



Planning Commission Special Meeting Agenda

Tuesday, July 01, 2025 at 6:00 PM

9103 E Frederick Ave.

www.youtube.com/@cityofmillwood

1. CALL TO ORDER & ROLL CALL
2. APPROVAL OF MEETING AGENDA
3. APPROVAL OF MINUTES

- a. [Motion to approve June 9, 2025 meeting minutes as presented or with any modifications.](#)

4. ACTION ITEMS

- a. [Periodic Update - Tier 3 City Required Middle Housing Types](#)
 - b. [Periodic Update - Continued discussion on modifications to Draft Comprehensive Plan Land Use & Housing Elements](#)
 - c. [Periodic Update - Discussion on modifications to Draft Comprehensive Plan Historic Preservation, Transportation, & Essential Public Facilities Elements](#)
 - d. Periodic Update - Discussion on modifications to Draft Comprehensive Plan Capital Facilities / Utilities Element

5. PUBLIC REMARKS

Public Remarks are an opportunity for citizens to address the Planning Commission either in-person or by submitting their remarks to remarks@millwoodwa.us. We ask that in-person speakers limit themselves to two minutes and follow the Citizen Participation Guidelines Policy as posted on the City of Millwood website www.millwoodwa.us/government#CityCouncil or available at City Hall prior to this meeting.

6. CITY PLANNER REPORT

- a. [Planning Report - May 2025](#)

7. COMMISSIONER COMMENTS

8. SET NEXT MEETING - July 30, 2025 at 6:00 pm.

Anticipated Agenda Items:

Periodic Update - Draft Comprehensive Plan Modifications & New Climate Change & Resiliency Element

July 8, 2025 at 5:00 pm Joint City Council - Planning Commssion Special Meeting

Periodic Update - Presentation on Draft Comprehensive Plan Housing Element & Integration with Land Use - Capital Facilities and Utilities Elements.

9. ADJOURNMENT



Planning Commission Special Meeting Minutes

Monday, June 09, 2025 at 5:30 PM

9103 E Frederick Ave.

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1. CALL TO ORDER & ROLL CALL

Commissioner Ankney called the meeting to order at 5:32 pm. A quorum was present.

PRESENT

Commissioner Mike Ankney
Commissioner Bobbie Beese
Commissioner Jay Molitor
Commissioner Bill Rickard

ABSENT

Commissioner Savannah Wu

2. APPROVAL OF MEETING AGENDA

Motion made by Commissioner Molitor, Seconded by Commissioner Beese to approve the agenda as presented.

Voting Yea: Commissioner Ankney, Commissioner Beese, Commissioner Molitor, Commissioner Rickard

3. APPROVAL OF MINUTES

- a. Motion to approve May, 28, 2025 meeting minutes as presented or with any modifications.

4. ACTION ITEMS

- a. Periodic Update - Tier 3 City Overview

Ms. Tainio went over the Tier 3 City requirements from the updated October 2024 Model Ordinance regarding ADU's, major transit stops, parking for middle housing, middle housing types and parking for ADU's.

- b. Periodic Update - Continued discussion on modifications to Draft Comprehensive Plan Land Use & Housing Elements

Ms. Tainio explained that she had incorporated the changes discussed at the last meeting. The Commission discussed scale and form wording, four stories in the C-1 Zone and pictures of townhomes that would best represent Millwood.

- c. Periodic Update - Continued discussion on Racially Disparate Impacts (RDI) Analysis Policy Evaluation (G.06, P.11, & Action #39 Highlighted)

Commissioner Beese reviewed the Racially Disparate Impacts Analysis Policy #11 and Goal #6. At Ms. Tainio's request Commissioner Beese submitted some suggested rewrites for those two items. The Commission approved of the suggested language changes and thanked

Commissioner Beese for her work. Commissioner Beese raised concerns about the accuracy of the data regarding Millwood's diversity numbers. Ms. Tainio stated that she would contact commerce for clarification and bring back information at the next meeting.

A brief recess was taken 6:24 pm for technical issues; the meeting resumed at 6:27 pm with Commissioners Beese, Rickard, Ankney & Beese all present.

The Commissioners discussed housing types that would best fit the UR-2 zone.

5. PUBLIC REMARKS

Shawna Beese - City Council Member, 3610 N Sargent, thanked the Commission for their work on the Comprehensive Plan and asked for clarification on unit lot subdivisions and minimum lot sizes.

Todd Beese, 8610 E South Riverway, thanked staff and the Planning Commission for their work.

6. COMMISSIONER COMMENTS

Commissioner Ankney thanked the audience for their attendance.

7. SET NEXT MEETING

The next regularly scheduled Planning Commission meeting set for June 25, 2025 will be cancelled due to staffing issues. The Planning Commission will have a special meeting on July 1, 2025 at 6:00 pm. There will also be a Joint Special Planning Commission - City Council Meeting on July 8, 2025 at 5:00 pm.

8. ADJOURNMENT

Motion made by Commissioner Rickard, Seconded by Commissioner Molitor to adjourn the Planning Commission Meeting at 6:43 pm.

Voting Yea: Commissioner Ankney, Commissioner Beese, Commissioner Molitor, Commissioner Rickard.

Approved:

Attest:

Michael Ankney, Planning Commission Chair

Lisa Cassels, City Clerk

- “Accessory Dwelling Unit (ADU)” means a dwelling unit located on the same lot as a single-family housing unit, duplex, triplex, townhome or other housing unit.
 - Within urban growth areas, cities and counties must allow two ADUs on all lots in zoning districts that allow for single-family homes. The ADUs may be:
 - Two attached ADUs such as unit in a basement, attic, or garage;
 - One attached ADU and one detached ADU; or
 - Two detached ADUs, which may be comprised of either one or two detached structures.
 - A conversion of an existing structure, such as a detached garage.
 - Minimum number of ADUs per lot: Two ADUs per lot must be allowed in all GMA urban growth areas, in addition to the principal unit, for lots that meet the minimum lot size required for the principal housing unit.
- The city shall not require through development regulations any standards for middle housing that are more restrictive than those required for detached single-family residences, but may apply any objective development regulations that are required for detached single-family residences, including, but not limited to, set-back, lot coverage, stormwater, clearing, and tree canopy and retention requirements.
- “Administrative design review” means a development permit process whereby an application is reviewed, approved, or denied by the planning director or the planning director’s designee based solely on objective design and development standards without a public predecision hearing, unless such review is otherwise required by state or federal law, or the structure is a designated landmark or historic district established under a local preservation ordinance. A city may utilize public meetings, hearings, or voluntary review boards to consider, recommend, or approve requests for variances from locally established design review standards.
- “Major transit stop” means:
 - (a) a stop on a high capacity transportation system funded or expanded under the provisions of chapter 81.104 RCW;
 - (b) commuter rail stops;
 - (c) stops on rail or fixed guideway systems; or
 - (d) stops on bus rapid transit routes, including those stops that are under construction.
- “Middle housing” means buildings that are compatible in scale, form, and character with single-family houses and contain two or more attached, stacked, or clustered homes including duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing.
 - “Cottage housing” means residential units on a lot with a common open space that either: (a) Is owned in common; or (b) has units owned as condominium units with property owned in common and a minimum of 20 percent of the lot size as open space.
 - “Courtyard apartments” means attached dwelling units arranged on two or three sides of a yard or court.”
 - “Stacked flat” means dwelling units in a residential building of no more than three stories on a residential zoned lot in which each floor may be separately rented or owned.
 - “Townhouses” means buildings that contain three or more attached single-family dwelling units that extend from foundation to roof and that have a yard or public way on not less than two sides.

- RCW 36.70A.635 requires a Tier 3 city to allow all middle housing types that accommodate two or more units, meaning duplexes, stacked flats, courtyard apartments, and cottage housing must be permitted by-right on all lots zoned predominantly for residential use, unless zoning permitting higher densities or intensities applies.
- Parking for Middle Housing

B. Off-street parking for middle housing shall be subject to the following:

1. No off-street parking shall be required within one-half mile walking distance of a major transit stop.¹
2. A maximum of one off-street parking space per unit shall be required on lots no greater than 6,000 square feet, before any zero lot line subdivisions or lot splits.²
3. A maximum of two off-street parking spaces per unit shall be required on lots greater than 6,000 square feet before any zero lot line subdivisions or lot splits.³

- Parking for ADUs

4. Set off-street parking requirements consistent with statute

Many lots in established areas aren't large enough to support both an ADU and off-street parking, effectively prohibiting ADU development. This means that ADUs are often limited to larger lots that can accommodate parking and other site features. Removing off-street parking requirements for ADUs can help to open up possibilities for placing ADUs, especially in urban areas with transportation options.

State law

Parking limits for ADUs are subject to the following:

- Off street parking may not be required as a condition of permitting ADUs within one half mile of a major transit stop.^{26,27}
- On lots smaller than 6,000 square feet, no more than one off-street parking space may be required per ADU before any zero lot line subdivisions or lot splits.²⁸
- On lots greater than 6,000 square feet, no more than two off-street parking spaces per ADU may be required before any zero lot line subdivisions or lot splits.
- Within a mile radius of SeaTac airport, these limits do not apply.²⁹ Jurisdictions may require off street parking within a mile of SeaTac airport, even within one half mile of a major transit stop. However, Commerce suggests that off street parking requirements be limited in areas with walking access to high capacity transit.

CHAPTER 5 - LAND USE

5.1 INTRODUCTION

The land use chapter is often known as the heart of the comprehensive plan. It is thought of as the heart of the plan because it identifies how the projected population will be accommodated and it is the guiding force of the development regulations and land use decisions. The land use chapter is an important tool for the management and coordination of future growth and redevelopment. The County-wide Planning Policies and outcomes of the community visioning process are, also, incorporated within this chapter.

In this chapter, the city is described through its natural and built environments and current land use patterns. Millwood’s development regulations implement how and where growth may occur and are compatible with the goals and policies of this chapter.

Today, the land use pattern in Millwood is urban in character. The city is divided from east to west by Argonne Road. Commercial uses lie adjacent to Argonne Road on the east and west sides of the street. Moving further west and south lies single-family residential homes. Land uses on the east side of the Argonne Road includes residential, public, commercial, and industrial. To the southeast of the industrial lands lies more single-family housing and duplexes.



Figure 5-1: Millwood is defined by its connection to the Spokane River.

Trent ~~Road-Avenue~~ (State Highway 290) forms the southern border of the City. The north side of Trent ~~Road-Avenue~~ lies within the City boundaries and is lined with commercial ~~and light industrial~~ businesses.

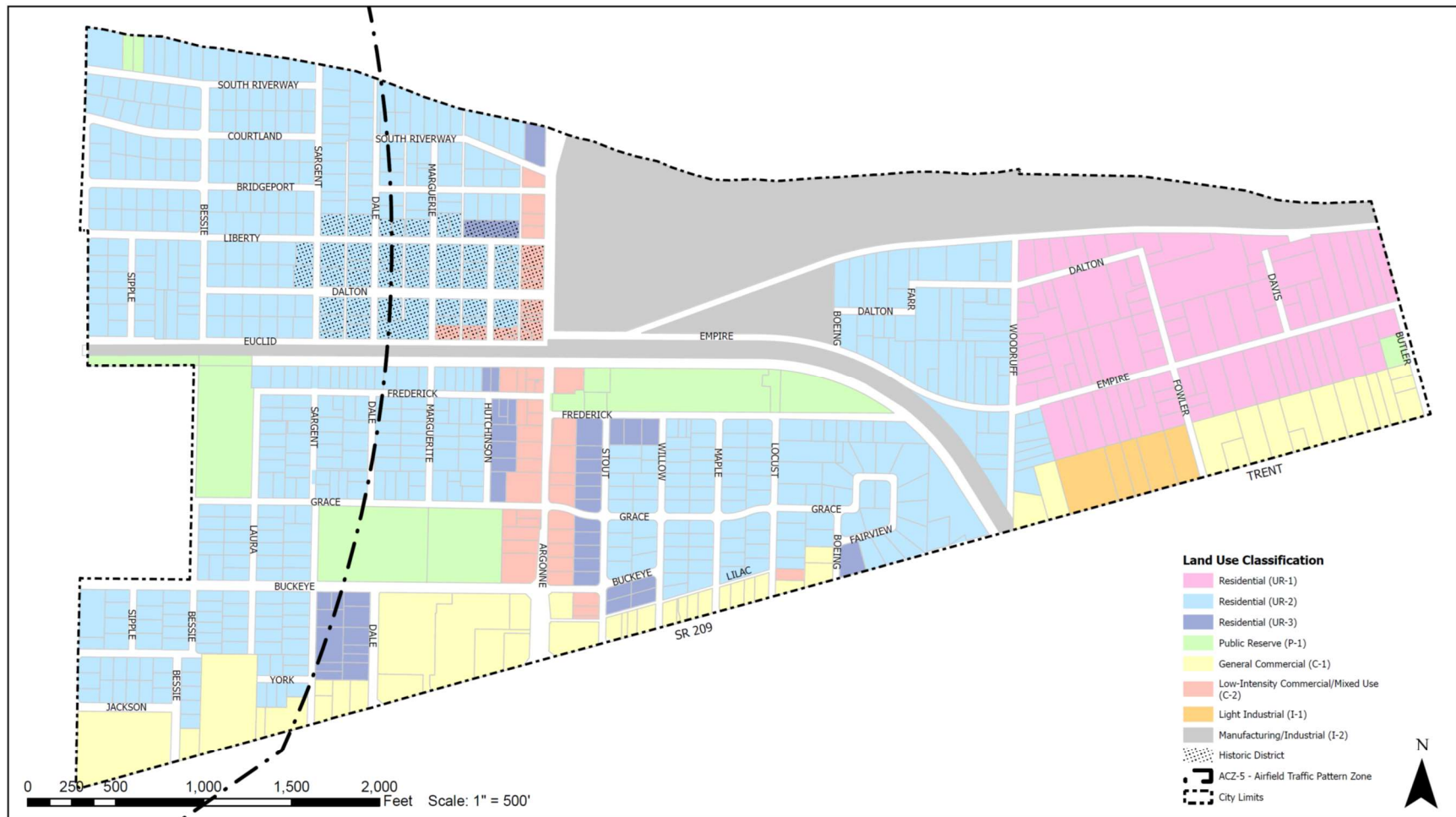
The land use chapter covers important factors which influence where and how development may or may not occur. Those factors include Spokane Felts Field Airport and its restrictions to development, the urban growth area, critical areas, ~~and~~ open space corridors, ~~and shoreline management areas~~.

5.2 EXISTING LAND USE CONTEXT

The City of Millwood is a small community with limited land for expansion. Therefore, Millwood has adopted zoning which will meet the demands of the growing population and enhance economic activity by increasing the density of residential and commercial development.

By adopting the following zoning categories, the city hopes to achieve a denser commercial development along Trent Avenue and Argonne Road, infill development in the residential areas and the creation of a multi-family zone to allow for higher density residential development. ~~Below in~~ Table 5-1 ~~are lists~~ the zoning categories with descriptions and Map 5-~~2-1~~ show this information in the ~~land use /~~ zoning map.

-ZONING MAP



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CITY OF MILLWOOD
LAND USE & ZONING MAP

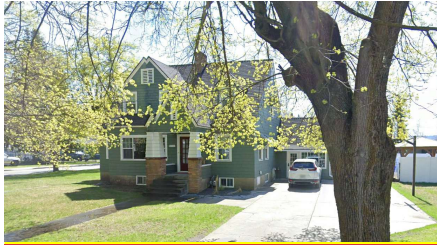
Sources:
ESRI Basemaps
Spokane County GIS
City of Millwood

PROJECT NO..... 51007.00
DRAWN BY..... CSH
FILENAME..... LCA-ZoningMap
DATE..... 03-25-2025

Map 2-5-1:- Millwood Land Use / Zoning Map

Table 125-1: Zoning Categories

Zone Name	Abbreviation	Description
Residential	UR-1	This designation applies to the eastern portion of the City that has traditionally accommodated single-family detached homes on large lots with space for urban agriculture while allowing opportunities for infill development. The intent of this designation is to acknowledge the single dwelling residential building type as the primary use with the potential for accessory dwellings, duplexes, triplexes, townhouses, cottage housing, stacked flats, courtyard apartments, and other small-scale housing forms that are compatible in scale and form with single-family houses while permitting a minimum of two middle housing units per lot. Residential for single-family housing and manufactured housing on individual lots, minimum lot size of 10,000 sq. ft. and 80 ft. street frontage; duplexes with a minimum lot size of 12,000 sq. ft. and 100 ft. street frontage. Maximum lot size of one acre.      
	UR-2	This designation is the predominant residential land use in Millwood with a small area included in the Millwood Historic District. The intent of this designation is to acknowledge the single dwelling residential building type as the primary use with the potential for a variety of small-scale housing types with moderate densities including single family homes, accessory dwellings, duplexes, triplexes, townhouses, fourplexes, courtyard apartments, cottage housing, stacked flats, courtyard apartments, and other small-scale housing forms in neighborhoods characterized by low traffic volumes, abundant trees and other landscaping

		features, with easy access to parks and other recreational opportunities. A minimum of two middle housing units per lot are permitted. Residential for single-family homes, minimum lot size of 5,000 sq. ft. and 50 ft. street frontage; duplexes with a minimum lot size of 7,200 sq. ft. and 70 ft. street frontage. Also includes accessory dwelling units. Maximum lot size of one acre.      
	UR-3, MF	This designation is located throughout Millwood and is intended as a buffer between the areas of the city zoned for low density residential and the busiest commercial areas throughout the city. It allows for higher density middle housing and multi-family housing up to two stories including townhouses, courtyard apartments, fiveplexes, sixplexes, stacked flats, and multi-family units while accommodating existing single family uses and allowing accessory dwelling units as well as middle housing types allowed in UR-1 and UR-2. This High Density Residential district offers the highest density residential uses on the smallest lots located on or close to major arterials and providing easy access to public services and transit. Residential for multi-family structures, minimum lot size of 2,500 sq. ft. per dwelling unit and 100 ft. of street frontage. Duplexes require a minimum lot size of 7,200 sq. ft. and 70 ft. of street frontage. Single occupancy units and accessory dwelling units are also allowed. (50 ft for single 100 for duplex) check code to make sure this information is correct

		     
General Commercial	C-1	<u>The General Commercial district is intended for large scale, auto oriented commercial uses located primarily along major arterials up to four stories. Businesses located in this zone provide goods and services to customers throughout the region. A variety of existing residential development is located in this zone, however new residential will focus on higher density and mixed use with commercial, as well as allowing hotels and temporary emergency housing to meet Washington State requirements. for large, high traffic-generating businesses. Grocery stores and big-box retail stores are examples of typical businesses that would be encouraged in this zone.</u>   
Low-Intensity Commercial / Mixed Use	C-2	<u>The Low-Intensity Commercial / Mixed Use district is intended to provide housing opportunities and retail and professional services to a limited trade area. The zone should be developed on pedestrian scale to accommodate neighborhood and local community shopping needs, to provide variety in housing, and to create recreation opportunities without negatively impacting adjoining neighborhoods. C-2 zones shall be</u>

grouped along arterials and within one-fourth mile of a public transit route and should be designed to accommodate pedestrians. The zone should create an urban neighborhood and, in addition, serve several neighborhoods within walking distance or within a few miles allowing for short driving distances from home to the zone. The zone should serve as a buffer between residential zones and arterial roads thereby providing an appropriate land use transition. ~~for small retail and service businesses up to three stories. A~~ and ~~apartments or other living quarters will be allowed~~ encouraged in mixed-use structures up to four stories, for a more diverse environment. The central portion of the district, along Argonne Rd. is included in the Millwood Historic District. Automobile-related uses such as drive-up windows would be discouraged.



Light Industrial

I-1

The Light Industrial district is intended for small to medium intensity industrial uses, up to four stories, that produce little to no noise or environmental emissions. ~~Light Industry~~ This zone also allows for hotels and temporary emergency housing to meet Washington State requirements.



Manufacturing
/ Industrial

I-2

The Manufacturing / Industrial designation, also known as the Paper Mill Alternative zone for the historic Inland Empire Paper Mill, allows up to four stories, and is intended to preserve the existing use of the property without negatively affecting the aesthetics of the Argonne Road corridor and the Millwood Historic District, nor the quality of life for surrounding residences and businesses. If the site is abandoned, future uses would be mixed use commercial / residential and light industrial. (light industry, C-2 type commercial, and mixed-use residential if the site is abandoned by the IEPC Mill.)



Public Reserve	P-1	Public Reserve for public facilities, utilities, parks, (including a pedestrian link between parks) and open space.  
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Building Intensities by Zone

Acres by zone, in Table 5-2, indicates there are 827-829 total parcels (excluding right-of-way) within the city limits. This is an increase of only two (2) parcels since the last Comprehensive Plan update. The table further breaks down this information by each zoning category for parcels, acres, and percent of the total. Table 5-2 corresponds to Section 4.5, Land Capacity Analysis and are included in the adopted City of Millwood Land Capacity Analysis contained in the Appendix.

Table 5-213: Acres by Zone

Zoning Category	# of Parcels	Acres	Percent
Residential (UR-1)	85	46.98	10.5%
Residential (UR-2)	575	162.79	36.3%
Residential (UR-3)	42	12.44	2.8%
General Commercial (C-1)	49	38.24	8.5%
Low-Intensity Commercial / Mixed Use (C-2)	53	13.06	2.9%
Light Industrial (I-1)	5	5.65	1.3%
Industrial / Manufacturing (Paper Mill Alternative I-2)	6	53.29	11.9%
Public Reserve (P-1)	14	27.10	6.0%
Zoning Total	829	359.55	80.3%
Right-of-Way & Railroad Parcel (10.66 Acres)	N/A	88.45	19.7%
City Total (0.7 Square Miles in City Boundary)	829	448	100%

Residential (UR-1)	85	45.81	10.5%
Residential (UR-2)	576	161.66	36.9%
Multi-family Residential (UR-3)	43	14.12	3.2%
General Commercial (C-1)	48	36.47	8.3%
Low-Intensity Commercial/Mixed Use (C-2)	53	12.52	2.9%
Light Industrial (I-1) & Paper Mill Alternative (I-2)	8	63.68	14.6%
Public Reserve (PR-1)	14	32.2	7.4%
Right of Way	N/A	71.11	16.3%
Total	827	437.5	100.0

Buildable ~~Residential~~ Lots

Spokane County adopted a revised Land Capacity Analysis (LCA) Methodology in March 2024. Based on this methodology, the City of Millwood completed a LCA, discussed in Section 4.5, with the adopted City of Millwood Land Capacity Analysis contained in the Appendix. The analysis of buildable ~~residential~~ lots identifies the total number of vacant and ~~partially-used~~ under-utilized lots for each of the ~~three~~ residential zones. ~~To identify the number of partially-used lots the value of assessed land for each parcel is identified and compared to the total land value (includes any upgrades or improvements to property). Based on a fair market value of \$100,000 those properties that meet the criteria of ≤ \$100,000 built investment per acres and/or under \$100,000 total in improvements are deemed partially-used. Additionally, a market factor of 30% of the vacant lots and 90% of the partially-used lots were deducted from the total available lots.~~

Table 5-3 and 5-4 correspond to Section 4.5, Land Capacity Analysis and are included in the adopted City of Millwood Land Capacity Analysis contained in the Appendix.

Table 5-3: Residential Land Analysis

Zoning Category	Vacant Residential Acreage	Partially Used Residential Acreage	Underutilized Residential Acreage	Utilized Residential Acreage	Total Acreage	Total Sq. Ft.
Residential (UR-1)	2.32	0	1.65	43.01	46.98	2,047,825.45
Residential (UR-2)	0.94	0	2.00	159.85	162.79	7,082,862.44
Residential (UR-3)	0.26	0	6.62	5.56	12.44	541,970.52
Zoning Total	3.52	0	10.27	208.42	222.21	9,672,658.41

Table 5-4: Commercial and Industrial Land Analysis

Zoning Category	Vacant Commercial / Industrial Acreage	Underutilized Commercial / Industrial Acreage	Utilized Commercial / Industrial Acreage	Total Acreage	Total Sq. Ft.
General Commercial (C-1)*	0.44	4.63	33.17	38.24	1,665,528.76
Low-Intensity Commercial / Mixed Use (C-2)*	0.40	4.42	8.24	13.06	567,973.40
Light Industrial (I-1)	0.71	1.62	3.32	5.65	245,805.00
Industrial / Manufacturing (Paper Mill Alternative I-2)	0	0	53.29	53.29	2,321,447.95
Zoning Total	1.55	10.67	98.02	110.24	4,800,755.11
* Additional mixed use and residential can also be accommodated in the C-2 and C-1 zones based on current development regulations.					

~~Market factors were~~ Consistent with the adopted LCA methodology, a 30% market factor was deducted from the actual number of available lots because not all property will go on the market for sale and not all property owners will want increased densities on their lots. Most of the lots have the necessary infrastructure (roads, water, and sewer) in place to accommodate future growth; with some infill development requiring access and utility easements to provide service. Based on the buildable residential lots analysis in Table 5-3 LCA, prior to market factor consideration, there are a combined total of ~~229-39~~ lots ~~are available between~~ within the residential zones (UR-1 & UR-2) and multi-family residential (UR-3) that are either vacant or ~~partially-used~~ under-utilized. Within the commercial and industrial zones, there are a combined total of 61 lots that are vacant or under-utilized. ~~With a population projection of 139 additional people by the year 2037 and the number of people per household of 2.28 (2017 American Community Survey), the projected housing need would be 61 additional homes or housing units by 2037. Based on the 229 lots that are either vacant and/or partially used the City has the ability to accommodate this growth within this planning horizon (Table 5-3).~~

Table 14: Buildable Residential Lots

Land Use Type	Total Lots	Total Acres	Deductions	Acres Remaining
Vacant UR-1	8	6.2	30%	4.34
Partially-used UR-1	35	16.9	90%	1.69
UR-1 Total	43	23.1	-	6.03
Vacant UR-2	16	3.9	30%	2.66
Partially-used UR-2	157	41.1	90%	4.11
UR-2 Total	173	44.9	-	6.77
Vacant UR-3	2	1	30%	0.7
Partially-used UR-3	11	2.8	90%	0.28
UR-3 Total	13	3.8	-	0.98
Total	229	71.8	-	13.78

Housing Types

The following are example housing types provided by the Municipal Research and Services Center of Washington (MRSC) and Washington State Department of Commerce (Commerce), with a focus on middle housing between detached single family housing and mid-rise multi-family housing.

