunities are included within this designation. The designation promotes the conservation of public and private sensitive or critical natural resource areas and areas of local interest as open space.

7. **Aesthetic Corridors and Boulevards**
   Aesthetic corridors and boulevards are intended to protect the visual appeal of the area along major transportation routes entering, exiting, and circulating through the City of Liberty Lake.

MAP 5.1


Spokane River
Liberty Lake
Liberty Lake O.R.V. Park
Appleway
Sprague
Mullan
Mission
Indiana
Knox
Hawkstone
Reston
Sinto
Boone
Country Vista
Valleyway
Bella Lago
Lakeside
Neyland
Starr
Zephyr
Liberty
Lilac
Alpine
Inlet
Mitchell
McKinzie
Misty
Andres
Quinimose
Broken Lance
Molter
Legends
Legacy Ridge
Legend Tre
Holiday Hills
Liberty Lake
Madson
Garry
Settler
Wright
Signal
Pepper
Sedge
Kramer
Henry
Micaview
Jesse
Acadia
Harvest
Maxwell
Nora
Caufield
Holl
Kalama
Buckeye
Grace
Euclid
Campbell
Ashton
Kenney
Corrigan
Harvard
Arden
Lynden
Garry
Molter
Stevenson
Malvern
Garland
Murray
Starr
River
Hetor
Swing
Fairway
Winrock
Winchester
Simpson
Lancashire
West Starr
Green Ridge
Idaho
Sunrise
Chase
Stateline
Hodges
Grady
Nixon
Sprague
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4th
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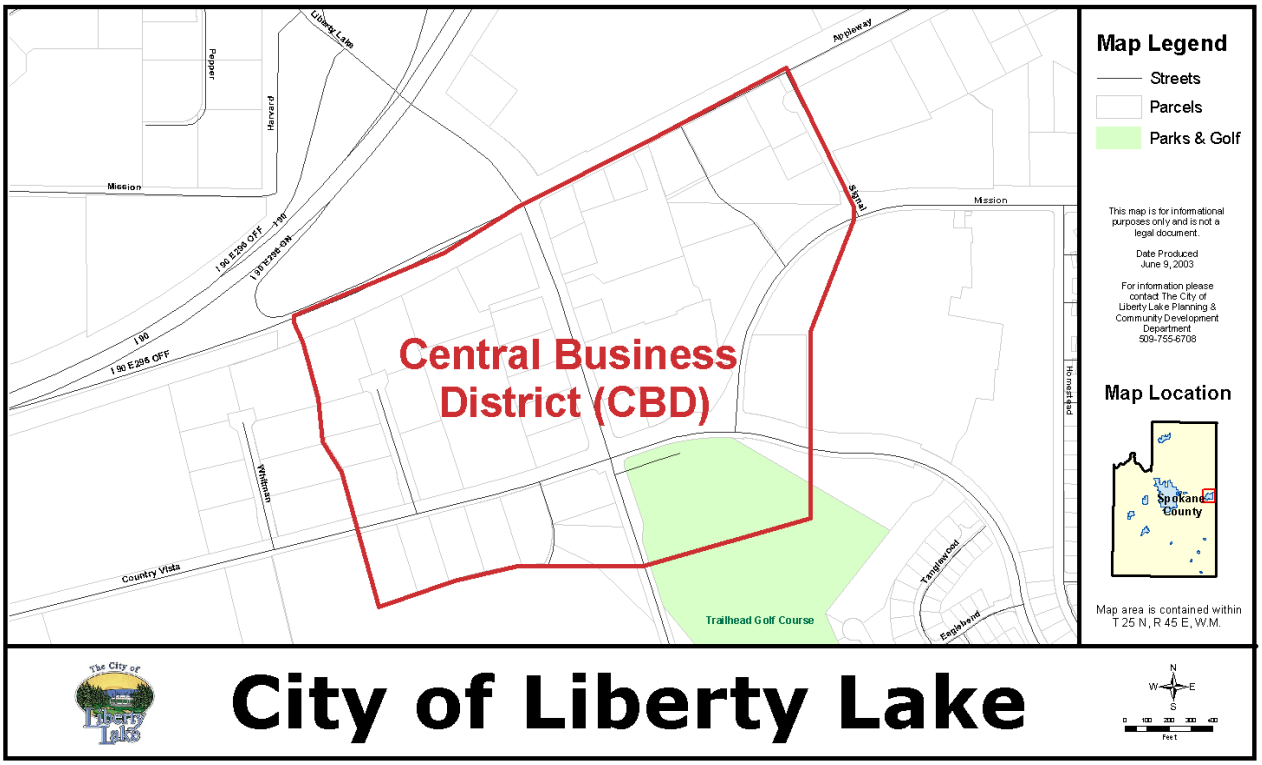
11th
15th
21st
32nd
90
I 90 E294 OFF
I 90 E296 OFF
SAP-08-001
Map Legend
City of Liberty Lake
UGA Boundary
Parcels
Streets
Water Bodies
'O'_Open Space/ Recreation
'R1'_Single Family Residential
'R2'_Mixed Residential
'R3'_Multi Family Residential
'M1'_Neighborhood Center Mixed Use
'M2'_Community Center Mixed Use
'M3'_Central Business District Mixed Use
'C1'_Community Commercial
'C2'_Freeway Commercial
'I'_Light Industrial
'P'_Public/ Semi-Public Institutional
City of Spokane Valley
SAP 08
Due to map scale, some streets may not be labeled.
This map is for informational purposes only and is not a legal document.
Comprehensive Plan Land Use Map
Amended Map Adopted - 12/19/06 (Updated 7/1/19)
For information please contact The City of Liberty Lake Community Development Department 509-755-6708
Map Location
Map area is contained within T 25 N, R 45 E, W.M.
Comprehensive Plan Land Use Map
N
W
E
S
0
0.25
0.5
0.75
1
Miles

The following Map 5.2 defines the area included within the Central Business District (CBD) which surrounds the intersection of Country Vista Drive and Liberty Lake Road near the center of the City.

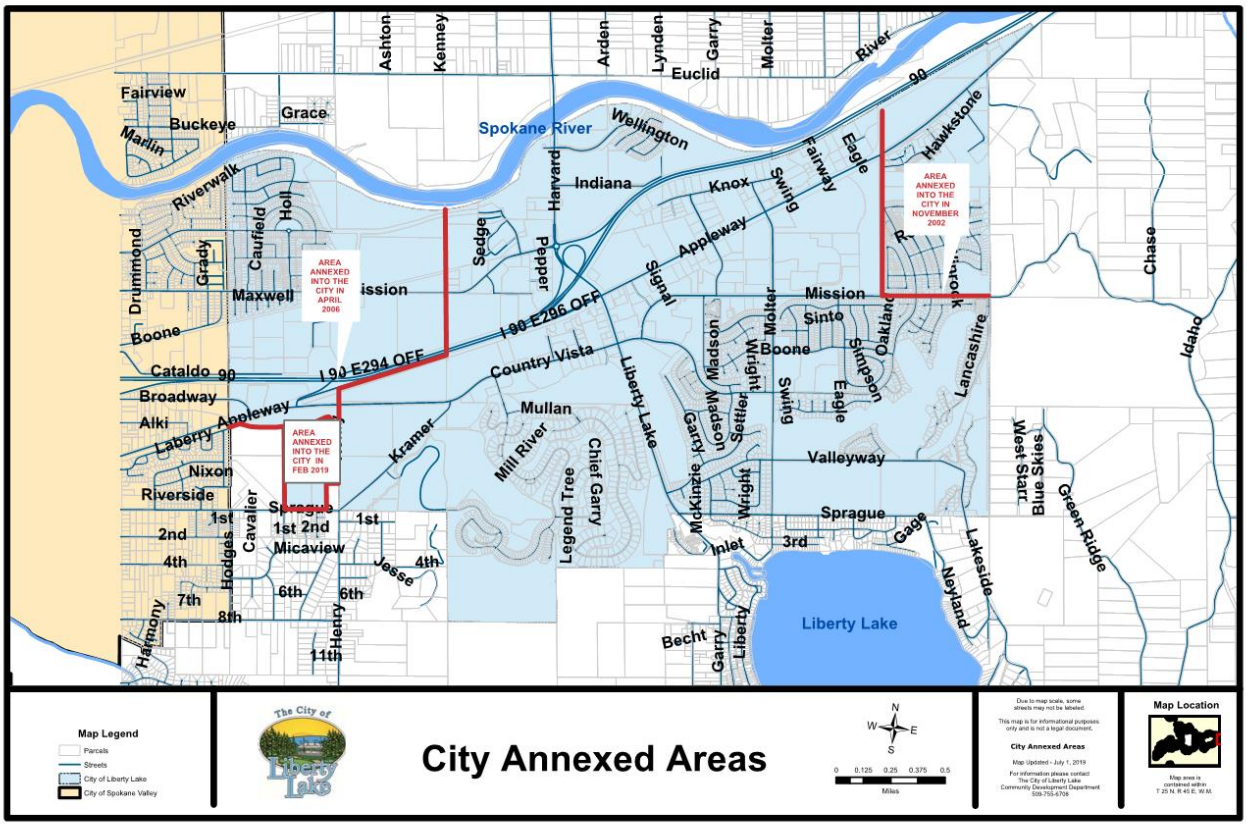
MAP 5.2 - CITY OF LIBERTY LAKE CENTRAL BUSINESS DISTRICT (CBD)



Urban Growth Area

The Growth Management Act mandates the establishment of urban growth areas (UGAs). The urban growth area (UGA) boundary identifies areas where future urban growth should occur and establishes a clear separation between urban and rural development. The intent of establishing a UGA is that urban growth should occur first in areas with existing public services and facilities that have sufficient capacity to serve development and second in areas where urban services can be economically extended. With adjustments for environmentally sensitive land which is unsuitable for development and reasonable market factors to avoid constraining the land supply, the UGA is sized to accommodate the projected 20-year population. A primary basis for the UGA requirement is the economical and efficient provision of public services. The urban land supply should be closely monitored and adjustments to the UGA made when necessary to ensure that land prices are not artificially inflated. Conservation or open space areas may be included within a UGA for preservation of the areas. Under the GMA, jurisdictions may not annex additional area into their corporate limits unless the area is included within the UGA and can be provided with or already has urban levels of service for such public services and facilities as police, water, and sewer. Map 5.3 includes the UGA boundary surrounding the City of Liberty Lake.

MAP 5.3 CITY ANNEXED AREAS



Since official incorporation (August 31, 2001), the City of Liberty Lake has annexed two additional areas into its municipal boundary. The first area was located northeast of the City and contained only one resident. This land was previously identified as part of the future service area of the Liberty Lake Sewer and Water District and was officially annexed in February 2003. The second area was located northwest of the City and contained several residents. This area was officially annexed in April 2006. Map 5.3 above shows the areas already annexed into the City. The map also shows Spokane County areas that are outside of the UGA in gray and unincorporated Spokane County areas that are within the UGA in light yellow.

The City of Liberty Lake has no plans to annex additional areas at this time. The City will accept for consideration proposals from property owners in designated Urban Growth Areas provided that they are not in another jurisdictions potential annexation area. It is assumed that the Spokane River is the logical outer boundary of the city to the north, and with the City of Spokane Valley to the west and the Idaho state line to the east, and Liberty Lake to the south that the City's boundaries are substantially set and are not likely to significantly change over time.

Population Projections

As a part of the process of updating this Comprehensive Plan in 2015 the City conducted an updated Land Capacity Analysis (see appendix). This analysis included the identification of vacant parcels in the City and an assumption about the intensity of development that will occur on those parcels in the future. In addition, the analysis included the two large-scale special area plans that have been approved by the City. These mixed use developments include

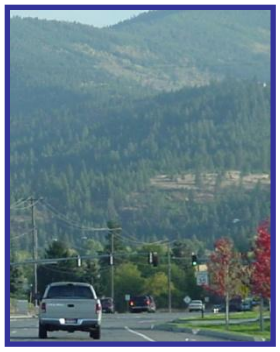
authorization to build a specific number of dwelling units over time. In analyzing the vacancies even if a conservative household size is utilized, there is sufficient vacant land in the city to meet the 2037 population target that was established for the City in order for the County to satisfy its obligations under the Growth Management Act.

CHAPTER 6

URBAN DESIGN and COMMUNITY CHARACTER

City of Liberty Lake Comprehensive Plan

A. Introduction



The Urban Design and Community Character Element is intended to establish general principles and mechanisms that help define and guide patterns of development in the City of Liberty Lake. The goals, policies, and programs identified in this element also help to assure that new development is consistent with the existing built and natural environments. The design of the community and its physical development should to the greatest degree possible reflect the essential values of current residents. For the City of Liberty Lake, these values include the preservation of valuable natural resources, such as Liberty Lake and the Spokane River, the beautiful environment with surrounding hillsides, and the preservation of the City's character.

The majority of the area within the City began as a master planned satellite community. Several of the commercial and industrial developments were established with covenants that defined maximum signage heights, building colors, landscaping, materials, etc. Most of the residential neighborhoods were also set up with covenants that outlined what was acceptable for each neighborhood. The urban design and community character element along with supporting development regulations and design standards will advance the City's identity and improve upon the previous efforts to establish a community character.

The Urban Design and Community Character Element is directly related to the Land Use, Transportation, and Parks, Recreation, and Open Space Elements. Attitudes toward land use, traffic systems, community safety, and environmental resources shape the physical development of the community and help define its character. With major local, state, and interstate roadways passing through the City, and the associated dependence on automobile travel, sustaining the City of Liberty Lake's identity and quality of life depends on maintaining continuity, uniqueness, and a "sense of place." Building and site designs that reflect the natural features and character of the City provide continuity of design throughout the area. Performed successfully, this will result in a positive interaction with the Economic Development element.

Clearly recognized by the City of Liberty Lake is the need for, and the appropriateness of, community design standards and development criteria within the community. Design that is sensitive both aesthetically and environmentally is essential to preserving and enhancing the diverse economic and neighborhood-based character of the City of Liberty Lake. The scale and scope of land use patterns, management of transportation, flood control facilities, and community open space and conservation areas must respond and complement the human and natural environment to reflect the City's long-term community character envisioned in this plan.

A variety of architectural styles, materials, and colors can be supported to reflect the resident-friendly flavor of the City. The integration of the natural environment, including rocks, gravel, and native plant materials into the urban fabric will also extend the surrounding landscape into the built environment. Existing and future development that focuses on quality design, ease of access, pedestrian friendliness, quality materials, and craftsmanship will help assure the construction of a built environment of which the City can be proud.

B. History and Background

The creation of a sense of place begins with embracing the unique environment and character of the City. Future projects, including homes and public gathering places such as parks, trails, bike paths, and recreation areas, will help establish an identifiable city character and contribute to a renewed sense of place. Other new developments, including commercial development such as restaurants, shops, plazas, other non-residential development, and the Central Business District, can provide an important basis for "place making" in the city.

