

The City of Millwood



2014 Comprehensive Plan

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Comprehensive Plan Updates Amendments Adopted Since 2009

Adoption Date	Ordinance	Element
October 4, 2010	403	Historic Preservation
December 6, 2010	406	Capital Facilities
December 13, 2011	424	Capital Facilities
May 8, 2012	433	Land Use
August 13, 2013	447	Land Use
January 28, 2014	454	Land Use

CHAPTER 1 - INTRODUCTION

1.1 INTRODUCTION

The City of Millwood is small in size, urban in development, and bound by the scenic Spokane River. What started as agricultural development transformed itself into a company town and finally into the small urban municipality it is today.

Millwood has grown into a well-developed community with two distinct commercial areas, a choice of housing types, and efficient public services. Millwood offers fine parks, tree lined streets, the beautiful Spokane River, and convenient access to major travel ways. Several historic buildings preserve the legacy of the company town Millwood once was.



Figure 1 - The City of Millwood has a scenic stretch of the Spokane River defining its northern boundary. Photo: City of Millwood

1.2 STUDY AREA

The City of Millwood is located in east central Spokane County approximately ¼ mile east of the City of Spokane. Millwood has a population of 1,714 (Census Bureau, 2010) and is approximately 7/10 of a square mile within its incorporated boundaries.

1.3 HISTORY

For centuries, the Upper Spokane Indians wintered next to the Spokane River at present-day Millwood. They built sweat lodges and dried the salmon they trapped in the swift river.

A former fur trader, Antoine Plante, brought European culture to the area. Mr. Plante settled on the Spokane River just east of Millwood and established a ferry sometime between 1852 and 1856. The Mullan Road used this crossing until a bridge was built near the Idaho border in 1864.

When a newly-formed Coeur d'Alene-Spokane Railroad Co. was planning an electric rail line in 1903, local settler Seth Woodard and his father, Joseph, enticed the company with the promise of free right-of-way through their adjoining properties. In gratitude, the railroad company located Woodard Station on the edge of Seth Woodard's land.

A north-south road was established through Woodard Station in 1908. The following year, a new bridge across the river connected Woodard Station to agricultural regions to the north.

The transportation and river attracted industry. In 1909, W. A. Brazeau convinced Nekoosa-Edwards Paper Co. of Appleton, Wisconsin to invest in building a paper mill at Woodard Station. The new mill began producing paper in September, 1911. The mill's management

wanted a town name that would promote the mill. "Millwood" was chosen to represent both the Mill and the Woodards.

By 1911, Millwood had a lumber yard, restaurant, barber shop, general store and the Wiley hotel. 1912 brought the Millwood Hotel and the first Byram Building. Later, a two-story Masonic Temple building (1921) housed a street-level bank and a mercantile company. The two-story Brown Building (1925) contained a pharmacy, doctor and dentist. In 1928, a brick Byram Building replaced the wood one and a matching meat market was built next door.

There was little suitable housing for the mill-workers' families. In 1923, Paper Mill management established a revolving home loan fund to help employees build homes. The company offered lots for sale and provided books of house plans for reference. Homes were built in 1923, 1926 and 1928.

The development of northeastern Millwood (platted as "Grandview Acres") was shaped by the early 1900s' dream of owning rural land within easy commuting distance to shopping and job - a healthy place to raise food and children.

In 1928, Millwood became the first incorporated Town in the Spokane Valley. Increased housing demand following WWII spurred Millwood to annex and plat numerous tracts of land north and west of its historic core. These Millwood neighborhoods now display a variety of post-WWII ranch-style homes.

In 2001, the commercial buildings and homes located in Millwood's core were collectively listed on the National Register of Historic Places as "Millwood Historic District". In 2010, a new element was added to the Millwood Comprehensive Plan that discusses the community's goals and values concerning the importance of recognizing and maintaining additional historic properties within the city



Figure 2 – The mill provides the namesake for the community and still produces paper for the newspaper industry. Photo: City of Millwood

When Mr. Brazeau began promoting a paper mill in 1909, there were three homes in the area. One hundred years later, Millwood has grown to a population over 1700. Inland Empire Paper Company continues to produce paper in the city center.