Figure 5-2: Missing Middle Housing Type Examples



Figure 5-3: Example Middle Housing Images

<u>Duplex / Triplex / Fourplex</u>	<i>Image credits (stacked triplex left & duplex right): © Opticos Design, Inc.</i> <i>Image credit (fourplex): Steve Butler, MRSC</i> <i>Image credits (fourplex): Steve Butler, MRSC</i>
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Stacked Flat - Duplex



Image credits (stacked flat - duplex): © Opticos Design, Inc.

Cottage Housing



Image credits (cottage housing): HUD Kirkland Case Study/Wenzlau Architects

Townhouses



**Courtyard
Apartments**



Image credits (courtyard apartment): Steve Butler, MRSC (left) & © Opticos Design, Inc. (right)

Population and Housing Growth

As discussed in Section 4.4 Projections, the City of Millwood must plan for 0.05% of Spokane County’s population growth through the year 2046, equating to a 2046 population of 1,974 or an additional 49 persons. Additionally, the City must plan for 0.14% of Spokane County’s housing growth or up to 106 units. Per the Washington State Department of Commerce, housing allocations are higher than the population growth number, as the housing number accounts for historic underproduction.

Based on Millwood’s LCA, total population and housing allocation can be accommodated within Millwood’s Urban Growth Area (UGA) which is the City boundary, under current zoning designations utilizing infill development; however, code amendments will be required to comply with state legislation for Accessory Dwelling Units (ADU) and the Housing for All Planning Tool (HAPT) for allocated housing units across income bands and number of units.

The number of housing units that are possible for full buildout are shown in Table 5-4. Table 5-4 considers partially developed lots and vacant lots from table 5-3. The 150 residential units created at full buildout would house 192 persons if the average persons per household remain at 2.28 (2017 American Community Survey). Housing density for single-family (SF), two-family, and multi-family (MF) residential units in the residential zones are based on the following maximum bulk density standards, with at least two (2) units per lot permitted, consistent with RCW 36.70A.635(1)(c):

Table 15-5-5 Bulk Density Standards

Bulk Standards	UR-1	UR-2	UR-3
Maximum density*	<u>1 Dwelling Unit per 5,000 Sq. Ft.</u> <u>2 units per 10,000 sq. ft.</u>	<u>1 Dwelling Unit per 3,600 Sq. Ft.</u> <u>1 Unit per 5,000 sq. ft.</u> <u>or</u> <u>2 units per 7,200 sq. ft</u>	<u>1 Dwelling Unit per 2,500 Sq. Ft.</u> <u>2,500 sq. ft. per dwelling unit</u>

* Accessory dwelling units (ADU) are counted towards unit density in UR-1, UR-2, & UR-3 and per RCW 35A.21.440, new housing in existing buildings are excluded from the maximum density calculations. When the calculation of density results in a fraction, fractions of 0.50 or greater are rounded up, while fractions less than 0.50 are rounded down.

Housing Density

Table 16: Density (Full Buildout)

Land Type	Lots	Acres	SF Units	Two-family Units	MF Units	Total
UR-1	43	6.03	0	26	-	52
UR-2	173	6.77	1	40	-	81
UR-3	13	0.98	0	-	17	17
Total Units	-	-	1	66	17	150
Persons/Household	-	-	2.28	150.48	38.76	192

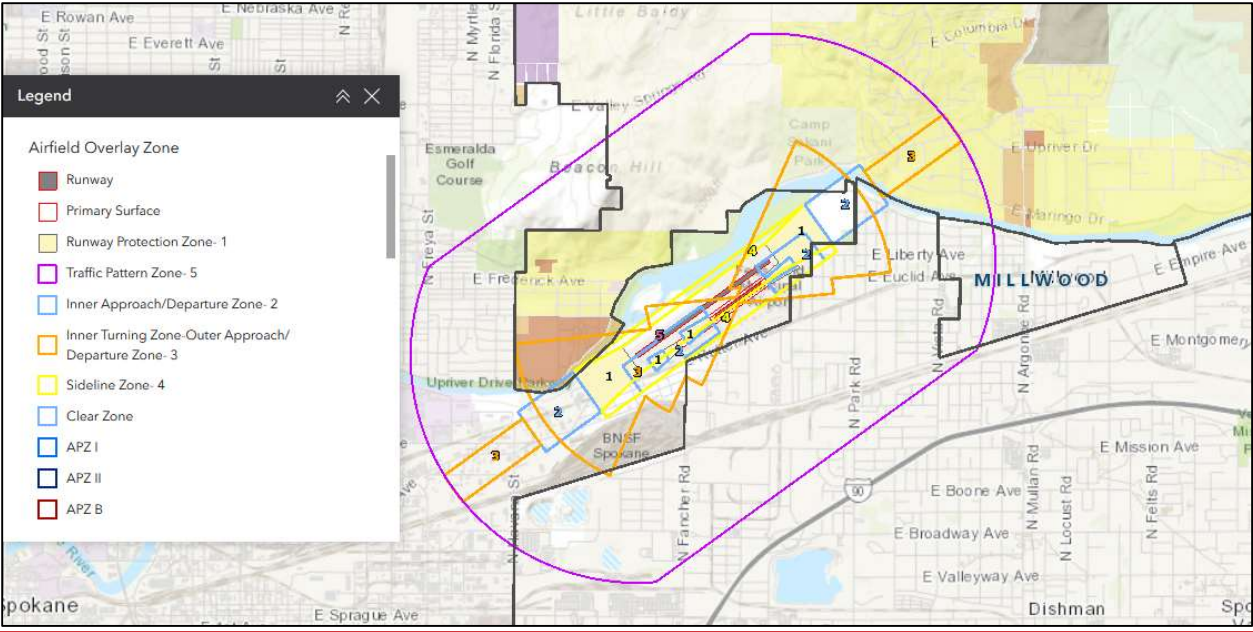
Most of the developable lots have the infrastructure in place necessary for development. Property may be required for public services such as roads and utility corridors between long, partially-used lots if they are developed. A market factor of 30% of the vacant lots and 90% of the partially-used lots were deducted from the total available lots, this assumes the deduction of market factors accounts for any wetlands, utility corridors, or other infrastructure needed for development. Furthermore, the table does not account for any special use permits for residential development. These projections do not consider other changes in the housing stock that are difficult to foresee, for example, demolition of houses in commercial areas, the number of residential units' built in mixed-use structures, conversion of single-family structures into two-family or multi-family structures, or the addition of accessory dwelling units.

5.3 SPOKANE FELTS FIELD AIRPORT

Spokane Felts Field Airport lies to the west of the city, while the airport does not abut the western border of the city there are restrictions to development along the western edge due to the Airfield Overlays Zones (AOZ). The AOZ, established by the WSDOT Division of Aviation guidelines, are based on federal aviation accident data from the National Transportation Safety Board (NTSB). Felts Field has five (5) overlays zones which are called, “airfield compatibility zones” (ACZ). ACZ’s modify the density and land use standards of the underlying zoning districts. The modifications provide protection to the public and general welfare of the community, airport users, and citizens working and residing within the zone.

There are five (5) ACZ designations in total. ACZ-1 is more intense, meaning there are more restrictions on development and density requirements than ACZ-5 which is the least intense. ACZ-5 overlays a portion of the western edge of the city and is an Airport Traffic Pattern Zone. ~~Many of the lots in this area are designated UR-2 thus restricting development of single-family homes, to the south the lots are designated C-1, there is also some overlap with the historic district and public reserve land. Per the City of Millwood LCA, Residential (UR-2), Residential (UR-3), General Commercial (C-1), and Public Reserve (P-1) are land uses located within the ACZ-5 overlay with a total acreage of approximately 100 acres plus 30 acres of right-of-way (ROW). Multiple uses, including residential uses are permitted in the ACZ-5 overlay.~~

The City of Millwood coordinates with Felts Field when development occurs within the ACZ-5 area in order to comply with the overlay development standards.



Map 5-2: Felts Field Airport Overlay Zones

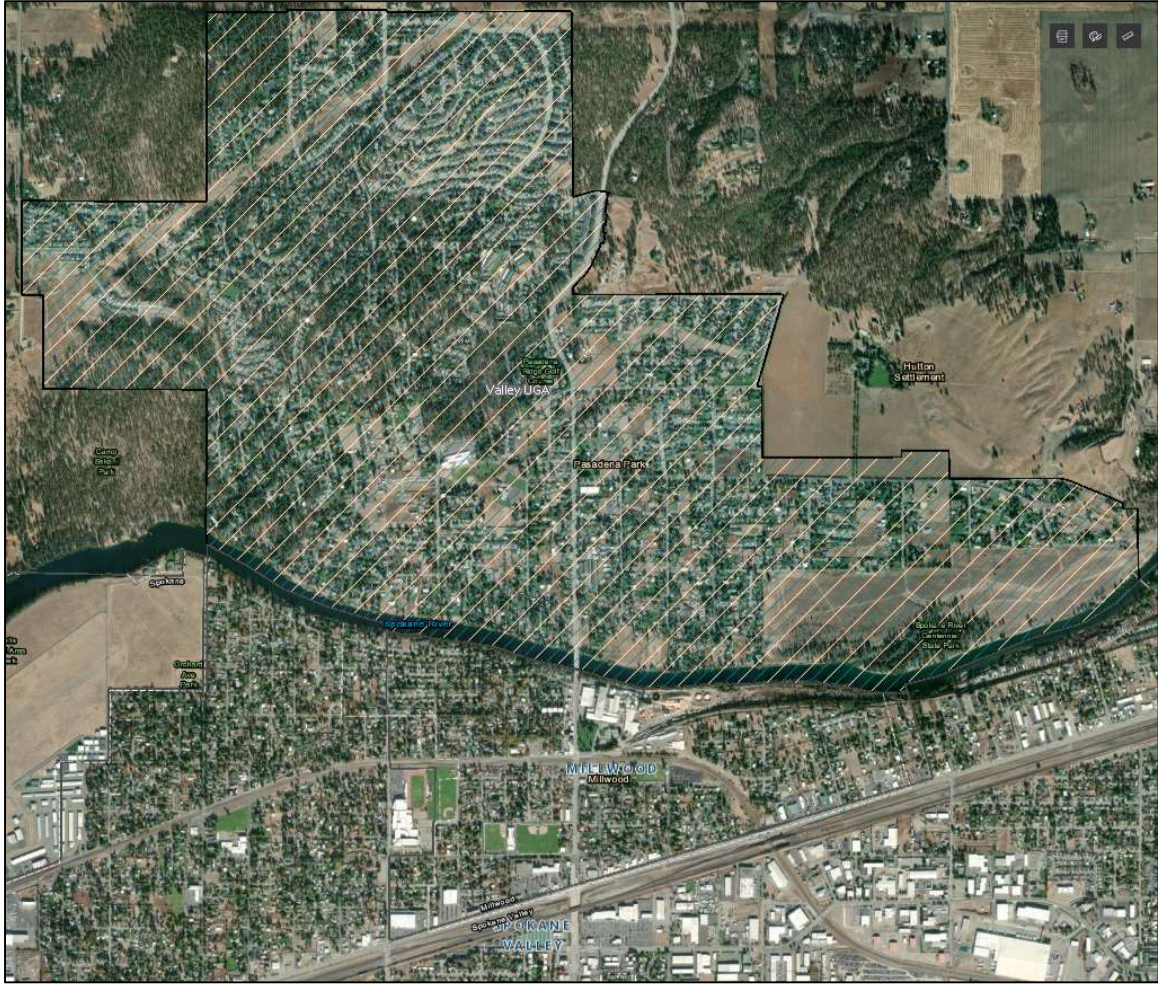
5.4 URBAN GROWTH AREA (UGA)

As identified in the demographics chapter, the ~~projected population for the~~ City of Millwood is ~~expected to increase by 8.8% (1,947 people) by 2037~~ planning for a 0.11% rate of growth over the next 20 years ~~for an allocated population of 1,974 in 2046~~. The Board of County Commissioners for Spokane County (BoCC) adopted this medium level population forecast for planning purposes. The projection was adopted by the BoCC Resolution ~~2016-055324-0180~~. Overall, the increase in population growth is minimal even for a medium level population projection, for this reason, Millwood has decided to focus growth within its current boundaries.

Currently, the City of Millwood has not identified any county designated UGA area, outside the city limits, that it is interested in or needs to annex to accommodate its future growth. ~~Because of this,~~ the city is planning for growth to occur within its incorporated boundaries as there is adequate land available. Furthermore, the city will continue to encourage greater densities of development through zoning and land use. However, in the future, if the city does decide to expand its municipal boundaries then growth would need to occur to the north of the city, across the Spokane River, as the city is surrounded by Spokane Valley to the east, south, and west. Spokane County has designated a fairly large area to the north as a designated UGA, referred to as Valley UGA. The UGA establishes a boundary around developing areas, everything outside the boundary is intended for rural land use.

~~In July 2013 the Board of County Commissioners adopted a new UGA boundary. The UGA establishes a boundary around developing areas, everything outside the boundary is intended for rural land use. The expanded UGA is deemed appropriate due to the current urban development and services occurring here. The UGA to the north of the City of Millwood would add 5,972 more acres which include 2,062 acres of commercial and industrial land classification. The total population growth capacity within the UGA is 127,271 people, far exceeding Millwood's expected population growth over the planning horizon.~~

~~Map 2—Millwood Urban Growth Area Land Use Map~~



Map 5-3: Valley UGA Boundary

5.5 FUTURE LAND-USE

Millwood is a small community of a little more than one-half (0.7) square mile in size. The ~~city's~~ first development regulations were adopted in 1955. The zoning at the time was comprised of five districts: commercial, industrial, public and two residential district zones. Today Millwood has expanded zoning further by creating one additional industrial zone, commercial zone, ~~and~~ a third residential zone, ~~and a public reserve zone~~. This has allowed the city to focus land use types and intensities to certain areas within the City. ~~By diversifying~~ Diversifying the zoning types allows for a higher level of focused development to specific areas. This approach allows the city to achieve its goal to increase density within city limits and promote infill development by identifying vacant and ~~partially-used~~ underutilized lots, as described in the Millwood LCA.

Currently, there are no large unplatted parcels of land for subdivision for sale within the city. It's worth mentioning the Inland Empire Paper Company (IEPC) owns a large area of land with some vacant parcels to the east, however, in the foreseeable future the IEPC has no plans of leaving Millwood or selling off portions of the land. Should land become available, this would open up vacant land within the city boundary and allow for new growth within the, ~~currently zoned,~~ current industrial/manufacturing zone.

Millwood will continue to consider ways to creatively implement land use practices in a way that accommodates all socioeconomic groups and reduces environmental risks imposed by climate change and wildfires, consistent with Chapter 12, Climate Change and Resiliency. Map 5-1 above identifies the land use and zoning for City of Millwood.

~~The following future land use map combines like zoning categories into one land use type. By combining zoning categories the map depicts four (4) land use types and shows their areas of concentration.~~

~~Map 3 – Millwood Existing Land Use Map~~

~~Map 4 – Millwood Future Land Use Map~~

5.6 CRITICAL AREAS

The City has identified certain lands as “critical areas” because they are susceptible to destructive unnatural hazards or they currently sustain some unique, fragile, or vulnerable environmental and/or ecological resources. Critical areas being planned for include; aquifer recharge, shorelines, flood hazard areas, soils susceptible to erosion, wetlands, and fish and wildlife habitat conservation areas.

Aquifer Recharge Area

The entire City is situated over the Spokane Valley Rathdrum Prairie Aquifer. The Aquifer is located approximately 50 to 75 feet below ground and is the sole source of drinking water for Millwood and the greater Spokane area. The water in the Aquifer is vulnerable to contamination from a variety of sources. These sources of contamination can be the unlawful discharge of chemicals and fertilizers to the ground or *via* flow to stormwater drywells. If rainwater reaches the Aquifer during the infiltration process without adequate filtration, contaminants that are not removed enter the Aquifer. Each parcel should have enough area available for stormwater to properly filter and drain; this means restricting the impervious surface coverage of a parcel. By strictly regulating uses, including in some cases restricting the use and storage of hazardous chemicals on site, and by requiring stormwater management on site, the necessary measures will be in place to ensure the continued safety of the City’s drinking water supply.

Shorelines

The shoreline is an area where the water meets the land along such bodies of water as lakes, rivers, and oceans. The northern boundary of the City is the southern shoreline of the Spokane River. Because the Spokane River has been determined to have a Shoreline of Statewide Significance, all development within 200 feet of the Ordinary High-Water Mark (OHWM) is regulated. Federal, State, and local laws must all be consulted prior to development in the shoreline area. Limiting vegetation removal and restricting the use and development of hard structures such as bulkheads and buildings will be necessary to preserve this shoreline.



Figure 5-24: The Spokane River has a “shoreline of statewide significance”

The City adopted the ~~Spokane County~~Millwood Shoreline Master Program (SMP) ~~as Millwood’s SMP in 2014~~2021.

The City of Millwood Comprehensive plan acknowledges that for shorelines of the state, the goals and policies of the Shoreline Management Act (RCW 90.58.020), City of Millwood Shoreline Master Program and Spokane County Shoreline Master Program are added as the goals of this chapter.

Flood Hazard Areas

The Federal Emergency Management Agency (FEMA) maps flood areas throughout the nation. To have an area mapped by FEMA and be eligible for National Flood Insurance, a jurisdiction must join the

National Flood Insurance Program (NFIP). The City of Millwood joined the NFIP and through their analysis, FEMA has determined that Millwood does not have a Special Flood Hazard Area (SFHA). All of Millwood has been classified as Zone C, “areas that have been identified in the community flood insurance study as areas of moderate or minimal hazard from the principal source of the flood in the area. However, buildings in these zones could be flooded by severe, concentrated rainfall coupled with inadequate local drainage systems.” This would indicate that an adequate stormwater control system including requiring stormwater control plans for each individual development is necessary.

Soils Susceptible to Erosion

The majority of the soil in Millwood is Garrison gravel loam (GgA) as indicated on the USGS Soil Map. GgA is soil that was formed from a mixture of glacial outwash and volcanic ash. This soil is associated with slopes from 0 to 5 percent. The only other soil classified by the USGS in Millwood is Garrison very gravelly loam (GmB). GmB soils are located along the south bank of the Spokane River east of Argonne Road. GmB is generally associated with slopes from 0 to 8 percent. Neither soil type is particularly susceptible to erosion.

All soils and bare rock surfaces are subject to the natural erosive forces of chemical weathering and physical erosion. Erosion is a natural process of wearing away of the land by falling and running water, wind, and glacial scouring. Of these geological forces, erosion by running water and wind erosion are the most prevalent in the Millwood area.

The susceptibility of any soil type to erosion depends upon the physical and chemical characteristics of the soil in addition to the protective vegetative cover, topographic position, temperature, the intensity of rainfall and the velocity of runoff water. Adequate storm water control systems and maintaining vegetation on slopes and along shorelines are preventative measures for areas prone to erosion.

Potential Slide Hazard Areas

Natural slope stability results from the interaction of several factors. The physical and chemical properties of soils, local climatic conditions, underlying geologic material slope, vegetative cover, and water content, the location of streams and proximity of fault activity all influence the ability of a slope to remain stable. Altering one or more of the stability factors can cause unstable slope conditions and landslides may occur. Human disturbances which alter slope characteristics may hasten landslides. Throughout the western United States, human activity has resulted in large landslides even in those areas that have historically been stable.

Slopes of 30 percent or greater are generally not suitable for development. Building in Slide Hazard Areas may require special review by geologists and other specialists on a site-specific basis. The few steep slopes to be found in Millwood are primarily on the east side of City on land located near the river (Map 5-4 Millwood Critical Areas) Restricting the development activity in this area will be necessary to protect the public from landslides. Development regulations regarding grading, building, foundation design, housing density, and other land development shall be devised in order to lessen the risk of potential personal and property damage. Maintaining this area as open space and available for public access to the river is one alternative to development.

Wetlands

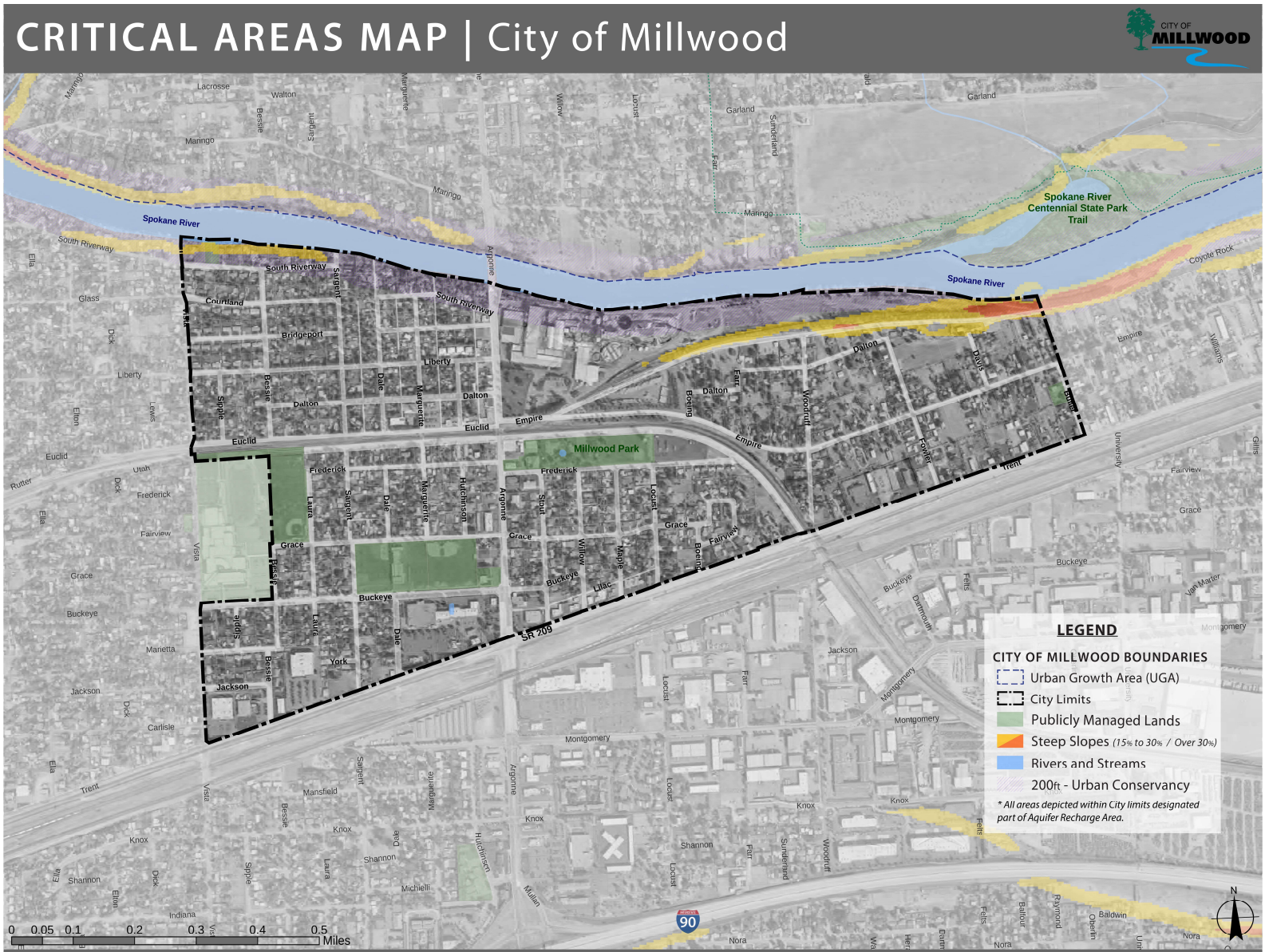
Wetlands are generally defined as those areas that are inundated or saturated by groundwater or surface water at a frequency and duration sufficient to support, and, under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands usually include swamps, marshes, bogs, and similar areas. Wetlands are not generally considered

suitable for development. A variance may be necessary for reasonable use of the property. There are no known wetlands within the City of Millwood boundaries.

Fish and Wildlife Habitat Conservation Areas

Fish and wildlife habitat areas should be conserved for the management and maintenance of fish and wildlife resources. Habitats can be broadly defined as areas containing water, food, and shelter required for the survival of animals, birds or fish. The City recognizes the role that these areas play in the local ecosystem and supports their conservation for public health, safety, and well-being, as well as for the aesthetic value they bring the community.

There are sections of land within the City and surrounding areas that perform valuable functions as fish and wildlife habitat. Some of the land along the river’s shore still has native vegetation or has adequate vegetation to provide a habitat for animals and birds as well as shade for the trout, walleye, and other fish that frequent the river. In the Critical Areas Ordinance (CAO) the city identifies the first 50 feet inland of the Ordinary High Water Mark (OHWM) of the Spokane River as a Critical Fish and Wildlife Habitat area buffer. This same area is identified by the Shoreline Master Plan, for all environmental designations, as the Minimum Native Conservation Area.



Map 5-54: Millwood Critical Areas Map

5.7 OPEN SPACE CORRIDORS

The north bank of the Spokane River shares the same urban conservancy characteristics as the south side, but it also serves as an open space corridor. The Centennial Trail runs east to west along the Spokane River on the north bank and serves the community at a regional level.

5.8 POLICY DIRECTION

Millwood’s land use policies help guide the citizen’s vision for the future. ~~Allow enhancing and densifying~~ Allowing enhancement and densification of the business districts along Trent Avenue and Argonne Road, providing new opportunities for multi-family and middle housing, and protecting environmentally critical areas, will help to shape Millwood into the community it has envisioned.

