PLANNING COMMISSION MEETING AGENDA
WEDNESDAY, APRIL 22, 2026
4 P.M.
CITY HALL
HELD REMOTELY& IN-PERSON AT CITY HALL

To participate remotely, you can:

- Sign up to provide Public Comment at the meeting via calling in.
- Submit Written Public Comment Prior to 2 pm on April 22, 2026.
- Join the Zoom Meeting.

Questions ? Assistance? Please contact Kathy Cummings at kcummings@libertylakewa.gov .

1. Call to Order – 4:00 pm
2. Roll Call
3. Pledge of Allegiance

4. **GENERAL BUSINESS**

- Review of Agenda
- Approval of Minutes from March 25, 2026

5. **WORKSHOPS:**

- Draft Comprehensive Plan Proposed Changes
- Full Draft Comprehensive Plan Review

6. **CITIZEN COMMENTS**

7. **REPORTS**

- Secretary's Report
- Planning Commissioner Reports

8. Adjournment

Next Meeting: May 13, 2026

PUBLIC COMMENT

If you wish to provide oral public comments or testimony during the Planning Commission meeting, please follow the directions below to Join the Zoom Meeting.

WRITTEN PUBLIC COMMENTS

If you wish to provide written public comments for the upcoming council meeting, please email your comments to lmueller@libertylakewa.gov **by 2:00 p.m**. the day of the Planning Commission meeting and include all of the following information with your comments:

1. The Meeting Date
2. Your First and Last Name
3. If you are a Liberty Lake resident
4. The Agenda Item(s) which you are speaking about

JOIN ZOOM MEETING

To view the meeting live via Zoom Meeting, join the Zoom web meeting:

Meeting Instructions:

To join the Zoom web meeting:

https://us02web.zoom.us/s/83242274140

Dial In Phone Numbers:

- +1 253 215 8782 US (Tacoma)
- +1 253 205 0468 US

Meeting ID: 832 4227 4140

PLANNING COMMISSION MEETING MINUTES
WEDNESDAY, March 25th, 2026
HELD VIA ZOOM & IN PERSON AT CITY HALL

Planning Commission Members Present: Tom Sahlberg (Chairperson), Phil Folyer, Joe Mann, DG Garcia, Charlie Jencks, and Gene Heuschel.

Adjunct Member(s) Present: Abby Sprague and Troy Mullenix

Staff Present: Amy Mullerleile, Lance Mueller, Ben Turner, Mark McAvoy, and Kathy Cummings

Call to Order: Meeting was called to order at 4:00 p.m.

Roll Call: A quorum of members was present. A motion to excuse Commissioner Baumker was made by Commissioner Mann, seconded by Commissioner Jencks. The motion was carried unopposed.

Commissioner Sahlberg asked Commissioner Mann to lead everyone for the Pledge of Allegiance.

Review of Agenda: Commissioner Jencks motioned to approve the agenda, seconded by Commissioner Heuschel. The motion passed unanimously.

Approval of Minutes: A motion was made by Commissioner Jencks to approve the March 11th meeting minutes, seconded by Commissioner Mann. The motion passed unanimously.

Workshops:

Capital Facilities Plan: Staff presented an overview of the draft 20-Year Capital Facilities Plan. This plan will be adopted, by reference only, as an element of the 2046 comprehensive plan. It will be presented to Council in May for approval.

Transportation Element: Staff presented redline changes to this element for the fourth time. The most recent changes included additions to cover specific items asked for by the Spokane Regional Transportation Council (SRTC) in their review checklist, as well as removing placeholders for information that had not yet been developed but is now complete.

Citizen Comments: None

Secretary's Report: The commission was reminded of the upcoming Community Safety and Resiliency Fair on April 30th.

Commissioner's Reports: Commissioner Mullenix requested a status update regarding the Community Development Director position. Staff clarified the status of the position. Commissioner Mullinex also requested the webpage showing active projects around the city be relocated within the city website, so that it may be found more easily.

Commissioner Folyer asked for clarification on the upcoming agenda schedule.

Commissioner Mann and his wife attended a CPR class recently and highly recommended everyone attend a class to learn of the changes.

Adjournment: Commissioner Jencks motioned to adjourn the meeting, seconded by Commissioner Heuschel. The motion carried unanimously. The meeting was adjourned at 4:54 p.m.

DRAFT

Comprehensive Plan Document Changes

IMAGINING OUR FUTURE
GUIDING OUR GROWTH

LIBERTY LAKE — 2046

CITY OF LIBERTY LAKE

Land Capacity Analysis

FOR THE 2026 COMPREHENSIVE PLAN

VERSION 04/17/2026

The City of Liberty Lake

Spokane County

	Total	Permanent Housing Needs by Income Level (% of Area Median Income) 0-30% Non-PSH	0-30% PSH	>30-50%	>50-80%	>80-100%	>100-120%	>120%	Emergency Housing Needs (Temporary)
Countywide Estimated Housing Supply (2020)	221,840	6,613	937	34,798	91,803	32,035	20,981	34,673	1,192
Countywide Total Housing Needs (2046)	297,024	26,518	6,651	48,418	100,647	36,807	24,918	53,065	4,229
Countywide Additional Units Needed (2020-2046)	**75,184**	**19,905**	**5,714**	**13,620**	**8,844**	**4,772**	**3,937**	18,392	3,037

68.09% ← *Minimum allocation to urban areas (cumulatively) to accommodate needs at all affordability levels. This varies by county and population target.*