1.4 GROWTH MANAGEMENT ACT

In the State of Washington, over the last several years, significant increases in population and suburban sprawl have increased traffic congestion and threatened forest land, agricultural land, and critical areas such as wetlands, and wildlife habitat conservation areas. Drinking water

sources have been threatened. Flooding and landslides have occurred in areas of new development. To address these problems, and to respond to concerns that Washington State is losing the quality of life we have come to enjoy, the Washington State Legislature passed, and the Governor signed into law, the Growth Management Act (GMA) in 1990. Due to population increases, Spokane County and all of the cities within the county were required to plan according to the GMA as of 1994.

1.5 COMPREHENSIVE PLANNING

A network of streets, utilities and communication modes tie together a community, and link that community with the region. A municipality is a complex structure providing many of these services to the community and individuals. A comprehensive plan is the basic frame of reference for all administrative and regulatory actions concerned with the municipality's physical development. The purpose of a comprehensive plan is to coordinate land use decisions and municipal services while at the same time protecting identified critical areas. The plan should insure efficient expenditure of public funds.

Municipalities continually evolve and planning is an attempt to deal with change in a well thought out and structured manner. Because conditions change, planning is an ongoing process. The entire community must become involved, if planning and the comprehensive plan are to be successful; everyone's interest must be taken into account.

A comprehensive plan is both a written and graphic portrayal of future land use and development within the community. The citizen's vision becomes embodied in the goals and policies of the plan which then guides both public and private decision makers so that land use and development decisions are made which reflect the desires of the community.

1.6 MILLWOOD'S COMPREHENSIVE PLAN

Millwood has prepared this Comprehensive Plan in accordance with the State Growth Management Act of 1990, as amended. The Plan confronts growth and development issues facing the City during a period of moderate to heavy growth in Spokane County. Pressures from growth and development, if not managed correctly, threaten the character that the City's residents cherish.

This Plan is **internally consistent** in that its various elements have been prepared as an integral whole. For example, the demographics chapter contains the population forecasts that were used



Figure 3 – The City Hall provides a meeting place for the community. Photo: City of Millwood

in determining the land use forecasts in the land use element, as well as calculations in the transportation, utilities, and capital facilities elements.

This Plan is **externally consistent** in that the County-wide Planning Policies are the basis for this document. This plan has been reviewed by other local agencies and jurisdictions for overall regional consistency.

The Plan for Millwood is medium to long range in nature, covering needs for a projected twenty years (2009-2030). To maintain the effectiveness of the plan, it must be reviewed on a regular basis and revised. In most cases, the State of Washington limits these updates to once a year (RCW 36.70A.130).

The Plan includes the following elements:

Land Use

Housing

Transportation

Utilities

Capital Facilities

Siting Essential Public Facilities

An effective means of implementation is essential to achieve the desired goals set forth in the Plan. Implementation includes, at a minimum, subdivision regulations, zoning ordinances, development guidelines, public participation, environmental awareness, and annual review and update of the plan. Implementation measures shall be consistent with the goals and policies set forth in this plan,

The Plan's revision in 2009 was completed in order to ensure its compliance with the GMA, as required by that act. The baseline condition in the original Plan from 1997 was left unchanged. The future condition for 2030 is based on the baseline condition with updated data and conditions for 2009 where fresh data is available.

1.7 ALTERNATIVE GROWTH SCENARIOS

This Plan considered two alternative growth scenarios, or land use alternatives, summarized below:

Existing Zoning Alternative. The objective is to accommodate the 20-year forecasted growth within the current corporate boundary by using vacant and under-utilized parcels.

Guided Redevelopment Alternative. The objective is to accommodate the 20-year forecasted growth within the current corporate boundary by focusing on redevelopment of parcels along major arterials and in commercial districts while encouraging mixed use development.