CHAPTER 6 – HOUSING

6.1 INTRODUCTION

Millwood is a small city both in population and in land area. Many citizens identify with the small-town community image and want to preserve this ideal. Millwood, however, is also a dense urban municipality surrounded by land which is characterized by high-density zoning and urban development. This contrast, the desire to remain a small town and being a part of a large urban center, creates some unique situations. Because Millwood is part of a larger metropolitan area, the city is part of a regional housing market which can offer a wide variety of housing choices.



Figure 6-1: Residential Neighborhood in Millwood

Millwood, like many communities, desires to maintain the character and vitality of its established neighborhoods. The purpose of this housing chapter is to demonstrate how the City of Millwood can accommodate its future growth by providing housing. When growth exceeds the ~~city's~~ capacity for housing then the city would also demonstrate its efforts to accommodate future growth through other means, such as dense development via infill, desire to annex land to accommodate growth, and/or in a regional setting like Millwood's, creating programs with neighboring municipalities. Fortunately, Millwood can accommodate its future population growth and the housing needed to accommodate this growth for all economic segments of the community. This Housing Element works in conjunction with land use, transportation, capital facilities, and utilities elements in this Comprehensive Plan.

6.2 GMA REQUIREMENTS

To aid in the development of comprehensive plans, the GMA lays out ~~thirteen~~ fifteen planning goals. One of these goals is "Housing;" "Plan for and accommodate housing affordable 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. Encourage the availability of affordable housing to all economic segments of the population of the state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock." According to the GMA, ~~the housing chapter~~ the housing element needs to ensure the vitality and character of established residential neighborhoods and must include:

- An inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth, as provided by the department of commerce, including:
 - Units for moderate, low, very low, and extremely low-income households; and
 - Emergency housing, emergency shelters, and permanent supportive housing;

- A statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family residences, and within an urban growth area boundary, moderate density housing options including, but not limited to, duplexes, triplexes, and townhomes;
- Identifies sufficient capacity of land for housing including, but not limited to, government-assisted housing, housing for moderate, low, very low, and extremely low-income households, manufactured housing, multifamily housing, group homes, foster care facilities, emergency housing, emergency shelters, permanent supportive housing, and within an urban growth area boundary, consideration of duplexes, triplexes, and townhomes;
- Makes adequate provisions for existing and projected needs of all economic segments of the community, including:
 - Incorporating consideration for low, very low, extremely low, and moderate-income households;
 - Documenting programs and actions needed to achieve housing availability including gaps in local funding, barriers such as development regulations, and other limitations;
 - Consideration of housing locations in relation to employment location; and
 - Consideration of the role of accessory dwelling units in meeting housing needs;
- Identifies local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including:
 - Zoning that may have a discriminatory effect;
 - Disinvestment; and
 - Infrastructure availability;
- Identifies and implements policies and regulations to address and begin to undo racially disparate impacts, displacement, and exclusion in housing caused by local policies, plans, and actions;
- Identifies areas that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and capital investments; and
- Establishes antidisplacement policies, with consideration given to the preservation of historical and cultural communities as well as investments in low, very low, extremely low, and moderate-income housing; equitable development initiatives; inclusionary zoning; community planning requirements; tenant protections; land disposition policies; and consideration of land that may be used for affordable housing.

The housing element should link jurisdictional goals with overall county goals, established in the Countywide Planning Policies, to ensure that the housing element goals are met.

Goals, policies/objectives, and an actions framework have been included in Chapter 3, above.

- ~~• An inventory and analysis of existing and projected housing needs.~~
- ~~• A statement of the goals, policies, and objectives for the preservation, improvement, and development of housing.~~

- Identification of sufficient land for housing, including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multi-family housing, and group homes and foster care facilities.
- Adequate provisions for existing and projected housing needs of all economic segments of the community.

The GMA also mentions the use of inventive implementation techniques to help create affordable housing opportunities and to assist in the preservation of existing neighborhoods.

6.3 HOUSING DEMOGRAPHICS

Existing Housing & Occupancy

The ~~total~~ number of homes in Millwood has remained consistent from 2008 through 2016, only varying by a one or two home difference from year after year. In 2017 there was a decline of four homes from the single-family housing stock. Mobile homes saw an increase from 2010 to 2011 and have remained steady since. Table 6-1 inventories the primary housing types in Millwood from 2008 - 2017, middle housing such as duplexes and triplexes as well as ADUs, have not been included. Mobile / manufactured homes on individual lots would be included under single family today. There is only one mobile home park in the City of Millwood and it currently contains 5 mobile homes & 1 cabin per 2024 Assessor records.

Table 6-1: Number of Housing Units by Type 2008 - 2017

Year	Total Housing	Single Family	Multi-Family	Mobile / <u>Manufactured</u> Home
2008	795	679	105	11
2010	793	675	107	11
2011	793	673	106	14
2012	793	673	106	14
2013	792	672	106	14
2014	792	672	106	14
2015	792	672	106	14
2016	793	673	106	14
2017	789	669	106	14

Sources: Office of Financial Management, Historical Estimates of April 1 Housing for State, Counties, Cities.

Data is collected to support OFM's annual postcensal population and housing unit estimates program. Per the Office of Financial Management, Historical Estimates of April 1 Housing for State, Counties, Cities, from 1990 – 2024, Millwood has:

- Permitted / completed 35 single family units and had 30 demolitions of single family units.
- Permitted / completed 14 duplexes with no demolitions.
- Permitted / completed 33 triplexes or fourplexes with no demolitions.
- No 5+ unit complexes were permitted or demolished.
- Unfortunately, ADU data was not collected until 2010 so there is inadequate data for permitted / completed or demolished ADUs in Millwood; however, per the Millwood LCA, there are ADUs in Millwood with the number likely to increase significantly when less restrictive regulations are implemented as part of the 2026 Periodic Update.

According to the 2020 Census, there are a total of 821 housing units in Millwood. 768 units (93.5%) are occupied and 53 (6.5%) are vacant. Based on the Millwood LCA, the housing units are a mixture of single-family homes, duplexes, triplexes, fourplexes, multi-family units, manufactured/mobile homes, accessory dwelling units (ADUs), and group homes / adult family homes, with single-family homes being the predominant housing type.

Per 2023 American Community Survey 5-Year Estimates, 64.5% of occupied housing units have 2 or 3 bedrooms, 23.8% have 4 or more bedrooms, 11.7% have one bedroom, and none are studio units without a bedroom.

Occupancy

Table 6-2 shows the owner and renter-occupied housing for Millwood and Spokane County. ~~In Spokane County, 62.4 percent of housing is owner-occupied while Millwood shows 68.8 percent of the units are owner-occupied. The percentage of owner-occupied units decreased in Millwood between 2016 and 2023 with more people choosing to rent. There is now a slightly higher owner-occupancy rate in Millwood~~ Spokane County ~~than in Spokane County~~ Millwood.

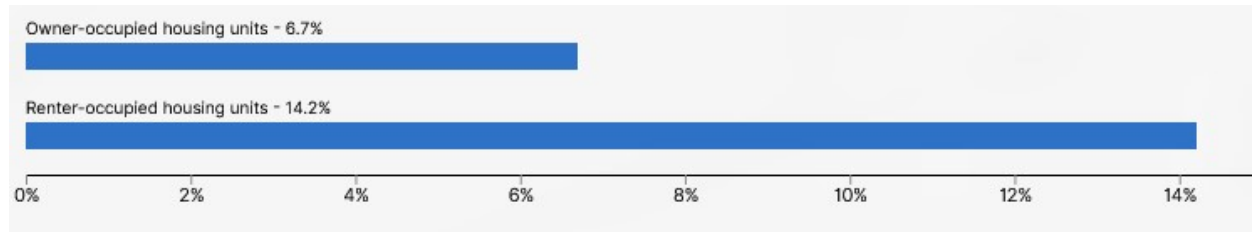
Table 6-2: ~~Percent of Occupied Housing Units, 2016 vs. 2023~~

Location	Owner Occupied <u>2016</u>	<u>Owner Occupied</u> <u>2023</u>	Renter Occupied <u>2016</u>	<u>Renter Occupied</u> <u>2023</u>
Spokane County	62.4%	<u>63.9%</u>	37.6%	<u>36.1%</u>
Millwood	68.8%	<u>62.4%</u>	31.2%	<u>37.6%</u>

Source: American FactFinder 2013-2017 American Community Survey 5-Year Estimates & 2023 American Community Survey 5-Year Estimates

Based on 2023 ACS 5-Year Estimates, 9.5% of the population moved in 2021 or later into occupied housing units in Millwood. Of those, the majority moved into rentals as shown in Figure 6-2 below.

Figure 6-2: Owner/Renter (Householder) Characteristics



Source: 2023 American Community Survey

Between 2016 and 2020, vacancy rates have increased; however, Spokane County continues to have a lower vacancy rate than the City of Millwood, as shown in Table 6-3 below.

Table 6-3: Vacancy Rate 2016 vs. 2020

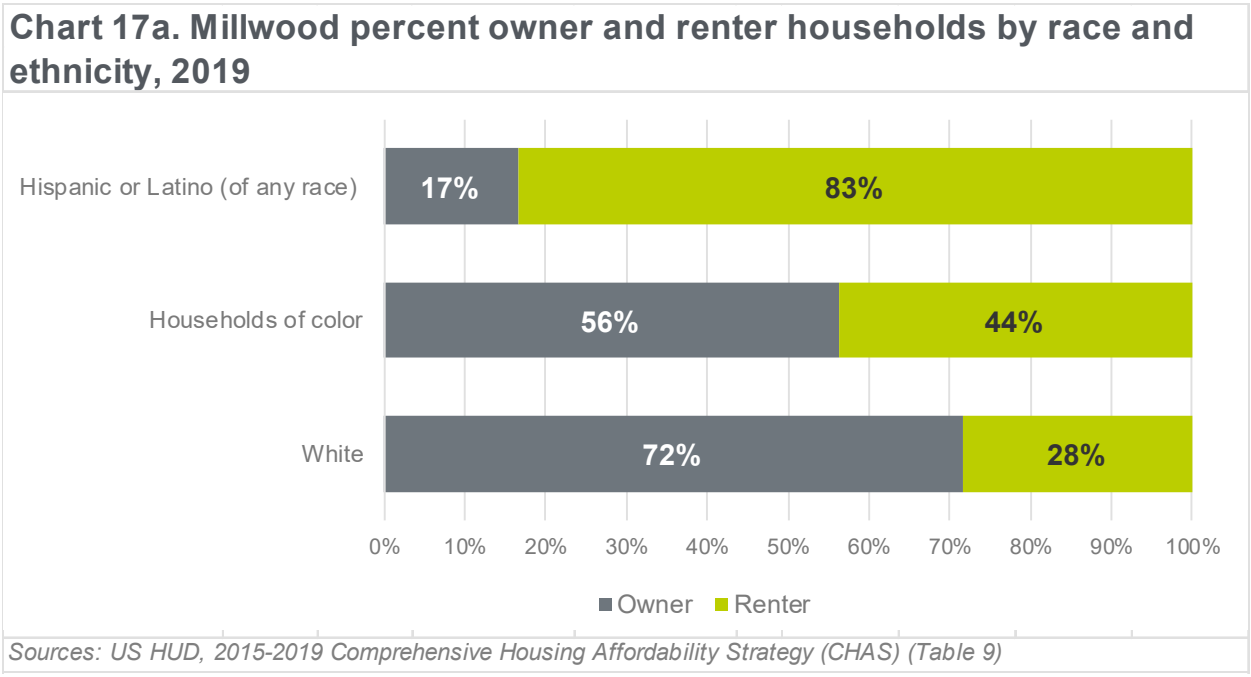
Location	Vacancy Rate 2016	Vacancy Rate 2020
Spokane County	4.1%	5.2%
Millwood	4.8 %	6.5%

Source: American FactFinder 2013-2017 American Community Survey 5-Year Estimates & 2020 Census

It is important that adequate housing is provided for those individuals and families who chose to rent or own their home. Rental housing can be single-family units, accessory dwelling units, or single-room occupancy units as well as the traditional multi-family structures or various middle housing types. Mobile and manufactured housing has also been an option.

Households of color have a slightly higher owner vs. renter percentage while Hispanic or Latino (of any race) households are predominantly renters and white households are predominantly owners as shown in Figure 6-3.

Figure 6-3: Millwood Percent of Owner and Renter Households by Race & Ethnicity, 2019*



Cost Burden

As shown in Figure 6-4, 43% of Millwood persons of color are cost-burdened or severely cost-burdened compared to only 18% of white residents. 56% of Millwood residents that are Hispanic or Latino (of any race) are cost-burdened, but none are severely cost-burdened.

Both owner and renter households experience cost-burden as identified in Figures 6-5 and 6-6. Overall renter households have higher percentages of cost-burden compared to owner households.

Figure 6-4: Millwood Total Housing Cost Burden by Racial and Ethnic Group, 2019*

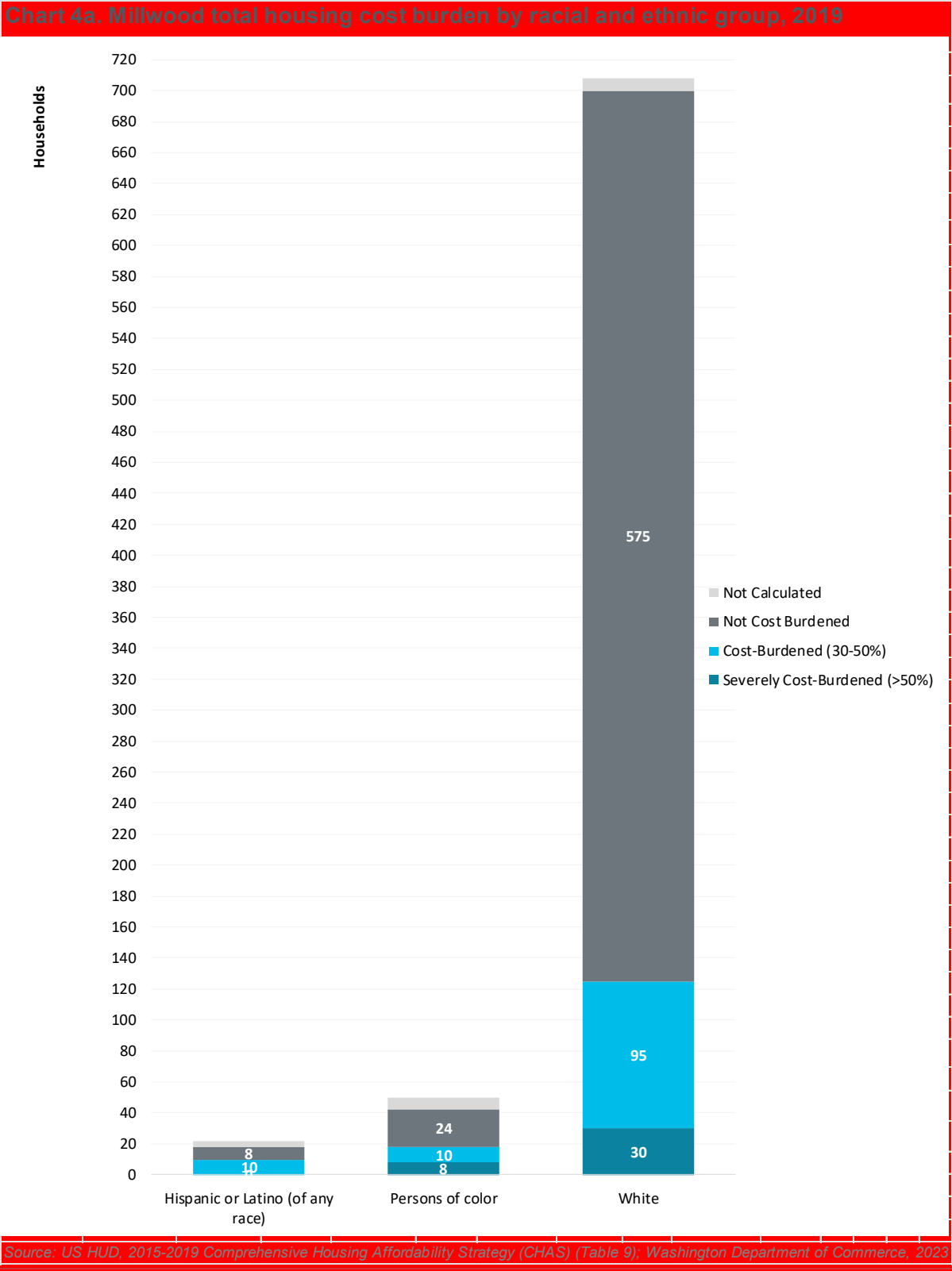


Figure 6-5: Millwood Owner Households Experiencing Housing Cost Burden, 2019*

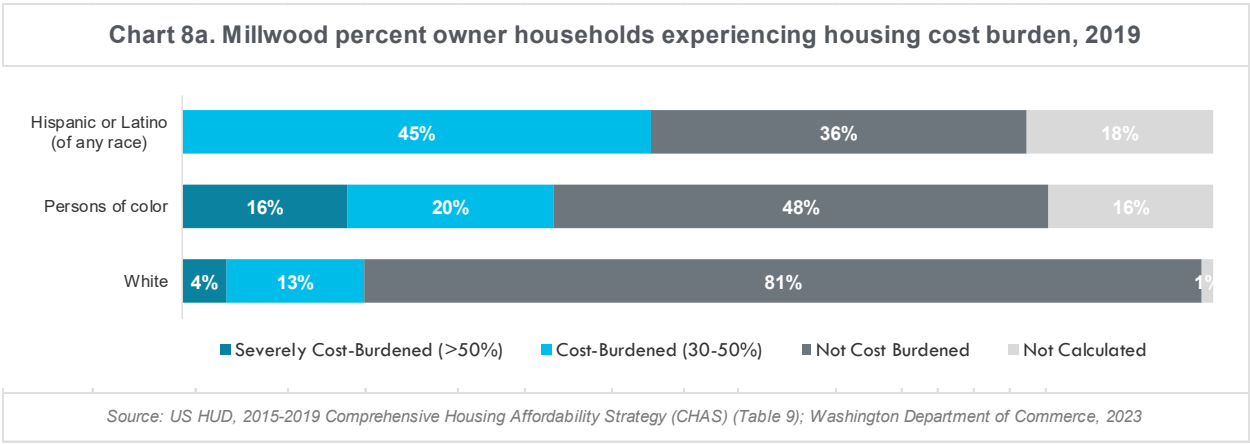
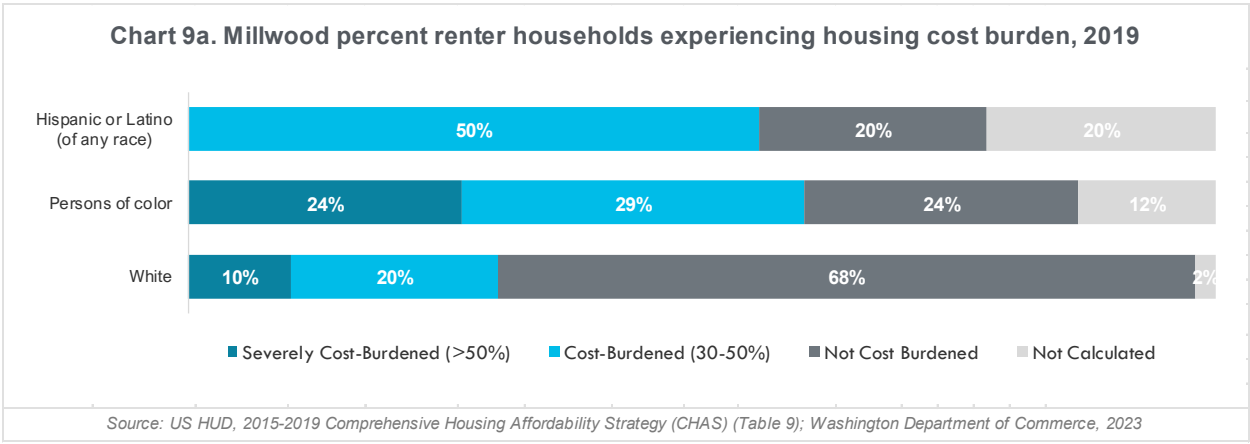


Figure 6-6: Millwood Renter Households Experiencing Housing Cost Burden, 2019*



** There are no steadfast rules as to what constitutes a reliable estimate. Long range planning often tolerates a range of estimates for informing long range targets. For many jurisdictions, there are no alternative data sources that could provide more reliable data. The model provided by the WA State Department of Commerce uses a default Coefficient of Variation threshold of 30% to indicate that some estimates may have low reliability. When an estimate has a CV higher than the threshold, the model includes a warning and recommends the user use the less detailed charts for the RDI analysis. For the City of Millwood, when a less detailed chart was available, it was utilized.*

Rental Affordability of Housing Units

According to the 2023 American Community Survey (ACS) 5-Year Estimates, the median gross rent in Millwood is \$1,097. Table 6-4 and Figure 6-7, provide data from the Washington State Department of Commerce for rental affordability of housing units in Millwood compared to Spokane County. Rental housing unit counts include vacant units available for rent and do not include housing units lacking complete kitchen or plumbing facilities. Millwood and Spokane County are lacking rental units for the extremely-low income and moderate-income brackets with an excess of units in the very-low income and low-income brackets. This will be a factor in the projected housing needs discussed in Section 6.5 below.

Table 6-4: Millwood and Spokane County Rental Units By Affordability and Households By Income, 2019

Table 5. Millwood and Spokane County rental units by affordability and households by income, 2019						
	Millwood		Millwood		Spokane County	
	Households	Rental Units	Households	Rental Units	Households	Rental Units
Extremely-Low Income (<30% AMI)	35	20	15%	9%	24%	10%
Very-Low Income (30-50% AMI)	45	75	20%	33%	19%	32%
Low-Income (50-80% AMI)	50	130	22%	57%	25%	48%
Moderate-Income (80%-100% AMI)	30	4	13%	2%	11%	9%
Greater than 100% of AMI	65	-	28%		22%	
Total	230	229				
Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 8) & US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 15C)						

Figure 6-7: Millwood and Spokane County Renter Households By Income Compared to Rental Units By Affordability, 2019

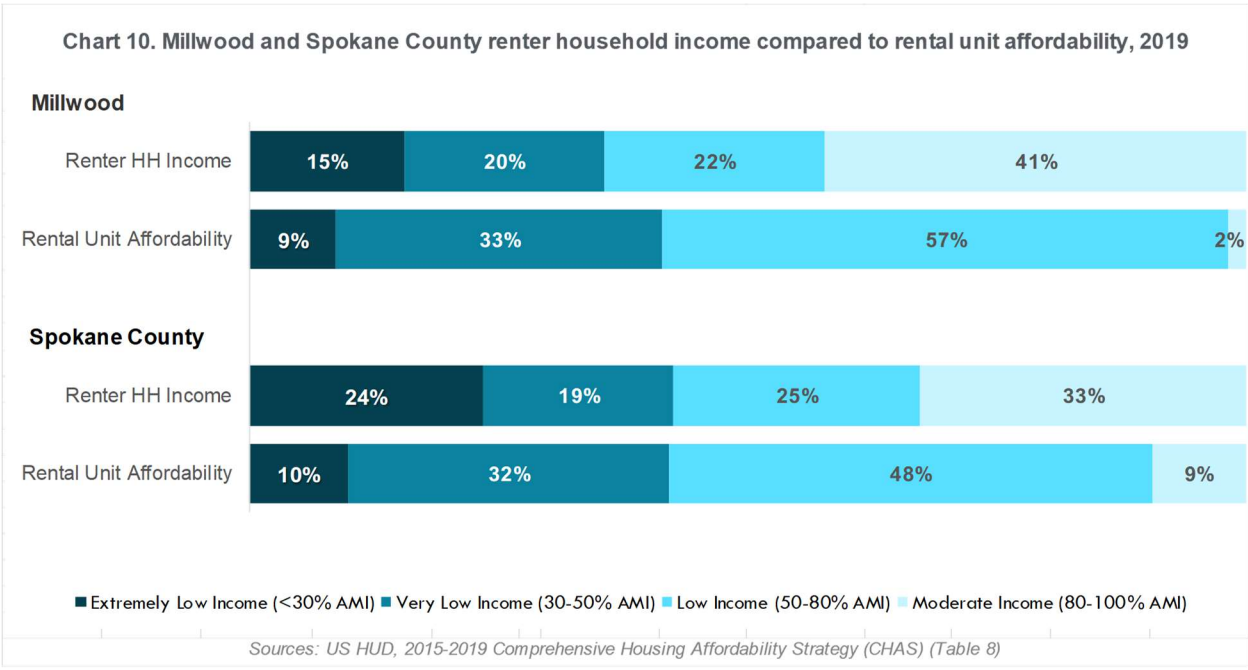


Figure 6-8, provided by Commerce as Chart 11, compares the estimate of rental households and rental housing units (both occupied and vacant) at each income or affordability level. The comparison helps identify gaps in the available rental housing for the renter households in the jurisdiction. Shortfalls and surpluses suggest a mismatch between the rental housing need and availability. A surplus could indicate that either a lower-income household is experiencing housing cost burden by paying more than 30% of its income on housing or a higher-income household is "down renting" by paying less than they can afford in rental housing. High rates of downrenting by moderate-income households can be associated

with an undersupply of entry-level homeownership options, but may not reflect housing choices made by seniors.

