



Spokane Plan Commission Agenda

March 13, 2019

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 – 2:30	1) Approve February 13 & February 27 meeting minutes	All
	2) City Council Report	Kate Burke
	3) Community Assembly Liaison Report	Patricia Hansen
	4) President Report	Todd Beyreuther
	5) Transportation Sub-Committee Report	John Dietzman
	6) Secretary Report	Heather Trautman

Workshops:

2:30 – 2:45	1) Interview Asher Ernst	
2:45 – 3:00	2) Interview Andrew Butler	
3:00 – 3:15	3) Interview Darin Watkins	
3:15 – 3:45	4) Comprehensive Plan Amendments Overview 2018/2019	Nathan Gwinn
3:45 – 4:30	5) TR12 Emergency Amendment (Z19-070COMP)	Tirrell Black

Adjournment:

Next Plan Commission meeting will be on March 27, 2019 at 2:00 pm

The password for City of Spokane Guest Wireless access has been changed: Username: COS Guest Password: BTM65hes

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 Spokane City Council Chamber and the City 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.) at the City Cable 5 Production Booth located on the First Floor of the Municipal Building, directly above the Chase Gallery or through the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Human Resources at 509.625.6363, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or msteinolfson@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.

Spokane Plan Commission - Draft Minutes

February 13, 2019

Meeting Minutes: Meeting called to order at 2:00 PM

Attendance:

- Board Members Present: Todd Beyreuther, John Dietzman, Sylvia St. Clair, Greg Francis, Diana Painter, Christopher Batten, Michael Baker
- Board Members Not Present: Patricia Hansen (Community Assembly Liaison), Kate Burke (City Council Liaison), Carole Shook
- Staff Members Present: Melissa Owen, Dermott Murphy, April Gunderson, Heather Trautman, Stephanie Bishop, James Richman, Kevin Freibott, Tirrell Black, Nate Gwinn

Public Comment:

None

Briefing Session:

Minutes from the January 23, 2019 meeting approved unanimously.

1. City Council Liaison Report - Kate Burke
 - None
2. Community Assembly Liaison Report - Patricia Hansen
 - None
3. Commission President Report - Todd Beyreuther
 - The joint subcommittee Plan Commission and Design Review Board (DRB) held their second meeting on January 30, 2019. Moving forward the Plan Commission would like to have a workshop to discuss the benefits of utilizing the input DRB provides on future projects.
4. Transportation Subcommittee Report - John Dietzman
 - February meeting was cancelled. The Transportation Subcommittee is seeking another Plan Commissioner to participate in the board. Ideally this member may have interest in filling the role as Chair Person in the future.
5. Secretary Report- Heather Trautman
 - The Plan Commission has received three applications for the two commission vacancies. Commission agreed to arrange all three applicants to come to the next meeting for an interview and to set aside time between each interview.
 - The work plan goes up for approval at the February 25th City Council meeting.
 - Kate Burke would like to bring up affordable housing for discussion with Plan Commission.
 - Todd requested opening up discussion on affordable housing plans that are being modeled or utilized in other cities of similar size.
 - We are making a few adjustments to the agenda management tool. We are adding the proposed code update for street trees. We have included placed a tentative workshop regarding the comp plan amendment for Crestline Traffic Study on the 27th. The shoreline vision plan will be moved out.
 - City has been investigating a way to have an overall management plan for right-of-ways.

Workshops:

1. Manufactured and Mobile Home, Current Code Review - Melissa Owen/Dermott Murphy
 - Presentation and overview given
 - Questions asked and answered
2. Neighborhood Retail Zones - April Gunderson
 - Presentation and overview given
 - Questions asked and answered

Meeting Adjourned at 3:49 PM

Next Plan Commission Meeting is scheduled for February 27, 2019

Spokane Plan Commission - Draft Minutes

February 27, 2019

Meeting Minutes: Meeting called to order at 2:00 PM

Attendance:

- Board Members Present: Todd Beyreuther, Greg Francis, Christopher Batten, Michael Baker, Carole Shook, Kate Burke (City Council Liaison)
- Board Members Not Present: Patricia Hansen (Community Assembly Liaison), Sylvia St. Clair, Diana Painter, John Dietzman
- Staff Members Present: James Richman, Amanda Winchell, Heather Trautman, Kevin Freibott, Melissa Wittstruck, Tami Palmquist,

Public Comment:

None

Briefing Session:

Minutes from the February 13, 2019 meeting will be reviewed at the March 13th meeting due to lack of quorum.

1. City Council Liaison Report - Kate Burke

- 2019 legislative agenda packet that lists out the bills and policies that are moving forward to the state was handed out to the commissioners.
- Kate Burke's office has been tracking several affordable housing bills that could affect the City of Spokane.
- There is funding that the City of Spokane can receive if the community has 16 bed facilities available to house those suffering from mental health crisis, or need time sobering up. The 16 bed cap has been a barrier for our community because we could take on more people if we receive funding from the federal government to support more beds.
- The envision center is currently in a pilot program. We have reached out to the City's federal lobbyist to see if HUD can support a more long term program for our community.
- Council received an update from the Continuum of Care Board.
- How to Kill a City, author Peter Moskowitz has agreed to come speak to the City of Spokane administration. Kate Burke is trying to coordinate the funds to support the speaker's fee.
- Discussed providing an update on the bills that have moved forward to the state
- The Committee of Elected Officials has been working together to discuss the Spokane Urban Growth Boundary and joint planning areas to look into opportunities to coordinate transportation, land use and capital facilities.

2. Community Assembly Liaison Report - Greg Francis

- Kevin Freibott with the City of Spokane presented to the land use committee on the North Bank Plan and the shared mobility plan.
- The next CA meeting will be held next week

3. Commission President Report - Todd Beyreuther

- Commission will be interviewing two of the three Plan Commission applicants.

4. Transportation Subcommittee Report - John Dietzman

- The next Transportation Subcommittee meeting will be held on March 5, 2019.

5. Secretary Report- Heather Trautman

- Provided an update on upcoming projects that will be moving forward to Plan Commission. One of these projects is the Transportation Map 12 emergency amendment that was forwarded to the Plan Commission by City Council. This is scheduled for a public hearing on March 27th.
- Priest Lake Conference and other training opportunities for the Commissioners is coming up. More information coming soon on these opportunities.

Workshops:

1. Interview Eric Cultum and Jason Link

- Interviewed two of three applicants for the Plan Commission Vacancies.
- Questions asked and answered

2. Downtown Parking Study Final Plan

- Provided the data retrieved from the Downtown Parking Study and offered suggestions to improve current parking.
- Questions asked and answered

Meeting Adjourned at 3:53 PM

Next Plan Commission Meeting is scheduled for March 13, 2019

DRAFT

**Agenda Sheet for City Council Meeting of:**

02/25/2019

Date Rec'd

2/4/2019

Clerk's File #

RES 2019-0010

Renews #**Submitting Dept**

PLANNING

Cross Ref #**Contact Name/Phone**

HEATHER 625-6854

Project #**Contact E-Mail**

HTRAUTMAN@SPOKANECITY.ORG

Bid #**Agenda Item Type**

Resolutions

Requisition #**Agenda Item Name**

0650 - A RESOLUTION APPROVING THE PLAN COMMISSION'S 2019-2020

Agenda Wording

Resolution approving the Plan Commission's 2019-2020 Work Program.

Summary (Background)

Pursuant to SMC 4.12.080, the City Council adopts by resolution an annual work program, which assigns certain policy and planning issues for consideration by the Plan Commission; and SMC 4.12.080 requires that the Plan Commission shall, when requested by City Council resolution, solicit information and comment from the public about planning goals and policies or plans for the City,

Fiscal Impact

Grant related? NO

Budget Account

Public Works? NO

Neutral

\$

#

Select

\$

#

Select

\$

#

Select

\$

#

Approvals**Council Notifications****Dept Head**

TRAUTMAN, HEATHER

Study Session**Division Director**

CORTRIGHT, CARLY

Other

Joint PC/CC Mtg - 12-6-

Finance

ORLOB, KIMBERLY

Distribution List**Legal**

RICHTMAN, JAMES

htrautman@spokanecity.org

For the Mayor

ORMSBY, MICHAEL

jrichtman@spokanecity.org

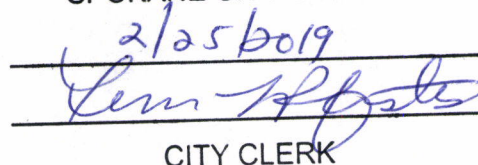
Additional Approvals

sbishop@spokanecity.org

Purchasing**CITY COUNCIL**

MCDANIEL, ADAM

ADOPTED BY
SPOKANE CITY COUNCIL:

2/25/2019


CITY CLERK



Continuation of Wording, Summary, Budget, and Distribution

Agenda Wording

Summary (Background)

and report to the City Council its recommendations and a summary and analysis of the comments received from the public. There was a joint City Council/Plan Commission Meeting December 6, 2018 to review and discuss the Work Program.

Fiscal Impact		Budget Account	
Select	\$		#
Select	\$		#

Distribution List	

RESOLUTION NO. 2019-0010

A resolution approving the Plan Commission's 2019-2020 Work Program.

WHEREAS, pursuant to SMC 4.12.080, the City Council adopts by resolution an annual work program, which assigns certain policy and planning issues for consideration by the Plan Commission; and

WHEREAS, SMC 4.12.080 requires that the Plan Commission shall, when requested by City Council resolution, solicit information and comment from the public about planning goals and policies or plans for the City, and report to the City Council its recommendations and a summary and analysis of the comments received from the public; and

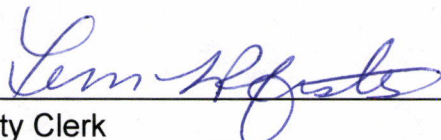
WHEREAS, the City Council and the Plan Commission met on December 6, 2018 to review and discuss the proposed Plan Commission 2019-2020 Work Program.

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby adopts the Plan Commission's 2019-2020 Work Program as set forth in Attachment A and approves of the work program for assigned policy and planning issues for consideration by the Plan Commission for 2019-2020.

BE IT ALSO RESOLVED that the City Council recognizes that work assignments can change throughout the year and, therefore, calls upon the Plan Commission President, the Planning Director, and the City Council liaison to the Plan Commission to coordinate the implementation of the work program.

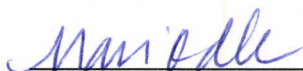
BE IT FURTHER RESOLVED that the Council and the Plan Commission commit to review the 2019-2020 Work Program periodically to determine if further revisions to the Work Program are necessary.

Passed by the City Council this 25th day of February, 2019.



City Clerk

Approved as to form:



Assistant City Attorney





CITY OF SPOKANE

Plan Commission- City Council

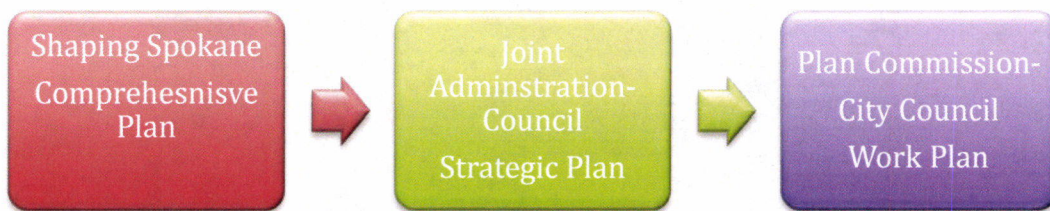
2019-2020 Work Plan



808 W. Spokane Falls Blvd.
Spokane, WA 99201

One Vision. One Plan. One Voice.

The City of Spokane Joint Administration-Council 6-Year Strategic Plan provides guidance to our investments and follows the vision of the City's Comprehensive Plan to provide a safe, diverse, resilient, sustainable, and growing City. The goals of innovative infrastructure, safe and healthy, urban experience and sustainable resources are implemented through actions embodied in this work plan that work towards the strategic outcomes of: Increased Median Household Income, Increased Property Values, Safest Like-Sized City, Increased Livable-Wage Jobs, Increased Bond Rating, Increased Population Growth and Increased Social Capital.



2019-2020 Work Plan

Recognizing that any of the action steps for the Strategic Plan as well as the programs and projects are multi-year initiatives, the Plan Commission-City Council Work Program is moving to a two year cycle to ensure alignment of resources and management of the Plan Commission's work calendar.

Action Items	Project Status	Plan Commission Review	Project Completion
Safe and Healthy			
Implement Minimum Quality Housing Standards (Property Maintenance Code)	In Progress	Q1-2019	Q2-2019
Urban Experience			
Spokane River Shoreline Vision Plan	In Progress	Q4-2019	Q1-2020
Shoreline Master Plan Update	Q1-2020	Q3-2020	Q2-2021
Downtown Parking Action Plan	In Progress	Q4-2018	Q1-2019
Downtown Plan	In Progress	Q4-2019	Q1-2020
Downtown Design Guidelines & Development Standards	Q1-2020	Q3-2020	Q4-2020
North River Bank Sub-Area Plan, Design Guidelines, Development Standards	In Progress	Q1/2-2019	Q3 - 2019
Division Re-Vision	Q1-2020	Q4-2020	Q4-2021
District 1 - U-District Sub-Area & Development Standards	In Progress	Q2-2019	Q3-2019
District 2 - 29 th & Grand Center Plan	Q2-2019	Q1-2020	Q2-2020
District 3 - Monroe Corridor	Q1-2019	Q4-2019	Q1-2020
Center Zoning Pilot - Perry	Q2-2019	Q4-2019	Q1-2020
Center Zoning Pilot - Monroe	Q2-2019	Q4-2019	Q1-2020
Central City Line Overlay implementation (Parking & Zoning)	Q4-2018	Q3-2019	Q4-2019
Audubon-Downriver/Northwest - Neighborhood Plan	In Progress	Q3-2019	Q4-2019
Minnehaha - Neighborhood Plan	In Progress	Q4-2019	Q4-2019
Neighborhood Plan* - Shiloh Hills, Balboa/S. Indian Trail, Latah/Hangman	Q3-2019	Q3-2020	Q4-2020
Infill - Corner Lot Splits	Q1-2019	Q2-2019	Q2-2019
Infill - Design Standard CA4	Q1-2019	Q2-2019	Q2-2019
Annual Amendments	Q4-2018/2019	Q2/3 2019/2020	Q4-2019/2020
2019 Cycle			
-LU 1.8	Q4-2018	Q2/3 - 2019	Q4-2019
-Transit Oriented Development			
Emergency Amendment - Crestline	In Progress	Q2-2019	Q3-2019

Innovative Infrastructure			
6-Year Transportation Plan Update	Q2- 2019/2020	Q3- 2019/2020	Q4- 2019/2020
6-Year Capital Improvement Plan Update	Q2- 2019/2020	Q3- 2019/2020	Q4- 2019/2020
Capital Facilities Chapter Update - Water	In Progress	Q3-2019	Q3-2020
Capital Facilities Chapter Update - Waste Water	In Progress	Q4-2019	Q4-2020
Street Standards Update (including Bicycle Standards)	In Progress	Q2-2019	Q4-2019
Impact Fees	In Progress	2019	2019
* - Tentative Timeline for Neighborhood Councils that are ready to plan			

Comprehensive Plan Annual Amendments 2018-2019

Summary Report of Docket for Plan Commission Workshop



Neighborhood and
Planning Services
March 2019

Comprehensive Plan Annual Amendments 2018-2019

Summary Report of Docket for Plan Commission Workshop

This is an abbreviated informational summary. Application materials and related documents are posted on the webpage [2018/2019 Proposed Comprehensive Plan Amendments](#).

For additional information, contact Tirrell Black, Associate Planner, Planning & Development Services, 509-625-6300, tblack@spokanecity.org

Comprehensive Plan Amendment Process

Once yearly, the City of Spokane accepts applications for the annual Comprehensive Plan Amendment process; the deadline for applications is typically October 31, per Spokane Municipal Code (SMC) [SMC 17G.020.060](#). Applications for annual amendments received from non-city applicants by October 31, 2018 are included for consideration during 2019.

For the 2018/2019 review cycle, seven applications for proposed amendments to the Comprehensive Plan Land Use Plan Map were received for potential review during 2019. A City Council Ad Hoc Committee reviewed the seven proposals on January 15, 2019. This committee recommended that the City Council move four of the land use applications onto the Annual Amendment Work Program, hold one of the land use applications until next year, and not recommend two of the land use applications for the Annual Amendment Work Program. The committee also recommended eliminating one parcel from one of the land use applications included in the work program.

Two text amendments to Chapter 3, Land Use are also proposed by City Council.

The City Council adopted the Annual Amendment Work Program for 2019 under Resolution 2019-0011 on February 25, 2019. The City Council adopted the committee recommendation without changes, including only four of the seven land use applications. Also at that time, the Council added the two city-sponsored proposals to the work program.

Following the City Council adoption of the Annual Amendment Work Program, the applicants are required to provide the full application materials and fees within 15 days by March 12, 2019, in order to begin review.

The documents for each of these applications may be accessed by going to the [webpage](#).