CHAPTER 2 - STATE GOALS AND REQUIREMENTS

2.1 GROWTH MANAGEMENT ACT GOALS

In response to legislative findings that uncoordinated growth together with a lack of common goals toward land conservation poses a threat to the public health, safety, and general welfare, and especially to the environment and sustainable economic development, the state legislature enacted the Growth Management Act (GMA) in 1990. The GMA requires all cities and counties in the state to plan and mandates the fastest growing counties to plan in accordance with state goals and requirements.

A basic objective of the legislation is to guide communities in planning for future growth. This objective is accomplished through the setting of State goals and planning requirements. The State goals emphasize the conservation of important timber, agriculture, and mineral resource lands, protection of critical areas, planning coordination among neighboring jurisdictions, consistency of capital and transportation plans with land use plans, and early and continuous public participation in the land use planning process.

To guide the development of comprehensive plans and land use regulations for those municipalities and counties to which the GMA applies. The GMA establishes the following goals:

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

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

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

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

Economic Development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

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

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

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

Open Space and Recreation. Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.

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

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

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

Historic Preservation. Identify and encourage the preservation of lands, sites, and structures that have historical or archeological significance.

2.2 GROWTH MANAGEMENT ACT REQUIREMENTS

The GMA sets forth the following planning requirements which apply to all counties and cities required to plan, or choosing to plan, under the GMA:

- Prepare county-wide planning policies. Each jurisdiction's comprehensive plan will be reviewed against the policies.
- Require coordination between counties and cities to define urban growth areas (i.e. the extent of urban development). Population will be allocated among the urban growth areas. Each jurisdiction must plan appropriately in its urban growth area to accommodate the population expected.
- Define critical areas and adopt interim guidelines to regulate critical areas such as wetlands, mineral resources, aquifer recharge areas, geologic hazard areas, etc.
- Prepare a comprehensive plan which must include the following elements: Land Use, Housing, Transportation, Capital Facilities, and Utilities. As an option, the comprehensive plans may include elements for Conservations, Solar Energy, Economic Development, Recreation, and Sub-Area Plans. The elements must address the State planning goals identified in the GMA and county-wide planning policies.
- Adopt regulations consistent with and that implement the comprehensive plan (e.g. revise the zoning ordinance, subdivision ordinance, etc., or prepare new implementation mechanisms).

In July 1991, while the local planning process was already underway, the State Legislature passed Re-engrossed Substitute House Bill 1025, a series of amendments to the GMA. Most importantly, RESHB 1025 mandates:

- Adoption of county-wide planning policies. Accordingly, Spokane County developed such policies, and this plan conforms to them (RCW 36.70A.210).
- That comprehensive plans provide for the siting of essential public facilities, including any that might be locally undesired but necessary for the region (RCW 36.70A.200).

2.3 CONSISTENCY AND CONCURRENCY

One of the most important tenets of GMA is *consistency*, meaning consistency between:

- Comprehensive plans and the planning goals identified in RCW 36.70A.020.
- Municipal and county comprehensive plans.
- The comprehensive plans of each municipality and county with those of neighboring municipalities and counties.
- The elements within the comprehensive plan (internal consistency).
- The comprehensive plan and development regulation.
- The comprehensive plan and capital budgets.
- State agency actions and municipal and county comprehensive plans.

This “consistency doctrine” has its beginnings in the State Planning Act of 1935 (there they say “in accordance with” instead of “consistent with”), and has been continually strengthened by state statutes and court decisions.

Another important tenet of the GMA is *concurrency*, meaning that public facilities and services must be developed concurrently with the new land uses they are intended to serve, so that adopted level of service standards are consistently maintained. Regarding transportation, the concurrency requirement is specific:

“ local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service to decline below the standards adopted in the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development.

Because of the strong relationship between urban growth and the public facilities and services necessary to serve that growth, the GMA has mandated a concurrency requirement. This relationship is refined by the concept of Urban Growth Areas, wherein land development and public infrastructure improvements are scheduled concurrently. To accomplish these new planning requirements, the GMA expressly authorizes the use of innovative techniques, including impact fees.

