



Spokane Plan Commission Agenda

June 28, 2017

2:00 PM to 5:00 PM

City Council Briefing Center

808 W. Spokane Falls Blvd., Spokane WA 99201

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Public Comment Period:

3 minutes each Citizens are invited to address the Plan Commission on any topic not on the agenda

Commission Briefing Session:

- | | | |
|-------------|---|---------------|
| 2:00 - 2:20 | 1) Approve June 14, 2017 meeting minutes | |
| | 2) City Council Report | Lori Kinnear |
| | 3) Community Assembly Liaison Reports | Greg Francis |
| | 3) President Report | Dennis Dellwo |
| | • Findings & Conclusions from 17G Code Amendment Hearing | |
| | • Findings & Conclusions from Existing Neighborhood Commercial Structures Hearing | |
| | 4) Transportation Subcommittee Report | John Dietzman |
| | 5) Secretary Report | Lisa Key |

Workshops:

- | | | |
|-------------|--|------------------------------|
| 2:20 – 3:05 | 1) MFTE Process Summary and Recommendations | John Dietzman & Chris Batten |
| 3:05 – 3:45 | 2) Chief Garry Park Neighborhood Action Plan | JoAnne Wright |

Adjournment:

Next Plan Commission meeting will be on July 12, 2017 at 2:00 pm

The password for City of Spokane Guest Wireless access has been changed:

Username: **COS Guest**

Password: **9g6TiUy\$**

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Spokane Plan Commission

June 14, 2017

Meeting Minutes: Meeting called to order at 2:01 pm

Workshop Attendance:

- Board Members Present: Dennis Dellwo, Todd Beyreuther, John Dietzman, Christopher Batten, Christy Jeffers, Patricia Kienholz, Michael Baker, Greg Francis; Community Assembly Liaison, Jacob Brooks, FJ Dullanty
- Board Not Members Present: Lori Kinnear; Council Liaison
- Staff Members Present: Lisa Key, Amanda Winchell, Julie Neff, James Richman, Tirrell Black, Shauna Harshman, Amy Mullerleile, Nathan Gwinn

Public Comment:

- None

Briefing Session:

1. The April 26, 2017 meeting minutes approved unanimously.
2. Community Assembly Liaison Report- Greg Francis
 - Planning Department presented the existing neighborhood commercial structures and parklet update at the June Community Assembly meeting
3. City Council Liaison Report-Lori Kinnear
 - Demolition ordinance update should have a draft available next week with a timeline for completion, stakeholder meeting will be held in July and September.
 - Lori Kinnear will be working with the Planning Department to engage the public and to schedule hearing workshops with the Plan Commission on the moratorium on Demolition in Browne's addition while they are working with Historic Preservation to establish an Historic District.
4. Secretary Report-Lisa Key
 - Julie Neff's retirement party will be held on June 15th at O'Doherty's at 6pm.
 - Jo Anne Wright is also retiring from the Planning Department; her last day with the city will be held on July 15th. Her retirement party will be held on July 12 from 4-6pm in the Chase Gallery at City Hall.
 - The Comprehensive Plan Update hearing will be before Council on Monday, June 19th.
 - EWU and WSDOT are kicking off the place making community connection on the North South Corridor on June 29th at the Spokane Community College in the Lair's Sasquatch Room at 5:30pm.
 - A combined Housing Quality and Infill Task Force All-Convene meeting will be held on June 30th from 10:30-12:30 at the Downtown Public Library.
 - No Plan Commission hearings are scheduled on June 28th.
 - The Parklets Ordinance hearing is scheduled for the Plan Commission meeting on July 12th.
 - Joint Plan Commission & Council Study session will be held on Thursday, July 13 at 3:30 pm.
 - City Council Chambers will be under construction for the months of July and August.
5. Transportation Subcommittee Report - John Dietzman
 - A citizens advisory board has been formed to advise on the impact fee ordinance update.
 - The next Transportation Subcommittee meeting will be held on July 11th.
6. Commission President Report-Dennis Dellwo
 - Discussed the Priest Lake APA Retreat.

Workshops:

1. Sign Code-Amy Mullerleile
 - Presentation and overview given
 - Questions asked and answered
 - Discussion ensued

2. DRB Process Update-Julie Neff

- Presentation and overview given
- Questions asked and answered
- Discussion ensued

Hearing

1. 17G Code (comp plan amendment process revisions)-Tirrell Black

- Presentation and overview given
- Questions asked and answered
- Discussion ensued

Public Comment:

Dwight Hume spoke in opposition of the amendments to 17G Code.

Jim Frank spoke in opposition of the amendments to 17G Code.

Todd Beyreuther made a motion to recommend to the City Council to approve the proposed amendments to the Unified Development Code. The proposal amends Spokane Municipal Code Title 17C Land Use Standards, by making revisions to Chapter 17C.370, Existing Neighborhood Commercial Structures in Residential Zones. Motion seconded by Michael Baker.

Discussion ensued.

Christy Jeffers excused herself from meeting.

FJ Dullanty called the question. Motion approved unanimously.

By a vote of 6 to 2, the Plan Commission voted against recommending approval of the proposal to add the threshold review process to the City's annual Comprehensive Plan Amendment process.

Todd Beyreuther made a motion to approve the Conclusions as follows:

With regard to the Proposed Text Amendment to Spokane Municipal Code Chapter 17G.020, Comprehensive Plan Amendment Procedure; 17G.025, Text Amendments to the Unified Development Code, and; Section 08.02.069, Comprehensive Plan and Land Use Code Amendments, based on the foregoing findings, public comments and testimony heard on the proposed amendment, and discussion during deliberations, the Plan commission concluded that:

- A. The proposed amendments are not consistent with applicable goals and policies of the City's Comprehensive Plan
- B. The proposed amendments do not bear a substantial relation to public health, safety, welfare, and protection of the environment.

Motion seconded by FJ Dullanty. Motion passes. (6/2)

2. Existing Neighborhood Commercial Structures: Res. Zones Expansion-Nathan Gwinn

- Presentation and overview given
- Questions asked and answered
- Discussion ensued

Public Comment:

Shawn Thompson Duffy spoke in favor of the Existing Neighborhood Commercial Structures: Residential Zones Expansion.

George Thompsen spoke in favor of the Existing Neighborhood Commercial Structures: Residential Zones Expansion.

Todd Beyreuther made a motion to recommend to the City Council to approve the proposed amendments to the Unified Development Code. The proposal amends Spokane Municipal Code Title 17C Land Use Standards, by making revisions to Chapter 17C.370, Existing Neighborhood Commercial Structures in Residential Zones. Motion seconded by Michael Baker.

Discussion Ensued.

Todd Beyruether made a motion to amend 17C..370.020 to strike the words "and located on a parcel with frontage on an arterial as identified on the City's official Arterial Street Map." Motion seconded by Patricia Keinholz. Motion Passes unanimously.

Todd Beyruether made a motion to strike paragraph 17C.370.030. Motion seconded by Patricia Kienholz. Motion passes unanimously.

Todd Beyruether made a motion to make an Amendment to 17C.370.030(A)(1) to consolidate the application process changes. Motion seconded by Patricia Kienholz. Motion passes unanimously.

Todd Beyruether made a motion to make an amendment 17C.370.030(F)(4) to remove the application process references and clarify that any structural expansion is limited by the current application development standards. Motion seconded by Patricia Kienholz. Motion passes unanimously.

Todd Beyruether made a motion to make an amendment to 17C.370.030(F)(5) to remove reference to the parking standards of the neighborhood retail zone. Also, reinstate the exception that subtracts the first five parking spaces. Motion seconded by FJ Dullanty. Motion passes unanimously.

Todd Beyreuther made a motion to approve the conclusions as follows:

- A. Proposed changes to regulations WILL extend potential benefits from renewed maintenance and investment to older, neighborhood-scale buildings and their rurrundings in areas of the city outside of the West Central neighborhood.
- B. The provisions of the Development Code, including the exception to the minimum parking requirement under SMC 17C.370.030(F)(5), which subtracts the first five parking spaces, DO appropriately balance the concerns expressed in the written comments received regarding parking impacts.
- C. With regard as to whether the proposed amendments meet the approval criteria of SMC 17C.025.010(F) for text amendments to the Development Code, the Plan Comission makes the following findings:
 1. The proposed amendments ARE consistent and applicable goals and policies of the City's Comprehensive Plan.
 2. The proposed amendments DO bear a substantial relation to public health, safety, welfare and protection of the environment

Motion seconded by FJ Dullany.

By a vote of 8 to 0, the Plan Commission recommends to the City Countil the APPROVAL of the proposed amendments to the Unified Development Code, with changes as deliberated.

Meeting Adjourned at 6:06P.M.