Generalized Procedural Steps:

- City Council Process to set the Annual Comprehensive Plan Amendment Work Program
- Agency & Departmental Review
- Notice of Application & Notice of SEPA Review
- Public Comment Period
- Plan Commission Substantive Workshops
- SEPA Determinations issued prior to Plan Commission hearing
- Notice of Plan Commission Hearing & SEPA Determination
- Plan Commission Hearing
- City Council Public Hearing

“Exhibit A”

Land Use Plan Map Amendment Applications

File Z18-882COMP, H A Tombari LLC

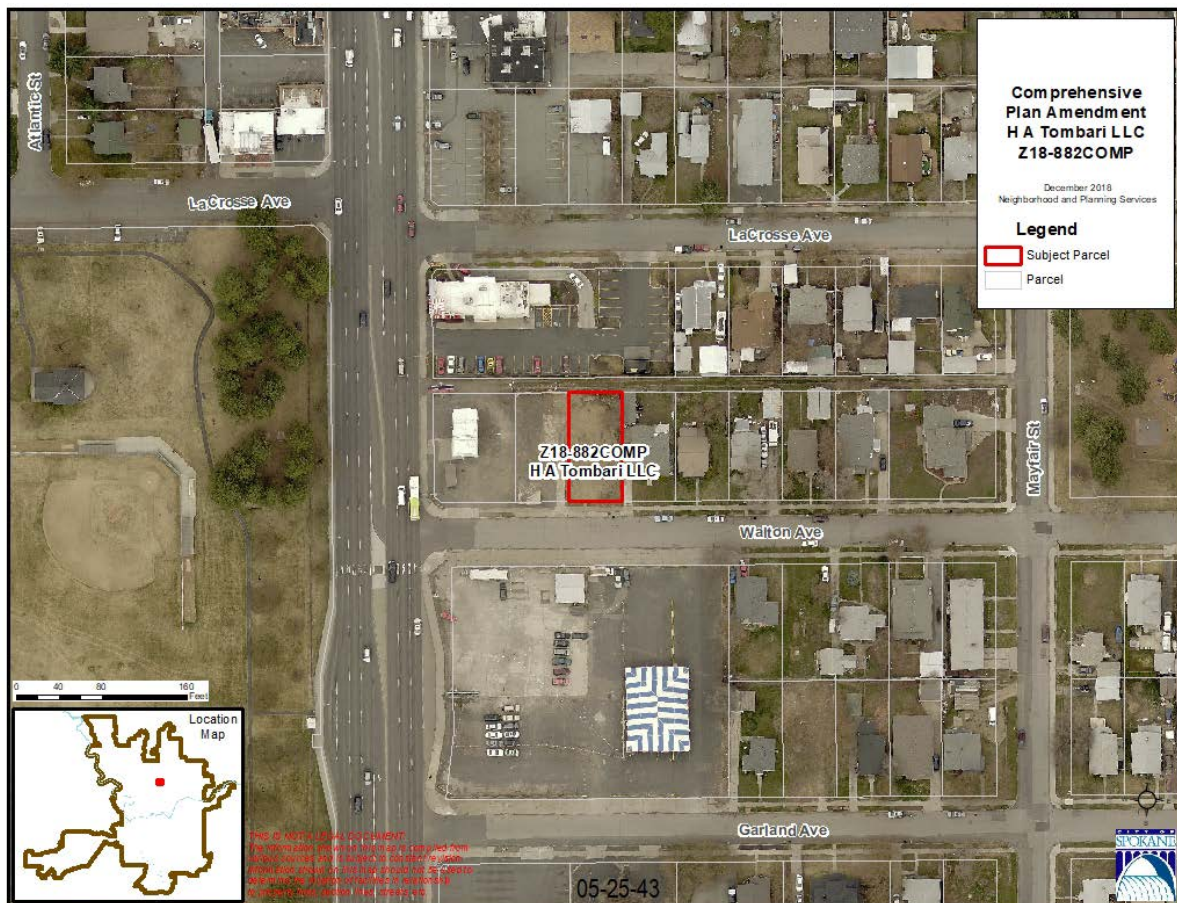
Nevada Heights Neighborhood

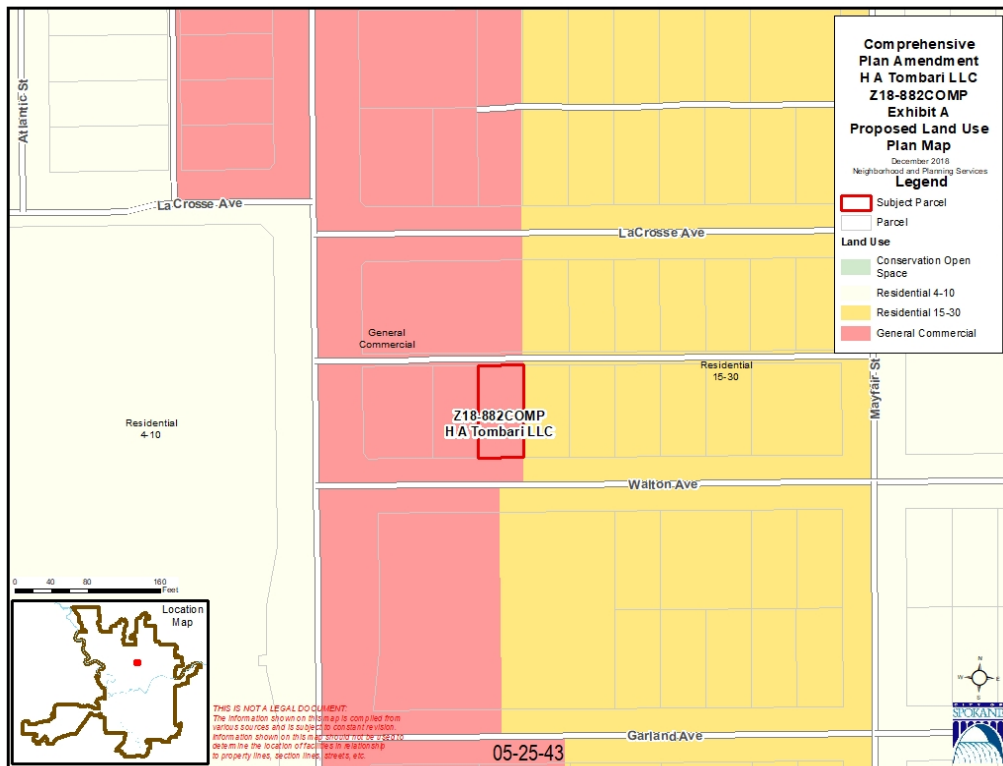
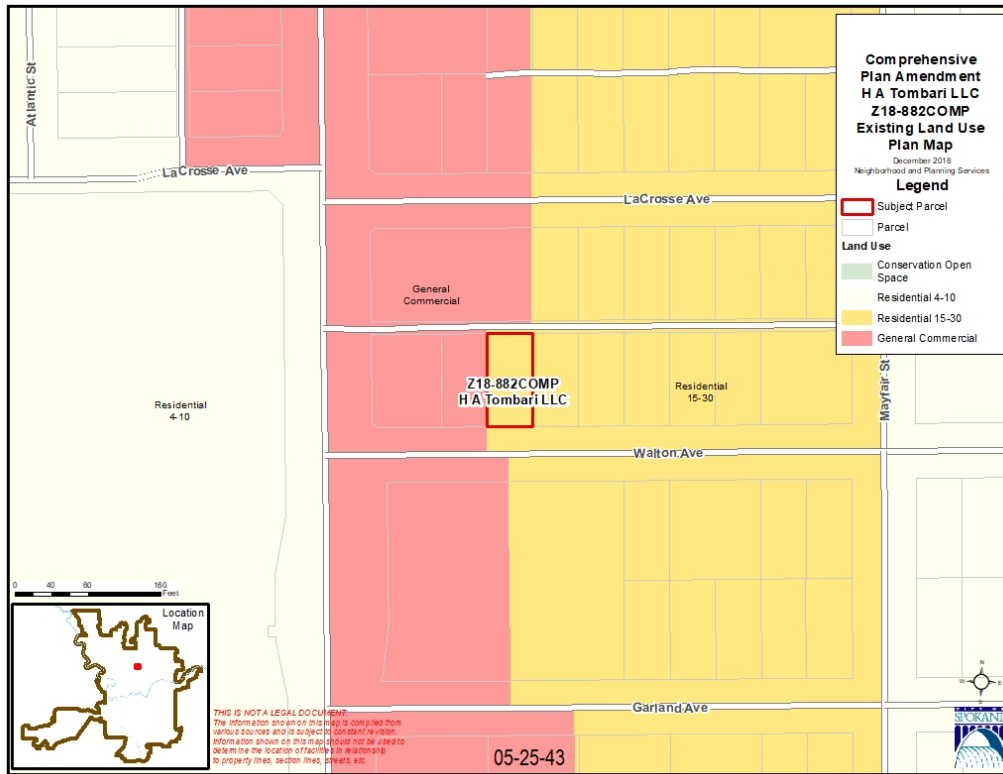
Proposed Map Amendment

Location: The subject site includes 1 parcel on E Walton Avenue, east of the intersection of E Walton Avenue and Division Street (parcel 35052.2920). The concerned property totals approximately 0.12 acres.

Proposal: This proposal is to change the parcels from Residential 15-30 land use and RMF zoning to General Commercial land use and GC-70 zoning.

Agent: Dwight Hume





File Z18-883COMP, Acceleration Physical Therapy/David Jeter

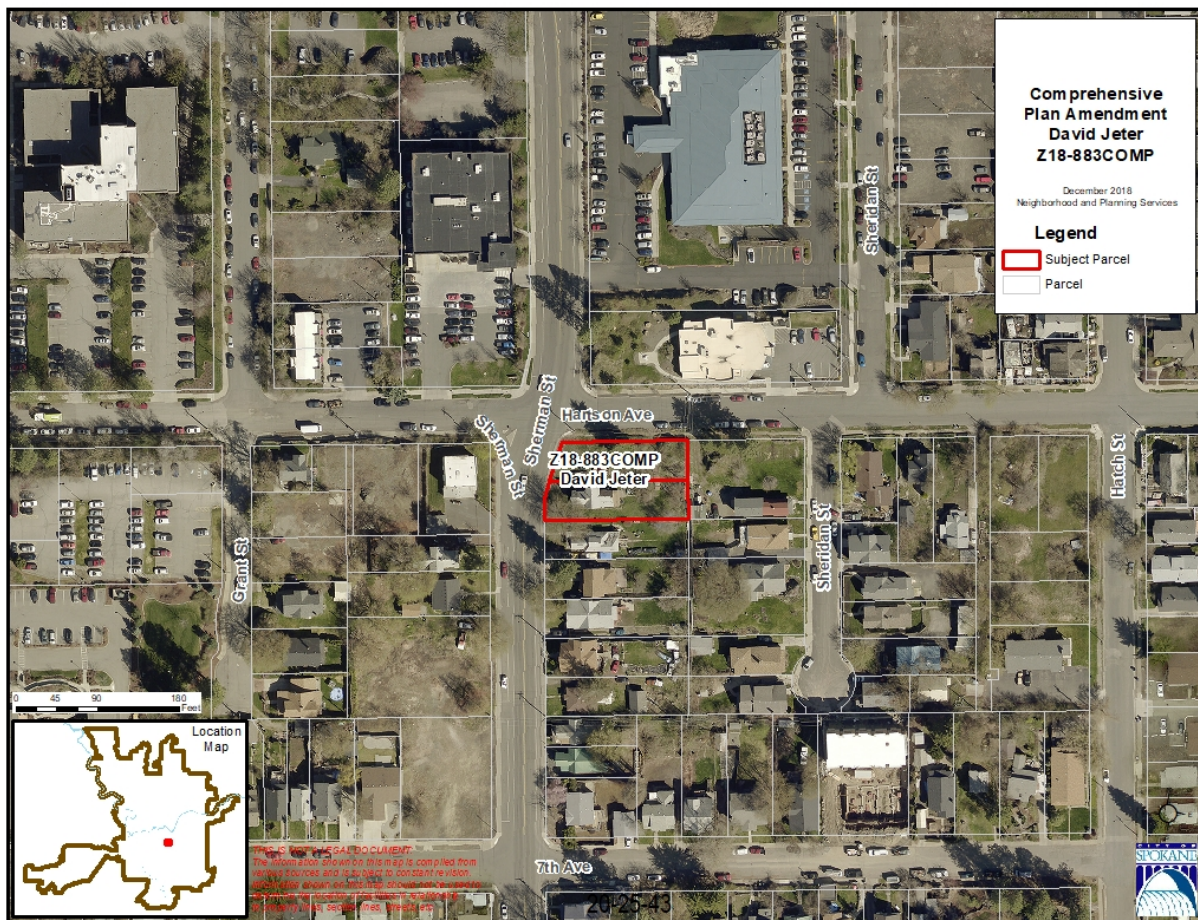
East Central Neighborhood

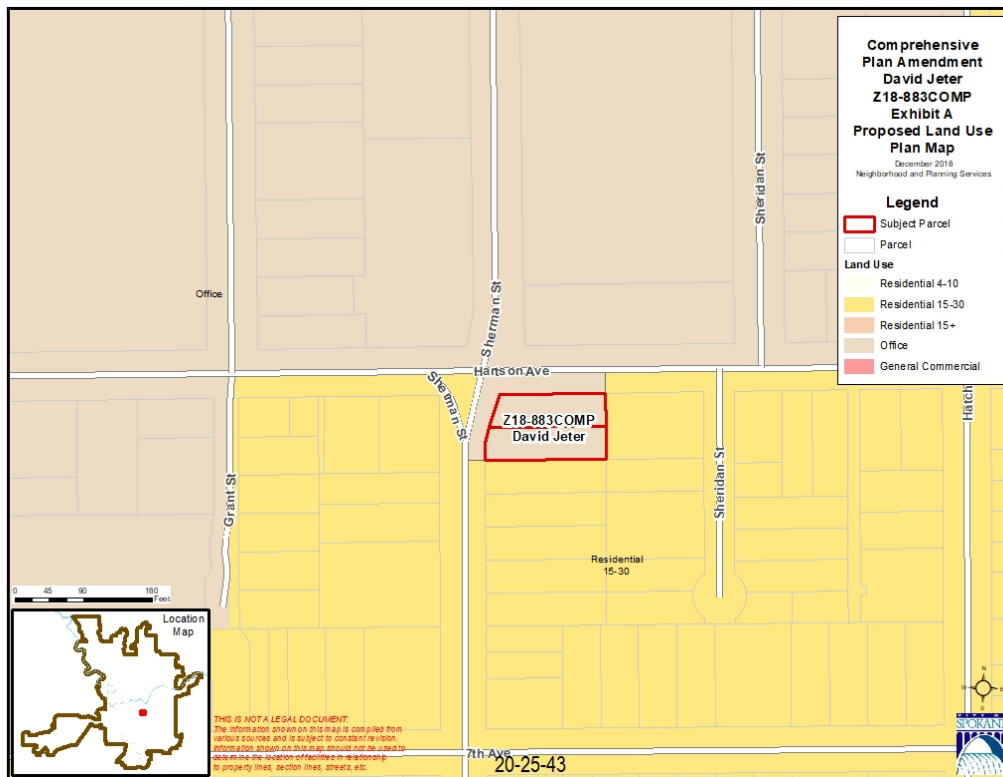
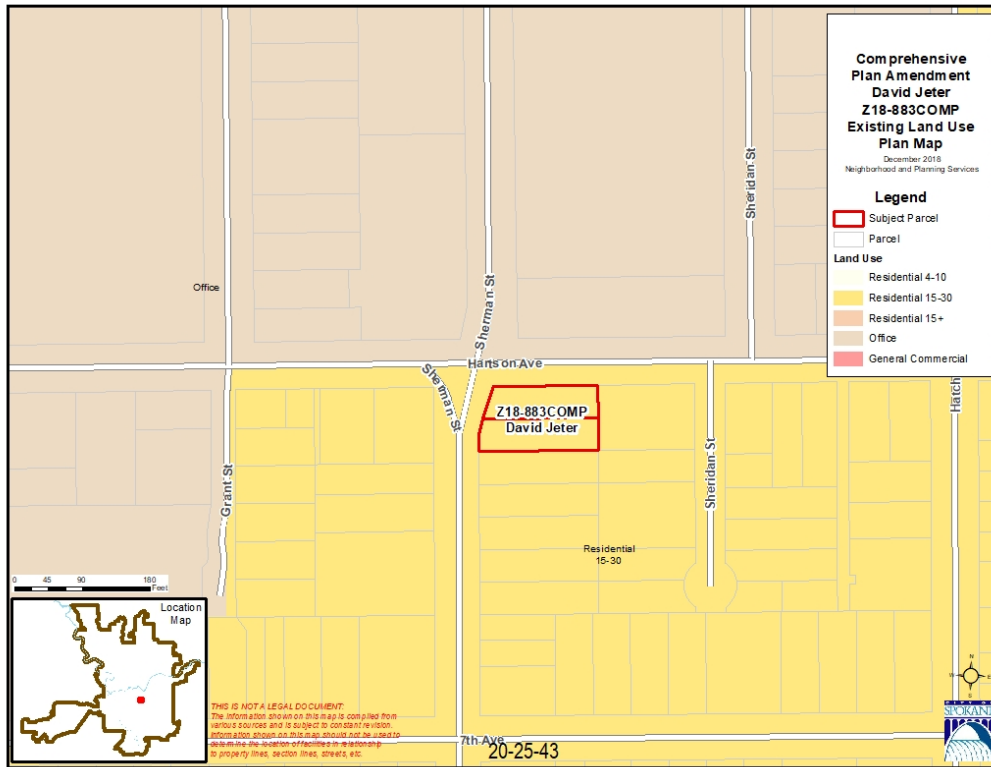
Proposed Map Amendment

Location: The subject site includes 2 parcels located at 701 and 707 South Sherman Street (parcels 35203.0101 and 35203.0102). The concerned properties total approximately 0.29 acres.

Proposal: This proposal is to change the 2 parcels from Residential 15-30 land use and RMF zoning to Office land use and O-35 zoning.