CHAPTER 3 – REGIONAL PLANNING AND UPDATES

3.1 COUNTY-WIDE PLANNING POLICIES

In 1991, the State Legislature amended the Growth Management Act (GMA) to require that counties adopt county-wide planning policies (RCW 36.70A.210) in cooperation with local municipalities. County-wide planning policies are written policy statements used to establish a framework by which the county and all city comprehensive plans are developed and adopted. This county-wide framework ensures that city and county comprehensive plans are consistent. The policies also guide how jurisdictions should interact with one another regarding specific issues.

Copies of the Spokane County's County-wide Planning Policies are available at the Millwood Planning Department and at the County. Developing the Countywide Planning Policies was coordinated by the Steering Committee of Elected Officials which consists of officials from Spokane County and its eleven cities and towns, along with representatives from water, school and fire districts, utility companies and the public. The Policies are categorized as follows:

Implementation of Urban Growth Areas (UGAs).

Promotion of contiguous and orderly development of urban services.

Siting of countywide or statewide public capital facilities.

Parks and open space.

Countywide transportation facilities and strategies.

Considering the need for affordable housing for all economic segments.

Joint County and City planning within UGAs.

Countywide economic development and employment.

Producing an analysis of the fiscal impact of GMA.

3.2 AMENDMENT PROCESS

Amendments to the Comprehensive Plan must be consistent with the requirements of RCW 36.70A.130. Specifically, amendments shall not occur more than once a year, except under certain circumstances as outlined in RCW 36.70A.130 and as summarized below.

The initial adoption of a subarea plan;

The adoption or amendment of a shoreline program;

The amendment of a capital facilities element of the Plan that occurs concurrently with the adoption or amendment of a city budget;

The adoption of Plan amendments necessary to enact a planned action under RCW 43.21C.031(2)

3.3 PUBLIC PARTICIPATION PROGRAM

The GMA requires the City to provide for public participation in the development and amendment of comprehensive land use plan and development regulations implementing such plan as outlined in RCW 36.70A.140.

The City should provide for wide distribution of proposals and alternatives, opportunity for written comments, public meetings, provision for open discussion, communication programs, information services, and consideration of and response to public comments.

The City should provide notice as required in RCW 36.70A.035 to property owners and other affected and interested individuals, tribes, government agencies, businesses, school districts, and organizations of proposed amendments to comprehensive plans and development regulations. Examples of reasonable notice provisions include:

Posting the property for site-specific proposals;

Publishing notice in a newspaper of general circulation in the county, city, or general area where the proposal is located or that will be affected by the proposal;

Notifying public or private groups with known interest in a certain proposal or in the type of proposal being considered;

Placing notices in appropriate regional, neighborhood, ethnic, or trade journals; and

Publishing notice in agency newsletters or sending notice to agency mailing lists, including general lists or lists for specific proposals or subject areas.

CHAPTER 4 - THE COMMUNITY AND ITS GOALS

4.1 CITIZEN PARTICIPATION

Millwood's community visioning began in February of 1993 with a survey questionnaire hand delivered to all households within Millwood city limits. The return rate was approximately 17 percent. Top planning issues included Argonne Road, police, fire, and water service. At an open house in June 1993, a task force divided into three groups to vision for the central business district, parks and open space, and land use.

Two Land Use element meetings were held in 1996. During the first meeting, citizens broke up into individual groups and created land use maps according to how they wanted the City to look in the future. At the second meeting 1996, a future land use map was created incorporating all four of the previous land use alternative maps.

In 1997, several meetings were held, each emphasizing a different element of the Plan. In July, the citizens participated in a general overview of the planning process and assisted in prioritizing the desirable needs of the Capital Facilities Element. Transportation issues were discussed at the August 1997 meeting and citizens began to determine the Level of Service (LOS) for transportation within the City. In September of the same year, citizens provided guidance on housing issues during the Housing Element meeting.

