

### **Spokane Plan Commission Agenda**

Wednesday, October 23, 2019 2:00 PM

City Council Briefing Center (Sessions & Workshops) 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	c not on the agenda.
	Commission Briefing Session:	
1:00 – 1:30	1. Approve 10/9/2019 meeting minutes	All
	2. City Council Report	CM Kate Burke
	3. Community Assembly Liaison Report	Vacant
	4. President Report	Todd Beyreuther
	5. Transportation Sub-Committee Report	John Dietzman
	6. Secretary Report	Heather Trautman
	Workshops:	,
1:30 – 2:15	Continued Draft North Bank Subarea Plan	Melissa Wittstruck
2:15 – 2:25	2. Spokane Downtown Plan Progress Update	Nate Gwinn
2:25 – 2:55	3. Continued Arterial Street Mapping	Inga Note
2:55 – 3:25	4. Street Name Change Package	Tami Palmquist
3:25 – 4:00	5. South University District Subarea Plan	Chris Green
	Hearings:	
	NO HEARINGS – Plan Commission will not have a quorum.	
	Adjournment:	

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

Username: COS Guest Password: dtD4vpKc

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### **Spokane Plan Commission - Draft Minutes**

October 9, 2019

Meeting Minutes: Meeting called to order at 2:00 PM by Todd Beyreuther

### Attendance:

Board Members Present: Todd Beyreuther, Christopher Batten, Sylvia St. Clair, Greg Francis, John

Dietzman, Diana Painter, Kate Burke (City Council Liaison)

Board Members Not Present: Michael Baker, Carole Shook

Staff Members Present: Heather Trautman, Tirrell Black, James Richman, Nathan Gwinn, Logan

Camporeale, Kara Mowery, Stephanie Bishop, Shea Suski, Louis Meuler

Quorum: Yes

### **Public Comment:**

None

### **Briefing Session:**

Minutes from the September 25, 2019 meeting approved unanimously.

### 1. City Council Liaison Report - Kate Burke

- Council Member Burke attended a housing conference in Walla Walla two weeks ago and is heading to another housing conference in Durham, NC tomorrow.
- The proposal to vacate Cataldo Avenue for the upcoming SportsPlex project was discussed at this week's City Council Meeting. Citizens voiced concerns about options for pedestrians and cyclists, as well as possible parking issues, if the street is vacated. The hearing is remaining open three more weeks to allow for additional input.
- Heather Trautman and James Richman clarified information reference the Cataldo Street
   Vacation proposal and the street vacation process for downtown streets.
- 2. Community Assembly Liaison Report -
  - None
- 3. Commission President Report Todd Beyreuther
  - Todd will not be available to attend the October 23, 2019 PC Meeting. Two additional members will be absent, so there will not be quorum.
  - Todd talked about the State Building Council, which he joined recently.
- 4. Transportation Subcommittee Report John Dietzman
  - The subcommittee started on the Street Design Standards and will meet November 5th to get into the plan for arterial maintenance and reconstruction.
- 5. Secretary Report Heather Trautman
  - Carol and Michael called in to say they'd be absent from the meeting.
  - Review of agenda management tool and discussion of upcoming workshops and hearings, including possible changes and the possibility of a late meeting December 11th

### Workshops:

- 1. Plan Commission Annual Retreat & Equity/Work Program Review
  - Presentation provided by Logan Camporeale and Heather Trautman
  - Questions asked and answered
  - Discussion ensued

### **Hearing:**

- 1. Citywide Capital Improvement Program
  - Presentation provided by Paul Ingiosi (Interim Budget Director)
  - Questions asked and answered
  - Discussion ensued

Greg Francis moved that the Plan Commission find the 2020 update to the Capital Improvement Plan is in compliance with the Comprehensive Plan and to recommend its approval to the City Council. John Dietzman seconded; motion carried. (6/0)

### 2. Shadle Area Planning

- Presentation provided by Maren Murphy and Bill Grimes
- Public Testimony
  - o Jeff Stevens (Chair of Audobon/Downriver Neighborhood Council)
  - Fran Papenleur (Vice-Chair of Audobon/Downriver Neighborhood Council)
  - o Paul Chapin (Community Education Manager of north side public libraries)
  - Alisa Pitstick (Shadle area resident)
- Questions asked and answered
- Discussion ensued

Greg Francis moved that the Plan Commission recommend that City Council adopt the Shadle Area Plan as presented. Sylvia St. Clair seconded; motion carried. (6/0)

### 3. Emergency Amendment: Characteristics of DT Complete Street Designations Code Amendment

- Presentation provided by Louis Meuler
- Questions asked and answered
- Discussion ensued

Greg Francis moved to recommend that City Council adopt the proposed changes to SMC 17C.124.035 to allow City Council to consider street vacations to a complete street to accommodate public use, and doing this as an emergency. John Dietzman seconded; motion carried. (4/2)

### Meeting Adjourned at 5:31 PM

Next Plan Commission Meeting scheduled for Wednesday, October 23, 2019

### **BRIEFING PAPER**

### **City of Spokane**

### Plan Commission Workshop September 27, 2019

### Subject

North Bank Plan 2019. Discussion questions for October 23 continued workshop arising from September 25 presentation.

- I. At the September 25 workshop Plan Commission members agreed to move the proposed "Modified North River Overlay" boundary (NRO) forward for the subarea plan (map attached). Plan Commission also recommended retention of the North River Overlay boundary identifying the subarea and policy document.
  - The following mapping changes to implement the plan would be coterminous with the modified NRO:
  - Zone change from Community Business-150 (CB-150) to Downtown General (DTG) zoning expansion.
  - Comprehensive Land Use Map amendment from General Commercial to Downtown land use designation.
  - The Design Review Threshold overlay for the Downtown perimeter area will also expand Downtown Design Review Threshold Map 17G.040-M1.

Amendment of the Downtown Plan Area and Historic Preservation Downtown boundaries will be addressed at a later date as the coordinating subarea projects (Downtown and South University District) are completed.

- II. Three plan recommendation questions were tabled to the continued workshop on October 23. Please refer as needed to the Preliminary Draft Subarea Plan for policy language, available online at <a href="North Bank Plan project page">North Bank Plan project page</a>.
  - **A.** The first question moved to October 23 is the question of adding a proposed overlay map for locations of Through Block Pathways accompanied by design standards for the NRO amendments to <a href="SMC">SMC</a> 17C.160.
    - Preliminary Draft Policy #4(e) addressing improvements to pedestrian and bicycle circulation, page 74.
    - Locations of Through Block Pathways have been updated as of Sept 25 - map for locations attached.
    - The proposed design standards are found in the Preliminary Draft document, pages 77 to 81.

