



Bicycle Advisory Board Agenda

Regular Meeting
Tuesday, July 15, 2025
6:00 PM

Hybrid - Council Briefing Center / Microsoft Teams
808 W Spokane Falls Blvd, Spokane, WA 99201

Virtual Meeting Link - See Below for Information

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Public Comment Period:

3 minutes each | Citizens are invited to address the Bicycle Advisory Board on any topic not on the agenda.

Board Briefing Session:

6:00 – 6:15	1. Roll Call	Planning Staff
	2. Approve 4/15/2025 and 5/20/2025 meeting minutes	All
	3. Chair Report	Lauren Pangborn
	4. Staff Liaison Updates	Tyler Kimbrell
	5. All Member Infrastructure Report-out	All
	6. Approval of current agenda	All

Workshops:

6:15 – 6:35	1. West Central Infrastructure Project	Colin Quinn-Hurst
6:35 – 6:55	2. Pacific Ave Greenway Project Phase 2	Colin Quinn-Hurst
6:55 – 7:30	3. Gonzaga Environmental Studies Senior Project	Madeleine & Jered Sweeney-Demezas
7:30 – 7:40	4. Trinity School Vacation Request*	Tyler Kimbrell
7:40 – 7:50	5. Gonzaga Prep Alley Vacation Request*	Tyler Kimbrell

Adjournment: The next regularly scheduled BAB meeting will be held Tuesday, August 19, 2025.

* Items denoted with an asterisk may include final action taken by the Board. Written public comments will be accepted at bicycleadvisoryboard@spokanecity.org on these items up to two hours prior to the start of the meeting. Verbal testimony may also be accepted during the meeting.

AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION: The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. The Council Briefing Center in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., is wheelchair accessible and also is equipped with an infrared assistive listening system for persons with hearing loss. Headsets may be checked out (upon presentation of picture I.D.) through the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Human Resources at 509.625.6373, 808 W. Spokane Falls Blvd., Spokane, WA, 99201; or ddecorde@spokanecity.org. Persons who are deaf or hard of hearing may contact Human Resources through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

Bicycle Advisory Board Meeting Information

Tuesday, July 15, 2025

Bicycle Advisory Board will be held in a hybrid in-person / virtual format. Members of the public are welcome to attend in person at City Hall or online using the following information.

Microsoft Teams

Join on your computer, mobile app or room device

[Join the meeting now](#)

Meeting ID: 227 451 660 092

Passcode: 46Lo3aR3

[Download Teams](#) | [Join on the web](#)

Join with a video conferencing device

cityofspokane@m.webex.com

Video Conference ID: 119 267 657 3

[Alternate VTC instructions](#)

Or call in (audio only)

[+1 323-618-1887,,294668213#](#) United States, Los Angeles

Phone Conference ID: 294 668 213#

[Find a local number](#)

Meeting ID:
227 451 660 092

Passcode:
46Lo3aR3

Please note that public comments will be taken during the meeting, but the public is encouraged to continue to submit their comments or questions in writing to: bicycleadvisoryboard@spokanecity.org. Written public comments will be accepted up to one hour prior to the start of the meeting.

The audio proceedings of the Bicycle Advisory Board meetings will be recorded and are available online.

Bicycle Advisory Board - Draft Minutes



Tuesday, April 15, 2025

Hybrid Meeting in the Council Briefing Center and Microsoft Teams Teleconference

Meeting Minutes: Bicycle Advisory Board meeting was called to order at 6:00 pm by Chair Lauren Pangborn.

Public Comment: Citizens are invited to address the Bicycle Advisory Board on any topic not on the agenda. 3 Minutes each.

- None

Attendance:

- Board Members Present: Lauren Pangborn, Brian Falteisek, Charles Otto Greenwood, Pablo Monsivais, Christina Ramirez, Clark Tucker, Claudine Zender, Jered Sweeney-Demezas
- Board Members Not Present: Satish Shrestha, Daniel Powell
- *Quorum Present:* Yes
- Staff Members Present: Tyler Kimbrell

Minutes: Minutes from Tuesday, February 18, 2025 approved unanimously. Minutes from Tuesday, March 18, 2025 approved as amended.

Briefing Session:

- **Chair Report** - Lauren Pangborn
 - Lauren started out by welcoming the new BAB members.
 - Lauren discussed Bike Everywhere Month with the Spokane Bicycle Club schedule.
 - Lauren noted that the Bicycle Advisory Board will be hosting a mobile meeting in May starting at 5pm at City Hall which will cover a section of the Northwest 27x27 proposed bike network.
 - Lauren also mentioned that the Bicycle Advisory Board meeting will be cancelled in June due to a conflict with Summer Parkways and urged everyone to volunteer for the event.
 - Finally, Lauren thanked Pablo and Charlie for their years of service on the Bicycle Advisory Board. Their final terms expire at the end of May.
- **Staff Liaison Update** - Tyler Kimbrell
 - Tyler discussed the Mobile Meeting in May.
 - He noted that the Spokane Bike Swap was this weekend on Saturday April 19, 2025 and informed the BAB members on how to access the bike swap.
 - He also noted that the Commute Trip Reduction Plan and the Bicycle Priority Network were at Urban Experience on Monday (4/14) and will be going through the Council process in May.
 - Tyler also reminded BAB members to take their OPMA training and that if they were having trouble setting up their City email to contact the City IT department.

Current Agenda: The current agenda was approved.

Informational, Discussion and/or Action Items:

- Children of the Sun Trail Update
 - Presentation provided by: Terrence Lynch and Robyn Lashbrook, WSDOT
 - Questions asked and answered.
 - Discussion ensued.

- Excelsior Easement
 - Presentation provided by: Ryan Kiely, Excelsior Wellness
 - Questions asked and answered.
 - Discussion ensued.
 - *I [Clark Tucker] move to recommend the removal of the pedestrian access easement condition on the vacation request. Seconded by Jered Sweeney-Demezas.*
Motion passed unanimously, 8-0-0.

- BAB 2024 Year-End Report
 - Presentation provided by staff member: Tyler Kimbrell, City of Spokane
 - Questions asked and answered.
 - Discussion ensued.

Meeting Adjourned at 7:26 PM.

The next Bicycle Advisory Board Meeting will be a special mobile meeting on Tuesday, May 20, 2025.

Bicycle Advisory Board - Draft Minutes



Tuesday, May 20, 2025

Special Mobile Meeting

Meeting Minutes: Bicycle Advisory Board mobile meeting began at 5:00 PM.

Public Comment: No public comment was taken.

Attendance:

- Board Members Present: Lauren Pangborn, Jered Sweeney-Demezas, Satish Shrestha, Christina Ramirez, Will Tucker
- Board Members Not Present: Brian Falteisek, Charles Otto Greenwood, Pablo Monsivais, Claudine Zender, Daniel Powell
- Staff Members Present: Tyler Kimbrell, Jon Snyder

Informational, Discussion and/or Action Items:

- Itinerary
- Start - 5pm @ Spokane City Hall outside of Chase Gallery
- Midpoint stop - 6pm @ Hemlock & Dalton
- End - 7pm @ David's Pizza

Meeting ended at 7:00 PM.

The next regularly scheduled Bicycle Advisory Board Meeting on Tuesday, June 17, 2025 is cancelled.
The next meeting regular meeting is scheduled for July 15, 2025.



West Central Infrastructure

Bicycle Advisory Board
July 2025

Co - Design



**Project Management
Team**



**Technical Advisory
Committee**



**Public Advisory
Committee**

The Neighborhood



SPVV LANDSCAPE ARCHITECTS

AGENDA

- Scope & Public Engagement
- Final Project List & Document
- Concept Design Overview

West Central Neighborhood Infrastructure Project

NOVEMBER 2024

*A Community-led Process To Identify
Multimodal Transportation Safety Projects*



Scope of Work

- Slow traffic and improve pedestrian and bicycle connectivity and safety
- 8-12 buildable concepts
- Support economic development
- Engage with neighborhood
- Leverage West Quadrant Tax Increment Finance District (WQTIF) and other funding



Community support—Does the neighborhood support the project? Does it believe the project will address a need?



Safety—Can this project reduce vehicle speeding? Can it reduce crashes? Are there pedestrian crossings or bike facilities involved?



Connectivity and access—Will this project help link people to transit and other vital community assets? Can parking be maintained?



Constructability and maintenance—Can this project be constructed in the public right-of-way? Are there minimal impacts to utilities? Are large trees impacted? Who will be responsible for landscape maintenance?



Maximizing community investment—What is the anticipated return on investment? Are there opportunities for funding collaboration?

Public Outreach Summary

- April 3 – West Quadrant TIF Neighborhood Advisory Committee
- April 10 – West Central Neighborhood Council
- April 26 – Neighborhood Walk
- April 27 – Neighborhood Clean Up Day & El Mercadito
- April 26 to May 5 – Online Survey
- May – Inlander article
- June 7 – Neighbor Day
- July 10 – West Central Neighborhood Council
- August 21 – West Quadrant TIF Neighborhood Advisory Committee
- September 7 – Porchfest and Online Survey
- February – Community Advisory Committees
- February – Technical Advisory Committee
- March 10 – Final Community Presentations



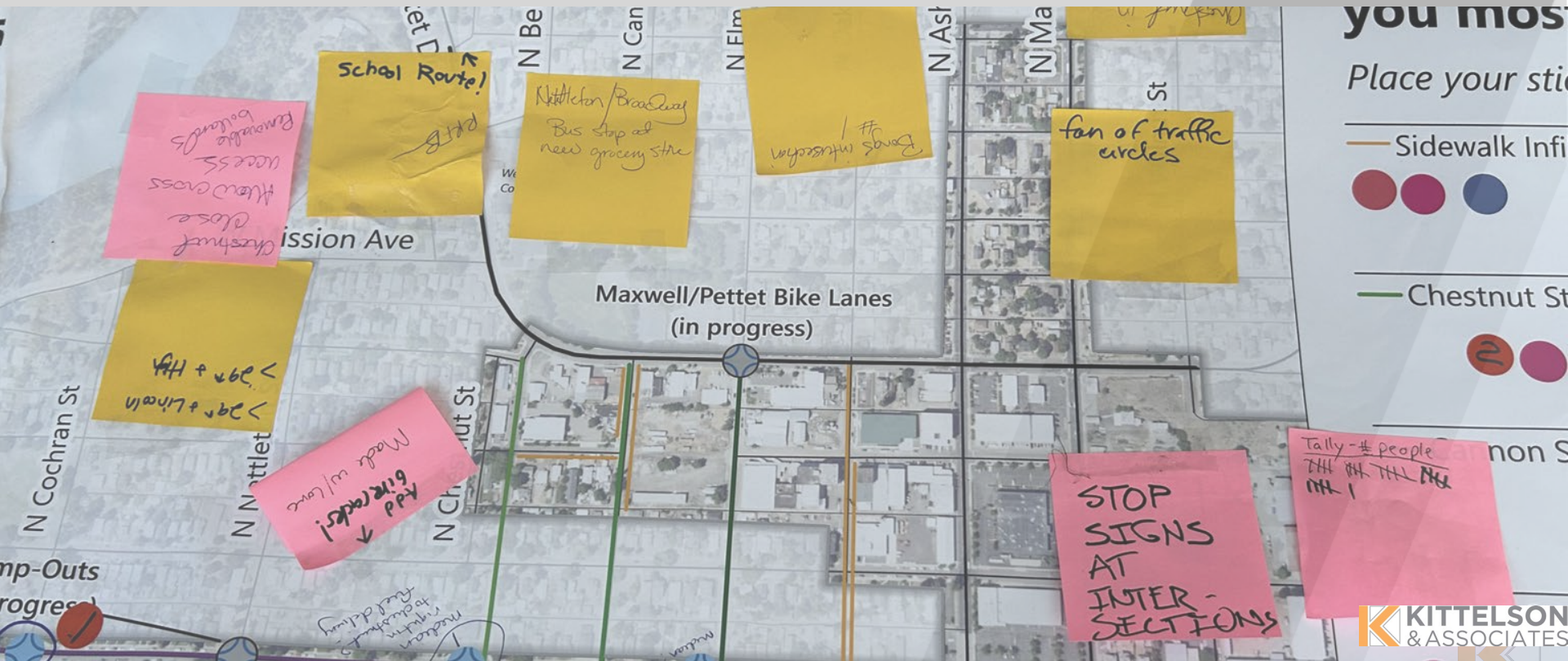
Outreach is Working

- Neighbors are reaching out
- Elm and Bridge intersection crash 9/14
 - Speeding
 - Failure to yield

Our preliminary plans show a traffic circle here to prevent future crashes.



Defining and Prioritizing Projects



FINAL PROJECT LIST

1. Broadway Avenue Bike Lanes
2. Chestnut Street Greenway
3. Elm Street Greenway
4. Nettleton Street Traffic Calming
5. Boone Avenue Traffic Calming
6. Dean Avenue Traffic Calming
7. Boone Avenue & Summit Boulevard Broadway Avenue & Summit Boulevard
8. Sidewalk Infill & Repair
9. Ash Street to Maple Street Accessible Pathway

**A team
united
around
4 goals**



Improve connectivity and safety for people walking, biking, and driving



Support economic development



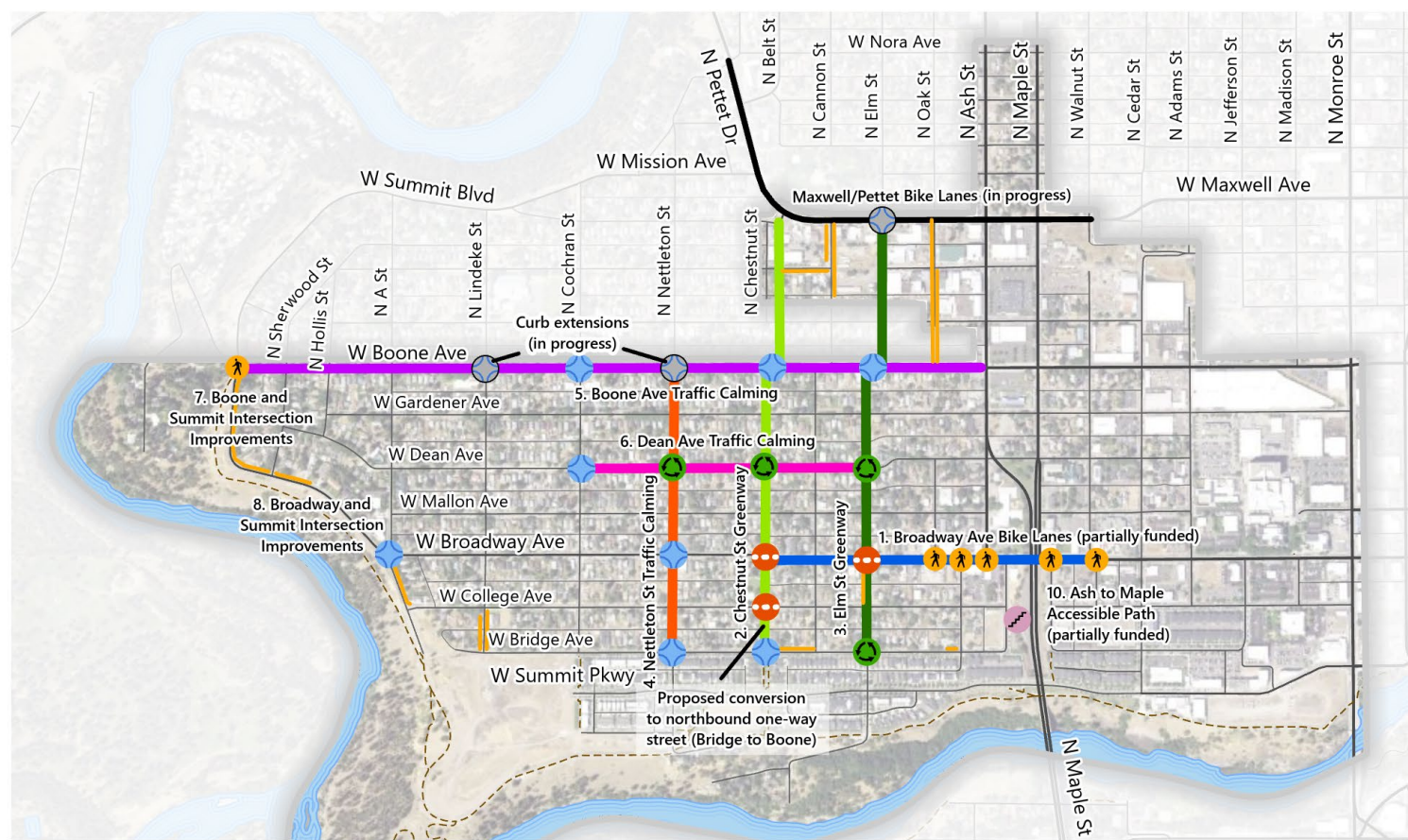
Provide the community with meaningful opportunities to identify and prioritize improvements



Leverage West Quadrant TIF district funds and other funding sources to build improvements

**for a safer,
connected
neighborhood.**

The transportation improvements outlined in this plan—measures to slow drivers down, sidewalk and accessibility enhancements, crosswalk treatments, bicycle facilities, and landscaping opportunities—can help residents get to their jobs, schools, transit stops, grocery stores, and other key destinations safely and efficiently. These improvements offer our community improved safety for all roadway users, smoother traffic flow, more connected pedestrian and bicycle networks, and a stronger foundation for economic development. Together, these improvements offer West Central a promising future.



Corridor Projects

1. Broadway Ave. Bike Lanes
2. Chestnut St. Greenway
3. Elm St. Greenway
4. Nettleton St. Traffic Calming
5. Boone Ave. Traffic Calming
6. Dean Ave. Traffic Calming
9. Sidewalk Infill & Repair
- Maxwell/Pettet Bike Lanes (in progress)

Intersection Treatments

- Traffic Circle
- Curb Extensions
- Diverter
- Accessible Pathway
- Curb Extensions (in progress)



Figure X
Proposed Projects
West Central Infrastructure Project

Initial concepts



Kittelson, 2024



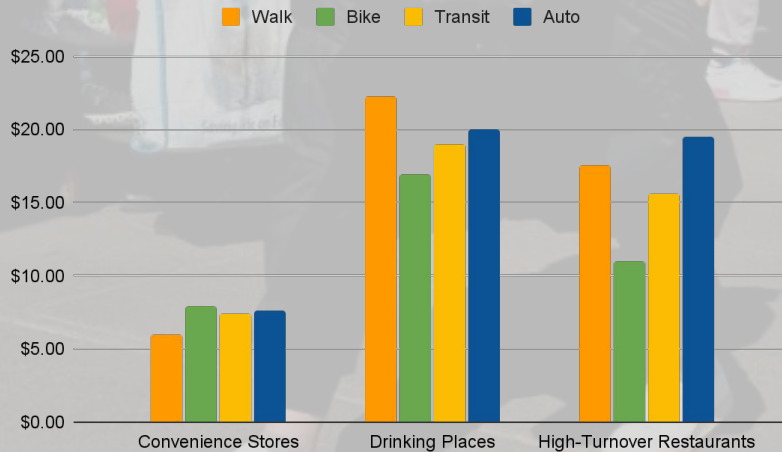
How do the transportation improvement projects influence development.