Agent: Dwight Hume





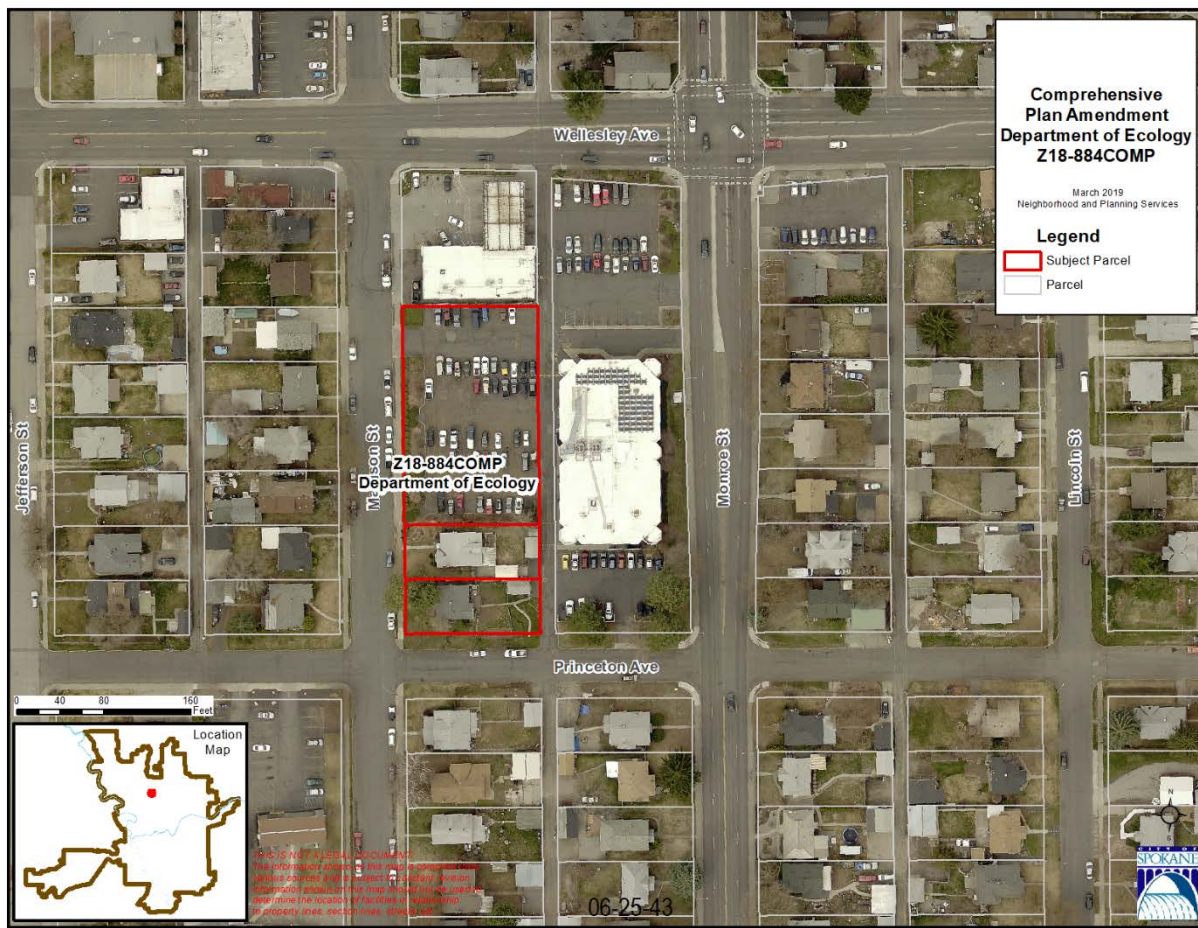
File Z18-884COMP, Department of Ecology North Hill Neighborhood

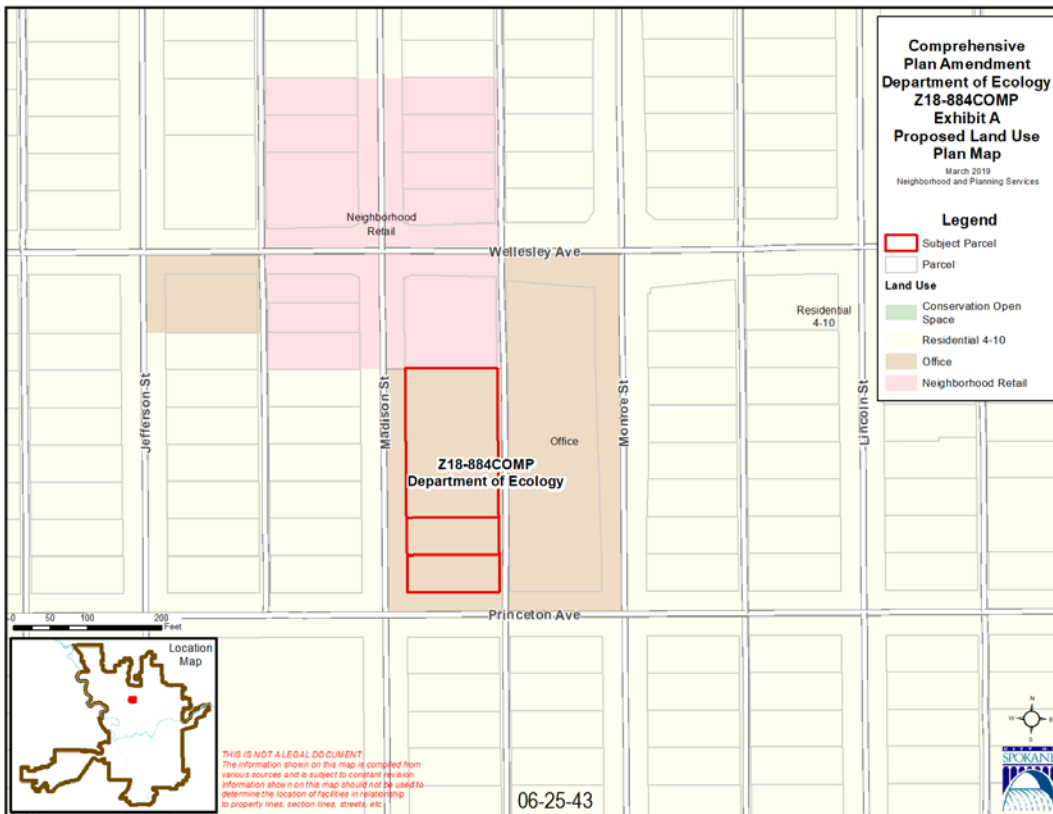
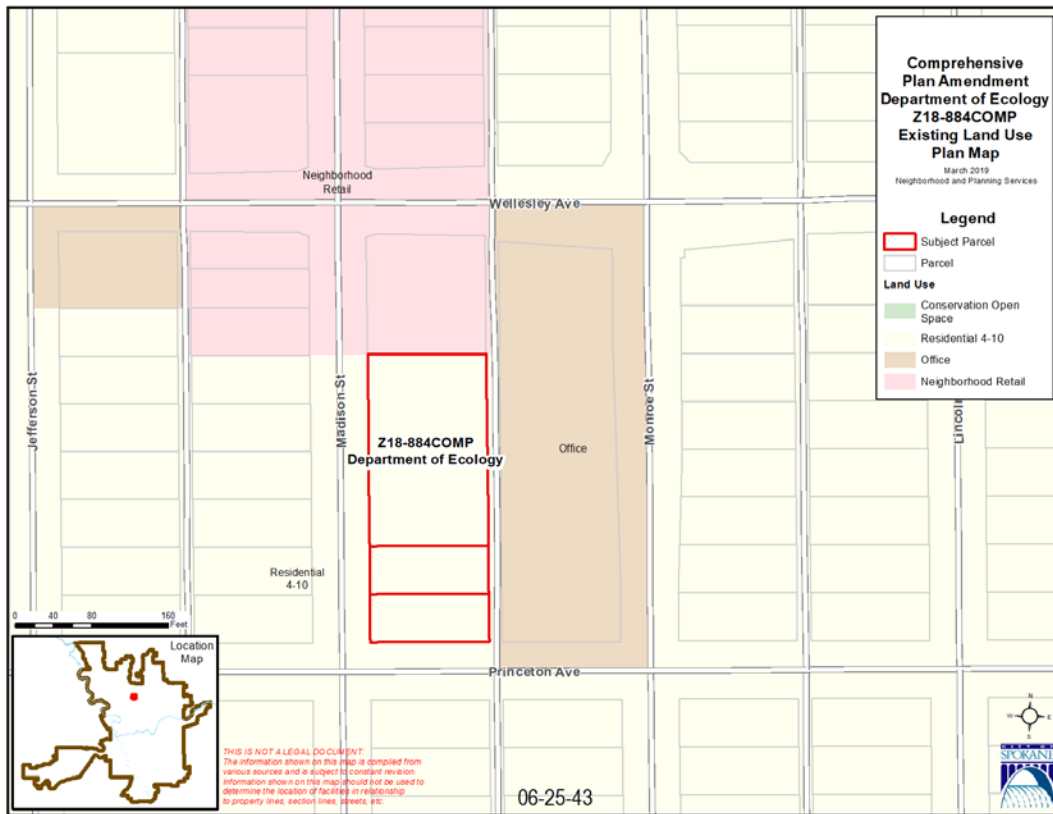
Proposed Map Amendment

Location: The subject site includes parcels located on the Southeast corner of Wellesley and Monroe and the Northeast corner of Princeton and Madison (parcels 35062.36610 and 35062.3609). The adjacent parking lot (35062.3619) is added as a “clean up” action to make the lot a conforming zoning classification for the use(s). In adopting work program, the City Council removed the northeast parking lot across Monroe Street (parcel 35062.3515) from the application. Subtracting that property, the revised property totals approximately 0.85 acre.

Proposal: This proposal is to change the parcels from Residential 4-10 land use and RSF zoning to Office use and O-35 zoning.

Agent: Dwight Hume





File Z18-933COMP, Ventura Land Holdings LLC

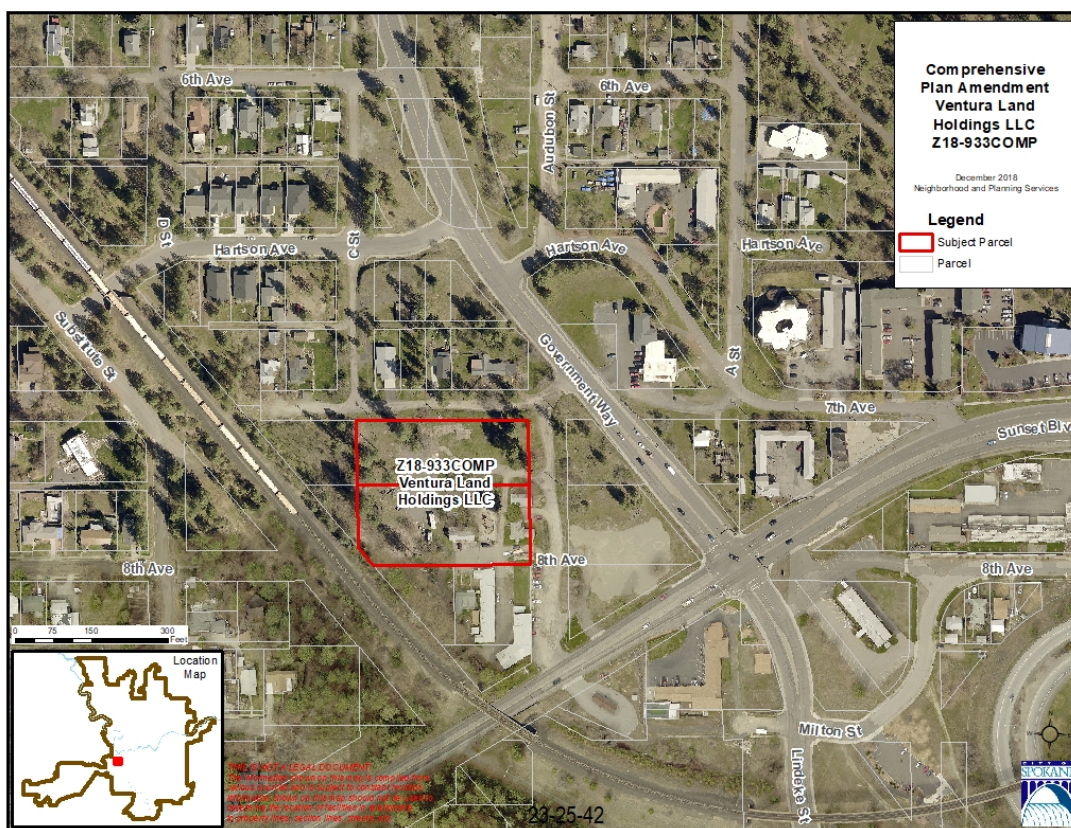
West Hills Neighborhood

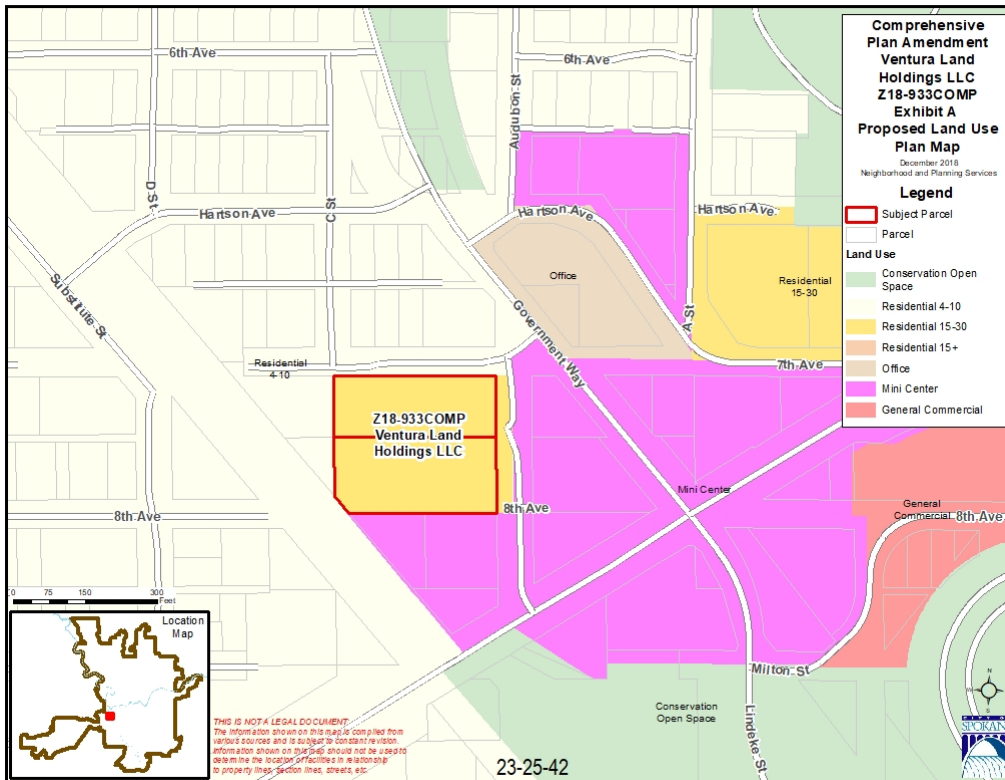
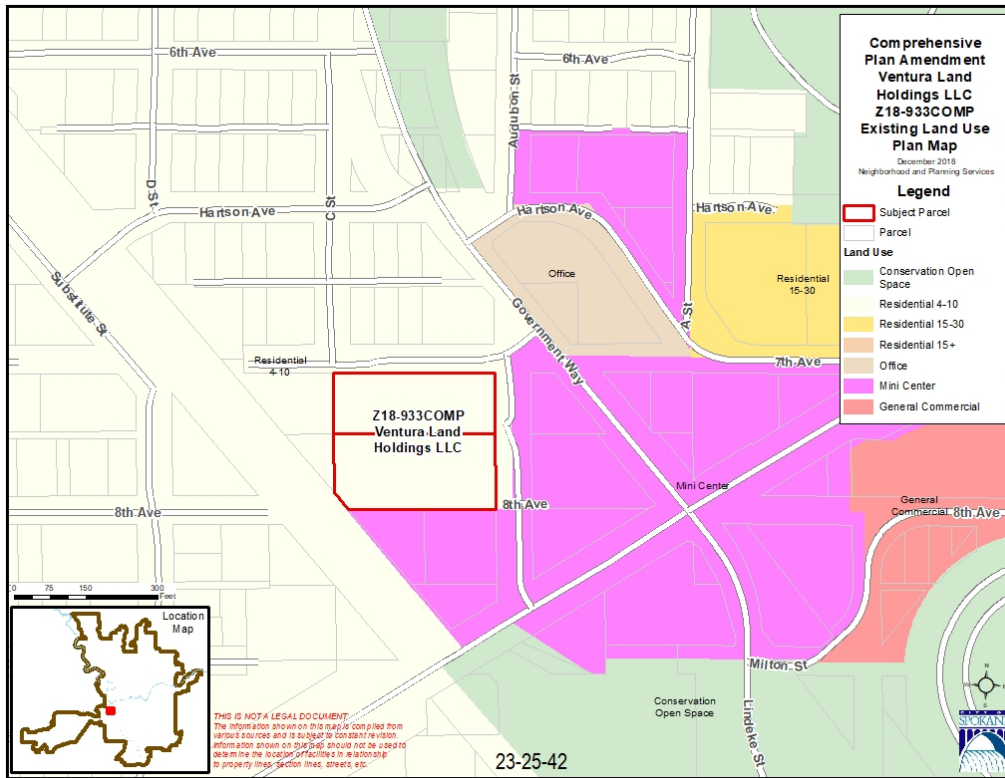
Proposed Map Amendment

Location: The subject site includes 2 parcels located at 3004 West 8th Avenue and the Northwest corner of Sunset Highway and Government Way, addressed on West 7th Avenue on the North (parcels 25234.6501 and 25234.0902). The concerned properties total approximately 2.2 acres.

Proposal: This proposal is to change the two parcels from Residential 4-10 land use and RSF zoning to Residential 15-30 land use and RMF zoning.

Agent: Dwight Hume





“Exhibit B”

Z18-958COMP

Text Amendment Proposal, Chapter 3

Proposed Policy LU 4.6 Transit-Supported Development

Sponsored by Council President Ben Stuckart

Spokane Office
Bank of America Financial Center
601 W. Riverside, Suite 1900
Spokane, Washington 99201-0695

Phone: (509) 838-6131
Fax: (509) 838-1416
website: www.winstoncashatt.com

Winston & Cashatt

L A W Y E R S

A Professional Service Corporation


*Winston & Cashatt has offices in Spokane, Washington
and Coeur d'Alene, Idaho*

MEMORANDUM

Date: March 12, 2019

To: City of Spokane Plan Commission

CC: Greenstone Corporation

From: ELIZABETH A. TELLESSEN 

Subject: Comment In Re Z19-070COMP
Removal of Proposed Arterial Designation-Amendment to Arterial Network
Map TR 12

1. The “proposed urban major collector” designation is properly removed from Map TR12 relating to Crestline Street between 37th and Southeast Boulevard at 31st Avenue.

The City Council has requested an emergency amendment to the Comprehensive Plan, in order to remove the “proposed urban major collector” designation from Map TR12 from Crestline Street between 37th and Southeast Boulevard at 31st Avenue. (Resolution No. 2018-0061) The TR12 designation became known in conjunction with Greenstone’s plan to develop the area, but that plan is not before the commission nor germane to the pending amendment. The question regarding the roads that would serve Greenstone’s development are also not before the commission. The question is limited to removing the map designation; no other comprehensive plan map or text amendments are before you at this time.

The review criteria set out in SMC 17G.020.030 is satisfied by a recommendation to remove the designation. Removal of the designation resolves the absence of implementation as required by the Growth Management Act (GMA). GMA plainly requires cities to adopt capital improvement plans that implement the transportation element of the comprehensive plan. RCW 36.70A.120; RCW 36.70A.070(6); and WAC 365-196-430. The Comprehensive Plan sets out a “20-year Arterial Strategy” and identifies a number of street rebuilds, transportation projects and capacity improvement projects, which the Citywide Capital Improvement Program (CIP) implements. (See Comp. Plan, Ch. 4, pp. 4-61 – 4-71; and Citywide Capital Improvement Program, 2018-2023.)