91.77% ← *Urban area combined % allocation from user inputs*

HOUSING ALLOCATION FROM SELECTED SHARES

		User Input - % Share of Countywide Housing Growth. Values must sum to 100%	Total Units Allocated (2020-2046)	Permanent Housing Needs by Income Level (% of Area Median Income) 0-30% Non-PSH	0-30% PSH	>30-50%	>50-80%	>80-100%	>100-120%	>120%	Emergency Housing Needs (Temporary) *
		User Input									
Unincorporated County	Existing Combined (Estimate)	-	59,013	1,179	0	5,981	14,559	9,421	9,603	18,270	30
	Future Inside UGA	22.81	**17,149**	4,948	1,420	3,385	2,017	1,088	898	3,393	755
	Future Outside UGA	8.23	**6,188**	0	0	0	728	393	324	4,743	0
Airway Heights	Existing (Estimate)	5.26	3,626	67	0	685	1,997	545	134	198	0
	Future Allocation		**3,955**	1,141	328	781	465	251	207	782	174
Cheney	Existing (Estimate)	2.76	5,354	256	0	935	3,097	690	153	223	0
	Future Allocation		**2,076**	599	172	410	244	132	109	410	91
Deer Park	Existing (Estimate)	1.44	1,902	45	0	434	804	275	99	245	0
	Future Allocation		**1,083**	312	90	214	127	69	57	214	48
Fairfield	Existing (Estimate)	0.00	228	5	0	79	104	23	5	12	0
	Future Allocation		**0**	0	0	0	0	0	0	0	0
Latah	Existing (Estimate)	0.00	88	0	0	35	41	6	2	4	0
	Future Allocation		**0**	0	0	0	0	0	0	0	0
Liberty Lake	Existing (Estimate)	6.89	4,915	39	0	208	1,133	1,238	930	1,367	0
	Future Allocation		**5,180**	1,494	429	1,023	609	329	271	1,025	228
Medical Lake	Existing (Estimate)	0.44	1,828	184	0	159	839	329	96	221	0
	Future Allocation		**329**	95	27	65	39	21	17	65	15
Millwood	Existing (Estimate)	0.14	820	27	0	147	413	142	37	54	0
	Future Allocation		**106**	30	9	21	12	7	6	21	5
Rockford	Existing (Estimate)	0.09	195	0	0	62	85	25	7	16	0
	Future Allocation		**68**	20	6	13	8	4	4	13	3
Spangle	Existing (Estimate)	0.02	127	6	0	42	56	12	3	8	0
	Future Allocation		**15**	4	1	3	2	1	1	3	1
Spokane	Existing (Estimate)	29.74	99,938	3,534	937	19,479	47,090	11,873	7,118	9,907	1,134
	Future Allocation		**22,359**	6,452	1,851	4,413	2,631	1,418	1,170	4,424	983
Spokane Valley	Existing (Estimate)	22.16	43,751	1,265	0	6,515	21,579	7,456	2,792	4,144	0
	Future Allocation		**16,661**	4,806	1,380	3,289	1,960	1,058	872	3,296	733
Waverly	Existing (Estimate)	0.02	55	6	0	37	6	0	2	4	0
	Future Allocation		**15**	4	1	3	2	1	1	3	1

	Total	Permanent Housing Needs by Income Level (% of Area Median Income) 0-30% Non-PSH	0-30% PSH	>30-50%	>50-80%	>80-100%	>100-120%	>120%	Emergency Housing Needs (Temporary)
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		Total Units Allocated (2020-2046)	Permanent Housing Needs by Income Level (% of Area Median Income) 0-30% Non-PSH	0-30% PSH	>30-50%	>50-80%	>80-100%	>100-120%	>120%	Emergency Housing Needs (Temporary) *
Airway Heights	City	**4,068**	1,138	327	779	478	258	213	875	174
	Unincorporated UGA									
Cheney	City	**2,345**	656	188	449	276	149	123	504	100
	Unincorporated UGA									
Deer Park	City	**1,135**	318	91	217	134	72	59	244	48
	Unincorporated UGA									
Fairfield	City	**22**	6	2	4	3	1	1	5	1
	Unincorporated UGA									
Latah	City	**7**	2	1	1	1	0	0	2	0
	Unincorporated UGA									
Liberty Lake	City	**5,315**	1,487	427	1,018	625	337	278	1,143	227
	Unincorporated UGA									
Medical Lake	City	**324**	90	26	62	38	21	17	70	14
	Unincorporated UGA									
Millwood	City	**113**	32	9	22	13	7	6	24	5
Rockford	City	**68**	19	5	13	8	4	4	15	3
	Unincorporated UGA									
Spangle	City	**7**	2	1	1	1	0	0	2	0
	Unincorporated UGA									
Spokane	City	**23,309**	6,521	1,871	4,462	2,742	1,482	1,222	5,009	995
	Unincorporated UGA	**17,593**	4,922	1,413	3,368	2,069	1,117	921	3,783	751
Spokane Valley	City	**16,834**	4,710	1,352	3,223	1,980	1,068	881	3,620	719
	Unincorporated UGA									
Waverly	City	**7**	2	1	1	1	0	0	2	0
	Unincorporated UGA									
Unincorporated Rural	Rural	**4,037**	0	0	0	475	256	212	3,094	0

Figure 5: Spokane County Housing Allocation

In order to evaluate the adequacy of available lands and zoning within the City of Liberty Lake to meet the projected housing needs for all income levels, the City based the assumed affordability of housing types by income level provided by Washington State Department of Commerce in Table 12 of "Guidance for Updating Your Housing Element" (see **Figure 6)**. Based on a review of Liberty Lake market rate apartments listed on Zillow, it was confirmed that the assumed affordability was consistent with local market conditions.

ASSUMED AFFORDABILITY: Housing Type By Income Level		
Zone Category	**Housing Type**	**Assumed Affordability**
Low Density	Detached single-family homes	Higher income (>120% AMI[1])
Moderate Density	Townhomes, duplex, triplex, quadplex	Moderate income (>80-120% AMI)
Low-rise Multi-Family	Walk-up apartments, condominiums (2-3 floors)	Low income (0-80% AMI & PSH[1])
Mid-rise Multi-Family	Apartments, condominiums	Low income (0-80% AMI & PSH[2])
ADUs (all zones)	Accessory dwelling units on developed lots	Low income (>50-80% AMI)

[1]Spokane County Area Median Income
[2]Permanent Supportive Housing

Figure 6: Assumed Affordability of Housing Type by Income Level

Within the City of Liberty Lake, townhomes are allowed in all residential zones, and the City has a significant number of existing townhomes, as well as entitled townhome projects, however, due to state condominium laws that were in effect until very recently, to date, all existing townhomes are "zero-lot line" townhomes, and thus have been classified by the assessor as "single-family residential". Because our records do not differentiate between detached single-family units and attached single-family units, for the purpose of this analysis, the City has collapsed detached single-family homes and townhomes into one category. Thus, City of Liberty Lake has evaluated the capacity for housing categories as detailed in **Figure 7.**

LIBERTY LAKE Housing Type By Income Level			
Housing Type	**>120% AMI**	**80-120% AMI**	**0-80% AMI**
SF/Townhomes	X		
Duplex/Triplex/Quad		X	
Multi-Family/ Condos/Institutional			X
Manufactured Homes		X	
Accessory Dwelling Units (ADUs)		X	

Figure 7: Liberty Lake Housing Type by Income Level

Based upon Spokane County's presumed housing allocation (as detailed in **Figure 7**), Liberty Lake's projected housing needs from 2020 to 2046 are summarized by income level in **Figure 8.**

LIBERTY LAKE Total Housing Allocation 2020-2046	
Housing Allocation for 0-80% AMI	3,5557
Housing Allocation for 80-120% AMI	60013
Housing Allocation for >120% AMI	1,025143
Emergency Housing (Beds)	2287

Figure 8: Liberty Lake Housing Allocation 2020-2046

Commented [LM2]: Updated with new figures from the County.

Land Capacity Analysis

Step 1: Identification of Housing Units Constructed Since 2020

The housing needs identified for Spokane County and allocated to the various Spokane County jurisdictions utilizing the Housing for All Planning Tool (HAPT), as depicted in **Figure 5**, reflect the projected housing needed to be developed from 2020 through 2046 for the various income categories. Thus, the first step in Liberty Lake's Land Capacity Analysis was to identify the number and types of housing units that have been constructed in the City of Liberty Lake since the 2020 Census.