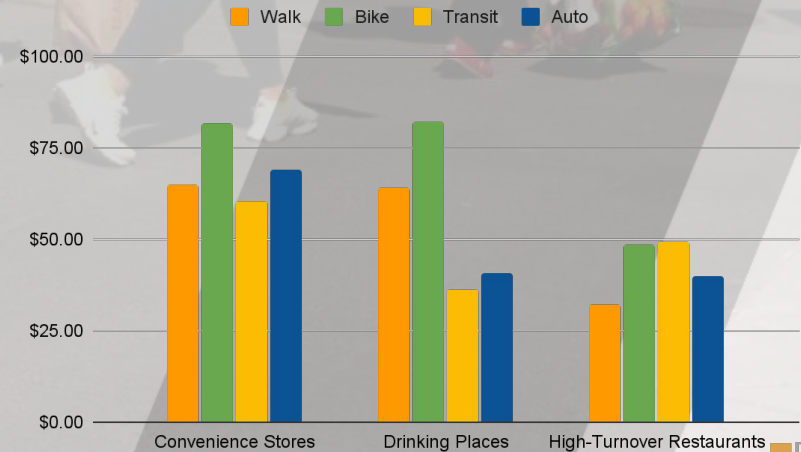
The Business Case for Multimodal Investments

While automobile drivers spend more per trip, bicyclists, transit users and pedestrians **spend more on average at restaurants, bars, and convenience stores per month than those who drive** (Clifton, et al, 2011).

Average Spending per Trip



Estimated Spending per Month

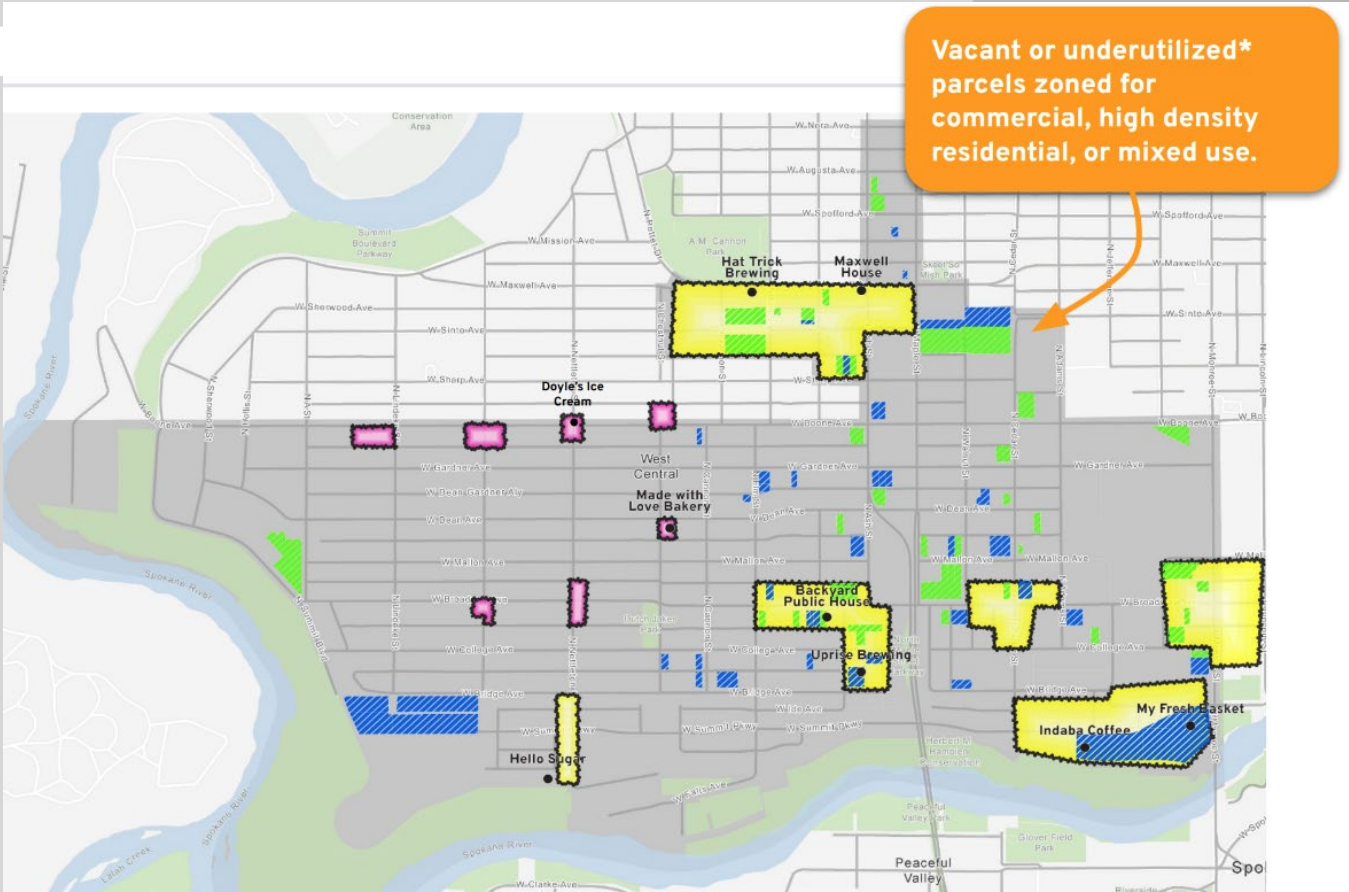


Intersection: Opportunity Sites & Improvements

Opportunity Sites

- Existing Businesses
-  Vacant Parcels
-  Underutilized Parcels
-  Major Commercial Nodes
-  Minor Commercial Nodes
-  West Central Boundary

**Underutilized properties are valued in the bottom 25th percentile of similarly zoned properties or have very small buildings compared to their property size.*



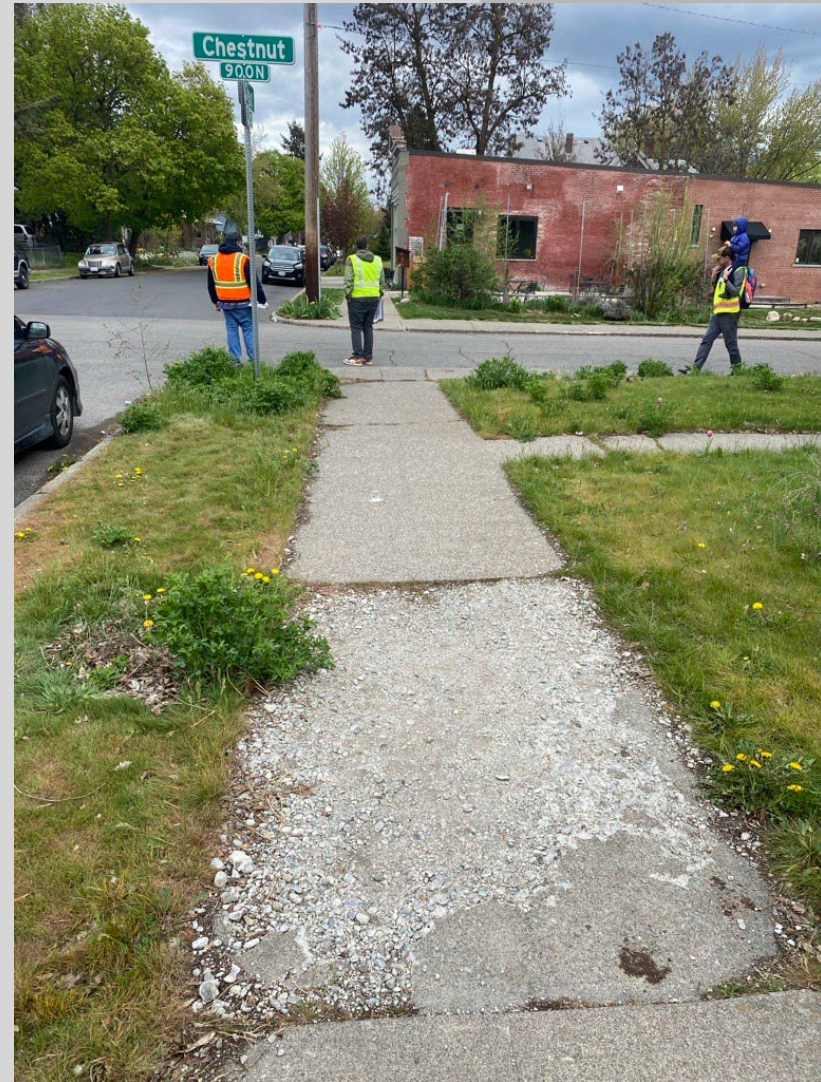
Framework for anti-displacement strategies

	PRODUCE	PRESERVE
RESIDENTIAL	Produce more housing at a range of price points to lower housing costs • Affordable housing density bonus • Waive Off-Site Infrastructure Requirements for Needed or Affordable Housing • Zoning and building code reform	Preserve existing affordable housing stock and protect against displacement of vulnerable residents. • Affordable Housing Preservation Inventory • Preserving Low-Cost Rental Housing to Mitigate Displacement • Community Land Trusts
COMMERCIAL	Encourage the creation of small businesses / create broadly affordable commercial space • Affordable commercial subsidies • Small developer technical assistance	Support and strengthen current small businesses • Storefront Improvement Program • Small Business Alliance • Home-Based Business Support



Sidewalk Infill/Repair

- Cannon Street, Sharp to Maxwell
- Oak Street, Boone to Maxwell
- Dean Ave at Chestnut
- Bridge between Cannon and Chestnut



Crossing Improvements

- Broadway
 - Lindeke
 - Cochran
- Maple & Ash
 - Mallon
 - Dean
- Maxwell – East end

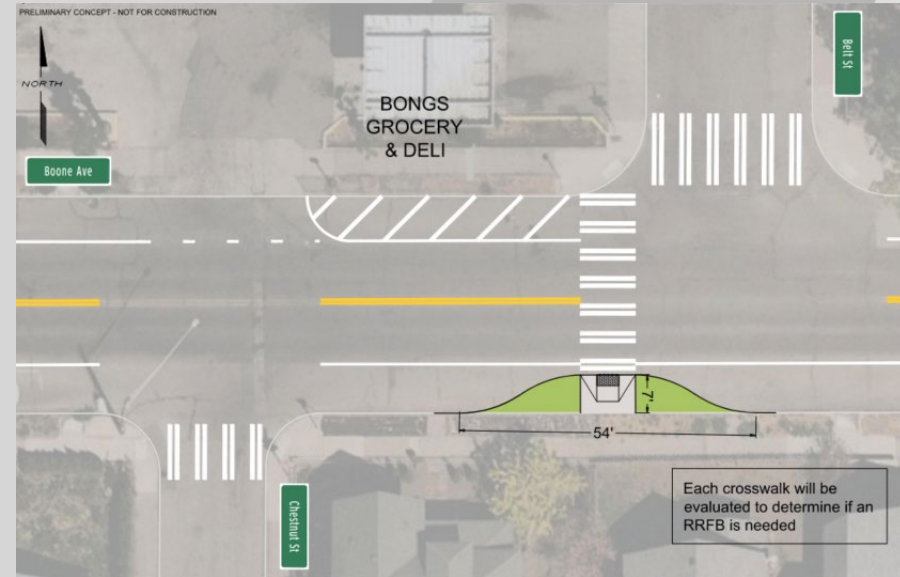


Greenways

Elm

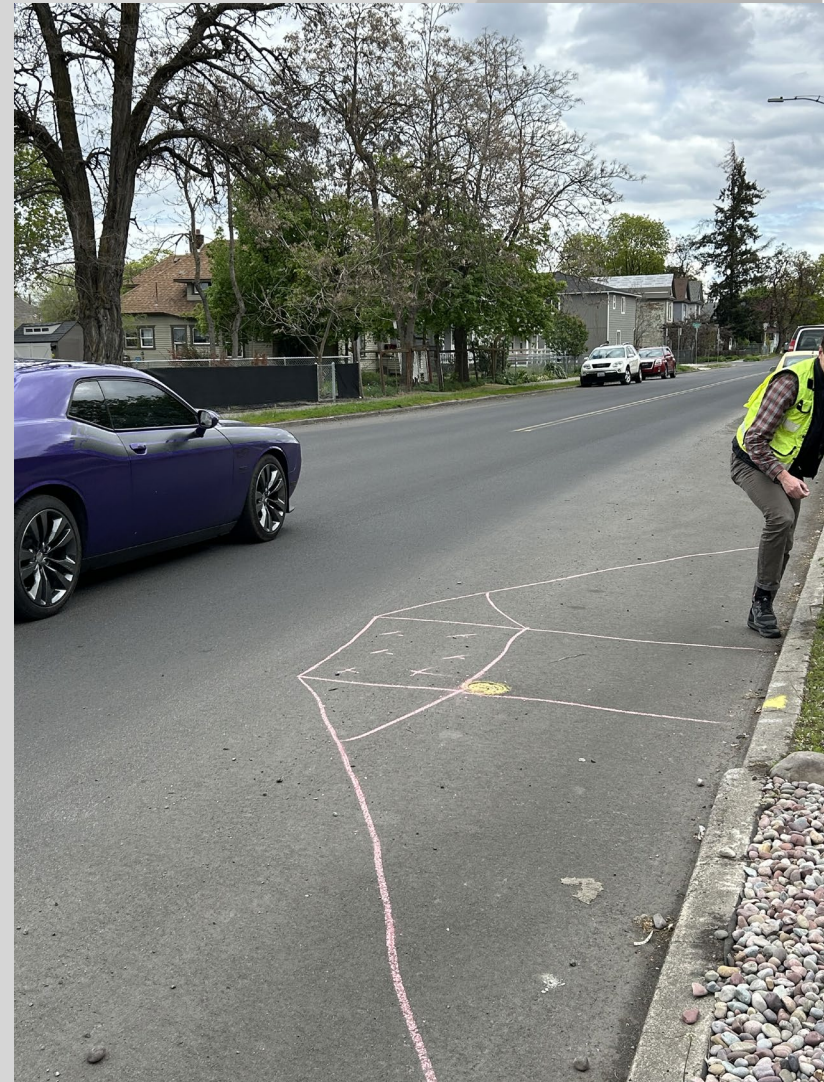
Chestnut

- Traffic calming
- Striping and wayfinding
- Stop signs on cross streets
- Chestnut as a one-way



Traffic Calming Boone Dean Nettleton

- Address speeding and failure to yield
 - Bump outs, traffic circles
 - Sight distance improvements
 - Crosswalk improvements



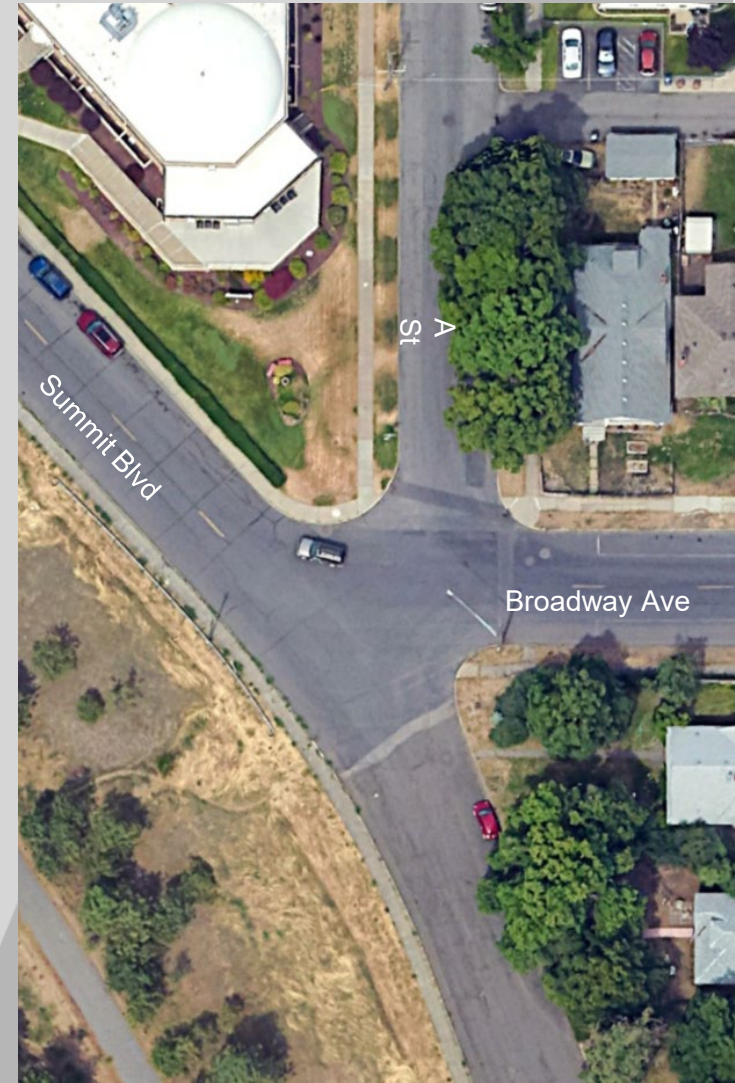
Boone & Summit Intersection

- Sidewalk repair and ADA curb ramps
- Replacing stairs
- Crosswalks
- Traffic circle or bump outs



Broadway, A, & Summit

- Sidewalk repair and ADA curb ramps
- Crosswalks
- Traffic circle or bump outs



Partially funded: Broadway Bike Lanes

*Safe Streets for All grant funded

- Opportunity to add to existing funding with WQTIF funds
- Bike lanes
- Crossings



Partially funded: Maple & Ash Crossings

- Bump outs
- Crosswalk treatments
- Sidewalk improvements
- Flashing beacon evaluations
- Leading pedestrian intervals at signals



Partially funded: Maple St. Stairway & Pathway

- New ADA compliant path
- Replace existing stairway



That's not all!