Two additional overlay map change questions tabled to October 23:

1 For more information please contact Melissa Wittstruck, Assistant Planner II, <a href="mwittstruck@spokanecity.org">mwittstruck@spokanecity.org</a> 509-625-6087

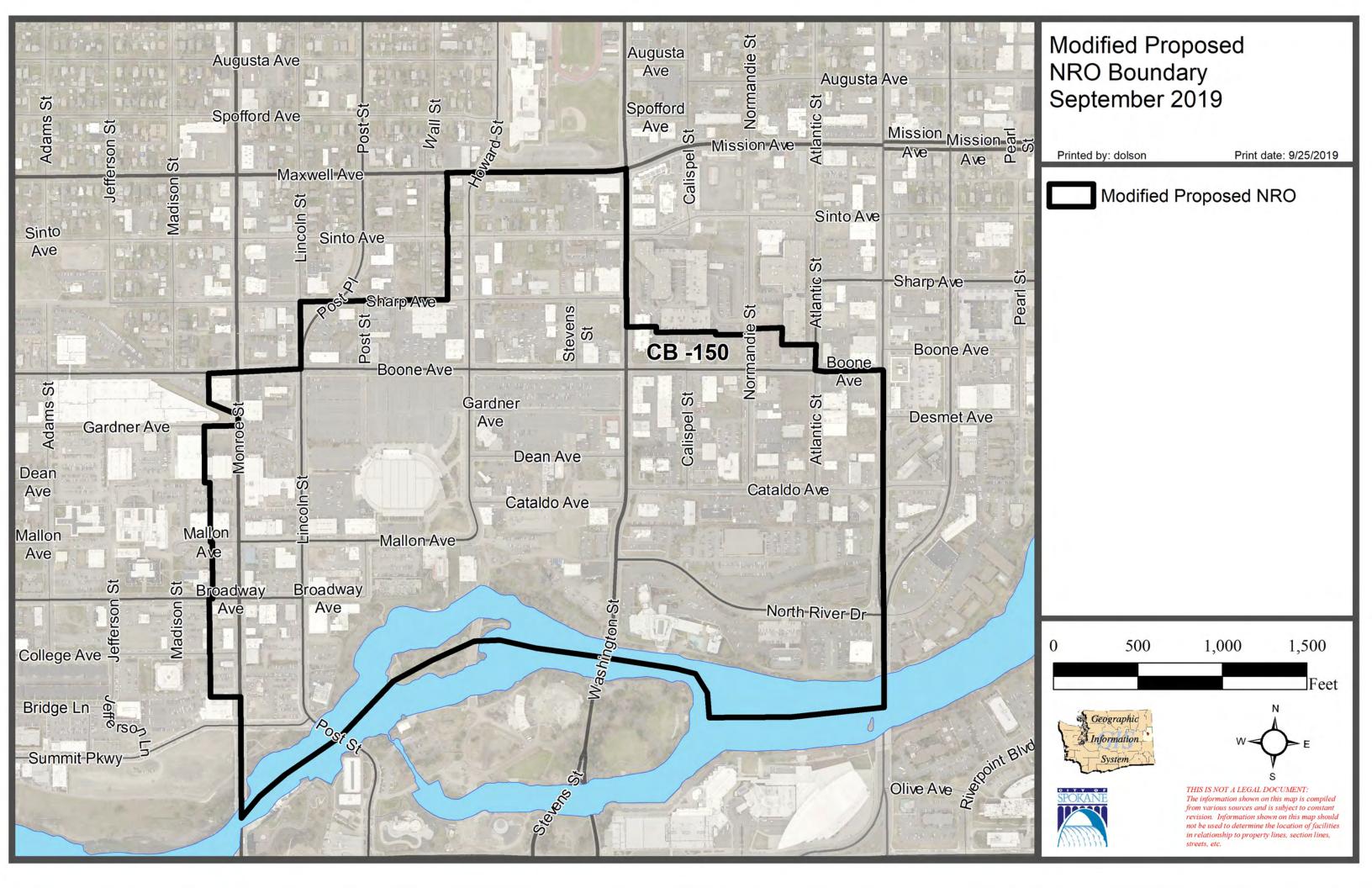
- **B.** Whether to amend <u>SMC 17C.230-M1 Downtown Parking Requirement Area</u> coterminous with the proposed "Modified NRO" boundary.
  - Preliminary Draft Policy #2(c), page 68, is a recommendation targeted at increasing design flexibility and lowering development costs, particularly for housing.
- C. Whether to amend <u>Downtown Zones Limited Use Standards</u> at SMC 17C.124.110(A)(3)(a) to create an additional area of limited standalone commercial surface parking lots, currently in use in Downtown core, mapped <u>Surface Parking Limited Area SMC 17C.124-M1</u>.
  - Preliminary Draft Policy #4(i), page 75. This plan recommendation addresses the significant amount of parking capacity present in the North River Overlay as identified by the 2019 Nelson/Nygaard Parking Study, and resulting connectivity challenges. Staff recommendation for overlay area to be provided at October 23 workshop.
- III. Finally, the North Bank Subarea Plan recommends reviewing the Complete Streets designations Type I-IV for updates in the Downtown Plan Update process. However, North Bank recommends the extension of two existing Complete Street designations along Howard and Washington north of Boone. This proposal could proceed with the subarea plan, or be addressed with the overall Complete Streets review in the Downtown Update. Staff is seeking Plan Commission recommendation (map attached).