DRAFT

Spokane City Plan Commission
Findings of Fact, Conclusions, and Recommendation
Proposed Text Amendment to Spokane Municipal Code Chapter 17G.020,
Comprehensive Plan Amendment Procedure; 17G.025, Text Amendments to the
Unified Development Code, and; Section 08.02.069, Comprehensive Plan and
Land Use Code Amendments

A recommendation from the City Plan Commission to the City Council to DENY proposed amendments to the Spokane Municipal Code. These proposed changes would amend the procedures for annual Comprehensive Plan Amendments processing as well as amend the procedures for private-applications to amend the Unified Development Code. This proposal would add a threshold determination or a "docketing" step; SMC Chapters 17G.020 and 17G.025 currently govern these procedure. Proposed new sections 17G.020.025 and 17G.020.026 describe the proposed threshold procedure and threshold decision criteria.

Findings of Fact:

- A.** Pursuant to RCW 36.70A.130, the Growth Management Act ("GMA") authorizes the City to consider annual amendments to its Comprehensive Plan, but GMA generally does not require the City to approve any particular amendment(s). Absent a statutory provision mandating that the City approve a certain amendment, the decision whether or not to approve a particular amendment is within the City Council's legislative discretion.
- B.** Pursuant to GMA's authorization, the City has established an annual process for accepting and reviewing applications to amend the City's Comprehensive Plan. That process is codified in Chapter 17G.020 of the Spokane Municipal Code ("SMC").
- C.** The stated purpose of the proposed amendment was to add efficiencies to the City's annual Comprehensive Plan amendment process by establishing a threshold review process that would be used to determine which amendment proposals will be included in the City's annual Comprehensive Plan Amendment Work Program. The threshold review process proposed to add efficiencies to the City's annual amendment process by identifying amendment proposals which may be more appropriately addressed as part of other ongoing work programs, or included in the City's next periodic update. The proposed threshold review process also sought to more efficiently handle the work load for Plan Commission and the City Council, as well as staff. The proposed early threshold review was also intended to benefit applicants who, without early feedback, may spend considerable time and resources on proposed amendments.
- D.** The proposed threshold review process has been adopted in many local jurisdictions around the State and is consistent with the GMA.
- E.** The Community Assembly received a presentation on this proposal at their meeting of May 4, 2017.
- F.** The Spokane City Plan Commission held a workshop to study the proposed amendment on January 25, March 22, April 26, and May 10, 2017.

- G.** On April 26, 2017, the City notified the Washington State Department of Commerce of its intent to adopt the proposed threshold review process. The City received an acknowledgement letter from the Department of Commerce on April 26, 2017.
- H.** Notice of these proposed amendments to SMC and announcement of the Plan Commission's June 14, 2017 hearing was published in the Spokesman Review on May 31, 2017 and June 7, 2017.
- I.** This proposed change is a categorically exempt from State Environmental Policy Act (SEPA) as procedural action as described in WAC 197-11-800(19).
- J.** The City Plan Commission held a public hearing on June 14, 2017 to obtain public comments on the proposed amendments; deliberations followed.

Public Comment:

- A.** The Plan Commission received one written comment in opposition to the proposed amendment, dated June 14, 2017, from Dwight Hume. His letter expressed concerns regarding the use of public hearings during the docketing process to allow public comment on whether or not the application "qualifies for consideration; and, the potential of Plan Commission and/or City Council to direct the action for consideration to another Planning process, which is an unreliable option due to staffing and budget considerations. He states that the applicant has a right to "due process". His letter also indicated that if it was a matter of excessive staff time, the provision of hourly rates for extraordinary staff time in the City's fee schedule should be assessed, but it would need to be assessed both against the applicant and the neighborhood or other opposition groups.
- B.** At their hearing on June 14, 2017, the Plan Commission heard testimony from two individuals, Dwight Hume and Jim Frank, in opposition to the proposed amendment. Dwight Hume's testimony reiterated the points in his letter (described in paragraph A, above). Jim Frank also testified, stating that last year's Comprehensive Plan amendment in the North Indian Trails neighborhood would not have been considered unreasonable by any rational person based upon the language in the Comprehensive Plan. He indicated that the neighborhood doesn't like the Comprehensive Plan because it is a suburban neighborhood and we are trying to impose an urban plan on a suburban neighborhood. He further stated that the proposed amendment would throw cold water on investment in the City, and that the amendment was ill-conceived.
- C.** No other testimony was heard.

Discussion:

During deliberations on June 14, 2017, the Plan Commission considered the proposed text amendment using the criteria set forth in SMC 17G.025.010. The Plan Commission indicated in deliberations that they did not believe that the proposal would encourage business investment or promote a good business climate in the City. Instead, the Plan Commission found that the current process (i) provides greater opportunity for public notice and participation for all applications received by the City; (ii) provides a more equitable process that meets the needs

of the entire community, including the applicants; and (iii) provides a meaningful opportunity for applicants to make adjustments to otherwise objectionable applications based on feedback received from staff, the public, the Plan Commission, and ultimately the City Council during the longer process.

The Plan Commission also indicated that they not believe that the proposed amendments would result in significant improvements in the efficiencies of managing Plan Commission, City Council, and/or staff workloads and suggested that there are better ways to address work load and resource concerns, including increased application processing fees. The Plan Commission indicated that they support providing all applicants with more process than is envisioned by the proposed threshold review process.

Conclusions:

With regard to the Proposed Text Amendment to Spokane Municipal Code Chapter 17G.020, Comprehensive Plan Amendment Procedure; 17G.025, Text Amendments to the Unified Development Code, and; Section 08.02.069, Comprehensive Plan and Land Use Code Amendments , based on the foregoing findings, public comments and testimony heard on the proposed amendment, and discussion during deliberations, the Plan Commission concluded that:

- A.** The proposed amendments are not consistent the applicable goals and policies of the City's Comprehensive Plan.
- B.** The proposed amendments do not bear a substantial relation to public health, safety, welfare, and protection of the environment.

Recommendation:

By a vote of **6 to 2**, the Plan Commission voted against recommending approval of the proposal to add the threshold review process to the City's annual Comprehensive Plan Amendment process.

**Dennis Dellwo, President
Spokane Plan Commission
June 28, 2017**

Spokane City Plan Commission
Findings of Fact, Conclusions, and Recommendation
Proposed Text Amendment to Spokane Municipal Code Chapter 17C.370, Existing
Neighborhood Commercial Structures in Residential Zones

A recommendation from the City Plan Commission to the City Council to APPROVE proposed amendments to the Unified Development Code. The proposal amends Spokane Municipal Code (SMC) Title 17C Land Use Standards, by making revisions to Chapter 17C.370, Existing Neighborhood Commercial Structures in Residential Zones.

Findings of Fact:

- A.** The City of Spokane's Comprehensive Plan acknowledges the desirability of neighborhood businesses that provide nearby residents with access to goods and services. The Plan also recognizes that, if sized appropriately, the transportation and parking impacts of neighborhood businesses may be minimized.
- B.** City of Spokane Comprehensive Plan, Urban Design and Historic Preservation Chapter, Goal DP4, Preservation states: *Preserve and protect Spokane's significant historic structures, neighborhoods, and sites.* Policy DP 4.8 Zoning Provisions and Building Regulations states: *Utilize the existing and develop new zoning provisions, building regulations, and design standards that are appropriate for historic properties, sites, districts, and neighborhoods.*
- C.** City of Spokane Comprehensive Plan, Economic Development Chapter, Goal ED7, Regulatory Environment and Tax Structure states: *Create a regulatory environment and tax structure that encourage investment, nurture economic activity, and promote a good business climate.* Policy ED 7.6, Development Standards and Permitting Process states: *Periodically evaluate and improve the City of Spokane's development standards and permitting process to ensure that they are equitable, cost-effective, timely, and meet community needs and goals.*
- D.** City of Spokane Comprehensive Plan, Transportation Chapter, Goal TR2, Transportation Options states: *Provide a variety of transportation options, including walking, bicycling, taking the bus, car pooling, and driving private automobiles, to ensure that all citizens have viable travel options and reduce dependency on automobiles.* Policy TR 2.4, Parking Requirements states: *Develop and maintain parking requirements for vehicles that adequately meet the demand for parking yet discourages dependence on driving.*
- E.** City of Spokane Comprehensive Plan, Transportation Chapter, Goal TR5, Neighborhood Protection states: *Protect neighborhoods from the impacts of the transportation system, including the impacts of increased and faster moving traffic.* Policy TR 5.7, Neighborhood Parking states: *Preserve neighborhood on-street parking for neighborhood residents.*
- F.** In 2012, the City adopted chapter 17C.370 SMC, which allows existing neighborhood commercial structures located within a residential zone to be reused for low-impact

neighborhood scale and neighborhood serving businesses. The provisions of chapter 17C.370 SMC are limited to the West Central neighborhood.