Beverly L. Anderson
Patrick J. Cronin ^{ID}
Kevin J. Curtis
Darren M. Digiacinto ^{ID}
Timothy R. Fischer ^{ID}
David P. Gardner ^{ID, MT}
Scott A. Gingras ^{ID, MT}

Erika B. Grubbs ^{ID}
Natasha L. Hill ^{CA}
Michael T. Howard ^{ID}
Collette C. Leland ^{ID}
Lisa A. Malpass ^{ID}
Benjamin H. Rascoff ^{ID}

Jeffrey R. Ropp
Gabrielle C. Roth
Kammi Mencke Smith ^{ID}
Jenna M.K. Strohmeyer ^{FL, PA}
Elizabeth A. Tellessen ^{ID}
Nicholas R. Ulrich

Of Counsel
C. Matthew Andersen ^{ID}
Courtney R. Beaudoin
Greg M. Devlin ^{ID}
Stephen L. Farnell
Kenneth B. Howard ^{ID}

Carl E. Hueber
Nancy L. Isserlis
Fred C. Pflanz
Richard W. Relyea
Lucinda S. Whaley

Crestline as a collector does not appear anywhere in the CIP, the Official Arterial Street Map, SMC 12.08.040, and it is not part of the City's "planned street system." There is no plan in the city's development code or regulations to implement the proposed collector designation. Thus, retaining the designation would be contrary to the requirement that it be included in the six-year capital improvement plan, and incorporated into the relevant supporting documents to ensure consistency. See SMC 17G.020.030(C)&(E).

Furthermore, there is no factual support for making Crestline a collector street. The traffic study completed by the City concludes there is not a present need, nor an anticipated future need for Crestline to serve as a collector. In this regard, the present designation is nothing more than an unimplemented policy, which is properly removed given the lack of any factual support for the designation.

Greenstone urges the Plan Commission to recognize the narrow scope of the question before it. The proposed amendment is to remove the urban major collector designation. There is no request for an alternative designation, i.e., local access, nor a basis to make such a recommendation. Further, the commission is without authority to comment on or make a recommendation regarding connectivity or Greenstone's application for the Garden District. These questions are part of the closed record presently pending appeal to the City Council.

2. The City's threshold determination of non-significance is consistent with a recommendation to remove the urban major collector designation.

Since there is no request for continuing to designate Crestline as a collector, it may not be imperative to address the significant adverse environmental impacts of a collector street. Nevertheless, if the commission is persuaded to retain the designation then the SEPA checklist is insufficient, and a determination of non-significance is likely inappropriate. Retaining the designation would require an evaluation of the significant environmental impacts a collector would have on open space, mature urban forest, the intersection at 31st and Southeast Boulevard, and compatibility with the surrounding neighborhood.

It is important to note that TR12's proposed location of the Crestline collector is not in or aligned with the platted right of way. Further, the platted right of way is narrower than would be required for a collector. If there is any support for retaining the designation, the SEPA review should evaluate the effect of realignment, expanding the right of way, and elimination of the existing urban forest and open space.



SPOKANE CITY COUNCIL
808 W. Spokane Falls Blvd.
Spokane, WA 99201-3335
(509) 625-6255

Ben Stuckart
Council President

December 17, 2018

Tirrell Black
Planning Department, City of Spokane
808 W Spokane Falls Blvd.
Spokane, WA 99201

Dear Tirrell:

I am writing to submit an application for a text amendment to the Comprehensive Plan. This amendment consists of a new policy in section 4 (Transportation) of the Land Use chapter (Chapter 3), and is intended to implement the recommendations of STA's Central City Line ("CCL") Strategic Overlay Plan. The text of each of this new policy is as follows:

[PROPOSED] Policy LU 4.6 Transit-Supported Development

Encourage transit-supported development, including a mix of employment, residential, and commercial uses, adjacent to high-performance transit corridors and other transit corridors with service of at least every 15 minutes during weekdays.

Discussion: People are more likely to take transit to meet their everyday travel needs when transit service is frequent, at least every 15 minutes. Mixed-use development in these areas will enable less reliance on automobiles for travel, reduce parking needs, and support robust transit ridership. Land use regulations and incentives will encourage this type of development along high-performance transit corridors.

In order to implement this strategy, consistent with the recommendations of the Central City Line Strategic Overlay Plan adopted by resolution in 2016, I am proposing a work plan item in order to develop and implement high-performance transit overlay zone(s) or district(s) within the Central City Line ("CCL") corridor area as called for in the Spokane Transit Authority's ("STA") Central City Line plans and route alignment.

Overlay zones/districts modify the underlying zoning or land use plan to achieve certain goals. A transit overlay zone or district can improve walkability, enhance neighborhood character, encourage a mix of different uses, and ensure urban-scale housing densities. In the CCL corridor, an overlay district or zone can also be used to apply development incentives that reduce the costs of development, making it more likely for a project to "pencil out" (*i.e.*, be financially feasible). Rental rates within the CCL corridor are relatively low, which means that new development is less likely to be financially feasible. Incentives can help close that feasibility gap and make projects happen.



SPOKANE CITY COUNCIL
808 W. Spokane Falls Blvd.
Spokane, WA 99201-3335
(509) 625-6255

Ben Stuckart
Council President

Overlay zone(s) or district(s) could be developed for property within the entire CCL corridor or only within certain areas, such as within a certain distance from specified permanent CCL stations. Some or all of the characteristics and incentives applicable within CCL overlay zone(s) or district(s) could also be later made applicable to other high-performance transit network areas as the network expands throughout Spokane.

In general, new development within a high-performance transit overlay zone or district should be required to meet the stricter standard as between the overlay zone or district and the underlying base zone. For example, if the overlay zone or district requires 10-foot minimum sidewalk widths, and the underlying base zone requires 5-foot minimum sidewalk widths, the overlay zone or district's 10-foot minimum would prevail.

This proposed change to the text of the Comprehensive Plan and attendant work plan item request are being presented as a single Comprehensive Plan amendment application because they both concern a single topic (transit-supported development) and geographic area (the CCL route).

Please see the attached documents, namely: (1) pre-application answers, (2) threshold review application answers, (3) proposed amendment text, and (4) a completed SEPA checklist for your review. If you have any questions or need further information, please reach out to City Council Policy Advisor Brian McClatchey.

Sincerely,

Ben Stuckart
President, Spokane City Council

Encl. (4)



Transit-Supported Development

Proposed Comprehensive Plan Text Amendment

PROPOSED AMENDMENT TEXT

The following text would be added, verbatim, to Chapter 3, Land Use, Shaping Spokane—the 2017 Comprehensive Plan Update. New text is shown underlined. The existing goal LU 4 is shown for reference.

LU 4 TRANSPORTATION

Goal: Promote a network of safe and cost effective transportation alternatives, including transit, carpooling, bicycling, pedestrian-oriented environments, and more efficient use of the automobile, to recognize the relationship between land use and transportation.

...

LU 4.6 Transit-Supported Development

Encourage transit-supported development, including a mix of employment, residential, and commercial uses, adjacent to high-performance transit corridors and other transit corridors with service of at least every 15 minutes during weekdays.

Discussion: People are more likely to take transit to meet their everyday travel needs when transit service is frequent, at least every 15 minutes. Mixed-use development in these areas will enable less reliance on automobiles for travel, reduce parking needs, and support robust transit ridership. Land use regulations and incentives will encourage this type of development along high-performance transit corridors.

“Exhibit C”

Z19-002COMP

Text Amendment Proposal, Chapter 3

Policy LU 1.8 General Commercial Uses

Sponsored by Council Member Candace Mumm

BRIEFING PAPER
City of Spokane
City Council Ad Hoc Committee
Setting the 2019 Annual Comprehensive Plan Amendment Work
Program
January 2019

Subject

During deliberations on November 19, 2018, the City Council directed staff bring forth a proposal to amend Policy LU 1.8 General Commercial in the City's Comprehensive Plan, Land Use Chapter. This policy was significantly amended in 2003 (ORD C33287) to add references to specific situations and traffic count numbers and is at times unclear.

The policy needed interpretation by the Plan Commission in two instances in the 2017/2018 amendment review. Council Member Mumm is the sponsor of this proposed amendment. Staff recommend that if this item is added to the Comprehensive Plan Annual Amendment Work Program for 2019, the Plan Commission establish a process, potentially a working group, for the drafting the changes to the text of policy LU 1.8.

Background

In Chapter 3, Land Use, policies exist which describe the land use plan map categories. Under *Goal LU1 Citywide Land Use*, there are policies describing several commercial land use plan map designations, these include: General Commercial, Neighborhood Mini-Center, Neighborhood Retail, and Office. These policy descriptions provide guidance when a change to the Land Use Plan Map is contemplated.

Policy LU 1.8 General Commercial describes the General Commercial land use category and also states some instances in which this category can be expanded while recognizing that the City's adopted focused growth strategy encourages and should incentivize growth toward the centers. Similar policies exist for other commercial land use categories, such as "Office" or "Neighborhood Retail".

Historic, pre-Centers & Corridors adoption, land use patterns of commercial are recognized under the General Commercial Land Use category. The zoning categories of Community Business (CB) Zone and General Commercial (GC) zone are applied to this land use plan map category. Additionally, some Centers & Corridors (CC) zoning is applied over this land use category where "center's land use planning" has not occurred. When the City adopted the Centers & Corridors focused growth concept, new areas designated for commercial expansion were designated as "centers", not "general commercial".

Impact

This policy is important because it gives the Plan Commission and staff direction on when the Land Use Plan Map can be amended to the “General Commercial” Land Use Plan Map designation. Clarifying the policy will be useful when there is interest in pursuing a land use plan map change.

This policy is often called upon to allow adjustments to the land use plan map to areas with historic commercial development pattern history, but areas that are not “centers”. This policy allow for reinvestment and redevelopment through appropriate adjustments to the land use plan map.

This policy should be understood in the framework of the adopted “Centers and Corridors” Focused Growth planning and continue to emphasize those areas for development. Amendment to the Centers & Corridors strategy is most appropriately addressed during a “periodic update” as established by RCW 36.70A.040.

Action

Staff recommend that if this item is added to the Comprehensive Plan Annual Amendment Work Program for 2019, the Plan Commission establish a process, potentially a working group, for the drafting the changes to the text of policy LU 1.8.

Policy LU 1.8 in current version (2018) of Comprehensive Plan, Land Use Chapter 3

LU 1.8 General Commercial Uses

Contain General Commercial areas within the boundaries occupied by existing business designations and within the boundaries of designated Centers and Corridors.

Discussion: General Commercial areas provide locations for a wide range of commercial uses. Typical development in these areas includes freestanding business sites and larger grouped businesses (shopping centers). Commercial uses that are auto-oriented and include outdoor sales and warehousing are also allowed in this designation. Land designated for General Commercial use is usually located at the intersection of or in strips along principal arterial streets. In many areas such as along Northwest Boulevard, this designation is located near residential neighborhoods.

To address conflicts that may occur in these areas, zoning categories should be implemented that limit the range of uses, and site development standards should be adopted to minimize detrimental impacts on the residential area. Existing commercial strips should be contained within their current boundaries with no further extension along arterial streets allowed.

Recognizing existing investments by both the City of Spokane and private parties, and given deference to existing land use patterns, an exception to the containment policy may be allowed by means of a comprehensive plan amendment to expand an existing commercial designation, (Neighborhood Retail, Neighborhood Mini-Center, or General Commercial) at the intersection of two principal arterial streets or onto properties which are not designated for residential use at a signalized intersection of at least one principal arterial street which as of September 2, 2003, has traffic at volumes greater than 20,000 vehicular trips a day. Expansion of the commercial designation under this exception shall be limited to property immediately adjacent to the arterial street and the subject intersection and may not extend more than 250 feet from the center of the intersection unless a single lot, immediately adjacent to the subject intersection and in existence at the time this comprehensive plan was initially adopted, extends beyond 250 feet from the center of the intersection. In this case the commercial designation may extend the length of that lot but in no event should it extend farther than 500 feet or have an area greater than three acres.

If a commercial designation (Neighborhood Retail, Neighborhood Mini-Center, or General Commercial) exists at the intersection of two principal arterials, a zone change to allow the commercial use to be extended to the next street that runs parallel to the principal arterial street may be allowed. If there is not a street that runs parallel to the principal arterial, the maximum depth of commercial development extending from the arterial street shall not exceed 250 feet.

Areas designated General Commercial within Centers and Corridors are encouraged to be developed in accordance with the policies for Centers and Corridors. Through a neighborhood planning process for the Center, these General Commercial areas will be designated in a land use category that is appropriate in the context of a Center and to meet the needs of the neighborhood.

Residential uses are permitted in these areas. Residences may be in the form of single-family homes on individual lots, upper-floor apartments above business establishments, or other higher density residential uses.

(end)

BRIEFING PAPER
City of Spokane
Plan Commission Workshop
March 13, 2019

Subject

The City Council by [Resolution 2018-0061](#) amended the Comprehensive Plan Amendment Annual Work Program to include a proposed amendment of Proposed Arterial Network Map (Map TR12) in chapter 4 of the Comprehensive Plan (Transportation) to remove the proposed new urban major collector arterial on Crestline Street between 37th Avenue and Southeast Boulevard at 31st Avenue. This item is scheduled to be heard in a public hearing by the Plan Commission on March 27, 2019. The hearing date at City Council is not yet set, but is expected to be in April 2019. Additional documents related to this proposal are posted on the [project webpage](#).

Background

In 2017, as part of the City's 2017 update of its Comprehensive Plan, Map TR 12 was amended to identify a Proposed Urban Major Collector Arterial between 37th Avenue and Southeast Boulevard at 31st Avenue, on the Crestline alignment. Thereafter, on July 9, 2018, the City Council adopted Resolution 2018-0061 mentioned above. If approved, the amendment proposed by the Resolution would remove the proposed new urban major collector arterial on Crestline Street between 37th Avenue and Southeast Boulevard at 31st Avenue.

The Resolution requested staff to process the proposed amendment as an emergency amendment, due to a community need to ensure adequate, appropriate, and available public facilities. Emergency amendments are described in [SMC 17G.020.040](#) and may be considered outside the yearly amendment cycle.

In connection with the proposed amendment, the City contracted with DKS Associates to conduct a traffic study for the Spokane 29th Avenue corridor to help inform the Council's decision on the proposed amendment. The objective of the traffic study was to evaluate multi-modal safety and operations along 29th Avenue, review connectivity of surrounding streets, and review pedestrian and bicycle crossing needs of 29th Avenue. At page 18, the traffic study recommends connecting Crestline Street between 32nd Avenue and Southeast Boulevard to improve neighborhood connectivity, but indicates the connection will only attract approximately 650 vehicle trips per day which is within the acceptable range for a city local access street (less than 1,000 daily vehicles). Consequently, the traffic study can be read as supporting approval of the proposed amendment which would remove the urban major collector arterial designation from the proposed

Crestline connection. The traffic study is included in the Plan Commission meeting packet.

Impact

Because the traffic study anticipates that the connection will attract only moderate traffic, it provides support for removing the urban major collector arterial designation currently shown in Map TR12. Removal of that designation would not vacate any of the existing public rights-of-way in the area or eliminate the need for improved neighborhood connectivity (as envisioned in the City's Comprehensive Plan and development regulations) as new development occurs in the vicinity.

Next Steps

The Plan Commission is scheduled to hear this item at a Public Hearing on March 27, 2019. The Plan Commission will receive a staff report outlining the Decision Criteria in [SMC 17G.020.030](#), Final Review Criteria, prior to the Public Hearing. This will also be posted on the [project webpage](#) when available. Following the Plan Commission Public Hearing, the Plan Commission will issue a recommendation to City Council. City Council will then hold a hearing on this matter and issue a decision.

Packet Contents:

- Briefing Paper
- Comprehensive Plan Policies for workshop
- Agency Comment
- Public Comment
- Traffic Study

Comprehensive Plan Policies for Discussion at Plan Commission Workshop

This is not an exhaustive list of policies which may be relevant.

Policies LU come from Chapter 3, Land Use.

Policies TR come from Chapter 4, Transportation.

To view the entire Comprehensive Plan:

<https://my.spokanecity.org/shapingspokane/comprehensive-plan/>

Comprehensive Plan Policies that reference arterials

LU 4.3 Neighborhood Through-Traffic

Create boundaries for new neighborhoods through which principal arterials should not pass.

Discussion: Principal arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences. Whenever possible, principal arterials should be located on the outer edge of neighborhoods.

Policies that talk about Connections

LU 4.4 Connections

Form a well-connected network which provides safe, direct and convenient access for all users, including pedestrians, bicycles, and automobiles, through site design for new development and redevelopment.

LU 4.5 Block Length

Create a network of streets that is generally laid out in a grid pattern that features more street intersections and shorter block lengths in order to increase street connectivity and access.

TR 2 Transportation Supporting Land Use

Maintain an interconnected system of facilities that allows travel on multiple routes by multiple modes, balancing access, mobility and place-making functions with consideration and alignment with the existing and planned land use context of each corridor and major street segment.

TR 7 Neighborhood Access

Require developments to have open, accessible, internal multi-modal transportation connections to adjacent properties and streets on all sides.

Agency Comment



Tirrell Black
City of Spokane
808 West Spokane Falls Blvd
Spokane WA 99201

RE: FILE NO. Z19-070COMP Proposed Arterial Network Map TR 12 Amendment

Dear Ms. Black,

Thank you for the opportunity to comment on the proposed amendment referenced above. Spokane Transit owns and operates the South Hill Park and Ride at East 31st Avenue and South Southeast Blvd adjacent to the requested amendment. Should the subject section of Crestline Street be reclassified "urban local access" and extend to Southeast Blvd in alignment with 31st Avenue, we request that the City of Spokane improve the pedestrian crossing of Southeast Boulevard at 31st Avenue. An improved pedestrian crossing that uses current best practices to provide a safe and visible connection between future growth, existing destinations and the transit facility is in the best interest of existing and future travelers and residents of the area. We further request that the design of this intersection and pedestrian improvements is coordinated with Spokane Transit to ensure compatibility with transit operations and improvements.

Thank you.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Kathleen', followed by a horizontal line and a stylized flourish.

Kathleen Weinand, AICP
Principal Transit Planner

March 5, 2019

Tirrell Black, AICP
Associate Planner
City of Spokane
Planning Services
808 W Spokane Falls Blvd.
Spokane, WA 99201

RE: City of Spokane 2019 Proposed Comprehensive Plan Amendment – Z19-070COMP

Dear Ms. Black:

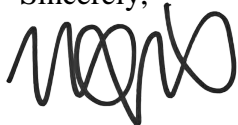
Thank you for the opportunity to comment on the application for Spokane County's 2019 comprehensive plan amendment Z19-070COMP. SRTC staff has reviewed the application materials you provided.