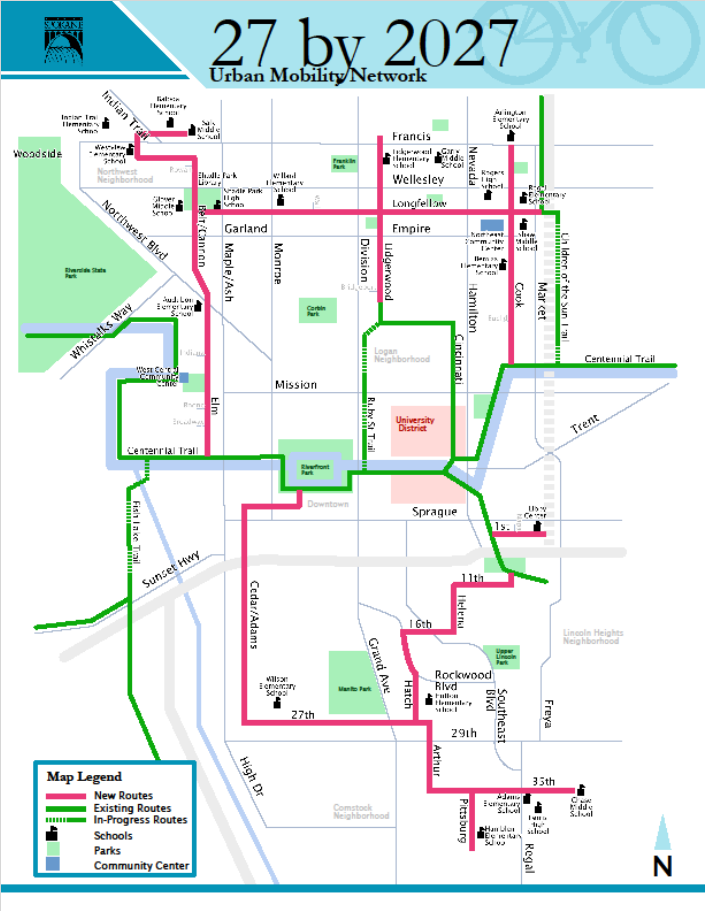
- Bike racks
- Wayfinding
- Landscaping
 - Street trees
 - Storm garden
 - Planter box installation





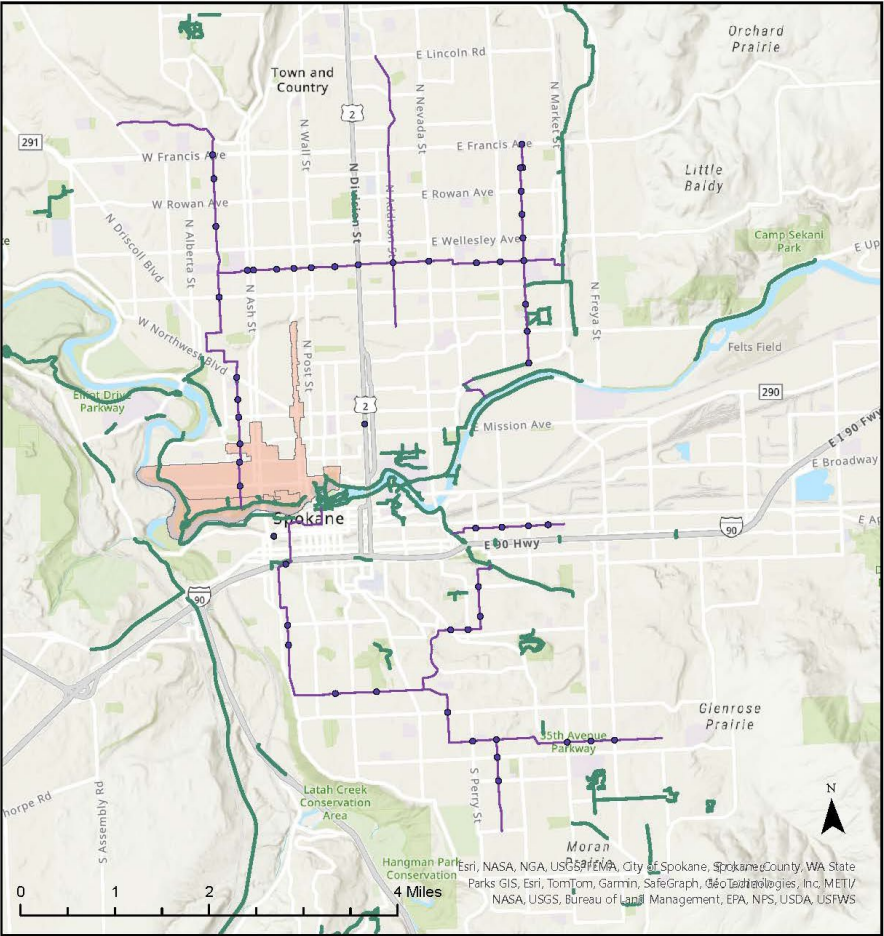
Quick-Build Implementation

Overview Map



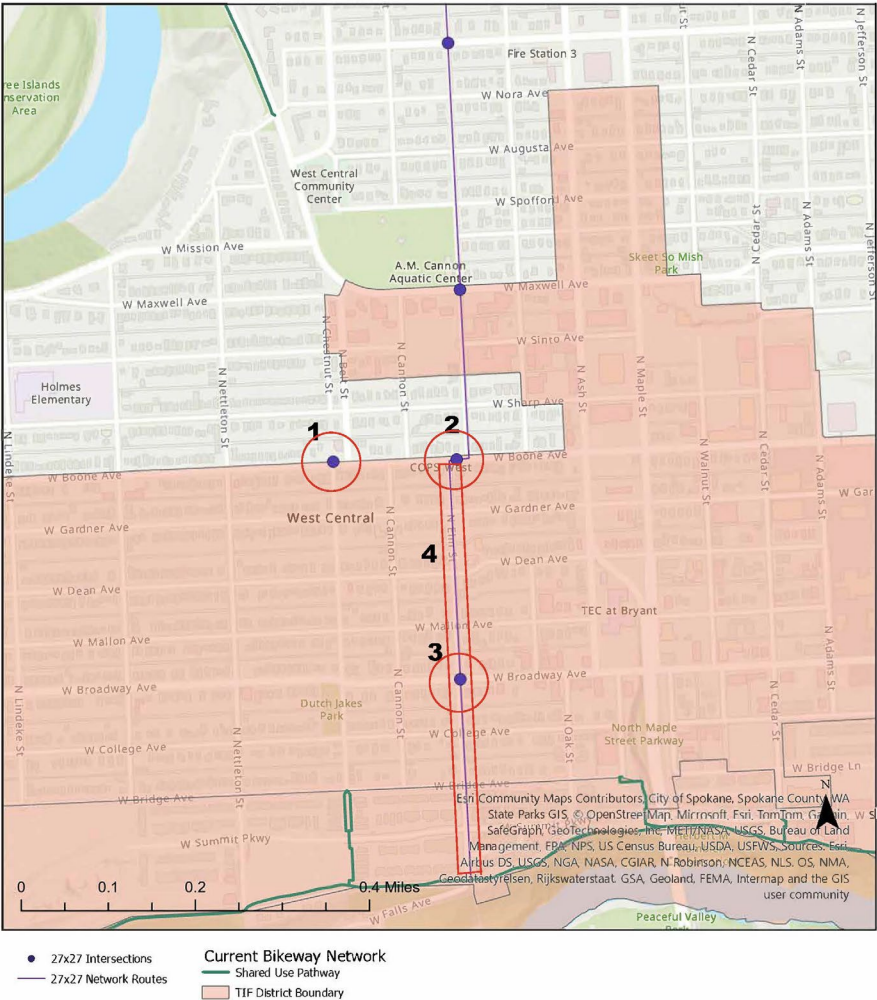
Overview Map

West Quadrant TIF District and the "27 by 2027" Urban Mobility Network



Detail Map

West Quadrant TIF District and the "27 by 2027" Urban Mobility Network



Advancing to Construction

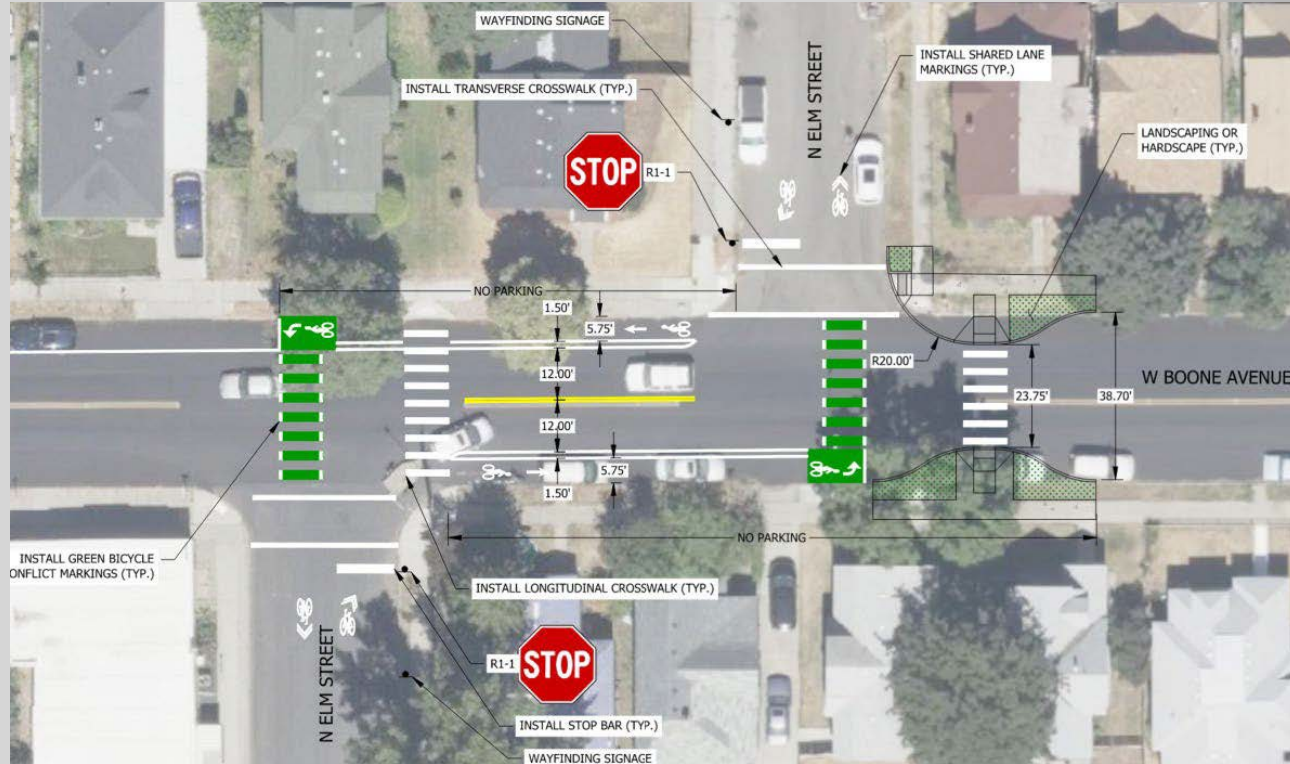
- Advance West Central Infrastructure Project recommendations in 2025
- Install quick-build versions of projects that align with the “27 by 2027” Urban Mobility Network
- Install in fall of 2025
- Advance highest-priority projects to full design using ARPA funds
- Return with information about cost estimates and opportunities for construction of full build designs



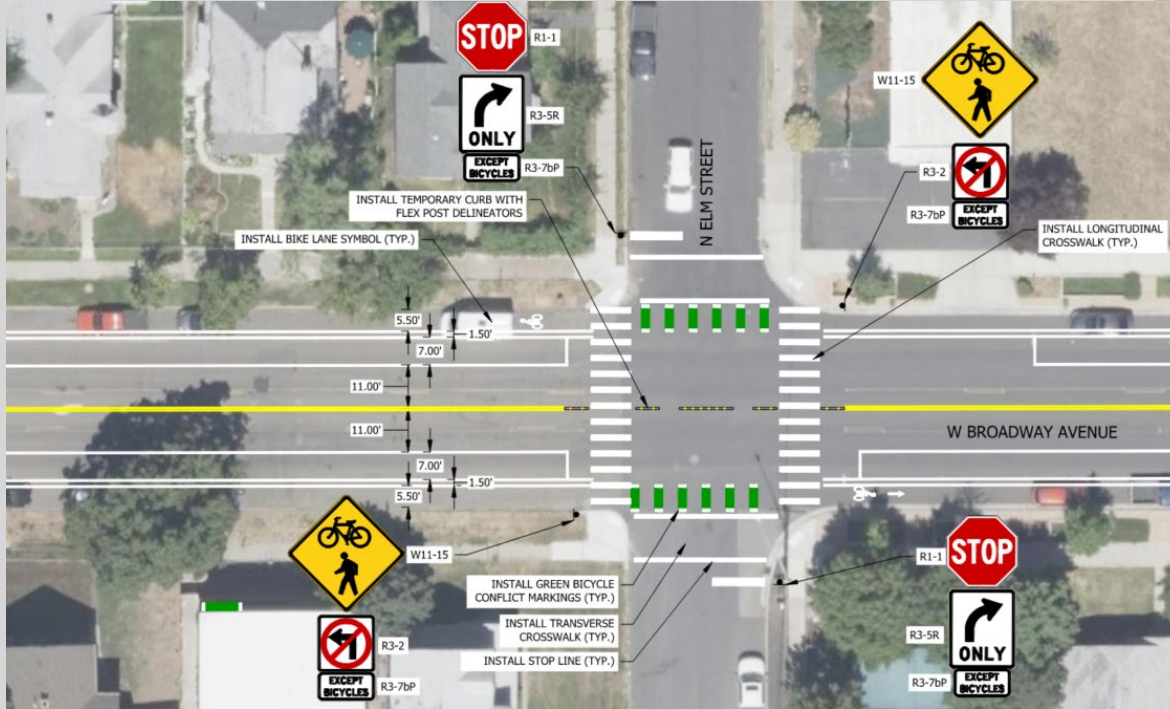


Project 1 – Chestnut at Boone

Project 2 – Elm at Boone



Project 3 – Elm at Broadway



Project 4 – Wayfinding and Signage



Total Estimate

Initial Cost Estimate:

SPCC Plan: \$2,000

Reference Survey Monument: \$1,000

Mobilization: \$20,000

Temporary Traffic Control: \$22,000

Signage and Channelizers: \$35,296

Pavement Markings: \$16,600

Construction Contingency: \$9,690

Survey: \$3,198

Design and Bid Docs: \$7,461

Admin, Legal, Permits: \$1,599

Construction Mgmt: \$15,988

Inflation: \$3,000

Total: \$138,876

Discussion

PREFERRED CONCEPT BASIS OF DESIGN MEMORANDUM

June 26, 2025

To: Colin Quinn-Hurst

Organization: City of Spokane

From: Dustin DeKoekkoek, PE; Jakob Ward, PE

Project: Pacific Ave Greenway Phase 2

Introduction

The Pacific Avenue Greenway Phase 2 project will extend the planned Pacific Avenue Greenway from S Sherman Street to S Perry St, crossing the barrier of N and S Sprague Ways and the SR 290 (Hamilton St)/I-90 interchange. Through an alternatives analysis process, several different facility types and alignments were studied. For the west segment of the project (S Sherman St to N Sprague Way), shared lane and bike lane alternatives were studied. For the east segment of the project (N Sprague Way to E Perry Street), three different shared use path alignments were studied.

The alternatives analysis process yielded shared lanes as the preferred alternative for the west segment. The preferred alignment identified for the shared use path in the east segment is shown in Figure 1 below.

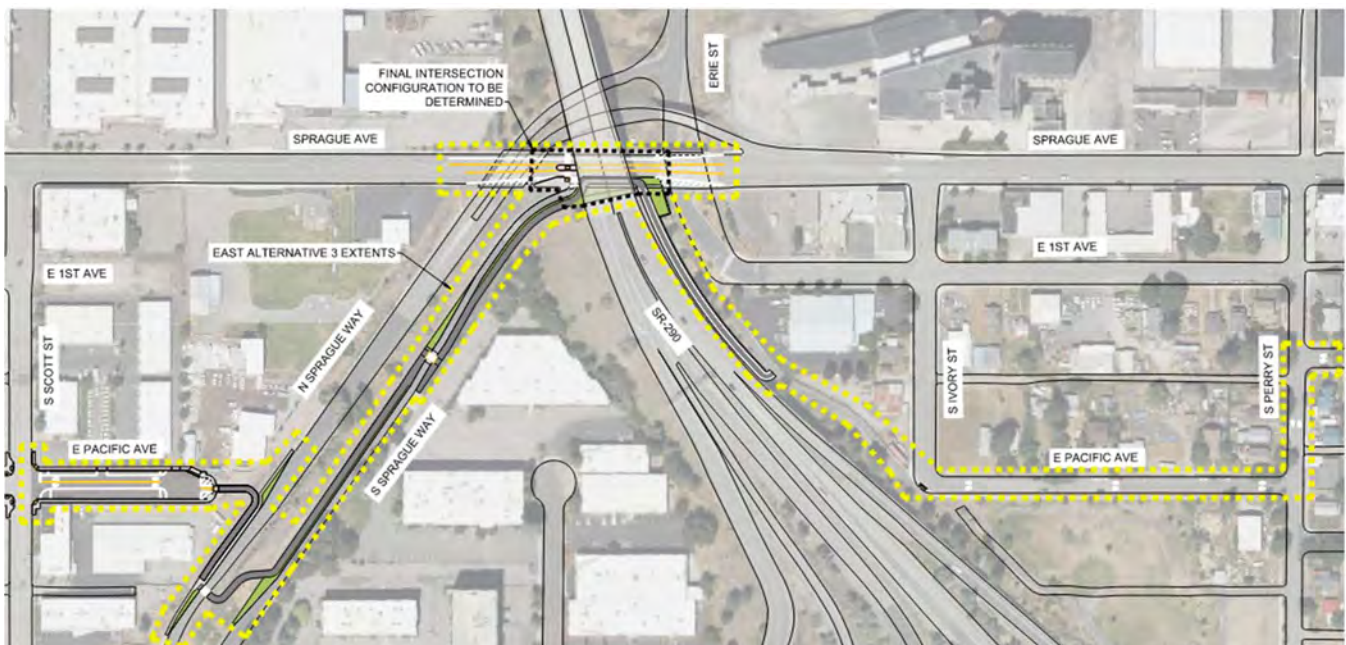


Figure 1: East Segment Preferred Alternative

This basis of design document outlines the design process and assumptions made in the development of the preferred concept. The Toole Design team reviewed the following documents to identify the design criteria:

- Washington State Department of Transportation (WSDOT) Standard Plans
- City of Spokane Standard Plans, 2024
- City of Spokane Municipal Code, 2024
- Association of American State Highway Transportation Official's (AASHTO) A Policy on Geometric Design of Highways and Streets
- AASHTO's Guide for the Development of Bicycle Facilities (Bike Guide)
- U.S. Access Board Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG)
- U.S. Department of Transportation Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices (MUTCD) and Interim Approvals (IA)
- Spokane Regional Stormwater Manual (SRSM)
- Stormwater Management Manual for Eastern Washington (SWMMEW)
- 2010 ADA Standards for Accessible Design

Design Criteria

Toole Design reviewed design criteria associated with neighborhood greenway and shared use path design, and KPFF reviewed design criteria associated with stormwater and retaining wall design. The following sections provide documentation of design assumptions and decisions for different elements of the project.

Greenway Design

The design of the shared lanes on Pacific Avenue from S Sherman Street to S Scott Street are based on best practices of neighborhood greenway/bike boulevard design and match the treatments used on Phase 1 of the bike route to the west. Shared lane markings are placed in the center of the lanes to encourage shared use of the roadway and help with bicyclist wayfinding. Curb extensions help reduce turning radii, narrow street widths, and improve sightlines at intersections. Traffic circles at S Hatch Street and S Scott Street will also provide traffic calming while accommodating large vehicle turning movements. Bike wayfinding signs will also be helpful to navigate the transition from greenway to shared use path.

Shared Use Path Design

The shared use paths are designed at a width of 12' to accommodate both bicyclists and pedestrians. Painted shoulders and centerlines are used at curves in the path and where adjacent railing or walls require shy distance. For areas where the shared use path ramps down from one street to another, a maximum running slope of 5% was used to determine the current project footprint.