Ahwahnee Principles

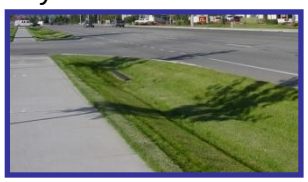
In pursuing the goal of making the City of Liberty Lake a livable and vibrant community, the City has utilized *The Ahwahnee Principles*, as a guide. These principles address the need for communities and regions to have a vision and strategy for economic development and an enriched sense of community. Visioning, planning, and implementation efforts should continually involve all sectors, including the voluntary civic sector and those traditionally uninvolved in the public planning process by obtaining community input and conducting public workshops and meetings. The principles that the City of Liberty Lake has outlined are as follows:

1. All planning will be done to form a complete and integrated community containing housing, shops, work places, schools, parks, and civic facilities, essential to the daily life of the our residents.
2. The City shall contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries.
3. The City shall have a Central Business District that combines commercial, civic, cultural, residential, and recreational uses.
4. The Central Business District, Community Centers, and Neighborhood Centers will be designed so that housing, jobs, daily needs, and other activities are within easy walking or biking distance of each other.
5. As many activities as possible should be located within easy walking distance of transit stops.
6. The community will contain an ample supply of specialized open space in the form of squares, greens, and parks whose frequent use is encouraged through placement and design.
7. Public spaces shall be designed to encourage the attention and presence of people.
8. The City and clusters of neighborhoods should have a well-defined edge, such as greenbelts or wildlife corridors, permanently protected from development.
9. Streets, pedestrian paths, and trails shall contribute to a system of fully-connected, interesting routes to all destinations. Their design should encourage pedestrian and bicycle use by being small and spatially defined by buildings, trees, and lighting; and by discouraging high speed traffic.

10. Wherever possible, the natural terrain, drainage, and vegetation of the community should be preserved with superior examples contained within parks or greenbelts.
11. The community design should help conserve resources and minimize waste.
12. The City should encourage the efficient use of water.
13. The street orientation, the placement of buildings, and the use landscaping shall contribute to the aesthetics and energy efficiency of the City.

Natural Systems and a Basic Strategy

Development and population growth result in substantial environmental effects, which can be best addressed through a thoughtful integration of the natural environmental systems with those of the built environment. Developing and projecting a holistic picture of the mature City with a sensitivity to site-specific design and development provides the basis for innovative uses of old and new approaches. Drainage swales, for example, are viewed not only as stormwater and runoff control, but also as opportunities for open space and a place for wildlife to congregate.



Foundations of the Urban Design and Community Character Element

The technical and philosophical basis for community design affects the design, development, and build-out of the City.

Cohesiveness

The cohesiveness of the City of Liberty Lake is achieved by its connections to the natural features and character of the City, and maintained by the recognition and continuation of characteristics that have been handed down over time. The City's integration of Ahwahnee Principles into its future design and development, along with attention to creating a pleasing balance between the natural and built environments, are the guidelines by which a sense of community will be enhanced.

Cohesiveness in design can be sustained through an adherence to the essentials of scale and proportion, site and setting, and materials and color. The integration of the natural environment into the urban fabric enhances cohesiveness in design of the community. Within these essential principles, a variety of architectural styles and materials can be supported.

The area provides an inspiring and pliable palette for design. It also presents clear constraints and opportunities to living in a variable climate. The use of native and variable weather/season tolerant landscaping also extends the continuity of the natural into the built environment. The use of trees, shrubs, grass, open areas, rocks, and boulders further promotes the continuity of the built and natural environments.

Character and Identity

The City of Liberty Lake's natural setting, foothills, and nearby lake and river are highly recognizable features that define the City's character and identity. A distinctive attribute of the City of Liberty Lake is the remarkable mountain views existing from nearly every location in the City. The character of the community and its setting can be preserved and enhanced through the integration of thoughtful grading and re-vegetation, the use of landscape

materials indigenous to the area, and building materials that compliment them. The City and its surroundings attract families, visitors, and businesses that value the community's environment and the City has unique and valuable resources near which to build.

Encouraging the re-integration of native landscaping materials will also preserve and enhance the City's uniqueness. A wide variety of native and ornamental introduced plants make up the local landscape palette. The natural landscape and the protection of open space further the unique and marketable qualities of the community.

Placemaking

An essential component of the City's affirmation of a sense of place is its conscious focus on the unique opportunities that exist in the City. As a newly emerging center for business, government, and culture, the introduction of a Central Business District can establish a course for the City as well as being its core for activity. Existing and future design shall continue to emphasize quality planning, design, material, and craftsmanship essential to assuring structures and other aspects of the built environment of which the City can be proud. Moreover, quality design standards in most thoughtful development need cost no more, and can cost the community much less than poorly conceived and insensitive design. The near and long-term benefits to the community of well-envisioned design and quality development are significant.

Building from the Central Business District, the City can use Ahwahnee Principles to define other neighborhoods within the City, and to create a self-sufficient, livable community. The Urban Design and Community Character Element establishes the policies and programs that can lead to planning which reflects the unique character of all the City's developments, whether residential, commercial, or industrial.

Opportunities for Variation in Neighborhood Character

The beauty and delicacy of the City's natural environment, the surrounding lake, river, and hillsides, and those portions of the built environment that we cherish and hope to preserve are the primary context within which community design judgments are made. The sharp contrast between the natural and built environment is a unique opportunity for community design. The level of assessment and the appropriate perspective will vary with the land use and location being considered. For instance, residential development proposed in highly exposed sites and commercial development plans require distinctly different design review criteria. In every case, new development is required to respect its location and the scale and character of the surrounding built environment.

Harmony and Disharmony

The character of the City of Liberty Lake is reflected both in the high degree of harmony between the built and natural environment, and in areas where incoherent development still occurs in the City. A wide range of siting and architectural design opportunities is available and should allow the City to retain character in new development. Adhering to the use of natural materials, complementary colors and tones for building surface, and the liberal integration of open space into community design concepts are more in keeping with the central character of the City.

Nonetheless, flexibility and sensitive design evaluation, and the ability to see the positive qualities of various

architectural styles are also essential to a receptive design review process. If quality design is lacking and cannot be secured from the developer or architect, then unsatisfactory development proposals should not be approved. Sensitive design harmonized with surrounding buildings, avoids excessive disruption and does not overly compete for attention.

Diverse design approaches should avoid being abrasive and seek an elegant and dynamic integration with the existing and planned built environment. It is equally important to promote an eclectic collection of styles, and not to homogenize the design elements of a neighborhood, leaving it a monotonous repetition of elevations, roof lines, building materials, and colors.

Criteria for Evaluating Building and Site Design

The relationship of new and infill development to other structures and the larger environment should be the focus of building and site design evaluation. Scenic, architectural and landscape architectural resources, and the established character of a neighborhood provide a basic frame of reference for proposed development. Planning and design criteria assist in determining a project's compatibility with the surrounding area. These criteria include:

1. Site analysis and development;
2. Percentage of non-permeable surface (roof, parking, sidewalks – areas that promote run-off);
3. Planning;
4. Building height;
5. Building and structural setbacks;
6. Proportions and massing;
7. Pattern and rhythm of structures;
8. Roof types and materials;
9. Surface color and texture;
10. Building projections;
11. Architectural details; and
12. Landscape Architectural Treatment.

- **Site Analysis and Development Planning**

  Site analysis, in all development, provides one of the most important and frequently under-exploited opportunities to understand the limitations and possibilities of a site. Interest regarding development on highly exposed sites with valued scenic resources may conflict with the scenic, open space, and/or community design goals of the City. An adherence to the goals set forth by the Ahwahnee Principles will provide focus and intention to the process. Site analysis and efficient development staging can help limit the amount and cost of grading, can maximize lot and building orientation, and provide a site and structure that optimizes the opportunities and minimizes the constraints of the development site.

- **Building Proportions, Height and Setbacks**

  New structures should have a variety of heights, and yet be compatible with other buildings in the vicinity, with the goals of preserving and enhancing design qualities of the built environment and preserving views. Setbacks should be compatible with those of surrounding structures and scenic resources, providing building presence without allowing the structure or development to dominate other buildings, the streetscape, or the natural scenic views. Under-building parking should be encouraged to reduce the amount of non-permeable/paved parking area adjacent to buildings. The proportions of proposed residential, commercial, or industrial structures will also affect their compatibility with site and surrounding conditions. Establishing a relationship between existing and planned development may set a standard that is meant to rejuvenate a neighborhood, giving it greater influence in establishing future design criteria for the neighborhood. Generally, height and width of building elevations should not be significantly out of character with existing neighborhood development or interfere with natural scenic views.

- **Pattern and Rhythm in Community Design**

  Nature makes, and human communities strive to adopt, natural and instinctively pleasing patterns and rhythms of motifs and massing in community development. How well these elements are handled can range from harmonious to clashing relationships. The recurrent alteration of peaks and slopes of the hillsides can be emulated and complemented in the design of building roof lines, and in the space and solids of buildings. The development of pattern and rhythm establishes a theme when viewed in the context of surrounding development. At close quarters, pedestrians should be provided with a varied integration of structure and landscaping to soften and tie the structural elements to the natural ones.

- **Roof Types and Materials**

  The rhythmic patterns in new buildings and landscape architectural treatments should complement and integrate with the established structures and surrounding natural environment. Roof types and materials and roof lines can play a critical role in either complementing or degrading natural scenic views. Roof types, from flat to multiple arrays of hipped roofs, provide a range of possibilities for contrasting or imitative treatment. Unnecessary building heights are frequently related to roof design, when the roof should be balanced with the building elevation it helps to create. Scale, pattern and rhythm are also applicable to roof design and materials.

- **Surface Texture and Color**

  Variable weather conditions in conjunction with the variable color of the surrounding hills and landscape make the selection of surface texture and color especially critical to compatibility issues. Surfaces that emulate the coarse, warm tones of the surrounding hills are highly desirable, while slick and shiny finishes produce glaring surfaces that detract from the surroundings and are not pleasing to the eye. However, the emergence of post-modern and other hybrid architectural styles, with their juxtaposition of architectural motifs and the use of contrasting, unusual colors and building materials, are examples of how contrast can be made compatible within broader standards. Surface texture differs from patterns and rhythm in that texture is provided on a substantially reduced scale. It is seldom as strong a design element as architectural pattern or massing. Although styles change with time, and while the use of strong color may play a dominant part in the design of structures, color is

easier to change once development has occurred. As with other elements of design, texture must be used carefully so as to complement the overall design while being compatible with surrounding materials.

- **Building Projections and Architectural Details**

  Much of a building's design is expressed in the detail and projections that grow out of the building envelope. Building projections and other architectural details play important functional and aesthetic roles in a building's efficiency as shelter as well as its appearance. Providing privacy and screening from the elements, projections and architectural detail also affect surrounding development. The use of porches and verandas can further enhance residential living space and provide protection from sun and wind. While simple and ornate architectural detail may each represent legitimate design principles, buildings of each style may clash or contrast with surrounding development, and suffer from the comparison. The appropriateness of a particular building design must be viewed within the context of the building's natural setting and man-made environment.

- **Site Planning and Community Design**

  Site planning involves the distribution of buildings, parking, driveways and landscaped open space areas of a site. It establishes the development's relationship to the street and surrounding lands. The influences of site design are not always easy to visualize and assess without the development of a detailed site plan. Frequently, the complexity or importance of a proposed development may make it appropriate to require the preparation of perspective renderings of the plan and structures. Care should be taken not to allow artistic applications of color, landscaping, and graphic "eye wash" to obscure or misrepresent the final product as it will actually appear on the development site. Together with building architecture, site planning is a critical design parameter determining the compatibility of proposed development with the existing development in the area and the character of the community.

Gateways, Crossroads, Corridors and Scenic Places

In addition to the architectural character of community design, other elements must be addressed when considering the community as a whole. These include areas with important landmarks and focal points, which lend identity and character to the community, and creates a sense of place. Landmarks or focal points may include natural, historic, architectural, or cultural areas of interest.

Some of the most important community assets are the scenic resources of the area, including Liberty Lake, the Spokane River, Mica Peak, Mt. Spokane, Kramer Hill, and Holiday Hill which contains the Legend Tree as described in the Cultural and Historical Resources element, and other foothills surrounding and encompassing the City. Preservation of these scenic vistas is an important goal of the community. However, various types of land development, the construction of buildings and walls, landscaping, roads, and the extension of utility lines and other facilities may degrade the scenic resources of the community.

The City's natural scenic beauty, as viewed from public thoroughfares and private lands, provides residents and visitors with a direct experience of the breathtaking landforms that define the character of the community. The protection and enhancement of the City's views is critical to

promoting a quality image of the City of Liberty Lake. An essential part of this effort is the identification of important areas of significant natural scenic value and setting standards to preserve these resources with continued urban development.

The scenic resources of the community are most apparent to the traveling public. The natural vistas visible from City streets cannot be properly viewed or appreciated if screened by buildings, walls and landscaping, or the indiscriminate placement of signage. The City, County, and State all play active roles in scenic resource preservation.

Liberty Lake has a variety of important entry and focus points, which provide opportunities to reinforce the City's identity. The integration of monuments and appropriate signage, as well as special streetscape and landscape treatments, can be used to reflect the community's unique character. Focal points can be located anywhere along major routes, including important street corners, within parks and other public open space, civic buildings, schools, and historic areas. Adequate areas for significant landscape or architectural treatment, City entry signage, special paving, and other identifiable treatments all lend character and identity to entry and other focal points. Examples of developed landscape architectural elements include the boulevard designs of Harvard Road, Molter Road, and Country Vista, which provide a welcoming experience to motorists, bicyclists, and pedestrians as they travel through those portions of the City. The boulevards also provide a sense of place and vitality to the City. Landscaping elements, monument signage, site furnishings, and open space areas should all be considered in the development standard and policies for landmark or focal point enhancement. Other corridors that exist in the City that could be developed into boulevards are Liberty Lake Road, Appleway, and Mission. Improvements at the main intersections and entry points of the City are currently in various development and planning stages.

Neighborhood parks are among the City's most valued scenic places, as they provide an enhanced sense of community for its residents as well as a visual sense of calm and well-being. The citizens of Liberty Lake have stated that our residential neighborhoods are among the City's greatest assets. The layout of land parcels within a subdivision can influence the economic impact, traffic safety, and livability of a neighborhood. Placing parks in the center of a neighborhood, for example, serves to provide a community with a meeting point, a place for family activities, and a central neighborhood gathering place.

- **Signage and Viewsheds of Public Rights-of-Way**

  The Interstate 90 corridor, Appleway, Liberty Lake, Country Vista, Molter, and Harvard are the most frequently traveled, and are most impacted by signage of businesses attempting to make their existence and location known. Enhancing commercial signage should be conducted in a manner that minimizes the adverse economic impact on business, while restoring the views along existing and planned commercial corridors. Continued review of our City signage standards will aid in this goal.

- **Transportation and Community Design**

  A broad range of transportation-oriented community design issues must be faced as the community continues to grow. Development design issues and details that must be given careful attention include entry point monument signage, street signage, commercial signage, street lighting levels and fixtures, bus turnouts and shelters, curb and pavement treatments, median island and parkway design and landscaping, roadway reflectors and guardrails, bike

lanes and other on-road graphics, and utility structures and facilities. Consistent safety and comfort features for pedestrians and bicyclists are central to the City's vision of itself as a livable community.

Developers of commercial projects should be encouraged to "break up" large expanses of parking with landscaping and pedestrian paths, locating buildings at the street, and parking at the sides, rear, or within the buildings. This design approach also serves to provide the streets with a sense of vitality and community.

- **Scenic Highways**

Especially striking are the foothill views to the east and south as one descends into the City of Liberty Lake from the I-90 freeway, as well as the mountain vista to the north. It is an essential and critical component of community design in the City of Liberty Lake, while effectively linking the City with other Spokane area communities. Many functional community design goals can be achieved through the detailed design and planning for the City's major gateways and corridors. The safe, functionally efficient, and aesthetically pleasing design and buildout of these sites is a key element in the City's overall economic health and prosperity.

Neighborhood Design

The City of Liberty Lake prides itself on having a wide variety of neighborhood settings and considers its residential neighborhoods to be one of its greatest resources. Attributes that can make a neighborhood unique include adherence to Ahwahnee Principle concepts.