In November of 2000, an additional transportation open house was held to gather further input on transportation issues in the City. Top citizen transportation priorities were traffic congestion on Argonne Road and cut-through traffic in the neighborhoods. Other important issues were buffer strips and trails or paths to the Spokane River and Centennial Trail. Transportation goals and policies were determined from the transportation meetings.



Figure 4 – Millwood's commercial development supports a community of mostly single-family homes. Photo: City of Millwood

4.2 COMMUNITY VISIONING

The over-all goal from the Community Visioning is that the City of Millwood would like to preserve its character and identity, its "small town atmosphere". This goal can be accomplished through policies and actions, which are appropriate for our community. The goals identified below are deemed to be essential in maintaining a satisfactory quality of life for Millwood. These goals will guide the Plan implementation. As the Plan is updated to account for changing conditions the goals will provide direction for such revisions.

From the meeting held in 1993, the following general goals were envisioned:

Create an attractive and inviting Central Business District, providing shopping and services for people with diverse interests and needs.

Enhance the identity of the community to both residents and visitors.

Improve the economic vitality of the Millwood business community.

Provide designated areas for large animals, multi-family dwellings, mobile homes, adult bookstores, and low-income housing.

Provide for parking in the central business district and along Argonne.

Enhance esthetics within the central business district and along the arterials.

Provide more parks, open space, and public access along the Spokane River.

Create a link to the Centennial Trail.

Improve existing parks.

At the 1996 Land Use Element meetings, Millwood's residents envisioned the City being distinguishable from the rest of the Spokane Valley with an attractive and inviting Central Business District and at least two commercial ones by the year 2016. The City will have a variety of housing types available, while preserving its two distinguished residential areas, a more compact neighborhood to the west of Argonne Road, and an area of larger lot residential units to the east. Greater public access to the river and a pedestrian trail are also desired. The following are specific visions from the Land Use Element meetings:

Central Business District: Shall remain a dense commercial area along Argonne Road and shall be made visually distinct from the other commercial areas. Additional parking space is needed to encourage travelers to stop and shop.

Commercial Development: The commercial areas on Argonne Road shall be distinguished from the commercial areas on Trent Road (Highway 290) by the type of business that will be allowed. Small retail and service businesses and offices will be allowed on Argonne Road and supermarkets and other high-traffic generating (regional) businesses will be restricted to Trent Road.

Industrial Development: The residents desired to keep the Inland Empire Paper Company (IEPC) site zoned industrial for the Paper Company's present use, allowing it to expand as needed in accordance with federal, state, and local laws. However, if for any reason IEPC should leave Millwood, the residents want to limit the type of industry that would replace it. They agreed that light industrial uses or commercial businesses would be appropriate for the site, perhaps even some housing.

Housing: In addition to single family, two-family, and multi-family housing, accessory dwelling units and one-room occupancy units will be allowed. The currently sited mobile home park will continue to be allowed through appropriate zoning. Multi-family housing will be located near the central business district and public transit routes. Larger residential lots for single family homes and duplexes will be required on the east side of the City to preserve the open character of that development, while other residential areas of the City will maintain a more compact density.

Public and Open Space: The City shall try to purchase land on the northeast side of City, between Davis Road and Butler Road, adjacent to the river along the shoreline of the Spokane River. The best use for this property would be to remain as open space due to its steep slopes. In addition to protecting the hillside from erosion, leaving this as open space would allow the public much-needed access to the river. Pedestrian access to the Spokane River could also be provided by using the right-of-way on the east side of the Argonne Road Bridge. A pedestrian corridor creating a link to all the parks and the river could be realized if the railway along Euclid Avenue and Empire Way and the spur line on Inland Empire Paper Company's south border were purchased.

Transportation systems: The City's only major arterial, Argonne Road, should not be widened because it would further divide the community and increase the difficulty that pedestrians presently experience when crossing the road. The other roads in Millwood, including Euclid Avenue and Empire Way, should remain as two-lane roads to preserve the residential districts through which they pass. If they are to expand at all, it should be to provide bicycle and pedestrian lanes for non-motorized traffic.