Based on the information you provided for the location and scale of the proposed comprehensive plan changes, SRTC has determined that the proposed amendment is generally consistent with the relevant policies and principles of [Horizon 2040](#), our Regional Transportation Plan (RTP) as well as with the relevant transportation planning requirements of the Revised Code of Washington ([RCW](#)), including the Growth Management Act ([GMA](#)).

SRTC did not conduct a level of service (LOS) analysis for the regional mobility corridors because of the scale of the project. In the future, SRTC would like to be able to provide a more comprehensive analysis of regional impacts and potential scenarios for consideration. To that end, we look forward to working with the City of Spokane to discuss opportunities for SRTC to provide analysis which could supplement future staff reports.

Please contact me if you need any additional information about our review of this amendment proposal.

Sincerely,



Mike Ulrich
Senior Transportation Planner

Public and Neighborhood Council Comment

From: [Marcia Milani](#)
To: [Black, Tirrell](#); [Planning & Development Services Crestline Comments](#)
Cc: [Burke, Kacey](#); [Stuckart, Ben](#); [Fagan, Mike](#); [Beggs, Breean](#); [Kinnear, Lori](#); [Mumm, Candace](#); [Stratton, Karen](#)
Subject: Fwd: Act Now! Emails needed!
Date: Tuesday, March 5, 2019 9:51:22 AM



Time to act! Emails and comments needed now!

TO: tblack@spokanecity.org, crestlinecomments@spokanecity.org

CC: kburke@spokanecity.org, bstuckart@spokanecity.org, mfagan@spokanecity.org, bbeggs@spokanecity.org,
lkinnear@spokanecity.org, cmumm@spokanecity.org, kstratton@spokanecity.org

Subject: Amendment to Comp Plan, Map TR12

Dear Plan Commission,

The Crestline extension should be removed from Map TR12 for the following reasons:

1. The traffic study does not support the extension of Crestline as an arterial. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial.
2. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. "Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences."
3. The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.
4. The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.

Also, the issue of local access streets is not before the Plan Commission. If the property is developed, local street connectivity will be addressed in project specific negotiations between the developer and the City.



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info@preserveahantlen.com

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Preserve Hamblen · Lincoln Heights · Spokane, WA 99203 · USA



From: [Debbie Kutsal](#)
To: [Black, Tirrell](#); [Planning & Development Services Crestline Comments](#)
Subject: kburke@kburke@spokanecity.org, bstuckart@spokanecity.org, mfagan@spokanecity.org, bbeggs@spokanecity.org, lkinnear@spokanecity.org, cmumm@spokanecity.org, kstratton@spokanecity.org
Date: Monday, March 4, 2019 4:16:23 PM

Subject: Amendment to Comprehensive Plan, Map TR12

Dear Planning Commission,

The Crestline extension should be removed from Map TR12 for the following reasons:

1. The traffic study does not support the extension of Crestline as an arterial. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial.
2. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. "Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences."
3. The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.
4. The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.

Also, the issue of local access streets is not before the Plan Commission. If the property is developed, local street connectivity will be addressed in project specific negotiations between the developer and the City.

Thank you for your consideration,

Deb Kutsal
2114 E. 30th Avenue
Spokane, WA 99203

From: [CHARLES MILANI](#)
To: [Black, Tirrell](#); [Planning & Development Services Crestline Comments](#)
Cc: [Burke, Kacey](#); [Stuckart, Ben](#); mfagan@spokaneity.org; [Beggs, Breean](#); [Kinnear, Lori](#); [Mumm, Candace](#); [Stratton, Karen](#)
Subject: Amendment to Comp Plan, Map TR12
Date: Monday, March 4, 2019 2:37:11 PM

Dear Plan Commission,

The Crestline extension should be removed from Map TR12 for the following reasons:

1. The traffic study does not support the extension of Crestline as an arterial. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial.
2. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. "Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences."
3. The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.
4. The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.

Also, the issue of local access streets is not before the Plan Commission. If the property is developed, local street connectivity will be addressed in project specific negotiations between the developer and the City.

Thank you for your time and for reviewing this information.

Chuck Milani

From: [Rick Boal](#)
To: [Black, Tirrell](#); [Planning & Development Services Crestline Comments](#)
Cc: [Burke, Kacey](#); [Stuckart, Ben](#); [Fagan, Mike](#); [Beggs, Breean](#); [Kinnear, Lori](#); [Mumm, Candace](#); [Stratton, Karen](#)
Subject: Amendment to Comp Plan, Map TR12
Date: Monday, March 4, 2019 12:32:00 PM

Dear Plan Commission,

The Crestline extension should be removed from Map TR12 for the following reasons:

1. The traffic study does not support the extension of Crestline as an arterial. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial.
2. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. "Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences."
3. The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.
4. The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.

Also, the issue of local access streets is not before the Plan Commission. If the property is developed, local street connectivity will be addressed in project specific negotiations between the developer and the City.

Rick Boal
2026 E 30th Ave, Spokane 99203

From: [Maxine G Lammers](#)
To: [Planning & Development Services Crestline Comments](#); [Black, Tirrell](#)
Cc: [Burke, Kacey](#); [Stuckart, Ben](#); [Fagan, Mike](#); [Beggs, Breean](#); [Kinneear, Lori](#); [Mumm, Candace](#); [Stratton, Karen](#); [Craig Lammers \(clammers32@msn.com\)](#)
Subject: Amendment to Comp Plan, Map TR12
Date: Monday, March 4, 2019 12:08:54 PM
Importance: High

Dear Members of the Plan Commission,

I am writing to request that the "Crestline extension" be removed from Map TR12. This is a **neighborhood** in the truest sense of the word – a community that connects homes and families, a neighboring park and school. Some drivers already show disregard, cutting into our neighborhood from 37th Ave. to avoid traffic with little regard for the safety of this oasis we call a neighborhood. My heart sinks at the thought of the significant change that you are considering because it increases the likelihood for traffic, speeding and the corresponding danger to pedestrians and bike riders.

Some of you may recall when a barrier was put in place on 29th Ave. when Sherie Barnard was mayor, thus eliminating the Pittsburg St. thoroughfare that many were accustomed to using. We applauded that decision simply because the traffic flow (and speed) diminished significantly when it was no longer a thoroughfare. We know from experience that corridors like the Crestline extension can and do impact the character of a neighborhood.

Other reasons for your consideration:

1. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the **Comprehensive Plan**:
Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences.
2. The **traffic study** does not support the extension of Crestline as an arterial and in fact, the 2040 study shows *no traffic service or system capacity issues that justify the creation of an additional arterial*.
3. The extension of Crestline as an arterial is contrary to the recommendation of the **Design Review Board**, which unanimously determined that Crestline should not be extended.
4. The extension of Crestline as an arterial will cause the loss of significant **urban forest** resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.

Thank you for considering my/our appeal...
Maxine

Maxine G. Lammers

1822 E. 36th Ave.
Spokane, WA 99203
509.953.7791 - cell

From: [Black, Tirrell](#)
To: [Planning & Development Services Crestline Comments](#)
Subject: FW: Agency comment on the Amendment of the proposed Arterial Network Map in the City's Comp Plan
Date: Monday, March 4, 2019 11:03:42 AM

Tirrell Black
Associate Planner
City of Spokane
509-625-6185
tblack@spokanecity.org

From: Carol Tomsic <carol_tomsic@yahoo.com>
Sent: Thursday, February 28, 2019 7:09 PM
To: Black, Tirrell <tblack@spokanecity.org>
Cc: DOUGLAS & MARILYN LLOYD <mdlloyd@comcast.net>; Sally Phillips <phillips1948@comcast.net>; Makaya Judge <makayajudge@gmail.com>; Laine Pitcher <laine.pitcher@gmail.com>; Wittstruck, Melissa <mwittstruck@spokanecity.org>; Beggs, Breean <bbeggs@spokanecity.org>; Kinnear, Lori <lkinnear@spokanecity.org>; Stuckart, Ben <bstuckart@spokanecity.org>
Subject: Agency comment on the Amendment of the proposed Arterial Network Map in the City's Comp Plan

ATTN Tirrell Black, Associated Planner

Lincoln Height Neighborhood Council Official Comments

The Lincoln Heights Neighborhood Council executive board voted unanimously to provide this response which is based on remarks of our council members and concerned neighbors at our council meetings and specifically at a July 9, 2018 City Council meeting where the City Council unanimously voted to add the proposed amendment of the reversal of the arterial designation of Crestline to the aerial street project map contained in the transportation chapter of the Comprehensive Plan.

The deadline for agency comments is March 1, 2019. A vote is not possible before our next meeting on March 19, 2019. Per council bylaws this response will be read at our next meeting.

The Lincoln Heights Neighborhood Council supports the Amendment of the Proposed Arterial Network Map in Chapter 4, Transportation of the City's Comprehensive Plan. This amendment would remove designation of the the "urban major collector arterial" and "proposed urban major collector arterial" on Crestline Street between 37th Avenue and Southeast Boulevard at 31st Avenue.

The Lincoln Heights Neighborhood Council supports Crestline Street being classified as "urban local access".

The Lincoln Heights Neighborhood Council does not agree that the proposal will cause "existing trips" to be "rerouted through the street network", page 13 in the SEPA environmental checklist. In the 2040 baseline intersection operations, in the traffic study on 29th, page 15, it stated "all of the study intersections meet the respective mobility standards." Crestline, between 37th and SE Blvd, was never intended to reduce out of direction travel for the surrounding neighborhoods. It is an urban local access street.

The Lincoln Heights Neighborhood Council does not agree that the proposal will "result in changes to roadway width, alignment, type of intersection control", page 13 in the SEPA environmental checklist. The council works with Hamblen Elementary school to provide safe routes to school with traffic calming programs. The Hamblen neighborhood is not seeking, as implied by the city's answer to "d" on page 13 of the SEPA environmental checklist, "new or improvements to existing roads, streets, pedestrian or state transportation facilities, not including driveways."

The Lincoln Heights Neighborhood does not support an urban major collector arterial dissecting our business district. It is noted that our business district does not extend to 37th, however, the Hamblen neighborhood plays a strong role in establishing our district's character and long-term success, as noted in our District Center Plan.

Tirrell, please send an email confirmation.

From: [Henry Reimann](#)
To: [Black, Tirrell](#); [Planning & Development Services Crestline Comments](#)
Cc: [Burke, Kacey](#); [Stuckart, Ben](#); [Fagan, Mike](#); [Beggs, Breean](#); [Kinnear, Lori](#); [Mumm, Candace](#); [Stratton, Karen](#)
Subject: Crestline should NOT be made into an arterial!
Date: Monday, March 4, 2019 10:41:33 AM

TO: tblack@spokanecity.org, crestlinecomments@spokanecity.org

CC: kburke@spokanecity.org, bstuckart@spokanecity.org, mfagan@spokanecity.org, bbeggs@spokanecity.org, lkinnear@spokanecity.org, cmumm@spokanecity.org, kstratton@spokanecity.org

Subject: Amendment to Comp Plan, Map TR12

Dear Plan Commission,

The Crestline extension should be removed from Map TR12 for the following reasons:

1. The traffic study does not support the extension of Crestline as an arterial. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial.
2. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. "Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences."
3. The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.
4. The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.

Also, the issue of local access streets is not before the Plan Commission. If the property is developed, local street connectivity will be addressed in project specific negotiations between the developer and the City.

Thank you, in advance, for considering the above and hopefully directing all future efforts and funding to making REGAL into a truly well-engineered and maintained arterial to and from Lincoln Heights. This has been a need since before the short, one-lane S.E. Blvd. connector was put in. One lane each direction does not now and will not in the future properly manage the amount of and turning needs of traffic. The junction of S.E. Blvd and Regal was NEVER good from the start. NOW is the time to fix this less-than-satisfactory corridor while the land is still there. I am not a traffic engineer, rather a resident and user of ALL these routes for over 41 years. YES! over 41 years, same house! Traffic studies simply do not reveal the history and needs and use of the actual users.

In response to the stated idea above that "the issue of local access streets is not before the Plan Commission", we say that the whole is equal to the sum of its parts. Please think complete connectivity.

Sincerely,

Marilyn Reimann
Henry Reimann

From: [Daniel D Lohman](#)
To: [Planning & Development Services Crestline Comments](#); [Black, Tirrell](#)
Cc: [Burke, Kacey](#); [Stuckart, Ben](#); [Fagan, Mike](#); [Beggs, Breean](#); [Kinnear, Lori](#); [Mumm, Candace](#); [Stratton, Karen](#)
Subject: Amendment to Comp Plan, Map TR12
Date: Monday, March 4, 2019 8:18:01 AM

Dear Plan Commission,

The Crestline extension should be removed from Map TR12 for the following reasons:

1. The traffic study does not support the extension of Crestline as an arterial. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial.
2. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. "Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences."
3. The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.
4. The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.

Also, the issue of local access streets is not before the Plan Commission. If the property is developed, local street connectivity will be addressed in project specific negotiations between the developer and the City.

Regards,
Dan Lohman

From: [Black, Tirrell](#)
To: [Planning & Development Services Crestline Comments](#)
Subject: FW: Crestline Street Comp Plan Amendment
Date: Monday, March 4, 2019 8:11:58 AM

Tirrell Black
Associate Planner
City of Spokane
509-625-6185
tblack@spokanecity.org

From: Carol Tomsic <carol_tomsic@yahoo.com>
Sent: Sunday, March 3, 2019 6:14 PM
To: Beggs, Breean <bbeggs@spokanecity.org>; Kinnear, Lori <lkinnear@spokanecity.org>; Stuckart, Ben <bstuckart@spokanecity.org>; Burke, Kate M. <kateburke@spokanecity.org>; Fagan, Mike <mfagan@spokanecity.org>; Mumm, Candace <cmumm@spokanecity.org>; Stratton, Karen <kstratton@spokanecity.org>; Black, Tirrell <tblack@spokanecity.org>
Subject: Crestline Street Comp Plan Amendment

I am requesting that City Council support the proposed Comprehensive Plan amendment that would remove the arterial designation from Crestline Street between 37th Avenue and Southeast Blvd and 31st on the Map TR12, Chapter 4, in the City's Comprehensive Plan.

I am requesting that City Council unanimously support Crestline Street being classified as "urban local access."

I am also requesting the Plan Commission support the proposed Comprehensive Plan amendment at their tentatively scheduled public hearing on March 27.

On July 9, 2018, the City Council voted unanimously to adopt Resolution 2018-0061 as an emergency comprehensive plan amendment due to a community need to remove the aerial designation from Crestline Street.

I live, work and walk in the Lincoln Heights Neighborhood.

I have walked on Crestline Street from 37th to 32nd and the adjacent streets and long-existing paths on the Sonneland land. Crestline Street is not designed to move traffic from local streets to arterial roads. Crestline Street has limited sidewalks for pedestrian safety. It is also a safe walk to school route for Hamblen Elementary School. Crestline is a peaceful residential street.

An urban major collector arterial designation on Crestline Street is contrary to the Lincoln Heights Neighborhood District Plan which supports a safe walkable neighborhood. The Lincoln Heights Neighborhood District Plan does not support an arterial dissecting our District Center.

In the 2040 baseline intersection operations, in the just completed traffic study on 29th, page 15 it stated "all of the study intersections meet the respective mobility standards". Crestline

Street was never intended to reduce travel for the surrounding neighborhoods. It is an urban local access street.

Thank you.

Carol Tomsic
Resident

From: [Rob Tannehill](#)
To: [Black, Tirrell](#); [Planning & Development Services Crestline Comments](#)
Cc: [Burke, Kacey](#); [Stuckart, Ben](#); [Fagan, Mike](#); [Beggs, Breean](#); [Kinnear, Lori](#); [Mumm, Candace](#); [Stratton, Karen](#)
Subject: Subject: Amendment to Comp Plan, Map TR12
Date: Monday, March 4, 2019 5:43:04 AM

Dear Plan Commission,

The Crestline extension should be removed from Map TR12 for the following reasons:

1. The traffic study does not support the extension of Crestline as an arterial. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial.
2. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. "Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences."
3. The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.
4. The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.

Also, the issue of local access streets is not before the Plan Commission. If the property is developed, local street connectivity will be addressed in project specific negotiations between the developer and the City.

I am a resident on 30th Ave and am very concerned with traffic that is already a serious problem at Martin and 29th. Adding another arterial to this area can only make things worse.

Rob Tannehill

303 646 7977

From: [Amy Heppler](#)
To: [Black, Tirrell](#); [Planning & Development Services Crestline Comments](#)
Cc: [Burke, Kacey](#); [Stuckart, Ben](#); [Fagan, Mike](#); [Beggs, Breean](#); [Kinnear, Lori](#); [Mumm, Candace](#); [Stratton, Karen](#)
Subject: Amendment to Comp Plan, Map TR12 from a concerned neighborhood member
Date: Sunday, March 3, 2019 9:40:20 PM

Dear Plan Commission,

I live within a few blocks of Crestline near 46th St. I am deeply concerned about the Crestline extension and the impact it would have on my neighborhood. I believe that if this extension is created that my neighborhood will become divided, less safe (due to increased traffic near my children's school), and a less desirable place to live.

I believe the Crestline extension should be removed from Map TR12 for the following reasons:

1. The traffic study does not support the extension of Crestline as an arterial. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial.
2. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. "Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences."
3. The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.
4. The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.

Also, the issue of local access streets is not before the Plan Commission. If the property is developed, local street connectivity will be addressed in project specific negotiations between the developer and the City.

Thank you for your attention to this important manner.

Amy Heppler
4516 S Altamont St

From: [Kevin Edwards](#)
To: [Black, Tirrell](#); [Planning & Development Services Crestline Comments](#); [Burke, Kacey](#); [Stuckart, Ben](#); [Fagan, Mike](#); [Beggs, Breean](#); [Kinnear, Lori](#); [Mumm, Candace](#); [Stratton, Karen](#)
Subject: Amendment to Comp Plan, Map TR12
Date: Sunday, March 3, 2019 7:54:16 PM
Attachments: [Most efforts to control traffic dont work. Here are 4 things that do..eml.msg](#)

Dear Council Members & Plan Commission,

The Crestline extension should be removed from Map TR12 for the following reasons:

1. The traffic study does not support the extension of Crestline as an arterial. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial.
2. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. "Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences."
3. The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.
4. The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.

Also, the issue of local access streets is not before the Plan Commission. If the property is developed, local street connectivity will be addressed in project specific negotiations between the developer and the City.