For the purpose of this analysis, only housing units that have received a Certificate of Occupancy (CO) have been counted as constructed. The City compiled housing data reported to the Office of Financial Management from 2020 to March 30, 2024. Housing data from April, 2024 through August, 2024 was an output of the City of Liberty Lake's permitting software. **Figure 8** details the types of housing units built from 2020 through August of 2024, which accounted for 902 units in total.

LIBERTY LAKE Housing Units Constructed 2020 - August, 2024						
Description	**Total Units**	**SF/ Town Homes**	**Dup/ Tri/ Quad**	**MF/ Condos/ Inst**	**Man. Home**	**ADUs**
Constructed 2020 – 3/2024	850	665	16	168	1	0
Constructed 4/2024 – 8/2024	52	40	12	0	0	0
TOTAL CONSTRUCTED	902	**705**	**28**	**168**	**1**	**0**

Figure 8: Liberty Lake Housing Units Constructed, 2020 – August, 2024

Note that those units that were in construction or in permit review as of August, 2024 are accounted for in Step 2, as detailed below.

Available Housing Capacity in Liberty Lake

Figure 15 summarizes the potential, available housing capacity by housing type for Liberty Lake from 2020 through 2046, as discussed above.

LIBERTY LAKE Housing Capacity 2020-2046						
Category	**Total Units**	**SF/ Town Homes**	**Dup/ Tri/ Quad**	**MF/ Condos/ Inst**	**Man. Home**	**ADUs**
Constructed (as of 8/24)	902	705	28	168	1	0
Entitled	4,217	732	242	3,243		
Vacant/Not Entitled[1]	636	21	361	254		
Underutilized[1]	173			173		
TOTAL ENTITLED	**5,928**	**1,458**	**631**	**3,838**	**1**	-

[1]Market Factor Adjusted

Figure 15: Liberty Lake Housing Capacity

Figure 16 compares Liberty Lake's Housing Capacity to its Housing Allocation (see **Figure 7**), as based upon the Housing Type by Assumed Affordability as detailed in **Figure 8**.

LIBERTY LAKE Comparison Of Housing Capacity To Allocation		
Income Category	**Housing Unit Allocation**	**Housing Unit Capacity**
0 -80% AMI[1]	3,555~~7~~	3,838
80 -120% AMI	600~~13~~	632
>120% AMI	1,025~~143~~	1,458
Total Housing Units	**5,180~~313~~**	**5,928**

[1]Area Median Income

Figure 16: Comparison of Liberty Lake's Housing Capacity to Allocation

Commented [LM3]: Updated with new figures from the County.

Based upon this analysis, it appears Liberty Lake has the capacity, under its current zoning regulations to meet its projected housing demand through 2046. **Appendix A** of this document contains the detailed Liberty Lake Housing Capacity Analysis spreadsheet.

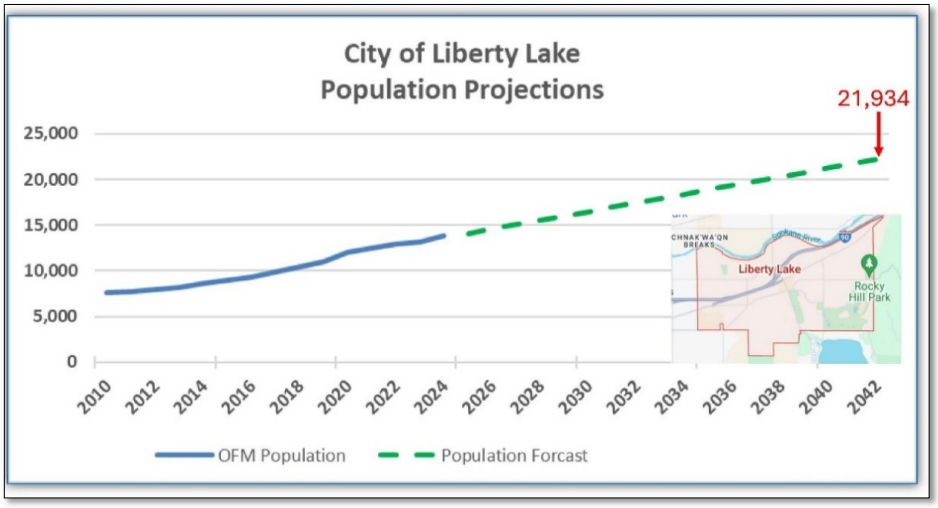
LIBERTY LAKE — 2046

DRAFT CITY OF LIBERTY LAKE

Housing & Community Services Element

FOR THE 2026 COMPREHENSIVE PLAN

VERSION 04/17/2026



Existing Housing & Projected Housing Needs

At the time of 2020 Census, the City of Liberty Lake had 4,916 housing units. As of August of 2024, 902 additional housing units had been constructed in the City of Liberty Lake, for a total of 5,818 units.

For purposes of planning for future housing needs, Washington State Department of Commerce's forecast the future housing needs for each County in the State. That housing forecast included not only housing for the projected population growth from 2020 through 2026 (accounting for approximately 60% of the forecasted future housing need) but also includes housing production needed to eliminate renter cost burden (representing approximately 30% of future need projects), and housing needed for the homeless population (representing roughly 10% of future need). The Department of Commerce has forecast that Spokane County would need a total of 75,184 new housing units to be constructed in the period of 2020 through 2046. The Department of Commerce's allocation of permanent housing needs by income level for Spokane County is detailed in the first several rows of **Figure 3**.

In order to allocate the projected housing needs by jurisdiction within the County, the Spokane County Board of County Commissioners adopted the Housing for All Planning Tool (HAPT) Method C, as developed by BERK Consulting for Washington Department of Commerce, based on a conversion of population growth to housing demand. **Figure 3** details the County-wide allocation of housing units. Liberty Lake's allocation by income level is notated in red. The City's total projected housing need between 2020 and 2046 is 5,180~~315~~ units.

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Figure 3. Spokane County Housing Needs by Income Level

Spokane County

	Total	Permanent Housing Needs by Income Level (% of Area Median Income) 0-30% Non-PSH	0-30% PSH	>30-50%	>50-80%	>80-100%	>100-120%	>120%	Emergency Housing Needs (Temporary)
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68.09% ← *Minimum allocation to urban areas (cumulatively) to accommodate needs at all affordability levels. This varies by county and population target.*

91.77% ← *Urban area combined % allocation from user inputs*

HOUSING ALLOCATION FROM SELECTED SHARES

		User Input - % Share of Countywide Housing Growth. Values must sum to 100%	Total Units Allocated (2020-2046)	Permanent Housing Needs by Income Level (% of Area Median Income) 0-30% Non-PSH	0-30% PSH	>30-50%	>50-80%	>80-100%	>100-120%	>120%	Emergency Housing Needs (Temporary) *
		User Input									
Unincorporated County	Existing Combined (Estimate)	-	59,013	1,179	0	5,981	14,559	9,421	9,603	18,270	30
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Liberty Lake	Existing (Estimate)	6.89	4,915	39	0	208	1,133	1,238	930	1,367	0
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Waverly	Existing (Estimate)	0.02	55	6	0	37	6	0	2	4	0
	Future Allocation		**15**	4	1	3	2	1	1	3	1

Commented [LM2]: Make sure this table is only here and in the LCA.