4.3 GENERAL GOALS

The land use goals for Millwood have been aimed at maintaining the "small town character" of the community. In order to protect the City's natural setting, the efficient use of vacant or underdeveloped land should be encouraged. Design and building requirements should be part of this plan of development to ensure that the present atmosphere will be preserved. The City should promote a pedestrian-oriented downtown, where commercial services can be accessed by modes of transportation other than automobile. Commercial business and light industrial development should be encouraged to locate in areas zoned for that use, ones that provide good arterial access and buffers for impacts on surrounding residential areas. More generally, new economic sectors must be re-developed for the City in order to provide economic stability, additional employment opportunities, and a broader tax base.

The transportation system will play an integral part in the economic success of the downtown area. The transportation goals and policies were designed to bring about an efficient transportation system in a well-coordinated, well planned fashion as the City changes. They are also intended to improve the current condition of the area road system. Alternative forms of transportation are also important, such as mass transit to and from the City and pedestrian movement. These goals are critical to the long-term interests of the City, such as livability, economic vitality, and environmental preservation.

Housing is an integral part of maintaining the small-town atmosphere of Millwood. Millwood has successfully maintained a high quality of life in its neighborhoods with a tremendous sense of community among its citizens. Existing neighborhoods need to be strengthened, and active neighborhood communities fostered. Millwood's unique and rich local heritage, as exemplified

in the Millwood Historic District, should be maintained. Active residents inject the sense of pride, community and familiarity that can perpetuate Millwood's small-town atmosphere. Together with well-integrated and high quality public facilities, services, and schools, housing will help to preserve the City's quality of life. Housing opportunities should be available to all people including low-income and special needs.

Utilities such as public sewer and water are necessary to maintain a good quality of life and to prosper. It is the goal of the City of Millwood to maintain the quality and quantity of necessary utility services so that the citizens of the City may continue to experience the excellent quality of life they now have and to prosper in the future.

Chapter 11 describes the process the city has adopted for siting essential public facilities. However, it is the City's determination that it should not be considered for additional essential public facilities due to its sensitive location and current facility burden.

Environmental goals of the City are to protect the sole source Spokane Rathdrum Prairie Aquifer through siting of appropriate land uses and storm water management regulations and to protect the Spokane River through the adoption of the Spokane (Millwood) Shoreline Master Program, as it may be amended.

CHAPTER 5 - DEMOGRAPHICS AND PROJECTIONS

5.1 INTRODUCTION

The population allocated to the City in the Growth Management process is the amount of growth the City shall plan for during this 20-year Plan. During the county-wide population allocation process in 2006, the City's demographic data, service capability, and land availability were analyzed. The allocation process allocated a population of 1,750 persons as approved by the Steering Committee and the Spokane County Commissioners (Resolution No. 6-0438). The 1,750 population is through the year 2026. To have a 20-year planning horizon, the population projected for the year 2030 is calculated as outlined in Section 5.3. The population projected is the basis for this 20-year Plan. Concurrency requires services to be available to support the projected population at, or shortly after, development. Comprehensive Plan land designations are adopted based on the population projected after land quantity information is analyzed.

5.2 DEMOGRAPHICS

5.2.1 Populations

Historic Population Trends. Millwood experienced a moderate amount of population decline from 1960 through 1980. The rate of population loss increased moderately from 1980 to 1990. The Washington State Office of Financial Management (OFM) population estimate of 1,665 for 2008 would indicate a moderate increase in population from 1990 to 2008. This increase is largely accounted for by the annexation in 1991 of 28 acres with 59 residential units, including a total population of 105 persons, (Table 5.1)

Table 5.1

Millwood Historical Population Trends

	1970	1980	1990	2000	2010
Population	1,770	1,717	1,559	1,649	1,786
Percent of Change	-	-2.99%	-9.20%	5.52%	8.3%
Source: U.S. Bureau of the Census, 1990; 2000, 2010					

Current Population Trends. Generally, by using OFM population estimates current population trends can be shown. Because the overall population numbers for the City are small, little analysis can be done. However, between 1990 and 2008, Millwood experienced little population change. Table 5.2 compares the City's population to that of Spokane County from 1990 to 2008. The City's population has consistently been around 0.4 percent of the County's population. In 1990, the City had its highest percentage of County's population (.44 percent). In 2000 a small but steady decline begins to occur because the City's population remains steady, whereas the population of Spokane County continues to increase.