LAST THOUGHT. Attached is a previous email that Jim Frank sent a while back. I could not agree more with the basis of the email, the arguments in it, and why building "More Roads" is not the solution. This is just a snippet from the email and articles, but please consider this when making your decision.

Building more roads to address congestion not only makes traffic worse, it actually makes everything else worse too. Here's why.

- **Encourages more driving:** Expanding roadways creates substantial barriers to people who are not driving. A driving-only approach discourages people from walking, bicycling, or taking transit, which leaves only driving as a viable option thus perpetuating traffic congestion.
- **Cost:** Roads are expensive to build and costly to maintain over time. Gas taxes contribute to these costs but they're usually not sufficient, so road-building costs further constrain local budgets.
- **Space:** Roads take up lots of space. In a jurisdiction with limited land, every square foot matters. If land

in a city is dedicated to cars, then it's not dedicated to housing, parks, or other more productive uses.

- **Safety hazard:** Increasing the vehicle capacity of a road tends to decrease safety for people who are not driving. Walking across six lanes of traffic is less safe than walking across two lanes. Walking to a bus stop on a road with vehicles traveling 50 mph is less safe than walking along a road with vehicles traveling 20 mph.

Quite simply, we can't solve traffic congestion by trying to build more roads for vehicles.

Thanks for hearing me out.

Sincerely,

Kevin Edwards
Hawkins Edwards, Inc.

225 W. Main Ste. 200

Spokane, WA 99201

C: 509-939-8828

k.edwards@me.com

www.HawkinsEdwardsInc.com

From: [DOUGLAS & MARILYN LLOYD](#)
To: [Planning & Development Services Crestline Comments](#)
Subject: Citizen comment
Date: Sunday, March 3, 2019 7:18:04 PM

As a long time resident in the Lincoln Heights Neighborhood I support the Amendment of the Proposed Arterial Network Map in Chapter 4, Transportation of the City's Comprehensive Plan which would remove the designation of the “urban major collector arterial and proposed urban major collector arterial” on Crestline Street between 37th Avenue and SE Boulevard at 31st Avenue.

I am concerned about danger to young students who use Crestline between 34th and Hamblen Park Grade School. In addition an arterial cut through threatens the natural features of the land between 34th and 31st, which is an area well suited for the development proposal of the Garden District by Jim Frank.

As an “urban major collector arterial” our Neighborhood will be divided which would be a detriment to Lincoln Height residences.

Marilyn A Lloyd

3620 E 35th Ave

From: [Arlene Merriman](#)
To: [Black, Tirrell; Planning & Development Services Crestline Comments](#)
Subject: Subject: Amendment to Comp Plan, Map TR12
Date: Sunday, March 3, 2019 6:08:23 PM

Dear Plan Commission,

The Crestline extension should be removed from Map TR12 for the following reasons:

1. The traffic study does not support the extension of Crestline as an arterial. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial.
2. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. "Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences."
3. The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.
4. The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.

Sincerely,

Arlene Merriman
Neighborhood Resident

From: [Sharma Shields](#)
To: [Beggs, Breean](#); [Stuckart, Ben](#); [Burke, Kate M.](#); [Fagan, Mike](#); [Kinnear, Lori](#); [Mumm, Candace](#); [Stratton, Karen](#); [Carol Tomsic](#); [Black, Tirrell](#); [Planning & Development Services Crestline Comments](#)
Subject: Regarding the Crestline vote
Date: Sunday, March 3, 2019 9:58:04 AM

Dear Community Leaders,

I'm writing to request that the city please not involve Crestline as an arterial in the new development being proposed near 29th Avenue in the Hamblen neighborhood. I'm a fan of Greenstone and know they will do an excellent job with the mixed-use space, and I believe economic diversity is good for a community, so I'm perfectly happy with the development, itself, but I worry for my children, the children at Hamblen School, and the children in our neighborhood if Crestline becomes a thoroughfare. Our son and daughter cross Crestline daily on 36th Avenue from their bus stop (we live on 36th and Lee, just a block removed from Crestline), and right now it is a safe, quiet road. They ride their bikes through the neighborhood here and visit friends on the other side of Crestline. Crestline's extension will cut our neighborhood unnecessarily in half and endanger our children. Please consider creating the development only with access from 29th Ave and Southeast Blvd. Please help us keep our children safe and retain our neighborhood's excellent walkability as it stands now.

I was very moved by what was said in the recent Spokesman Review article. Two quotes really stuck out to me:

1. "The Design Review Board 'explicitly approved the site plan without the extension of Crestline, despite staff's recommendation that Crestline be extended,' the appeal reads, noting that the review board 'imposed conditions to preserve open space and the mature trees, which cannot be satisfied if the extension of Crestline is required.'"
2. "Jim Frank, founder of Greenstone, said in an email that building a road to ease traffic congestion caused by the increase in residents and businesses was wrongheaded. 'I find it interesting that many other cities have come to the conclusion that you can't solve traffic problems by building more or bigger roads. The answer lies in better land planning and diverse transportation options,' he wrote. 'The City staff is just not there yet. We hope the appeal opens the door to a broader based and sustainable transportation plan.'"

My family hopes this, too. And I hope staff at the City will listen closely and carefully to community members and the community that will be affected directly by this plan. We can be more forward-thinking and creative than just plowing a road through a safe neighborhood.

I applaud Greenstone and the city for being thoughtful in this process and for protecting trees and green space. We hope you will vote today to protect our children. Thank you for your consideration.

All best,
Sharma Shields

--

www.sharmashields.com

www.scablandsbooks.org

www.scldfriends.org

From: [Heather Stewner](#)
To: [Black, Tirrell](#); [Planning & Development Services Crestline Comments](#)
Cc: [Kinnear, Lori](#); [Mumm, Candace](#); [Stratton, Karen](#)
Subject: Amendment to Comp Plan, Map TR12
Date: Sunday, March 3, 2019 8:12:31 AM

Dear Plan Commission,

The Crestline extension should be removed from Map TR12 for the following reasons:

1. The traffic study does not support the extension of Crestline as an arterial. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial.
2. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. "Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences."
3. The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.
4. The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.

I went to all the meeting I 2014 no mention of a possible Crestline connection. Why are we participating if it's changed right underneath us. At your whim.

Heather Stewner

Sent from Heather's iPod

From: [Tom Brown](#)
To: [Planning & Development Services Crestline Comments](#)
Date: Sunday, March 3, 2019 7:46:36 AM

Dear Plan Commission,

The Crestline extension should be removed from Map TR12 for the following reasons:

1. The traffic study does not support the extension of Crestline as an arterial. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial.
2. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. "Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences."
3. The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.
4. The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.

Also, the issue of local access streets is not before the Plan Commission. If the property is developed, local street connectivity will be addressed in project specific negotiations between the developer and the City.

From: [Kelly Puzio](#)
To: [Black, Tirrell](#); [Planning & Development Services Crestline Comments](#)
Cc: [Burke, Kacey](#); [Stuckart, Ben](#); [Fagan, Mike](#); [Beggs, Breean](#); [Kinnear, Lori](#); [Mumm, Candace](#); [Stratton, Karen](#)
Subject: Amendment to Comp Plan, Map TR12
Date: Sunday, March 3, 2019 7:15:04 AM

Dear Plan Commission,

The Crestline extension should be removed from Map TR12 for the following reasons:

1. The traffic study does not support the extension of Crestline as an arterial. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial.
2. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. "Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences."
3. The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.
4. The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.

Also, the issue of local access streets is not before the Plan Commission. If the property is developed, local street connectivity will be addressed in project specific negotiations between the developer and the City.

Best wishes,
Kelly Puzio

From: [Charles Thomas](#)
To: [Black, Tirrell](#); [Planning & Development Services Crestline Comments](#); [Burke, Kacey](#); [Stuckart, Ben](#); [Fagan, Mike](#); [Beggs, Breean](#); [Kinnear, Lori](#); [Mumm, Candace](#); [Stratton, Karen](#)
Subject: Subject: Amendment to Comp Plan, Map TR12
Date: Sunday, March 3, 2019 7:12:46 AM

Dear Plan Commission,

The Crestline extension should be removed from Map TR12 for the following reasons:

1. The traffic study does not support the extension of Crestline as an arterial. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial.
2. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. "Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences."
3. The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.
4. The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.

Also, the issue of local access streets is not before the Plan Commission. If the property is developed, local street connectivity will be addressed in project specific negotiations between the developer and the City.

Charles Thomas
99203

From: [RICHARD VAN ORDEN Owner](#)
To: [Black, Tirrell](#); [Planning & Development Services Crestline Comments](#)
Cc: [Burke, Kacey](#); [Stuckart, Ben](#); [Fagan, Mike](#); [Beggs, Breean](#); [Kinnear, Lori](#); [Mumm, Candace](#)
Subject: Amendment to the Comprehensive Plan, Map TR 12
Date: Wednesday, March 6, 2019 5:15:30 PM

To: Plan Commission

We live at 2211 E. 34th Ave. and are providing public comments concerning the removal of the Crestline extension from the Comprehensive Plan, Map TR 12. As residents of the Lincoln neighborhood, we believe that we have "on the ground" insights about the nature and fabric of the neighborhood and the likely impacts of extending Crestline to Southeast. Our primary concern is the safety and livability of the neighborhood. A high level of livability is good for local property values and by extension good for the City of Spokane.

The extension of Crestline would have a negative impact of the many walkers and cyclists who use 34th Ave as an relatively vehicle free east/west travel path (travel to the library and All Saints School). Additionally, children walking south to Hamblen School along Crestline from 34th to 37th would be more at risk with increased traffic due to the lack of sidewalks along Crestline. An extended Crestline would also diminish urban forest in the neighborhood that would detract rather than enhance the livability of the neighborhood. Our understanding is the Comprehensive Plan aspires to preserve and enhance neighborhoods. Extending Crestline would be counter-productive to that objective.

There are a couple of safety concerns with the Crestline extension. First, left turns from Crestline to Southeast and left turns from Southeast to Crestline would be hazardous given the width of the Southeast, the volume of traffic on Southeast, and the proximity to the intersection at 29th and Southeast. The other safety concern is the hill in front of our house on 34th. We've spent the last month watching cars slide up and down the hill into Crestline and have great confidence that increased winter traffic along Crestline would create frequent winter collisions at the 34th and Crestline intersection. While theory suggests problems shouldn't occur, the realities of gravity and ice/snow cannot be ignored.

We appreciate the opportunity to comment and look forward to our neighborhood remaining safe and livable by removing the Crestline extension from Map 12.

Sincerely,

Richard and Diane Van Orden
2211 E. 34th Ave.
Spokane, WA 99203

From: [Hencz, Penny](#)
To: [Black, Tirrell](#); [Planning & Development Services Crestline Comments](#)
Cc: [Burke, Kacey](#); [Stuckart, Ben](#); [Fagan, Mike](#); [Beggs, Breean](#); [Kinnear, Lori](#); [Mumm, Candace](#); [Stratton, Karen](#)
Subject: Amendment to Comp Plan, Map TR12
Date: Wednesday, March 6, 2019 5:12:35 PM

Dear Plan Commission,

The Crestline extension should be removed from Map TR12 for the following reasons:

1. **The traffic study does not support the extension of Crestline as an arterial.** The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial. There is no identifiable problem that will be fixed by designating Crestline an arterial, and the study further confirms that the 29th Avenue corridor can handle traffic counts projected over the next 20 years.
2. **The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. “Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences.”** Designating Crestline as an arterial, whether running it through 31st to SE Blvd or the worse suggestion of running it through on 32nd to SE Blvd and adding 650 vehicles a day will absolutely have a severe adverse impact on our neighborhood and home values, in addition to causing danger for our children who walk to school because we are too close to the neighborhood schools to have a bus service. It should be noted that each of the homes on 32nd Avenue have school aged children or younger, and also pets, and that we have covenants (originally designed by Dr. Sonneland) for not having fences. It would also inhibit the charm and walkability of our current neighborhood, which we have now because we are tucked away, as a neighborhood should be. Taking the walkability of an existing neighborhood away from us is also contrary to a provision in the Comprehensive Plan. The Developer has offered to connect 31st to SE Blvd as a small residential road from his development, if deemed necessary. This alternative is acceptable if Crestline doesn't connect to it. ***It makes absolutely no sense, however, to have 32nd connect to SE Blvd.*** SE Blvd was designed as a minor arterial roadway to flow traffic through, not to have additional turns in and out, and certainly not to have that connection run through a quiet, twisty neighborhood street.
3. **The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.**
4. **The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan.**

Also, the issue of local access streets is not before the Plan Commission. If the property is developed, local street connectivity will be addressed in project specific negotiations between the developer and the City.

On a more personal note, I would like to point out that the current development plan for our neighborhood is vastly different than Dr. Sonneland's vision, which was previously approved and platted and managed by the same covenants as the Quail Run

Neighborhood when we purchased our home on 32nd Ave in 2006. After hearing plans for the new development, I had the initial populous reaction of "not in my backyard". Our neighbors and I then did a lengthy amount of research, attended meetings with attorneys regarding the development plan and the owners massive deletion of covenants that had previously protected our homes and how that impacted our existing Quail Run covenants, and had meetings with the developer. What finally won us over was the developers intent to work with the existing homeowners to keep the integrity of the homes intact with the existing homes across the street on 32nd, the fact that he is leaving open space and trails and the integrity of the urban forest resources intact, and the fact that he does not support the extension of Crestline to his development. For these reasons, I gave my support for this proposed development, as originally proposed and accepted, without Crestline connectivity. We are already disrupting the primarily single family residential nature and concept of our neighborhood with this proposed development, which will cause an increase in activity and traffic on the outskirts of our neighborhood, but ultimately understand the need for this type of housing.

If the City Council chooses to connect Crestline to this development, or worse yet to try to do a work around to run Crestline through to SE Blvd on 32nd Avenue, I believe the Developer will walk away from the project, and that the alternative proposals to come in the future will not garner the support from the existing neighborhood like this one has.

In conclusion, I am asking for you to vote to protect and preserve our existing neighborhoods, home values and safety. The traffic study does not provide evidence that further connectivity is necessary, and more importantly, we do not want 'improved neighborhood connectivity' , instead preferring to keep our walkability, trees and safety in our neighborhood.

Adam and Penny Hencz

2320 E. 32nd Ave.

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From: [Greg Francis](#)
To: [Planning & Development Services Crestline Comments](#)
Subject: Please add me to the distribution list
Date: Wednesday, March 6, 2019 4:06:11 PM

Thanks
Greg Francis

From: [Merri Hartse](#)
To: [Black, Tirrell](#); [Planning & Development Services Crestline Comments](#)
Cc: [Burke, Kacey](#); [Stuckart, Ben](#); [Fagan, Mike](#); [Beggs, Breean](#); [Kinneear, Lori](#); [Mumm, Candace](#); [Stratton, Karen](#)
Subject: Amendment to Comp Plan, Map TR12
Date: Thursday, March 7, 2019 11:33:09 AM

Dear Plan Commission,

The Crestline extension should be removed from Map TR12 for the following reasons:

1. The traffic study does not support the extension of Crestline as an arterial. The 2040 study shows no traffic service or system capacity issues that justify the creation of an additional arterial. This is a significant find and should carry significant weight in a decision that could negatively impact the livability of a Spokane neighborhood where residents, including school age children, walk, breathe, and seek to connect with one another.
2. The extension of Crestline as an arterial will bisect an existing neighborhood, which is contrary to a provision in the Comprehensive Plan. "Existing neighborhoods will be preserved or enhanced ... principle arterials that bisect neighborhoods create undesirable barriers to pedestrian circulation and adversely impact adjoining residences." See above comments.
3. The extension of Crestline as an arterial is contrary to the recommendation of the Design Review Board, which unanimously determined that Crestline should not be extended.
4. The extension of Crestline as an arterial will cause the loss of significant urban forest resources, which is contrary to the Comprehensive Plan, South Hill Coalition (2014), and Lincoln Heights Plan. Trees are the lungs of the planet. Unnecessary destruction of more of our urban forest simply to allow more motorized vehicles to race through our streets for no valid reason is unbearably sad.

Also, the issue of local access streets is not before the Plan Commission. If the property is developed, local street connectivity will be addressed in project specific negotiations between the developer and the City.

For all the above reasons I urge the Plan Commission to remove the Crestline extension from Map TR12.

Thank you,

Merri Hartse
2020 E. 36th Ave
Spokane, WA 99203



720 SW Washington St.
Suite 500
Portland, OR 97205
503.243.3500
www.dksassociates.com

MEMORANDUM

DATE: February 15, 2019

TO: Inga Note, City of Spokane

FROM: Reah Flisakowski, DKS Associates
Kevin Chewuk, DKS Associates
Amanda Deering, DKS Associates

SUBJECT: Spokane 29th Avenue Corridor Study

P18161-000

This memorandum summarizes a traffic study for the Spokane 29th Avenue corridor. The objective of this traffic study is to evaluate multi-modal safety and operations along 29th Avenue, review connectivity of surrounding streets, and review pedestrian and bicycle crossing needs of 29th Avenue. The study identifies improvement needs and develops solutions to address safety and mobility needs for all transportation system users of the nearly 2-mile corridor.

Study Area

The study area extends along 29th Avenue from Grand Boulevard to Ray Street, as shown in Figure 1. The following list provides the study intersections with existing control:

1. 29th Avenue / Grand Boulevard (signalized intersection)
2. 29th Avenue / Arthur Street (unsignalized intersection)
3. 29th Avenue / Perry Street (signalized intersection)
4. 29th Avenue / Pittsburg Street (unsignalized intersection)
5. 29th Avenue / Southeast Boulevard (signalized intersection)
6. 29th Avenue / Regal Street (signalized intersection)
7. 29th Avenue / Ray Street (signalized intersection)
8. Regal Street / Southeast Boulevard (signalized intersection)
9. 37th Avenue / Regal Street (signalized intersection)

Figure I: Study Corridor

Current Facilities

The existing system includes a range of facilities for people who walk, ride bikes, use transit, or drive.

Pedestrians

Pedestrian facilities are provided throughout the study area, as shown in Table 1 and Figure 2. Sidewalk facilities exist on both the north and south sides of 29th Avenue for the entire study corridor. The sidewalk is curb-tight to the travel way, with no separation between motor vehicle traffic. Sidewalk widths are generally around 5 feet along the corridor, with wider sidewalks up to 8 feet adjacent to newer developments. The effective width of sidewalk is at times narrowed due to light poles, signing, or driveway accesses along the corridor.