- G.** Since its adoption, the City has not received any applications for a change of use under chapter 17C.370 SMC. The City has received interest, however, in expanding application of the chapter to the rest of the City's residential areas.
- H.** Public open houses were held May 4, and May 9, 2017, at West Central and East Central community centers, seeking public feedback on the proposal to amend chapter 17C.370 SMC to extend its application beyond the West Central neighborhood to the rest of the City's residential areas. The City provided notice of the open house meetings by advertising on its website and via email notice to neighborhood councils and interested parties. In addition, approximately 2,000 post cards were mailed to property owners, property tax payers, business owners, and residents of real property located within 400 feet of known structures that may be eligible for a change in use under chapter 17C.370 if amended.
- I.** Several written public comments received during and following the open houses included various concerns about potential on-street parking impacts to neighbors of existing neighborhood commercial structures in residential zones.
- J.** On May 10, 2017, the Spokane City Plan Commission held a workshop to study the proposed amendment to chapter 17C.370 SMC.
- K.** On May 12, 2017, pursuant to RCW 36.70A.106, the City notified the Washington State Department of Commerce of its intent to adopt proposed changes to chapter 17C.370 SMC. On May 16, 2017, the City received an acknowledgement letter from the Department of Commerce.
- L.** On May 31, 2017, the City caused Notice of the proposed amendments to SMC chapter 17C.370 and announcement of the Plan Commission's June 14, 2017 hearing to be published in the Spokesman Review.
- M.** On May 31, 2017, the responsible official issued a State Environmental Policy Act (SEPA) Checklist and Determination of Non-Significance for the proposed amendments to SMC chapter 17C.370. The public comment period for the SEPA determination ended on June 14, 2017.
- N.** On June 14, 2017, the City Plan Commission held a public hearing on the proposed amendments; deliberations followed.
- O.** During deliberations, the Plan Commission considered the proposed text amendment using the criteria set forth in SMC 17G.025.010.
- P.** The following modifications to the proposed text amendment were considered by the Plan Commission at its hearing on June 14, 2017:
 - 1. 17C.370.030 (A)(1) - Consolidate application process changes in this paragraph.
 - 2. 17C.370.030(F)(4) - Remove application process references and clarify that any structural expansion is limited by the current applicable development standards.

3. 17C.370.030(F)(5) - Remove reference to the parking standards of the Neighborhood Retail zone. Also, reinstate the exception that subtracts the first five parking spaces. This returns back to the original adopted language.
4. 17C.370.020: strike “and located on a parcel with frontage on an arterial as identified on the City’s official Arterial Street Map.
5. 17C.370.030: strike paragraph (F)(2)

Q. The Plan Commission incorporated the following revisions to the proposed language of the text amendment in its recommendation to City Council, during deliberations at the June 14, 2017 hearing:

1. 17C.370.020: strike “and located on a parcel with frontage on an arterial as identified on the City’s official Arterial Street Map.
2. 17C.370.030: strike paragraph (F)(2)
3. 17C.370.030(F)(5) - Remove reference to the parking standards of the Neighborhood Retail zone. Also, reinstate the exception that subtracts the first five parking spaces. This returns back to the original adopted language.
4. 17C.370.020: strike “and located on a parcel with frontage on an arterial as identified on the City’s official Arterial Street Map.
5. 17C.370.030(F)(5) - Remove reference to the parking standards of the Neighborhood Retail zone. Also, reinstate the exception that subtracts the first five parking spaces. This returns back to the original adopted language.

Public Comment:

- A.** Sixteen written comments were received regarding the proposed amendments, 10 in favor, 4 neutral, and two in opposition.
- B.** During the hearing on June 14, the Plan Commission heard testimony from 3 individuals: Shaun Thompson Duffy, Ryan Kelly, and George Thomsen; all expressed support for the proposed amendments.
- C.** No other testimony was heard.

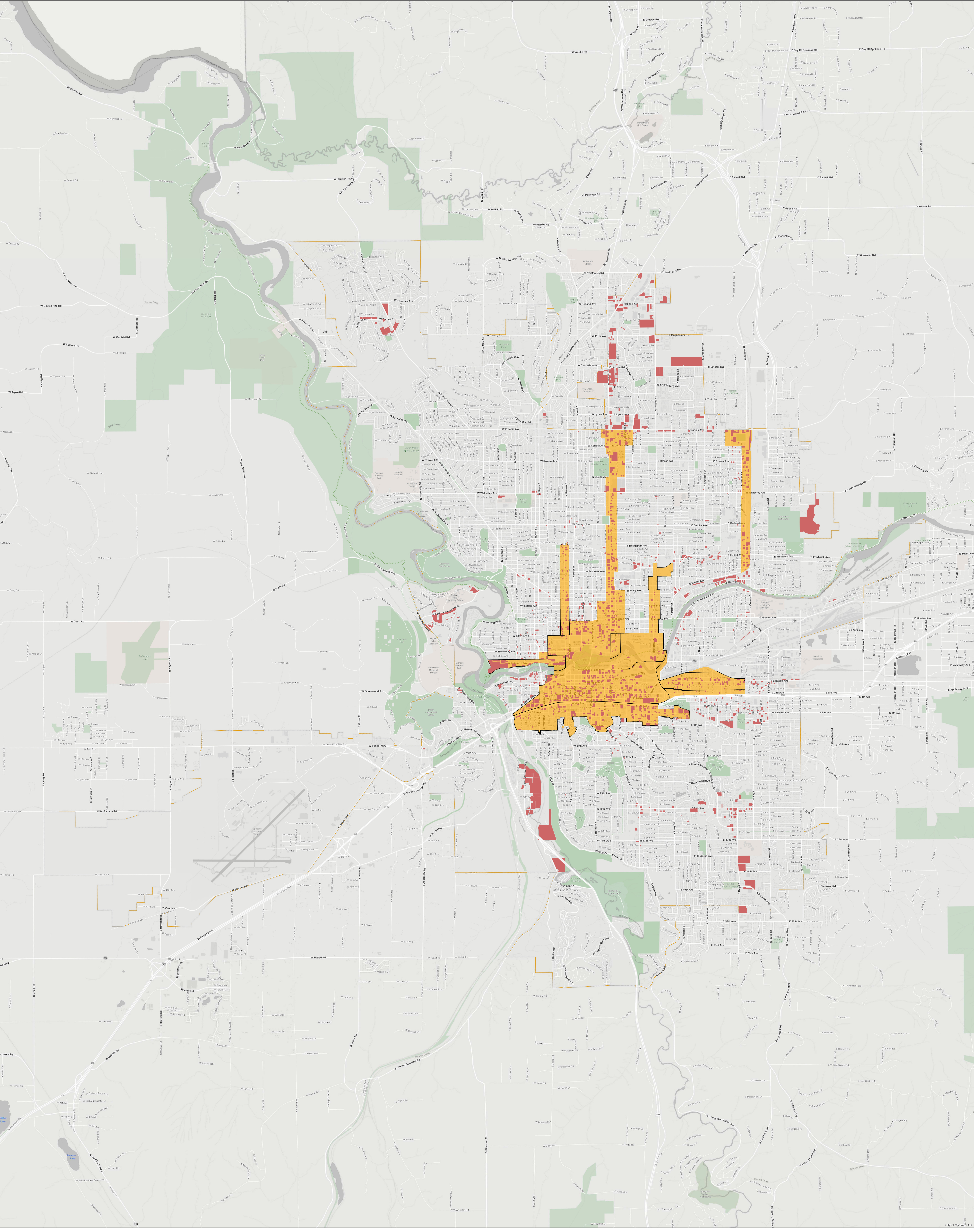
Conclusions:

- A.** Proposed changes to regulations WILL extend potential benefits from renewed maintenance and investment to older, neighborhood-scale buildings and their surroundings in areas of the city outside of the West Central neighborhood.
- B.** The provisions of the Development Code, including the exception to the minimum parking requirement under SMC 17C.370.030(F)(5), which subtracts the first five parking spaces, DO appropriately balance the concerns expressed in the written comments received regarding parking impacts.
- C.** With regard as to whether the proposed amendments meet the approval criteria of SMC 17G.025.010(F) for text amendments to the Development Code, the Plan Commission makes the following findings:
 1. The proposed amendments ARE consistent the applicable goals and policies of the City’s Comprehensive Plan.
 2. The proposed amendments DO bear a substantial relation to public health, safety, welfare, and protection of the environment.

Recommendation:

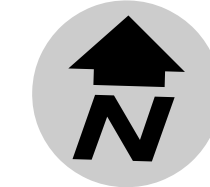
By a vote of 8 to 0, the Plan Commission recommends to the City Council the APPROVAL of the proposed amendments to the Unified Development Code, with changes as deliberated.