Table 5.2
Current Population Trends

	2000	2001	2002	2003	2004	2005	2006	2007	2008
Millwood	1,649	1,650	1,655	1,655	1,645	1,645	1,645	1,665	1,665
Spokane County	415,000	422,400	425,600	428,600	432,000	436,300	443,800	451,200	459,000
Millwood's Share	0.40%	0.39%	0.39%	0.39%	0.38%	0.38%	0.37%	0.37%	0.36%

5.2.2 Age Distribution

The age distribution for Millwood is fairly evenly distributed between ages 5 and 64, as Table 5.3 demonstrates. The average age is quite a bit older than the County's, 40.2 years for Millwood compared to the County's 35.4 years. The younger group, between birth and 19 years, and the older group, 55 years and up, is close in size numerically. The 55+ age group is currently larger than the younger group and will statistically continue to increase as the large distribution of population currently in the 25 to 44 year group ages and consequently, lives longer. There may be a need for increased services due to the aging of the population which will occur over the next 20 years.

Table 5.3

Age Distribution 2000

Age Group	Persons	Percent of Total	Spokane County
< 5	76	4.6	6.6
5 to 9	110	6.7	7.1
10 to 14	88	5.3	7.5
15 to 19	104	6.3	7.9
20 to 24	95	5.8	7.3
25 to 34	228	13.8	13.1
35 to 44	269	16.3	15.8
45 to 54	243	14.7	14.2
55 to 59	108	6.5	4.6
60 to 64	66	4.0	3.5
65 to 74	124	7.5	6.0
75 to 84	112	6.8	4.6
85+	26	1.6	1.8
Total	1,649	100.0	100.0

5.2.3 Racial Distribution

As of the 1990 Census, the white racial category accounted for over 90 percent of the City's total population, making it by far the largest racial group within Millwood. Other racial distribution categories combined, account for a little over four percent of the City's population.

Table 5.4

Racial Distribution 2000

Race	# of Persons	Percent	Spokane County
White	1,571	95.3	91.4
Black or African American	9	0.5	1.6
American Indian or Alaskan Native	7	0.4	1.4
Asian	17	1.0	1.9
Native Hawaiian and Other Pacific Islander	2	0.1	0.2
Other Race	8	0.5	0.8
Two or More Races	35	2.1	2.8
Total	1,649	100.00	100.0

5.2.4 Educational Attainment

Census data for persons greater than 25 years of age shows 11.1 percent of the Millwood population has attained less than a 9th grade (high school) education. The percentage of the Millwood population not receiving a high school diploma (11.1 percent) is comparable to the Spokane County level of 10.9 percent. The majority of the City population has educationally attained a high school diploma (includes equivalency certificate or higher). Spokane County has, at 30.7 percent, a higher rate of college degree attainment than does the City at 21.8 percent.

Table 5.5

Educational Attainment 2000

Educational Attainment	Millwood		Spokane County
	# of Persons	Percent	
Less than 9 th Grade	21	1.8	2.9
9 th to 12 th Grade, No Diploma	110	9.3	8.0
High School Graduate	390	33.1	26.8
Some College, No Degree	330	28.0	27.2
Associate Degree	140	11.9	10.1
Bachelor's Degree	135	11.4	16.3
Graduate or Professional Degree	54	4.6	8.7
Total persons >25 years	1,180	100.00	100.00

5.2.5 Employment

Occupation of Employed Persons. In the City of Millwood, sales and office occupations represented the largest number of employees, with approximately 28 percent of the Town's total work force, slightly ahead of management and professional occupations at 27.1 percent. These two categories represent 55 percent of the employed population, indicating Millwood residents are primarily white collar employees. Service occupations have 27 percent of the employees and managerial and professional specialty occupations have just over 21 percent. For Spokane County, the percentages are very similar with a slightly smaller number of employees in the construction and production categories.