Figure 6-8: Millwood Renter Households By Income Compared to Rental Units By Affordability, 2019

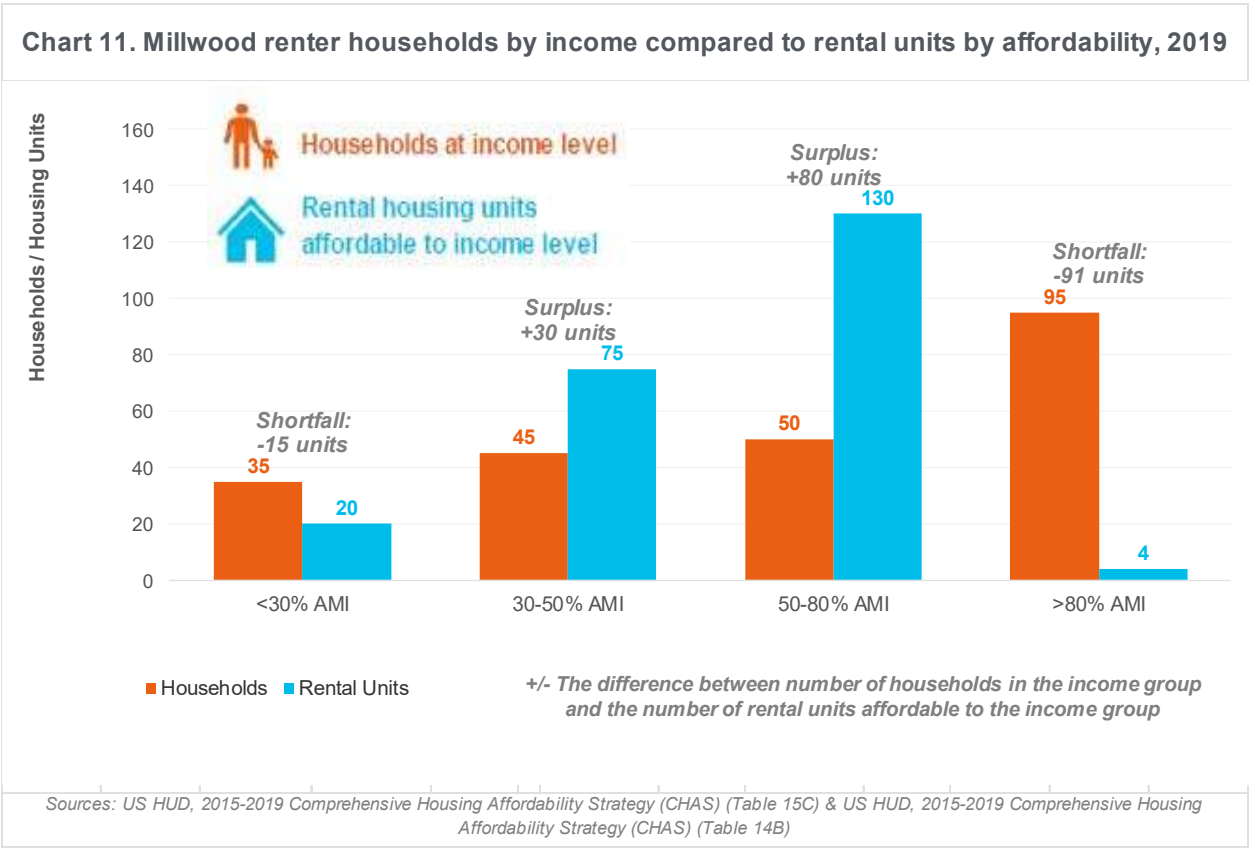
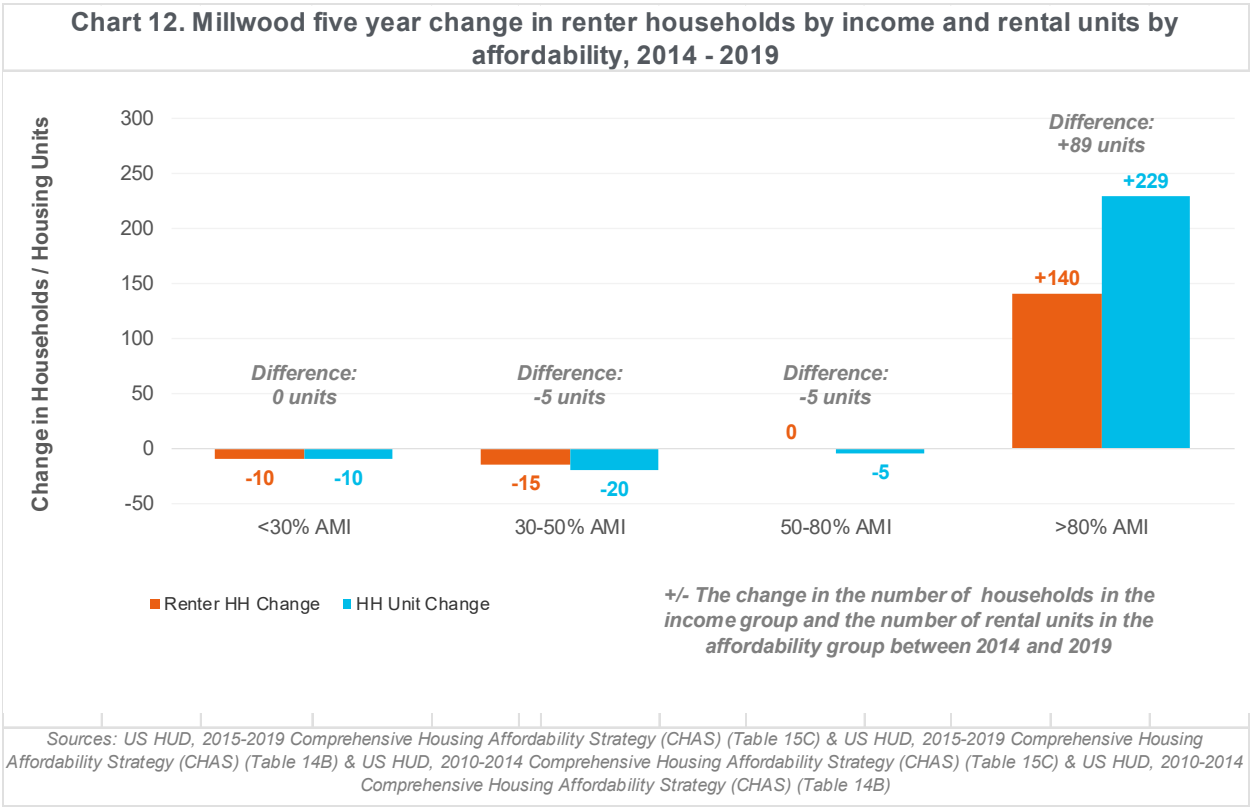


Figure 6-9, provided by Commerce as Chart 12, compares the estimated change in the number of households in the income group and the number of housing units in the affordability group. The change in households could be new households in the jurisdiction or households switching between income groups due to an increase or decrease in income relative to county-wide patterns. Changes in rental units could indicate a loss of housing units, new housing units, or the relative affordability of the housing unit changing between 2014 and 2019.

As identified under Existing Housing & Occupancy above, there was a decline of four homes from the single-family housing stock in 2017 and between 1990 and 2024, there was only a net gain of 5 single family homes (35 permitted / completed and 30 demolished).

Figure 6-9: Millwood Renter Households By Income Compared to Rental Units By Affordability, 2019

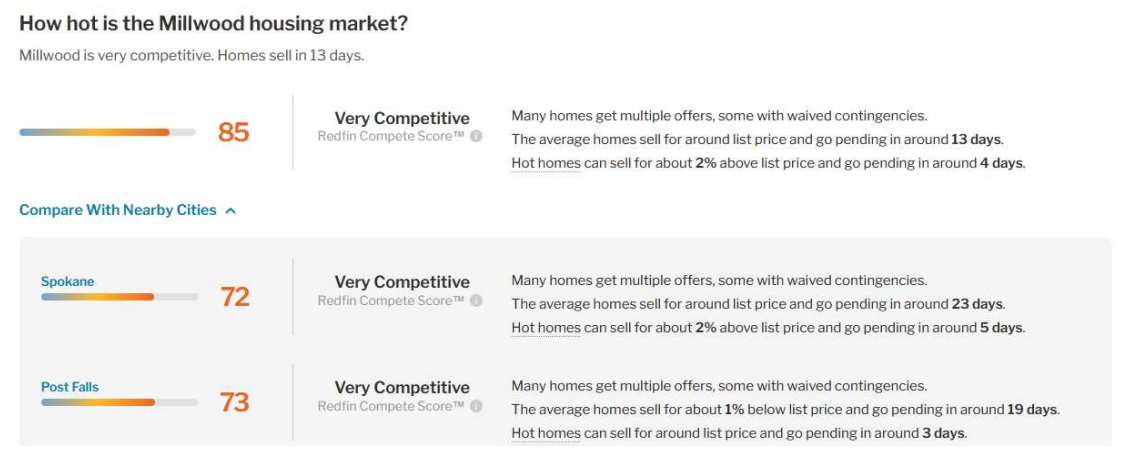


Millwood Housing Market 2025

Compared to early 2024, the median sales price of Millwood homes are up 13% for early 2025 (compared to Spokane County at 1.4%); while the median sale price per square foot is down 1.5% to \$191.00. Spokane County median sale price per square foot increased 1.1% over the same timeframe to \$225.00. The increase in home price with a reduction in price per square foot **could mean** the homes that have sold are larger homes that have not been updated.

Based on data obtained from Redfin, the Millwood housing market is very competitive, even more so than nearby larger cities, as shown in Figure 6-10 below.

Figure 6-10: Millwood Housing Market Comparison, 2025 (Redfin)



~~6.5~~ PROJECTED HOUSING NEEDS

~~The 2017 estimate of person per household for the City of Millwood is 2.32. Based on the medium population projection estimate identified in the Spokane County Population Forecast of 139 additional people in Millwood by 2037 the projected housing need would be 59 additional homes or housing units to accommodate for this growth.~~

6.64 ADEQUATE EXISTING HOUSING STOCK

Affordable housing is defined under RCW 84.14.010. "Affordable housing" means residential housing that is rented by a person or household whose monthly housing costs, including utilities other than telephone, do not exceed thirty percent of the household's monthly income. For the purposes of housing intended for owner occupancy, "affordable housing" means residential housing that is within the means of low or moderate-income households.

Per the US Department of Housing and Urban Development (HUD), "Affordable housing is generally defined as housing on which the occupant is paying no more than 30 percent of gross income for housing costs, including utilities." This is also known as the 30% rule. Households that spend more than 30% of their income on housing costs are cost burdened, while those that spend more than 50% of their income are severely cost burdened.

according to the interpretation found in the Growth Management Act – Procedural Criteria [WAC 365-195-07(6)]. Per definitions for the Growth Management Act (GMA) under 36.70A.030, Affordable housing "applies to the adequacy of the housing stocks to fulfill the housing needs of all economic segments of the population. "Affordable housing" means, unless the context clearly indicates otherwise, residential housing whose monthly costs, including utilities other than telephone, do not exceed thirty percent of the monthly income of a household whose income is:

(a) For rental housing, 60 percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development; or

(b) For owner-occupied housing, 80 percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development.

The underlying assumption is that the marketplace will guarantee adequate housing for those in the upper economic brackets but that some combination of appropriately zoned land, regulatory incentives, financial subsidies, and innovative planning techniques will be necessary to make adequate provisions for the needs of middle- and lower-income persons."

Income and Housing Affordability

~~The U.S. Department of Housing and Urban Development (HUD)~~ determined that a household should not pay more than 30 percent of their income for housing (including utilities and maintenance) for that housing to be affordable. Housing affordability is generally assessed for the following four income groups (RCW 36.70A.030):

- Extremely low-income households are those with household incomes below 30 percent of the area's median household income (AMI).
- Very low-income households are those with household incomes between 31 and 50 percent of the area's median household income (AMI).

- Low-income households are those with household incomes between 51 and 80 percent of the area’s median household income (AMI).
- Moderate-income households are those with household incomes between 81 and 95-100 percent of the area’s median household income (AMI).
- Above Median Income households are those with household incomes greater than 100 percent of the area’s median household income (AMI).

AMI, as utilized throughout this Comprehensive Plan, including in Section 6.5 below, is for the Spokane Metro Area. To account for regional variation in labor and housing markets, AMI is utilized. AMI represents the midpoint of an area's income distribution. Fifty percent (50%) of households have an income higher than area median income and 50% have an income lower than the AMI. Income data and housing affordability estimates are provided by US Housing and Urban Development's Comprehensive Housing Affordability Strategy (CHAS) data.

The following is the approximate HUD estimated AMI and income by groups for the Spokane Metro Area for 2020 – 2025 based on a 4-person household.

Table 6-5: Spokane AMI / Median Family Income (MFI), 2020 – 2025

<u>Year</u>	<u>Median Family Income (100% AMI)</u>	<u>Low-Income (80% AMI)</u>	<u>Very-Low Income (50% AMI)</u>	<u>Extremely-Low Income (30% AMI)</u>
<u>2020</u>	<u>\$78,500</u>	<u>\$62,800</u>	<u>\$39,250</u>	<u>\$23,550</u>
<u>2021</u>	<u>\$77,100</u>	<u>\$61,680</u>	<u>\$38,550</u>	<u>\$23,130</u>
<u>2022</u>	<u>\$84,100</u>	<u>\$67,280</u>	<u>\$42,050</u>	<u>\$25,230</u>
<u>2023</u>	<u>\$92,100</u>	<u>\$73,680</u>	<u>\$46,050</u>	<u>\$27,630</u>
<u>2024</u>	<u>\$100,100</u>	<u>\$80,080</u>	<u>\$50,050</u>	<u>\$30,030</u>
<u>2025</u>	<u>\$100,800</u>	<u>\$80,640</u>	<u>\$50,400</u>	<u>\$30,240</u>

Source: <https://www.huduser.gov/portal/datasets/il.html> (FY 2020-23 HUD Metropolitan FMR Area's Median Family Income rounded per HUD policy to the nearest \$100)

Table 6-6 lists the Fair Market Rents (FMRs) for the Spokane Metro Area for 2020 – 2025. FMRs are the gross rent (cost of shelter plus utilities, excluding telephone, television, and internet). FMRs are estimates of 40th percentile gross rents for standard quality units within a metropolitan area or nonmetropolitan county. Millwood is in the Spokane, WA HUD Metro Area.

Table 6-6: Spokane, WA HUD Metro Fair Market Rent (FMR), 2020 – 2025

<u>Year</u>	<u>Efficiency</u>	<u>One-Bedroom</u>	<u>Two-Bedroom</u>	<u>Three-Bedroom</u>	<u>Four- Bedromm</u>
<u>2020</u>	<u>\$597</u>	<u>\$696</u>	<u>\$910</u>	<u>\$1,305</u>	<u>\$1,551</u>
<u>2021</u>	<u>\$674</u>	<u>\$774</u>	<u>\$1,007</u>	<u>\$1,441</u>	<u>\$1,718</u>

<u>2022</u>	<u>\$701</u>	<u>\$795</u>	<u>\$1,033</u>	<u>\$1,467</u>	<u>\$1,745</u>
<u>2023</u>	<u>\$812</u>	<u>\$926</u>	<u>\$1,198</u>	<u>\$1,703</u>	<u>\$1,987</u>
<u>2024</u>	<u>\$890</u>	<u>\$1,012</u>	<u>\$1,304</u>	<u>\$1,835</u>	<u>\$2,131</u>
<u>2025</u>	<u>\$998</u>	<u>\$1,123</u>	<u>\$1,444</u>	<u>\$1,997</u>	<u>\$2,339</u>

Source: <https://www.huduser.gov/portal/datasets/fmr.html>

As discussed in the Chapter 4, subsection on Income, the City of Millwood’s median household income in 2016 was \$54,000 per year, in 2022 the Millwood median household income was \$70,313, according to the 2022 ACS 5 Year Estimate, and in 2023, Millwood’s median household income was \$71,875, according to the 2023 ACS 5 Year Estimate. Almost 40% of Millwood’s total households fall into the extremely low, very low, and low-income categories. Table 6-7 provides a breakdown of the 2023 Millwood median household income by approximate ranges. Table 6-7 is for information only since the AMI is the correct figure to utilize for housing analysis to be consistent with other Spokane County jurisdictions.

Table 6-7: City of Millwood Median Household Income Approximate Ranges, 2023

<u>Extremely-Low Income (Below 30%)</u>	<u>\$0 - \$21,563</u>
<u>Very-Low Income (31% - 50%)</u>	<u>\$21,564 - \$35,938</u>
<u>Low-Income (51% - 80%)</u>	<u>\$35,939 - \$57,500</u>
<u>Moderate Income (81% - 99%)</u>	<u>\$57,501 - \$71,874</u>
<u>Millwood Median Household Income</u>	<u>\$71,875</u>

For Millwood, the annual household income ranges for the groups described above, are as follows:

- ~~Extremely low income~~ ~~Below \$ 10,369~~
- ~~Very low income~~ ~~Between \$ 10,370 and \$17,282~~
- ~~Low income~~ ~~Between \$ 17,283 and \$ 27,652~~
- ~~Moderate income~~ ~~Between \$ 27,653 and \$ 32,837~~

Commerce’s Guidance For Updating Your Housing Element provides an overview on the most common kinds of barriers that fit into four categories:

- Development regulations:** Development regulations can limit or effectively prohibit the production of housing types needed to serve all economic segments. Unclear development regulations and restrictive development standards such as high minimum lot sizes, high off-street parking requirements, large setback requirements, restrictive ADU standards, ground floor retail requirements, complex design standards, maximum impervious surface cover, tree retention regulations, and historic preservation requirements can all be limitations to housing production.
- Process obstacles:** Permitting processes can be a major barrier for housing production for both larger and smaller developers. Limitations relating to permitting may be due to complex, unclear or

onerous processes; high fees; lengthy review and processing times; or staffing challenges. While the conditional use permit process is not outright prohibited, the discretionary process adds unpredictability as well as costs and time to a proposed housing project and can be a strong disincentive for development. Communities can consider using an administrative conditional use permit process vs. a public hearing process as well as clear and objective design regulations that are administered by staff to control for any impacts; however, a city, county or other local governmental entity or agency may not adopt, impose or enforce requirements on an affordable housing development that are different than the requirements imposed on housing developments generally. Transparency and clear information about fees and steps in the permitting process, fee exceptions or reductions for needed housing types that are not as easy to develop, such as income-restricted affordable housing, raising SEPA exemption thresholds for minor new construction, and utilizing the Optional Determination of Nonsignificance (DNS) process can all assist with reducing or eliminating processing obstacles.

- **Limited land availability and environmental constraints:** “While a jurisdiction may have enough land capacity to accommodate all housing needs on paper, in some cases that land is difficult to develop. This may occur when sewer is not available to allow higher density or when most of the capacity is on under-developed parcels that would need to be assembled to provide for feasible multifamily housing development. Environmental constraints, such as the location of critical areas, may affect the feasibility of development on available lands. If local conditions do not provide suitable sites, developers may look elsewhere. Flexible regulations, such as Planned Unit Development and cluster subdivisions, can help mitigate site constraints, or expansion of infrastructure to enable higher density development.”
- **Funding gaps:** Local jurisdictions are required to document “gaps in local funding” in their list of programs and actions needed to achieve housing availability. Typically, most affordable housing funding comes from state and federal sources; however, local funding can also play an important role. A lack of available public funding can be a barrier to housing production and meeting all housing needs in several ways. Some examples include:
 - “Infrastructure or service costs: Lack of public funding can be a barrier to infrastructure or service level improvements necessary to make new housing development feasible.
 - Capital costs for new affordable housing development: This gap includes public subsidies to support the development of new housing for low-income households that cannot afford local market-rate housing costs. Available federal, state and local funding and financing tools are currently insufficient to support construction of enough homes to meet the needs of all low, very low and extremely low-income households.
 - Operational costs for affordable and supportive housing: Rents for moderate (80-120% AMI) and some low-income (50-80% AMI) units are typically high enough to cover operational costs for housing. However, in many communities, rents for units affordable to very low (30-50% of AMI) and extremely low (0-30% of AMI) income households are not enough to cover operational costs. Additionally, PSH and emergency housing require additional support services for residents. These services may include basic case management or coordination with medical, behavioral health or other service providers to remain stable and safely housed. Communities or developers may be reticent to build or acquire properties without commitments to provide services in place. Therefore, even if funding is available to build these kinds of housing, lack of funding for operational costs can make these types of housing infeasible.

To address the requirements of RCW 36.70A.070(2)(d)(ii), Commerce recommends that all jurisdictions, at minimum, complete a checklist to document which available local funding tools or incentives are already being used and which tools can be implemented to help close the funding gap. These tools may include ways to raise additional funds for supporting affordable housing development as well as tools to reduce the cost of affordable housing development, such as impact fee waivers and multifamily property tax exemption. While Commerce recognizes that local tools alone are likely to be insufficient for supporting enough subsidized housing production to meet all housing needs, local funding can play an important role. For example, local funding can often be critical during the pre-development phase to make projects more competitive in attracting additional state, federal or private funding.”

Additionally, there are other factors that are outside of local jurisdiction control that influence housing production and affordability including:

- “State-level regulations,
- Inadequate regional transit investments,
- Lack of builder capacity and workforce to meet housing demands,
- Disruptions to building material supply chains,
- Rising labor and materials costs,
- Population growth,
- Employment trends,
- Economic downturns,
- Interest rates, and/or
- Lack of service providers (such as healthcare, mental health treatment, or case management) to support affordable housing and PSH projects.
- Housing production is also dictated by development market preferences, as some housing types and price points are more profitable than others.”

For the City of Millwood, the most likely factors contributing to housing affordability issues that the City can address are development regulations, process obstacles, offsetting limited land availability, and addressing funding gaps. Additionally, continued coordination with Spokane Transit for transit system improvements can contribute to reducing affordable housing barriers in Millwood. The minimal development that Millwood has had and/or approved in recent years is trending in the direction of meeting local needs and maximizing permitted densities. Barriers to housing development are discussed more in Section 6.6 below.

Affordable Housing Need

~~The number of households in Millwood, in each of the above categories, is shown in Table 6-3. Of the 780 households in 2000, 250 or 37.4 percent were considered low-income. The percentage of households which fall into the HUD income levels should remain the same for the next 20 years. The number of persons per household in Millwood (2.28 for single family and 2.1 for rental housing) stated in the 2000 Census should also remain consistent for the next 20 years.~~

~~Table 3: Households by Income Category~~

Income Level	2000 Households	Percent of 2009 Households	Additional 2030 Households
Extremely low	76	9.8	4
Very Low	69	8.8	3
Low	147	18.8	7
Moderate	74	9.5	4
Other	414	53.1	21
Total	780	100	39

Using the 2.28 persons per household single family and 2.1 for rental units, the number of units needed from 2009 to 2030 is 39. The city would have to plan for 18 affordable housing units (Moderate, Low, Very Low and Extremely Low) in the next 20 years.

The City of Millwood will plan for its fair share of affordable housing for the next 20 years based on these figures. Proposed future zoning should be adopted and implemented as it allows a variety of housing types for all income levels.

6.5 PROJECTED HOUSING NEEDS

The 2024 estimate of persons per household for the City of Millwood is 2.44 and the projected estimate for 2046 is 2.28 for average household size (which is consistent with the 2000 Census for single family as identified in the 2019 Millwood Comprehensive Plan). Per the GMA, an inventory of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth by income band, as provided by the department of commerce, must be included in the housing element. This data has also been referred to as Housing for All Planning Tool or HAPT data.

Table 6-8 below identifies the assumed affordability of the various housing types by income level, based on Commerce exhibits with the assumed affordability adjusted for City of Millwood.

Table 6-8: Assumed Affordability of Housing Type By Income Level

Assumed Affordability of Housing Type by Income Level *		
Zone Category	Typical Housing Types Allowed (see Land Use Element Table 5-1)	Assumed Affordability **
Residential (UR-1)	Detached single family homes, ADUs, duplexes, triplexes, cottage housing	>80% - >120% AMI & ADUs >80 - 100% AMI
Residential (UR-2)	Detached single family homes, ADUs, duplexes, triplexes, fourplexes, cottage housing	>80% - >120% AMI & ADUs >50 - 80% AMI
Residential (UR-3)	Existing detached single family homes, ADUs, fiveplexes, sixplexes, courtyard apartments, stacked flats, multi-family units	0% - 120% AMI (including PSH) & ADUs >50 - 80% AMI
Low-Intensity Commercial / Mixed Use (C-2)	Multi-family units in mixed use buildings	0% - 100% AMI (including PSH) w/ mixed use projects on vacant land in the Millwood Historic District at >120%
General Commercial (C-1)	Existing residential on lots without a commercial use and mixed use middle housing / multi-family on lots with a commercial use, well as allowing hotels and temporary emergency housing to meet Washington State requirements	0% - 80% AMI (including PSH) & Temporary Emergency Housing
Light Industrial (I-1)	Hotels and temporary emergency housing to meet Washington State requirements	Temporary Emergency Housing
* Based on Washington State Department of Commerce - Exhibits 12 & 13 of "Guidance for Updating Your Housing Element"		
** AMI is for Spokane Metro Area. Categories are based on HB 1220 Book 2 Exhibits 12 & 13		

Table 6-9 outlines the residential capacity in Millwood by zones with adopted or assumed residential density standards, consistent with the data contained in Millwood's LCA.