West Segment

Street Widths

The street width on Pacific Avenue from S Sherman Street to N Sprague Way was determined by referring to the Spokane Municipal Code and discussions with City staff. For Commercial/Industrial streets a curb-to-curb width of 36 feet is prescribed in the municipal code. After discussions with the City, a minimum vehicle lane width of 11' and parallel parking lane width of 8' were identified. This results in a minimum roadway width of 30' with parallel parking on one side or 38' with parallel parking on both sides. Per discussions with the City, curb extensions were offset 1' from the edge of the parking lane line resulting in a curb extension width of 7'. In order to maintain a maximum curb alignment shift of 5' across the intersections while bulbing the curb out by a maximum of 7', the proposed street width varies from block to block, from 30' (parking on one side) up to 44' (parking on both sides). Beyond these curb-to-curb widths, any excess roadway space is used for planting strips and bioretention swales.

Loading Docks

On the north side of Pacific Avenue from S Sherman St to Sheridan St there is an asphalt path at the same level as the street that is driven over to access several loading docks. A main goal of this project is to add sidewalks where they are currently missing. The sidewalk design for this block will need to accommodate the use of the loading docks behind the sidewalk by providing driveways to allow trucks to back up to the gates. Ideally the area behind the sidewalk will be long enough for a standard 30' box truck to park for loading without blocking the sidewalk; the design of the sidewalk, driveways, and loading dock access will need to be investigated further in later stages of design.

Turning Movements

Initial turning movements were examined for the traffic circles on Pacific Avenue and the intersection on S Sprague Way and Sprague Avenue. A WB-50 was used for the traffic circles and the intersection of Sprague Avenue was designed to accommodate a WB-67 by using a mountable truck apron. For future stages of design, a design and control vehicle will need to be selected to finalize the design of the traffic circles, loading docks, driveways, and the truck apron at the corner of S Sprague Way and Sprague Avenue. Assumptions will need to be made about the operation of the street, such as whether large turning vehicles can use the full width of the roadway at the beginning and/or end of their turns or need to stay within their respective lanes, as well as how far parallel parking needs to be restricted on either side of driveways.

Stormwater Design

The East segment of this project converts existing Sprague Way roadways to trail or constructs the trail independently of roadways, effectively causing a net reduction in PGIS (Pollution Generating Impervious Surface). This segment does not trigger the regulatory threshold from the Spokane Regional Stormwater Manual (SRSW), as no PGIS is created or reconstructed, thus it does not require implementation of new stormwater BMPs. The Pacific Avenue segment requires reconstruction of more than 5,000 SF of existing PGIS, triggering the regulatory threshold from the SRSW, and thus requiring Basic Treatment and Flow control to be implemented.

The recommended method to meet the SRSW requirements for the Pacific Avenue segment is through the use of Bioretention Planters. An example of these can be seen below in Figure 6.41 of the Stormwater Management Manual for Eastern Washington. These are placed in between the sidewalk and roadway along Pacific Ave with curb cuts to allow flow of stormwater to enter. Between Sheridan St and Scott St, the Bioretention Planters have catch basins collecting runoff and piping runoff to the Planters, due to the crowned roadway and room to construct planters only on one side of Pacific Ave. These Planters will need to have curb walls to allow for cover over the pipe, and because the walls are higher than two and a half feet tall, fences will be required atop the curb walls.

N and S Sprague Ways

Street Widths

N and S Sprague Ways only serve one lane of traffic but are currently very wide (N Sprague is about 36 feet wide and S Sprague is about 28 feet wide). This project proposes using excess roadway width to provide a shared use path, narrowing the vehicle lane to 13 feet wide. This lane width will need to be coordinated with emergency services to ensure that it is acceptable. Both N and S Sprague Ways have very low traffic volumes (both less than 3000 AADT) so it will be very rarely that you may have an obstruction in the travel lane at the same time as emergency vehicle attempting to use the street.

Raised Crossings

Raised crossings with warning signs are proposed for the shared use path crossing of both N and S Sprague Ways as a traffic calming measure and to make the crossing of pedestrians and bicyclists more conspicuous. The dimensions, height, and slopes of the raised crossings will need to be determined through later stages of design based on the desired traversal speed; a 5-6% change in grade is recommended for arterial streets where vehicles will traverse at a speed of 10 mph or greater, whereas an 8% change in grade is appropriate for residential streets where the traversal speed would be less than 10mph.

Retaining Wall

The concept design will depend on placement of retaining walls where new embankments and slopes are being introduced. Pacific Avenue at N Sprague Way has a grade separation that would not meet ADA slope requirements. In order to establish a slope that is ADA compliant, a retaining wall along N Sprague Way adjacent to the sidewalk is proposed. Use of retaining walls will minimize the earthwork footprint, and thus reduce the impact to continued use of N Sprague Way by motorized traffic.

Bridge Option

As an alternative to the ramped trail shown in the preferred concept from Pacific Avenue down to N Sprague Way, Appendix A includes a preliminary look at the potential alignment and footprint of a bridge span over N Sprague Way to S Sprague Way. In order to provide the required 17.5' of vertical clearance to the bottom of the bridge structure over the roadway, while keeping the longitudinal slope of the trail at a maximum of 5%, the trail would need to begin ramping from about halfway down the block east of S Scott Street up to the west end of the bridge span. A bridge span over N Sprague Way oriented parallel to the alignment of Pacific Ave, also shown in Appendix A, was deemed infeasible due to the required vertical clearance below the bridge span. The additional cost of this bridge is estimated to be approximately \$1.5 million.

Sprague Avenue

Intersection Geometry

The intersection of S Sprague Way and Sprague Avenue is proposed to be modified to provide space for a trail on the south side of the street and to reorient the intersection to be more of a right angle. It is not expected that this geometric change will add any additional loading to the wing wall to west of the intersection on N Sprague Way. A truck apron is included on the SE corner of the intersection to provide a tighter corner radius for smaller vehicles while still accommodating a WB-67 right turn. Turning movements will need to be analyzed further at this intersection to finalize the design of the truck apron. A curb extension is proposed for the north and south sides of the pedestrian crossing of Sprague Avenue, which will be accommodated by narrowing the through vehicle lanes and pedestrian crossing island.

Ramp to Ben Burr Trail

Retaining Wall

The concept design will depend on placement of an embankment that ramps down from Sprague Avenue to the existing Ben Burr Trail in accordance with ADA standards. Retainage of the embankment will depend on two parts. A landing area adjacent the trail and next to Sprague Avenue will be built using low-density fill. This will allow for adding height above the existing bridge (Sprague Ave over Erie St) wing wall without increasing loading and pressures behind that wall. Further, as the embankment is built south toward the Ben Burr Trail, a retaining wall along next to Ben Burr Trail will allow for an ADA compliant slope and keep earthwork contained from impacting Erie Street or the Ben Burr Trail itself.

Sincerely,

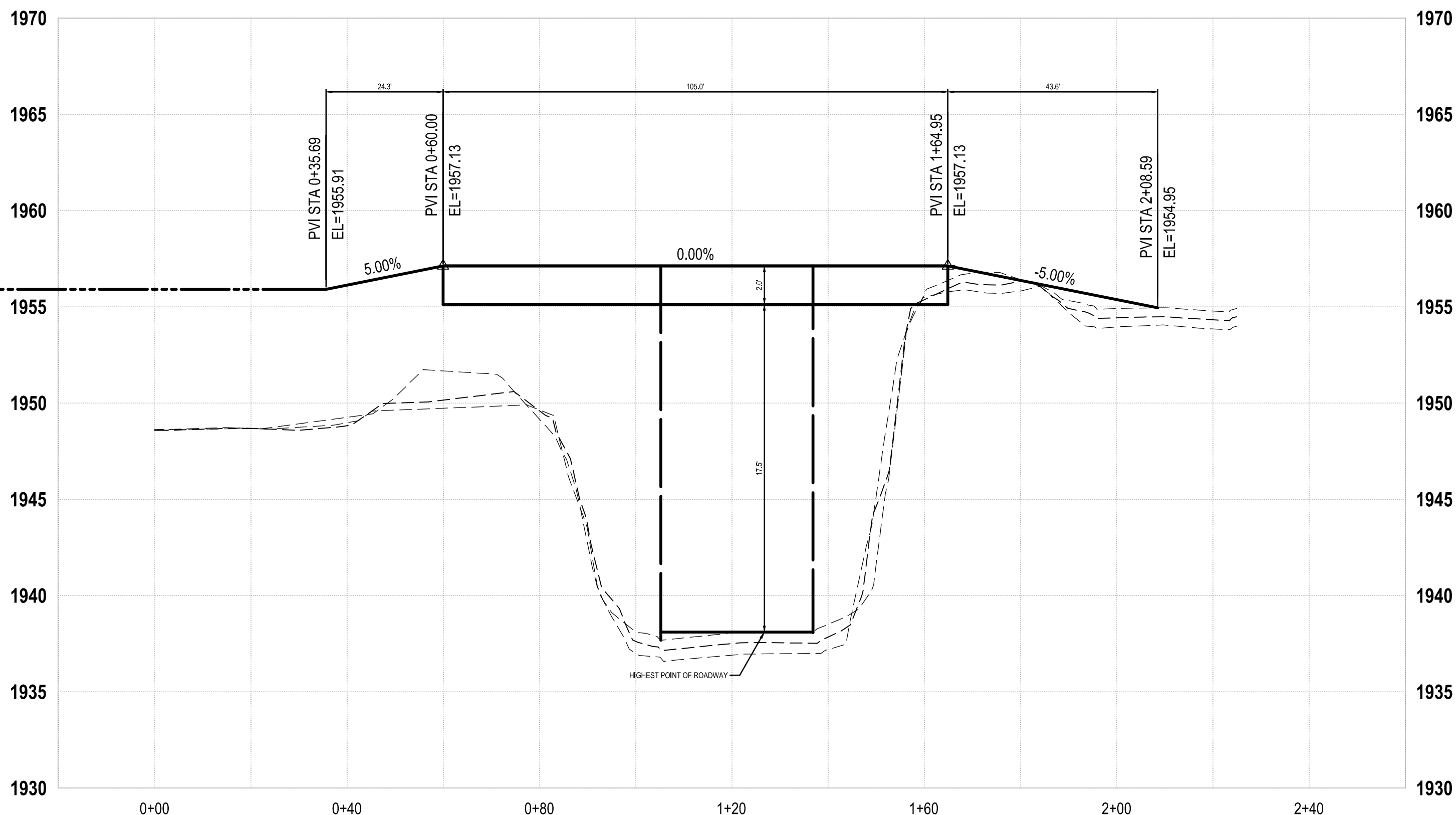
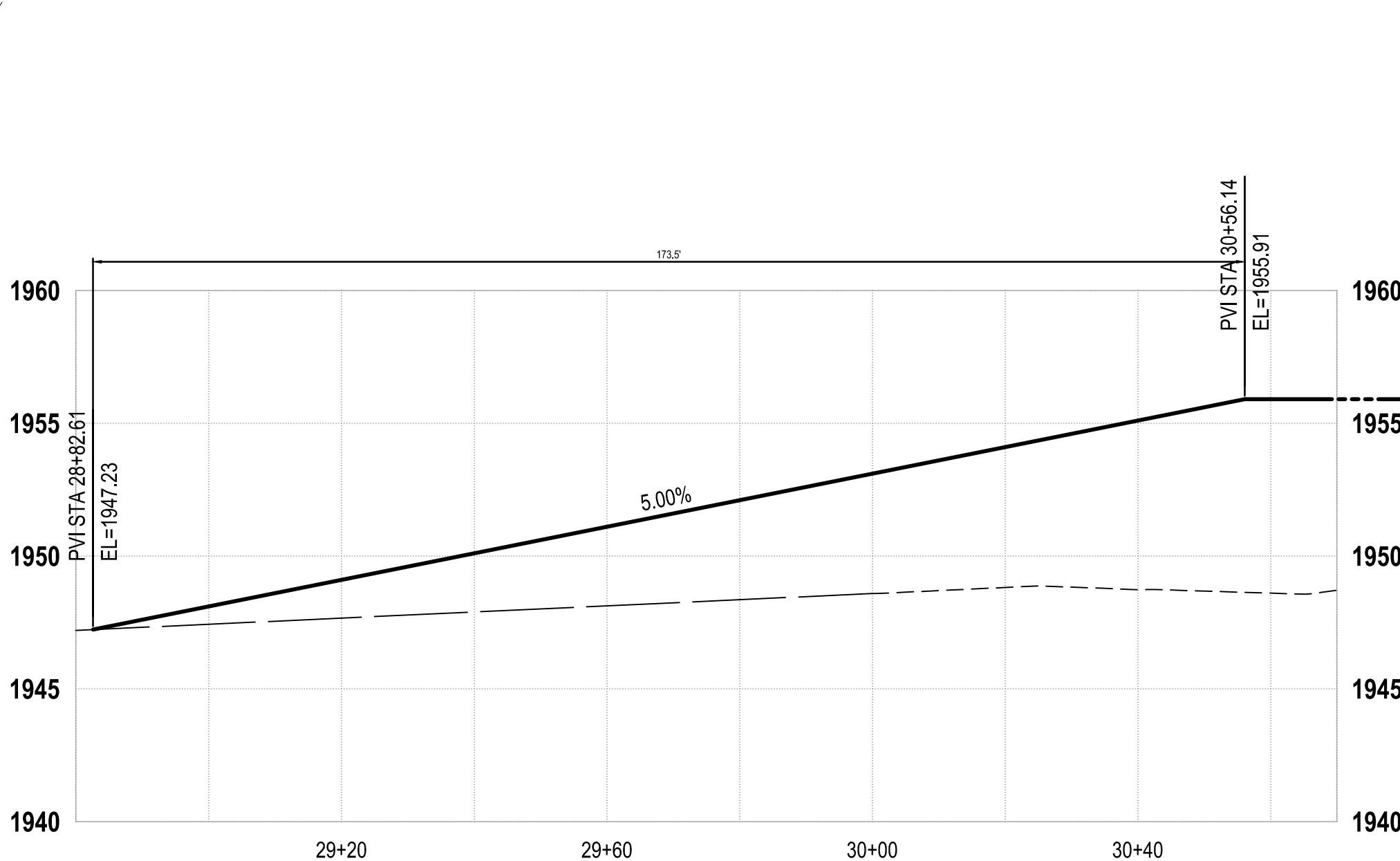
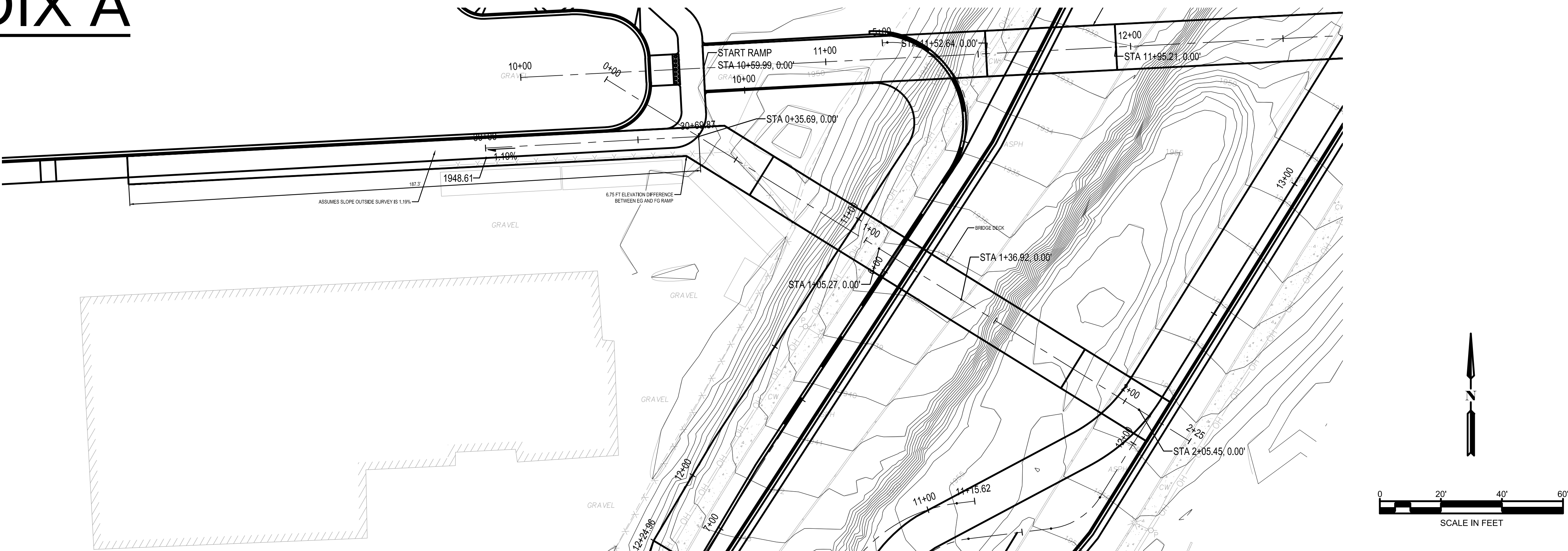
Dustin DeKoekkoek, PE | Seattle Office Director

TOOLE DESIGN

720 3rd Avenue, Suite 2020 | Seattle, WA 98104

ddekoekkoek@tooledesign.com | 206.297.1601

APPENDIX A



PACIFIC AVENUE GREENWAY PHASE 2
PACIFIC AVENUE TO S SPRAGUE WAY BRIDGE OPTION
6/18/2025

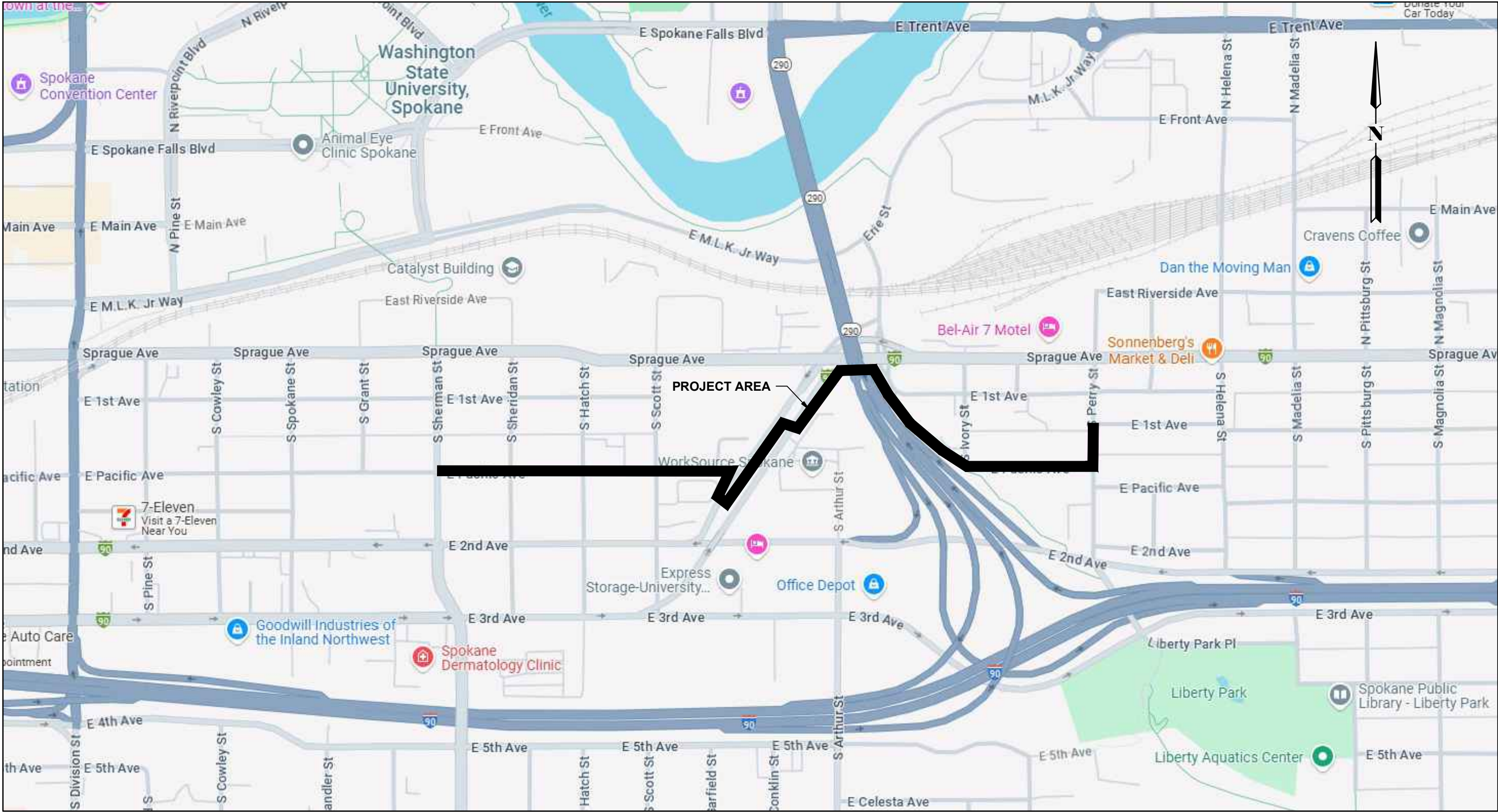
PACIFIC AVENUE GREENWAY PHASE 2

SPOKANE, WASHINGTON

PROJECT #2023-1210

PACIFIC AVENUE, S SHERMAN STREET TO S PERRY STREET

INDEX OF DRAWINGS			
DISCIPLINE	SHEET NUMBER	SHEET TITLE	DRAWING NUMBER
GENERAL	1	COVER SHEET	CV01
CIVIL	2-9	PAVING PLANS	PV01-PV08
CIVIL	10-11	TYPICAL SECTIONS	TS01-TS02
CIVIL	12-14	DRAINAGE PLANS	DR01-DR03
CIVIL	15-17	UTILITY PLANS	UT01-UT03
CIVIL	18-26	SIGNING AND STRIPING PLANS	TP01-TP09
STRUCTURES	27-29	WALL DETAILS	WL01-WL03



VICINITY MAP
N.T.S.