Table 5.6

Occupation of Employed Persons 1990

Occupation	Millwood		Spokane County
	Workers	Percent	Percentages
Management, professional and related occupations	221	27.1	33.0
Sales and office occupations	228	28.0	28.4
Service occupations	103	12.7	16.9
Farming, forestry, and fishing occupations	6	0.7	0.4
Construction, extraction and maintenance activities	105	12.9	8.6
Production, Transportation and material moving occupations	151	18.6	12.7
Employed Civilian Population 16 years and over	814	100.0	

5.2.6 Income

The largest income category in Millwood is the \$35,000 to \$49,999 range as show in Table 5.9. Half of the Millwood households have an annual income below \$35,000. A disturbing number of households, almost one-fourth, have incomes below \$15,000, which would put many at or below poverty level.

Table 5.7

Percentage of Households in Each Income Category 1990

Income	Millwood	Spokane County	Washington
< 10,000	9.4	10.0	7.6
10,000 to 14,999	5.1	7.2	5.5
15,000 to 24,999	18.2	15.0	11.7
25,000 to 34,999	17.8	14.6	12.5
35,000 to 49,999	23.2	17.5	17.1
50,000 to 74,999	18.2	19.3	21.4
75,000 to 99,999	5.5	8.5	11.6
100,000 or more	2.6	7.9	12.6
Median household income	\$34,565	\$37,308	\$45,776

As Table 5.7 shows, the median house hold income for Millwood in 2000 was \$34,565 per year. The Spokane County median household income was \$37,308. Millwood’s median household income was about eight percent less than Spokane County. Both Millwood and Spokane County are below the state median of \$45,776 per year.

5.3 PROJECTIONS

5.3.1 Population

The population size in Millwood has been closely related to the aging of the population and family size. Millwood based its ten- and twenty-year forecasts on trend analysis. Criteria taken into consideration when calculating these forecasts include past population trends, residential building permits, sewer and water capacities, land quantity, fire protection, school trends, and regional housing goals. By looking at the possibilities and limitations of each of the criteria, the trend forecast was evaluated using situations specific to this community. The results of these forecasts calculations were populations of 1,766 for the year 2005, and 1,826 for the year 2015, adding 121 people to Millwood’s 1995 population of 1,705 people. The trend analysis of this forecast may be referenced in appendix A. These forecasts were then submitted in 1996 to the Spokane County Growth Management Steering Committee who recommended a twenty-year (1705 + 172 = 1877). This population allocation was approved in 1997 by the Spokane County Board of County Commissioners. A population projection of 1,856 for the year 2020 was originally used in this planning document.

In 2006, the Spokane County Growth Management Steering Committee recommended and the Board of County Commissioners approved Resolution Number 6-0438 which allocated a population of 1,750 to the City of Millwood for 2026. Millwood considered these numbers along with historic growth and land use to confirm that official population allocation accurately represented the City.

Millwood only increased 20 people between 2000 and 2008 (0.9 percent) while the County grew 10.6 percent.

The trend shows that Millwood is adding less than two people per year which is lower than the 2006 allocation for 2030.

5.3.2 Forecast Method

To forecast or project a population for the City of Millwood is very difficult as the City can only grow by infill and redevelopment. Previous straight line projections predicted a population for 2015 of 1,826, and a population in 2020 of 1,856 persons which is what the Plan used for planning. Current predictions show a much lower population in 2030. The allocation of 1,750 may be high, but Millwood could reach the higher population with the densification policies recommended in this Plan, including accessory dwellings, multifamily zoning and mixed use development. The numbers have decreased by 76 which is insignificant when it comes to impact on land use and other analysis of this Plan.