Table 6-9: Millwood Residential Capacity

City of Millwood Land Uses/Zones	Land Available for Infill Development (acres)		Acres After Market Factor Reduction (30%)	Assumed Residential Density (consistent w/ Residential Bulk Density Standards, as applicable)	Gross Residential Capacity (units) *	Approximate Potential Accessory Dwelling Unit (ADU) Capacity ****	# of ADUs Adjusted for a 5% Participation Rate (HB 1220 Book 2 - Section 1.6)
Residential (UR-1)	Vacant	2.32	1.62	Bulk Density = 1 Dwelling Unit per 5,000 Sq. Ft.	24.22	135	6.75
	Underutilized	1.65	1.16				
Residential (UR-2)	Vacant	0.94	0.66	Bulk Density = 1 Dwelling Unit per 3,600 Sq. Ft.***	24.93	1,094	54.70
	Underutilized	2.00	1.40				
Residential (UR-3)	Vacant	0.26	0.18	Bulk Density = 1 Dwelling Unit per 2,500 Sq. Ft.***	83.81	71	3.55
	Underutilized	6.62	4.63				
Low-Intensity Commercial / Mixed Use (C-2)	Vacant	0.40	0.28	19 Dwelling Units / Acre or 1 Dwelling Unit per 2,250 Sq. Ft.	65.24	N/A	N/A
	Underutilized	4.42	3.09				
General Commercial (C-1)**	Vacant	0.44	0.31	19 Dwelling Units / Acre or 1 Dwelling Unit per 2,250 Sq. Ft.	17.18	N/A	N/A
	Underutilized	4.63	3.24				
Light Industrial (I-1)**	Vacant	0.71	0.50	40 Beds / Acre Assumption for Temporary Emergency Housing **	6.52 **	N/A	N/A
	Underutilized	1.62	1.13				
Totals		26.01	18.20		215.38	1,300	65.00
When allowed building/lot coverage or required open space is factored, unit count could potentially be reduced to 121 units based on a remaining total of 10.61 acres, consistent with Millwood's LCA. Millwood's HAPT allocation analysis has been completed based on the conservative numbers.							
Manufacturing/Industrial (I-2) & Public Reserve (P-1) do not allow residential uses							
* Includes market factor reduction. Unit count may be affected by percentage of allowed building/lot coverage or required open space (without factoring units per story). Estimation of 25% of C-1 available land would be utilized for residential based on development data. Capacity includes replacement of 54 existing units on underutilized land throughout the City of Millwood.							
** Hotel and motel uses are allowed; therefore, temporary emergency housing would be allowed. Assumed density based on Washington State Department of Commerce - Exhibit 18 of "Guidance for Updating Your Housing Element". I-1 Zone capacity factored at 10% of available land would be utilized for temporary emergency housing.							
*** Shoreline bulk standard in UR-2 is 8.7 DU/Acre & UR-3 is 17.4 DU/Acre maximum density per MMC 18.16.050 Bulk Standards							
**** Allowing 2 ADUs per parcel that allows single family homes consistent w/ RCW 36.70A.681(1)(c) for lots that meet the minimum lot size required for the principal housing unit, based on ADUs being counted towards unit density in UR-1, UR-2, & UR-3.							

Table 6-10 factors in assumed density / development standards and assigns the adjusted residential unit capacity in each Millwood zone to a Commerce assigned zone category, with the total unit capacity outlined by type.

Table 6-10: Summary of Capacity By Zoning Category

Summary of Capacity by Zoning Category			
Zone Category	Residential Unit Capacity *	Assigned Zone Category	Capacity in Zone Category
Residential (UR-1)	10	Low Density	10
Residential (UR-2)	10	Moderate Density	10
Residential (UR-3)	33	Low-Rise Multifamily	33
Low-Intensity Commercial / Mixed Use (C-2)	55	Low-Rise Multifamily (Mixed Use)	68
General Commercial (C-1) **	13		
Light Industrial (I-1) **	5	Temporary Emergency Housing	5
ADUs***	65	ADUs	65
Total Units:			121 Units + 65 ADUs + 5 Temporary
* Unit capacity was adjusted based on factors included in Table 6-9 above and is consistent with Table 6-12 below for assumed density / development standards			
** Temporary emergency housing would be allowed in both C-1 & I-1; however I-1 has been utilized to demonstrate capacity based on factors included in Table 6-9			
*** ADUs are permitted in UR-1, UR-2, and UR-3 Zones. Adjusted capacity is based on a 5% participation rate as identified in Table 6-9			

Table 6-11 below is the data that has been provided, consistent with the HAPT for Spokane County with Millwood’s allocated share of 106 units, broken down by income level plus 5 emergency housing beds for temporary housing needs.

Table 6-11: City of Millwood HAPT

City of Millwood	Permanent Housing Needs by Income Level (% of Area Median Income)							Emergency Housing Needs (Temporary)	
0.14% Share of Spokane County Housing Growth	Total Allocated Units (2020-2046)	0 - 30%		>30-50%	>50-80%	>80-100%	>100-120%		>120%
		Non PSH	PSH*						
Existing (Estimate)	820	27	0	147	413	142	37	54	0
Future Allocation**	106	30	9	21	12	7	6	21	5
* Permanent Affordable Housing (PSH)			** Development regulations need to allow for the construction of housing units allocated						

Table 6-12 utilizes the data in Table 6-8, Table 6-9, and Table 6-10 to show that Millwood meets or exceeds the allocated and assigned share of Spokane County’s permanent housing needs by income band as well as meeting the assigned emergency housing needs for temporary beds.

Table 6-12: City of Millwood HAPT Capacity

City of Millwood	Total Allocated Units (2020-2046)	Permanent Housing Needs by Income Level (% of Area Median Income)							Emergency Housing Needs (Temporary)
0.14% Share of Spokane County Housing Growth		0 - 30%		>30-50%	>50-80%	>80-100%	>100-120%	>120%	
		Non PSH	PSH*						
Existing (Estimate)		820	27	0	147	413	142	37	
Future Allocation**	106	30	9	21	12	7	6	21	5
Capacity Based on Assumed Density & Development Standards	121 Units + 65 ADUs + 5 Temporary	30	9	25	58	9	32	23	5
* Permanent Affordable Housing (PSH)		** Development regulations need to allow for the construction of housing units allocated							
>50-80% includes ADUs in UR-2 / UR-3 Zones & >80-100% includes ADUs in UR-1 Zone. Capacity accounts for replacement of 54 existing units on underutilized land.									

6.6 BARRIERS TO HOUSING DEVELOPMENT

Reviewing past projects, analyzing current projects and data, discussions with developers and community members, Comprehensive Plan and development regulations code review, and research were the methods utilized to determine the likely barriers to housing development in Millwood.

As discussed in Section 6.4 above, for the City of Millwood, the most likely factors contributing to housing affordability and housing supply issues that the City can potentially address are:

- Development regulations (adding a variety of middle housing types as permitted uses, reducing minimum lot sizes to be consistent with adopted bulk density standards, reducing off-street parking requirements, updating ADU regulations, reducing setbacks/lot coverage/impervious surface standards, etc.).
- Process obstacles (increasing SEPA Threshold Exemptions and Infill Exemptions, streamlining of permitting processes, and subdivision process streamlining).
- Offsetting limited land availability (maximizing use of land through development regulation modifications listed above and encouraging infill development).
- Addressing funding gaps (exploring funding options and incentives for affordable housing including pre-approved designs).
- Additionally, continued coordination with Spokane Transit for transit system improvements can contribute to reducing affordable housing barriers in Millwood.

The minimal development that Millwood has had and/or approved in recent years is trending in the direction of meeting local needs and maximizing permitted densities.

Chapter 3 includes goals, policies/objectives, and an actions framework to address affordable housing such as:

- Goal: A larger variety of housing options.
 - Policy: Limit barriers to development caused by institutional requirements, as appropriate.
 - Policy: Encourage the development of low and moderate-income housing in places close to services and easily served by transit.
 - Policy: Allow for additional moderate density housing options (missing middle housing) including, but not limited to, duplexes, triplexes, and townhomes as well as Accessory Dwelling Units (ADUs).
 - Implementing Actions: Evaluate development regulations to remove impediments to the development of low and moderate-income housing.
 - Implementing Actions: Update zoning, development, and land division regulations to allow for infill development.
 - Implementing Actions: Facilitate opportunities for property owners to connect with housing providers and non-profit organizations to create and preserve affordable housing.

As suggested in the updated *Countywide Planning Policies for Spokane County*, the City of Millwood will not only look at updating development regulations to reduce barriers, but Millwood will also be considering the establishment of regulatory or financial incentives to support extremely low, very low, low, and moderate-income housing options or encouraging participation in existing programs such as:

- A sales and use tax deferral program that could apply to commercial buildings which incorporate affordable housing (RCW 82.59).
- A Multi-Family Tax Exemption Program (RCW 84.14).

- Advertisement of the Commercial Property Assessed Clean Energy + Resiliency (C-PACER) program as an innovative financing tool for more efficient, resilient commercial and multi-family properties that can benefit incorporated and unincorporated areas in Spokane County.
- Millwood is eligible to participate in the New Markets Tax Credit Benefits (NMTB) Program that incentivizes community development and economic growth by using tax credits that attract private investment to distressed communities.
- Becoming a Washington Main Street Community through the Washington Main Street Program for encouraging residential and commercial mixed use in Millwood’s downtown through the Main Street Tax Credit Incentive Program which provides a Business & Occupation (B&O) or Public Utility tax (PUT) credit for private contributions given to eligible downtown organizations which once a business’s donation is approved, they are eligible for a tax credit worth 75% of the contribution to the designated Washington Main Street Community, and
- Working with the community to develop pre-approved designs for a range of housing types that can be permitted expeditiously.

Some of the suggestions included above are contained in Table 6-13 under Section 6.8 below, which the City of Millwood will utilize to assist with implementation updates in order to reduce barriers to housing development.

6.7 RACIALLY DISPARATE IMPACTS & DISPLACEMENT

In 2021, the Washington State Legislature passed House Bill 1220 (HB 1220) as an amendment to the state Growth Management Act (GMA). HB 1220 requires that local governments plan for housing at all income levels and assess the racially disparate impacts (RDI) of existing housing policies. Conditions that indicate that policies have racially disparate impacts can include segregation, cost burden, displacement, educational opportunities, and health disparities.

According to the Washington Department of Commerce, Racially Disparate Impacts are “when policies, practices, rules, or other systems result in a disproportionate impact on one or more racial groups.”

There are five steps to understanding and addressing racially disparate impacts:



RDI Evaluation Methodology: Policy and Regulation Evaluation



The Millwood RDI Analysis, included in [Appendix ??](#), accounts for Steps 1, 2, and 3 – it includes a summary of findings based on data from the US Census Bureau, US Department of Housing and Urban Development (HUD), WA State Department of Commerce (Commerce), and other sources. These findings then inform the policy evaluations and recommendations found at the end of the report.

The updated Countywide Planning Policies for Spokane County also require jurisdictions to “identify and undo racially discriminatory impacts.”

- “Jurisdictions shall document the local history of racially exclusionary, classist, and discriminatory zoning and housing practices and the extent to which that history is reflected in current development patterns, housing conditions, tenure, and access to services by examining:
 - Trends in minority homeownership.
 - Trends in cost burden among minority households.
 - Trends in the diversity among residents.
- Jurisdictions shall demonstrate how current strategies are undoing the impacts of historically discriminatory practices. If current strategies are insufficient, new regulations shall be developed to undo racially disparate impacts.”

Key Findings from Millwood’s RDI Analysis

- Based on the EWU Racial Covenants Project, 33% of the parcels in the City of Millwood have racial covenants.
- Millwood has a small population of Persons of Color and Hispanic or Latino (of any race) but is becoming more diverse according to Census numbers.
- Between 2015 and 2020, Millwood’s Hispanic or Latino (of any race) percentage increased by 1% while Persons of Color decreased by 3% (refer to Draft Comprehensive Plan Figure 4-4: Racial composition of Millwood and Spokane County, 2015 and 2020).

- According to 2022 ACS 5 Year Estimates, 2.1% of the Millwood population speaks a language other than English at home (Spanish, Other Indo-European languages, and Asian/Pacific Islander languages).
- Almost 40% of Millwood's total households fall into the extremely low, very low, and low-income categories. The majority of Millwood white households fall into the moderate income to above median income categories while the majority of Millwood's households of color fall into the extremely low-income category or low-income category. In 2015 vs. 2020, income category percentage only changed slightly when looking at all households, but significant changes were recorded for various households of color.
- Based on data provided by the WA State Department of Commerce (included in Comprehensive Plan Chapter 6 Housing), households of color have a slightly higher owner vs. renter percentage in Millwood, while Hispanic or Latino (of any race) households are predominantly renters and white households are predominantly owners.
- Cost burden and rental affordability are a challenge for Millwood, especially for persons of color and Hispanic / Latino residents which can result in racially disparate impacts. 43% of Millwood persons of color are cost-burdened or severely cost-burdened compared to only 18% of white residents. 56% of Millwood residents that are Hispanic or Latino (of any race) are cost-burdened, but none are severely cost-burdened. Both owner and renter households experience cost-burden. Overall renter households have higher percentages of cost-burden compared to owner households.
- Millwood is lacking rental units for the extremely-low income and moderate-income brackets with an excess of units in the very-low income and low-income brackets.
- Based on data from the WA State Department of Commerce, Millwood is at low risk for displacement with no social vulnerability, no demographic change, and an accelerating market trend; however examples of seniors and young adults being "priced out of Millwood" did arise in community feedback.

Step #4 – The City of Millwood goals, policies/objectives, and actions framework that is included in Chapter 3 above, have been revised and supplemented in an attempt to undo impacts and while it's currently a low risk for Millwood, displacement is also addressed if it becomes an issue in the future for Millwood.

Step #5 – Regulations will be updated to be consistent with this Comprehensive Plan, including a review for strategies outlined in Table 6-13 below and programs such as those included in Section 6.6 above, will also be considered.

6.78 POLICY DIRECTION

The development of housing in Millwood is based on the projected growth of the community and Millwood's allocation of Spokane County's housing share by income band. Based on the housing analysis for projected housing needs, Millwood has the ability to accommodate the housing need for future growth within this planning period, including housing across all income bands, permanent supportive housing, and temporary emergency housing. Goals, policies/objectives, and an actions framework have been included in Chapter 3, above to address GMA requirements and provide direction for Millwood's development regulations updates.

~~It is a goal and policy of Millwood's to provide a variety of housing to all income levels.~~

The following Table 6-13 has been provided in Commerce’s Guidance For Updating Your Housing Element to identify housing strategies that will help to address common themes and needs for communities across the state (increasing housing supply, housing diversity, affordable homeownership, middle-income rental housing, senior housing, and very low-income housing). This table can be utilized to assist the City of Millwood with identifying the kinds of housing strategies most effective and applicable for implementation based on Millwood’s needs.

Table 6-13: Housing strategies for implementing housing policies (Commerce Exhibit 25)

Matrix Legend: ★ Potential high impact ☆ Potential moderate impact Strategy name and number from HAP Guidance	Increase housing supply	Distinct Housing Needs				
		Housing diversity	Affordable homeownership	Middle-income rental housing	Senior housing	Very low income housing
Revised Zoning Standards						
Reduce Minimum Lot Sizes (Z-1)	☆	☆	★	☆		
Require a Minimum Density (Z-2)	☆		☆			
Upzone (Z-3)	★	☆	☆	☆		
Increase Building Height (Z-4)	☆			☆		
Integrate or Adjust Floor Area Ratio Standards (Z-5)	☆	☆		☆		
Increase Allowed Housing Types in Existing Zones (Z-6) (cottages; 2, 3, 4-plexes; townhouses; micro-housing)	☆	★	★	★	★	
Increase or Remove Density Limits (Z-7)	★	☆	☆	★		
Revise ADU Standards (Z-8)	☆	☆	☆	★	★	
Offer Density and/or Height Incentives for Desired Unit Types (Z-9)	☆		☆	★	☆	☆
Additional Regulatory Strategies						
Reduce Off-Street Parking Requirements (R-1)	☆	☆		★	★	
Relax Ground Floor Retail Requirements (R-2)	☆			☆		
Reduce Setbacks, Lot Coverage and/or Impervious Area Standards (R-3)	☆	☆	☆	☆		
Adopt Design Standards (R-4)		☆				
Use a Form-Based Approach (R-5)	☆			☆		
PUD/PRD and Cluster Subdivisions (R-6)	☆	☆				
Manufactured Home and Tiny House Communities (R-7)	☆	☆	☆	☆	☆	★
Process Improvements						
SEPA Threshold Exemptions (P-1)	☆	☆	☆	☆	☆	☆
SEPA Infill Exemption (P-2)	☆	☆	☆	☆		

Matrix Legend: ★ Potential high impact ☆ Potential moderate impact Strategy name and number from HAP Guidance	Increase housing supply	Distinct Housing Needs				
		Housing diversity	Affordable homeownership	Middle-income rental housing	Senior housing	Very low income housing
Subarea Plan with Non-Project EIS (P-3)		☆	☆	☆		
Planned Action (P-4)	☆☆	☆	☆	☆		
Protection from SEPA Appeals on Transportation Impacts (P-5)	☆		☆	☆		
Permitting Process Streamlining (P-6)	☆	☆	☆	☆	☆	☆
Subdivision Process Streamlining (P-7)	☆		☆			
Affordable Housing Incentives						
Multifamily Tax Exemption (A-1)	★		☆	★	★	☆
Density Bonuses for Affordable Housing (A-2)	★	☆	☆	☆	☆	☆
Alternative Development Standards for Affordable Housing (A-3)		☆	☆	☆		☆
Fee Waivers for Affordable Housing (A-4)			★	☆	☆	★
Inclusionary Zoning (A-5)	☆		☆	★		☆
Funding Options for Affordable Housing						
Local Option Taxes, Fees and Levies (F-1)	☆		☆	☆	☆	☆
Local Housing Trust Fund (F-2)	☆		☆	☆	☆	☆
"Found Land": Surplus Land and Other Opportunities (F-3)	☆		☆	☆	☆	★
Partner with Local Housing Providers (F-4)	☆		☆	★	★	★
Other Strategies						
Strategic Infrastructure Investments (O-1)	☆		☆	☆		☆
Simplify Land Use Designation Maps (O-2)	☆	☆	☆	☆		☆
Local Programs to Help Build Missing Middle Housing (O-3)	☆	☆	☆	☆	☆	☆
Strategic Marketing of Housing Incentives (O-4)	☆	☆	☆	☆	☆	☆
Temporary Emergency Housing (O-5)						☆

CHAPTER 7 – HISTORIC PRESERVATION (UPDATED W/ ORD. 524)

7.1 INTRODUCTION

Millwood has a long history that predates the town's founding in 1910 and incorporation in 1928. The earliest recorded settlement to occupy the land that became Millwood was the winter camp of the Upper Spokane Tribe. The land now occupied by the paper mill was the center of a relatively large winter community for the tribe. The river provided salmon and, due to swiftness, never froze over. The first European influence in this area came from Antoine Plante, who established a ferry across the river about two (2) miles east of Millwood around 1856.

The paper mill on the north side of Millwood provided the spark that ignited the town's rapid growth and development during the first four (4) decades of the 20th Century. The original platted town site, with its showcase of the 1920s and 1930s era homes and commercial buildings, contrasted with the more rural Grandview Acres neighborhood. Following World War II, the increased demand for housing created the annexation and platting of several tracts of land in 1946 and in the 1950s. These subdivisions reflect the suburban family-oriented values of the mid-20th Century. These have all combined to create a diverse community nestled along the south bank of the Spokane River.

Millwood residents recognize the importance of their city's unique history, its neighborhoods and access to the Spokane River. The Rosebush House, with its distinctive architecture and history, was placed on the National Historic Register and the Washington Heritage Register in 2000. In 2001, this house and its surrounding core neighborhood were listed on both registers as the Millwood Historic District. In 2020, the first properties were added to the Millwood Register of Historic Places.

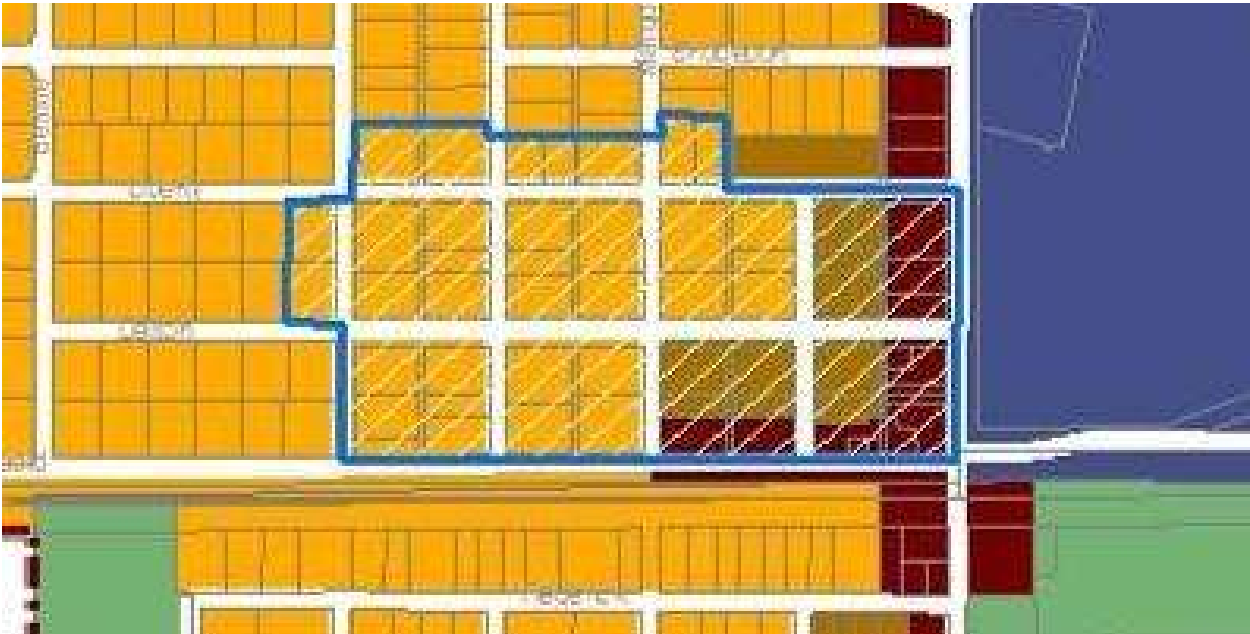


Figure 7-1: The Historic District of Millwood, community heritage and pride.

7.2 COMMUNITY SUPPORT

For more than ~~a two~~ decades, the Millwood Historic District has been the subject of West Valley School District field trips and special homework assignments. ~~For many years~~The Community Colleges of Spokane Institute for Extended Learning Program sponsored a two-hour Millwood History and Walking Tour class each spring and fall. Millwood's residents enjoy watching professional and amateur photographers use Millwood's trees and historic buildings as backdrops for their work. Tourists who travel to Millwood to tour the Historic District are welcomed in the shops and cafes. Even without formal promotion, tourists travel to Millwood each year specifically to tour the Millwood Historic District.

Map 6-7-1: Millwood Historic District



7.3 **MILLWOOD HISTORIC SOCIETY PRESERVATION COMMISSION**

In August 2014, the Millwood City Council created the Millwood Historic Preservation Commission and established the City as a Certified Local Government with the Washington State Department of Archaeology and Historic Preservation. The duties of the commission include:

Provide access to historic information for the benefit of the public;

Retain the historic appearance of the community by encouraging businesses and residents to take pride in their own and the city’s history;

Participate in local events to enhance public relations, provide awareness of historic preservation and restoration, and provide community support;

Periodically attend City Council and Planning Commission meetings to present updates of committee activities.

In April 2007, the Millwood Historic Society (the “Society”) was formed as a grass-roots organization dedicated to honoring its hometown, both it’s past and its present. The consensus in the community indicates support for historic preservation. Members of the Society do not have to live in a “historic” area. All residents of Millwood are encouraged to join and participate. The focus of the Society is in three main areas:

Archival—To work with the city to establish a repository for documents, photographs, recordings, videos or any other artifacts that document Millwood’s surviving older buildings.