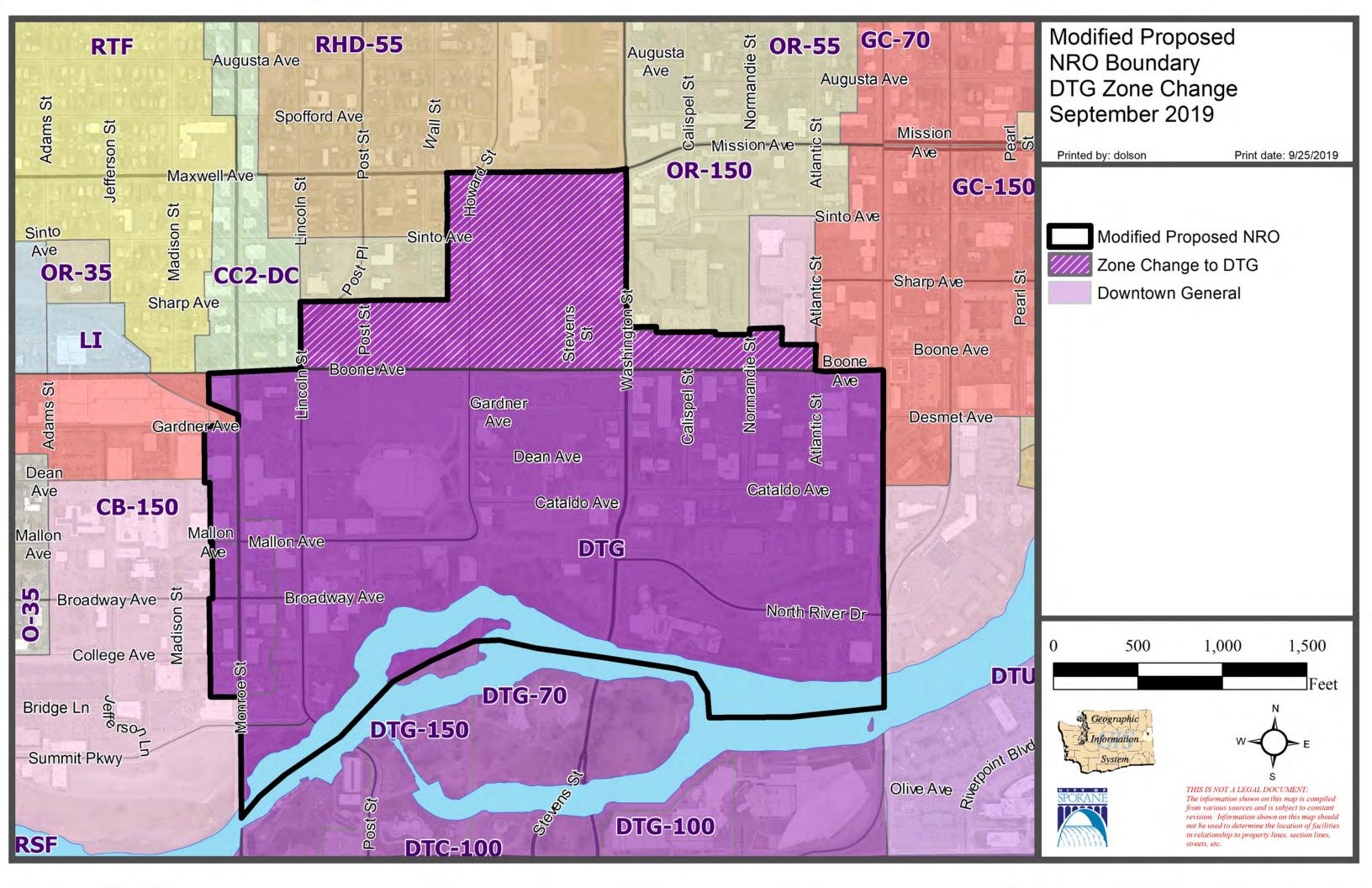
### Action

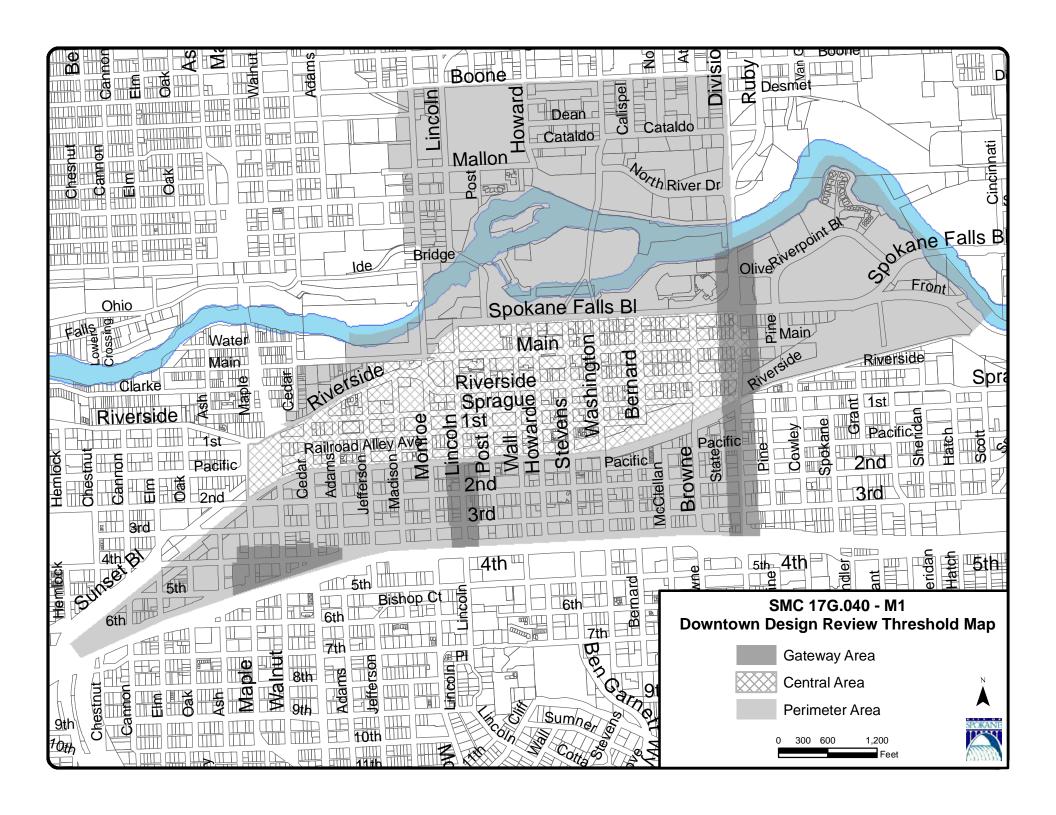
Consultant and staff intend to prepare final revisions of maps and text for the draft subarea plan, along with proposed SMC code recommendations for the October 23 continued workshop.