Historical patterns of urban and suburban development seriously impair quality of life. The symptoms are:

1. More congestion and air pollution resulting from our increased dependence on automobiles.

2. The loss of precious open space.

3. The need for costly improvements to roads and public services.

4. The loss of a sense of community.

By drawing upon the best from the past and the present, the City of Liberty Lake can plan our community so that it will more successfully serve the needs of those who live, work, and play within it.

- **Architecture**

Architectural commonality can be established throughout the neighborhood with the coordinated and complementary use of various design components, including building colors, roof design and color, window and garage door treatment, and architectural building accents and details. These components should be mixed to create a balance of variety, compatibility, and conformity or cohesion.

- **Perimeter Wall/Fence Treatment**

  Walls and fences define the borders of residential communities and are used in perimeter landscape treatments for a variety of other development types in the City. Varied fencing types and interspersing solid fences with fencing that contains partial openings or breaks provide views into development open space areas and relieves the closed in feeling that walls can engender. The City should encourage the use of this type of viewshed window as a means of reducing the tunnel effect and preserving scenic vistas.

- **Streetscapes**

  One of the most prominent and visible exterior features of neighborhoods and private communities is streetscapes. Design can range from the "formal" to the "natural" or combinations of both approaches. Formal design may include ordered rows of trees or other distinctive trees/shrubs, regularly interspersed with equally ordered shrubs and beds for annuals planting. More informal designs seek to imitate nature by interspersing native and non-native plantings in a free-form or random pattern. Groupings of major elements, and the use of lawn areas may also be integrated into both more and less formal designs.

Community Design in Public Facilities

Community design encompasses the entire City and includes public buildings, utilities, and street traffic control and safety devices that have the potential to detract from the appearance of the community. The City must consistently make quality appearance one of its prime priorities. Current efforts include the development of unique and distinctive landscape treatments on major roadways. Natural colors and tones can also be integrated into street signs, traffic signals, and lighting standards to soften their impact on the surrounding views.

Transit shelter design should also be a high priority, making these facilities functionally superior and aesthetically pleasing. These structures can utilize architectural styles that complement the streetscape treatment and elevate the appearance of these utilitarian structures. Utility cabinets located along the street, including traffic signal and telephone switching facilities, are often painfully obvious. To the greatest extent possible, these features should be installed in underground vaults, or effectively screened from public view. Directing the placement of telecommunication lines underground, at the rear of properties, or in alleyways and requiring undergrounding of all newly installed or extensively modified utilities, 13kV or under, can also help to reduce visual clutter.

CHAPTER 7

NATURAL ENVIRONMENT

City of Liberty Lake Comprehensive Plan

A. Introduction

The Natural Environment Element combines several environmentally related topics, including Critical Areas (wetlands, aquifer recharge areas, fish and wildlife conservation areas, frequently flooded areas and geologically hazardous areas), as well as tree conservation, shorelines, surface water quality and quantity, and air quality. The City Planning and Community Development Department maintains maps identifying natural environment and critical areas located within the City and retains maps surrounding the City.

B. History and Background

The City of Liberty Lake has attracted desirable businesses in recent years because of the natural environment that contributes to a high quality of life. Protecting and enhancing this unique natural environment is the purpose of this Chapter. By ensuring the availability of clean air and water, and preserving critical areas and natural features, we will continue to make the City of Liberty Lake an inviting community. The following are the guiding principles for this element.

- Critical areas, including wetlands, fish and wildlife habitat, aquifer recharge areas, geologically hazardous areas, and flood hazard areas, shall be preserved, protected, managed, and restored so that the functions and values of these areas are maintained.
- Shoreline areas shall be protected from land uses that degrade water quality and wildlife habitat.
- Surface and groundwater should be maintained at adequate quantity and quality, with land uses designed to ensure continued protection.
- Air quality shall be maintained at levels that protect human health, prevent injury to plants and animals, and preserves clear visibility.

Critical areas include the following areas and natural places:

1. Wetlands;
2. Areas with a critical recharging effect on aquifers used for domestic purposes;
3. Fish and wildlife habitat conservation areas;
4. Frequently flooded areas; and
5. Geologically hazardous areas.

The City of Liberty Lake recognizes the importance of protecting the functions of critical areas. Preservation of these areas helps to maintain the high quality of life that is enjoyed by the residents of Liberty Lake. These natural systems play valuable roles in stormwater disposal, flood prevention, and water quality preservation, as well as providing recreational opportunities. Protection of critical areas makes economic sense, since the alternative is expensive engineered systems for protection from floods and geological hazards and for purification of drinking water. The Critical Areas Goals and Policies establish allowable uses in

critical areas and provide development standards to mitigate impacts of development. Better information is needed to refine critical area designations and management recommendations. Effective protection requires an interdisciplinary approach to the evolution of *best available science*. Involvement by scientists from the Washington State Department of Fish and Wildlife, Department of Ecology, area universities, and others including local agencies/jurisdictions such as Spokane Aquifer Joint Board, Spokane County, Spokane Regional Health District, and Liberty Lake Sewer and Water District, will continue to be essential to the advancement of critical area protection.

Wetlands

Wetlands are areas inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention and retention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. However, wetlands may include those artificial wetlands intentionally created from non-wetland areas to mitigate conversion of wetlands, if permitted by the City. In the past, wetlands were considered nuisances to be filled in and covered up. Experience has revealed the many beneficial functions provided by wetlands, including providing wildlife habitat, storage and disposal of stormwater, groundwater recharge and removal of contaminants. The primary purpose of the wetland goals and policies is to preserve these important natural functions.

Aquifer Recharge Areas and Groundwater

Underground aquifers are the sources of nearly all the drinking water for the City of Liberty Lake. The purpose of the following goals and policies is to ensure the long-term quality of groundwater as a source of drinking water in Liberty Lake. The Spokane Valley-Rathdrum Prairie Aquifer supplies all of the domestic water used for the City of Liberty Lake and is designated as a *sole source aquifer* by the federal Safe Drinking Water Act. Contaminants deposited in aquifer recharge areas pose risks to the water quality of the aquifers. To ensure quality groundwater, the City of Liberty Lake is required to designate and protect critical aquifer recharge areas. A critical aquifer recharge area is an area with a critical recharging effect on aquifers used for potable water. The goals and policies of this section provide guidance to protect our aquifers and critical aquifer recharge areas.

Contamination Susceptibility of Aquifers

Surface Water Quantity and Quality

Water quality and quantity influences the domestic, economic, recreational, and natural environments of the City of Liberty Lake. Historically, clean water has been taken for granted. As growth and development have increased, so have problems associated with maintaining water quality and quantity. Industry, commercial business, agriculture, and residences all contribute to reduced water quality and quantity. From this perspective, a comprehensive approach must be taken to ensure future water quality and quantity.

Stormwater

The increased impervious area resulting from development changes the amount and the quality of runoff water. If left unmanaged, discharges of stormwater can cause flooding and water quality degradation, especially in already impaired water bodies. Increased impervious areas may also adversely impact groundwater recharge. Long-term solutions to stormwater problems will require creative problem-solving on a case-by-case basis. In drainage basins where development has already occurred, much of the natural stormwater system may be altered so that it no longer functions effectively. In areas where wetlands have been filled and natural drainageways altered, substantial investment in stormwater collection and disposal systems will be required. In newly developing areas where stormwater disposal has not yet become a problem, it is important to preserve the natural system of wetlands and drainageways to prevent problems from occurring as a result of future development.

Fish and Wildlife Habitat Conservation Areas

Fish and Wildlife Habitat Conservation Areas include:

- Areas with which specifically identified species have a primary association. These specifically identified species include: endangered, threatened, sensitive and candidate; and secondarily: monitor and priority species (game and non-game), as identified by the Department of Wildlife in the Priority Habitats and species lists, hereinafter referred to as *priority species*, compiled in compliance with WAC-365-190-080.
- Habitats and species of local importance.
- Naturally occurring ponds under 20 acres and their submerged aquatic beds that provide fish or wildlife habitat.
- Waters of the state.
- Lakes, ponds, streams, and rivers planted with game fish by a governmental or tribal entity; or
- State natural area preserves and natural resource conservation areas.

Fish and Wildlife Habitat Conservation means land management for maintaining species in suitable habitats within their natural geographic distribution so that isolated subpopulations are not created. This does not mean maintaining all individuals of all species at all times, but it does mean cooperative and coordinated land use planning is critically important among counties and cities in a region. Fish and wildlife are part of our heritage. Fishing, hunting, and simply watching wildlife are valued recreational activities that contribute to the local economy and quality of life. Preservation of the fish and wildlife habitat is the key to the continued existence of these species in the future. The following goals and policies articulate the high value that community residents place on conservation of the local fish and wildlife.

Frequently Flooded Areas

Frequently flooded areas are lands in the floodplain subject to a 1-percent or greater chance of flooding in any given year. These areas include, but are not limited to, streams, rivers, lakes, sink areas, major natural drainageways, and wetlands. Frequently flooded areas are natural physical features of a watershed that play an important role in stormwater storage and disposal. The purpose of these goals is to maintain the natural function of these frequently flooded areas in order to protect private and public property and reduce the need to construct flood control facilities as well as protect the environment.

Geologically Hazardous Areas

Geologically hazardous areas are areas that, because of their susceptibility to erosion, sliding, earthquake, or other geological events, are not suited to siting commercial, residential, or industrial development consistent with public health or safety concerns. The purpose of these goals and policies is to ensure that areas subject to geological hazard are identified so that hazard mitigation is incorporated into designs. The public safety must be protected by prohibition of development in geologically hazardous areas unless hazard mitigation is assured.

Shorelines

Shorelines are among the most valuable and fragile of environments. The purpose of these goals and policies is to manage the use of the shorelines, so that their protection, preservation, and restoration are assured. The intent is to foster reasonable and appropriate use of the shorelines but also to protect the natural character of the shorelines, preserve the ecology and resources, increase public access to publicly owned shorelines, and to increase recreational opportunities for the public. Bodies of water with a mean annual flow of greater than 20 cubic feet per second (in the case of flowing water) and an area greater than 20 acres (in the case of standing water) are considered *Shorelines of the State* and are subject to the Shoreline Management Act (SMA). The SMA area of jurisdiction is the body of water together with an adjacent strip of land generally 200 feet wide, measured landward from the ordinary high watermark. In compliance with the SMA, the City of Liberty Lake adopted the Spokane County Shoreline Management Program by reference prior to incorporation. The Shoreline Management Program established goals, policies, and regulations to protect shoreline areas. RCW 36.70A.480 requires that the Shoreline Master Program goals and policies be considered as part of the Comprehensive Plan.

Watersheds

The City of Liberty Lake should conduct ongoing watershed stewardship activities. The goals of watershed stewardship are to increase public awareness about watershed management efforts and to get participation in the process to ensure stewardship on residents' property and homes. Promoting watershed advocacy is important because it can lay the foundations for public support and greater watershed stewardship. Most watershed protection tools require maintenance if they are to properly function over the long run. Some of the most critical watershed maintenance functions include management of conservation areas and buffer networks, and maintenance of stormwater practices and sewer networks. The Liberty Lake Sewer and Water District (LLSWD) can provide resource management expertise. LLSWD is involved at multiple scales of engagement, including long-term management of the Liberty Lake and greater Spokane River watersheds. There are six basic programs that can promote greater watershed stewardship:

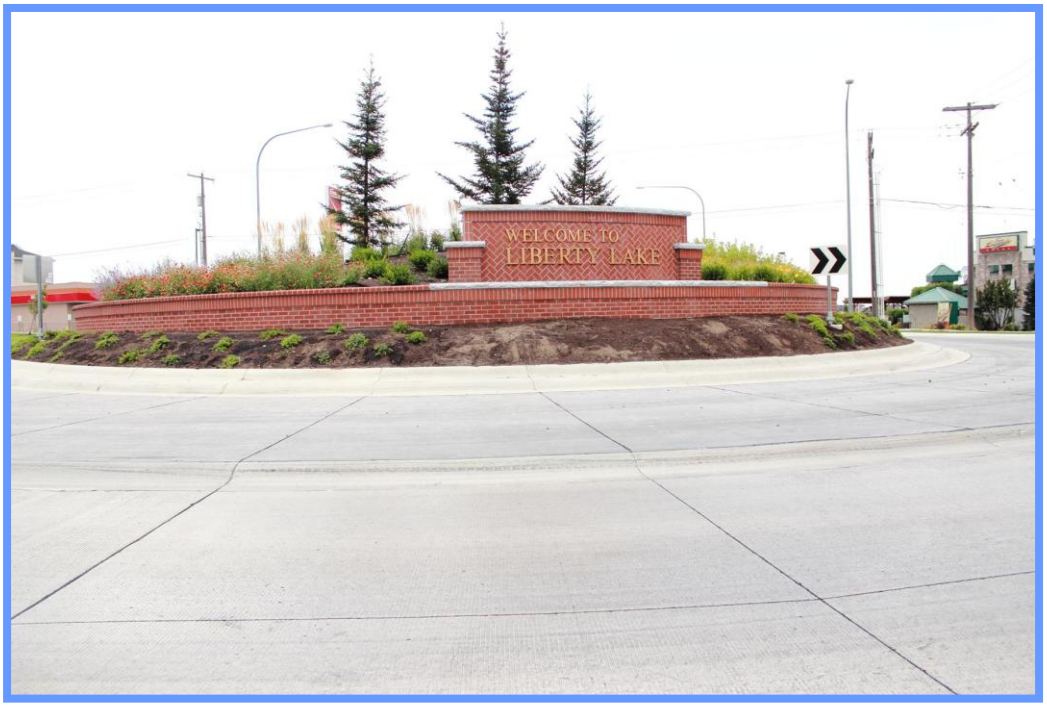
- Watershed advocacy
- Watershed education
- Pollution prevention
- Watershed maintenance
- Indicator monitoring
- Watershed restoration

Air Quality

Several conditions contribute to air pollution in Liberty Lake. Human activities, including automobile use, wood stove use, and industrial and agricultural operations, generate airborne substances that can affect air quality. In addition, the Spokane area has been affected substantially by windblown dust from the entire central portion of the State. The Spokane Valley is also a natural basin in which air pollution is concentrated by an occasional *temperature inversion* (a situation in which lighter warm air overlies heavier cool air). A variety of air pollution control strategies have been employed in the City of Liberty Lake. The strategies include auto emission inspections, restrictions on open burning, wood stove certification, restriction on wood stove use when pollution levels are high, oxygenated fuels for cars, road paving, use of chemical deicers as an alternative to road sanding, and others. These measures, combined with cleaner-burning cars, have significantly improved air quality. However, traffic volumes continue to increase which could lead to degradation of air quality in the future. Air quality is intricately related to land use and transportation. The challenge presented to the region is to balance land use, transportation, and air quality in such a way that the community can continue to grow and prosper without compromising quality of life.

CHAPTER 8

TRANSPORTATION



City of Liberty Lake Comprehensive Plan

A. Introduction

People and places are connected to one another by the transportation system. The transportation system consists of facilities that accommodate many modes of transport, including car, truck, bus, bicycle, train, airplane, and pedestrian. The primary focus of the transportation element is meeting the City of Liberty Lake's future transportation needs for roads, trails/pathways, walkways, and transit, including light rail.