Figure 7-2: Historic District Architecture & Character

~~Beautification and Preservation — Downtown beautification, pursuing grants for improvements, signage, supporting Tree City USA and city cleanups, promoting the Millwood Historic District, having a voice in issues affecting Millwood, and identifying potential sites for recognition.~~

~~Community Education and Awareness — Hosting lectures, conducting house tours, publicizing regional events of interest, networking with other preservation organizations and establishing a community resource via the Internet.~~

~~A goal of the Society is to help Millwood gain status as a Certified Local Government through the State Department of Archaeology and Historic Preservation. The intent is to encourage local preservation.~~

7.4 EXISTING HISTORIC PROPERTIES

Table 47-1: National Register of Historic Places and Washington Heritage Register, Millwood Historic District

Address	Year Built	Name	Status
3204 N. Sargent	1946		Contributing
3208 N. Sargent	1939		Non-Contributing
3305 N. Sargent	1947	Maurer House	Contributing
3306 N. Sargent	1926		Contributing
3203 N. Dale	1923		Contributing
3215 N. Dale	1923		Contributing
3221 N. Dale	1912		Contributing
3305 N. Dale	1923		Non-Contributing
3306 N. Dale	1926	Stevens House	Contributing
3311 N. Dale	1920		Contributing
3312 N. Dale	1931	Williams House	Contributing
3315 N. Dale	1925	Brazeau House	Contributing
3318 N. Dale	1923	Banta House	Contributing
3303 N. Marguerite	1923		Contributing
3318 N. Marguerite	1923	Rosebush House	Contributing
3209 N. Hutchinson	1945		Non-Contributing
3212 N. Hutchinson	1928		Contributing

Address	Year Built	Name	Status
3216 N. Hutchinson	1928	Clearwater House	Contributing
3303 N. Hutchinson	1926		Contributing
3304 & 3308 N. Hutchinson	1951		Non-Contributing
3307 N. Hutchinson	1928		Contributing
3310 N. Hutchinson	1928		Contributing
3315 N. Hutchinson	1926		Contributing
3201 – 3209 N. Argonne	1928		Contributing
3209 N. Argonne	1928		Contributing
3215 N Argonne	1946		Contributing
3219 – 3223 N. Argonne	1921		Contributing
3301 N. Argonne	1925		Contributing
3307 N. Argonne			Non-Contributing
3309 N. Argonne			Non-Contributing
3311 N. Argonne	1920's		Non-Contributing
3315 N. Argonne	1953 (?)		Non-Contributing
3319 N. Argonne			Non-Contributing
8800 Block of East Euclid	1946		Contributing
8800 Block of East Euclid	1923		Non-Contributing
8911 E. Euclid	1950's / 1960's		Non-Contributing
8917 – 8919 E. Euclid	1947		Contributing
8921 E. Euclid	1946		Contributing
9001 – 9013 E. Euclid	1940's / 1950's		Non-Contributing
9015 E. Euclid	1928		Contributing

Address	Year Built	Name	Status
9017 E. Euclid	1946		Contributing
9021 E. Euclid	1928		Contributing
8704 E. Dalton	1928	Koshman-Schleef House	Contributing
8804 E. Dalton	1926	Farnsworth House	Contributing
8903 E. Dalton	1926	Butler House	Contributing
8910 E. Dalton	1928	Sharpless House	Non-Contributing
8918 E. Dalton	1928	Black House	Contributing
9009 E. Dalton	1912		Contributing
8622 E. Liberty	1931		Contributing
8703 E. Liberty	1938		Contributing
8710 E. Liberty	1926		Contributing
8717 E. Liberty	1933	Bailey House	Contributing
8801 E. Liberty	1939		Contributing
8809 E. Liberty	1927		Non-Contributing
8820 E. Liberty	1923	Buckland House	Contributing
8827 E. Liberty	1927	New Salmons House	Contributing
8903 E. Liberty	1910	Salmons House	Contributing
8905 E. Liberty	1949		Contributing
9002 E. Liberty	1929		Contributing
9010 E. Liberty	1938		Contributing

Source: Spokane County Assessors Records

~~7.5 GOALS AND POLICIES~~

~~Historic preservation goals and policies have been built from open meeting discussions held between the Millwood Planning Commission, the community and the Society. The following goals and policies came out of this work:~~

Goals

- ~~Retain the historic atmosphere of Millwood and contribute to its future economic development.~~
- ~~Identify and encourage the preservation of lands, sites, structures, cultures and social customs that have historic or archaeological significance.~~
- ~~Encourage the owners of properties with historic significance to list their properties on a National Register of Historic Places, Washington Heritage Register, or Local Register.~~
- ~~Promote the preservation and rehabilitation of historic structures whenever possible.~~
- ~~Pursue the acquisition of historic data and the accumulation of collections that have relevance to Millwood’s local heritage and identify a central storage site for these collections.~~
- ~~Provide regional support of similar organizations; recognizing that Millwood is a part of a broader realm of historic relevance.~~
- ~~Provide public awareness of, and education about, Millwood’s rich local heritage through participation in local events.~~
- ~~Provide a contact list of resources for Millwood residents to use in researching historic data for their properties.~~
- ~~Explore becoming a Certified Local Government through the Washington State Department of Archaeology and Historic Preservation.~~

~~Consider establishing an Historic Preservation Commission to promote and oversee preservation activities and protect local properties. The Commission’s duties would include:—~~

- ~~Provide access to historic information for the benefit of the public.~~
- ~~Retain the historic appearance of the community by encouraging businesses and residents to take pride in their own and the city’s history.~~
- ~~Participate in local events to enhance public relations, provide awareness of historic preservation and restoration and provide community support.~~
- ~~Periodically attend City Council and Planning Commission meetings to present updates of committee activities.~~

Policies

- ~~Millwood will promote preservation of the historic elements of the community, buildings, trees and relevant sites; including the diverse trades, cultures and social customs that contribute to Millwood’s identity and local heritage.~~
- ~~Millwood will work with property owners, government agencies and other resources, to identify, document, restore and preserve historic resources.~~
- ~~Millwood will take appropriate steps to ensure that property owners have the opportunity to qualify for any available incentives to encourage voluntary placement on a Local Register.~~



Figure 7-2 Historic District Architecture & Character

Figure 7-3 Historic District Architecture & Character

7.65 CONCLUSION

This Historic Preservation element includes a list of current properties within the Millwood city limits that are listed on the National Register of Historic Places and Washington Heritage Register, Millwood Historic District. Also presented are future considerations that will aid the city in preserving historic properties through the ~~creation of~~ Historic Preservation Commission, a Certified Local Government, which can use education and tax incentives to encourage voluntary preservation of Millwood’s Local Heritage. Preserving our local heritage will contribute to economic development and improve property values while increasing Millwood’s sense of community.

CHAPTER 8 – TRANSPORTATION (UPDATED W/ ORD. 525)

8.1 INTRODUCTION

When Millwood was incorporated in 1927 it was a small isolated community built around its major employer, the paper mill. Its location was well east of the urban area and bordered by agriculture lands in the Valley. There was a distinctive design element to the City; unique housing, a fine grid pattern of streets, narrow lane widths with tree-lined buffers, and retail and services on “the main street” accessible by walking. Elements of that earlier small-town character and its historical patterns are still in place. The area surrounding Millwood, however, has changed. It’s now part of the expanding metropolitan region stretching from the City of Spokane to Post Falls and Coeur d’Alene Idaho. One of the region’s major north-south travel ways, Argonne, bisects the City. The challenge for Millwood is to develop transportation design strategies that restore and reconnect those desirable historical patterns while at the same time accommodating regional travel needs. The transportation chapter provides an assessment of existing conditions and future needs for the City of Millwood’s transportation system.

Transportation should enhance the livability of the community. To do that, it must be sensitive to land use design. The City will preserve and maintain its existing transportation network as in-fill and redevelopment occur with the goal to continually enhance transportation alternatives to better accommodate bicyclists and pedestrians.

8.2 GMA REQUIREMENTS

A strong policy intent of the city is to have transportation services as a tool for implementing its community vision. This policy relates closely to the Growth Management Act’s (GMA) requirement of consistency between land use and transportation. Other transportation policy requirements include:

- An inventory of transportation facilities and services including active transportation and ADA evaluations;
- Consideration of multiple modes and a forecast of multimodal transportation based on land use assumptions;
- Identification of levels of service (LOS) for major streets, including multimodal LOS for locally owned arterials and transit routes (consistent with RCW 36.70A.070);
- Consistency with other elements of the comprehensive plan;
- Provision of adequate transportation service concurrent with development; and
- Preparation of six-year Transportation Improvement Program (TIP).

Millwood’ transportation element complies with these requirements. To ensure a level of consistency among all comprehensive plans within a given County, GMA requires counties and its jurisdictions to develop countywide planning policies. Highlights of those transportation policies for Spokane County include:

- Intergovernmental coordination with the Spokane Regional Transportation Council (SRTC);
- The requirement that all transportation plans be consistent at a regional scale;
- The requirement that plans address multiple modes and pedestrian-friendly design;
- Minimize new construction through maintenance and optimal use of existing roads;

- Establish consistent roadway standards, classifications, and levels of service;
- Support telecommuting and other electronic means to reduce travel demand;
- Support energy conservation and reduction of single-occupant vehicle travel;
- Protect rail facilities to reduce impacts of roadway shipment; and
- Maintain facilities to avoid costly replacement and achieve public safety.

Millwood's transportation element also adheres to these policies.

8.3 TRANSPORTATION STUDIES

Argonne Corridor Study 2007

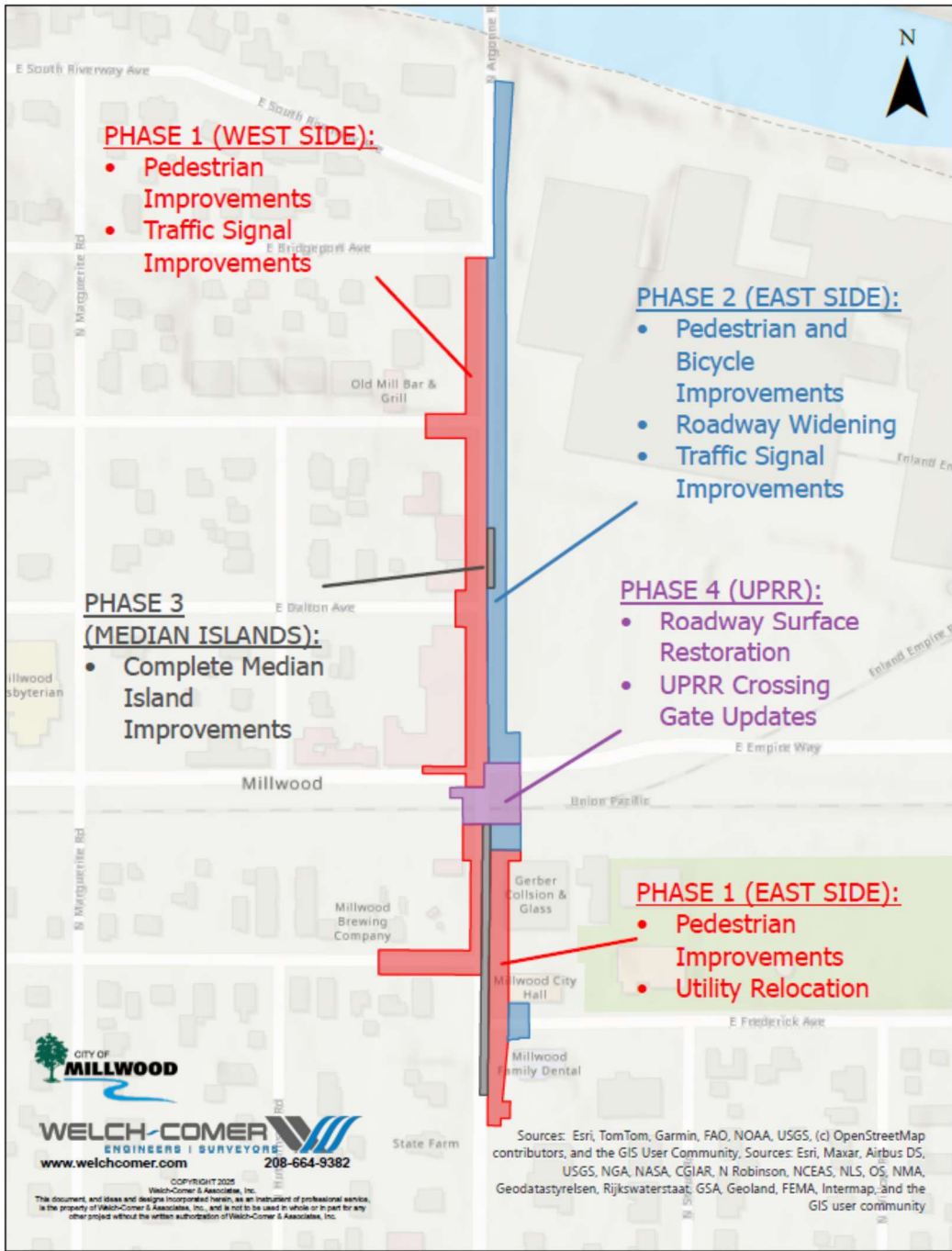
In 2007 the City of Millwood undertook an intensive planning effort for the portion of Argonne Road in Millwood. The study included extensive public participation and produced a list of common vision elements for this high-volume corridor.

- Manage and tame the traffic on Argonne Road.
- Improve walkability on Argonne Road – both along the corridor and across the corridor.
- High volumes, high speeds, and congestion make Argonne Road a barrier for motorized and non-motorized traffic in Millwood.
- Emergency access and response times are compromised by congestion and backups.
- Traffic signals need to work better.
- Turning movements to and from Argonne Road need to be safer.
- Millwood should be identified as a community and town – give it a presence along Argonne Road.
- The corridor should be beautified with trees, plantings, benches, banners, and signs.
- The sidewalks need to be completed, and the crossings made safe and inviting.
- The trucks in the corridor need to be handled – improve the turns and accommodate the deliveries.
- Look for opportunities to collaborate – IEPC with wider sidewalks and improved truck access.
- A new trail should be developed along County sewer right-of-way parallel to the UPRR tracks.
- The transportation system should connect the schools and parks – improve east-west travel across Argonne Road.

The stakeholders involved in the process and public sentiment, in general, recognize the demand for Argonne to move vehicles and freight through the City efficiently while establishing an emphasis on managing traffic safety within Millwood. There is a strong desire to reclaim Argonne Road as a traditional "Main Street." It is important that drivers moving through the city on Argonne recognize that they are no longer on a high-speed rural route, rather they are passing through a community, where lower speeds and safety are mandatory.

Since 2007, the Interurban Trail has been constructed (refer to Section 10.3 under the Parks and Recreation Element, Millwood Facilities for more information) and construction commenced on the

Argonne Rd. Corridor Improvement Project in 2025 with four phases of construction from Grace Ave to the Spokane River Bridge to enhance safety in the corridor and redesign the streetscape for improved pedestrian and local traffic use.



Map 8-1: Argonne Rd. Improvement Project

Horizon ~~2040–2050~~

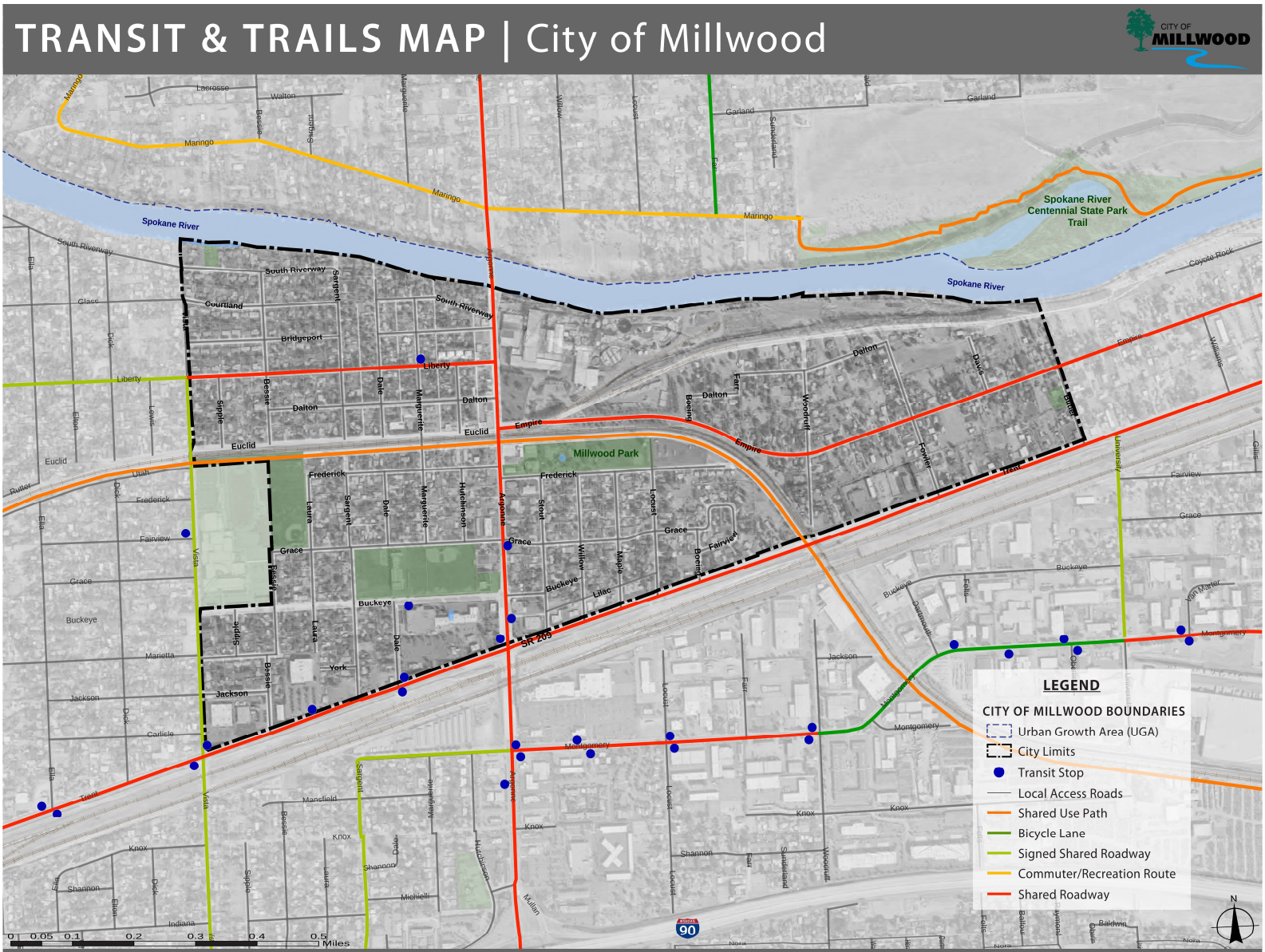
Horizon ~~2040–2050~~ is the Metropolitan Transportation Plan (MTP) and Regional Transportation Plan (RTP) for Spokane County. The purpose of the plan is to integrate, access and multi-modal transportation systems to safely and efficiently move people and goods through the year ~~2040–2050~~.
~~The plan~~

~~Horizon 2040~~ established guiding principles and policies for achieving the regional transportation vision. The highlights of the plan included:

- Projected transportation demand of persons and goods based on county and municipal comprehensive plans;
- Existing and proposed transportation facilities;
- Strategies to operate and maintain local transportation facilities;
- Processes and strategies to manage congestion now and in the future;
- Assessments of capital investments;
- Descriptions of existing and proposed transportation facilities;
- Pedestrian bicycle facilities
- Transportation and transit improvement activities; and
- A financial plan.

~~Horizon 2050 expands on the work completed with Horizon 2040 and 2045 to include an improved Needs Assessment, drawing from recent agency studies (e.g., Regional Safety Action Plan, Congestion Management, Resiliency Plan, Smart Mobility) to identify and prioritize transportation needs and performance objectives and it incorporates updated growth and demographic projections. There is also a stronger focus on performance-based planning in Horizon 2050, establishing clear metrics aligned with equity, safety, resiliency, climate, and smart mobility initiatives as well as integration of recent multimodal planning efforts to ensure a more comprehensive review of all transportation modes.~~

~~Horizon 2040–2050 is a strategic refresh with deeper data analysis, stronger performance metrics, more robust community involvement, and broader integration of resilience, climate, and smart technology goals. It represents the next evolution in long-term, multimodal transportation planning for Spokane County. comprehensive, multi-modal “blueprint” for the future of transportation and mobility needs of Spokane County. —In order to implement this strategy, the plan prioritizes project, identifies possible funding streams, and coordinates with member jurisdictions.~~



Welcome Aboard!

Map Symbols

- Station, Transit Center
- Park & Ride
- Hospital/Medical
- College/University
- School
- Library
- Airport
- Point of Interest

NORTH

spokanetransit.com
509-328-RIDE

City Line

Frequent rapid transit service on key corridors. City Line stops **exclusively** at designated stations.

Frequent Routes

Local service at frequent intervals: every 15 minutes on Weekdays and every 15-60 minutes on Weekends.

Regional Routes

High-speed regional links, traveling via freeways and also serving local stops on selected surface streets.

Regular Routes

Local service every 30-60 minutes. Night and Weekend service varies by route.

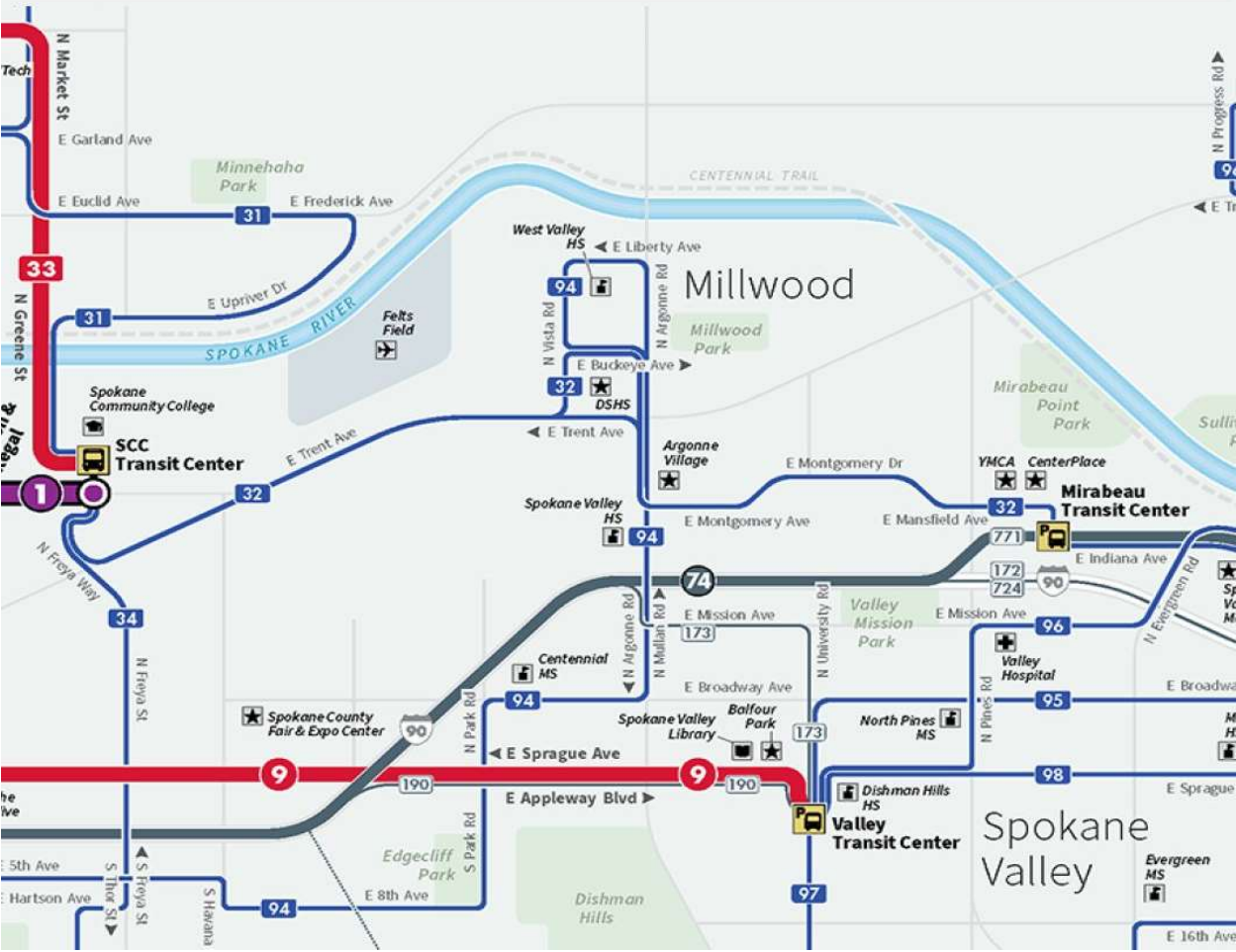
In combined areas with the thick line, service operates frequently: every 15 minutes on Weekdays and every 15-60 minutes on Weekends.

Commuter Routes

Direct service between major destinations at peak times.

Shuttle Routes

See Shuttle inset and Downtown inset for details.



Map 8-3: Spokane Transit Authority (STA) Route Map Surrounding Millwood

8.4 TRANSPORTATION CHOICES AND MODES

As outlined in Chapter 3 above, Millwood’s transportation system is multimodal and the safety, functionality, and integration of all components are considered as system improvements are made. Adopting a “Complete Streets Ordinance” which will allow the City to pursue additional funding opportunities for future projects. A complete street is defined as a road all users can move along and across safely. These roads are designed with all users in mind including:

- Public Transportation Vehicles
- Transit Riders of all Ages and Abilities
- Bicyclists
- Pedestrians
- Drivers of Private vehicles

Complete streets projects may include the following features:

- Crosswalks
- Well-placed crossing opportunities
- Sidewalks
- Separated sidewalks
- Pedestrian signals
- Lighting
- Median Islands
- Landscaping/Street trees
- Bike facilities
- Transit stop enhancements like benches, shelters and more
- Congestion relief measures

Public Transportation

The Spokane Transit Authority (STA) is a regional public transportation agency who provides public transportation service within the Spokane County Transportation Benefit Area, including unincorporated areas of Spokane County and the five cities of Airway Heights, Cheney, Medical Lake, Spokane, and Millwood. Bus service between Millwood and both the incorporated and unincorporated areas of Spokane County is provided using fixed-route and paratransit service.

Millwood is served by two bus routes which loop through Millwood along Trent, Vista, ~~and Buckeye~~, Liberty, and Argonne, connecting the community to three east-west routes and the Spokane Valley transit center (currently regular routes 32 and 94 as shown in Map 8-3 above). All buses begin and end their routes at the Plaza in downtown Spokane, which serves as the hub for all transit trips in the region. STA also provides intra-city and inter-city paratransit service for qualified riders within 3/4 mile of the regular fixed-route bus line, during the same hours and days. All of Millwood’s multi-family housing and major employment locations and a large majority of its single-family household and commercial areas are within a ¼ mile of a transit route.

With the passage of STA Moving Forward in 2016, STA is proposing a plan that aims to maintain the existing transit system while adding more resources to improve service levels throughout the region. For Millwood, this means exploring route options to connect Millwood residents more directly to Upriver Transit Center at Spokane Community College, the Valley Transit Center, and the Plaza in downtown Spokane. Argonne Station Park and Ride is also in the planning stages and will be located between Argonne and Mullan, south of Interstate 90, a little over ½ mile south of the City of Millwood. Millwood currently does not have any major transit stops within ½ mile and none are currently planned. The new service planned to serve Argonne Station (future Route 7, in addition to the 32 and 94) are not considered bus rapid transit routes.

STA meets requirements under ADA Title II by providing accessible vehicles and facilities along with complementary paratransit service for individuals with disabilities who cannot use fixed-route buses.

Rail Transportation

Rail transportation played a major role in the historical development of Millwood, and the railroads continue to provide a portion of the regional transportation system for the Spokane Metropolitan Area. However, currently, there is no scheduled passenger rail service in Millwood. AMTRAK provides regularly scheduled service out of facilities located in the Spokane Intermodal Center in downtown Spokane.

The Burlington Northern Santa Fe (BNSF) and the Union Pacific (UP) service the Spokane area. BNSF operates a main-line providing service between Portland/Seattle and Chicago. UP provides rail service from Hinkle, Oregon to Cranbrook, Canada through East Port, Idaho, in addition to operations in eastern Washington and northern Idaho.

The rail tracks in Millwood are owned by UP. UP's tracks run west from Vista Road along the south side of Euclid Avenue to Argonne Road and then east along the south side of Empire Way to the underpass below Trent Avenue. A spur line serves Inland Empire Paper Company just east of Argonne Road. There are at-grade crossings at Vista Road, Marguerite Road, and Argonne.