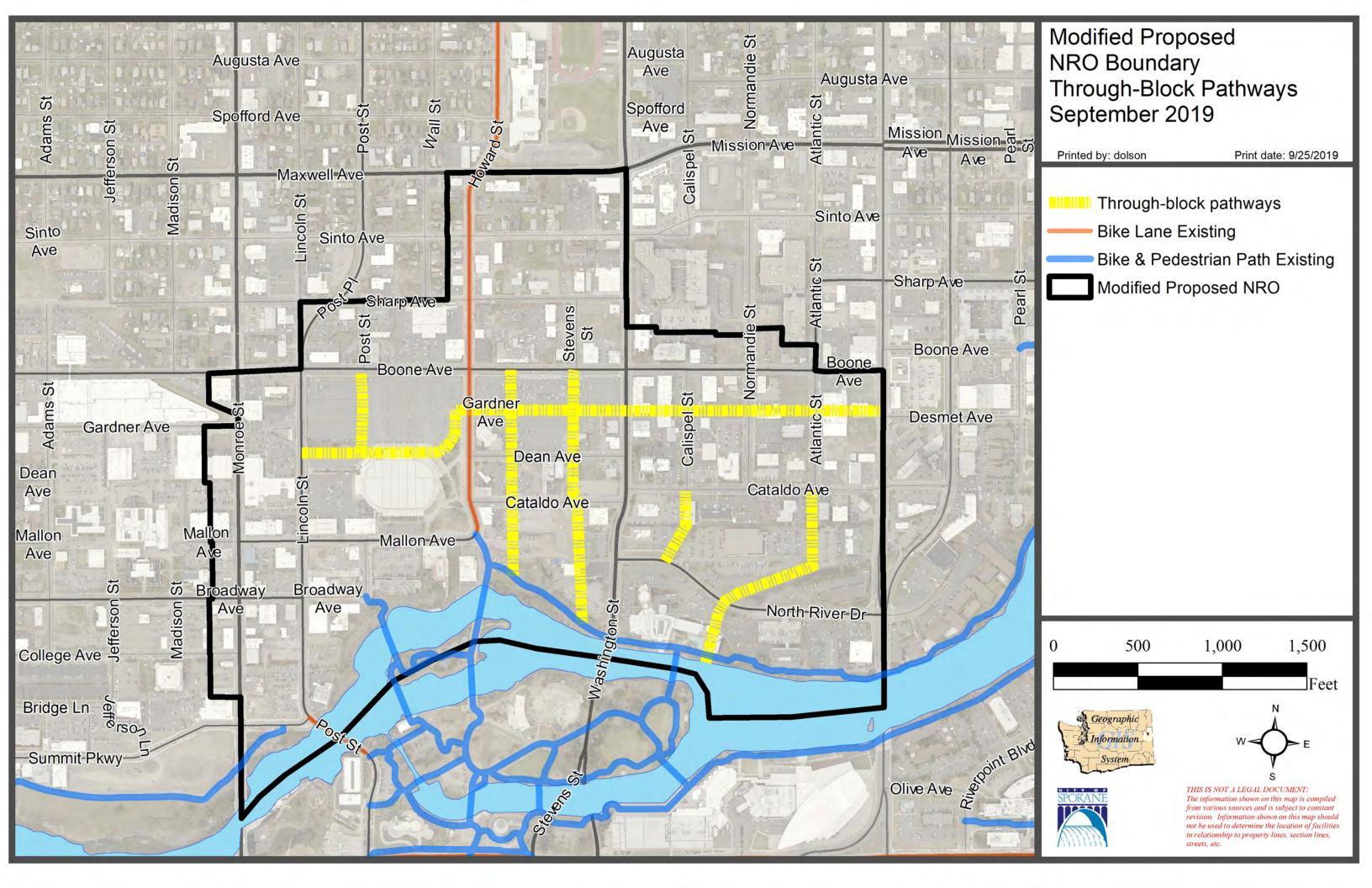
Action required: Discussions of the above four questions to be concluded with Plan Commission direction to staff.

Action required – Plan Commission recommendation for North Bank Subarea Plan to move forward to hearing November 13.









### **City of Spokane Map**

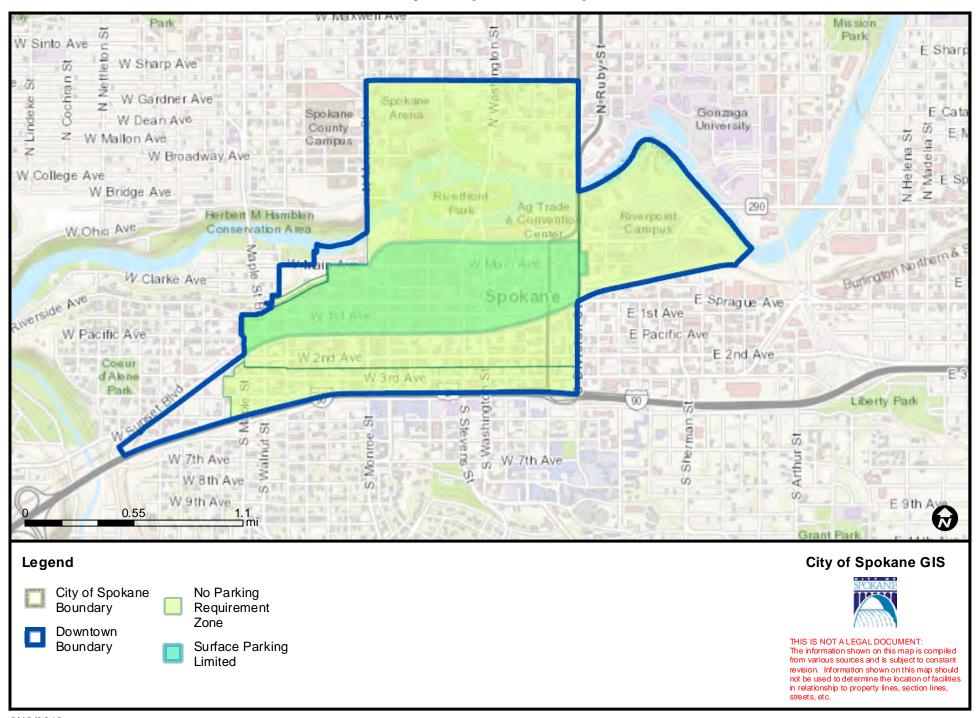


Figure 31. Proposed Complete Street Designations with Existing Standards, North River Overlay and Vicinity Complete Streets North Bank Plan Area Bike/Pedestrian Path W Mission Av Pedestrian Street Type I Complete Street: Community Activity Street Type II Complete Street: Community Connector Type III Complete Street: Regional Collector Type IV Complete Street: Neighborhood Street North River Overlay District Sources: Spokane County Assessor, 2018; Spokane County GIS, 2018; City of Spokane; Google Earth; MAKERS Architecture and Urban 2,000 Feet 1,000 1,500 500

# BRIEFING PAPER City of Spokane Plan Commission Workshop Neighborhood & Planning Services October 23, 2019

### **Subject**

The **Spokane Downtown Plan** is an update of the existing plan, *Fast Forward Spokane Downtown Plan Update* (2008) and is coordinating several major planning efforts including the North Bank and South University District subarea planning processes. Jeff Arango is the project manager for Framework, the project's planning consultant that is working with the City of Spokane and Downtown Spokane Partnership, and is leading the initial public engagement for this phase.

### **Background**

The existing Downtown plan is a subarea plan of the Comprehensive Plan. The new plan will fully update and replace the City's existing plan.

Framework interviewed Downtown stakeholders and held two focus groups in September 2019. The broader public engagement process kicks off with a public workshop on October 22, 2019. The workshop will present existing conditions, best practices, and get community input on the plan vision, guiding principles, and priorities. An upcoming existing conditions report will incorporate feedback from the workshop.

### **Impact**

The public engagement effort will reach a broad segment of the community and target identified groups who participate in city life Downtown, such as residents, business owners, organizations, and employees. The final plan is expected to result in a series of recommended actions and guide new improvements for the next ten years.