Commented [LM3]: This table was replaced with a new one containing the most recent figures that the County is requiring Liberty Lake to use. The County just recently made this change, which required the city to replace this table.

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Rockford	City	68	19	5	13	8	4	4	15	3
	Unincorporated UGA									
Spangle	City	7	2	1	1	1	0	0	2	0
	Unincorporated UGA									
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Unincorporated Rural	Rural	4,037	0	0	0	475	256	212	3,094	0

In order to evaluate the adequacy of available lands and zoning within the City of Liberty Lake to meet the projected housing needs for all income levels, the City based the "assumed affordability" of housing types by income level as identified by Washington State Department of Commerce in their publication "Guidance for Updating Your Housing Element". **Figure 4** summarizes the affordability of housing type by income level. Based on a review of Liberty Lake market rate apartments listed on Zillow, it was confirmed that the assumed affordability was consistent with local market conditions.

The City of Liberty Lake applied the "Methodology for Estimating Affordable Housing Funding Gap" outlined in Commerce's HB 1220 Housing Book 2 to develop a general estimate of the funding gap associated with capital costs for new affordable housing development. The results of this analysis are summarized below.

City of Liberty Lake Estimated Affordable Housing Funding Gap

1. Total annual affordable housing units needed: Per Figure 3 above, 2,946 units are needed in the 0-50% AMI brackets. For a twenty (20) year planning period, this would result in an average of 147 new units needed per year to meet Liberty Lake's allocated need.
2. Average annual units produced: Liberty Lake has not had any recent affordable housing production.
3. Gap in annual affordable housing production: The total gap in average annual production in Liberty Lake is 147 units (total annual affordable housing units needed minus average annual units produced).
4. Gap in funding: Based on 147 units and a Spokane County average cost per unit of $217,419 (in 2022 $ per Book 2 Exhibit 27), the rough estimated funding gap is $31,960,593 per year (excluding money paid by tenants/occupants).

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Figure 4. Liberty Lake Housing Type Affordability by Income Level

LIBERTY LAKE Housing Type By Income Level			
Housing Type	**>120% AMI**	**80-120% AMI**	**0-80% AMI**
SF/Townhomes	X		
Duplex/Triplex/Quad		X	
Multi-Family/ Condos/Institutional			X
Manufactured Homes		X	
Accessory Dwelling Units (ADUs)		X	

Based upon Spokane County's presumed housing allocation (as detailed in **Figure 3**), Liberty Lake's projected housing needs from 2020 to 2046 are summarized by income level in **Figure 5.**

Figure 5. Liberty Lake Housing Allocation 2020-2046

LIBERTY LAKE Total Housing Allocation 2020-2046	
Housing Allocation for 0-80% AMI	3,555~~7~~
Housing Allocation for 80-120% AMI	600~~13~~
Housing Allocation for >120% AMI	1,025~~143~~
Emergency Housing (Beds)	228~~7~~

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Land Capacity Analysis (LCA) Methodology

The LCA utilized a five-step process to determine available land capacity.

Step 1: Identification of Housing Units Constructed since 2020: The City inventoried the total number and type of housing units constructed between 2020 and August of 2024, when the LCA analysis was conducted. A total of 902 new housing units were constructed in this time frame.

Step 2: Identification of Entitled Housing Units: Entitled developments include vacant platted residential lots; multifamily residential projects that are vested through an approved binding site plan, were in permit review or under construction as of August of 2024; and, the remaining, unplatted portions of active, phased subdivisions. At the time of this analysis, there were a total of 4,217 entitled housing units.

Step 3: Identify Housing Capacity for Vacant/Not Entitled Residential & Mixed-Use Properties: Housing capacity was hand-calculated for the nearly 185 acres of vacant and unentitled residential and mixed-use properties. Specifically excluded from the analysis were public and private rights-of-way, and platted HOA tracts dedicated to parks, open space, utility corridors and critical areas. A market factor of 30% was deducted from this analysis, consistent with County-wide planning policies. After the market factor adjustment, capacity for a total of 635 dwelling units was identified.

Step 4: Identify Housing Capacity of Underutilized Properties: In the City of Liberty Lake, the only larger-lot residential developments are located in topographically-challenged areas, so this analysis only focused on underutilized mixed-use properties. Nearly 45 acres of underutilized mixed-use properties were identified. After applying the 30% market factor adjustment, it was determined that there was capacity for 173 additional dwelling units.

Step 5: Comparison of Housing Capacity to Projected Housing Demand: **Figure 6** summarizes the Available Housing Capacity in Liberty Lake by Housing Type. **Figure 7** compares Liberty Lake's Housing Capacity to its Housing Allocation (see **Figure 5**), as based upon the Housing Type by Assumed Affordability (detailed in **Figure 4**).

Figure 6. Liberty Lake Housing Capacity, 2020-2046

Liberty Lake Housing Capacity 2020-2046						
Category	Total Units	SF/ Town Homes	Dup/ Tri/ Quad	MF/Condos/ Inst	Man. Home	ADUs

Constructed (as of 8/24)	902	705	28	168	1	0
Entitled	4,217	732	242	3,243		
Vacant/Not Entitled[1]	636	21	361	254		
Underutilized[1]	173			173		
TOTAL ENTITLED	**5,928**	**1,458**	**631**	**3,838**	**1**	-

[1]Market Factor Adjusted

Figure 7. Liberty Lake Comparison of Housing Capacity to Allocation

LIBERTY LAKE Comparison Of Housing Capacity To Allocation		
Income Category	**Housing Unit Allocation**	**Housing Unit Capacity**
0 -80% AMI[1]	3,555~~7~~	3,838
80 -120% AMI	600~~13~~	632
>120% AMI	1,025~~143~~	1,458
Total Housing Units	**5,180~~313~~**	**5,928**

[1]Area Median Income

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Based upon this analysis, it appears Liberty Lake has the capacity, under its current zoning regulations, to meet its projected housing demand through 2046. **Appendix B** of this document contains the detailed *Liberty Lake Land Capacity Analysis*.

Population Capacity Based on Housing Type

In order to bring the analysis full circle, the City of Liberty Lake projected population capacity based upon housing type, using housing capacity projections from this analysis, and OFM per capita household size and vacancy rates by housing type. The results are summarized in **Figure 8**, which demonstrated that the City of Liberty Lake has the capacity to support is population allocation of 21,934.