Air Transportation

Commercial and general aviation air transportation are available to Millwood residents at Spokane International Airport (GEG), approximately ten miles to the west, and at Spokane Felts Field (SFF), approximately one mile to the west.

GEG is a 6,000-acre commercial service airport served by seven airlines and three air cargo carriers. The airport processed a record 4.1 million passengers and more than 77,000 U.S. air cargo tons in 2023. It is the second largest airport in the State of Washington and recognized by the FAA as a small hub. GEG is the primary commercial service airport, which is served by six airlines providing nonstop service to 16 destinations. In 2017, GEG handled over 3.5 million passengers and 72,400 tons of cargo.

SFF is a 400-plus acre active general aviation relief airport which has two paved runways and a turf landing strip as well as the ability to accommodate water landings on the adjacent Spokane River. Over 170 aircraft and 65 tenants are based at Felts Field. The Airport has a fixed-base operator and avionics services are available. In 2022, its aviation operations totaled 69,796. SFF is the designated General Aviation Reliever Airport for GEG and serves a mix of fixed and rotary-wing military, medevac, corporate and general aviation aircraft. The airfield offers two paved runways and a turf runway. The latter turf runway supports the large collection of classic and antique aircraft based at Felts Field. The airfield supports four fixed and one rotary-wing flight schools and a Federal Contract Air Traffic Control Tower which controls aircraft on the ground and in the air and ensures aircraft maintain proper separations.

Bicycle & Pedestrian Infrastructure (Active Transportation)

Providing access to bicycle and pedestrian infrastructure as an alternative mode of transportation and for recreational use is a priority for the City of Millwood. The city currently offers several bicycle routes within city limits, some of which are designated specifically to cyclists and pedestrians. All the routes connect with adjacent jurisdiction infrastructure allowing for continuous connectivity. Refer to Map 8-2: Millwood Trails and Transit Map above and Map 10-2: Bicycle Regional Priority Network Map, Millwood Area (Spokane Regional Transportation Council, SRTC) contained in the Parks and Recreation Element.

Bicycle infrastructure is defined by three types:

- Shared use path (cyclists and pedestrians) - a path on separated right-of-way with the minimal cross flow by motor vehicles.
- Bike lane – a portion of the roadway designated by striping, signing or pavement marking for the preferential or exclusive use of bicyclists.
- Shared roadway – signed or unsigned roadways allowing both vehicular traffic and bicycle traffic.

As shown on Map 8-2, the following routes offer bicycle and pedestrian connectivity throughout Millwood:

- The Millwood Interurban Trail is approximately 1.2 of a 1 mile from east to west and is located on the former Great Northern Railway right-of-way. The trail is designated for bicyclists and pedestrians, vehicular traffic is prohibited. The trail connects to Vista Road to the west, a signed shared roadway and Trent Ave. to the southeast, an unsigned shared roadway.
- Vista Road from Liberty Avenue to Trent Avenue is designated a signed shared roadway and borders the western edge of the city limits.
- Argonne Road, Empire Way, Trent Avenue, and Liberty Avenue are designated unsigned shared roadways. Argonne Road connects cyclists and pedestrians north and south, while the other routes span east and west. Additionally, Argonne Road connects users to the Centennial Trail which runs east to west along the Spokane River. Empire is unsigned but does have pavement markings for a bike path on the North side of the roadway. Liberty is striped with a pathway on the North side but has no signs or pavement markings.
- Additionally, the City has 3.25 miles of sidewalks as described in Table 8-1 and shown on Map 8-4 below.

The Centennial Trail, located one-half mile north of Millwood, offers a thirty-seven-mile-long shared use path for pedestrians and cyclists. The trail runs east-west through the entire urbanized region from the City of Spokane to the Washington/Idaho border. The trail offers a safe alternative path for cyclists throughout the region, providing a convenient connection from Millwood to the Greater Spokane area.

Section 10.3 under the Parks and Recreation Element, Millwood Facilities contains more information on the ADA accessibility status and improvements needed for Millwood's active transportation network. Improvements will likely be completed as road improvement projects are conducted, such as the Argonne Rd. Corridor Improvement Project discussed below.

Table 8-1: City of Millwood Sidewalk Inventory*

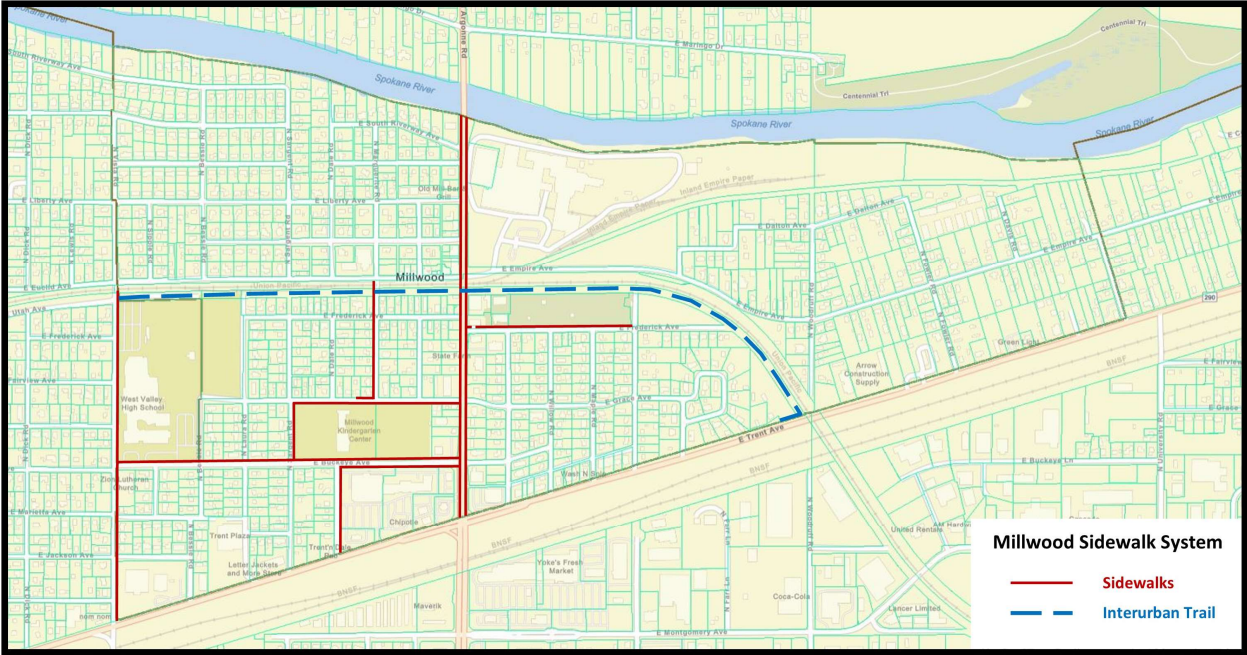
<u>Street</u>	<u>Segment</u>	<u>Segment Length (approx.)</u>	<u>Sidewalk Width</u>	<u>ADA Compliant</u>
<u>Argonne Road</u>	<u>West side of Argonne Rd. from Spokane River bridge (northern City limits) to South Riverway</u>	<u>0.05 miles</u>	<u>5'</u>	<u>Yes</u>
<u>Argonne Road</u>	<u>East side of Argonne Rd. from Spokane River bridge (northern City limits) to South Riverway</u>	<u>0.05 miles</u>	<u>4'-5'</u>	<u>No</u> <u>Sidewalk will be replaced w/ ADA compliant pathway as part of the Argonne Rd. Corridor Improvement Project in 2025</u>
<u>Argonne Road</u>	<u>West side of Argonne Rd. from South Riverway to Bridgeport Ave.</u>	<u>0.02 miles</u>	<u>5'</u>	<u>Yes</u>
<u>Argonne Road</u>	<u>East side of Argonne Rd. from South Riverway to Bridgeport Ave.</u>	<u>0.02 miles</u>	<u>4'-5'</u>	<u>Partially</u> <u>Sidewalk will be replaced w/ ADA compliant pathway as part of the Argonne Rd. Corridor Improvement Project in 2025</u>
<u>Argonne Road</u>	<u>West side of Argonne Rd. from Bridgeport Ave. to Liberty Ave.</u>	<u>0.05 miles</u>	<u>7'</u>	<u>Yes</u>
<u>Argonne Road</u>	<u>East side of Argonne Rd. from Bridgeport Ave. to Liberty Ave.</u>	<u>0.05 miles</u>	<u>4'-5'</u>	<u>Partially</u> <u>Sidewalk will be replaced w/ ADA compliant pathway as part of the Argonne Rd. Corridor Improvement Project in 2025</u>
<u>Argonne Road</u>	<u>West side of Argonne Rd. from Liberty Ave. to Dalton Ave. (Historic District)</u>	<u>0.05 miles</u>	<u>7'-9'+</u>	<u>Yes</u>

<u>Street</u>	<u>Segment</u>	<u>Segment Length (approx.)</u>	<u>Sidewalk Width</u>	<u>ADA Compliant</u>
<u>Argonne Road</u>	<u>East side of Argonne Rd. from Liberty Ave. to Dalton Ave.</u>	<u>0.05 miles</u>	<u>4'-5'</u>	<u>Partially</u> <u>Sidewalk will be replaced w/ ADA compliant pathway as part of the Argonne Rd. Corridor Improvement Project in 2025</u>
<u>Argonne Road</u>	<u>West side of Argonne Rd. from Dalton Ave. to Euclid Ave. (Historic District)</u>	<u>0.05 miles</u>	<u>9'+</u>	<u>Yes</u>
<u>Argonne Road</u>	<u>East side of Argonne Rd. from Dalton Ave. to Empire Ave.</u>	<u>0.05 miles</u>	<u>4'-5'</u>	<u>Partially</u> <u>Sidewalk will be replaced w/ ADA compliant pathway as part of the Argonne Rd. Corridor Improvement Project in 2025</u>
<u>Argonne Road</u>	<u>West side of Argonne Rd. from Euclid Ave. to Frederick Ave.*</u>	<u>0.06 miles</u>	<u>5'</u>	<u>Partially (older sidewalk mixed with new Interurban Trail access & railroad track / utility interferences)</u> <u>Improvements will be made as part of the Argonne Rd. Corridor Improvement Project in 2025</u>
<u>Argonne Road</u>	<u>East side of Argonne Rd. from Empire Ave. to Frederick Ave.</u>	<u>0.08 miles</u>	<u>5'</u>	<u>Partially (older sidewalk mixed with new Interurban Trail access & railroad track / utility interferences)</u> <u>Improvements will be made as part of the Argonne Rd. Corridor Improvement Project in 2025</u>

<u>Street</u>	<u>Segment</u>	<u>Segment Length (approx.)</u>	<u>Sidewalk Width</u>	<u>ADA Compliant</u>
<u>Argonne Road</u>	<u>West side of Argonne Rd. from Frederick Ave. to Grace Ave.*</u>	<u>0.12 miles</u>	<u>5'</u>	<u>Yes</u> <u>(some older approaches could pose future issues)</u>
<u>Argonne Road</u>	<u>East side of Argonne Rd. from Frederick Ave. to Grace Ave.</u>	<u>0.10 miles</u>	<u>5'</u>	<u>Partially (some older approaches & utility interferences)</u> <u>Improvements will be made as part of the Argonne Rd. Corridor Improvement Project in 2025</u>
<u>Argonne Road</u>	<u>West side of Grace Ave. to Buckeye Ave.*</u>	<u>0.09 miles</u>	<u>5'-6'</u>	<u>Yes</u> <u>(some older approaches could pose future issues)</u>
<u>Argonne Road</u>	<u>East side of Grace Ave. to Buckeye Ave.</u>	<u>0.09 miles</u>	<u>5'-6'</u>	<u>Yes</u> <u>(some older approaches could pose future issues)</u>
<u>Argonne Road</u>	<u>West side of Argonne Rd. from Buckeye Ave. to Trent Avenue / SR 290 (southern City limits)*</u>	<u>0.08 miles</u>	<u>5'-6'</u>	<u>Yes</u> <u>(some older approaches could pose future issues)</u>
<u>Argonne Road</u>	<u>East side of Buckeye Ave. to Trent Avenue / SR 290 (southern City limits)</u>	<u>0.08 miles</u>	<u>5'-6'</u>	<u>Yes</u> <u>(some older approaches could pose future issues)</u>
<u>Buckeye Avenue</u>	<u>North side of Buckeye Ave. from Argonne Rd. to Vista Rd.*</u>	<u>0.50 miles</u>	<u>6'</u>	<u>Yes</u>

<u>Street</u>	<u>Segment</u>	<u>Segment Length (approx.)</u>	<u>Sidewalk Width</u>	<u>ADA Compliant</u>
<u>Buckeye Avenue</u>	<u>South side of Buckeye Ave. from Argonne Rd. to Dale Rd.*</u>	<u>0.16 miles</u>	<u>6'</u>	<u>Partially (older sidewalk - not all curb ramps have detectable warning device)</u>
<u>Dale Road</u>	<u>East side from south of Buckeye to Trent Ave.*</u>	<u>0.12 miles</u>	<u>6'</u>	<u>Partially (older sidewalk - not all curb ramps have detectable warning device)</u>
<u>Frederick Avenue</u>	<u>North side of Frederick from east of Argonne to Locust</u>	<u>0.24 miles</u>	<u>5'-7'</u>	<u>Partially (have to climb 4 steps from Argonne sidewalk at west end & go around City Hall building encroachment into parking spaces to continue east on sidewalk)</u> <u>Improvements will be made as part of the Argonne Rd. Corridor Improvement Project in 2025</u>
<u>Grace Avenue</u>	<u>South side of Grace Ave. from east of Sergeant Rd. to Argonne Rd.*</u>	<u>0.24 miles</u>	<u>6'</u>	<u>Yes</u>
<u>Grace Avenue</u>	<u>North side of Grace Ave. from west of Marguerite to 1/2 a block east of Dale Rd.*</u>	<u>0.02 miles</u>	<u>6'</u>	<u>Yes</u>
<u>Marguerite Road</u>	<u>West side of Marguerite Rd. from railroad tracks south of Euclid Ave. to Grace Ave.*</u>	<u>0.17 miles</u>	<u>5'</u>	<u>Yes</u>
<u>Sargent Road</u>	<u>East side of Sargent Rd. from Grace Ave. to Buckeye Ave.*</u>	<u>0.08 miles</u>	<u>6'</u>	<u>Yes</u>

<u>Street</u>	<u>Segment</u>	<u>Segment Length (approx.)</u>	<u>Sidewalk Width</u>	<u>ADA Compliant</u>
<u>Vista Road</u>	<u>East side of Vista Rd. from railroad tracks south of Euclid Ave. to Trent Ave.*</u>	<u>0.47 miles</u>	<u>5'-9'</u>	<u>Partially (some older sidewalk sections - not all curb ramps have detectable warning device)</u>
<u>* Areas in the City of Millwood located south of the railroad tracks at Euclid Ave. and west of Argonne Rd. would be eligible for Safe Routes to School funding (WVSD buses children that live north of the railroad tracks and east of Argonne Rd.)</u>				



Map 8-4: Millwood Sidewalk System

Roads

Millwood's road connections are shown in map 8-28-5. The City has 12 center line miles of paved streets/roads with 3 traffic signals. Argonne Road is a main thoroughfare in Millwood, running down the middle of the city's central business district. Argonne is a roadway of regional significance due to its connectivity from Interstate-90 headed north through the City of Spokane, City of Spokane Valley, City of Millwood, and onward into Spokane County. Argonne connects with minor arterials Euclid Avenue and Empire Avenue as well as many local access streets.

The city approved and with participation by Federal and State transportation agencies funded and constructed the Argonne Road Congestion Relief Project in 2025 to enhance non-motorized, vehicle, and rail safety in the corridor and redesign the streetscape for improved pedestrian, cyclist, and local traffic use. Argonne Road is a regionally significant four-lane (two lanes northbound and two lanes

southbound) arterial roadway and is classified by WSDOT as a principal arterial and T2 Truck Route with a current peak volume of 2,037 vehicles per hour in the city.

Prior to the project, there were no left-turn channels on Argonne north of Buckeye. Traffic in the left travel lane had to stop behind left-turning traffic at these intersections along Argonne, creating unsafe stopping conditions and causing traffic delays. These issues are further compounded by the frequent closure of the Union Pacific Railroad Argonne crossing located south of Euclid/Empire. Trains of up to nearly two miles in length cross Argonne multiple times per day. The project adds left-turn channels on Argonne north-bound at the intersections of Fredrick, Dalton, and Liberty and south-bound at the intersection of Empire. The channels at Empire and Liberty are signalized. This is accomplished by adjustment of travel lane width in combination with an additional 10 feet of road surface width between Frederick and Liberty.

Currently, there are sidewalks and pedestrian ramps on both sides of Argonne Road and no bus transit stops. As part of the project, the city plans to provide a new transit stop at Liberty with the widened sidewalk. Additionally, the city will improve signalization timing at the intersection of Empire/Euclid to better serve safety for buses trying to cross the railroad tracks and the intersection. Currently, buses must stop prior to crossing the railroad tracks.

The city has proposed a congestion relief project for Argonne Road, the intent of the project to widen Argonne Road between Empire and Liberty to make room for signalized left turn lanes at the intersections of Fredrick, Euclid, Empire, Dalton, and Liberty. Currently, there are no turn lanes north of Buckeye on Argonne. The city will continue to pursue this project via regional coordination with the surrounding municipalities, SRTC, STA, applying for grant funding, and designating funding via the annual transportation improvement plan (TIP). A project as identified in the 2019-2022 Transportation Improvement Program provide by Spokane Regional Transportation Council calls for adding signalized intersections at Argonne and Empire/Euclid, Argonne and Liberty, and Argonne and Dalton. This project is under review and additional funding is being sought. Through traffic traveling in the left hand lane must stop behind left turning traffic at these intersections along Argonne Rd. This causes delay through traffic for ~0.25 miles in the project area between Fredrick and Liberty. With the project improvements, this unnecessary delay can be reduced by 8 seconds per vehicle on average through the project area during peak hour. Future congestion levels will be worse: travel times will more than double to 107 seconds/vehicle in 10 years during the peak hour without improvements. With the improvements, that travel time will only be 76 seconds per vehicle, a savings of 31 seconds/vehicle on average through the project area during the peak hour.

Currently, there are sidewalks and pedestrian ramps on both sides of Argonne Road and no bus transit stops. With the widening of the road the city plans to provide a new transit stop at Liberty with the widened sidewalk. Additionally, the city will improve signalization timing at the intersection of Empire/Euclid to better serve safety for busses trying to cross the railroad tracks and make it through the intersection. Currently, busses must stop prior to crossing the railroad tracks once the bus begins to proceed it is difficult to know whether they will make the light in time.

Given ~~Millwoods~~Millwood's established transportation network, little to no vacant land within the city limits, low projected population growth and subsequently and plan for infill development with no need to expand into the designated urban growth boundary, the city does not anticipate major new road construction/development. Often the city is in the position to and will plan to maintain the established network with multimodal improvements as needed.

8.5 FUNCTIONAL CLASSIFICATION OF STREETS

The Washington State Department of Transportation (WSDOT) has developed a Functional Classification System which all municipalities in the state use as a guideline for designation of streets. This classification system was developed to ensure consistent determinations of street types throughout the state. The classifications of streets in Millwood was developed by the Spokane Regional Transportation Council (SRTC) which is the designated Metropolitan Planning Organization (MPO) for all of Spokane County. A listing of principal, minor, and collector streets is presented in Table 21-8-2 and are shown in Map 8-25, with traffic volumes associated with these classifications shown in Table 228-3.

Functional classification designations are used for data and planning purposes. It is important to properly classify roads so that design standards and access control standards are applied to allow the road to function properly. A complete list of roads in Millwood is provided in [Appendix L](#). The following street classifications are applied in Millwood:

Principal Arterials

Principal arterials are streets or roadways connecting primary community centers with major facilities. Principal arterials are generally intended to serve through traffic. Along principal arterials, it is desirable to limit direct access to abutting property.

Minor Arterials

Minor arterials are streets and roadways connecting community centers with principal arterials. In general, minor arterials serve strips of moderate length. Access is partially controlled with infrequent access by abutting property.

Collector streets

Collector streets are streets and roadways connecting residential neighborhoods with smaller community centers and facilities as well as access to the minor and principal arterial system. Property access is generally a higher priority for collector streets and through traffic service is a lower priority.

Access Streets

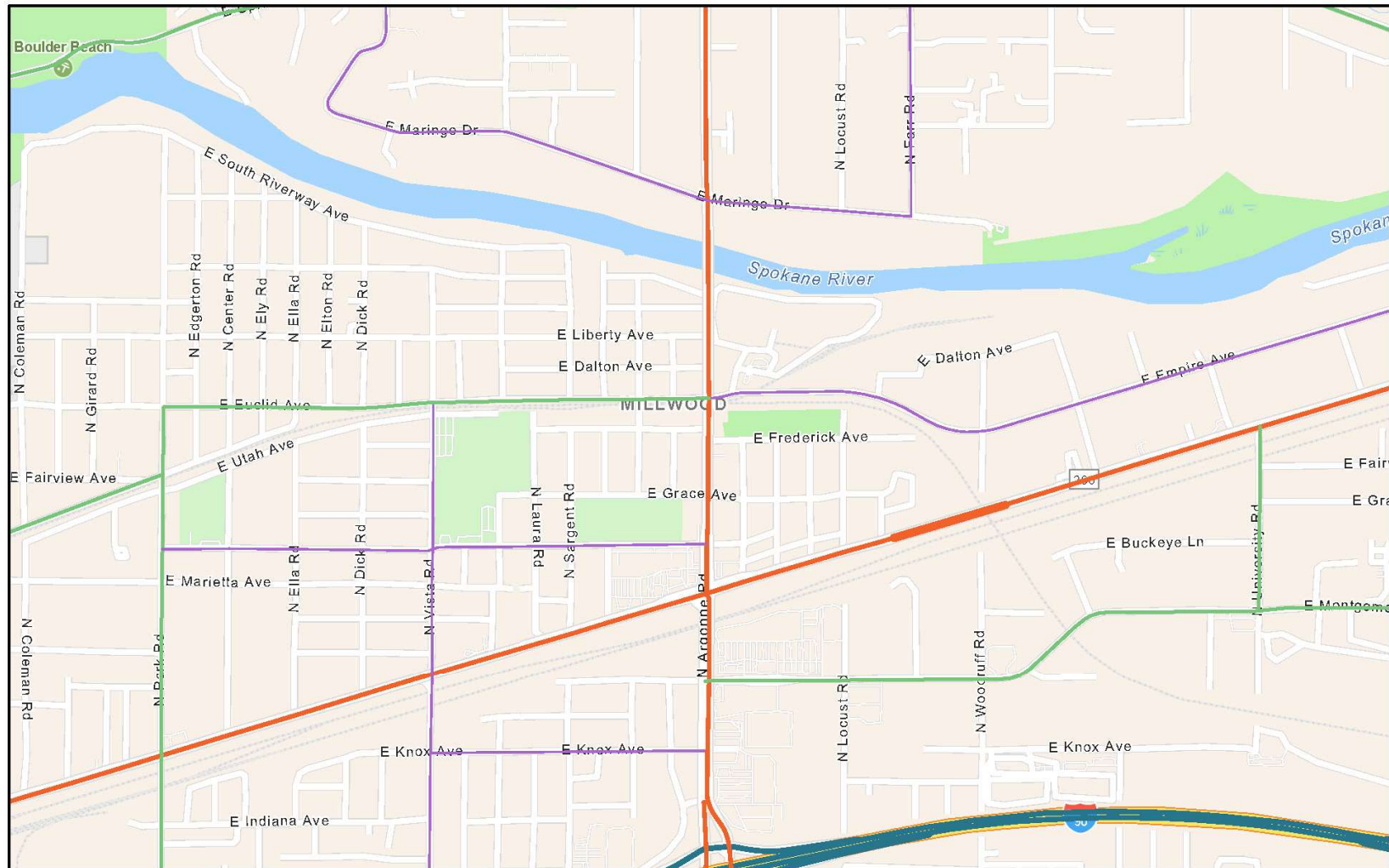
Access streets have a variety of functions to perform with the principle purpose to provide vehicular and pedestrian access to property abutting the public right-of-way. Moving traffic is a secondary function of access streets. Land service is the primary function, and being such, these streets should not carry through-traffic. Buses and heavy trucks should be excluded from access streets except where the access street is in a commercial or industrial district of the City. Access streets also serve as an easement for utilities, open spaces between buildings and as an element of the urban landscape. Typically, these are alleys and other small, narrow public rights-of-way. Access streets are white on Map 8-5 below and comprise the remainder of Millwood’s street system. Additionally, individual lot or unit access can be provided by access easements / driveways or private streets that connect to public streets for infill development.