### **Action**

The updated plan is scheduled for adoption in spring 2020, following work with the Design Review Board and Plan Commission at additional workshops. The Commission will hold a public hearing and make a recommendation to the Spokane City Council.

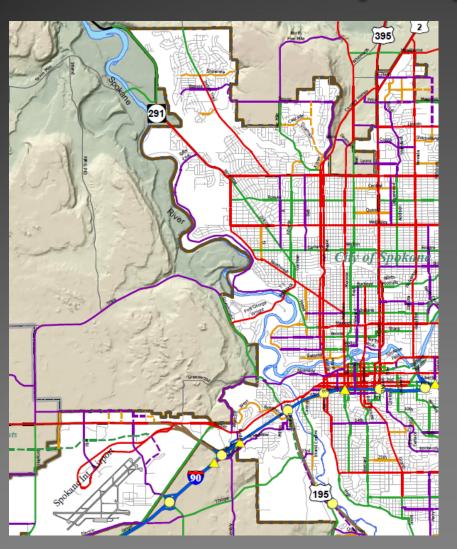
For other information and future engagement opportunities, visit the project webpages:

- www.SpokaneDowntownPlan.org
- my.SpokaneCity.org/projects/downtown-plan-update-2020

# Update to 12.08.040 Arterial Street Map

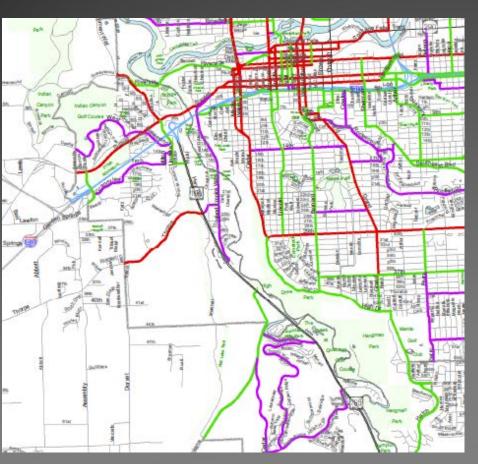
Plan Commission October 23, 2019

# TR 12 Map Update in 2017



- 20+ Year Horizon
- Anticipated longterm function
- Preserve ROW for future arterials

# Problems with Existing SMC Map



- Unchanged since 2008
- Missing West Plains
- Inconsistent with Comprehensive Plan Map TR 12

# Uses of the Maps

## Comprehensive Plan Map TR 12

- •20+ year plan
- Anticipated long-term function
- •Preserve right-of-way for future arterials

### Spokane Municipal Code Map 12.08.040

- Current operations
- Traffic control decisions
- Plowing and sweeping priorities
- Street Design standards

The maps should be a close but not exact match.

# Schedule

- PCTS Meeting 7/9/19
- PIES Committee 7/22/19
- Community Assembly 8/1/19
- Neighborhood Council notification/ Nextdoor – August and September
- Plan Commission Workshop 10/23/19
- Plan Commission Hearing 11/13/19
- City Council Fall 2019
- TR 12 Cleanup Fall 2019 through 2020

# Webpage Outreach

- Plan Commission packets
- Existing and Proposed maps
- Explanation of map uses
- Discussion of streets where traffic control could change
- Staff contact information
- Schedule of public comment opportunities

# Proposed Changes

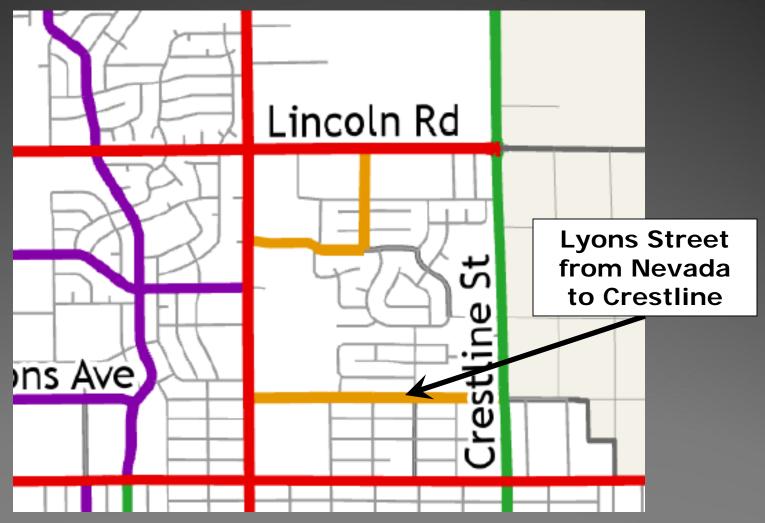
- Update to mostly match with TR 12
- We will discuss the following:
  - Streets not matching TR 12
  - Classifications that would result in an immediate traffic control change