The City of Liberty Lake's population and employment will increase significantly over the next 20 years. This anticipated growth will result in additional demand on the transportation system. Transportation strategies must be developed to maintain acceptable levels of service for the transportation system as this growth occurs. The transportation element serves as the City of Liberty Lake's action plan to provide the transportation strategies necessary to accommodate future growth. The transportation element combines technical and financial analysis for the City's transportation system through a methodology that meets requirements of the Growth Management Act. The Transportation Element identifies existing transportation system characteristics, establishes level of service ratings, identifies existing and future deficiencies based on the established levels of service, develops improvement projects and strategies to mitigate deficiencies, and analyzes projected revenues to ensure that necessary improvements can be constructed as needed.

B. History and Background

Transportation System Design

Local Access

Traffic Roundabout Concept

Street design can have a significant impact on community character. As stated in the land use element, closed development patterns, which often include dead-end and cul-de-sac roads, tend to isolate communities and make travel difficult. Integrated neighborhoods provide connected streets and paths and often include a central focal point, such as a park or neighborhood business. Traffic circles or roundabouts are also helpful in combination with interconnected streets systems to slow traffic down and add another landscape feature to a neighborhood. Integrated development patterns promote a sense of community and allow for ease of pedestrian/bicycle movement.

The primary purpose of local access streets is to provide traffic circulation through residential areas. These streets may be privately owned and maintained or they may be public streets. Contemporary residential design often features a closed development pattern with street designs that include cul-de-sacs and minimal connections to the surrounding street network. An alternative street design is the integrated pattern or traditional, grid design. This traditional design features streets that are connected forming relatively small blocks.

The major advantage of the closed development pattern or contemporary design is that through traffic is minimized and it is assumed that security is enhanced. Disadvantages of the closed

development pattern or contemporary design include more difficult access for emergency and service vehicles and increased traffic congestion on arterial streets. The closed development pattern or contemporary design discourages pedestrian and transit use since generally one must travel a greater distance to get from point A to point B than with a traditional connected or integrated street pattern.

The integrated, traditional street design tends to disperse traffic more evenly since alternative routes are provided through many connections. The traditional street design facilitates pedestrian and transit use of the street. With the increased activity on the street, security may be enhanced.

Integration does not necessarily mean development in grids. Rather, roads should connect and provide for ease of circulation regardless of the layout. Clear, formalized and interconnected street systems make destinations visible, provide the shortest and most direct path to destinations, and result in security through community rather than by isolation.

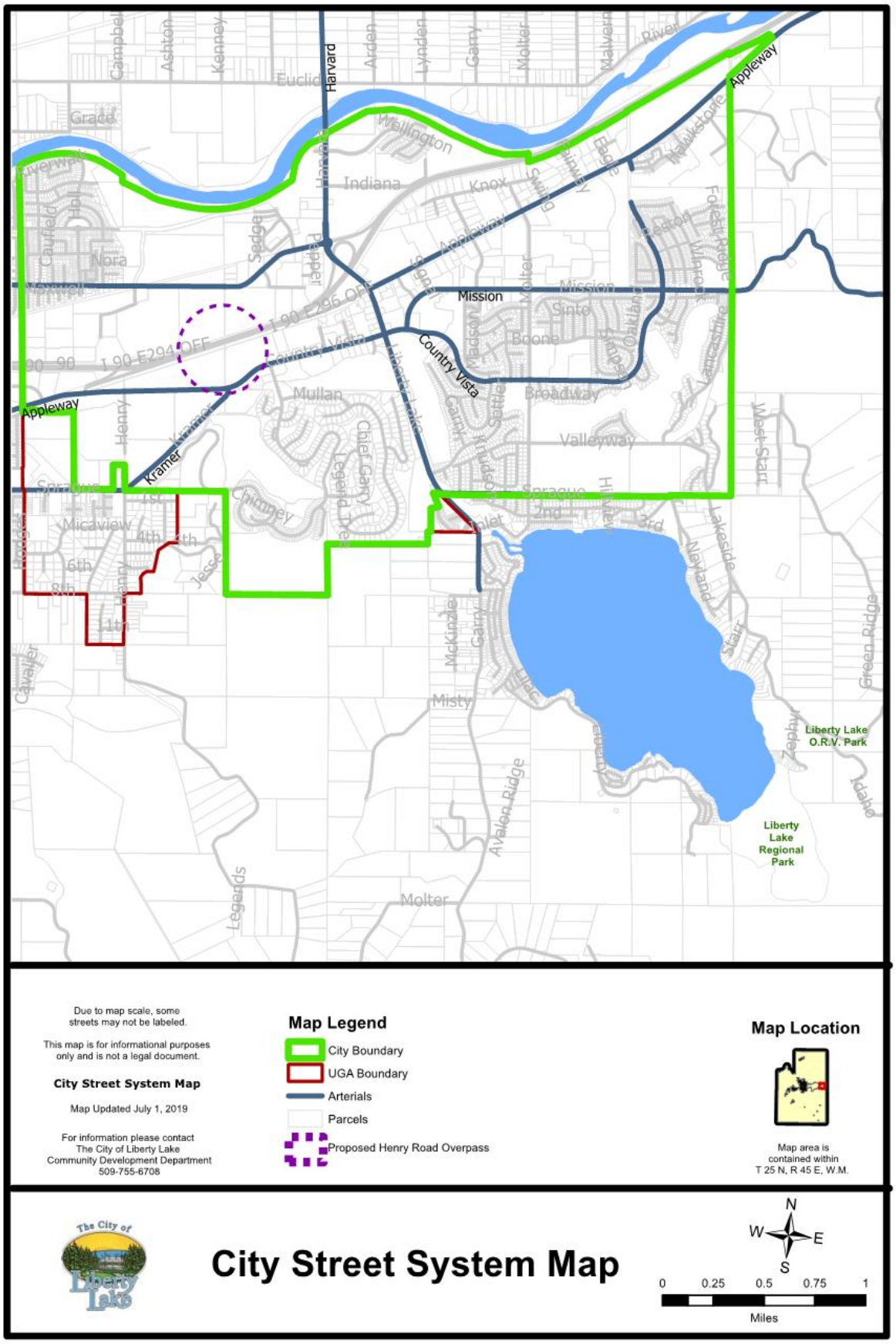
Arterial and Collector Streets

Arterial and collector street designs are generally based on capacity or the volume of traffic they are intended to carry. The City of Liberty Lake has two types of arterial and collector streets. The highest-capacity streets are minor arterials, followed by collectors. The minor arterial street system interconnects with and augments the principal arterial system. Minor Arterials provide trips of moderate length and aid in intra community continuity, ideally without penetrating identifiable neighborhoods. Minor arterials are multipurpose facilities providing limited access to adjacent properties as well as accommodating through traffic. They are designed to carry moderate to heavy volumes of vehicular traffic. Minor arterials should be designed to provide for various modes of transportation, including pedestrians, bicycles, transit, trucks, and cars.

Collectors provide both land access service and traffic circulation within residential neighborhoods and commercial and industrial areas. Collector streets may penetrate residential neighborhoods, distributing trips from the arterials through the area to their ultimate destinations. Conversely, the collector street also collects traffic from local streets in residential neighborhoods and channels it into the arterial system. Collectors offer more access opportunities than Minor Arterials.

When transportation improvements are designed, it is important to address the needs of the general public, individual property owners, and neighborhoods. Most transportation improvements should be designed as multiple-use facilities that provide for pedestrians, bicycles, transit, and automobile use.

MAP 8.1


Harvard
Appleway
Mission
Country Vista
Kramer
Liberty Lake
Liberty Lake O.R.V. Park
Liberty Lake Regional Park
Due to map scale, some streets may not be labeled.
This map is for informational purposes only and is not a legal document.
City Street System Map
Map Updated July 1, 2019
For information please contact The City of Liberty Lake Community Development Department 509-755-6708
Map Legend
City Boundary
UGA Boundary
Arterials
Parcels
Proposed Henry Road Overpass
Map Location
Map area is contained within T 25 N, R 45 E, W.M.
The City of Liberty Lake
City Street System Map
N
W
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0
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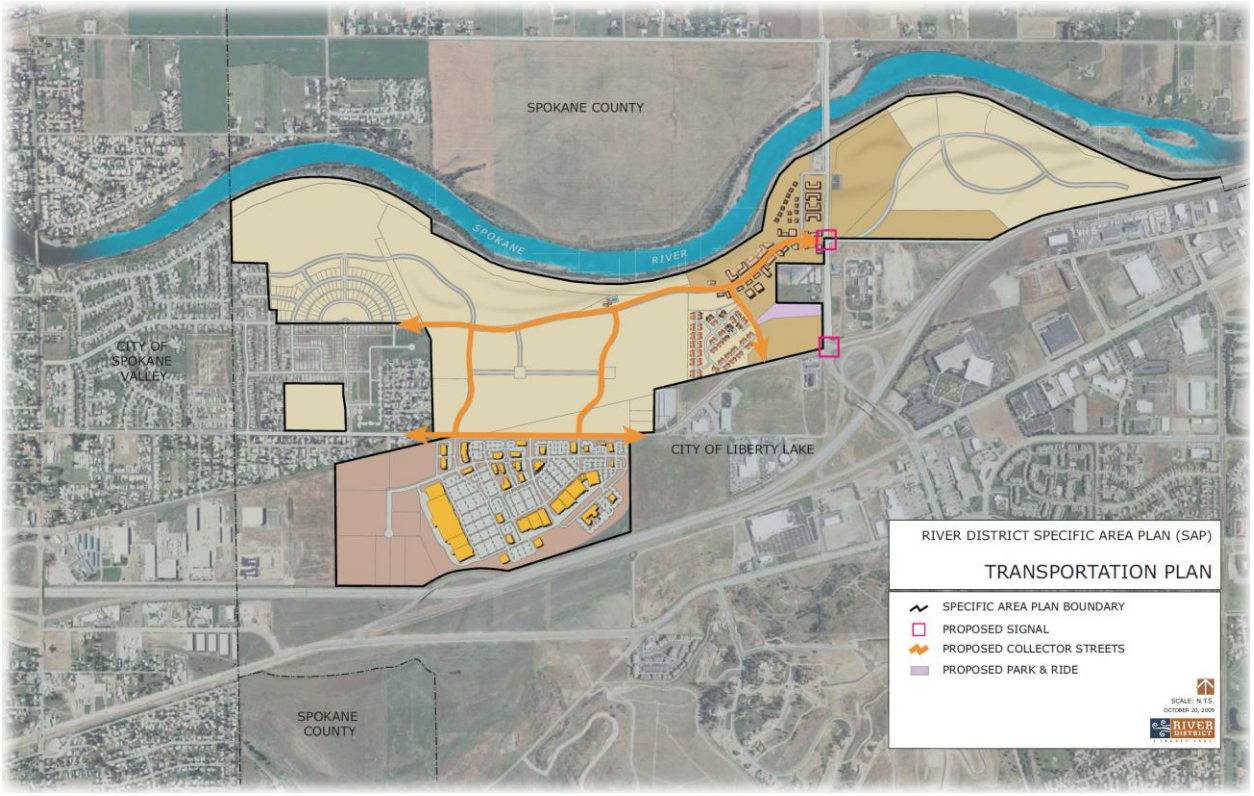
1
Miles

Map 8.2 City of Liberty Lake Street System



Intergovernmental Coordination

The Growth Management Act requires that all elements of a comprehensive plan be consistent with each other. It is also important that comprehensive plans, and especially transportation plans, be coordinated between neighboring governmental jurisdictions. The transportation goals and policies are intended to address these important planning principles.

Consistency and Concurrency

The Growth Management Act requires transportation facilities to be concurrent with development. Transportation facilities must be in place and in use within 6 years of the impact of development. The Transportation Improvement Program or TIP identifies specific projects that are needed to mitigate impacts to the transportation system due to existing system deficiencies and expected future growth.

Alternative Modes of Travel

Throughout the 20th century, transportation improvements have emphasized automobile mobility. Recently, alternative modes of transportation such as transit, bicycling, and walking have not been stressed. It is expected that the automobile will continue to be the dominant mode of transportation in the foreseeable future, both in the number of trips and the distance traveled. However, alternative modes of transportation can play an important and beneficial role in the transportation system. Encouraging alternative modes can lessen congestion, reduce air pollution, reduce consumption of natural resources, and reduce maintenance costs. To

encourage the use of alternative transportation modes, facilities must be provided that are convenient, safe, and economical.

Transportation System Design and Road Functional Classifications

Minor Arterials: Minor arterials interconnect and augment the principal arterial system. They are two (or more)-lane facilities, yet provide less mobility than principal arterials, with greater access to adjacent property frontage. Minor arterials may carry local bus routes and provide intra-community continuity, but should be located on community and neighborhood boundaries. They should not bisect residential neighborhoods.

Collector Arterials: Collector arterials provide both land access and traffic circulation within residential neighborhoods, commercial, and industrial areas. They primarily serve individual neighborhoods, distributing traffic from such generators as elementary schools and neighborhood stores to minor arterials. The City of Liberty Lake has Collectors that are relatively low-speed, two-lane facilities that may provide for on-street parking.

Local Access Roads: Local access roads provide access to adjacent property and generally do not support through traffic. The alignment and traffic control measures on local access roads should encourage a slow, safe speed.

Aesthetic Corridors and Boulevards: Aesthetic corridors and boulevards are intended to protect the visual appeal of the area along major transportation routes entering, exiting, and circulating through the City of Liberty Lake. Aesthetic corridors provide special landscape and design standards for aesthetics along major transportation routes to help maintain a quality image of the City. Boulevards provide for welcoming entry into the City as well as appealing aesthetics throughout the City through street trees, pathways, and landscaped medians.

Roadway Design

The design of streets can have a tremendous impact on the character of a community. In the past, the emphasis in street design has been on increasing capacity for the automobile. The citizens of Liberty Lake have expressed a desire to promote a pedestrian friendly environment and the encouragement of light rail. Designs should accommodate pedestrians, bicycles, and transit as well as the automobile. The appearance of transportation facilities should also be maintained by landscaping and signage regulation. An emphasis has been placed on encouraging streets designed to form a network with multiple routes to any given point. Connected street design allows dispersal of traffic and provides easier access for emergency and service vehicles. Perhaps most important, street design must support adjacent land uses. These and other design issues are addressed in the transportation goals and policies.

Safety

Transportation safety is very important. Traffic collisions are traumatic and costly for society. These costs are paid in the form of medical expenses, lost productivity, and property losses. When new road or improvements to existing roads are planned, safety considerations should be a primary design consideration.

Mobility

Efficient movement of people and goods is very important because it enhances economic vitality and quality of life. The existing transportation system represents a considerable investment. To protect this investment, the capacity and condition of the system must be maintained. Travel on

the transportation system increases every year. To maintain mobility, the transportation system must not only be maintained but improved. Road improvements will increase capacity but improved facilities for all forms of transportation must be considered to efficiently utilize scarce resources to maintain mobility.

Level of Service

Level of service (LOS) sets a quantitative standard for the operating characteristics of the transportation system. The Growth Management Act requires level of service standards for all arterials and transit routes and also requires that the standards be coordinated regionally. The level of service standards may be thought of as goals that the community wishes to maintain for the operation of the transportation system. Level of service for the regional transportation is based on corridor travel time.

The Countywide Planning Policies require that level of service standards be adopted that are in accordance with the regional minimum level of service standards set by the Growth Management Steering Committee of Elected Officials. The City of Liberty Lake is required to use the minimum adopted level of service to evaluate long-term planning, development review, and financing of improvements. The Steering Committee approved the use of corridor travel time for use in establishing a minimum level of service for the regional transportation system. The Spokane Regional Transportation Council is determining annual average corridor travel time for the established congestion management system corridors. The City of Liberty Lake uses average time delay at intersections and expresses it as a range A through F. Level of Service A indicates little or no delay and level of service F indicates excessive delay. Average delays are typically measured during the AM and PM peak hours.