**Dennis Dellwo, President
Spokane Plan Commission
June 14, 2017**



- Legend**
- City of Spokane
 - Parcels that could develop as MFTE
 - Multi-Family Tax Exemption
 - MFTE Proposed Change

- MFTE Comparison-



1:28,000

Date: 6/22/2017

Chief Garry Park



Neighborhood Action Plan 2017

ACKNOWLEDGMENTS

The Chief Garry Park Neighborhood Action Plan was developed through the collaborative efforts of the Chief Garry Park Neighborhood Council, neighborhood residents and stakeholders, and the City of Spokane.



Chief Garry Park Neighborhood

Stakeholders

Colleen Gardner, Lead	Jim Schrock	Tamara Bradley, Avista
Cathy Gunderson	Jim Santorsol	Don Skillingstad, Spokane Transit Authority
Carl Naccarado	Patty Dahmen	Kathleen Weinand, Spokane Transit Authority
Helen Blyton	Lori Hunt, Spokane Community College	
Jerry Tyson		



City of Spokane

David Condon, Mayor

City Council

Ben Stuckart, City Council President
Mike Fagan, Council Member, Contributor
Amber Waldref, Council Member, Contributor
Candace Mumm, Council Member
Karen Stratton, Council Member
Breean Beggs, Council Member
Lori Kinnear, Council Member
Anna Everano, Legislative Assistant
Kaitlin Larson, Legislative Assistant

Plan Commission

Dennis Dellwo, President
Todd Beyreuther, Vice President
John Dietzman
F. J. Dullanty, Jr.
Jacob Brooks
Patricia Kienholz
Michael Baker
Christopher Batten
Christy Jeffers

Planning and Development Staff

Jo Anne Wright, Associate Planner, Project Manager
Amy Mullerleile, Assistant Planner
Andrew Worlock, Principal Planner



Consultants

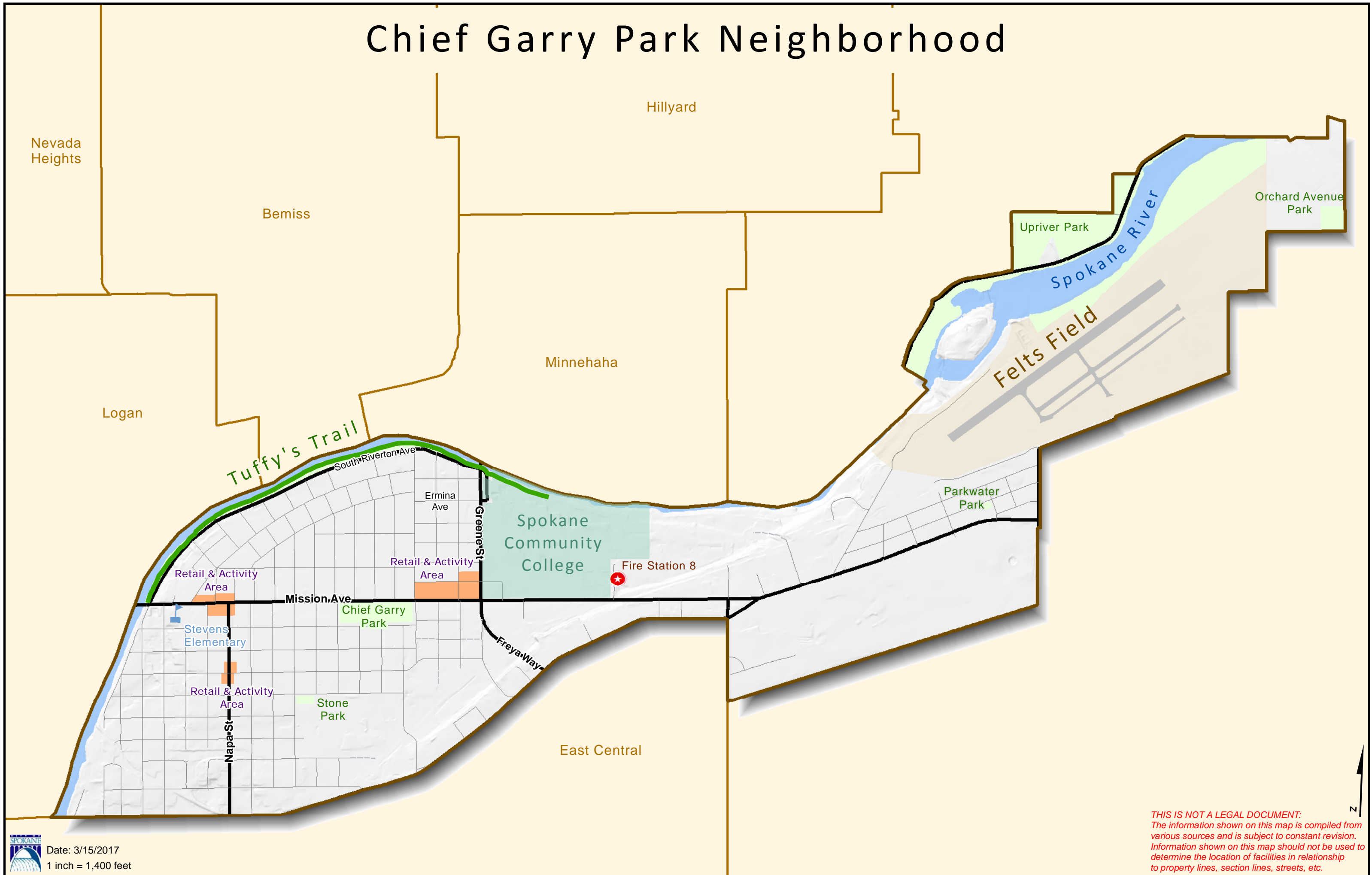
Len Zickler, Principal, ProjectTributa
Alex Mann, Designer, ProjectTributa & Eastern Washington University
Jennyfer Mesa, Project Planner, Eastern Washington University



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Chief Garry Park Neighborhood



Date: 3/15/2017
1 inch = 1,400 feet

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.



INTRODUCTION & PLANNING PROCESS

In 2015, the City of Spokane partnered with neighborhood leaders to develop a long-range plan for Spokane's Chief Garry Park Neighborhood. The plan provides guidance regarding neighborhood desires for pedestrian safety, neighborhood beautification, economic development in neighborhood retail and commercial areas, neighborhood connectivity, and the preservation of neighborhood character. The Chief Garry Park Neighborhood Action Plan is a long-range, 20-year visioning and conceptual document that is consistent with the goals and policies of the City's Comprehensive Plan. The action plan establishes the basis for a more detailed examination of land uses in support of neighborhood retail and residential development.

In conjunction with the broader policies of the City's Comprehensive Plan, a neighborhood action plan is intended to protect and enhance livability within specific neighborhoods, as well as to advance the community vision and create a more livable city.

The vision, goals and actions shared by residents during the development of this plan will guide the neighborhood to the achievement of their envisioned future. Ideas presented in the action plan will require further analysis, and capital projects will require funding sources for implementation.



Related Planning Initiatives

The Spokane Transit Authority Central City Line



Above: Participants from CCL neighborhood meeting in CGP.



Below: Renderings of the Central Platform that enhances pedestrian safety and transit-oriented development.

The Central City Line (CCL) is a 6-mile high capacity transit route connecting the historic Browne's Addition neighborhood to Spokane Community College by way of downtown Spokane, the University District, and the Logan and Chief Garry Park neighborhoods. The CCL will feature a modern, specially branded electric bus that is anticipated to provide nearly one million rides per year. The new buses will hold more riders and provide more frequent service (including nights and weekends), and the line will include amenities that will make riding the bus, pre-board ticketing, level boarding at stops easier, and improved stations with real-time signage and wayfinding.

The timing of planning for the Chief Garry Park Neighborhood Action Plan is fortunate in the context of planning for the CCL. Planned improvements to neighborhood retail areas with a mixture of neighborhood retail land uses, coupled with higher residential density, will support the high-capacity transit envisioned by the CCL.

In other communities, high-capacity transit improvements have functioned as a catalyst for both retail and residential development along the proposed transit corridors. The same positive land-use impacts are anticipated with the CCL.

In the course of planning for the CCL, the Spokane Transit Authority reached out to the Chief Garry Park neighborhood for specific recommendations on potential high-capacity transit stops and specific transit improvements in the neighborhood. The neighborhood believes the improvements identified in neighborhood priorities are supportive of the proposed CCL.