# Classifications that could result in a traffic control change if approved.

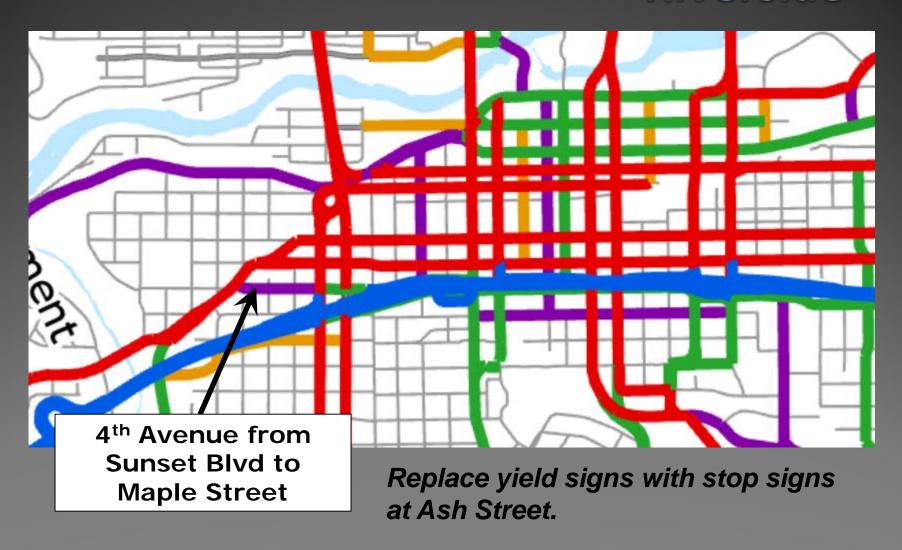


# District 1 - Lyons Street Shiloh Hills



Add stop signs at side-streets, remove 4-way stop at Pittsburg

# District 2 - 4<sup>th</sup> Avenue Riverside

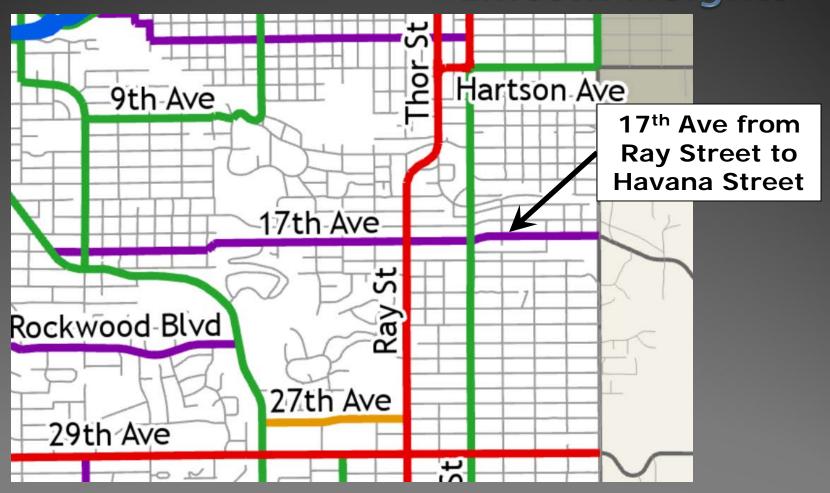


# District 2 - Main Avenue Peaceful Valley



Could change from yield to stop at Main/Cedar

# District 2 - 17<sup>th</sup> Avenue Lincoln Heights



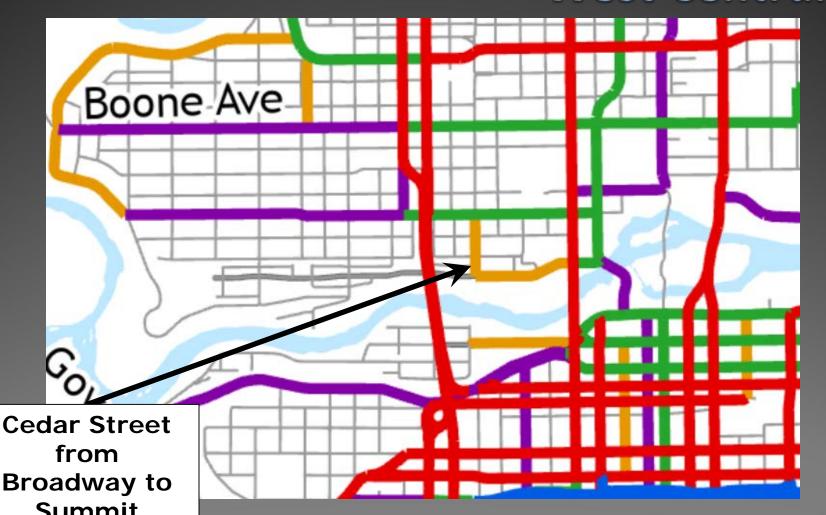
Would require side-street stop signs at Rebecca, Myrtle, Cuba.

# District 2 - 27<sup>th</sup> Avenue Lincoln Heights



Would require side-street stop signs at Fiske and Mt. Vernon

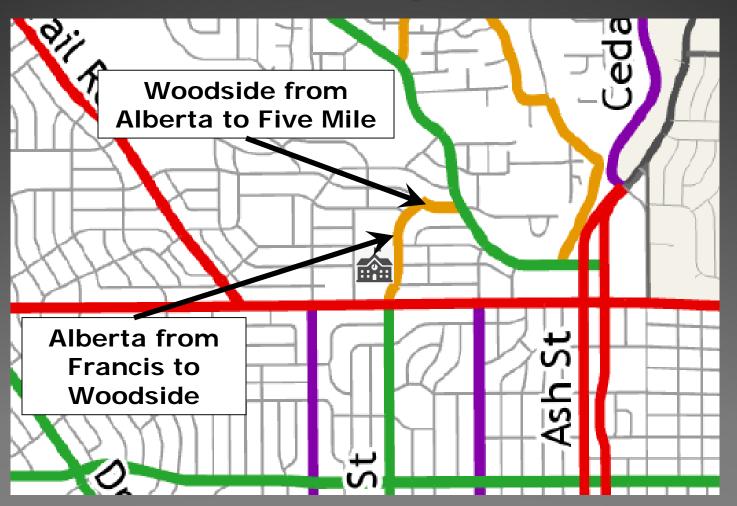
# District 3 - Cedar Street West Central



**Broadway to Summit Parkway** 

Reverse stop sign direction at College/Cedar.