Figure 8. Population Capacity Based on Housing Type

LIBERTY LAKE — 2046

***DRAFT* CITY OF LIBERTY LAKE**

TRANSPOR-TATION ELEMENT

FOR THE 2026 COMPREHENSIVE PLAN

VERSION 04/17/2026

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Contents:

A. Introduction 4
B. Transportation Goals & Policies 5
C. Transportation Network 7
D. City Design Standards ..... 19~~18~~
E. Level of Service Standards ..... 20~~19~~
F. Transportation Network Analysis ..... 22~~21~~
G. Concurrency ..... 37~~36~~
H. Environment ..... 37~~36~~
I. Transportation Resiliency ..... 38~~37~~
J. Transportation Demand Management ..... 38~~37~~
K. Maintenance & Preservation ..... 39~~38~~
L. Transportation Finance ..... 43~~42~~
M. Public Participation & Agency Coordination ..... 45~~44~~
N. Implementation ..... 45~~44~~

Figures:

Figure 9.1: City Roadway Network 8
Figure 9.2: Typical Roadway Parameters by Functional Classification 8
Figure 9.3: Existing Roadway Volumes 10
Figure 9.4: WSDOT Functional Classification Map 11
Figure 9.5: City of Liberty Lake Proposed Roadway Functional Classification 13
Figure 9.6: Roadway Segments Proposed for Reclassifications 14
Figure 9.7: Liberty Lake Bicycle & Pedestrian Pathway Map 15
Figure 9.8: Map of STA Transit Services & Facilities in Liberty Lake 17

Figure 9.9: Intersection Level of Service 20
Figure 9.10: Study Area Intersections 21
Figure 9.11: 2024 Refined SRTC TAZ Map 23
Figure 9.12: Extrapolated SRTC TAZ Map 24
Figure 9.13: Existing Level of Service Map (2025) 26
Figure 9.14: Short-Term Level of Service Map (2028) 28
Figure 9.15: Preferred Short-Term (2028) Mitigations 29
Figure 9.16: Short-Term Mitigated Level of Service Map 30
Figure 9.17: Long-Term Level of Service Map (2046) 32
Figure 9.18: Preferred Long-Term (2046) Mitigations 33
Figure 9.19: Long-Term Mitigated Level of Service Map (2046) 34
Figure 9.20: Transportation Mitigation Summary 35
Figure 9.21: Pavement Condition Assessment 40
Figure 9.22: Summary of PCI Conditions by Roadway Classifications 41
Figure 9.23: Summary of Miles in Each Condition Category 41
Figure 9.24: Recommended Treatments 42

Appendices:

Appendix I – Liberty Lake Transportation Network Analysis
Appendix J – Bicycle Expansion and Wayfinding
Appendix K – Transportation Resiliency Plan

Appendix ~~I~~J – Liberty Lake Pavement Master Plan
Appendix ~~K~~M – Liberty Lake Sidewalk Master Plan

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Figure 9.6 Roadway Segments Proposed for Reclassification

Road Name	Segment	Existing Classification	Proposed Classification
Appleway Ave.	Liberty Lake Rd. to E City Limit	Minor Arterial	Principal Arterial
Liberty Lake Rd.	I-90 to Country Vista Dr.	Minor Arterial	Principal Arterial
Liberty Lake Rd.	Country Vista Dr. to Sprague	Major Collector	Minor Arterial
Country Vista Dr.	Liberty Lake Rd., west to I-90 off-ramp	Minor Arterial	Principal Arterial
Country Vista Dr.	Liberty Lake Rd. to Mission Ave.	Major Collector	Minor Arterial
Country Vista Dr.	Mission Ave. to Country Vista Blvd.	Local	Major Collector
Country Vista Blvd.	Mission Ave. to Appleway Ave.	Local	Major Collector
Molter Rd.	Country Vista Dr. to Appleway Ave.	Major Collector	Minor Arterial
Mission Ave	Country Vista Dr. to east City boundary	Major Collector	Minor Arterial
Mission Ave.	Harvard Rd. to west City boundary	Major Collector	Minor Arterial
Indiana Ave.	Harvard Rd. to west City boundary	Local	Major Collector
Kramer Pkwy.	Country Vista Dr. to Mission Ave.	Local	Minor Arterial
Kramer Pkwy.	Mission Ave. to Indiana Ave.	New Road	Collector

Active Transportation

The active transportation network includes all non-motorized facilities including sidewalks and other pedestrian facilities, bicycle facilities, and recreational trails. The non-motorized network can be used for many of the same purposes as personal vehicles and transit, including commuter travel, grocery store trips, and other errands.

The City of Liberty Lake has a robust active transportation network that includes sidewalks, multimodal pathways, and bike lanes. **Figure 9.7** details the existing network of bicycle and pedestrian facilities within the City.

In addition to the bicycle and pedestrian network within the City limits, a segment of the Centennial Trail, which runs along the Spokane River from the City of Spokane to Coeur d'Alene, extends along the entire northern boundary of the City.

As part of the Parks Plan, the working group developed a list of projects that could help I improve the overall bicycle and pedestrian amenities within the City. These projects, as well as an idea for a city wayfinding program, are outlined in **Appendix "J"** – Bicycle Expansion and Wayfinding.

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Commented [LM2]: This has been added to the chapter, because the Parks team thought it belonged with active transportation and not alone in the Parks Plan. The simplest way for staff to include this information is through an appendix, rather than adding an additional 6 pages of text to the Transportation Element.

The City is currently preparing a Sidewalk Master Plan (SWMP) to guide the long-term maintenance, repair, and expansion of the sidewalk network. Work completed to date includes a comprehensive inventory and condition assessment of existing sidewalks, identification of network gaps, and evaluation of connectivity to key destinations such as schools, parks, transit facilities, and commercial areas. A data-driven prioritization framework has been developed based on factors including safety, equity, proximity, network connectivity, and cost-effectiveness to support the identification of priority improvements. The planning process has also evaluated potential repair and maintenance approaches, as well as a range of funding mechanisms to support implementation. The SWMP is being developed through a stakeholder-

standards, including the use of grassed percolation areas and other low-impact development techniques that promote infiltration and pollutant removal prior to discharge.

Noise generated by traffic can adversely affect adjacent land uses, particularly residential areas, schools, and parks. Where transportation projects have the potential to create or exacerbate noise impacts, appropriate mitigation measures—such as landscaped buffers, berms, design treatments, or other noise attenuation strategies—may be incorporated to reduce adverse effects.

Transportation goals and policies, together with land use policies that influence travel behavior and development patterns, play a key role in advancing the City's greenhouse gas reduction objectives. These efforts support and are coordinated with the broader climate and environmental goals and policies set forth in Chapter 4, Climate & Natural Resources.