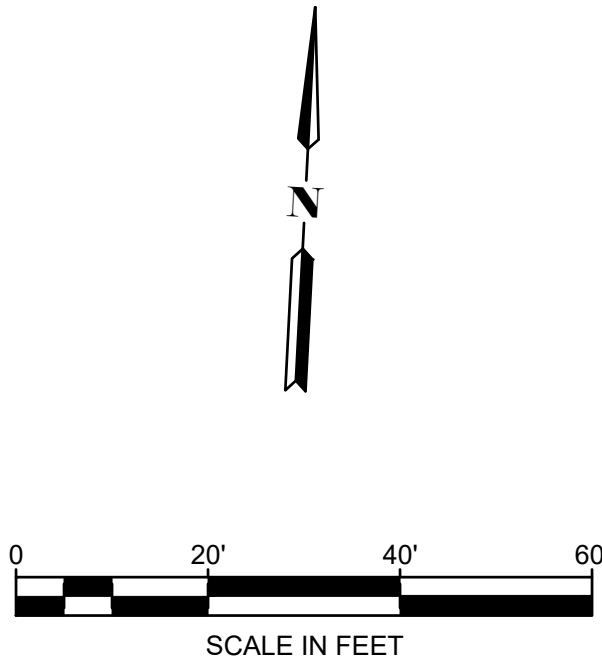
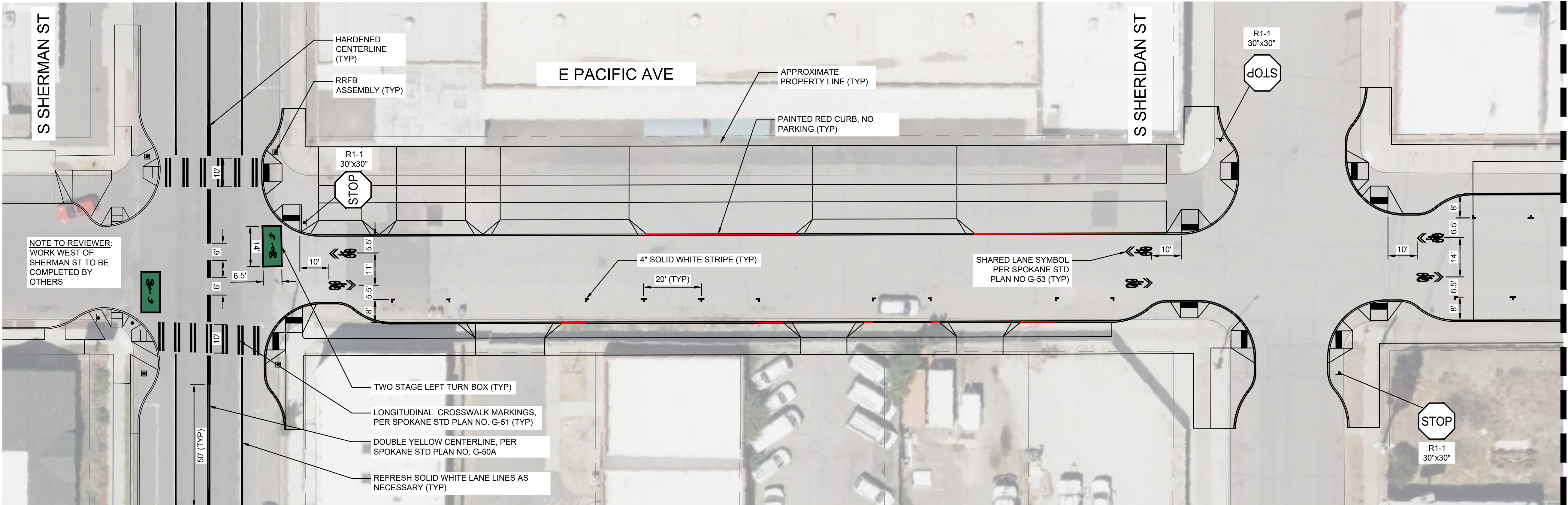
TOOLE
DESIGN

THIS IS A PRELIMINARY CONCEPT. FIELD VERIFICATION, SITE CONDITION ASSESSMENTS, ENGINEERING ANALYSIS AND DESIGN ARE NECESSARY PRIOR TO IMPLEMENTING ANY OF THE RECOMMENDATIONS CONTAINED HEREIN.

PACIFIC AVENUE GREENWAY PHASE 2

CITY OF SPOKANE
06/18/2025
CV01
COVER SHEET
1 OF 29

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION



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PACIFIC AVENUE GREENWAY PHASE 2

CITY OF SPOKANE

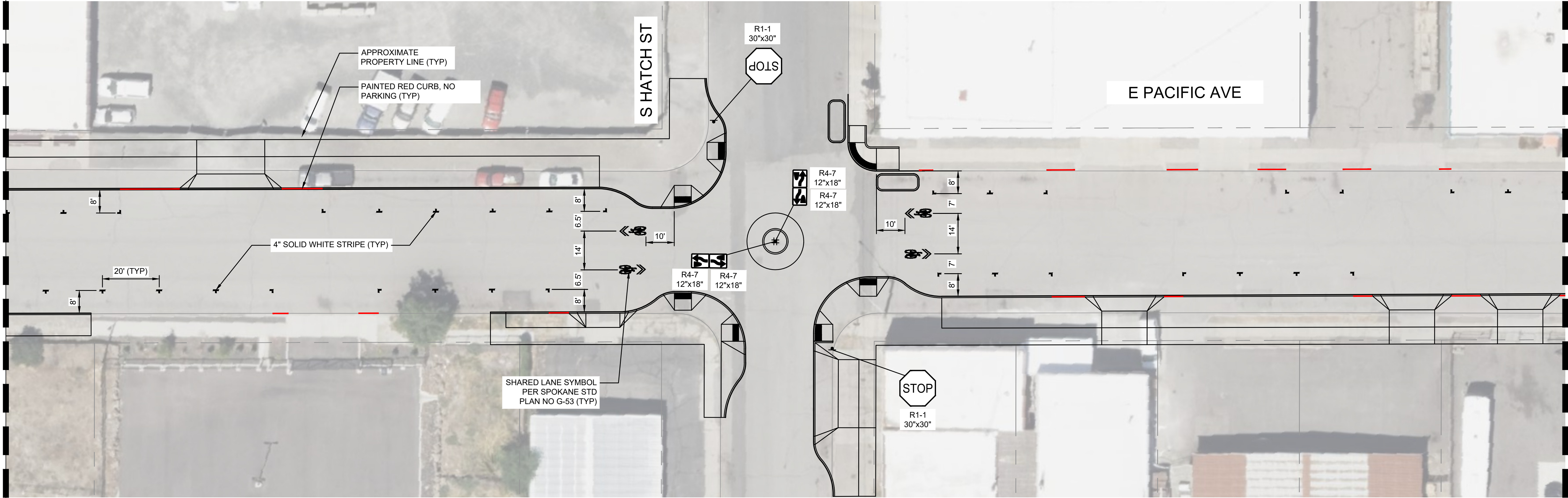
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TP01
SIGNING AND STRIPING PLAN
18 OF 29

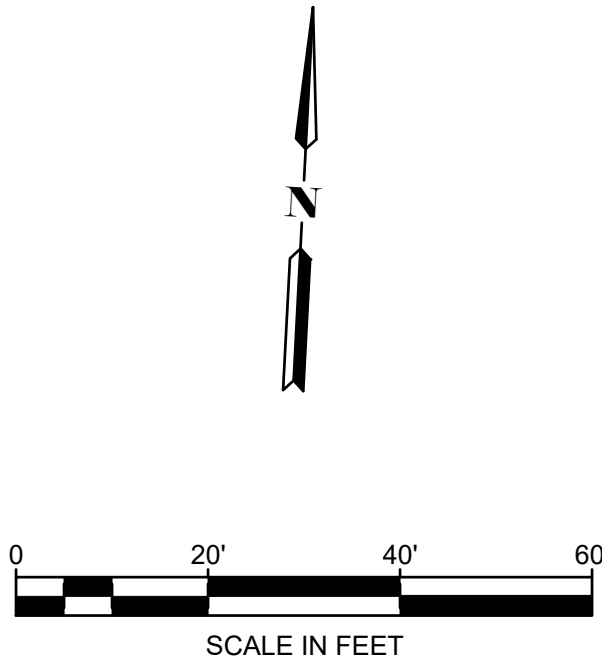
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MATCHLINE - SEE SHEET TP01



MATCHLINE - SEE SHEET TP03



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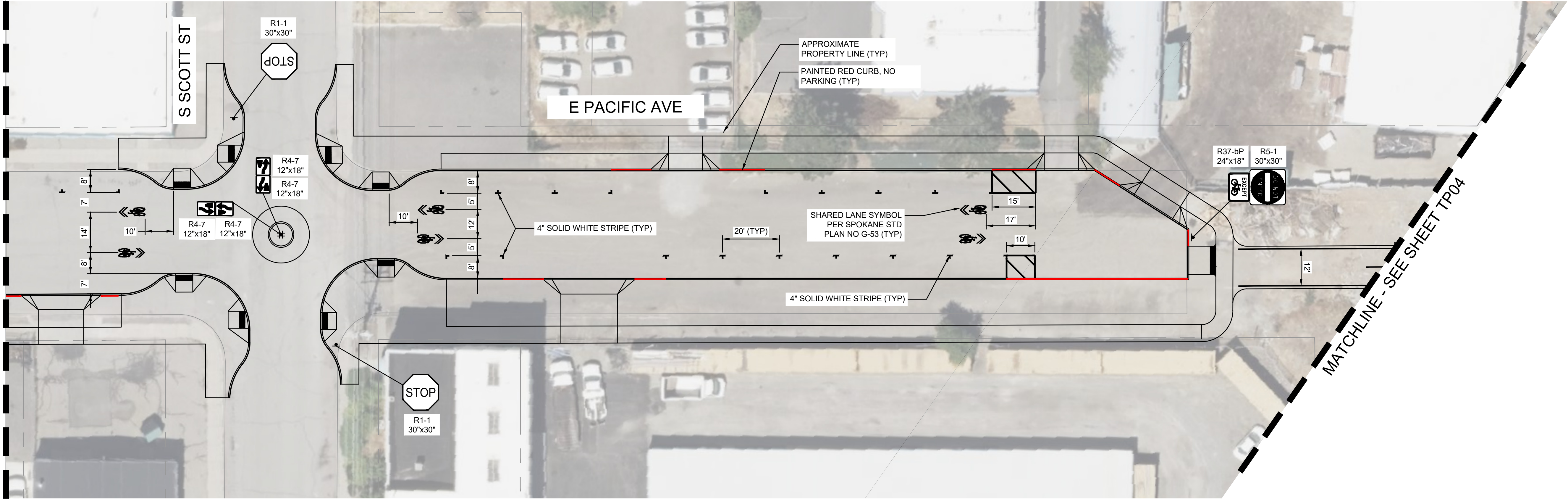
PACIFIC AVENUE GREENWAY PHASE 2

CITY OF SPOKANE
06/18/2025
TP02
SIGNING AND STRIPING PLAN
19 OF 29

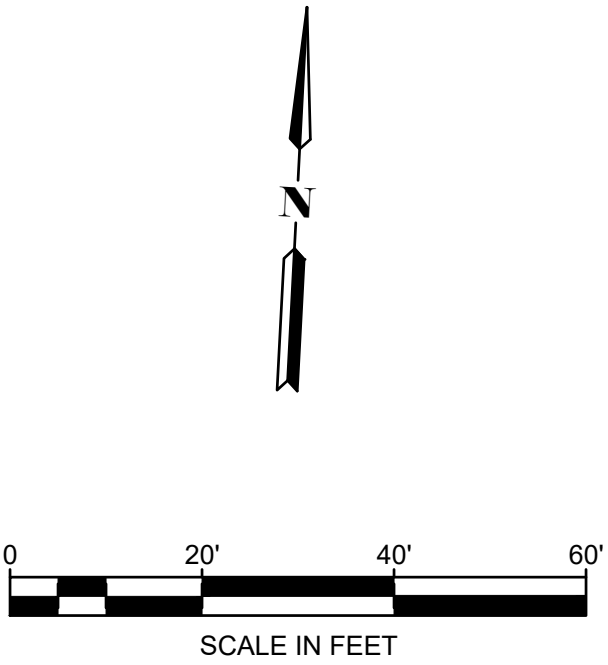
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MATCHLINE - SEE SHEET TP02



MATCHLINE - SEE SHEET TP04



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PACIFIC AVENUE GREENWAY PHASE 2

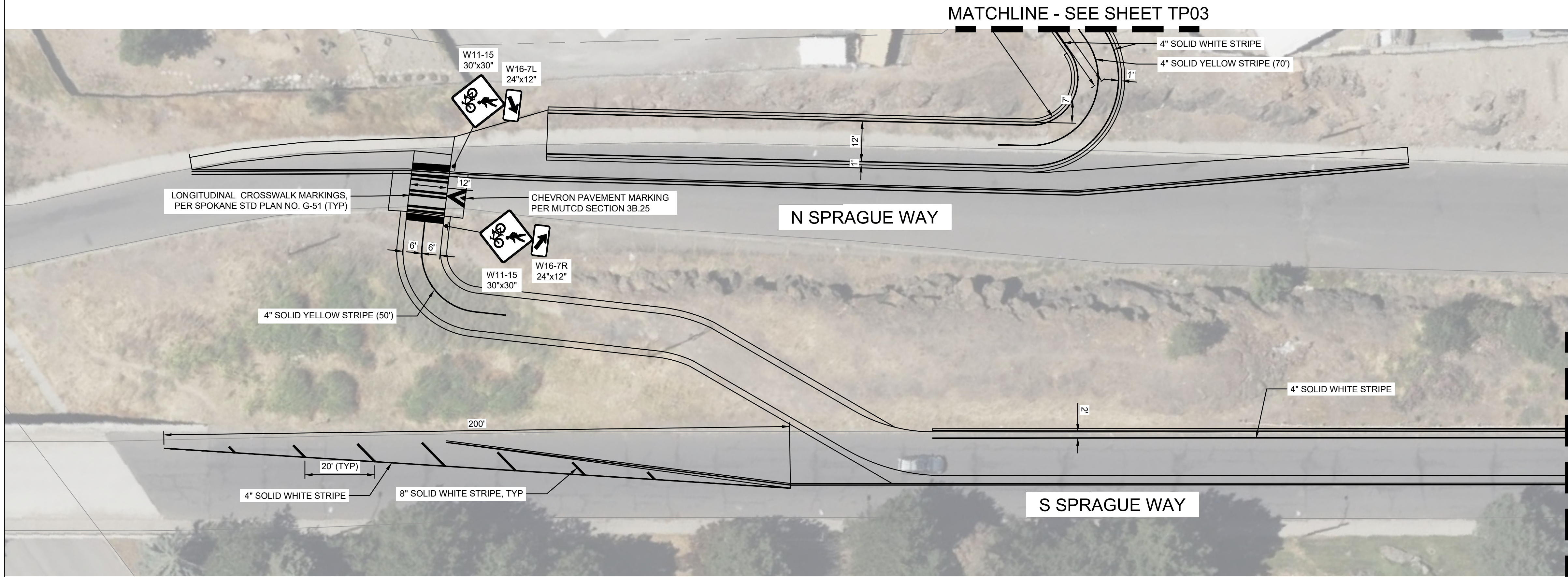
CITY OF SPOKANE

06/18/2025

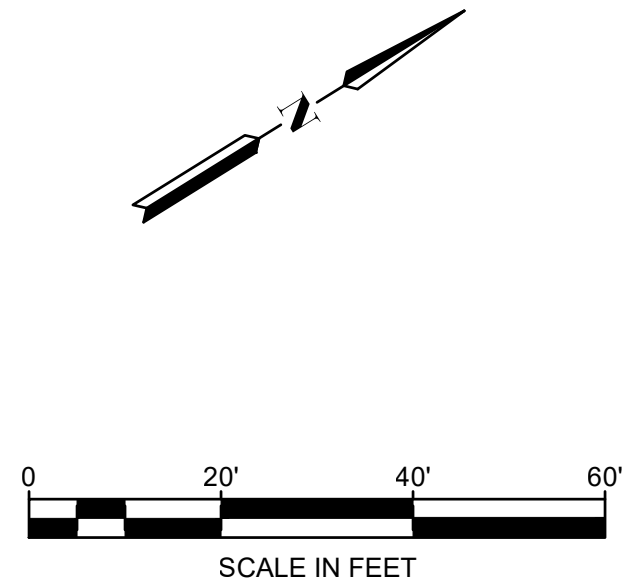
TP03
SIGNING AND STRIPING PLAN
20 OF 29

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION

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MATCHLINE - SEE SHEET TP05



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PACIFIC AVENUE GREENWAY PHASE 2