# District 3 - Alberta-Woodside Balboa/South Indian Trail

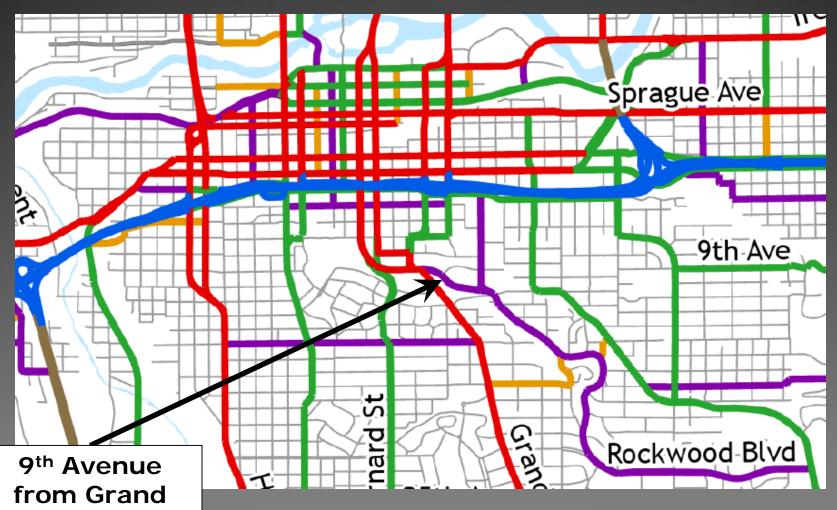


Would require stop signs on side-streets: Rosewood, Houston, Holyoke and Beacon

# Error Correction

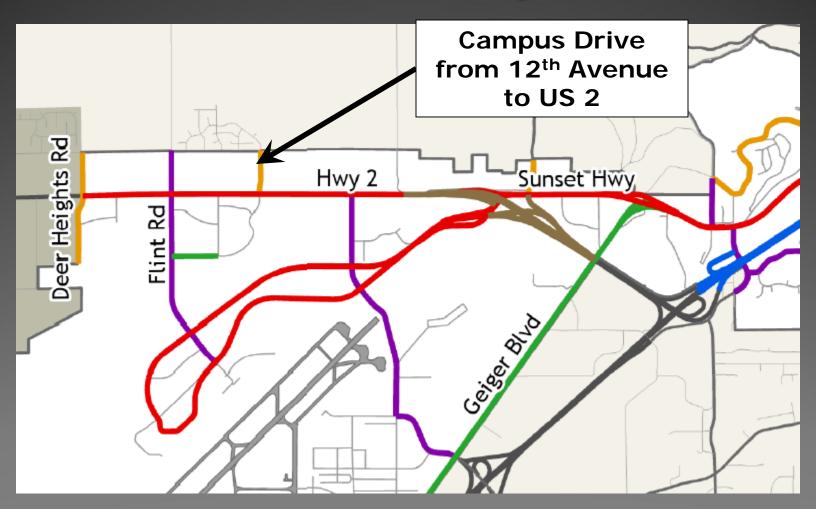
# District 2 - 9th Avenue

Unintentionally left off the TR 12 map



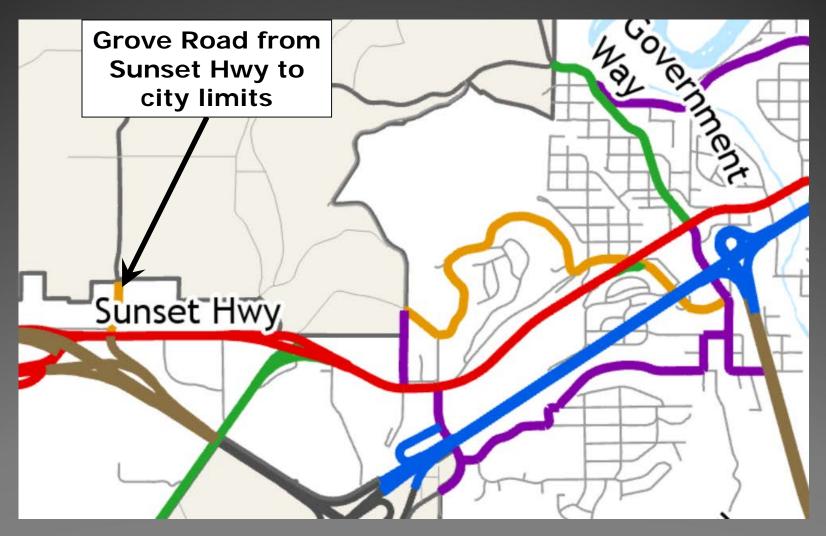
**Blvd to Cowley** 

# District 2 - Campus Drive



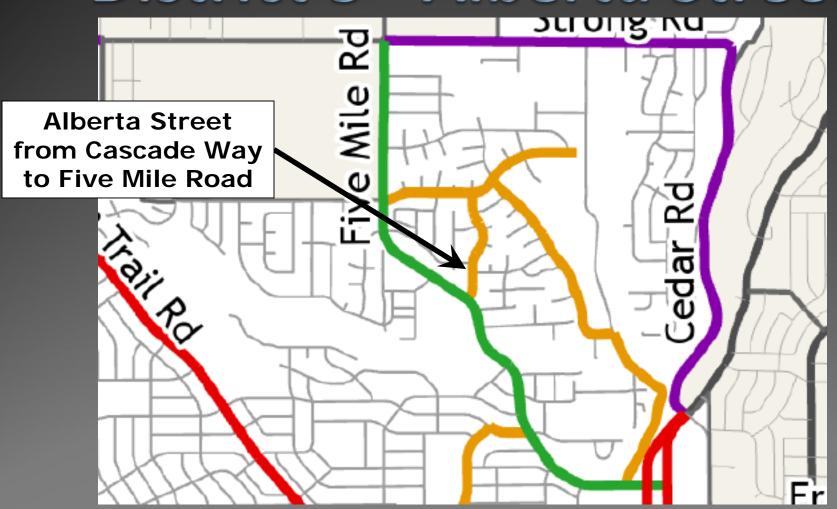
Part of 2011 annexation - Proposed on TR 12, now built