Pedestrian crossing data over a 12-hour period was counted at the Garfield Street, Arthur Street, Pittsburg Street, and Martin Street intersections with 29th Avenue. The Martin Street and Pittsburg Street intersections had the most observed crossings, with 62 and 58 respectively. The Garfield Street intersection had 37 observed crossings, while the Arthur Street intersection had 30. The Grand Boulevard, Perry Street, Southeast Boulevard, Regal Street, and Ray Street intersections provide signalized pedestrian crossings on 29th Avenue. These intersections have marked crosswalks, although the paint is faded in many cases. Pittsburg Street provides a marked pedestrian crossing and signage. Curb ramps and street lighting are provided at most intersections, although the lighting is not pedestrian scaled and at times not in locations convenient for transit riders.

Figure 2: Pedestrian Facilities



Table 1: Existing Pedestrian and Bicycle Characteristics

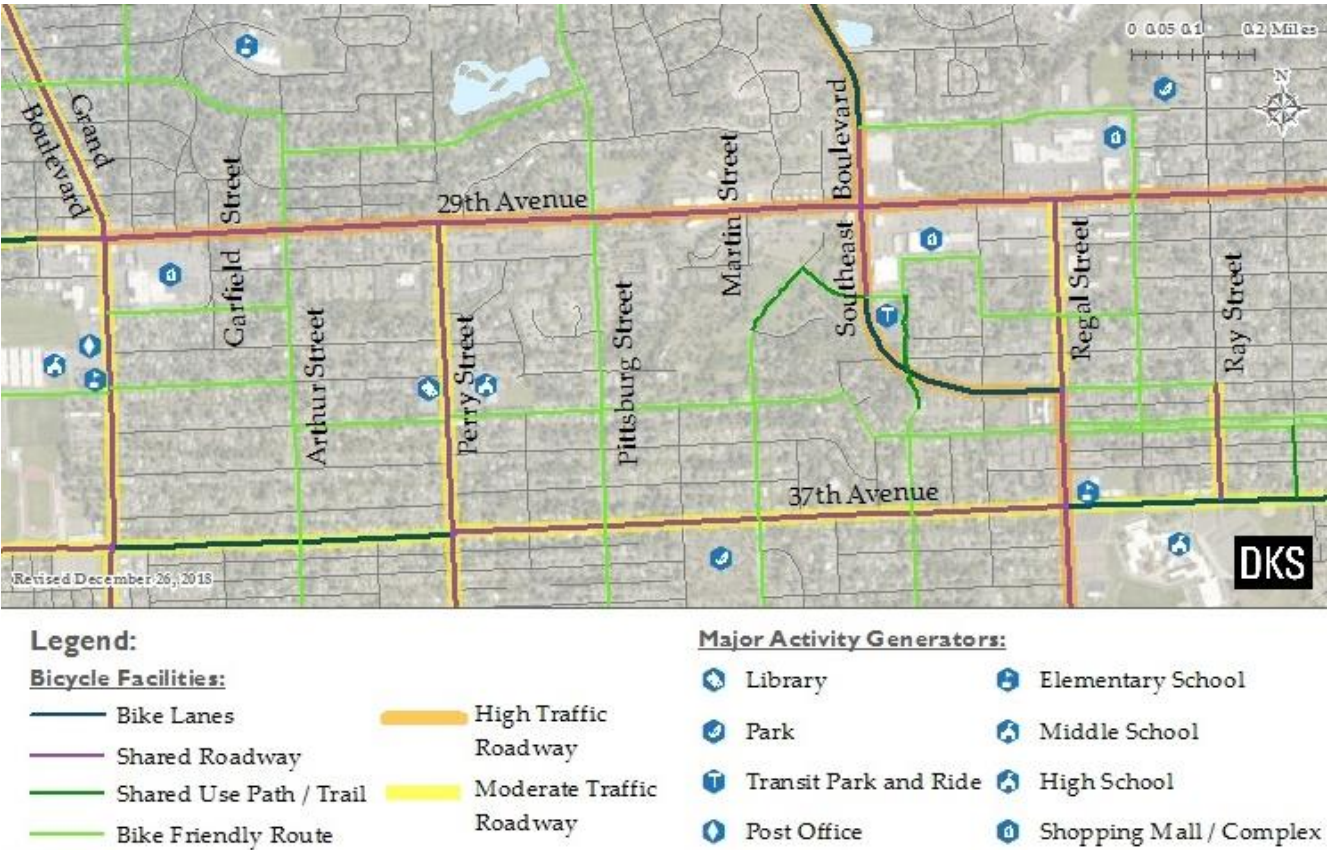
Roadway (limits)	Pedestrian Facilities	Bike Facilities
29 th Avenue (Grand Boulevard to Ray Street)	Sidewalks on both sides	None
Grand Boulevard (near 29 th Avenue)	Sidewalks on both sides	None
Garfield Street (near 29 th Avenue)	Sidewalks on both sides	None
Arthur Street (near 29 th Avenue)	Sidewalks on both sides north of 29 th Ave.; one side south of 29 th Ave.	None
Perry Street (near 29 th Avenue)	Sidewalks on both sides	None
Pittsburg Street (near 29 th Avenue)	Sidewalks on both sides south of 29 th Ave., intermittent sidewalks north of 29 th Ave.	None
Martin Street (near 29 th Avenue)	Sidewalk on one side	None
Southeast Boulevard (near 29 th Avenue)	Sidewalks on both sides	None
Regal Street (near 29 th Avenue)	Sidewalks on both sides	None
Ray Street (near 29 th Avenue)	Sidewalks on both sides	None

Bicyclists

Bike facilities are not currently provided along the study corridor, as shown in Table 1 and Figure 3. While intersecting roadways to the 29th Avenue study corridor also lack bike facilities, many of these streets are low-speed and low-volume bike friendly roadways.

Bike crossing data over a 12-hour period was counted at the Garfield Street, Arthur Street, Pittsburg Street, and Martin Street intersections with 29th Avenue. The Pittsburg Street intersection had the most observed crossings, with 16 over the 12-hour period. The Garfield Street, Arthur Street, and Martin Street intersections each had fewer than 6 crossings over the 12-hour period.

Figure 3: Bicycle Facilities



Transit Users

Transit service is provided along the study corridor through the Spokane Transit Authority (STA). Existing transit stops are located along the study corridor near Grand Boulevard, Arthur Street/Ivory Street, Perry Street, Pittsburg Street, Martin Street, Southeast Boulevard, Regal Street, and Ray Street. The South Hill Park and Ride is located just to the south of 29th Avenue, near the Southeast Boulevard intersection with 31st Avenue.

Transit service is provided between downtown Spokane and the South Hill Park and Ride on weekdays generally between 6 a.m. and 11 p.m., on Saturday generally between 7 a.m. and 11 p.m., and 9 a.m. to 8 p.m. on Sundays. Buses run every 15 minutes to an hour during the week, and hourly during the weekend.

STA is implementing a new high-performance transit route, the Monroe-Regal Line, that will provide frequent, all-day service between North Monroe Street and South Regal Street. The following improvements will be made at study area bus stops:

- **Grand Boulevard:** Enhanced stops, with a shelter for the westbound direction
- **Arthur Street/Ivory Street:** Standard stops at Arthur Street; Ivory Street bus stop will be closed
- **Perry Street:** Enhanced stop with a shelter for the westbound direction; standard stop for the eastbound direction
- **Pittsburg Street:** Standard stops
- **Martin Street:** Standard stops
- **Southeast Boulevard:** Enhanced stops with shelters

Drivers

29th Avenue is a principal arterial, serving as a key east-to-west route in the south end of the city. A four-lane cross section (i.e., two through lanes in each direction) is maintained through the study area, although in some sections left turn lanes are provided to further facilitate traffic flow. The posted speed on 29th Avenue through the study corridor is 30 miles per hour.

Within the study area, 29th Avenue also connects to other north-to-south principal arterials, including Grand Boulevard and Ray Street, minor arterial roadways including Southeast Boulevard and Regal Street, and major collector roadway including Perry Street at traffic signals. Other local streets connect 29th Avenue to the neighborhoods to the north and south. The remaining roadways in the study corridor serve local traffic needs or business access and primarily connect with 29th Avenue at stop-controlled intersections. Characteristics of the major roadways in the study area are summarized in Table 2.

Table 2: Study Area Roadway Characteristics

Roadway (limits)	Functional Classification*	Cross Section	Posted Speed
29 th Avenue (Grand Boulevard to Ray Street)	Principal Arterial	4 to 5 lanes	30 mph
Grand Boulevard (near 29 th Avenue)	Principal Arterial	3 to 5 lanes	30 mph
Garfield Street (near 29 th Avenue)	Local Street	2 lanes	25 mph
Arthur Street (near 29 th Avenue)	Local Street	2 lanes	25 mph
Perry Street (near 29 th Avenue)	Major Collector	2 lanes	30 mph
Pittsburg Street (near 29 th Avenue)	Local Street	2 lanes	25 mph
Martin Street (near 29 th Avenue)	Local Street	2 lanes	25 mph
Southeast Boulevard (near 29 th Avenue)	Minor Arterial	3 to 5 lanes	30 mph
Regal Street (near 29 th Avenue)	Minor Arterial	3 lanes	30 mph
Ray Street (near 29 th Avenue)	Principal Arterial	3 to 5 lanes	30 mph

*Source: Spokane Comprehensive Plan, Retrieved November 2018.

29th Avenue Safety and Access Survey

As part of understanding existing travel conditions along the 29th Avenue corridor, an online survey solicited feedback from residents that use the corridor. The online survey for the 29th Avenue Safety and Access project received responses from 190 people. Most of the responses were from people who live nearby and drive along the corridor regularly. Around 25 to 30 percent of the respondents walk or bike along or across the corridor regularly, and 5 percent use transit.

Around 40 percent of the responses suggested users felt unsafe or uncomfortable when walking across or along 29th Avenue. People most often felt that traffic was too fast and busy, traffic signals were too far apart, and the roadway was too wide to cross.

Around 35 percent of the responses suggested users felt unsafe or uncomfortable when biking across or along 29th Avenue, and another 25 percent avoid it for the same reasons. People most often felt that traffic was too fast and busy, intersections lack access to bike-appropriate streets, and that the corridor does not have enough bike route crossings.

Around 10 percent of the responses suggested users felt unsafe or uncomfortable when accessing transit along 29th Avenue, and another 20 percent avoid it for the same reasons. People most often felt that traffic was too fast and busy to cross and access a transit stop, and that traffic signals were too far apart.

Users felt the most problematic intersections were at Regal Street, Arthur Street, Mt Vernon Street, and Garfield Street.

Travel Conditions

This section summarizes the existing and future travel conditions for the study area.

Safety Evaluation

Safety of the intersections in the study area was assessed through historic crash data to identify deficiencies. Intersection crash data was reviewed to identify potential patterns for motor vehicle, pedestrian, and bicyclist crashes. Crash data from the past five years (January 2013 through December 2017) was obtained from WSDOT for 29th Avenue and intersecting roadways in the study area.

Over the past five years, 254 crashes occurred along the study corridor, with 149 of these crashes occurring at study intersections. Half of the crashes at study intersections occurred at the Southeast Boulevard, Regal Street, and Ray Street intersections (74 of 149 crashes), while the remaining intersections had 20 or fewer recorded crashes each. Most of the crashes occurring at the three intersections noted above were either rear end or turning movement crashes. Most of the crashes at other study locations were rear end crashes.

While many crashes occurred at the study intersections, they were generally not severe; 75 of 149 crashes were property damage only. Most of the remaining crashes did not involve serious injuries. Over the last five years, no fatalities were recorded. Two severe injuries occurred, one at the 29th Avenue / Southeast Boulevard intersection, and one at the Regal Street/ 37th Avenue intersection, and 19 other crashes resulted in moderate injuries.

Pedestrian Safety

There were nine reported crashes along the study corridor involving pedestrians over the past five years, with four occurring at study intersections. Four of the pedestrian crashes were near the Mt Vernon Street intersection with 29th Avenue. Two pedestrian involved crashes was recorded over the past five years at the Southeast Boulevard intersection, and one pedestrian involved crash at the Grand Boulevard, Regal Street, and Fiske Street intersections.

Pedestrians sustained injuries in all nine reported pedestrian crashes. One of these crashes involved a severe injury for the pedestrian, at the Mt Vernon Street intersection. Five of the crashes resulted in moderate injuries to pedestrians and three resulted in minor injuries. A recent pedestrian fatality (in November 2018) occurred near the Mt Vernon Street intersection with 29th Avenue, although this was not included in the crash data.

The majority of pedestrian-involved crashes (6 of 9) were caused by drivers failing to yield the right of way to a pedestrian in a crosswalk or on a sidewalk. All of the pedestrian-involved crashes occurred during the day or at night in a location with street lighting.

Bicycle Safety

There were eight bicycle-involved crashes over the past five years. The majority of the bicycle-involved crashes occurred at signalized study intersections (7 of 8). A cyclist sustained severe injuries in two of the crashes, and moderate injuries in each of the remaining crashes. The bicycle-involved collisions occurred most often between Southeast Boulevard and Ray Street (six collisions involving a bicycle).

Most of the crashes involving a bicyclist were caused by drivers failing to yield the right of way when turning (63 percent). Most of the bicycle crashes occurred during the day.

Intersection Safety

Crash rates provide an additional perspective on intersection safety and identify locations where people have a higher risk of being involved in a crash. Crash frequencies (the number of crashes in a period of time) tend to increase with higher vehicle traffic. With more exposure to vehicles, there are more opportunities for crashes to occur. Crash rates consider the amount of crashes relative to the traffic volume at the intersection and are expressed in units of crashes per million entering vehicles (MEV). Where an intersection's crash rate is at or greater than 1.0 MEV, it is an indication that a problem might exist, and that further study is warranted.

There was one intersection, 29th Avenue at Regal Street, with a crash rate that exceeded 1.0 MEV as shown in Table 3.

Table 3: Study Intersection Crash Rates

Study Intersections	Total Collisions (2013 to 2017)	Collision Type				Collision Severity		Collision Rate per MEV*
		Rear-end	Turning	Pedestrian / Bike	Other	Property Damage Only	Injury	
29th Avenue / Grand Boulevard	19	4	7	2	6	5	12	0.41
29th Avenue / Arthur Street	5	1	1	0	3	1	4	0.19
29th Avenue / Perry Street	15	8	5	0	2	9	6	0.50
29th Avenue / Pittsburg Street	2	1	0	0	1	2	0	0.08
29th Avenue / Southeast Boulevard	22	4	10	3	5	7	14	0.53
29th Avenue / Regal Street	29	8	15	2	4	14	15	1.06
29th Avenue / Ray Street	23	9	8	3	3	14	9	0.61
Regal Street / Southeast Boulevard	14	6	2	0	6	8	6	0.54
37th Avenue / Regal Street	20	7	6	1	6	10	10	0.57
Supplemental Intersections								
29th Avenue / Garfield Street	6	1	0	0	5	4	2	n/a
29th Avenue / Martin Street	2	1	1	0	0	1	1	n/a

Note: * Per MEV = Crashes per million entering vehicles

The study intersection that exceeded the 1.0 MEV crash rate is discussed below.

- 29th Street / Regal Street (signalized):** This four-leg intersection had 29 collisions. Turning crashes were most prominent here. The intersection has a permitted left turn on the eastbound and westbound 29th Avenue approaches (the westbound approach also has a permitted phase), without left-turn lanes. Failure to yield was the most common cause of crashes, possibly related to the permissive turn phasing. A majority of these crashes (12 of 14) involved drivers traveling eastbound on 29th Avenue making a left-turn into the shopping center getting hit by drivers traveling westbound on 29th Avenue. There was one pedestrian and one bicycle involved crash each caused by inattention of the pedestrian and bicyclist. About half of the crashes resulted in injuries (15 of 29). A potential mitigation strategy could be to add a protected-permitted left-turn phase for eastbound 29th Avenue (similar to the westbound direction).

Walking and Bicycle Network Conditions

As a major street connection through the area, 29th Avenue should not be a barrier to pedestrian and bicycle travel between the neighborhoods and businesses on the north and south side of the street. 29th Avenue is currently a four to five lane principal arterial street with a posted speed of 30 miles per hour. Safe and comfortable pedestrian and bicycle crossings should be provided in convenient areas to encourage ease of access.

Arthur Street, Pittsburg Street, and Martin Street are proposed to be improved to neighborhood greenways and/or bike routes in the Spokane Comprehensive Plan. These locations, in addition to Garfield Street were reviewed for potential enhanced crossing treatments. Given the facility characteristics and available data, each of the potential pedestrian crossing locations was evaluated using the National Cooperative Highway Research Program (NCHRP) Report 562 to determine the most suitable design treatments. This report discusses the various ways of improving pedestrian crossings and recommends a category of pedestrian crossing treatment based on roadway characteristics, traffic volumes, and pedestrian behavior.

Given the relatively low hourly pedestrian crossing volumes (less than five at each location) and based on NCHRP 562 worksheet, all four crossing locations meet the criteria for the “gray” treatment category, which includes consideration of raised median islands, curb extensions, or other traffic calming measures where feasible (the worksheets are included in the appendix). Without being able to reach the threshold of 20 pedestrians during the peak hour, the recommended crossing treatments are all static in nature.

In addition to evaluating crash rates and the NCHRP worksheet, it was confirmed that the Manual on Uniform Traffic Control Devices (MUTCD) Warrant 4 for Pedestrian Volume was not met at any of the four potential crossing locations.

Roadway Network Conditions

Study intersections are compared to mobility standards intended to maintain a minimum level of efficiency for motor vehicle travel. Two methods to gauge intersection operations include volume-to-capacity (v/c) ratios and level of service (LOS).

- **Volume-to-capacity (v/c) ratio:** A decimal representation (between 0.00 and 1.00) of the proportion of occupied capacity (capacity defined as the theoretical maximum vehicle throughput in a given time frame) at a turn movement, approach leg, or intersection. It is the peak hour traffic volume divided by the hourly capacity of a given intersection or movement. A lower ratio indicates smooth operations and minimal delays. A ratio approaching 1.00 indicates increased congestion and reduced performance. A ratio greater than 1.00 indicates the turn movement, approach leg, or intersection is oversaturated, which usually results in excessive queues and long delays.
- **Level of service (LOS):** A “report card” rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. LOS D and E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay has become excessive and traffic is highly congested.

Intersection mobility targets vary by jurisdiction of the roadways. A LOS “E” is the minimum performance standard during the peak-hour for intersections of arterial and collector streets under city jurisdiction. There is no standard for intersections with local streets. Study intersections that do not meet the mobility standard may require mitigation strategies to be identified.