I. Transportation Resiliency

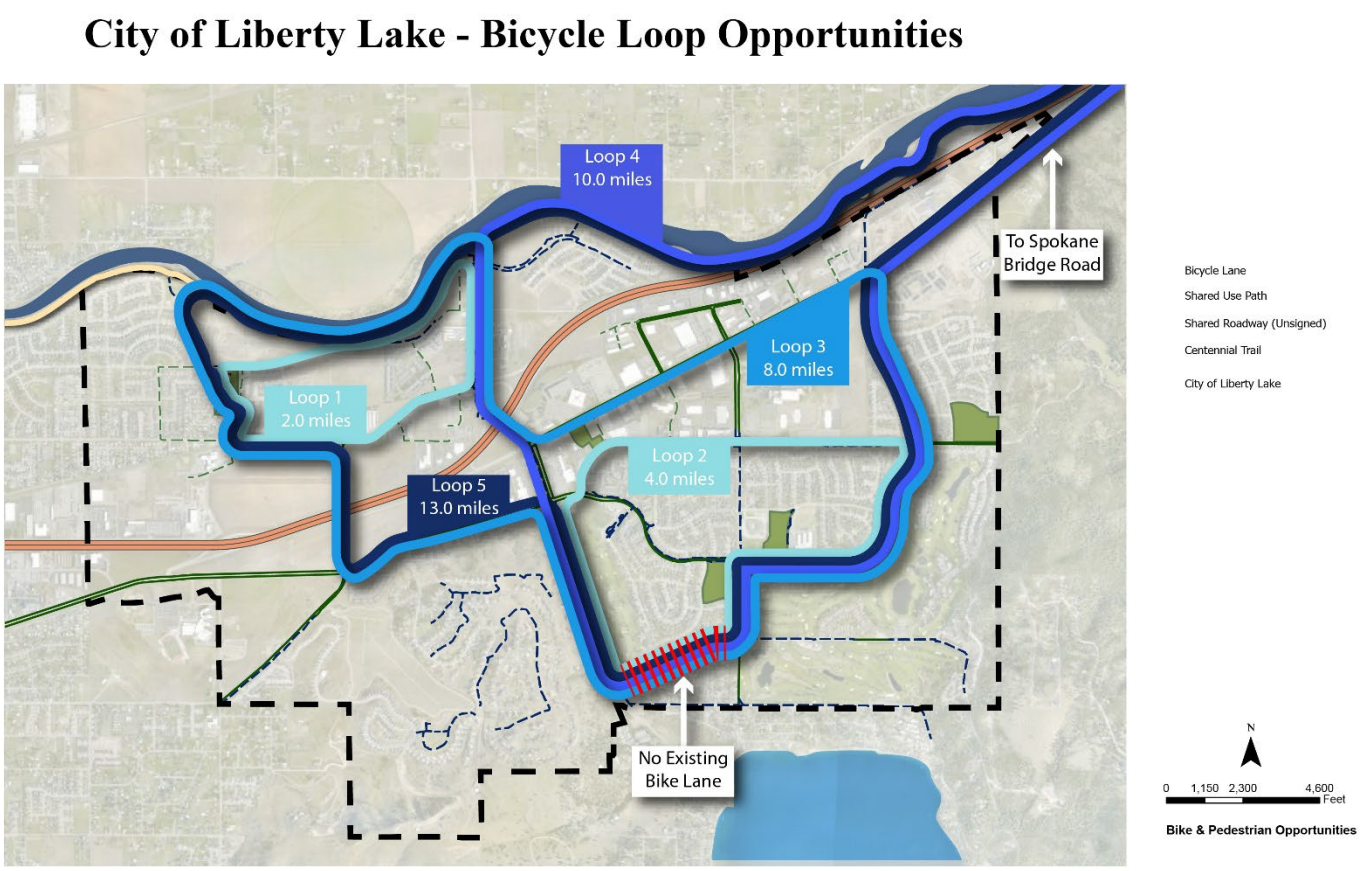
The City has developed a Transportation Resiliency Plan (TRP) to guide efforts to ensure the transportation system can withstand, adapt to, and recover from climate-related hazards (see **Appendix K**). The TRP builds on the City's Climate Vulnerability and Risk Assessment and Hazard Mitigation Plan annex to identify key risks to transportation infrastructure, with a particular focus on wildfire, extreme heat, and changing precipitation patterns. The plan includes an evaluation of transportation corridors based on their criticality to daily mobility, emergency access, and regional connectivity, as well as their vulnerability to climate-related hazards such as wildfire exposure in wildland-urban interface areas. This analysis is used to identify priority corridors where disruptions would have the greatest impact.

The TRP supports greenhouse gas (GHG) reduction and vehicle miles traveled (VMT) reduction goals by promoting a more efficient, reliable, and multimodal transportation system that maintains connectivity during disruptions and supports shifts away from single-occupant vehicle travel (see **Appendix D**). The plan also includes strategies that improve climate preparedness, emergency response, and post-event recovery, helping ensure continued access to essential services and reducing system-wide disruptions. These efforts are coordinated with and reinforce the City's broader Climate and Natural Resources Element (Chapter 4), which establishes policies to reduce emissions, increase resilience, and support sustainable land use and transportation patterns.

J. Transportation Demand Management

Transportation Demand Management (TDM) refers to strategies that improve the efficiency of the transportation system by influencing travel behavior. These strategies help improve mobility, reduce congestion, limit single-occupant vehicle (SOV) trips, and lower vehicle emissions. TDM has been demonstrated to be a cost-effective means of advancing transportation, environmental, and community objectives.

While transportation system improvements often focus on increasing capacity, reducing demand—particularly during peak travel periods—can effectively address congestion, minimize infrastructure costs, and reduce environmental impacts. Because capacity shortfalls



City of Liberty Lake – Bicycle Loop Opportunities

This diagram illustrates potential bicycle loop opportunities within the City of Liberty Lake, showing how a connected system of routes could promote active transportation, healthy living, and sustainability. At a broad level, the map highlights four conceptual loop routes that would create safe, continuous paths for residents to circulate through the city and connect to the regional Centennial Trail. These loops are not existing formal routes but represent an aspirational framework for how Liberty Lake could strengthen its local bicycle network and improve recreation and mobility options.

The proposed loops range in length from two to thirteen miles, using a combination of existing shared-use paths and bicycle lanes. Together, they would form a network that allows riders of varying skill levels to experience the community's parks, neighborhoods, and trail connections minimizing the reliance on major arterials. With added signage and wayfinding, these loops could become a defining feature of Liberty Lake's identity, encouraging recreation, exercise, and low-impact travel while advancing the city's sustainability and livability goals.

One short segment between Liberty Lake Road and North Molter Road on East Valleyway Avenue currently lacks a shared-use path or dedicated bicycle lane. While this residential street could function

as a shared roadway if painted properly, the city could also consider extending sidewalks or the shared-use path to improve comfort and safety for all users.

City of Liberty Lake – Recreational Trail System Signage and Wayfinding

The bicycle loop concept illustrated for the City of Liberty Lake identifies a series of interconnected routes that together form a coherent, citywide system for active transportation. While the physical network of shared-use paths, bike lanes, and shared roadways largely exists or is planned, the effectiveness of this system is currently limited by the absence of a coordinated wayfinding and branding strategy.