CITY OF SPOKANE

06/18/2025

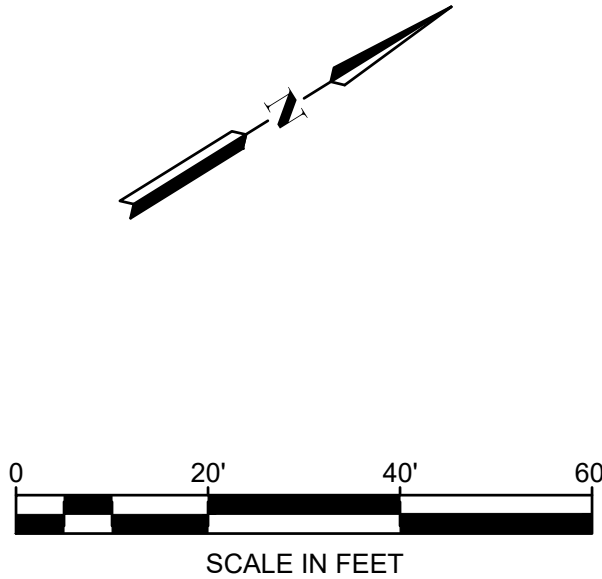
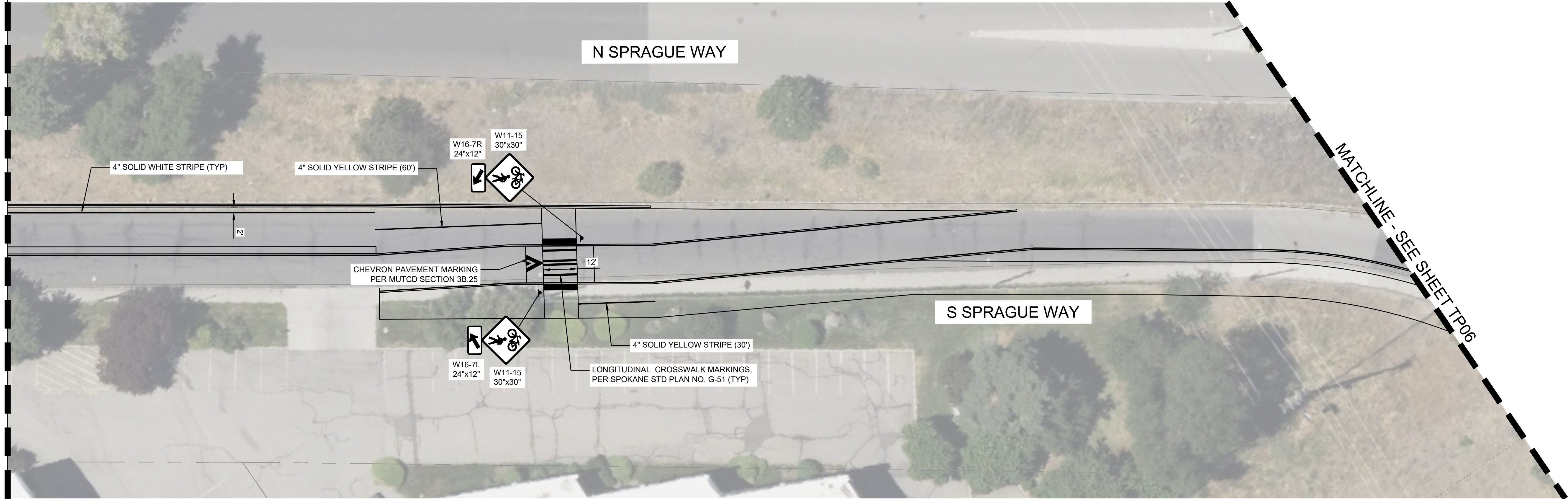
TP04
SIGNING AND STRIPING PLAN
21 OF 29

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION

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AGENDA

MATCHLINE - SEE SHEET TP04



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PACIFIC AVENUE GREENWAY PHASE 2

CITY OF SPOKANE

06/18/2025

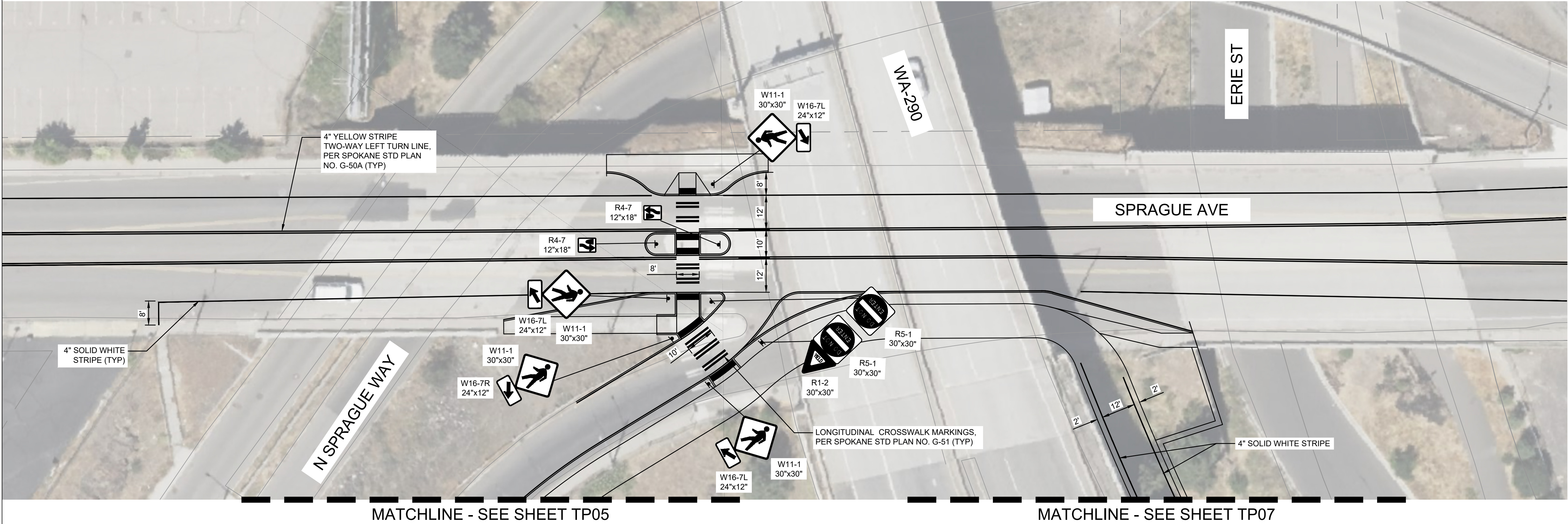
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SIGNING AND STRIPING PLAN

22 OF 29

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION

AGENDA

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PACIFIC AVENUE GREENWAY PHASE 2

CITY OF SPOKANE

06/18/2025

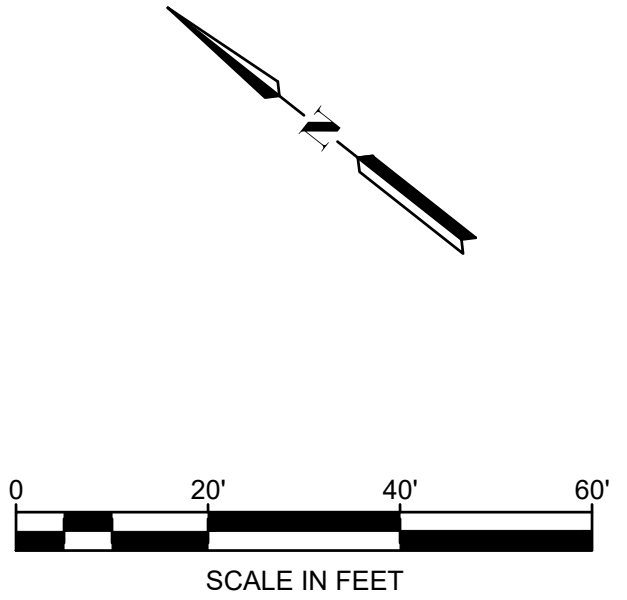
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SIGNING AND STRIPING PLAN

23 OF 29

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION

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PACIFIC AVENUE GREENWAY PHASE 2

CITY OF SPOKANE

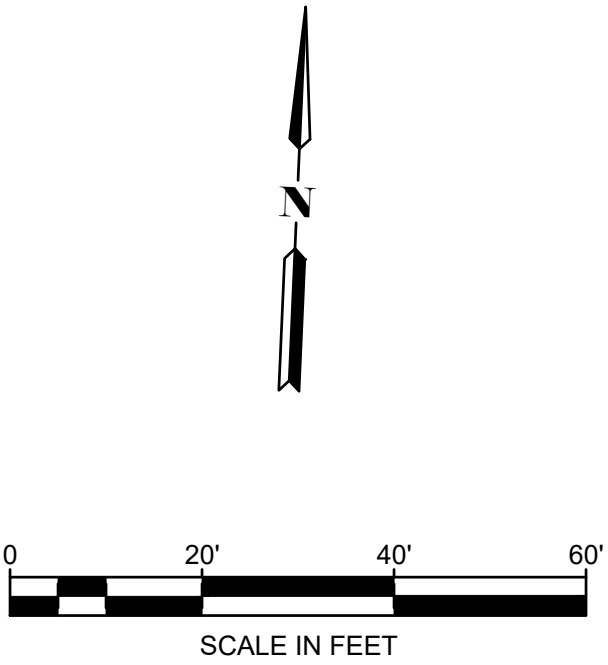
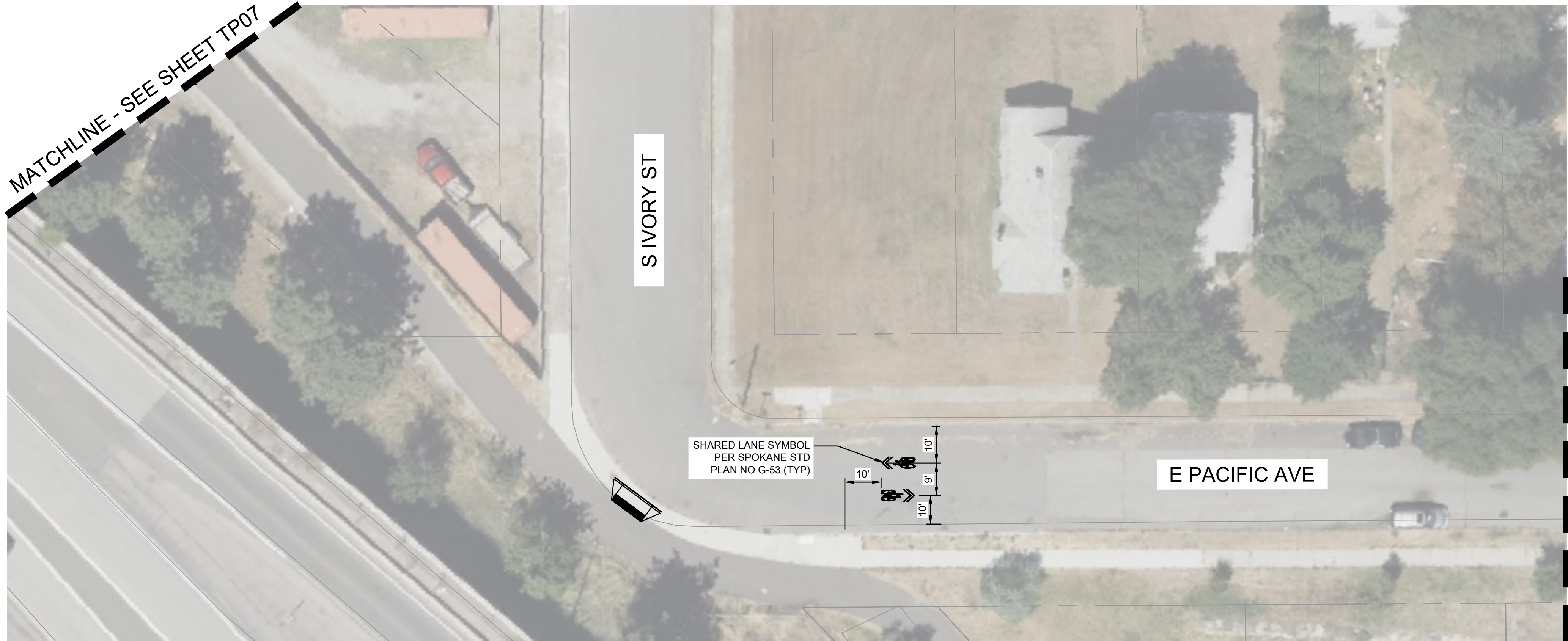
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TP07
SIGNING AND STRIPING PLAN
24 OF 29

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION

AGENDA

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PACIFIC AVENUE GREENWAY PHASE 2

CITY OF SPOKANE

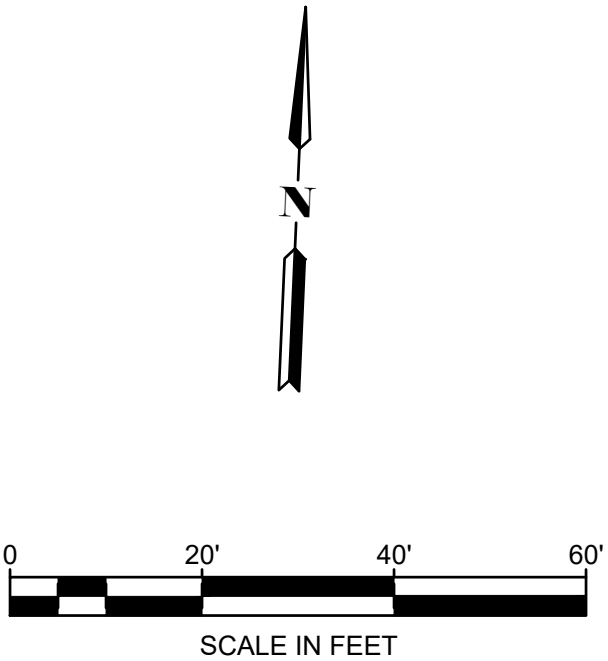
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TP08
SIGNING AND STRIPING PLAN
25 OF 29

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION

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MATCHLINE - SEE SHEET TP08



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PACIFIC AVENUE GREENWAY PHASE 2

CITY OF SPOKANE

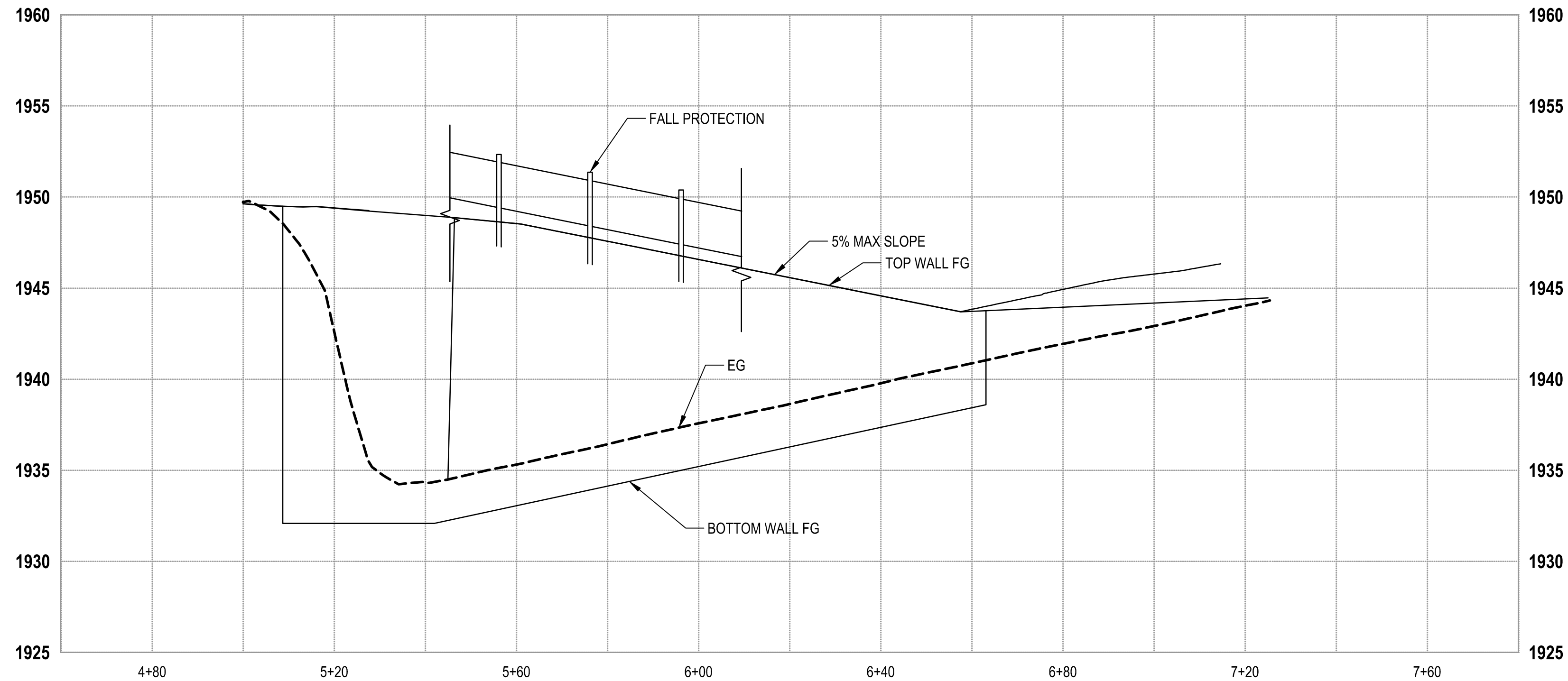
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TP09
SIGNING AND STRIPING PLAN
26 OF 29

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION

AGENDA

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PACIFIC AVENUE GREENWAY PHASE 2