CENTRAL CITY LINE



Center Platform on a 2-Lane Commercial Node



Side Platform with Transit-Oriented Apartments

The North Spokane Corridor (NSC)

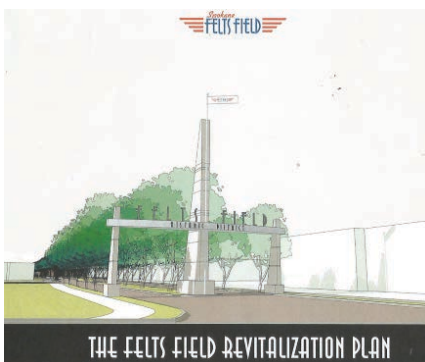
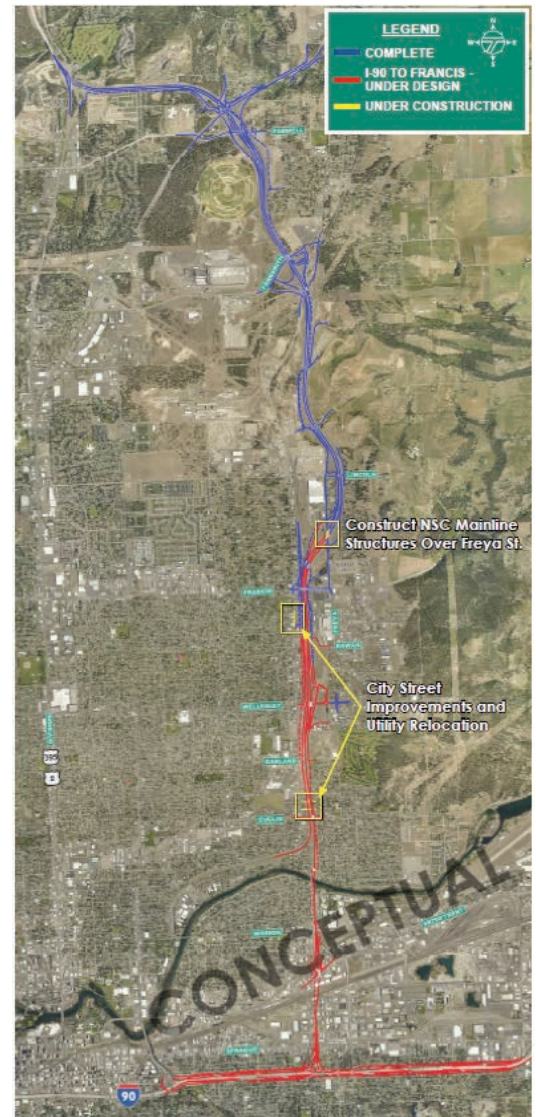
Originally conceived of in 1946, it has taken more than 50 years of research, planning, legislation and public input to gain approval for the North Spokane Corridor (NSC). This new corridor is intended to bring a greater level of safety for the traveling public and provide an efficient route for the thousands of cars and heavy trucks that pass through Spokane daily.

The corridor includes a separate pedestrian and bicycle trail system and reserves enough room in the median for future high capacity transit throughout its length. The new corridor will take an estimated 10-20 years to complete depending on funding, but segments of roadway and trail will be opened to the public as they are completed in sequence. When fully complete, the North Spokane Corridor will be a 60-mile per hour, 10.5 mile-long north/south limited access facility that connects to I-90 on the south end to the existing US 2 and US 395 on the north end.

Felts Field Revitalization Plan

Felts Field is an important asset and historic landmark within the Park Water area of the eastern portion of the neighborhood. The Spokane International Airport Board completed an updated master plan for Felts Field in 2017.

The plan identifies numerous improvements to entrance, parking, and airport related land uses on and surrounding the facility. These improvements will greatly enhance the Park Water area of the neighborhood.



Clockwise from Left: Renderings from the Felts Field Revitalization Plan; Map of the North Spokane Corridor; Community event at Felts Field.

Planning Process and Neighborhood Involvement

The Chief Garry Park Action Plan was developed in three phases identified below:

Issue identification and Visioning

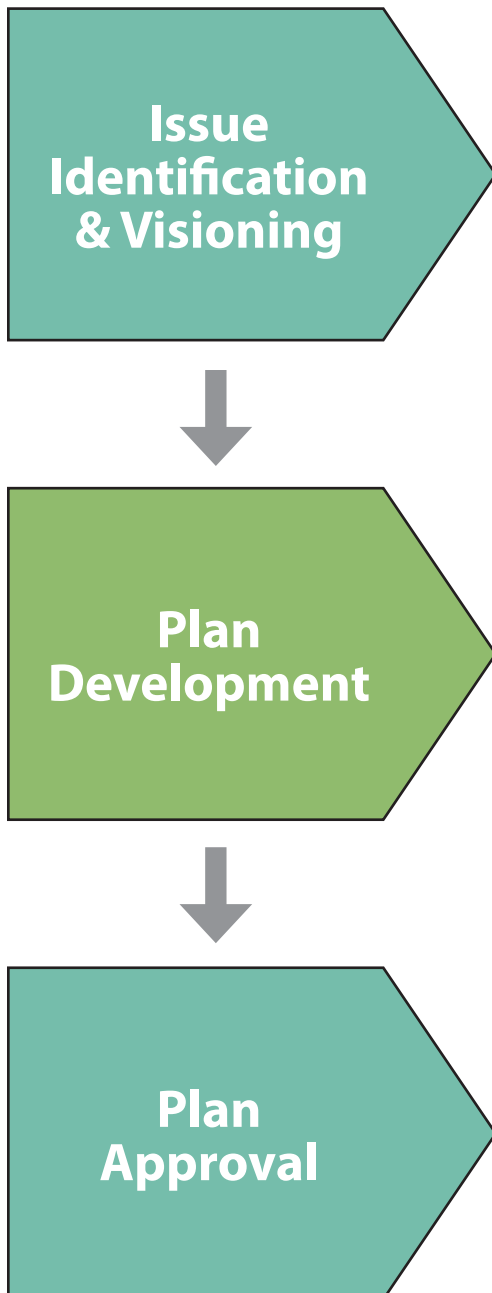
The first phase of the neighborhood planning process consisted of meeting with neighborhood leaders and organizing the stakeholder team beginning in June of 2015. Project Tributa was the consultant hired to work with the neighborhood to develop the neighborhood action plan. Preliminary work consisted of stakeholder meetings to lay out the planning process and consultant research of neighborhood demographics and existing conditions. The City and neighborhood stakeholder team hosted the first neighborhood workshop in February of 2016. Attendees identified what they envisioned happening in the neighborhood over the next 20 years, their areas of concern within the neighborhood, and possible solutions.

Plan Development

During the second phase of the process, the planning team worked with the neighborhood to refine a vision and detail specific priorities, projects, and strategies to implement the desired vision. The City and neighborhood held a second workshop in April, 2016 and two “walkabouts” in June 2016 to examine specific recommendations for neighborhood retail locations at Mission and Napa and Mission and Greene. Walkabout participants specifically recommended improvements to these retail areas to enhance the desired character, walkability and improvements at within neighborhood retail areas.

Plan Approval

The third phase consisted of developing a final draft action plan and an implementation strategy. A final neighborhood workshop was held in April 2017 and Plan Commission and City Council review and approval was in June/July 2017.



NEIGHBORHOOD PROFILE

Neighborhood History

Chief Garry Park is one of the oldest neighborhoods in Spokane and named for Chief Spokane Garry, an influential Native American leader and member of the Spokane Tribe. Chief Garry operated a farm just east of Hillyard, and just north of the Chief Garry Park neighborhood boundary. Chief Garry Park is one of the places in the city of Spokane where Chief Spokane Garry is remembered and honored today.

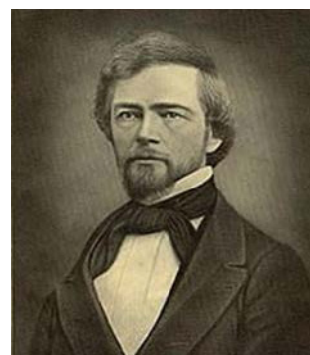
In 1879, U.S. District Court Judge Lucias B. Nash and his family arrived in Spokane. In 1886 he built a home near the intersection of Tilsley Place and Iowa Street. Designed by Nash's wife, the Queen Anne mansion overlooked the Spokane River. It boasted 24 rooms and was one of the first homes in Spokane to utilize indoor plumbing.

Nearby, a row of small bungalows was built along Tilsley Place in the early 1900s. Streetcar lines that ran along Boone to Nelson and along Nora to Green connected the neighborhood to the rest of the city. Roughly a quarter of the homes standing in the Chief Garry Park neighborhood were constructed prior to 1939. The most prominent early years of growth were 1907 and 1908. Much of the original architecture is in the Queen Anne and Craftsman styles, but the development of many Rancher-style homes, split-levels and apartment complexes followed the Second World War. Many original homes were lost due to newer development in the neighborhood. The majority of the residential development lies west of Greene Street, while many of the commercial and industrial enterprises are located in the eastern portion of the neighborhood.