A dedicated wayfinding signage study is needed to translate the conceptual loop system into a legible, intuitive, and user-friendly network that can be easily navigated by residents of all ages and abilities. Without consistent wayfinding, users may be unaware of loop options, uncertain about route continuity, or unable to confidently follow a complete loop without frequent reference to maps or digital tools. This can reduce participation, particularly among less experienced cyclists, families, and pedestrians who rely on clear visual cues and reassurance while traveling through unfamiliar or complex segments of the network.

The proposed study would evaluate and recommend a coordinated suite of wayfinding methods, including directional signage, distance markers, loop identifiers, trailhead kiosks, and pavement markings where appropriate. These elements would work together to clearly identify each loop, communicate loop lengths and destinations, and provide reassurance at key decision points such as intersections, transitions between facility types, and connections to parks, schools, and neighborhoods. A consistent naming, numbering, or color-coding system would reinforce the identity of each loop and help users select routes that match their desired distance, time commitment, and comfort level.

The need for a wayfinding study is particularly important given the diversity of facilities that make up the loop network. Routes include shared-use paths, on-street bicycle lanes, signed shared roadways, and segments of the Centennial Trail, each with different design characteristics and user expectations. Wayfinding can help unify these varied facilities into a single, recognizable system, reducing confusion where facility types change and clarifying how on-street segments fit within the broader loop experience.

In addition, the study would address key gaps and discontinuities in the network that affect access to parks and recreational destinations. One notable example is Rocky Hill Park, which is currently disconnected from the shared-use path system. While the park lies in close proximity to the proposed bicycle loops, a lack of wayfinding and safe crossing infrastructure limits practical and perceived access.

A specific project location at East Mission Avenue and North Winrock Street presents an opportunity to improve connectivity to Rocky Hill Park through a combination of targeted wayfinding signage and/or the installation of a marked pedestrian and bicycle crossing.

At present, pedestrians and cyclists traveling west along the south sidewalk of East Mission Avenue have no formal or intuitive route to access Rocky Hill Park. Users must traverse a grassy median and cross travel lanes in an informal and unsafe manner, creating a barrier to park access and discouraging use by families, youth, and less confident riders. A wayfinding signage study would assess how directional signage, advance warning signs, and park identification could guide users to a safe and visible access point, while also evaluating whether a formal crossing treatment is warranted to support safe movement across East Mission Avenue. Coordinating signage with any future crossing improvements would ensure that the park is clearly integrated into the loop system rather than remaining an isolated destination.

Wayfinding improvements also represent a relatively low-cost and near-term strategy for maximizing the return on investment in Liberty Lake's existing shared-use path and bicycle infrastructure. Compared to constructing new trails, bridges, or roadway facilities, coordinated wayfinding signage can be implemented incrementally and at a fraction of the cost, while still delivering meaningful improvements in system usability and public awareness.

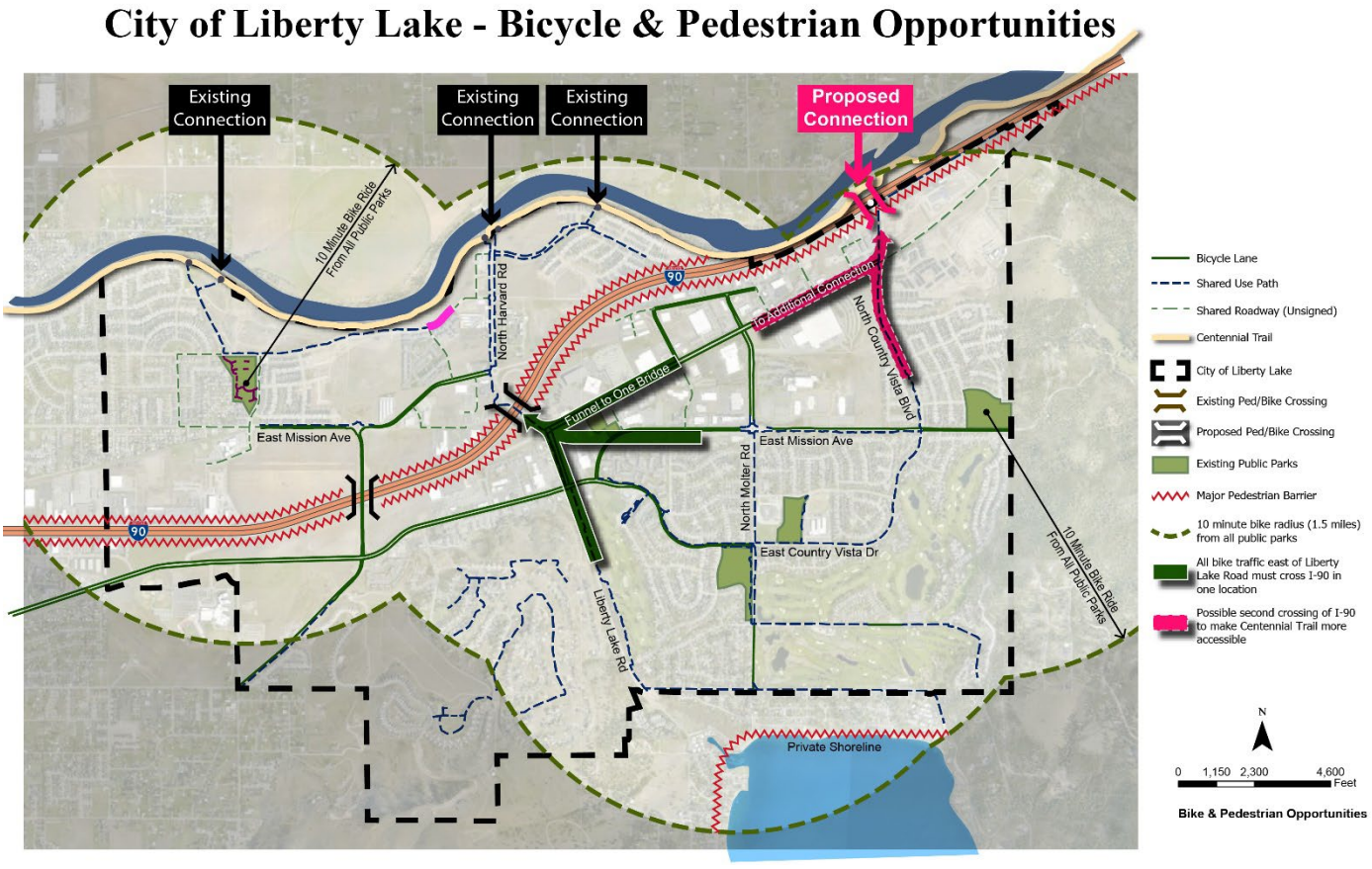
By branding the loop system and reinforcing it through consistent wayfinding, the City can shift perceptions of the shared-use path network from a collection of isolated segments into a cohesive, citywide amenity. This approach allows Liberty Lake to leverage existing infrastructure to its fullest potential while strategically laying the groundwork for long-term expansion. In this way, a wayfinding signage study not only improves current navigation and safety but also functions as a cost-effective catalyst for broader community engagement, increased active transportation participation, and future trail system growth.