The Steering Committee also addressed level of service standards for public transit and street cleaning. Level of service for transit is to be adopted by the Spokane Transit Authority Board of Directors and the City of Liberty Lake is required to have policies consistent with the adopted level of service within the Public Transit Benefit Area. For street cleaning, the City of Liberty Lake is required to have a street-cleaning plan within the non-attainment area for air quality. The plan must be coordinated with the Spokane County Air Pollution Control Authority.

Public Participation

When transportation improvements are proposed, it is important to address the needs and desires of the general public, property owners and neighborhoods affected by the project. The City of Liberty Lake must work with local residents and property owners prior to the design phase to assure that all needs are considered. A citizen-based process can result in the most acceptable facilities to enhanced access and mobility for vehicles and non-motorized transportation modes.

Transportation Finance

The Growth Management Act requires that the Transportation Improvement Program be financially feasible. Sources of revenue must be identified that are available to implement the Program and maintain the adopted level of service. The revenue sources available to fund transportation improvements are listed in the current City of Liberty Lake Transportation Improvement Program.

Demand Management Strategies

Most solutions to traffic congestion involve increasing the system capacity. However, in some cases, reducing demand can relieve capacity shortfalls. Since capacity shortfalls generally occur only during the peak morning and evening-commute hours, management strategies that focus on reducing trips during the peak periods are particularly effective. Strategies already in place include carpooling programs, public transit, telecommuting, bicycling, and walking. If utilization of these and other transportation demand management strategies can be expanded, transportation system demand can be reduced. Effective demand management measures can reduce the need for transportation improvements and can have the added benefit of reducing air pollution.

Environment

The transportation system can have major negative effects on the environment. Air, water, and noise pollution are often associated with transportation systems. Air pollution can best be addressed by minimizing traffic congestion. There are many ways to reduce traffic congestion other than expanding roads. Transit use, transportation demand strategies, and alternative transportation modes can reduce air pollution. Stormwater runoff from paved surfaces can be a major contributor to water pollution. Treatment of stormwater in grassed percolation areas and other means can substantially reduce water pollution. Noise from traffic can have adverse impacts on adjacent land uses. Noise attenuation in the form of berms, landscaping, or other noise barriers may be necessary to mitigate impacts

CHAPTER 9

HOUSING

City of Liberty Lake Comprehensive Plan

A. Introduction

The City of Liberty Lake provides a full range of housing opportunities to meet the needs of the people who would call the City of Liberty Lake home. Strong neighborhoods in which the residents care about their community and participate in community affairs are an important component of the City's livability. Private homes and yards, as well as the public streets and sidewalks, are well maintained and demonstrate neighborhood vitality. Stable neighborhoods are built on friendships, a sense of community, and freedom from encroachment by incompatible land uses.

B. History and Background

Housing Goals and Policies

The City's Housing Goals and Policies are intended to serve as a framework for long-term planning and daily decision-making on housing-related projects and programs that will lead to quality, affordable, and safe housing options for all residents.

Housing Regulations

Through zoning and building regulations, the City can encourage affordable housing. Careful crafting of regulations can help prevent confusing, inconsistent, and overly burdensome processes that create uncertainty and increase project costs. It is the intent of the City to review its housing regulations on a regular basis to identify and potentially to ease regulatory barriers and to increase flexibility.

Affordable Housing

Affordable housing applies to a wide range of housing types at varying costs that can meet the needs of a diverse community. The marketplace is generally capable of meeting the housing demands of the varying segments of the population.

In order to establish policy and identify and prioritize issues, it is important to agree upon what we mean by "affordable housing." The following is the definition used. "Affordable housing is adequate, livable, appropriate shelter." Implied in this definition are the following concepts:

- It applies to the broad range of economic segments in the community.
- Available housing is "safe and adequate," meeting minimum habitation standards.
- Individuals and families have a choice of reasonable housing options, including type and location.

Special-needs Housing

This section provides policy guidance for special-needs housing for persons with physical and mental disabilities. The Supreme Court and Fair Housing laws designated people with physical and mental disabilities as a protected class of people and they are guaranteed fairness in housing. Providing for people with special needs does not mean providing more social services

or infrastructure. It means accommodating special needs housing in land use plans and regulations.

Fairness in Housing

The intent of fairness in housing is to encourage freedom of choice in the sale or rental of dwellings. Fair-housing rights are established through both state and federal laws and they apply to buyer/seller or landlord/tenant relationships. Discrimination based on race, color, age, sex, religion, national origin, familial status, and disability is prohibited.

Housing Supply

As a part of the 2015 update process, the City conducted a land quantity analysis (see appendix) to determine if there was adequate supply of vacant land suitable for development in order to meet the population growth projected for the City through the year 2037. This analysis assumed a variety of housing types and densities consistent with this Comprehensive Plan and the City's Development Regulations. The analysis indicates that the City's population at build out will be approximately 16,000 which will meet the population targets established for the City.

CHAPTER 10

ECONOMIC DEVELOPMENT

City of Liberty Lake Comprehensive Plan

A. Introduction

The City of Liberty Lake has always been known as a desirable place to live, work, and play, and is now establishing the reputation as “Spokane County’s Premier Address.” One of the most important factors that determine whether people or businesses locate here is the area's livability. Among the factors that influence livability are the area's ability to provide employment opportunities, viable businesses that provide goods and services, the quality of public services, the area's natural beauty, good schools, strong neighborhoods, and efficient traffic circulation. Maintaining our community's livability requires that we maintain a strong, sustainable, economic climate.

B. History and Background

The economy plays a central role in maintaining the vitality and quality of life within a community. A healthy economy creates good paying jobs, providing economic opportunities to all citizens. The economy also supports the tax base, providing for schools, police, fire protection, parks, and many other community facilities and services.

The importance of economic development is recognized in state legislation by the inclusion of economic development as one of the 14 planning goals intended to guide local comprehensive plan development, as well as being included as a policy topic in the Countywide Planning Policies for Spokane County. The Growth Management Act (GMA) establishes the following as economic development goals for the State of Washington.

- 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.

The purpose of the Economic Development Element is to present goals and policies that support and encourage a strong, vibrant economy. The Element focuses on business startup, business retention, expansion and recruitment, regional issues, environment, customer service/ regulation, income, education and training, and tourism. While this Element focuses on these specific topics, it is important to recognize that the entire Comprehensive Plan can be considered as an economic development tool.

While the City serves as the greatest advocate for local economic development, the City of Liberty Lake also partners with several regional organizations, such as the Spokane Area Economic Development Council, a community based, non-profit organization that helps attract, create, and retain quality jobs for the region; the Regional Chamber of Commerce, which helps

provide leadership to create an environment in which members, businesses, and the community can succeed; and Idaho Jobs Plus, which is a Coeur d'Alene Area Nonprofit Economic Development Corporation

Sustainable Regional Economic Development

There are a number of established organizations in the region that are engaged in economic development activities. It is in the best interests of the City of Liberty Lake to support and collaborate with these regional organizations. By focusing on common goals and allocating resources accordingly, government and private organizations can work together regionally to maximize successful business start-up, retention, expansion and recruitment efforts.

Tools and Strategies

Business retention, expansion and recruitment efforts work hand-in-hand in maintaining a successful economy. Business retention and expansion programs address the issues that might affect decisions by established businesses and industries to remain or expand. Such issues might include availability of public services and facilities, permitting procedures, property taxes and labor-training programs. Recruitment programs largely focus on attracting light industries as a major economic development strategy. Retaining, expanding, and attracting industrial businesses is important because they generally provide higher-paying jobs, which creates an economic multiplier effect throughout the region.

Environment

In recent years there has been a greater recognition that economic development should not come at the expense of environmental quality, which itself is recognized as an important component of the community. A balanced approach to environmental sustainability advocates a balance between the utilization of area resources and economic growth. Economic growth should not exceed the ability of the natural or built environment to sustain growth over the long term.

Regulation

A regulatory environment that offers flexibility, consistency, predictability, and clear direction enhances economic development opportunities.

Income

One of the primary reasons to pursue economic development is to increase the standard of living for the citizens of the City of Liberty Lake. One of the primary goals of this economic development element is to create more living-wage jobs. A strategic approach in the pursuit of new jobs is to recruit, retain, and expand the types of industries that provide quality, good-paying jobs.

Qualified Labor Force

Qualified labor is essential to retain and recruit businesses. The basic cornerstone in the development of a qualified labor force is access to education. Located near the City of Liberty Lake and the surrounding area is a diverse group of higher-education facilities, including community colleges, universities, and private technical and business schools. These schools, as well as the K-through-12 public and private schools, should be encouraged to constantly evaluate their programs to be responsive to the changing job market. Partnerships between

business and the educational community should be nurtured to further this process. Business should be encouraged to partner with labor unions and other organizations to develop specialized training programs to meet the needs of employers.

Tourism

The cultural, recreational, and scenic opportunities in the region make tourism an excellent provider of employment. Located either within the City or within an easy driving distance, visitors can enjoy lakes, golf, scenic mountains, community events, and an excellent trail system. This section provides goals and policies to promote and expand tourism as an economic development tool.

Infill and Redevelopment

Infill and redevelopment programs provide an economic development tool to revitalize under-utilized or vacant parcels or structures. Infill development would develop or redevelop vacant commercial or industrial structures or parcels of land that are already provided with services. Re-development policies help utilize existing structures before constructing new commercial or industrial buildings.

Adequate Infrastructure and Land Supply

Each potential business has its own unique set of location requirements. To attract new employers and to allow existing business to expand, a diverse inventory of industrial and commercial land must be maintained. Sites must be available in a range of sizes and locations with appropriate zoning and compatible surrounding land uses. Infrastructure availability is one of the most critical factors to encourage economic development. Sewer, water, transportation facilities, and communications facilities must be available or easily obtained. For attracting industrial uses, an adequate supply of usable industrial land unencumbered by conflicting land uses and/or environmental constraints, is important.

CHAPTER 11

UTILITIES

City of Liberty Lake Comprehensive Plan

A. Introduction

The Washington State Growth Management Act requires that cities and counties develop a Utilities Element as part of the comprehensive planning process. Specifically, this element must address the future needs for electrical, natural gas, and telecommunication lines. Additionally, public sewer and water are currently provided to the majority of the City by the Liberty Lake Sewer & Water District and solid waste management and recycling are provided to the City by Waste Management. At the present time, the City of Liberty Lake is able to meet the demands of its residents for electricity, natural gas, and telephone service, as well as sewer, water, and solid waste management. However, the City does not provide all of these services, it relies on other entities to provide some of them. The City will need to continue to monitor and coordinate with the variety of public and private contractors to ensure that future needs will also be met.

B. History and Background

Major Issues

- The City of Liberty Lake is supplied with electricity and natural gas to satisfy the current demand for power needs. However, The City anticipates future growth in residential and commercial development. Capacity should be sufficient to accommodate the anticipated needs of the community.
- As the City of Liberty Lake continues to grow, existing programs should be adequate to meet the needs for solid waste disposal.
- Water rights should be adequate to accommodate the City's future water supply need.
- Continue to monitor future demand for wastewater treatment to determine if expansion of the existing facilities will be needed.

Inventory of Utilities

Electrical System

Electricity is currently provided to the City by Avista Utilities. The capabilities of the electrical system's capacity can be quantified in terms of the capacity of its distribution substations.

Power systems are capable of serving an amount of electric demand measured in kilowatts. The number of customers served depends on the demand of each individual customer and varies from a few kilowatts for a small residential customer to 50,000 kilowatts for a large industrial customer. The power system is built to a uniform design throughout the service area. The design provides a networked transmission system of substations (with automatic protection to limit the extent of any problems) and distribution systems (with uniform system-wide design). The designs follow the industry practice where the failure of one major component at any one time does not interrupt service to all customers.

Natural Gas

Avista Utilities currently provides natural gas to customers in the City of Liberty Lake.

Telecommunication System

Residents and businesses in the City have multiple options for the provision of telecommunications services including high capacity Internet service. Cable and digital television service are being offered in the City through multiple providers that have obtained a franchise agreement.

Sewer and Water

Public sewer and water are currently provided to the majority of the City by the Liberty Lake Sewer and Water District. In the northwestern portion of the City water service is provided by the Consolidated Irrigation District #19 and sewer service by the Spokane County Utilities Department.

Solid Waste Management

A number of responsibilities are designated to the County and cities in order to implement the Spokane County Comprehensive Solid Waste Management Plan. The plan states that cities need to provide for collection of solid waste and ensure the provision of the minimum levels of collection service for recyclables. Cities are also asked to enforce litter control ordinances. Cities are authorized under the plan to regulate and plan for the collection of recyclables and to adopt and implement the solid waste plan.

The City of Liberty Lake currently contracts with Waste Management Systems for collection of residential and commercial waste. The City does not require mandatory collection of solid waste, that is, residents are not required to subscribe to refuse collection services. Waste Management bills its customers directly for this service. Waste currently is transported to a central collection site where it is consolidated and shipped to a permanent disposal site, including a trash burner.

Recycling

The County's solid waste management plan adopts a waste reduction and recycling goal. The City offers a residential curbside recycling program under its contract with Waste Management. Residents subscribing to solid waste pickup service automatically receive recycling and are offered yard waste pick-up services. Recycled material is picked up every week and yard waste is treated as trash and also collected weekly.

CHAPTER 12

ESSENTIAL PUBLIC FACILITIES

City of Liberty Lake Comprehensive Plan

A. Introduction

This chapter addresses the sometimes difficult issues and processes surrounding the siting of Essential Public Facilities. Although there is some overlap with the issues and processes involved in the siting of "Capital Facilities," the types of facilities, and the budgetary issues involved, are dissimilar enough to warrant separate chapters in this plan.

In accordance with the requirements of the Washington State Growth Management Act, and following an extensive policy review process by the Spokane County Steering Committee, the Spokane County Commission has adopted a series of county-wide planning policies to guide the preparation of City and County Comprehensive Plans. Included therein are policies addressing the siting of both "essential public facilities" and "public capital facilities of a countywide or statewide nature," as specifically required by the GMA. These policies commit the GMA planning jurisdictions of Spokane County to develop a common siting process for these facilities.

As indicated and defined by WAC 365-195-340, essential public facilities can be difficult to site, and their location in a community may be locally unpopular. Local and state governments are charged by GMA with the task of ensuring that such facilities, as needed to support orderly growth and delivery of public services, are sited in a timely and efficient manner.

In 2001 planning staff from all jurisdictions in Spokane County formed a task force to cooperatively develop a regional siting process for all essential public facilities, including Secure Community Transition Facilities (SCTFs). The Essential Public Facilities Task Force, with assistance from the Office of Community Development (OCD), the Department of Social and Health Services (DSHS), and technical staff from the jurisdictions developed a regional siting process for essential public facilities titled *Spokane County Regional Siting Process for Essential Public Facilities*.

B. History and Background

The Spokane County Regional Siting Process for Essential Public Facilities is intended to address the siting of essential public facilities not already sited by a local comprehensive plan and for which discretionary land use action is required. This siting process is also intended to meet GMA requirements, as well as the intent of the county-wide planning policies. Another objective is to enhance public participation during the early stages of facility siting, and to reduce the time spent analyzing unacceptable sites thereby producing earlier siting decisions, free of political contention that are also consistent with community goals. The regional siting process is based on a coordinated interjurisdictional approach, which in combination with consistent development regulations among the jurisdictions will implement the requirement of equitable distribution of EPF's of a statewide or regional/countywide nature.