CITY OF SPOKANE

6/18/2025

WL01

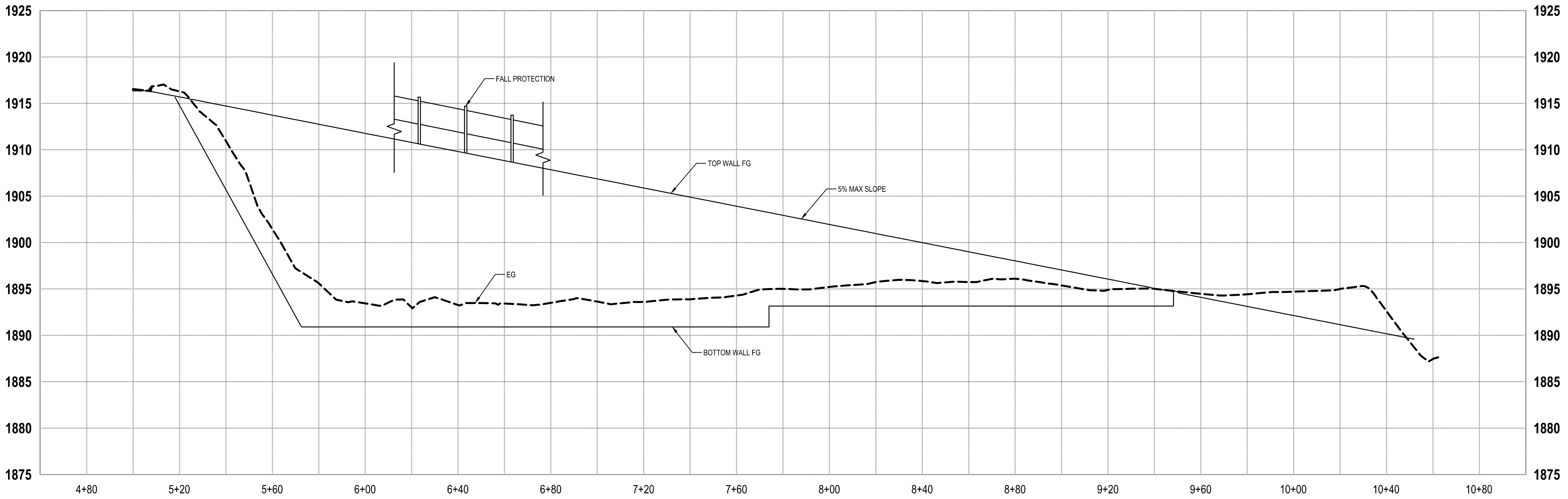
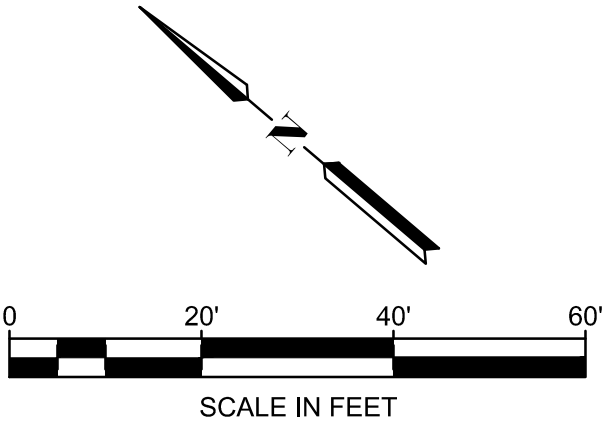
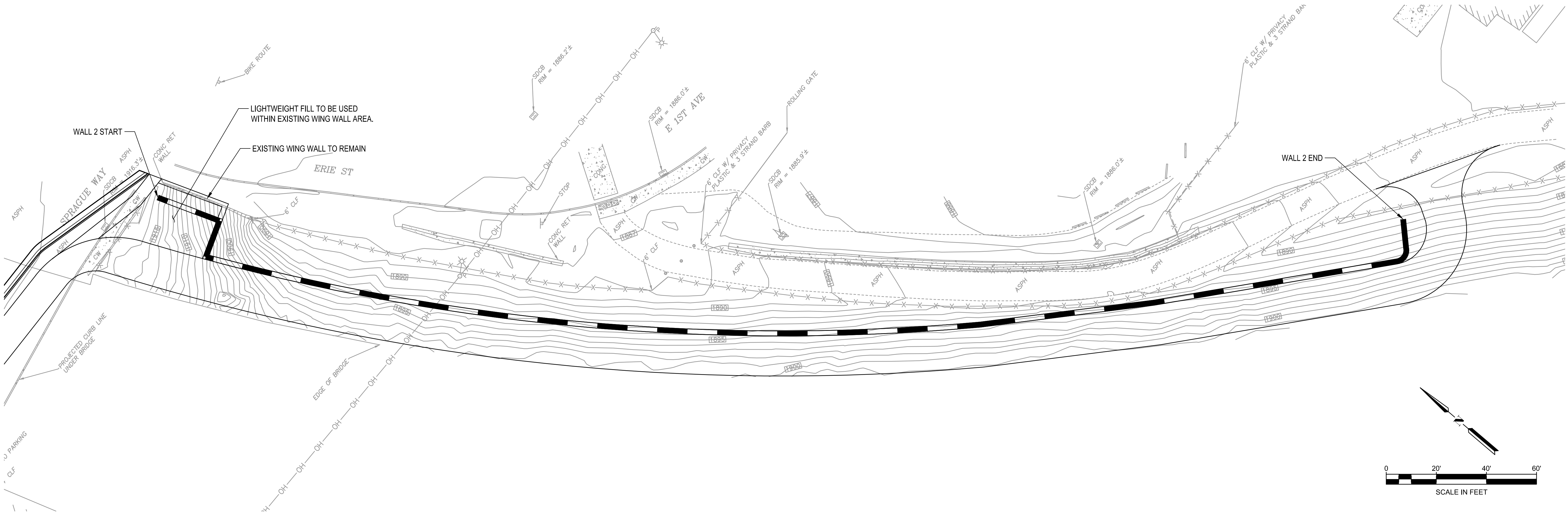
WALL 1 LAYOUT

27 OF 29

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION

AGENDA

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PACIFIC AVENUE GREENWAY PHASE 2

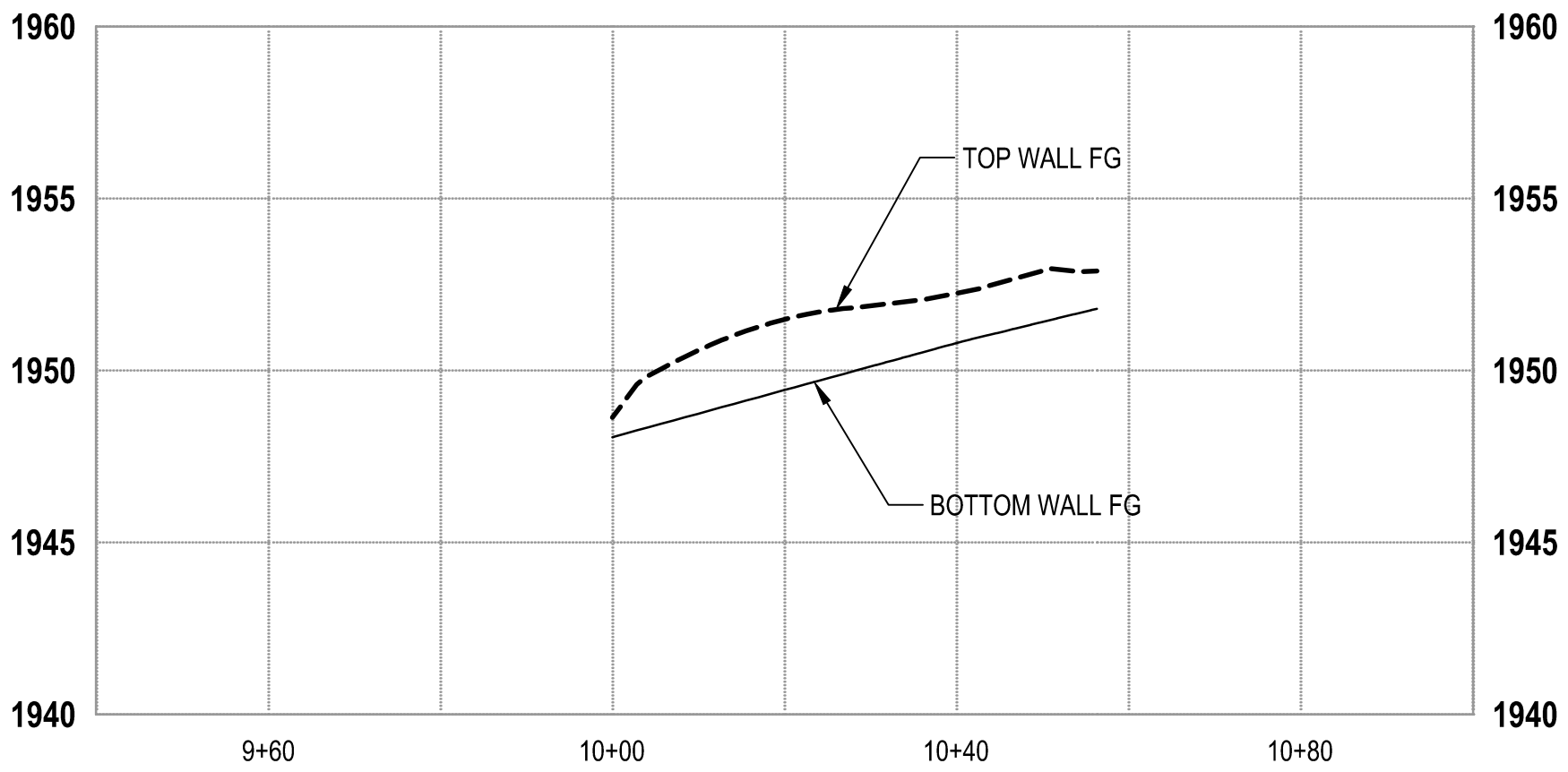
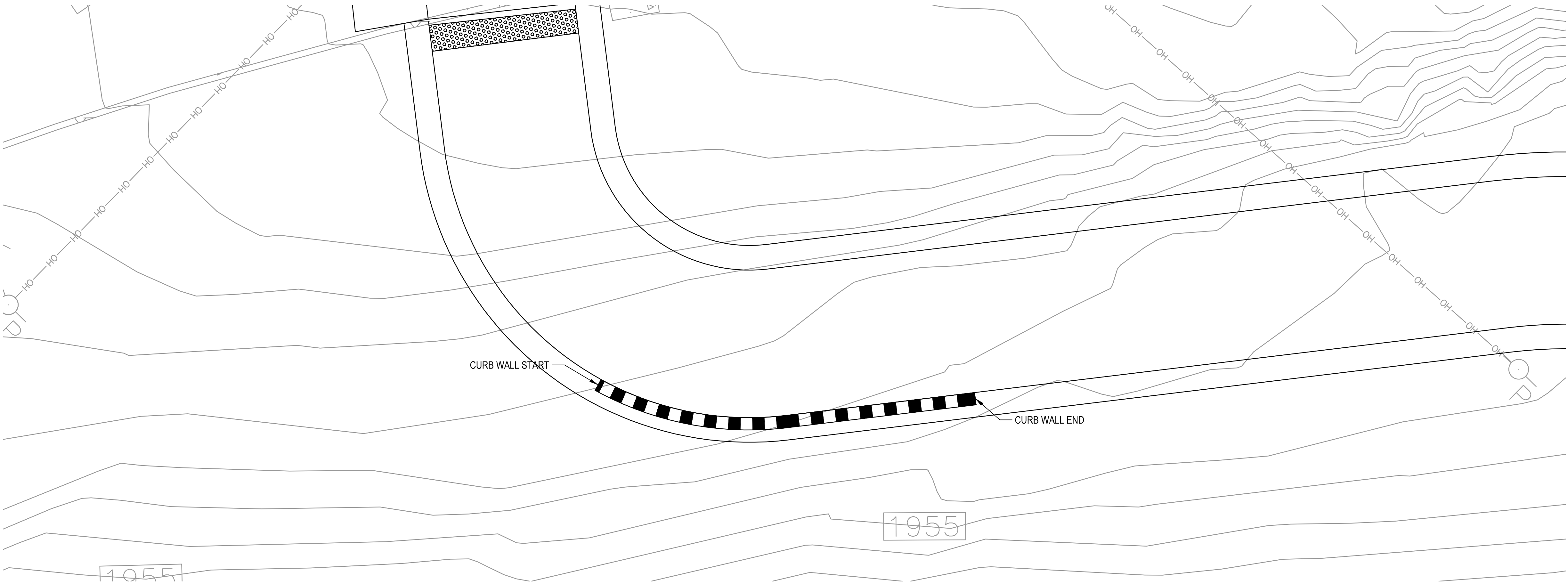
CITY OF SPOKANE

6/18/2025

WL02
WALL 2 LAYOUT
28 OF 29

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION

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PACIFIC AVENUE GREENWAY PHASE 2

CITY OF SPOKANE

6/18/2025

WL03
CURB WALL LAYOUT
29 OF 29

PRELIMINARY CONCEPT - NOT FOR CONSTRUCTION

AGENDA



Jered Sweeney-Demezas <jered.demezas@gmail.com>

Gonzaga ENVS Senior Symposium Project

Madeleine Sweeney-Demezas <mathewsm@gonzaga.edu>

Mon, May 19, 2025 at 12:14 PM

To: Jered Sweeney-Demezas <jered.demezas@gmail.com>

Hi Jered and the BAB,

Please see below for some specific details regarding the Gonzaga University Environmental Studies & Science (ENVS) Senior Symposium for the upcoming academic year (September 2025 - May 2026). We would be excited to partner a student group with the Spokane City Bicycle Advisory Board or similar biking advocacy organization!

Senior undergraduate students in the ENVS department work in small groups (3-4 students) on projects in partnership with community organizations. The goal is that students ultimately produce a product of value based on discussions with the "client", developing and implementing a work plan with deliverables to achieve this product throughout the academic year.

The student groups are composed of a mixture of BS (Environmental Science) and BA (Environmental Studies) students. Generally, the students spend around 5-7 hours per week on the project during the fall semester, and 7-10 hours per week during the spring semester. Past projects range from designing restoration plans for mis-managed lakes, to working on educational material for bike paths or nature walks, to analyzing post-fire forest plots to determine fire resilience and recovery.

During the fall semester, students will write a proposal regarding the project goal and including a "contract" with the community partner with clearly stated deliverables and timeline. We also expect students to organize a regular scheduled meeting with community partners (~monthly, depending on the project) to update you on progress toward deliverables.

Please also see attached a draft syllabus for the fall semester, for further details.

I would be happy to chat further about this, either in person or over the phone. For an idea of timeline, we are aiming to send details about potential projects out to students in mid-August and student groups would likely begin meeting with partners in September.

Best,
Madeleine

MADELEINE MATHEWS | **Gonzaga University** | Assistant Professor, Chemistry & Biochemistry and Environmental Studies & Sciences | P +1 5093133649
(she/her/hers)

**DRAFT ENVS 499 syllabus Fall 2025.docx**

33K

ENVS 499 SENIOR CAPSTONE I

Fall 2025

Dr. Greg Gordon, gordong@gonzaga.edu

Office: College Hall 416 D,

Office Hours: T/R 12:30-2:30 or by appointment. To schedule an in-person or zoom meeting, email me or see: <https://calendly.com/gordong/15min?month=2021-08>

Dr. Madeleine Mathews, mathewsm@gonzaga.edu

Office: Bollier 051

Office Hours:

Overview: This course serves as the preparatory course for ENVS 499 II, in which students have the opportunity to apply their interdisciplinary studies toward solving a community environmental problem. In ENVS 499 I, the focus will be on identifying appropriate projects and community partners (or clients), conducting preliminary research, developing grant and project proposals, and developing a strategic plan. This course will provide students with tangible professional skills and provide a bridge between undergraduate education and the workplace, whether that be in the non-profit, business, or professional sectors.

Learning Outcomes

In this course:

1. Students will develop and hone problem-solving and organizing skills
2. Students will develop an appreciation for the benefits and challenges of collaboration with peers and community partners.
3. Students will have acquired and developed professional skills, such as strategic planning, asset mapping, and community planning.
4. Students will identify and conduct collaborative independent research and provide analyses of complex, real-world problems.
5. Students will have developed skills for future career acquisition (i.e., LinkedIn).
6. By the end of this course, student teams will have developed a work plan and syllabus for ENVS 499 II

Expectations:

We expect students to attend all classes and participate in class activities and discussions. Feel free to seek help from us or other resources should you require it. Shoddy or incomplete work will be returned unmarked. **Proofread** all your work (including emails, posts, etc.)

Course Policies:

Attendance is vital and mandatory. As per the university standards, more than **four** unexcused absences will result in failure for the course. Punctuality is equally important; out of respect for your fellow students and professor, please don't be late to class. **Late students will be marked as absent. Likewise anyone texting during class will be marked as absent.** An excused absence is defined as an event beyond your control, such as an illness or family emergency.

Should such an event arise that would result in an absence, please communicate with instructors as quickly as possible.

All assignments should be double spaced and submitted through Canvas. Assignments should be submitted in an editable format (i.e. Word). Follow the instructions on Canvas! Out of respect for your team members, **late assignments will not be accepted** (except by prior arrangement).

Use of Artificial Intelligence (AI):

Any use of AI is not allowed without prior permission from the instructor. Since a large portion of the class involves developing writing and communication skills, it is particularly important for students to develop these independent of support from AI. Specifically, students may not pass off work done by an AI as their own. Using AI to answer question prompts or to summarize findings of papers is not allowed in this course. A student passing off AI work as their own for an assignment, will result in a zero for the assignment. Repeated events (more than 1) will result in failing the course.

Course Requirements and Assessment

Individual Assignments:

Attendance and participation:

Full attendance is worth 150 points; **each unexcused absence results in a 10 point reduction.**

CCE Hours: Be sure and log your hours (outside of class) that you spend on your project that directly supports your community partner. Ideally this should be a minimum of 10 hours over the semester and include at least 4 meetings with your community partner—specifically one to develop your proposal and one to assess your work plan for the both fall and spring semesters. 50 points

Personal and academic goals:

50 points

LinkedIn Portfolio: Development of a LinkedIn site containing resume, and portfolio of academic and creative work, and community involvement.

150 points

Peer Evaluation Form: This provides instructors information about how groups are working together. Group projects can be graded individually upon request. Group assignments may be modified based on peer student feedback. **SOME POINTS**

Team Assignments:

Weekly Schedule: use MS Planner to designate tasks to group members on a weekly basis; instructors should be added to the Plan

WHY

White Paper: Addressing your research question, develop a research-based white paper (6-8 pages) that draws upon previous work in other communities and how you might apply it to your project. This should be a detailed report informing the reader about the issue of interest, and the research behind different approaches to address the issue. This research background should culminate in the main point of your specific project: the specific issue your client has “hired” you to address and a brief description of how you propose to address it. 175 points.

WHAT

Project Proposal: Based on your research for the white paper, provide a 1-2 page overview of your project addressing the criteria below. (150 points). Project must be approved by course instructor and client.

Project Criteria

1. Achievability. The project should have an appropriate scope and scale so that you can complete it by May 2026. (It can be a stage of an ongoing multi-year project.)
2. Community partner/client. Project should have one committed client that you can meet with on a regular basis and can help guide your project and benefit from your work.
3. Rigor. Project should be of sufficient academic rigor so as to meet the course learning outcomes and equal the time and effort appropriate for an upper division 3 credit course over the course of the academic year. Project should be framed around a particular research question.
4. Project should meet your personal and academic goals
5. Utility. Project outcome should meet a community identified need and help address a particular environmental issue.

The proposal should also include:

-Client Contract: clearly stated deliverables and timeline and communication plan

HOW

Strategic Plan: Development of a strategic plan, including 3 key milestones (dates which you will have product outcomes). This should also include defining individual roles, and a plan for meeting your key milestones. 175 points

See SMART goals:

<https://www.atlassian.com/blog/productivity/how-to-write-smart-goals>

-Using MS Planner, develop a work plan for your project through May 2026.

-Community agreement assignment

Project Draft: Provide an initial draft of your final product for Spring. 100 points

Grading: 1000 points possible.

Letter grade	Percent		Letter grade	Percent
A	93-100		C	73-77
A-	90-92		C-	70-72
B+	89-88		D+	68-69
B	83-87		D	63-67
B-	80-82		D-	62-60
C+	78-79		F	59 or below

Course Schedule

8/27: Course overview and framework; Project overview

8/28: Fill out survey indicating ranked top three choices and justifications.