Suggested Future Bike Trail Projects

1. **Paint striping and signage** for dedicated bike lanes on East Valleyway Boulevard between North Liberty Lake Road and North Molter Road, and along the section of East Settler Drive connecting to East Valleyway Boulevard. This wide residential segment would be the only section of the proposed bike loop system not currently marked in some way as a bike path, whether as a shared use path, dedicated bike lane, or sharrow.
2. **Widen and develop E Valleyway Ave and E Settler Dr connection**. The existing narrow concrete connection could be expanded and enhanced with marked bike lanes, wayfinding, and potential signage.
3. **Exploration study for Liberty Lake bike/pedestrian loops and wayfinding.** These would consist of coordinated wayfinding methods to identify a series of dedicated bike loops that promote

healthy living and provide routes of varying lengths around and through the city. Loop distances could range from approximately 2.0 miles to 9.0 miles if a bicycle and pedestrian bridge over I-90 is constructed, or up to 13.0 miles if a bridge is not built.

4. **Aspirational and long-range: Bicycle and pedestrian bridge over I-90.** This represents a larger infrastructure investment but is a logical and regionally consistent connection. Crossings over I-90 that accommodate bicycles are typically spaced approximately 1.0 to 1.5 miles apart, while the distance between North Liberty Lake Road and Spokane Bridge Road is approximately 4.0 miles. A crossing at the terminus of the north/south bike lane along Country Club Boulevard would significantly improve access to the Centennial Trail for much of Liberty Lake and close a major gap in the active transportation network.



City of Liberty Lake – Aspirational Bicycle & Pedestrian Opportunities

This diagram illustrates the bicycle and pedestrian system within the City of Liberty Lake and identifies opportunities to improve connectivity across the community. At a broad level, the map highlights the

relationship between the city's local active transportation network and the regional Centennial Trail, as well as the barriers that currently limit access between key destinations.

The primary constraint shaping this system is Interstate 90, which cuts east to west through the center of Liberty Lake and creates a significant obstacle for north–south bicycle movement. The existing system includes on-street bicycle lanes and shared-use paths connecting major streets, parks, and neighborhoods, but nearly all northbound movement is funneled through a single crossing at North Liberty Lake Road. To the west, the Kramer Bridge overpass opened in September 2023, creating a new, vital connection between developing areas. The two-lane bridge has a sidewalk and bike lane on both sides. Existing conditions limit access for those who are located east of Liberty Lake Road, concentrating traffic at one location and leaving the Centennial Trail more than a ten-minute ride away for many residents even though it may be physically close.

If one looks at a larger map of the area, crossings over I-90 occur approximately every 1.0 to 1.5 miles. The distance between the crossing at North Liberty Lake Road and Spokane Bridge Road is approximately 4.0 miles. Based on the layout of existing bike trails and the street system, a bicycle and pedestrian crossing over I-90 would logically be placed at the terminus of North Country Club Boulevard. This location represents the midpoint between the two existing crossings and serves as a logical extension of an existing north south bikeway that could benefit from a connection to the Centennial Trail.



A proposed connection to the east would introduce a second crossing of Interstate 90 near North Country Vista Boulevard, linking the existing shared-use path directly to the Centennial Trail. This new connection would provide an alternate route to the trail, distribute bicycle traffic more evenly across the network, and open the Centennial Trail to the entire eastern half of Liberty Lake. By addressing these barriers, the city can create a more complete and resilient active transportation system that better supports regional mobility and local access.

Additional funding for developed loop improvements which integrate with the Centennial Trail could be coordinated with Washington State Parks.

THE FULL COMPREHENSIVE DRAFT PLAN CAN BE FOUND USING THE LINK BELOW

https://www.libertylakewa.gov/779/Comprehensive-Plan-2026-2046

PLANNING COMMISSION
TENTATIVE COMP PLAN MEETING SCHEDULE

~~January 14, 2026~~

- ~~Parks Plan Update~~
- ~~Draft Transportation Element (Pt 2)~~
- ~~Update on Climate Element (based on Commerce Feedback)~~

~~January 28, 2026~~

- ~~Transportation Resiliency Plan~~
- ~~Final Transportation Network Analysis~~
- ~~Workshop on Housing & Required Development Code Amendment~~

~~February 11, 2026~~

- ~~Final Natural Environment/Climate Element~~
- ~~Workshop on Housing & Required Development Code Amendment~~

~~February 25, 2026~~

- ~~Cancelled~~

~~March 11, 2026~~

- ~~Sidewalk Master Plan update~~
- ~~Parks Element~~

~~March 25, 2026~~

- ~~Capital Facilities Plan Workshop~~
- ~~Final transportation Element (pt. 1)~~

~~April 8, 2026~~

- ~~Final Capital Facilities Plan Review~~
- ~~Final Transportation Element (pt.2)~~

April 22, 2026

- Review Full Draft Comp Plan Document

SPECIAL CITY COUNCIL WORKSHOP, TBD - APRIL 27 -MAY 8
DRAFT TO COMMERCE & OTHER AGENCIES FOR REVIEW, MAY 11 – JULY 11; SEPA, MAY 11 – JUNE 11

May 13, 2026

- Workshop on Housing & Required Development Code Amendments

May 27, 2026

- Workshop on Development Code Amendments

June 10, 2026

- Workshop on Development Code Amendments

June 24, 2026

- Sign Code Workshop
- Workshop on Development Code Amendments

July 8, 2026

- Workshop on Development Code Amendments

July 22, 2026

- Review of Any Changes to Comp Plan Required by Commerce or Other Agencies
- Final Review of All Development Code Amendments

COMMERCE REVIEW OF ALL DEVELOPMENT CODE AMENDMENTS, JULY 23– SEPTEMBER 21
SEPA REVIEW OF ALL DEVELOPMENT CODE AMENDMENTS, JULY 23 – AUGUST 21

August 12, 2026

- PC Public Hearing on Periodic Comprehensive Plan Update

CITY COUNCIL COMP PLAN PUBLIC HEARING, AUGUST 18
CITY COUNCIL 1ST & 2ND ORDINANCE READING, SEPTEMBER 1 & SEPTEMBER 15
RESOLUTION, FINAL COMP PLAN PERIODIC UPDATE IN COMPLIANCE W/RCW 36.70A.130(1), SEPT 15

August 26, 2026

- Public Hearing on All Development Code Amendments

DEVELOPMENT CODE PUBLIC HEARING BEFORE CITY COUNCIL, SEPTEMBER 15
CITY COUNCIL 1ST & 2ND ORDINANCE READING, OCTOBER 7 & 21