Definition of Essential Public Facility

Essential public facilities include those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, state and local correctional facilities, solid waste handling facilities, and in-patient

facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020. (RCW 36.70A.200)

Utilities, as defined in the Countywide Planning Policies for Spokane County (CWPPs), are excluded from the EPF regional siting process. In general, a "utility" refers to a system of delivery, as opposed to a facility at which processing and/or treatment occurs. For example, delivery systems such as sewer pipes are utilities, whereas the wastewater treatment plant itself is an EPF.

If the services provided meet an essential public need, the facility may be considered essential, regardless of whether it is publicly or privately owned. An EPF may include a facility providing or housing a needed public service that is:

- provided by or substantially funded by government, or
- provided by a private entity subject to public service obligations, or
- on an officially adopted state, regional, county, or local community EPF list.

Level of Significance

Essential Public Facilities of a State-wide Nature

EPFs having statewide significance are major facilities that provide a needed public service affecting, or potentially affecting, residents and/or property located in two (2) or more Washington State counties and may be included on the Washington State Office of Financial Management list of EPFs. These facilities include, but are not limited to: regional transportation facilities, such as commercial and military airports, freeways, highways and beltways; state correctional facilities; secure community transition facilities; state social services; state parks; and state higher-educational facilities.

Essential Public Facilities of a Regional/County-wide Nature

EPFs having regional/countywide significance are local or interlocal facilities providing a needed public service affecting, or potentially affecting, residents and/or property located in two or more Spokane County jurisdictions. They include, but are not limited to: general aviation airports; county correctional facilities; regional transportation system; public transit maintenance and operational facilities; regional solid waste disposal/recycling/composting/handling facilities; community colleges; regional wastewater treatment facilities; arenas, stadiums and other entertainment facilities; and regional social and health services such as inpatient hospitals, mental health facilities, substance abuse treatment centers, and group homes (including adult family homes, boarding and retirement homes, and nursing homes). Although group homes are listed as EPFs, siting of housing for children in custody of the state (not including juveniles held in county criminal detention facilities or state juvenile institutions as defined in RCW 13.40.020), or for persons with handicaps as defined under the Federal Fair Housing Act, is exempt from the Regional Siting Process.

Essential Public Facilities of a Local Nature

EPFs having local significance are facilities providing a needed public service affecting or potentially affecting only residents and/or property within the jurisdiction in which they are located. The City of Liberty Lake's comprehensive plan shall provide for additional locally significant public facilities that are also likely to be considered as "essential". For example, the following may fall into such a list: fire stations, police stations, child care facilities, public libraries, community parks, recreation facilities, community centers, local social services, and elementary, middle and high schools, etc.

When developing locally significant EPFs, the City shall document the reasons for adding a particular type of facility to the local list. There shall be relative consistency of these lists from one jurisdiction to the next, in order to avoid forcing the siting of a particular facility in one jurisdiction or another and to assist in meeting service providers' permitting needs.

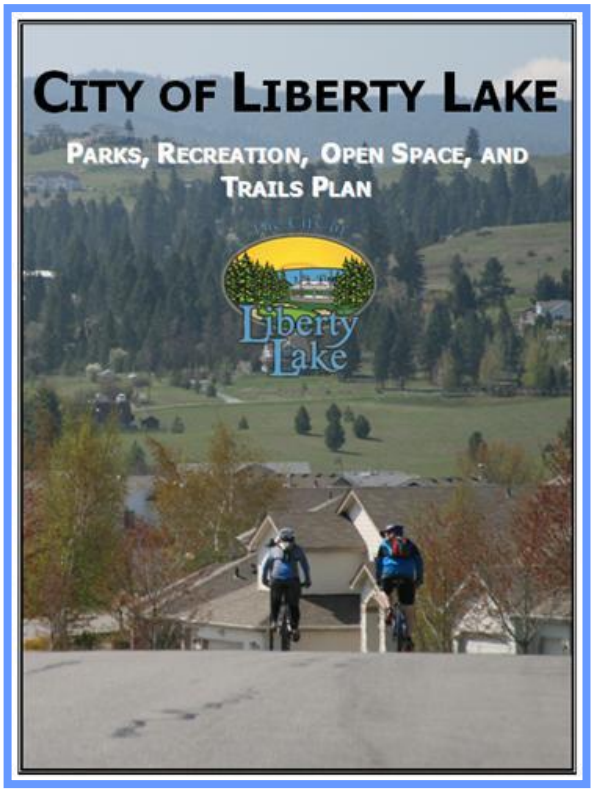
Spokane County Regional Siting Process for Essential Public Facilities

The City of Liberty Lake, an incorporated entity in Spokane County and political subdivision of the State of Washington, in conjunction with the remaining incorporated small towns and cities and with the City of Spokane and Spokane County, have entered into an interlocal agreement to follow the *Spokane County Regional Siting Process for Essential Public Facilities* when siting facilities of a state-wide or regional/county-wide significance. Unless it is otherwise preempted by state or federal laws, the *Spokane County Regional Siting Process for Essential Public Facilities* will apply to any and all future efforts to site an essential public facility of statewide or regional/countywide significance within Spokane County.

The entire *Spokane County Regional Siting Process for Essential Public Facilities*, as well as Attachment A from the interlocal agreement, are contained in the Appendix of this plan.

CHAPTER 13

PARKS, RECREATION, and OPEN SPACE



City of Liberty Lake Comprehensive Plan

Please refer to the City of Liberty Lake Parks, Recreation, Open Space, and Trails Plan which has been incorporated by reference into this Comprehensive Plan.

CHAPTER 14

CAPITAL FACILITIES

City of Liberty Lake Comprehensive Plan

Please refer to the City of Liberty Lake Capital Facilities Plan which has been incorporated into this Comprehensive Plan by reference.

APPENDIX A
REFERENCES

The following documents were used as references in preparing this Comprehensive Plan:

WAC 365-195 & RCW 36.70A
Spokane County Boundary Review Board Liberty Lake Incorporation Study
Spokane County Comprehensive Plan
Spokane County 2001 Road Standards
Countywide Planning Policies for Spokane County
City of Lakewood Comprehensive Plan
City of Lake Forest Park Comprehensive Plan
City of Covington Comprehensive Plan
Human Services, City of Issaquah
Cathedral City Community Image and Urban Design Element (Ahwahnee Principles)
City of Bellevue Comprehensive Plan
US Dept. of Housing and Urban Development (HUD)
WA Center for Real Estate Research
Spokane Association of Realtors
Washington State S.T.I.P. 2003-2005
US Census Bureau
Greenstone Corporation
Stephen E. Liberty Manuscript Collection
Memories of Liberty Lake, by Mildred Brereton & Evelyn Foedish, 1951
Liberty Lake, Spokane's Inland Seashore by Peak Video Productions 2002
NW Museum of Arts & Culture (MAC)/ Eastern WA State Historical Society, Spokane, WA
- MAC historical photographs within Cultural & Historical Resources Element
- Inland Electric Railroad Depot, Maynard Rikerd Collection, MAC #L88-408.1103
- Orchard tract on north edge of Liberty Lake, David C. Guilbert, MAC #L94-9.148
- Liberty Lake Park & dance pavillion, Libby, MAC #L87-1.18385-20
- Pleasure boat "The Ermine", Hudson, MAC #L85-245
- Liberty Lake grocery & post office at Wayside Beach, MAC #L85-248
- Crescent Silver Cornet Band, Crescent Collection, MAC #L85-79.255

Saga of the Coeur d'Alene Indians, and account of Chief Joseph Seltice, edited by Edward Kowrach
Ross Schneidmiller Collection
Holiday Hills pictures supplied by Acuff family for Liberty Lake, Spokane's Inland Seashore video
Saga of a Western Town, Spokane, by Jay Kalez, 1972
Various articles in the Spokane Chronicle/ Spokesman Review, written by Jay Kalez

APPENDIX B
Countywide Planning Policies

Countywide Planning Policies for Spokane County
Adopted by the Spokane County Board of County Commissioners
December 22, 1994 and as subsequently amended

Available at:

Spokane County
Department of Building & Planning
Public Works Building
1026 West Broadway
Spokane, WA 99260

http://www.spokanecounty.org/BP/data/Documents/CWPP/cwpp.pdf

APPENDIX C
SPOKANE COUNTY REGIONAL SITING PROCESS FOR ESSENTIAL PUBLIC FACILITIES (EPF's)

Spokane County Regional Siting Process for Essential Public Facilities, June 21, 2002 and Interlocal Agreement Attachment "A".

Available at:

City of Liberty Lake
Planning and Building Services
22710 E. Country Vista Drive
Liberty Lake, WA 99019
(509) 755-6708

Spokane County
Department of Building & Planning
Public Works Building
1026 West Broadway
Spokane, WA 99260

http://www.spokanecounty.org/bp/content.aspx?c=2315

APPENDIX D
2015 Liberty Lake Land Quantity Analysis

2015 Liberty Lake Land Quantity Analysis

<u>Available at:</u>

City of Liberty Lake
Planning and Building Services
22710 E. Country Vista Drive
Liberty Lake, WA 99019
(509) 755-6708

APPENDIX E
Spokane County 2015 – 2037 Population Projections

Spokane County 2015 – 2037 Population Projections

<u>Available at:</u>

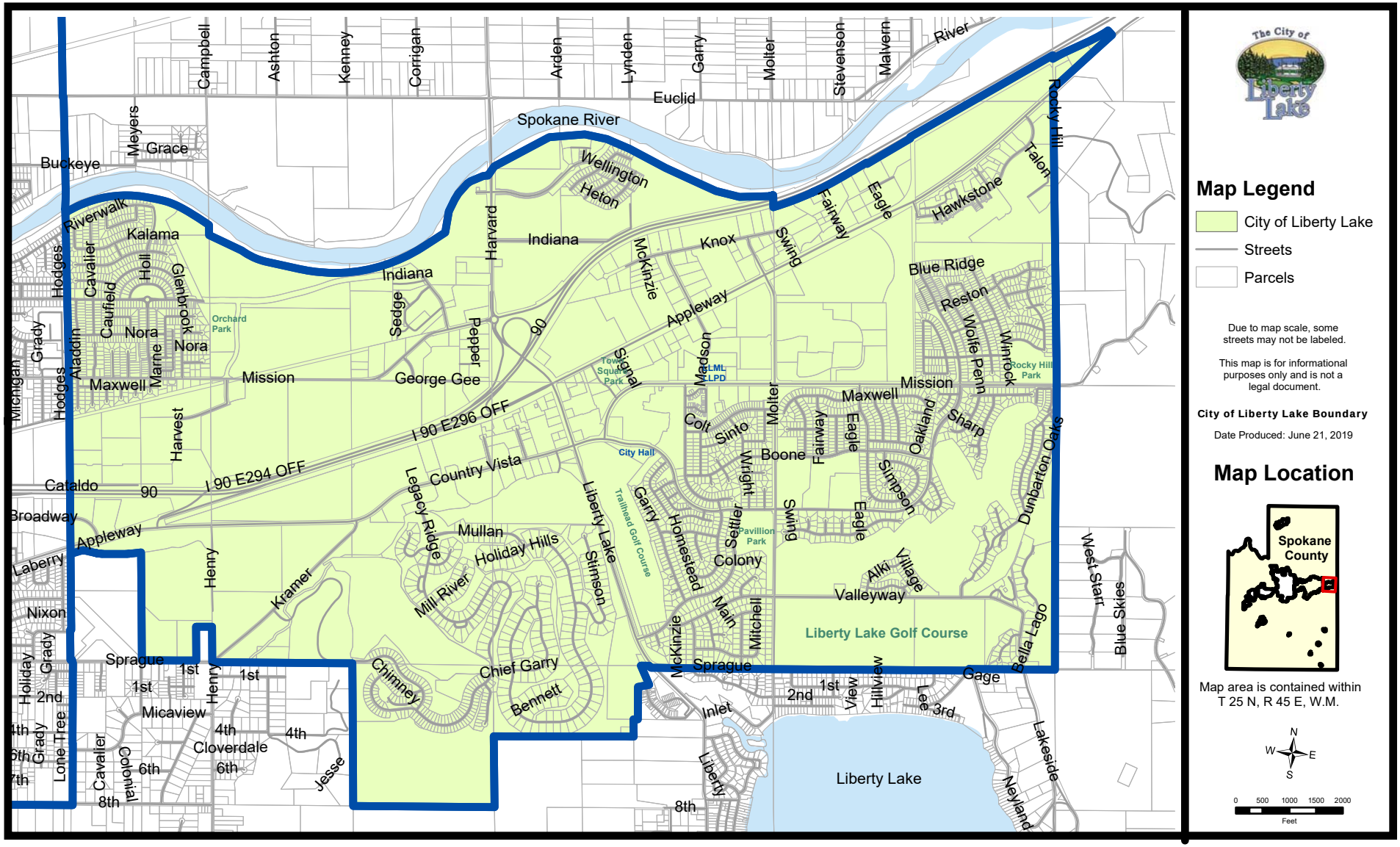
City of Liberty Lake
Planning and Building Services
22710 E. Country Vista Drive
Liberty Lake, WA 99019
(509) 755-6708

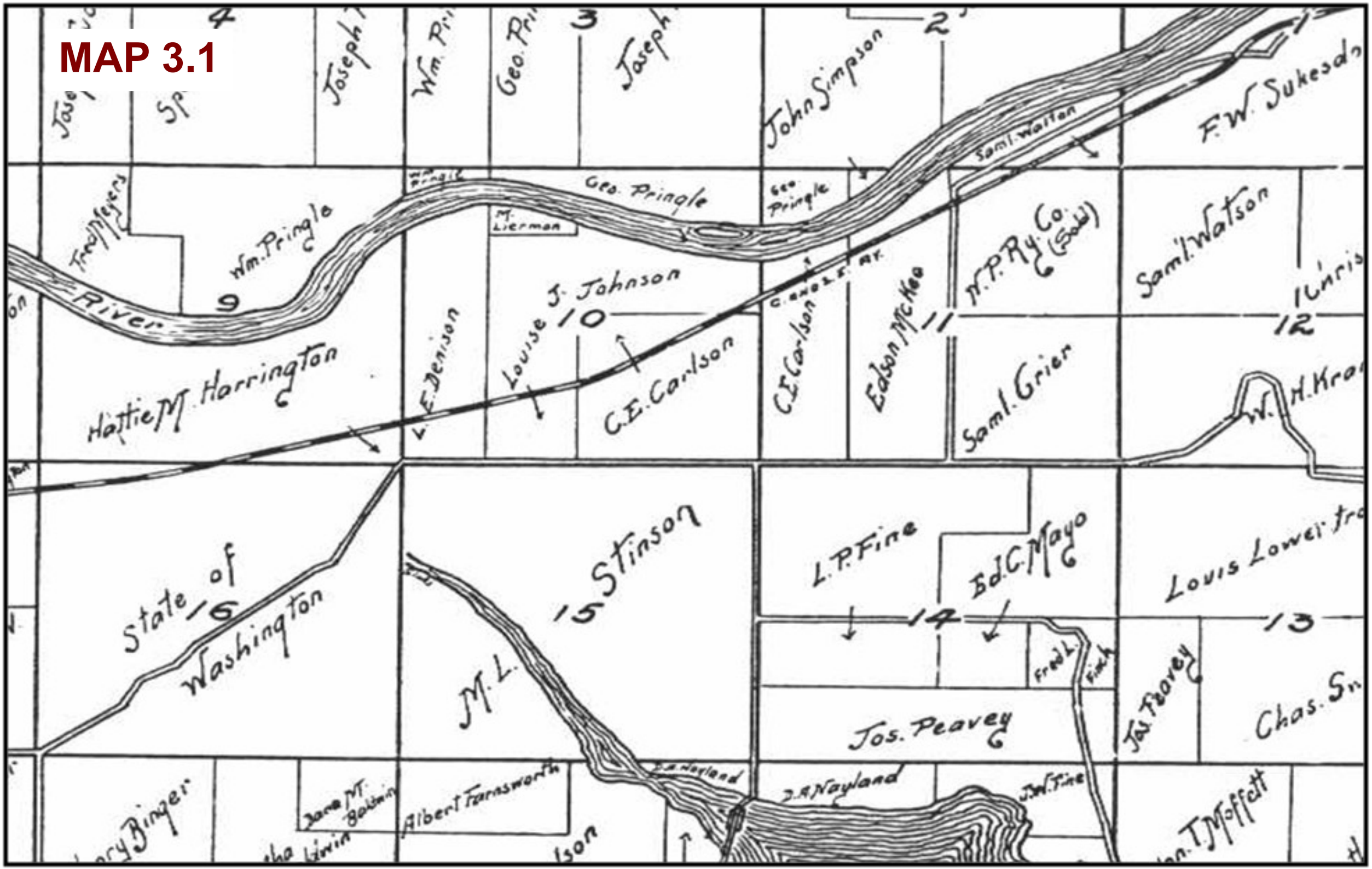
Spokane County
Department of Building & Planning
Public Works Building
1026 West Broadway
Spokane, WA 99260