Reading: Project list

9/3: Group expectations and Community agreements

Assign projects. Work on proposals and community agreements

Choose roles: communications, secretary,

9/5 Due: Assn. One: goals

Community agreement due

9/10: Project proposal

Schedule meeting with client for 17^h or before

9/12 Work Plan

Due: Draft work plan

9/17: Meet with clients?

9/20 Due: Project proposal

9/24: How to research

Go over white paper

10/1: How to research

Go over white paper

10/8: Lit review/abstract due (due after class)

10/15: No class, meet with clients

10/22: TBA

Due: White paper

10/29: Strategic Planning

Reading: “Developing a Strategic Plan” Community Tool Box: <https://ctb.ku.edu/en/table-of-contents/structure/strategic-planning>

11/5 Progress Reports - 5 minute

11/12 Progress Reports – 5 minute

11/19 LinkedIn – Career Center

11/26 Thanksgiving Break

12/1 - Due: LinkedIn portfolio

12/3 Wrap up project draft

12/8 - Due: Project Draft

Useful Websites:

Community Tool Box: <http://ctb.ku.edu/en>

Intertwine Alliance: <http://theintertwine.org/conservation>

<http://greatnorthernlcc.org/>

<http://landscouncil.org/>

www.inlandnwland.org

<http://spokaneriver.net/>

<http://cforjustice.org/riverkeeper/>

<http://www.spokaneriverpartners.com/>

<http://www.chicagowilderness.org/>

<https://static.spokanecity.org/documents/news/stories/2014/05/13/growing-spokane-in-a-smart-way/spokane-county-gma-presentation.pdf>

BRIEFING PAPER: Briefing Paper Title
City of Spokane
Bicycle Advisory Board
7/15/2025

Subject:

Trinity School Street Vacation Request – See attached documents for a description of the project and a map of the area.

Background:

1. The Application
 - a. An application requesting the vacation of a street, alley or other public right-of-way should be filed with the City of Spokane, Development Services Center on the Third Floor of City Hall (see application on back). The Development Services Center may be contacted at (509) 625-6300. The application must be signed by the property owners representing at least 66 2/3% of the frontage bordering the right-of-way to be vacated. However, we recommend that you obtain 100% of the bordering property owners' signatures. When the application is filed, a non-refundable fee of \$400.00 must also be paid to the City of Spokane. The application should explain:
 - i. The area to be vacated
 - ii. The public benefits of the project, and
 - iii. The reasons for the proposed vacation.
2. Proposal Review
 - a. When the application is filed, the Development Services Center will review the vacation proposal and verify ownership. Copies of the application will be sent to all concerned City departments and private utilities requesting comments.
3. Public Hearing
 - a. After all comments are received and reviewed the Spokane City Council will set a date for a public hearing on the vacation request and notify property owners by mail. The applicant will need to post notices on the site of the proposed vacation. Prior to the hearing, the Development Services Center will make a recommendation as to the vacation's feasibility to the City Council. The recommendation will include the specific requirements of the vacation, such as drainage, street closure and necessary easements. The property owner is responsible for paying for the expense of closing the right-of-way. The cost may include removal and replacement of concrete, asphalt, and other items.
4. Payment for Land
 - a. Payment for vacated land falls into two categories: for right-of-way that was dedicated less than 25 years ago, the City of Spokane charges one-half the assessed value; for right-of-way that was dedicated more than 25 years ago, the full assessed value will be charged. The value will be based on the unimproved land value of the adjoining property(s), as determined by the Spokane County Assessor's Office.
5. City Council Action
 - a. If the City Council approves the vacation application at the public hearing, the Development Services Center will submit an ordinance to the Council for approval which outlines the terms and conditions of the vacation. The ordinance may retain easements or the right to grant easements for the construction, repair,

BRIEFING PAPER: Briefing Paper Title
City of Spokane
Bicycle Advisory Board
7/15/2025

and maintenance of public and private utilities and services. When the applicant completes all conditions, final reading of the ordinance will be made. Upon approval of the vacating ordinance a 30-day appeal period is required by law. If there are no objections filed, the ordinance will then be finalized and recorded. The City does not determine ownership of the vacated area. It is determined by the original platting of the right-of-way. Typically this would mean that the property would go one-half to the adjoining properties on each side of the vacated area. This process will take three to six months, possibly more, depending on the circumstances

Timeline/ Further Action:

Make a recommendation to City Council to approve/ not approve the street vacation request.



Joe Anderson, Garco Construction
4114 E Broadway Ave.
Spokane, WA 99202

May 23, 2025

Erik Johnson, City of Spokane
808 W Spokane Falls Blvd.
Spokane, WA 99201

Dear Mr. Johnson,

Trinity Catholic School has grown over the past few years with their new school and gymnasium and continue to grow with a prospective new Educare facility across the street from the school. With this growth, Trinity has expressed interest in a street vacation of North Cedar Street between West Montgomery Avenue and West Carlisle Avenue, which would provide a variety of benefits to the Trinity Campus as a whole.

The layout of the Trinity Campus is currently separated by Cedar with the School on the West side and the Gymnasium on the East which poses daily challenges and student safety concerns when navigating between the two buildings. The St. Anthony Church and the Rectory that make up the remainder of the Trinity Campus are positioned between the two major school buildings. The proposed new Educare facility is positioned to replace the existing Rectory to further expand upon the educational aspect of the Trinity campus.

The proposed use for the Cedar Street vacation is split up into two parts. With limited space on the current School and Gymnasium lots, this vacation would allow for the northern half of Cedar to become an expanded playground space for the students while also completing the pedestrian connection between the school and gymnasium buildings. This connection would establish a more unified campus experience and provide much safer crossing for students and teachers navigating between the campus buildings. The Northern half of the Cedar Vacation also provides drop-off parking areas for the school and proposed Educare facility.

The proposal for the southern half of the Cedar Street vacation is to be converted into a parking area for the school and new Educare facility. The current parking configuration for the school includes a parking lot at the St. Anthony church and on-street parking along Cedar, Montgomery, and Carlisle. Vacating Cedar would provide staff with a more dedicated off-street parking area to help fulfill parking needs. The alley would remain accessible for local traffic and service vehicles with plans to improve a portion of the alley for school traffic exiting the vacated Cedar parking and drop-off area. New street

BUILDING EXCELLENCE SINCE 1978

 509.535.4688  [GARCO.COM](https://www.garco.com)

4114 E Broadway Ave., Spokane, WA 99202 | PO Box 2946, Spokane, WA 99220



AGENDA

landscaping improvements are also proposed along Montgomery at the parking lot entrance and along Carlisle where Cedar would be vacated.

While the Cedar Street vacation poses an opportunity for the Trinity Campus to be unified and create a safer environment for students and teachers, there are also factors involved that limit the impact of the street vacation. St. Anthony Catholic Parish currently owns 75% of lots adjacent to Cedar Street at the proposed vacation with a single residential lot occupying the remaining 25% with a Montgomery Avenue address. Access to surrounding houses would be kept intact both from their respective street addresses and from the alley. According to City of Spokane GIS mapping, there are no public utilities running through the proposed vacated section of street except for a sewer under the alley which will remain accessible and intact.

Cedar Street also has an existing unique connection to Northwest Boulevard, one block to the South. There is no standard street connection for Cedar but rather a curb cut into a parking area for a local business which also excludes any street signage or traffic control signage (Exhibit 1). Entering or exiting Cedar from Northwest Boulevard does not appear to be a primary route of travel in and out of the residential neighborhood. While some local residents may use this access point, it's clearly a non-standard intersection whereas nearby roads such as Walnut Street, Montgomery Avenue, Mansfield Avenue, and Adams Street provide standard and controlled street connections with more continuous access to residential lots to the North from the Northwest Boulevard arterial (Exhibits 2,3,4). Those residents that may use the Cedar Street connection at Northwest Boulevard are more likely to be those South of the Trinity Campus and would be mostly unaffected by the street vacation.

In consideration for vacating the section of North Cedar Street between West Montgomery Avenue and West Carlisle Avenue, there is a great opportunity to improve the safety and connectivity for students and staff at the Trinity Catholic School Campus and allow for future growth to further establish a healthy learning environment. There appears to be minimal impact on the surrounding community as all other property owners in proximity retain their street and alley access while some also benefit from improvements to their alley access. There are no impacted utilities and the unique connection to the Northwest Boulevard arterial is laid out in a way where traffic likely opts to use other, more prominent collector streets for residential access to the North side of the Trinity Campus. For these reasons, it is believed there are ample benefits with little to no negative impact on the surrounding community.

Sincerely,

Joe Anderson

Joe Anderson, Garco Construction

Supplemental Exhibits:



Exhibit 1: Northwest Boulevard at Cedar Street



Exhibit 2: Northwest Boulevard at Walnut and Montgomery

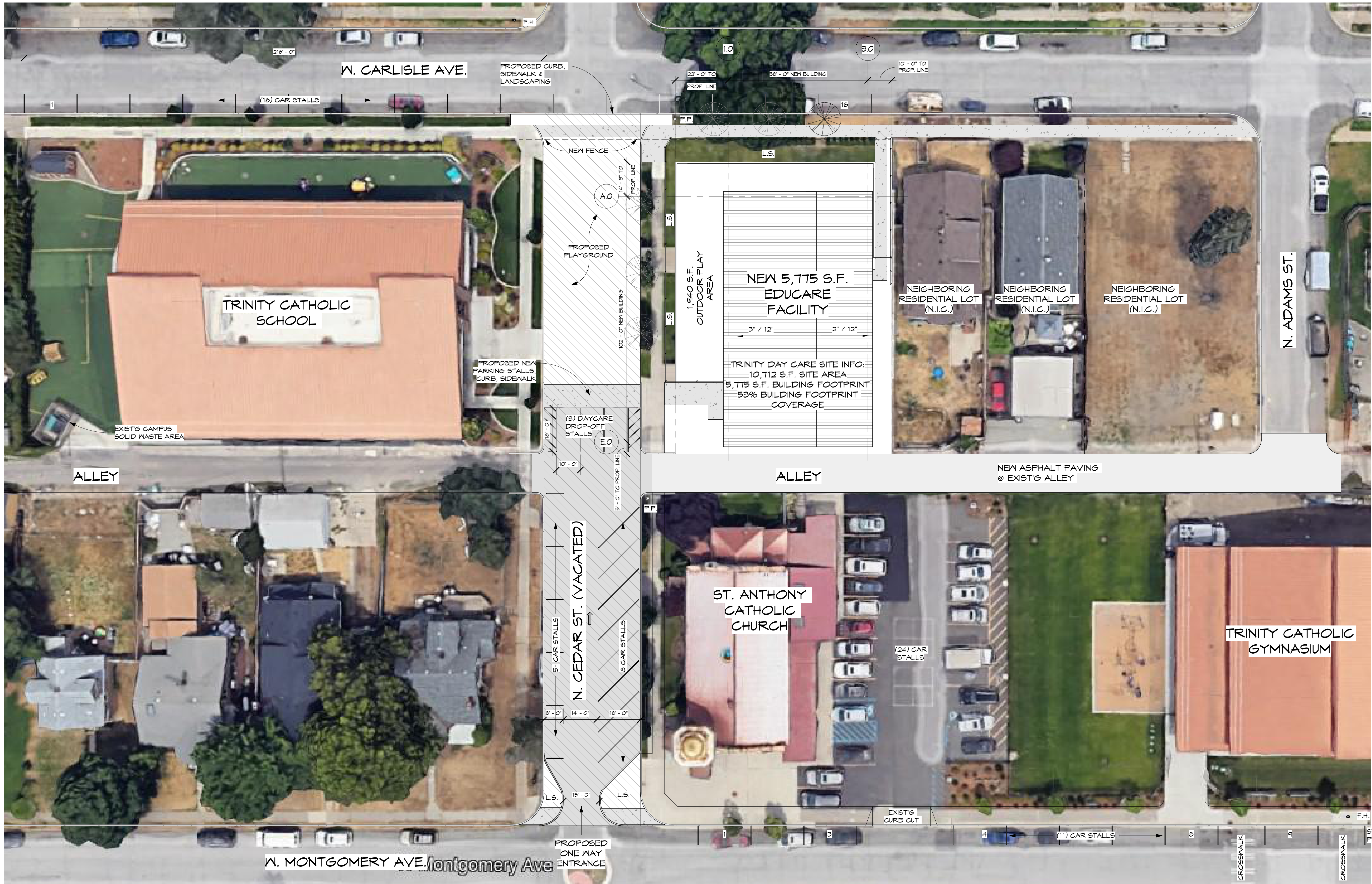


Exhibit 3: Northwest Boulevard at Mansfield



Exhibit 4: Northwest Boulevard at Adams

L:\ACAD RVT\Trinity Catholic School\4 - 2023 Rectory Remodel\0 - Revit\0 - Proposal Model\Trinity Catholic School Daycare - Proposal Model 1-1.rvt



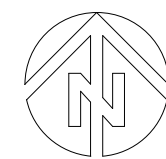
TRINITY CAMPUS AREAS:
SCHOOL SITE: 23,910 S.F.
GYMNASIUM SITE: 41,236 S.F.
EDUCARE SITE: 10,800 S.F.

TOTAL LAND AREA: 75,946 S.F.

TRINITY BUILDING AREAS:
SCHOOL: 22,926 S.F.
GYMNASIUM: 9,322 S.F.
CHURCH: 6,670 S.F.
EDUCARE: 5,775 S.F.

TOTAL BUILDING FOOTPRINT AREA: 44,693 S.F.

BUILDING COVERAGE PERCENTAGE:
ALLOWED: 65%
ACTUAL: 59%



Trinity Campus Site Plan

1" = 20'-0"

TRINITY SCHOOL PARKING SPACES:
CLASSROOM REQUIREMENTS:
10 CLASSROOMS X ONE STALL / CLASSROOM = 10 SPACES

EDUCARE REQUIREMENTS:
1,808 S.F. EDUCARE AREA = 1 STALL / 500 S.F. = 4 SPACES

TOTAL SPACES REQUIRED: 14 SPACES
TOTAL SPACES PROVIDED: 16 SPACES (CARLISLE ST.)

PARISH, PLAYGROUND, & GYM CAMPUS PARKING SPACES:
PARISH PARKING REQUIREMENTS:
1,976 S.F. PARISH = 1 STALL PER 100 S.F. = 20 SPACES

GYM PARKING REQUIREMENTS:
6,889 GYM AREA / 330 S.F. PER STALL = 21 SPACES

TOTAL SPACES REQUIRED = 21 SPACES
PARISH AND GYM PARKING SHARED (BUILDINGS NOT USED AT SAME TIME)

TOTAL PAVED PARKING SPACES PROVIDED = 24 SPACES (PARISH)
STREET PARKING PROVIDED (MONTGOMERY) = 11 PARALLEL STALLS
TOTAL PARKING PROVIDED = 35 SPACES

NEW EDUCARE FACILITY (2025) PARKING SPACES:
DAYCARE = ONE STALL PER 500 S.F. (5,775/500) = 12 SPACES
(VACATED CEDAR ST) TOTAL SPACES PROVIDED = 16 SPACES

CAMPUS PARKING REQUIRED: 47 SPACES

CAMPUS PARKING PROVIDED: 67 SPACES

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PROPOSAL - NOT FOR CONSTRUCTION

SHEET TITLE: Trinity Campus Site Plan
PROJECT: TRINITY EDUCARE
2320 N. CEDAR ST
SPOKANE, WA 99205

GARCO CONSTRUCTION
SPOKANE, WASHINGTON EAST 4114 BROADWAY
99202 (509) 535-4688

DRAWN BY: J.L.A. CHECKED BY: --
ARCHITECT/ENGINEER: Jason McDonald
DATE: May 23, 2025 JOB NUMBER: Prop 1-0

REVISIONS:

STAMP:



**Right-of-way Description:
Cedar Street between Carlisle and
Montgomery EXCEPT the portion
of the extended alley through that block**

Legend

 Vacation Area

THIS IS NOT A LEGAL DOCUMENT.
The information shown on this map is compiled
from various sources and is subject to constant
revision. Information shown on this map should
not be used to determine the location of facilities
in relationship to property lines, section lines,
streets, etc.

BRIEFING PAPER: Briefing Paper Title
City of Spokane
Bicycle Advisory Board
7/15/2025

Subject:

Gonzaga Prep Alley Vacation – See attached documents for a description of the project and/or a map of the area.

Background:

1. The Application
 - a. An application requesting the vacation of a street, alley or other public right-of-way should be filed with the City of Spokane, Development Services Center on the Third Floor of City Hall (see application on back). The Development Services Center may be contacted at (509) 625-6300. The application must be signed by the property owners representing at least 66 2/3% of the frontage bordering the right-of-way to be vacated. However, we recommend that you obtain 100% of the bordering property owners' signatures. When the application is filed, a non-refundable fee of \$400.00 must also be paid to the City of Spokane. The application should explain:
 - i. The area to be vacated
 - ii. The public benefits of the project, and
 - iii. The reasons for the proposed vacation.
2. Proposal Review
 - a. When the application is filed, the Development Services Center will review the vacation proposal and verify ownership. Copies of the application will be sent to all concerned City departments and private utilities requesting comments.
3. Public Hearing
 - a. After all comments are received and reviewed the Spokane City Council will set a date for a public hearing on the vacation request and notify property owners by mail. The applicant will need to post notices on the site of the proposed vacation. Prior to the hearing, the Development Services Center will make a recommendation as to the vacation's feasibility to the City Council. The recommendation will include the specific requirements of the vacation, such as drainage, street closure and necessary easements. The property owner is responsible for paying for the expense of closing the right-of-way. The cost may include removal and replacement of concrete, asphalt, and other items.
4. Payment for Land
 - a. Payment for vacated land falls into two categories: for right-of-way that was dedicated less than 25 years ago, the City of Spokane charges one-half the assessed value; for right-of-way that was dedicated more than 25 years ago, the full assessed value will be charged. The value will be based on the unimproved land value of the adjoining property(s), as determined by the Spokane County Assessor's Office.
5. City Council Action
 - a. If the City Council approves the vacation application at the public hearing, the Development Services Center will submit an ordinance to the Council for approval which outlines the terms and conditions of the vacation. The ordinance may retain easements or the right to grant easements for the construction, repair,

BRIEFING PAPER: Briefing Paper Title
City of Spokane
Bicycle Advisory Board
7/15/2025

and maintenance of public and private utilities and services. When the applicant completes all conditions, final reading of the ordinance will be made. Upon approval of the vacating ordinance a 30-day appeal period is required by law. If there are no objections filed, the ordinance will then be finalized and recorded. The City does not determine ownership of the vacated area. It is determined by the original platting of the right-of-way. Typically this would mean that the property would go one-half to the adjoining properties on each side of the vacated area. This process will take three to six months, possibly more, depending on the circumstances

Timeline/ Further Action:

Make a recommendation to City Council to approve/ not approve the street vacation request.



Right-of-way Description:
That portion of the alley between Columbus
and Nevada, from Euclid to the center of
Cleveland Ave

Legend

 Proposed Vacation

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revision. Information shown on this map should
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streets, etc.