Stevens Elementary is the only standing school within the neighborhood and first opened in 1908 at 1815 E Sinto Avenue. The original structure remained in use until a newer building was constructed and opened in 1994. The school was named for United States Congressman and first Governor of Washington Territory, Isaac Stevens. After they met in 1853, Stevens called Chief Garry a “man of judgment, forecast and great reliability” and noted Garry’s “education, strict probity and great influence over his tribe”, so it is fitting that the school lies within the Chief Garry Park neighborhood.



Chief Spokane Garry



Isaac Stevens

Source: Historylink.org

6 NEIGHBORHOOD PROFILE



Spokane Community College.
Courtesy of Northwest Museum of
Arts and Culture.



Boeing airplane on Felts Field.
Courtesy of CGP Neighborhood Council



Carl "Tuffy" Ellingsen, 1931.
Source: Washington State
University Archives

In 1912, seven acres of land were purchased for use as a neighborhood park. The unnamed park was officially dedicated to Chief Spokane Garry in 1932, celebrating the park's twentieth anniversary. In 1979, a concrete monument shaped in the likeness of Chief Garry was placed in the park. After exposure to the elements and vandalism, the statue deteriorated, with removal of the work occurring in 2008. Three years later, the City, members of the Spokane Tribe, and volunteers created a new monument in his honor.

Between 1900 to 1930, homes and a school were built in the Parkwater area located at the extreme eastern edge of the neighborhood. Built in 1913 at Fancher Street and Commerce Avenue, the Parkwater School served the neighborhood until it closed in 1933.

Aviators began using Parkwater Aviation Field in 1913. In 1919, the Northwest Aircraft Company of Spokane leased 1,000 acres at Parkwater from the Spokane Park Board with the intention of installing hangars and starting an airline service. By 1920, the City of Spokane designated the field as its municipal airport, making it one of the first officially recognized airports in the United States. During the 1920s, Charles Lindbergh landed his Spirit of St. Louis at Parkwater. In 1927, Parkwater was renamed Felts Field to honor Lt. James Buell Felts who was killed in a crash there.

Spokane Community College is also located within the Chief Garry Park neighborhood at the intersection of Mission Avenue and Greene Street. The college was established in 1963 after being converted from the Spokane Technical and Vocational School, which opened in 1957. By 1968, over 14,000 people were taking classes at the college Enrollment grew rapidly and the college purchased nearby residences for classroom and office use.

In 1980, the City of Spokane honored 1931 Rose Bowl champion, and Rogers High School football coach, Carl "Tuffy" Ellingsen by dedicating a trail in his name. Tuffy's trail is a 1.4-mile stretch on the south side of the Spokane River along South Riverton Avenue.

Neighborhood Profile Demographics

This neighborhood includes a diverse population of young families, students and retirees. Census information indicates 6,094 residents were living in the Chief Garry Park neighborhood in 2016. This represents a slight increase in population since 2010 when the neighborhood was comprised of 5,946 residents. Chief Garry Park is projected to have 6,245

residents by 2020. The five-year population projection represents an increase of 49 percent annually from 2015 to 2020.

Residents of Chief Garry Park are relatively young, with a median age of 31. The neighborhood is predominately white, with an above average of minority representation, in comparison to the City of Spokane's total race and ethnicity composition. Chief Garry Park neighborhood has a variety of affordable, single and multifamily housing units with a total of 2,375 households in the neighborhood.

In 2015, the median annual household income of neighborhood residents was \$31,840 and the per capita income was \$15,838. These figures are lower than the City of Spokane as a whole, which in 2015 registered median annual household incomes and per capita incomes of \$40,072 and \$24,167, respectively.

The neighborhood is attractive to first time home-buyers, renters, young families, students and retirees since its location offers great access to Spokane Community College, the University District, Downtown Spokane and quick access to a light industrial of the neighborhood where many employers are located. Additionally, the northern border of the neighborhood is on the Spokane River with direct access to the Centennial Trail.

Chief Garry City Park is located in the center of the neighborhood's residential area. The park has several amenities including basketball courts, baseball fields, picnic areas, play equipment and a splash pad during the summer.

The neighborhood has two neighborhood retail areas, Mission Avenue and Napa Street, and Mission Avenue and Greene Street. These retail areas have a variety of local businesses that cater to local residents and are accessible by foot, bike or car. The area is rated the 3rd most walkable in Spokane.



Playground in Chief Garry Park.



Art in Chief Garry Park neighborhood.

Traffic

The neighborhood's daytime population is 9,541, which includes commuters heading to the light industrial area, the community college, I-90 and towards the north of the city. The area has multiple arterials such as Mission Avenue, Napa Street, Trent Avenue, and Green Street.

2015 DAILY TRAFFIC COUNTS

Mission Avenue
16,300 / day

Greene Street
41,500 / day

Napa Street
6,000 / day

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PLANNING FRAMEWORK

Three workshops were conducted in February, April and June 2016. Additionally, a walkabout of neighborhood retail areas was conducted in early June 2016. A final workshop was held in April 2017.

Workshop #1 in February 2016 resulted in the identification of neighborhood values, a vision, as well as neighborhood issues. Workshop # 2 in April 2016 resulted in the identification of policies and actions. A walkabout was conducted in early June 2016 focusing on two neighborhood retail areas at Mission and Napa and Mission and Greene. Observations from the walkabout resulted in refinements to neighborhood retail policies. Workshop # 3 was conducted in late June 2016. Proposed policies for five priorities were presented to residents for comment. A visual preference survey was also presented and participants identified a range of preferred project design elements for neighborhood improvement, resulting in a Project Tool Kit.

Over the next several months the planning committee refined policies, action items and project priorities. A final list of project recommendations for near term (five years) and long term (five + years) implementation was presented in a Project Matrix and approved in March 2017.

A final neighborhood meeting was held in April 2017 to review the final draft plan and project priorities. The final Neighborhood Action Plan was presented to the Plan Commission and City Council in June and July 2017.



Participants at neighborhood walkabout.

VISION

"The Chief Garry Park Neighborhood is a strong residential neighborhood with thriving businesses, attractive and connected parks, and accessible transit and pedestrian amenities."



Values

- Safety
- Beauty
- Friendly/Neighborly
- Thriving
- Connected and Pedestrian Friendly
- Strong Public Transportation



Priorities

- Neighborhood Retail and Activity Centers
- Pedestrian Safety and Connectivity
- Neighborhood Events and Outreach
- Neighborhood Gateways, Lighting and Beautification
- Street Improvements

At the second workshop in April 2016, the five major priorities and specific recommendations were reviewed and neighborhood residents provided comments on improvement preferences.



Participants from CGP walkabout.

Project Tool Kit

A visual preference survey of potential neighborhood project design elements was presented at the second neighborhood workshop. Photographs illustrating a variety street related improvements included:

- Neighborhood Retail Character
- Signs for way finding
- Benches
- Kiosks/Bulletin Boards
- Lighting

Neighborhood design preferences for improvements are used as photographic examples throughout the neighborhood action plan. Preferences are also reflected in the Project Tool Kit.

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NEIGHBORHOOD RETAIL & ACTIVITY CENTERS

Improvements to existing neighborhood business areas is one of the neighborhood's top priorities. Businesses at the intersections of Napa and Mission, Greene and Mission, were specifically mentioned. Residents also acknowledged the importance of supporting industrial business areas along the southern edge of the neighborhood.

During the walkabout on June 2, 2016, residents identified potential improvements, boundaries, and business types desirable in the neighborhood commercial areas.

The walkabout participants found the existing boundaries of the neighborhood retail areas to be adequate. However, opportunities for expansion of neighborhood retail areas are encouraged near potential transit oriented overlay zones.

Wider sidewalks, street tree plantings and improved street lighting, particularly at all crosswalks near neighborhood retail areas are also desirable features. In addition, retail areas should include improvements to sidewalks, street paving, litter control and signage.

Walkable retail activity areas focused on serving neighborhood needs, such as salons, barbershops, coffee houses, small restaurants, pubs and other small scale retail establishments are as desirable.



Examples of desirable neighborhood retail.

Goal 1

Support a mixture of neighborhood retail and residential uses within existing neighborhood commercial areas.

Action Items:

1. Examine/support improvements to residential and mixed use neighborhood commercial development within the existing neighborhood retail center on Napa from Mission to Sinto, consistent with the CCL Overlay Zone boundaries.
2. Examine/support improvements to commercial and light industrial uses on Napa from Trent to Mallon.
3. Support the implementation of the proposed Central City Line Strategic overlay zone along Mission, particularly where it intersects with Napa and Greene.

Goal 2

Support the examination/development of higher density residential and mixed-use commercial in the area surrounding the intersection of Mission Avenue and Greene Street.

Action Items:

1. Support the examination/expansion of mixed-use commercial uses north of Mission within the existing community business zone.
2. Support the examination/expansion of mixed-use retail, higher density residential and light industrial uses along Mission Avenue within the existing light industrial zone.



Example of a desirable mixed-use development.