APPENDIX F

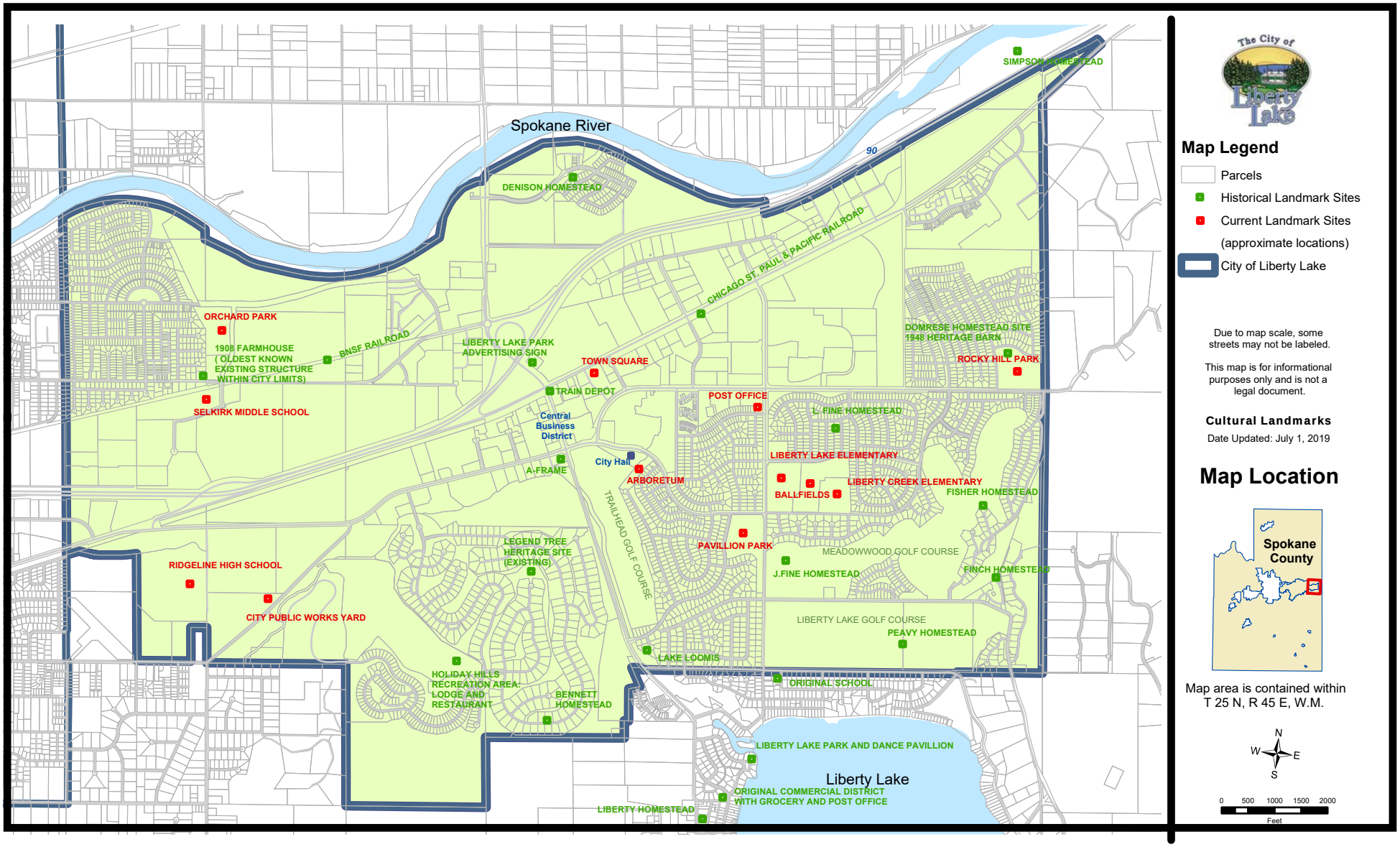
Enlarged Volume 1 Maps

MAP 1.1


Map Legend
City of Liberty Lake
Streets
Parcels
Due to map scale, some streets may not be labeled.
This map is for informational purposes only and is not a legal document.
City of Liberty Lake Boundary
Date Produced: June 21, 2019
Map Location
Spokane County
Map area is contained within T 25 N, R 45 E, W.M.
N
W
E
S
0 500 1000 1500 2000
Feet
Spokane River
Liberty Lake
Liberty Lake Golf Course
City Hall
Orchard Park
Town Square Park
LML LPD
Pavilion Park
Trailhead Golf Course
Rocky Hill Park
Euclid
Campbell
Ashton
Kenney
Corrigan
Arden
Lynden
Garry
Molter
Stevenson
Malvern
River
Rocky Hill
Talon
Hawkstone
Eagle
Fairway
Swing
Knox
Wellington
Heton
Indiana
Harvard
Meyers
Grace
Buckeye
Riverwalk
Kalama
Hodges
Cavalier
Caufield
Holl
Glenbrook
Nora
Grady
Aladdin
Michigan
Maxwell
Marne
Mission
Harvest
Sedge
Pepper
George Gee
90
I 90 E296 OFF
I 90 E294 OFF
Cataldo
Broadway
Appleway
Laberry
Nixon
Henry
Kramer
Country Vista
Legacy Ridge
Mullan
Holiday Hills
Mill River
Chimney
Chief Garry
Bennett
Jesse
Sprague
1st
2nd
Micaview
4th
Cloverdale
6th
8th
Colonial
Lone Tree
Holiday
McKinzie
Appleway
Madson
Signal
Colt
Sinto
Molter
Boone
Wright
Settler
Colony
Homestead
Garry
Liberty Lake
Stimson
Main
Mitchell
Inlet
Liberty
Blue Ridge
Reston
Wolfe Penn
Winrock
Mission
Maxwell
Oakland
Sharp
Simpson
Dumbarton Oaks
Alki
Village
Valleyway
View
Hillview
Lee
3rd
Gage
Bella Lago
Lakeside
Neyland
West Starr
Blue Skies


MAP 3.1
Joseph
Wm. Pri
Geo. Pri
Joseph
John Simpson
F.W. Sukesda
Saml. Walton
Geo. Pringle
Geo. Pringle
Wm. Pringle
M. Liermon
Fred Myers
Wm. Pringle
River
N.P. Ry. Co. (Scale)
Saml. Watson
Louise J. Johnson
C.E. Carlson
C.E. Carlson
Edson McNeo
Saml. Grier
Hattie M. Harrington
L.E. Denison
W. H. Kra
State of Washington
M.L. Stinson
L.P. Fine
Ed.C. Mayo
Louis Lower
Fred L. Fish
Jos. Peavey
Jos. Peavey
Chas. S
J.A. Nayland
J.A. Nayland
J.W. Fine
Albert Farnsworth
Jane M. Baldwin
Mary Binger
Jon. T. Moffett

MAP 3.2



The City of Liberty Lake

Map Legend

- Parcels
- Historical Landmark Sites
- Current Landmark Sites (approximate locations)
- City of Liberty Lake

Due to map scale, some streets may not be labeled.

This map is for informational purposes only and is not a legal document.

Cultural Landmarks

Date Updated: July 1, 2019

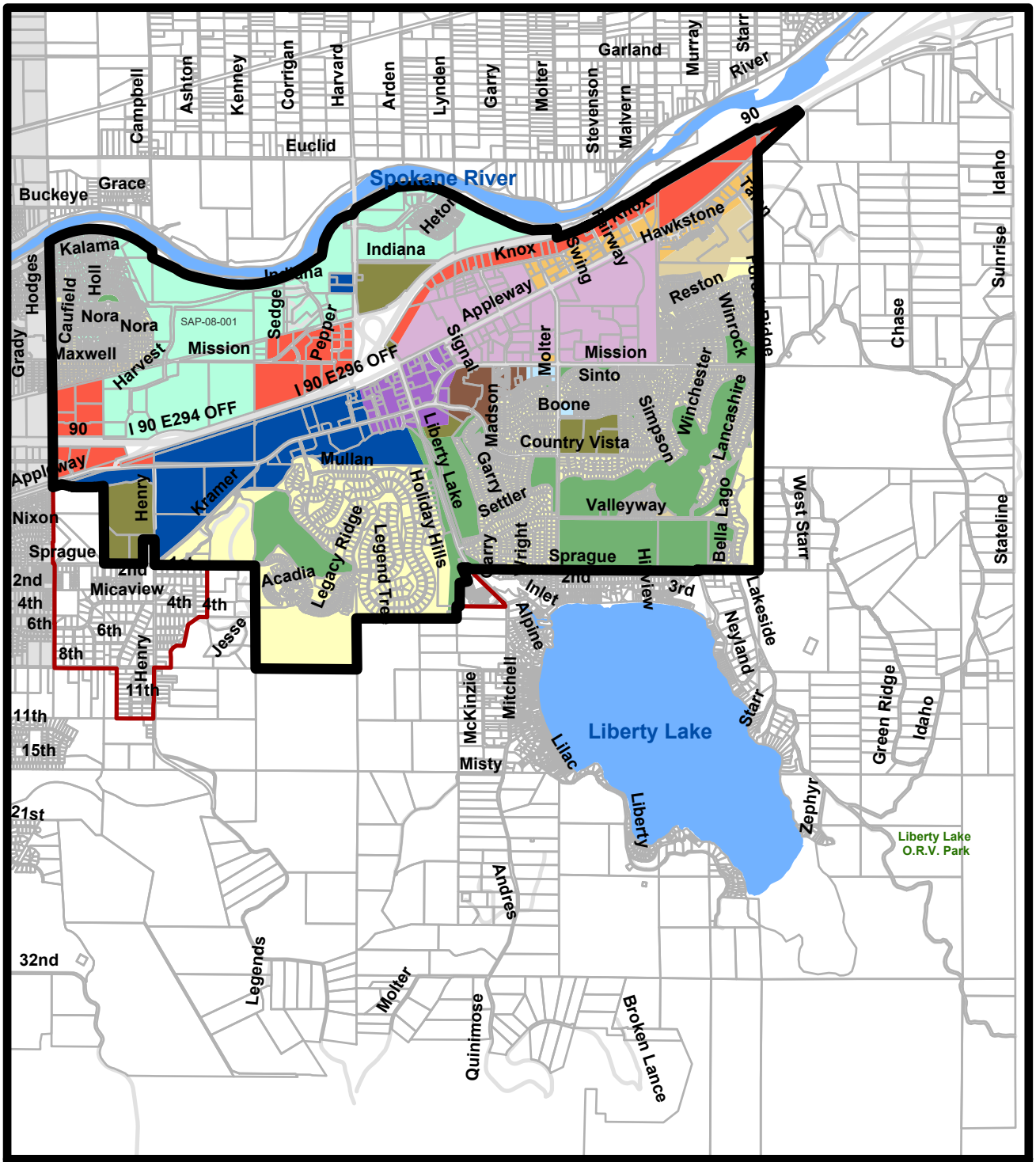
Map Location

Map area is contained within T 25 N, R 45 E, W.M.

N W E S

0 500 1000 1500 2000
Feet

MAP 5.1



Due to map scale, some streets may not be labeled.

This map is for informational purposes only and is not a legal document.

Comprehensive Plan Land Use Map

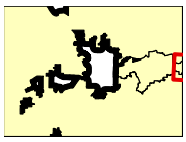
Amended Map Adopted - 12/19/06
(Updated 7/1/19)

For information please contact
The City of Liberty Lake
Community Development Department
509-755-6708

Map Legend

- City of Liberty Lake
- UGA Boundary
- Parcels
- Streets
- Water Bodies
- 'O'_Open Space/ Recreation
- 'R1'_Single Family Residential
- 'R2'_Mixed Residential
- 'R3'_Multi Family Residential
- 'M1'_Neighborhood Center Mixed Use
- 'M2'_Community Center Mixed Use
- 'M3'_Central Business District Mixed Use
- 'C1'_Community Commercial
- 'C2'_Freeway Commercial
- 'I'_Light Industrial
- 'P'_Public/ Semi-Public Institutional
- City of Spokane Valley
- SAP 08

Map Location

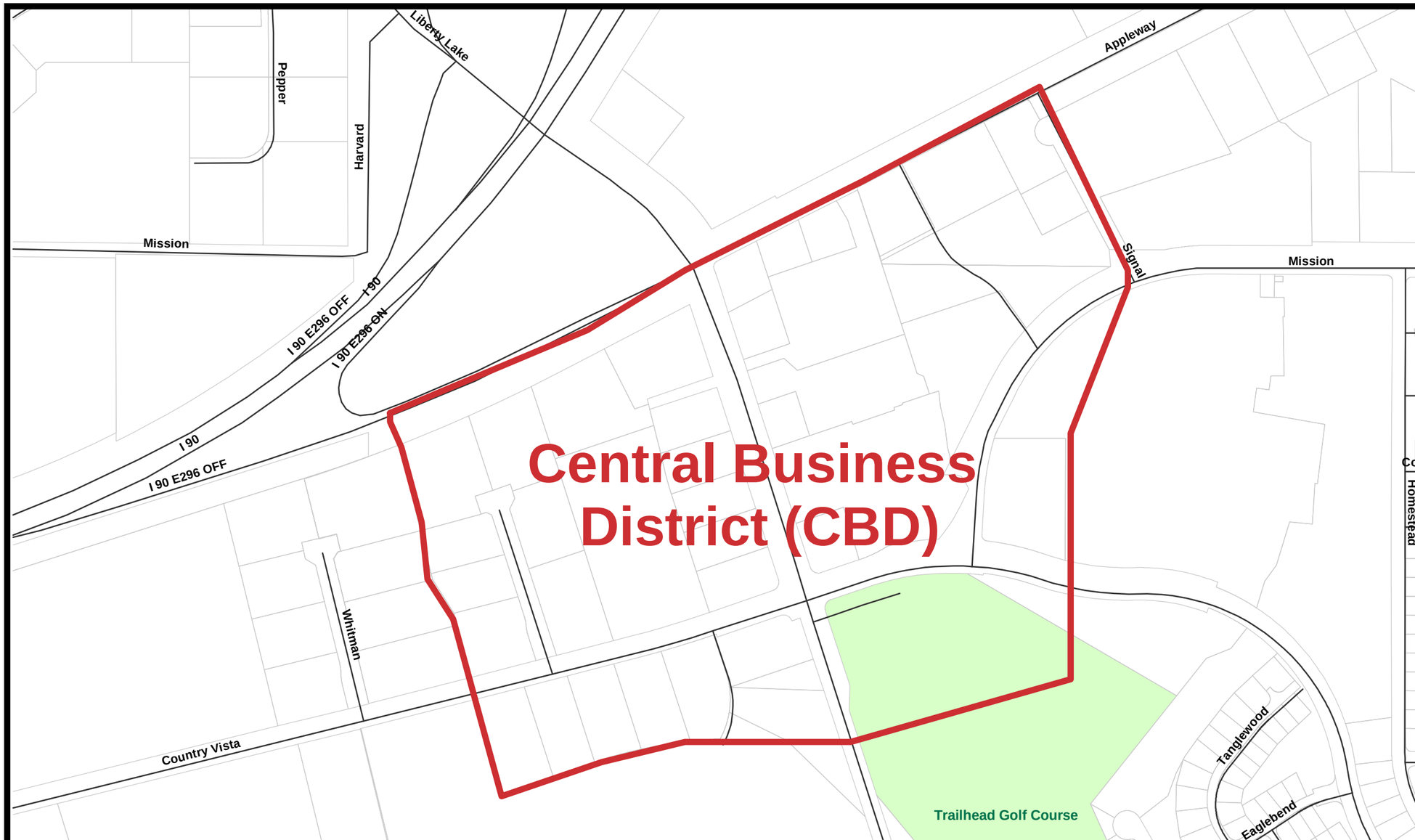


Map area is contained within
T 25 N, R 45 E, W.M.