Existing Intersection Operations

Table 4 shows the study intersection operational analysis under the existing (2018) a.m. and p.m. peak hour (traffic volumes can be seen in the appendix). All of the study intersections meet the respective mobility standard under existing peak hour conditions. It should be noted that the northbound left movement at the 29th Avenue / Arthur Street intersection operates with a LOS F during the p.m. peak hour, however, the intersection does not have a mobility standard since Arthur Street is classified as a local street.

Table 4: Existing (2018) Traffic Operational Analysis

Intersection	Mobility Target	AM Peak Hour			PM Peak Hour		
		Level of Service	Delay	Volume / Capacity	Level of Service	Delay	Volume / Capacity
29th Avenue / Grand Boulevard	LOS E	C	21	0.5	C	26	0.71
29th Avenue / Arthur Street	N/A	B/D	10/32	0.01/0.25	B/F	12/>100	0.03/0.63
29th Avenue / Perry Street	LOS E	A	9	0.57	A	9	0.72
29th Avenue / Pittsburg Street	N/A	A/B	0/12	0/0.19	A/B	0/14	0/0.18
29th Avenue / Southeast Blvd	LOS E	C	22	0.52	D	36	0.77
29th Avenue / Regal Street	LOS E	B	12	0.55	C	22	0.77
29th Avenue / Ray Street	LOS E	B	14	0.65	B	14	0.73
Regal Street / Southeast Boulevard	LOS E	A	9	0.63	B	11	0.74
37th Avenue / Regal Street	LOS E	C	21	0.55	C	29	0.72
<u>Signalized intersections:</u>				<u>Stop Controlled intersections:</u>			
LOS = Level of Service of Intersection				LOS = Level of Service of Major / Minor Movement			
Delay = Delay of Intersection				Delay = Delay of Major / Minor Movement			
V/C = Volume-to-Capacity Ratio of Intersection				V/C = Volume-to-Capacity Ratio of Major / Minor Movement			

Traffic Forecasting

Determining future street network needs requires the ability to forecast traffic volumes resulting from estimates of future population and employment for the 29th Avenue corridor, and the rest of the city and region. The objective of the transportation planning process is to provide the information necessary for making decisions about how and where improvements should be made to create a safe and efficient transportation system that provides travel options.

Estimating Driving Trips

The travel demand forecasting process generally involves estimating travel patterns for new development based on the decisions and preferences demonstrated by existing residents, employers and institutions around the region. Travel demand models are mathematical tools that help us understand future commuter, school and recreational travel patterns including information about the length, mode and time of day a trip will be made. Model forecasts are refined by comparing outputs with observed counts and behaviors on the local system. This refinement step is completed before any evaluation of system performance is made. Once the traffic forecasting process is complete, the 2040 volumes are used to determine the areas of the street network that are expected to be congested and that may need future investments to accommodate growth.

Spokane Regional Transportation Council (SRTC) has a travel demand model for the Spokane region. For the 29th Avenue corridor, the 2015 and 2040 travel demand models were used to develop traffic volumes for the study area.

Circulation Scenarios

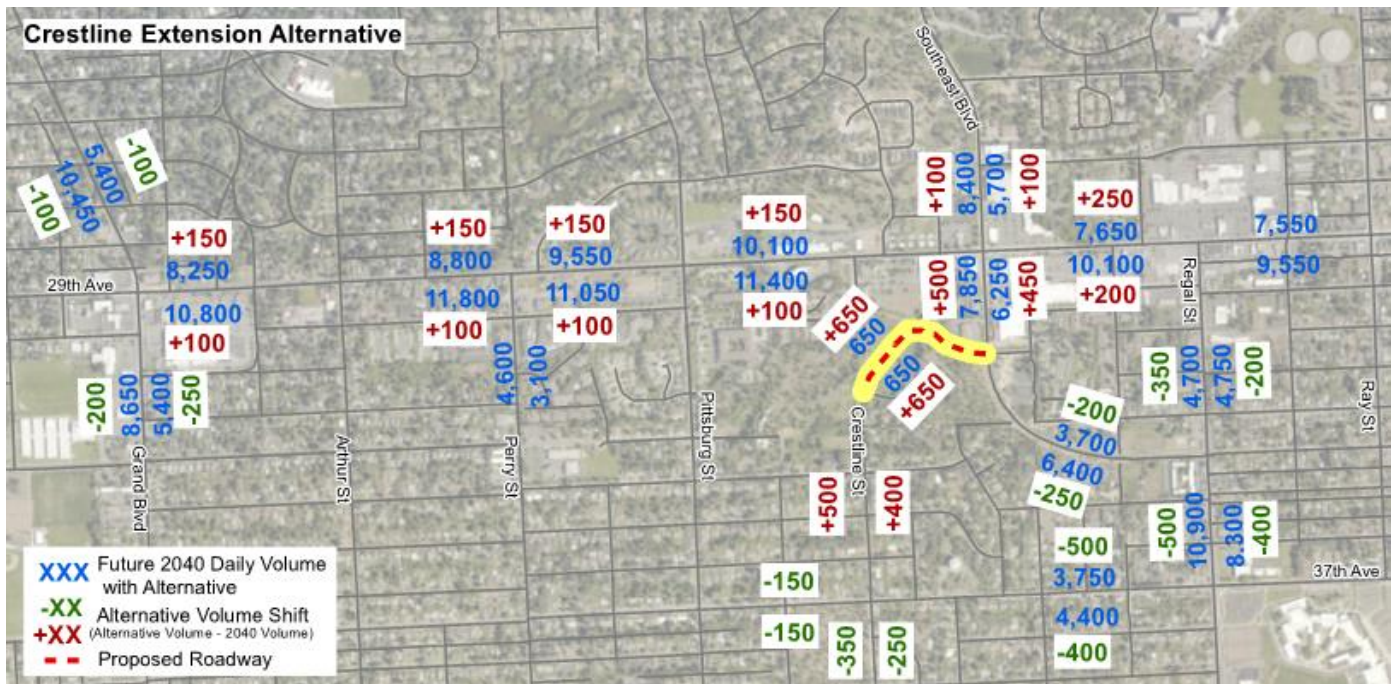
Future traffic volumes were prepared for 2040 for three roadway circulation scenarios, including:

- **2040 Baseline** – This scenario assumes no changes to the transportation network and represents the baseline condition to compare to other scenarios. The peak hour volumes can be seen in the appendix.
- **2040 Reopen Pittsburg Scenario**– This scenario assumes the removal of the traffic barrier on 29th Avenue at the Pittsburg Street intersection. Pittsburg Street is expected to attract up to 500 vehicles per day in the future. The daily traffic volumes are shown in Figure 4. The peak hour volumes can be seen in the appendix.
- **2040 Crestline Extension Scenario** – This scenario assumes the extension of Crestline Street to Southeast Boulevard as a two-lane facility. Crestline Street is expected to attract up to 650 vehicles per day in the future. The daily traffic volumes are shown in Figure 5. The peak hour volumes can be seen in the appendix.

Figure 4: Reopen Pittsburg Scenario 2040 Daily Traffic Volumes



Figure 5: Crestline Extension Scenario 2040 Daily Traffic Volumes



2040 Intersection Operations

Motor vehicle conditions were evaluated for each future scenario during the a.m. and p.m. peak hour at the study intersections (see Table 5, 6 and 7). During baseline 2040 conditions, all of the study intersections meet the respective mobility standard. However, the 29th Avenue at Arthur Street intersection is forecasted to operate with a LOS F for the northbound and southbound left-turn stop-controlled movements during both the a.m. and p.m. peak hour (the intersection does not have a mobility standard since Arthur Street is classified as a local street). This is caused by high delay for these movements due to the heavy volume of traffic on 29th Avenue.

In the Reopen Pittsburg Scenario, both the 29th Avenue intersections with Arthur Street and Pittsburg Street are forecasted to operate with a LOS F during the peak hours (these intersections do not have a mobility standard since the side street is classified as a local street). While opening Pittsburg Street is good for connectivity for all users, the side street northbound and southbound left-turn movements have high delay during the morning and evening peak hours due to steady traffic volumes on 29th Avenue. This is similar to the issue at the Arthur Street intersection. Eastbound and westbound drivers now able to turn left from 29th Avenue to Pittsburg Street would experience low delay. It is expected the intersection would operate with moderate to low delay for all movements during hours outside the morning and evening peaks.

The Crestline Street extension provides an important connection for all users and reduces out of direction travel for the surrounding neighborhood. The Crestline Extension Scenario slightly affects operations at the study intersections but does not cause any intersections to exceed mobility standards. Similar to the future baseline condition, the 29th Avenue/Arthur Street intersection is forecasted to operate with a LOS F during both the a.m. and p.m. peak hour.

Signal Warrant Analysis

A signal warrant analysis was performed for the 29th Avenue intersections with Arthur Street and Pittsburg Street to determine if side street volumes are high enough to justify (i.e. warrant) the construction of a traffic signal. For this analysis, the MUTCD¹ Warrant #3 (peak hour) was assessed. The result of the analysis found that a traffic signal would not be warranted at the intersections based on forecasted 2040 volumes. A signal would likely attract some traffic from adjacent streets to these intersections, but the level of side street traffic would still likely not be enough during the peak hours to warrant a traffic signal.

¹ Manual on Uniform Traffic Control Devices 2003 Ed., Federal Highway Administration, November 2004.

Table 5: 2040 Baseline Traffic Operational Analysis

Intersection	Mobility Target	AM Peak Hour			PM Peak Hour		
		Level of Service	Delay	Volume / Capacity	Level of Service	Delay	Volume / Capacity
29th Avenue / Grand Boulevard	LOS E	C	23	0.55	C	30	0.79
29th Avenue / Arthur Street	N/A	B/F	11/58	0.03/0.45	B/F	12/>200	0.03/0.94
29th Avenue / Perry Street	LOS E	A	10	0.64	A	10	0.80
29th Avenue / Pittsburg Street	N/A	A/B	0/13	0/0.23	A/C	0/16	0/0.25
29th Avenue / Southeast Boulevard	LOS E	C	24	0.57	D	43	0.85
29th Avenue / Regal Street	LOS E	B	14	0.60	C	30	0.86
29th Avenue / Ray Street	LOS E	B	16	0.74	B	20	0.85
Regal Street / Southeast Boulevard	LOS E	A	9	0.60	B	11	0.77
37th Avenue / Regal Street	LOS E	C	22	0.57	C	31	0.77
<u>Signalized intersections:</u> LOS = Level of Service of Intersection Delay = Delay of Intersection V/C = Volume-to-Capacity Ratio of Intersection				<u>Stop Controlled intersections:</u> LOS = Level of Service of Major / Minor Movement Delay = Delay of Major / Minor Movement V/C = Volume-to-Capacity Ratio of Major / Minor Movement			

Table 6: 2040 Reopen Pittsburg Scenario Traffic Operational Analysis

Intersection	Mobility Target	AM Peak Hour			PM Peak Hour		
		Level of Service	Delay	Volume / Capacity	Level of Service	Delay	Volume / Capacity
29th Avenue / Grand Boulevard	LOS E	-	-	-	-	-	-
29th Avenue / Arthur Street	N/A	-	-	-	-	-	-
29th Avenue / Perry Street	LOS E	A	9	0.61	A	9	0.74
29th Avenue / Pittsburg Street	N/A	B/D	10/34	0.06/0.55	B/F	12/>100	0.09/1.06
29th Avenue / Southeast Boulevard	LOS E	C	24	0.54	D	43	0.85
29th Avenue / Regal Street	LOS E	-	-	-	-	-	-
29th Avenue / Ray Street	LOS E	-	-	-	-	-	-
Regal Street / Southeast Boulevard	LOS E	-	-	-	-	-	-
37th Avenue / Regal Street	LOS E	-	-	-	-	-	-

Note: Cells denoted with “-” have no change in traffic operations from the Baseline scenario.

Table 7: 2040 Crestline Extension Scenario Traffic Operational Analysis

Intersection	Mobility Target	AM Peak Hour			PM Peak Hour		
		Level of Service	Delay	Volume / Capacity	Level of Service	Delay	Volume / Capacity
29th Avenue / Grand Boulevard	LOS E	C	22	0.55	C	31	0.81
29th Avenue / Arthur Street	N/A	B/F	11/63	0.03/0.48	B/F	12/>200	0.04/0.92
29th Avenue / Perry Street	LOS E	B	10	0.65	B	10	0.82
29th Avenue / Pittsburg Street	N/A	A/B	0/13	0.00/0.23	A/C	0/16	0.00/0.24
29th Avenue / Southeast Boulevard	LOS E	C	25	0.59	D	46	0.88
29th Avenue / Regal Street	LOS E	B	14	0.59	C	29	0.85
29th Avenue / Ray Street	LOS E	-	-	-	-	-	-
Regal Street / Southeast Boulevard	LOS E	A	8	0.57	B	10	0.74
37th Avenue / Regal Street	LOS E	C	22	0.57	C	31	0.75

Note: Cells denoted with “-” have no change in traffic operations from the Baseline scenario.

Recommendations

Recommendations of the 29th Avenue corridor study are summarized below.

Circulation Scenarios

The future analysis found the circulation scenarios have a moderate overall effect on travel patterns and intersection operations along adjacent streets.

- **Reopen Pittsburg Scenario:** The traffic barrier at 29th Avenue should be removed to allow the intersection to operate with full access. The side street left-turn movements onto 29th Avenue would not attract a high volume of drivers during the peak hours due to the high delay waiting for a break in traffic flow. Opening the intersection would attract drivers to other turning movements (such as left turns from 29th Avenue to Pittsburg Street) during the peak hours and all movements during off-peak hours to improve connectivity in the neighborhood to help disperse traffic.

The existing marked crosswalk would should remain with the opening of the intersection. The proposed neighborhood greenway along Pittsburg Street may trigger the need for a signalized crossing at 29th Avenue in the future. The installation of a traffic signal should also be considered in the future to provide a controlled intersection for all users. Although the vehicle volumes may not be high enough to warrant a traffic signal, benefits to city wide pedestrian and bicycle connectivity and safety for all users may justify the need.

- **Crestline Extension Scenario:** Crestline Street should be connected between 32nd Avenue and Southeast Boulevard to improve neighborhood connectivity. The street extension is expected to attract a moderate level of traffic (650 daily vehicles) which is within the acceptable range for a city local access street (less than 1,000 daily vehicles). There is a range of appropriate functional classification designations for the new extension, ranging from a local access street to a collector.

Based on future volume forecasts, a two-lane section would operate adequately. A three-lane section will likely be need at the eastbound approach to Southeast Boulevard to provide a separate left-turn lane. The conditions on the new roadway will support bicycles sharing the road with drivers and not require dedicated bike lanes.

It is also recommended that Martin Street be extended southeast to the Crestline Street extension to serve local connectivity needs for all users in the area. This will connect 30th Avenue and Martin Street to Southeast Boulevard, where drivers can access 29th Avenue at the traffic signal. With this street connection, it is recommended that a center raised median be constructed on 29th Avenue to restrict the Martin Street approach and Applebee's driveway to right-in/right-out movements. The Applebee's driveway and Martin Street have offset approaches to 29th Avenue

that create safety concerns. Restricting the turning movements at these intersections would have a minor affect on travel patterns. The Applebee's parking lot connects to a full access driveway on 29th Avenue to the west and Martin Street will connect to the Crestline Street extension and Southeast Boulevard to the east.

- **Combine Reopen Pittsburg + Crestline Extension Scenarios:** It is recommended that both scenarios are implemented together to improve overall local connectivity and offset potential changes in traffic travel patterns. South of 29th Avenue, Pittsburg Street and Crestline Street are parallel north-south facilities two-blocks apart (approximately 1,300 feet). The opening of the Pittsburg Street/29th Avenue intersection to full access may attract some local drivers that would otherwise use the Crestline Extension. Similarly, the Crestline Extension may attract some local drivers that don't want to experience the Pittsburg Street/29th Avenue delays during the peak hours. The benefit of constructing a full street grid is to provide drivers several route choices which may change during different times of the day and varying arterial traffic operations.

Potential 29th Avenue Crossings

The NCHRP worksheets did not indicate installing enhanced crossing treatments would be warranted. This is primarily due to low pedestrian crossing activity combined with high vehicle volumes and wide crossing widths. To increase crossing safety and comfort, a center median is needed to provide a pedestrian refuge and break up the long crossing distance. However, the 29th Avenue right-of-way is constrained at each potential crossing location, and a median would likely require removal of a travel lane or obtaining additional right-of-way. This is not currently an option, so a median was not recommended. The city has been collecting 7.5 feet of right of way as lots are being developed along 29th Avenue for a future center turn lane. If development in the future allows for a center turn lane, it would allow for safety improvements including a median and pedestrian refuge at crossings.

Recommendations for each potential crossing of 29th Avenue including proposed neighborhood greenways and/or bike routes are summarized below. While each crossing is unique, several similar type crossing treatments are recommended at each location for consistency along the corridor. Below is a list of improvements that could be implemented to enhance a pedestrian crossing at each location.

Garfield Street Crossing

Garfield Street crossing is located approximately 850 feet east of the Grand Boulevard signalized intersection. This location connects the neighborhood to the north to the Manito Shopping Center and the eastbound bus stop.

- Close the eastbound left turn lane and construct a raised median. Install a marked crosswalk and pedestrian signage on the west leg of the intersection.

- Install lighting as needed to meet recommend lighting levels for crossings

Arthur Street Crossing

Arthur Street is located approximately 1,500 feet east of Grand Boulevard and 1,300 feet west of the Perry Street signalized intersections.

- Install lighting as needed to meet recommend lighting levels for crossing.

Pittsburg Street Crossing

Pittsburg Street is located approximately 1,300 feet miles east of Perry Street and 2,000 feet west of the Southeast Boulevard signalized intersections.

- Maintain current marked crosswalk and signage as needed.
- Install lighting as needed to meet recommend lighting levels for pedestrian crossings.

Martin Street Crossing

Martin Street is located approximately 1,000 feet west of the Southeast Boulevard signalized intersection.

- Install lighting as needed to meet recommend lighting levels for crossings.

Rosauers Crossing

The Rosauers Crossing is located approximately 600 feet east of the Southeast Boulevard signalized intersection. This location connects the neighborhood to the north to the Rosauers Shopping Center and the eastbound bus stop. A recent pedestrian fatality (in November 2018) occurred at this crossing. The city is planning on improvements here and submitted a grant application in 2018.

Mt Vernon Street Crossing

The Mt Vernon Street Crossing is located approximately 400 feet west of the Regal Street signalized intersection. This location connects the shopping centers on the north and south side of 29th Avenue and the westbound bus stop. The city is planning on improvements here and submitted a grant application in 2018.