Goal 3

Support the development of employment-based commercial/light industrial uses along the southern boundary of the neighborhood.

Action Items:

1. Work with the City to encourage the economic development of underutilized and underdeveloped properties within the industrial areas of the neighborhood.

Goal 4

Promote and encourage quality site and building design for new development within the neighborhood.

Action Items:

1. Encourage appropriately located parking areas in order to create strong, pedestrian oriented street frontage.
2. Work with the City to examine off-street parking requirements for retail and residential uses located within the Central City Line Strategic Overlay zone, consistent with Comprehensive Plan policies.
3. Encourage right-of-way improvements at the intersection of Mission and Napa to enhance retail and activity center.
4. Encourage new development that incorporates wider sidewalks, street tree plantings, improved lighting, and pedestrian amenities.
5. Encourage right-of-way improvements at the eastern gateway entrance and activity center on Mission and Napa and Mission and Greene. Improvements include wider sidewalks, street trees, neighborhood identification signage and other appropriate amenities.



The neighborhood supports pedestrian-oriented streetscape environments.

PEDESTRIAN SAFETY & CONNECTIVITY

Improvements to pedestrian circulation and amenities in the Chief Garry Park neighborhood are top priorities. Safe crosswalk locations along Mission and Greene, and the development of a sidewalk system connecting parks and existing pedestrian improvements, will be important additions to the current system.

Improving the walking environment throughout the neighborhood will enhance safety and accessibility to the STA Central City Line improvements along Mission Avenue. Enhancements to the pedestrian walking environment include: sidewalk construction where they do not exist; widening sidewalks in neighborhood retail areas; connecting neighborhood community facilities such as parks and schools with designated “safe walking routes”, constructing amenities such as benches, lighting, trash receptacles and information signage; and, where appropriate, planting additional street trees.

Tuffy’s Trail is a logical extension of the Spokane River Centennial Trail, providing a safe, non-motorized connection to the Spokane Community College campus.

The proposed grade-separated crossing of Mission, connecting with the Spokane River Centennial Trail just west of the neighborhood will enhance pedestrian crossing safety at the western entrance to the neighborhood.



Example of desired crosswalk character. Design standards can unite different development projects throughout a neighborhood.



Street trees can provide safe walking environments when they create a barrier between pedestrians and motorists.

Goal 1

Improve existing sidewalks and identify gaps in the sidewalk network throughout the neighborhood.

Action Items:

1. Initiate and complete a neighborhood sidewalk audit. Identify important pedestrian connecting routes and assess the existence/condition of sidewalks and crossings.
2. Complete a defined bike route under the Greene Street Bridge to provide a connection to the Spokane Community College. The use of shared bike lane street markings would be effective and inexpensive.
3. Clean up and improve the connection to Tuffy's Trail north of the Mission Street Bridge.



Example of desirable sidewalk environment. Multiple uses can be accommodated on wide sidewalks with distinct paving patterns that denote separate uses.

Goal 2

Identify a safe walking route through the neighborhood, connecting neighborhood parks and community activity centers.

Action Items:

1. Identify a continuous pedestrian access loop through the neighborhood, both north and south of Mission and east and west of Napa. Boone and/or Sinto would be logical routes due to the generous right-of-ways.
2. Incorporate appropriate loop identifiers such as signs, pavement markings, information boards and benches along the route.
3. Identify planning and funding options available through the Safe Routes to School (SRTS) program.
4. Identify and improve a trail connection to the Iron Bridge crossing of the Spokane River.
5. Extend and improve a trail connection south of Mission along South Riverton adjacent to the Spokane River.



Trail connection to Stone park in Chief Garry Park Neighborhood.



Pedestrian connection to Spokane Community College on E. South Riverton Avenue.

Signage is an effective method for way-finding along a defined trail or path. It is also crucial to the aesthetic character and identity of a neighborhood.

17 PEDESTRIAN SAFETY & CONNECTIVITY



Example of crosswalk with wide sidewalks and planters..



Example of crosswalk bulb-out for safe pedestrian crossing and parking.



Example of neighborhood attempts to slow traffic on East Cataldo Avenue and North Pittsburg Street.

Goal 3

Identify key locations for safe pedestrian crossings along all arterials.

Action Items:

1. Work with the City to identify appropriate crosswalk locations throughout the neighborhood.
2. Continue to work closely with STA to identify appropriate and safe bus stop and crosswalk locations as part of the Central City Line project.
3. Work closely with STA to identify suitable bus stop amenities at stop locations.
4. Work with STA to identify intersection forward bus stops.

Goal 4

Continue to monitor neighborhood traffic and pedestrian conflicts and work with traffic engineers to identify appropriate traffic calming solutions.

Action Items:

1. Monitor traffic counts and speeds along Helena, Madelia and Magnolia, paying particular attention to pedestrian crossings near Stevens Elementary.
2. Continue to monitor traffic and pedestrian conflicts along Marshall and other neighborhood thoroughfares.
3. Investigate traffic calming options such as signage, traffic circles, street trees, and intersection bulb-outs at appropriate locations.

6

NEIGHBORHOOD OUTREACH & EVENTS

The strength of any neighborhood lies in the personal connections made through special events and the actions of neighbors helping neighbors. The neighborhood currently hosts several successful community events including a spring clean-up and Kidical Mass, an annual, family friendly, bike safety event. Neighborhood organizers also reach out to residents through traditional communication techniques and social media. Several actions and improvements are proposed to further enhance neighborhood communication and connections.



This page: Images from Kidical Mass event in Chief Garry Park.

19 NEIGHBORHOOD OUTREACH & EVENTS



Kidical Mass event in Chief Garry Park.



Neighborhood event in Chief Garry Park

Goal

Continue and expand neighborhood leisure activities, including the community garden, spring clean-up, and Kidical Mass. Consider adding concerts in the park, a regular neighborhood garage sale and flea or farmers market.

Action Items:

1. Encourage neighbors helping neighbors by facilitating “Neighbor Meeting Neighbor” connection program.
2. Form a sub-committee of the Chief Garry Park Neighborhood Council to identify and plan potential special events such as a neighborhood flea market, garage sale, or farmers market.
3. Expand existing neighborhood outreach at established events by facilitating a neighborhood information booth, staffed by neighborhood council members.



Chief Garry Park playground.

NEIGHBORHOOD GATEWAYS, LIGHTING & BEAUTIFICATION

Improvements to neighborhood entrances, parks, retail and residential areas are another top priority for Chief Garry Park neighborhood. Gateway signage and landscape improvements near Mission Bridge, at Mission and Greene, and Napa and Trent will enhance the visual beauty of important neighborhood entrances.

Lighting at important neighborhood landmarks and pedestrian arterial crossings will enhance the perceived nighttime safety of the neighborhood. Street trees along key arterials and walking loops can enhance the beauty of the neighborhood. Also, consistent use of materials, colors and other design elements can help strengthen neighborhood identity.



Example of gateway design.



From Left: Example of desired historic light standard character; Infrastructure can be used to define neighborhood identity.



Example of a residential landscape in Chief Garry Park Neighborhood.

Goal

Support improvements for signage, landscaping and lighting at selected locations.

Action Items:

1. Identify gateway entrances to Chief Garry Park along Mission at South Riverton and at Greene. Amenities may include entrance signs, landscaping and special lighting.
2. Encourage the placement of neighborhood identity banners near businesses at Mission and Napa and at Mission and Greene.
3. Improve lighting at crosswalks and along Tuffy's trail.
4. Organize regular, annual neighborhood cleanups of the trees and shrubbery along Tuffy's Trail at South Riverton. Clean up activities should include trimming of vegetation and litter pick up. Encourage landscape improvements, particularly for businesses and industrial uses adjacent to residential areas.



Example of neighborhood trail and interpretive signage.



Example of existing trail and landscape on South Riverton Avenue.



Example of desirable neighborhood landscaping.

8

STREET IMPROVEMENTS

Street conditions in Chief Garry Park are varied, including well maintained and newly paved streets, as well as many unpaved streets and alleyways. Unpaved streets can contribute to poor air quality, an increase in storm water pollutants discharged to waterways, and unsafe driving conditions, particularly during inclement weather.

Improved street paving, alley cleanup and paving, and general neighborhood cleanup in residential, retail and industrial areas is a neighborhood priority.

Currently, several streets remain unimproved without paving, curbs or sidewalks. Many alleys are unusable due to overgrown vegetation and deep potholes.

Some existing retail and industrial areas suffer from a lack of maintenance and care.



Unpaved section of North Hogan and Cataldo Street.



Example of unsightly and poorly maintained commercial street frontage in the neighborhood.



Unpaved section of North Pittsburg Street.

Goal

Advocate for paving and maintenance of streets and alleyways.