Table 21-8-2:- City of Millwood Street Classifications (SRTC)

Principal Arterial Sections	Classification	Segment	Segment Length (approx.)	No. of Lanes
<u>Argonne Road</u>	<u>Principal Arterial</u>	<u>Spokane River bridge (northern City limits) to South Riverway</u>	<u>0.05 miles</u>	<u>4</u>
<u>Argonne Road</u>	<u>Principal Arterial</u>	<u>South Riverway to Bridgeport Ave.</u>	<u>0.02 miles</u>	<u>4</u>
<u>Argonne Road</u>	<u>Principal Arterial</u>	<u>Bridgeport Ave. to Liberty Ave. - traffic signal at Argonne Rd. & Liberty Ave.</u>	<u>0.05 miles</u>	<u>4</u>
<u>Argonne Road</u>	<u>Principal Arterial</u>	<u>Liberty Ave. to Dalton Ave.</u>	<u>0.05 miles</u>	<u>4</u>
<u>Argonne Road</u>	<u>Principal Arterial</u>	<u>Dalton Ave. to Euclid Ave. / Empire Ave. - traffic signal at Argonne Rd. & Euclid Ave. / Empire Ave.</u>	<u>0.05 miles</u>	<u>4</u>
<u>Argonne Road</u>	<u>Principal Arterial</u>	<u>Euclid Ave. / Empire Ave. to Frederick Ave.</u>	<u>0.08 miles</u>	<u>4</u>
<u>Argonne Road</u>	<u>Principal Arterial</u>	<u>Frederick Ave. to Grace Ave. - traffic signal at Argonne Rd. & Grace Ave.</u>	<u>0.10/0.12 miles</u>	<u>4</u>
<u>Argonne Road</u>	<u>Principal Arterial</u>	<u>Grace Ave. to Buckeye Ave.</u>	<u>0.09 miles</u>	<u>4</u>
<u>Argonne Road</u>	<u>Principal Arterial</u>	<u>Buckeye Ave. to Trent Avenue / SR 290 (southern City limits) - traffic signal outside City limits at Argonne Rd. & Trent Ave.</u>	<u>0.08 miles</u>	<u>6</u>
Argonne Rd.		E. Buckeye Ave.		6
Argonne Rd.		E. Grace Ave.		4
Argonne Rd.		E. Frederick Ave		4
Argonne Rd.		E. Empire Ave.		4
Argonne Rd.		E. Dalton Ave.		4
Argonne Rd.		E. Liberty Ave.		4
Argonne Rd.		E. S. Riverway Ave.		4
Argonne Rd.		E. Bridgeport Ave		4
Minor Arterial Sections	Classification	Segment	Segment Length	No. of Lanes
E. Euclid Avenue	<u>Minor Arterial</u>	<u>West of Argonne Rd. to Vista Rd. (western City limits)</u>	<u>0.50 miles</u>	<u>2</u>

E. Empire Avenue		Argonne		2 (southbound turn lane at Argonne)
Collector Street Sections	<u>Classification</u>	Segment	<u>Segment Length</u>	No. of Lanes
Liberty Avenue (west of Argonne, only)		Argonne Rd.		2
Buckeye Avenue (west of Argonne, only)	<u>Major Collector</u>	<u>West of Argonne Rd. to Vista Rd. (western City limits)</u>	<u>0.50 miles</u>	2
Empire Avenue	<u>Major Collector</u>	<u>East of Argonne Rd. to Butler Rd. (eastern City limits)</u>	<u>0.94 miles</u>	2
Grace Avenue (west of Argonne, only)		Argonne Rd.		2
Vista Road	<u>Major Collector</u>	<u>South of Euclid Ave. to Trent Avenue / SR 290 (southern City limits) - traffic signal outside City limits at Vista Rd. & Trent Ave.</u>	<u>0.50 miles</u>	2

Table 22-8-3: –Street Classification and Traffic Traffic Volumes	
Street Classification	Daily Traffic Volumes
Access Street	0-500
Collector Street	501 – 2,000
Minor Arterial	2,001 – 5,000
Principal Arterial	5,001 or more



6/10/2025

Functional Classification

- Principal Arterial
- Major Collector
- Minor Arterial
- Interstate



1:23,590

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

Sources: Esri, TomTom, Garmin, Safegraph, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

Map 8-5:-- Millwood **Area** Transportation System Map (**Spokane Regional Transportation Council, SRTC**)

8.6 LEVEL OF SERVICE STANDARDS

Level of service (LOS) standards measure the minimum capacity of a public facility which must be provided to meet the community's basic needs and ~~expectation~~ expectations. Multimodal level of service standards are required under RCW 36.70A.070(6) and the City of Millwood has selected a WSDOT Urban Minimum LOS, working towards an Urban Equitable LOS.

Urban Minimum Multimodal LOS

- Access for transit riders with no disabilities is roughly one twentieth the access for drivers, access for riders with disabilities may be even lower due to limitations in sidewalk infrastructure and other factors.
- Transit of level 3 frequency or better is available within a half-mile walk from any origin. Transit of level 2 frequency and rarely level 1 frequency is available at key destinations or along certain corridors. High-capacity transit may or may not be available.
- Paratransit service is available but may require reservation the day before the trip.
- Public bikeshare or other micromobility services may or may not be available.
- There is mostly a complete accessible sidewalk network, although individual blocks or small areas may be missing sidewalks or curb cuts, and active transportation lanes and other facilities are only present on a certain streets.
- Many bus stops have a shelter and bench, but lack other amenities, but generally there is no real-time signage, customer service staff, or restrooms available except at major transit stations.
- Public-sponsored programs may be available and induce use of non-drive alone modes through Transportation Demand Management.
- Information about all public transportation modes are accessible to all users through mobile devices and printed products, but most available apps may not be fully real-time enabled and online booking may not be available for trips requiring reservations.

Urban Equitable Multimodal LOS

- Access for transit riders is roughly half the access for drivers.
- Transit of level 2 frequency or better runs is available within a half mile-walk from any origin; level 1 frequency or better transit in a high-capacity mode (e.g. rail or BRT) is available on certain corridors.
- On-demand paratransit service is available with a 15 minute or less wait time
- Public bikeshare or other micromobility services support highly local trips; public rideshare may be available to provide service where fixed-route transit and micromobility are not sufficient.
- All streets have wide sidewalks and active transportation lanes or other multimodal facilities are present near all transit stops
- All transit stops have shelters, benches, lighting, trash cans, real-time signage, and restrooms available (though restroom access for minor transit stops may be nearby public restrooms);

customer service staff members are available at all stations serving high-capacity modes and found onboard some vehicles or at some transit stops throughout the system.

- Public-sponsored programs are available and well-budgeted to induce use of non-drive alone modes through Transportation Demand Management
- High-quality information about all public transportation modes are accessible to all users through mobile devices and printed products, and services requiring booking can be reserved easily without downloading a special-purpose app.

Roads

LOS standards are established on arterials to evaluate the performance of existing systems and help plan future transportation facility needs.

LOS standards determine if a street is operating at a level acceptable to the community. When a street, or a segment of a street, falls below the acceptable LOS assigned, it indicates that traffic volume is exceeding the capacity of the street or traffic controls such as signalization, turning lanes, or travel lanes. Millwood's minimum LOS for all arterials is level D based on traffic count information which indicates that no streets will fail to meet the LOS criteria within the planning period. The city will continue to coordination with Spokane County, City of Spokane, the City of Spokane Valley and SRTC to provide the proper function of the arterial.

Bicycle & Pedestrian Infrastructure (Active Transportation)

Even though there is no need for capacity based on roadway improvements, the city may elect to enhance its roadway network to better suit the needs of pedestrians and cyclists in order to exceed the WSDOT Urban Minimum Multimodal LOS. As discussed in Chapter 10, Parks and Recreation Element, the City will coordinate with adjoining jurisdiction for trail expansions and connections. The City will also work towards increasing the sidewalk network around schools and ADA compliance with detectable warning device additions and sidewalk improvements. The City of Millwood has explored franchise agreements for public bikeshare and scooter share services such as the Lyme scooters that are utilized throughout the Spokane area; however, there have been issues with the scooters being thrown into the Spokane River from the Argonne Rd. bridge, which has delayed interlocal agreement establishment. Improvements to Millwood's active transportation network will likely be completed as road improvement projects are conducted, such as the Argonne Rd. Corridor Improvement Project or when funding is available and has been obtained through programs such as safe routes to school.

Public Transportation

As described under Section 8.4 Transportation Choices and Modes above, Millwood is served by two STA bus routes which loop through Millwood along Trent, Vista, Buckeye, Liberty, and Argonne (currently regular routes 32 and 94 as shown in Map 8-3 above). With two buses servicing Millwood, wait times range from 15 minutes along the double bus route of Argonne Rd. from Trent Ave. to Buckeye Ave. and along Buckeye Ave. between Argonne Rd. and Vista Rd. on weekdays and 15-60 minutes on weekends to 30-60 minutes for single bus routes on weekdays with night and weekend times varying by route. The City wants to maintain this service as the minimum level of service for public transportation which would equate to a WSDOT Level 3 for single route and Level 2 for double routes, consistent with a WSDOT Urban Minimum Multimodal LOS although, the majority of the City meets the WSDOT Equitable Multimodal LOS with transit of level 2 frequency or better runs available within a half mile-walk from any origin. Millwood will continue to coordinate with STA to provide optimal service to residents and

businesses, including working towards providing bus shelters with benches and real time screens for Millwood’s transit stops in the central business district.

Table 8-4: Transit Frequency Levels

Transit frequency	Description
Level 1	12 min headway days; 15 nights and weekends
Level 2	15 min headway days; 30 nights and weekends
Level 3	30 min headway days; 60 nights and weekends
Level 4	60 min headway minimum 5 days a week
Level 5	6 trips per day on weekdays
Level 6	2 trips per day on weekdays
24-hour	1 trip every 2 hours overnight

Source: WSDOT Multimodal Level of Service Interim Guidance (Aug 2024)

Annually the city goes through an evaluation process to identify roadway improvements and funding for the transportation improvement plan (TIP).



Figure 8 1: Traffic at the intersection of Trent Avenue and Argonne Road

8.7 TRANSPORTATION FORECAST

Future travel forecast results from modeling land use change and related travel demand. Given the expected population projection (population projections are adopted by the Board of County Commissioners following recommendations by the Planning Technical Advisory Committee (PTAC) and the Steering Committee of Elected Officials (SCEO) increase of 8.8% (1,947 people) by 2037The City of Millwood’s 2046 allocated population is 1,974, an increase of only 27 people from the previous 2037 allocation of 1,947. The City must also plan for a housing allocation of up to an additional 106 units which will be achieved through infill development throughout the City. No zone changes are required in order to accommodate Millwood’s future growth and a substantial change in land use and travel demand is not anticipated within the City of Millwood. Furthermore, there are no substantial development project(s) within city limits currently that would contribute to higher demands on the

transportation network. The largest vacant parcel available is two adjoining parcels that total just under 2 acres along Empire Ave. (a major collector) in the eastern portion of the City, which could accommodate 17 units based on the adopted UR-1 bulk density standard. A traffic review was conducted in 2024 for this potential development and adding the amount of traffic expected was not anticipated to cause measurable increases in delay. However, t

Travel demand modeling was provided by SRTC for the Argonne Road corridor given its regional significance and the need to provide the most recent and accurate demand information for this roadway. The travel demand model (TDM) considers changes in the urbanizing portions of Spokane County and Spokane Valley and trip generation – number of trips made along Argonne Rd. This information is useful for users in providing forecasted volumes for roadway(s) with functional classes. TDM metrics, as described above, were provided by the City of Spokane Valley, Spokane County, and SRTC. At this time there are no significant development project on record currently or in the immediate future within the City of Millwood, therefore no metrics were provided as part of the TDM as there is no anticipated increase of vehicle traffic from a new development. The City of Millwood conducted traffic counts in 2015-2016 as provided in the 2015 Daily Model Volume. Overall, the 2015 numbers reveal high daily volume counts especially at the intersection of Argonne/Buckeye and Argonne/Trent. The 2040 Daily Model Volume is projected by multiplying the 2015 volume by a 1% growth rate. The change between the 2015 volume and the 2040 volume show that while there is a decrease in overall volumes, the percent of change is still in the 85-89.5% range. Additionally, traffic Counts were taken by the City on Wednesday, May 3, 2017 in the eastern portion of the City. Not much development has occurred since the traffic counts were taken with the exception of the Millwood Estates 29-unit senior community on 3.25 acres along Fowler Rd., north of Empire Ave. in 2019, which was factored into the 2024 traffic review discussed above. Figure 4-1 in Chapter 4 above, shows the growth per year of Millwood based on OFM population from 2018 to 2024. Millwood has experienced an average growth rate of 1.2% from 2018 to 2024. Only a 0.2% increase from the 2040 Daily Model Volume projections.

The regional travel demand model forecasts demand on the regional transportation network. The previous model discussed below forecasted into the horizon year of 2040. The model considers factors that could potentially impact demand into the future such as housing growth, shifts in employment, increased or decreased capacity, etc. Millwood has coordinated with the City of Spokane Valley, Spokane County, and SRTC and determined that little or no impacts are planned that would affect the demand on the regional network within the City of Millwood. The below model volumes are representative of this and demonstrate a forecasted decrease in volume on the only regional facility in the City limits, Argonne Rd. The volumes in 2040 are forecasted to decrease by approximately 12%*.

Table 8-3: –2015 and 2040 Average Daily Volumes

Road Segment (north bound only)	2015 Daily Model Volume	2040 Daily Model Volume	Change
Argonne/Trent	31,340	28,030	-10.56%
Argonne/Buckeye	31,140	27,810	-10.69%
Argonne/Euclid	29,840	25,850	-13.37%
Argonne/Liberty	29,660	25,430	-14.26%

* It should be noted that due to limited data, the model outputs have not been post-process with actual counts to arrive at forecasted volumes. Instead, the below represents model volumes only. However, this analysis represents the best available data at the time.

Forecasted regional traffic for 2020 shows a significant increase in the north to east travel flows (SRTC 2020 Traffic Forecast). The County’s ~~planned~~ improvements on Bigelow Gulch, a growing east-west arterial in the northern portion of the metropolitan area, will be designed to accommodate portions of this increased traffic. When the Bigelow Gulch improvement extends further east and connects to Sullivan Road, the County’s traffic model indicates a portion of Argonne traffic through Millwood would be diverted to Sullivan and thus average daily traffic will decrease. This has been factored into the Horizon 2050 planning. An updated SRTC Travel Demand Model was released in 2024 as part of the planning process.

Additionally, the future North Spokane Corridor connectivity will be designed to meet high-speed mobility needs along the eastern edge of the City of Spokane. Once finished this roadway is expected to capture a large portion of the projected north to south and north to east regional traffic flow. This would potentially relieve any projected traffic demand on Argonne.

Horizon 2050

The Metropolitan Transportation Plan, or MTP, is the Spokane region’s long-range transportation plan looking 20 years into the future. This foundational document includes:

- Significant projects, plans & programs
- Key transportation challenges
- Opportunities for the future
- Projections of regional growth
- Financial forecasts
- Strategies for meeting future needs

The MTP is updated every 4-5 years and includes coordination with other local and regional planning efforts. Since the 2019 Comprehensive Plan update, SRTC has adopted a Horizon 2045 and is now completing Horizon 2050.

8.8 INTERGOVERNMENTAL COORDINATION

The GMA requires jurisdictions to ensure that existing and future development are adequately served by public facilities (i.e. roadways) to meet the demand of the current and future need. Coordination and consistency are key to adequately providing facilities and services. The City of Millwood regularly coordinates with neighboring jurisdictions, agencies (i.e. Spokane Transit Authority) and SRTC for future road improvements. There are several programmed transportation improvement projects by neighboring jurisdictions in the coming years, that have been included in the Horizon 2050 Needs Assessment. For Millwood, the Horizon 2050 Needs Assessment has identified the Argonne Rd. Improvement Project (to be completed in 2025). The identified projects aim to improve roadway function ~~by widening sections of the road~~ and in STAs case, improving transit services and adding ~~on/off loading platform at selected stop~~ a new park and ride in addition to multiple trail projects in the City of

Spokane and City of Spokane Valley that will benefit Millwood through enhancement of the regional trail systems. Table 24-8-6 provides a summary overview of future projects.

Table 8-4: Neighboring Jurisdictions Transportation Improvements

Agency	Project	TypeDescription	Year
<u>City of Spokane</u>	<u>Millwood Trail, from SCC to Felts Field</u>	<u>The project will continue the design of a multi-use Path from Spokane Community College near Greene St. to Felts Field along the Spokane River. The trail will also connect with the future Children of the Sun connections to the Centennial Trail and Tuffy's Trail. The project may be constructed in phases</u>	<u>2026-2027 Construction</u>
<u>Spokane County</u>	<u>Bigelow Gulch/Forker Rd Urban Connector</u>	<u>Widening with the addition of pedestrian and bicycle shoulder</u>	<u>2021</u>
<u>Spokane County</u>	<u>Argonne Rd Safety Improvements</u>	<u>Reconstruct Argonne Rd/Upriver Dr Intersection, upgrade bike/ped and ADA connections, and add safety improvements at Wellesley Ave intersection.</u>	<u>2025 Planning</u>
<u>Spokane County</u>	<u>Centennial Trail / Argonne Gap Project</u>	<u>Improve connectivity at the Argonne Rd crossing adjacent to Centennial Trail, including improved crossings to reduce bike/ped vs vehicular incidents and reduce stress at Argonne Rd/Upriver Dr intersection.</u>	<u>2025 Planning</u>
Spokane Valley	Argonne Rd/I-90 Interchange Bridge Widening	<u>Widen or replace existing Argonne Rd bridge over I-90, including the addition of a third travel lane and shared use path. Bridge replacement, widened shoulder, new sidewalk</u>	<u>2021</u> <u>2023 Planning</u> <u>Anticipated 2028 Construction</u>

Agency	Project	TypeDescription	Year
Spokane Valley	Pines Rd (SR 27)/BNSF Grade Separation	Realign Pines Rd (SR 27) to go under the BNSF mainline railroad tracks and reconstruct the intersection of Pines and Trent Ave. (SR 290) <u>with a roundabout.</u> <u>The project also includes the construction of a new trailhead for the Centennial Trail and associated parking lot, equipped with restrooms, electric vehicle charging and non-motorized access to the trail and Spokane River.</u>	<u>2023</u> <u>2025-2026</u> <u>Construction</u>
Spokane Valley	Sullivan Rd/BNSF Grade Separation	<u>Reconstruct the existing interchange at Sullivan Road and Trent Avenue (SR 290).</u> <u>This project replaces both Sullivan Road bridges over the BNSF Railway tracks and four lanes of Trent. The existing signalized intersections will be replaced with a "peanut" roundabout. The project seeks to improve mobility and safety for all users: vehicles, pedestrians and bicyclists. A shared-use path will be added along Sullivan's west side and a new, wider sidewalk will be built on the east side.</u> <u>Reconstruct and widen the Sullivan Rd bridges over the BNSF R/R @ Trent Ave.</u>	<u>2025</u> <u>2019 - 2026</u> <u>Planning /</u> <u>Design with</u> <u>Construction</u> <u>Date TBD</u>
<u>City of Spokane Valley</u>	<u>Citywide Trail Improvements</u>	<u>Appleway Trail (Farr to Dishman Mica) and Millwood Trail (Connecting Spokane Valley to Millwood and Centennial Trail).</u>	<u>Anticipated</u> <u>2029</u> <u>Construction</u>

Agency	Project	TypeDescription	Year
Spokane Transit Authority	Argonne Station Park and Rides	Build a transit station adjacent to I-90 with connectivity to new bus service on Argonne and up to 60 car parks. Includes bus platforms and geometric changes to accommodate bus operations. Includes property acquisition. Install park and rides and platforms at Argonne & I-90	2029 2024-2025 Planning Anticipated 2028 Construction
Spokane Transit Authority	I-90/Valley High Performance Transit (HPT)	Revise to a HPT corridor, from West Plains/SIA to Spokane Valley and Liberty Lake. Construct two new park & rides (Appleway Station and Argonne Station) and modify Mirabeau Point Park & Ride.	2021-2024 Planning / Design Construction 2023-2028 (w/ Argonne Station)
Spokane Transit Authority	US 395/North South Corridor Transit - Division Street Bus Rapid Transit (BRT)	Transit service on US 395 North Spokane Corridor	2030 after completion of N/S Corridor
Spokane Valley	Park Rd/BNSF Grade Separation	Railroad grade separation project raising Park Rd over the BNSF railroad tracks and developing and constructing an at grade intersection on Trent Ave. (SR 290)	2030
WSDOT	US 395/North South Corridor	The North Spokane Corridor (NSC) is a 10.5-mile multi-modal corridor. When complete, the NSC will be a 60-mile per hour, north/south limited access facility that connects I-90 at the south (just west of the existing Thor/Freya interchange) and connects to US 2 (at Farwell Road) and US 395 (at Wandermere) on the north	2001 - 2030

Agency	Project	TypeDescription	Year
		<u>end. Various stages of construction remain to complete the project. 7 miles are now completed with only 3.5 left to go.</u>	

8.9 FUNDING

The City of Millwood prepares a budget and project list for their Transportation Improvement Plan (TIP) annually. The purpose of the TIP is to demonstrate that available resources are being used to implement the region’s long-range transportation plan through transportation projects. Transportation improvement projects are coordinated with surrounding jurisdictions, the City of Spokane Valley, City of Spokane, and Spokane County. Projects of regional significance or are multi-jurisdictional are submitted to SRTC for inclusion in their regional TIP.

Funds ~~were~~are allocated through the annual budget, state, and federal funds, and grants. The city conducts an evaluation process for identifying the portion of funds contributed by the city, any additional funding needed is then applied for through the appropriately available funding streams. When funding falls short the city then re-evaluates their funding needs and source. When funding is available a budget amendment will be evaluated and ~~processes~~processed, otherwise the city will evaluate the possibility of applying for additional funds.

If probable funding ever falls short of meeting the identified needs of the transportation system, the City will discuss how additional funds will be raised or how land use assumptions will be reassessed, to ensure that LOS standards will be met.

8.10 POLICY DIRECTION

The intent of the policy direction over the next planning period is to continue inter-governmental coordination for arterial traffic impacting Millwood (e.g. Argonne Road), enhance the transportation network by providing infrastructure to accommodate other modes of transportation (bicycle, pedestrian, and transit), increase options for bicycle and pedestrian connectivity to parks and trails, and ~~establish complete annual updates to~~ the Six-Year Transportation Improvement Plan (TIP). The City’s current TIP is kept and maintained by the City Clerk’s office.

CHAPTER 9 – ESSENTIAL PUBLIC FACILITIES

9.1 INTRODUCTION

Spokane County jurisdictions are required to plan for essential public facilities (EPFs) pursuant to the Growth Management Act (GMA). RCW 36.70A. 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 Treatment 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*.

Essential public facilities, per RCW 36.70A.200, 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, regional transit authority facilities as defined in RCW 81.112.020, state and local correctional facilities, solid waste handling facilities, opioid treatment programs including both mobile and fixed-site medication units, recovery residences, harm reduction programs excluding safe injection sites, and inpatient facilities including substance use disorder treatment facilities, mental health facilities, group homes, community facilities as defined in RCW 72.05.020, and secure community transition facilities as defined in RCW 71.09.020.

9.2 MODEL PROJECT REVIEW PROCESS

The regional process provides for a review process with a location analysis. Public involvement takes place throughout the process by providing public comment periods as well as public hearings. The review process requires the applicant for an EPF to assume responsibility for the bulk of the analysis and processing of the proposal. The analysis includes two parts:

1. An analysis of functional criteria of all potential sites is conducted to select the highest-ranking ten (10) semifinalist sites.
2. The ten semi-finalist sites are analyzed using more qualitative criteria and resulting in the selection of at least three (3) preferred sites.

Both analyses include public comment periods. Next, the Board of County Commissioners (BoCC) conducts a public hearing on the Preferred Site List to allow for further public comment, identify strategies to address any issues associated with particular sites, and rank the finalist sites. The BoCC ranking is advisory to but not binding on the applicant. Last, the applicant, after selecting a specific site, will work directly with local jurisdiction and its regulatory requirements to permit the construction and operation of the EPF.

The regional siting process is based on a coordinated inter-jurisdictional approach, which in combination with consistent development regulations among the jurisdictions will implement the requirement of equitable distribution of EPFs of a statewide or regional/countywide nature. No local comprehensive plan or development regulation may preclude the siting of essential public facilities.

9.3 AMENDMENTS

The siting process may be amended through established procedures for amending the Comprehensive Plan in accordance with local codes and the GMA.

9.4 POLICY DIRECTION

Continuous inter-governmental coordination is a priority for the city. The city will continue to participate in Spokane County's Essential Public Facilities siting process in accordance with County-wide Planning Policies and the need to address EPFs based on projected growth within Millwood.



Amanda Tainio, Principal

June 2, 2025

Memo To: Millwood City Council

RE: May 2025 Planning Report

Here is a summary of the planning activities for the month of May 2025:

- The Planning Commission met on May 28th to discuss the Periodic Update modifications to Draft Comprehensive Plan Land Use & Housing Elements and the Millwood RDI Analysis
 - A special meeting is scheduled for June 9th at 5:30pm to discuss:
Periodic Update - Tier 3 City Overview (Tier 3 City Requirement Notes), continued discussion on modifications to Draft Comprehensive Plan Land Use & Housing Elements, and continued discussion on Racially Disparate Impacts (RDI) Analysis Policy Evaluation (G.06, P.11, & Action #39 Highlighted)
 - The next meeting is scheduled for June 25th or July 1st at 6:00pm (dependent on Clerk availability)
Anticipated Agenda Items: Periodic Update - Discuss potential modifications to Draft Comprehensive Plan Land Use, Housing, Transportation, EPF, Capital Facilities and Utilities.
- Permit/license/land use application review and processing:
 - 9204 E Grace - MW-2025-0027 (Adult Family Home 6th bedroom expansion approval)
 - 9011 E. South Riverway – Appeal processing for amended and restated fence permit decision
 - 9005 / 9013 E. Frederick – MW-2024-0121 (Whistle Punk Commercial Kitchen TI C/O Issuance)
 - 8304 E Bridgeport - Fence permit installation review & site visit
 - 9015 E. Euclid – MW-2025-0020 (South wall sign permit approval)
 - 2819 N. Argonne Rd. - C/O Modification (Daycare)
 - ZTA-2024-02 - Final adoption notice
 - Misc. zoning reviews / information / other jurisdiction SEPA reviews / staff assistance
- 2026 Periodic Update
 - Conference Call w/ Commerce for HAPT (Housing Element Tables)
 - Planning Technical Advisory Committee (PTAC) Meeting
 - Community engagement - Interviews / Discussions, Periodic Update Webpage Updates, & Display Board Update
 - Comprehensive Plan Land Use & Housing Elements (Checklist, HAPT incorporation, RDI Analysis)

With best regards,

Amanda Tainio

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