Comprehensive Plan Land Use Map

N
W E
S

0 0.25 0.5 0.75 1
Miles



Map Legend

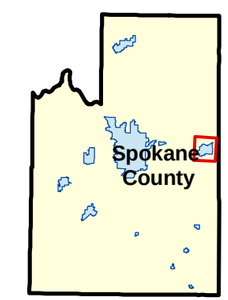
- Streets
- Parcels
- Parks & Golf

This map is for informational purposes only and is not a legal document.

Date Produced
June 9, 2003

For information please contact The City of Liberty Lake Planning & Community Development Department
509-755-6708

Map Location



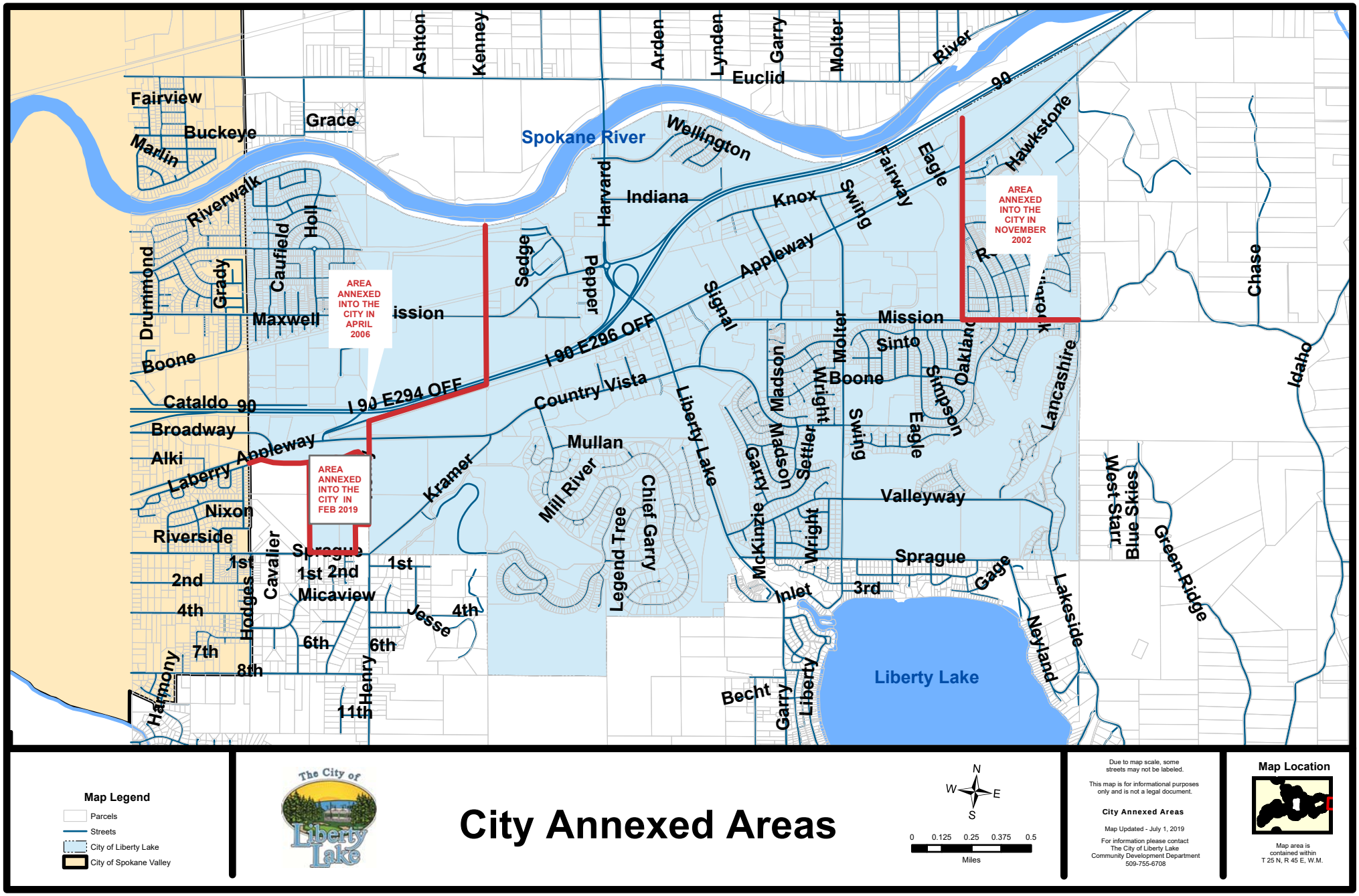
Map area is contained within T 25 N, R 45 E, W.M.

City of Liberty Lake

N
W E
S

0 100 200 300 400
Feet

MAP 5.3



Map Legend

- Parcels
- Streets
- City of Liberty Lake
- City of Spokane Valley

The City of Liberty Lake

City Annexed Areas

N W E S

0 0.125 0.25 0.375 0.5 Miles

Due to map scale, some streets may not be labeled.

This map is for informational purposes only and is not a legal document.

City Annexed Areas

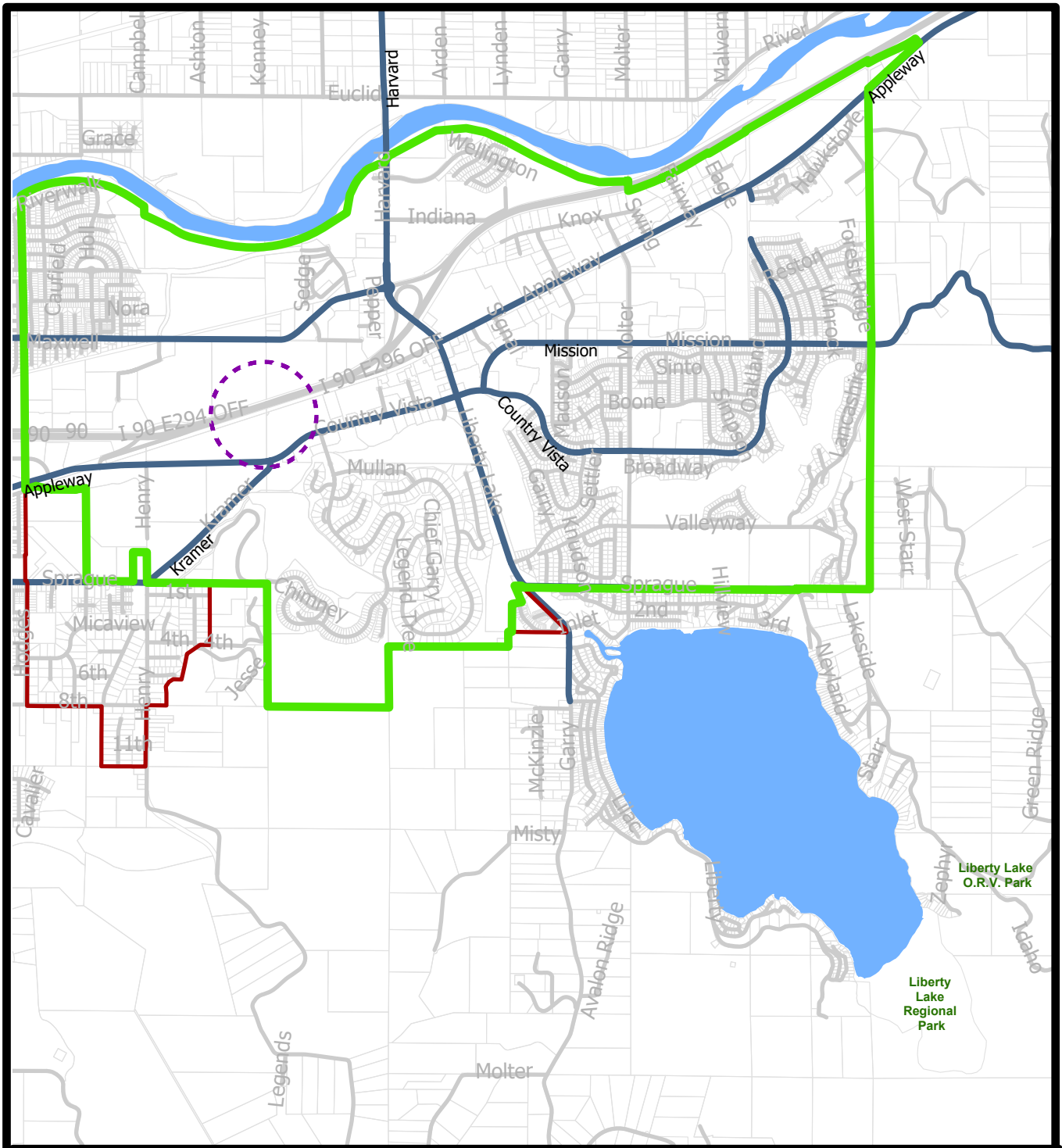
Map Updated - July 1, 2019

For information please contact The City of Liberty Lake Community Development Department 509-755-6708

Map Location

Map area is contained within T 25 N, R 45 E, W.M.

MAP 8.1



Due to map scale, some streets may not be labeled.

This map is for informational purposes only and is not a legal document.

City Street System Map

Map Updated July 1, 2019

For information please contact
The City of Liberty Lake
Community Development Department
509-755-6708

Map Legend

- City Boundary
- UGA Boundary
- Arterials
- Parcels
- Proposed Henry Road Overpass

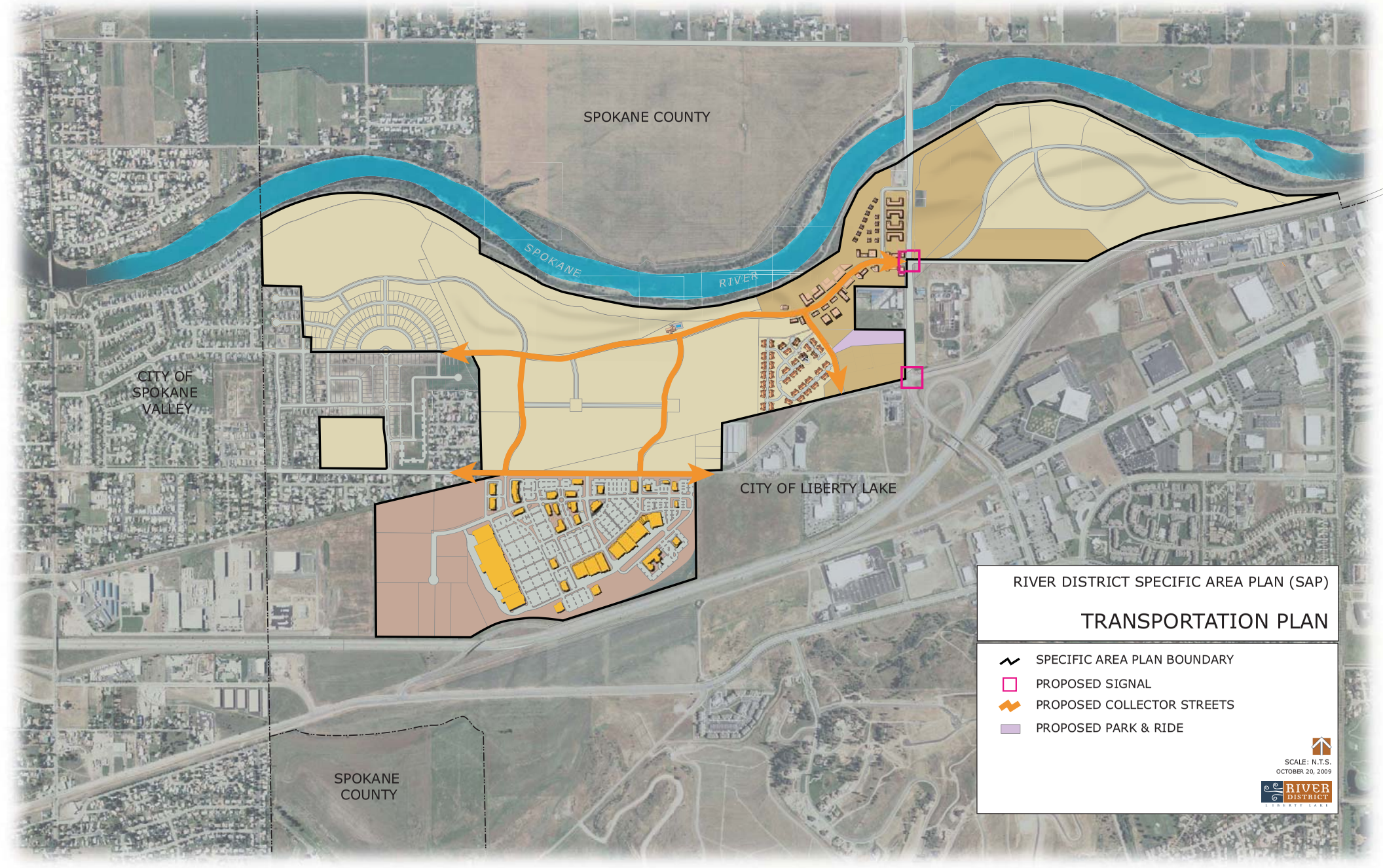
Map Location

Map area is contained within
T 25 N, R 45 E, W.M.

City Street System Map

N
W E
S

0 0.25 0.5 0.75 1
Miles


SPOKANE COUNTY
SPOKANE RIVER
CITY OF SPOKANE VALLEY
CITY OF LIBERTY LAKE
SPOKANE COUNTY
RIVER DISTRICT SPECIFIC AREA PLAN (SAP)
TRANSPORTATION PLAN
SPECIFIC AREA PLAN BOUNDARY
PROPOSED SIGNAL
PROPOSED COLLECTOR STREETS
PROPOSED PARK & RIDE
SCALE: N.T.S.
OCTOBER 20, 2009
RIVER DISTRICT
LIBERTY LAKE