Action Items:

1. Continue to organize regular neighborhood cleanup days and include opportunities for commercial and industrial areas to participate.
2. Regularly attend City meetings addressing right-of-way capital improvements and maintenance planning.
3. Work with City staff to identify funding sources for paving and maintenance projects.
4. Continue to participate in local and regional transportation planning efforts.

PRIORITY PROJECTS

Priority projects provide a list of strategic improvements the neighborhood can pursue over the long-term to implement the plan's goals. These projects will take time to complete and may require significant effort to secure the resources needed to realize their implementation. Some priority projects will require extensive coordination with partners and stakeholders.

This section includes the following:

- Project Matrix: Describes individual projects, partnership opportunities and additional notes for consideration.
- Project Priorities Map: Illustrates potential locations for proposed projects.
- Project Toolkit: Provides examples of potential design elements and treatments for consideration during project implementation.

PROJECT TYPES

Five categories of projects have been identified in alignment with neighborhood policy priorities, identifying projects for future implementation. Project categories include: Neighborhood Retail and Activity Centers; Pedestrian Safety and Connectivity; Neighborhood Outreach and Events; Neighborhood Gateways, Lighting and Beautification; and, Street Improvements.

The following project matrix organizes projects for near-term and long-term implementation. Near term projects are those easily accomplished within a five-year horizon. Long-term projects are those accomplished over a longer time period of six or more years.



Proposed CCL bus stop and shelter along Mission Avenue.



Example of desirable crosswalk and street landscape.



Desirable, pedestrian-oriented retail environment.

1. Neighborhood Retail & Activity Centers

Two neighborhood activity centers have been identified at Mission and Napa and Mission and Greene. In partnership with the City, STA, and property owners, the neighborhood will continue to encourage the improvement of these two neighborhood retail activity centers. Encourage street improvements including wider sidewalks, street trees, lighting and special identification banners. Expand neighborhood retail uses at these two locations may require changes to Comprehensive Plan policies and City regulations.

2. Pedestrian Safety & Connectivity

The neighborhood priority project list identifies several trail connection opportunities, including two safe pedestrian walking loops north and south of Mission. Key strategic partnerships and potential funding sources to complete these trail connections must be identified.



The Iron Bridge, as it is colloquially known, provides an ideal pedestrian crossing over the Spokane River.

3. Neighborhood Outreach & Events

Neighborhood outreach and events include programs and activities designed to reach out to residents in order to build personal connections and engage neighbors in projects and initiatives that impact their neighborhood. Several activities are identified as methods to effectively bring neighbors together.



Building community through neighborhood events.

4. Neighborhood Gateways, Lighting & Beautification

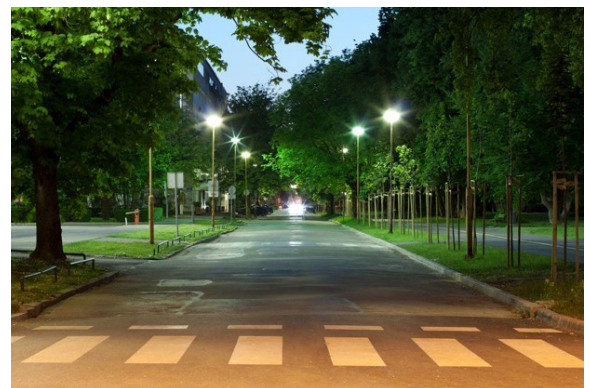
Work with the City to identify appropriate locations for neighborhood gateway signs and special banners and lighting. The intersections of Mission and Riverton, Mission and Napa, and Mission and Greene are locations that should be considered.



Example of gateway signage.

5. Street Improvements

Many roads throughout the neighborhood are unpaved or in a state of disrepair and many streets do not have sidewalks. Priority projects include a comprehensive neighborhood sidewalk audit and continued efforts to work with the City to identify paving and sidewalk projects.



LED lighting in park at dusk.

Project Matrix and Map

The project matrix lists a range of action items discussed throughout the neighborhood action plan. The matrix describes each project's purpose and identifies potential partners who will be integral for successful implementation. It is organized by topic and the estimated time frame for implementation. Near term projects are those that can be completed within one to five years, and can be initiated a by neighborhood leadership with limited assistance from strategic partners. Longer-term projects are those that will require more than five years to complete, will require coordination with strategic partners and may involve additional funding sources.

NEAR TERM PROJECTS	POTENTIAL PARTNERS	NOTES
NEIGHBORHOOD RETAIL & ACTIVITY CENTERS:		
1. Support the implementation of the transit overly zone at Mission and Napa and Mission and Greene.	City of Spokane & STA	Work with City staff and STA on policies and zoning overlay regulations.
NEIGHBORHOOD EVENTS AND OUTREACH:		
1. Special neighborhood events	Neighborhood Parks & Retail Establishments	Neighborhood to identify a location and schedule. Work with City staff for permits to use parks or streets for special neighborhood events
2. Support regular neighborhood outreach	Neighborhood Council	Coordinate with Neighborhood Council to assure continuity in communication through social medial and special "take home" mailers through the elementary school
3. Implement a neighbor to neighbor outreach program	Neighborhood Council Block Watch	Neighborhood Council and Block Watch to coordinate.
STREET IMPROVEMENTS:		
1. Prepare a neighborhood sidewalk audit.	Neighborhood Council & City of Spokane	Coordinate with City staff to conduct survey.
2. Identify unpaved streets and priority paving projects.	City of Spokane	Coordinate with City staff.
3. Identify priority intersections for traffic calming.	City of Spokane	Coordinate with City Traffic Engineering regarding specific locations.

LONGER TERM PROJECTS	POTENTIAL PARTNERS	NOTES
NEIGHBORHOOD RETAIL & ACTIVITY CENTERS:		
1. Support improvements to retail uses at Mission and Napa.	City of Spokane, STA, and Business owners	Work with City, STA and property owners to coordinate improvements.
2. Support improvements to retail, commercial and light industrial uses at Mission and Greene.	City of Spokane, STA, and Business owners	Work with City, STA and property owners to coordinate improvements.
STREET IMPROVEMENTS:		
1. Support right-of-way improvements at Mission and Napa.	City of Spokane & STA	Work with City and STA to coordinate improvements.
2. Support right-of-way improvements at Mission and Greene	City of Spokane & STA	Work with City and STA to coordinate improvements.
PEDESTRIAN SAFETY AND CONNECTIVITY:		
1. Identify and implement two neighborhood safe walk loops both north and south of Mission Avenue.	City of Spokane	Work with City staff to identify available resources and funding.
2. Extend Tuffy's trail south on Riverton to connect to the Mission Street bridge.	City of Spokane	Work with City staff to identify available resources and funding.
3. Improve crosswalk lighting along Mission.	City of Spokane & STA	Work with City staff and STA to identify available resources and funding.
4. Improve lighting within Chief Garry Park	City of Spokane & STA	Work with City staff and STA to identify available resources and funding.
NEIGHBORHOOD GATEWAY, LIGHTING AND BEAUTIFICATION:		
1. Construct a gateway entrance monument sign, lighting and landscaping at Mission and Riverton.	City of Spokane & Property owners	Coordinate with city and property owners to identify appropriate locations and specific improvements.
2. Construct a gateway entrance monument sign, lighting and landscaping near Mission and Greene.	City of Spokane & Property owners	Coordinate with city and property owners to identify appropriate locations and specific improvements.



Chief Garry Park

Project Map

Spokane, WA
Legend

- Tuffy's Trail
- Chief Garry Park
- Connecting Route
- Bench
- Bicycle
- Gateway sign
- Kiosk information
- Lighting
- Neighborhood activity center
- Paving street
- Pedestrian crossing
- Street trees
- Traffic calming
- Trail extension
- Transit
- Wayfinder



June 2017

Project Toolkit

The project toolkit provides potential improvements and design treatments to consider when implementing some priority projects. The images provided are based on the visual preference survey choices made by residents who participated in Workshops I and II.



STREET TREES



BENCHES



TRAIL SIGNAGE



KIOSKS



WIDE SIDEWALKS



LIGHTING



GATEWAY SIGNAGE



BANNERS

10

NEXT STEPS

Implementation of the Chief Garry Park Neighborhood Action Plan will require the ongoing support and commitment of the Neighborhood Council. This plan provides a starting point to ensure future development adheres to the neighborhood vision.

Approval of the action plan will not result in immediate project funding. Ideas presented in this plan will require further analysis, and capital projects will require funding for implementation.

The neighborhood Council is encouraged to pursue the following steps in order to successfully implement the plan and develop key catalyst projects.

- **Funding:** Identify potential funding sources for priority projects. Consider grants, public/private partnerships, fundraising, and community volunteer efforts.
- **Update:** Consider updating the project list and action plan on an annual basis to address completed projects and changed neighborhood conditions.



Ongoing neighborhood engagement will be critical to implementing the recommendations of this action plan.