# District 2 -Grove Road



Unintentionally left off the TR 12 map

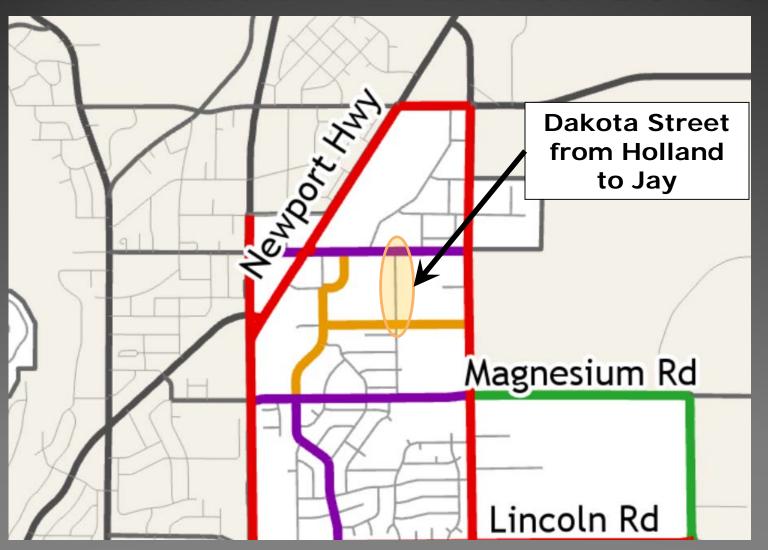
# District 3 - Alberta Street



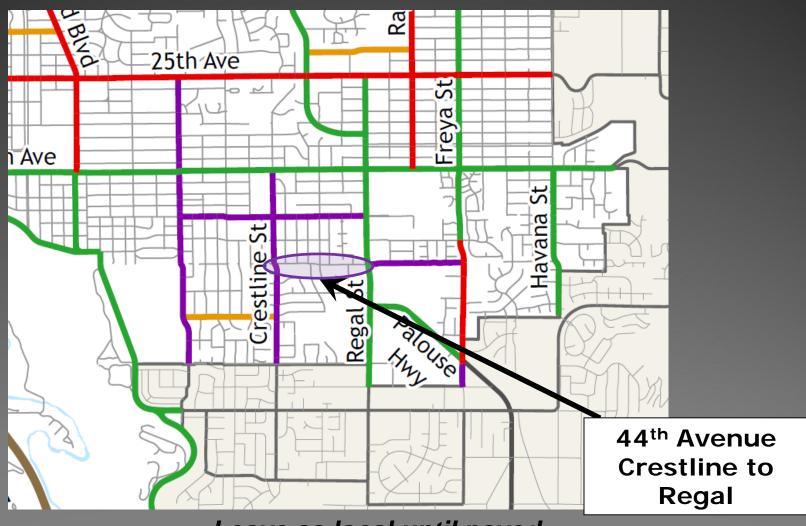
Unintentionally left off the TR 12 Map

# Streets designated in TR 12 as arterials that would remain as locals on the SMC Map

# District 1 - Dakota Street

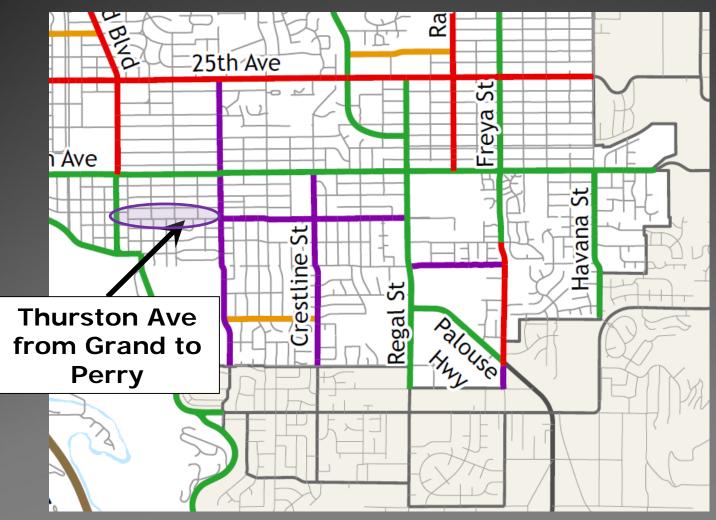


# District 2 - 44th Avenue



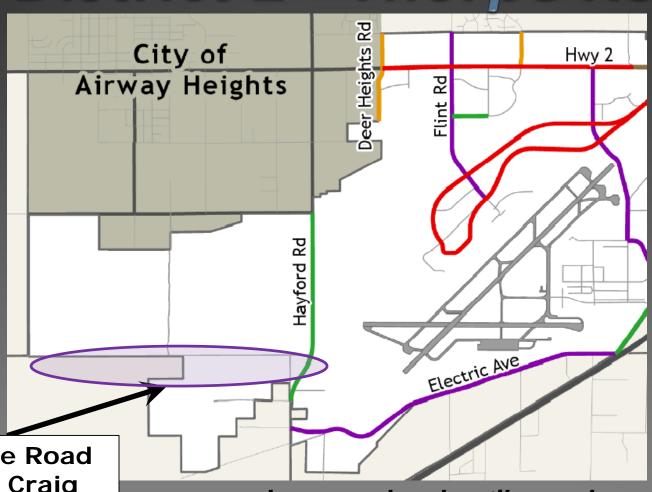
Leave as local until paved

# District 2 - Thurston Avenue



Leave as local – consider removal from TR 12 next year

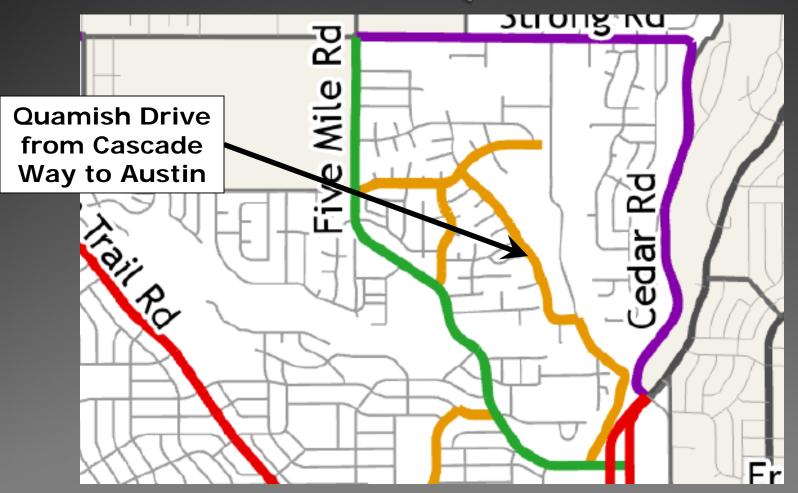
## District 2 - Thorpe Road



Thorpe Road from Craig Road to Hayford

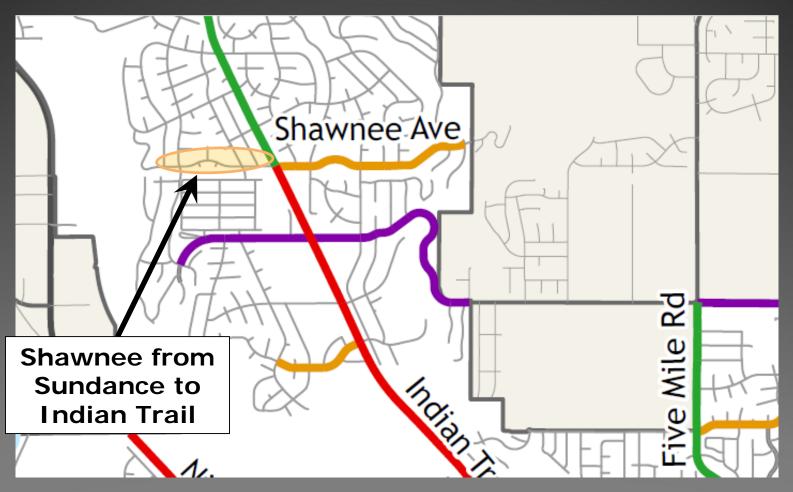
Leave as local until paved
Unintentionally left off TR 12 map

### District 3 - Quamish Drive



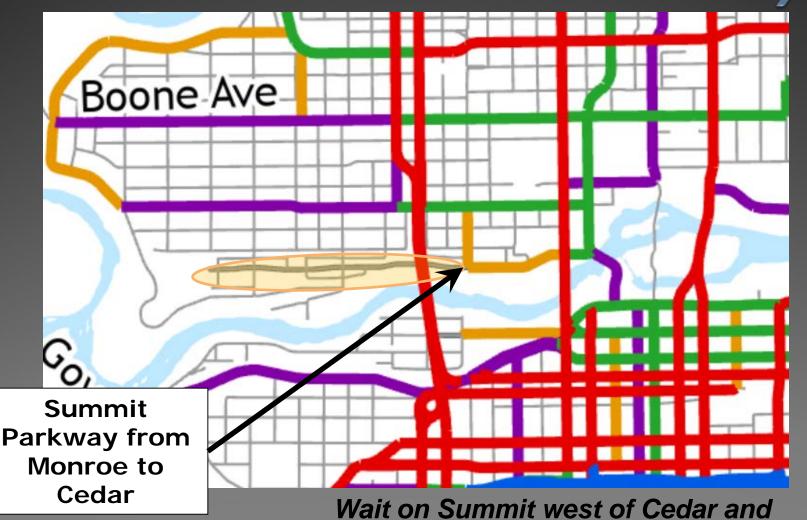
Not on TR 12 map, operates as an arterial but could be a local once Austin Road is improved.

### District 3 - Shawnee

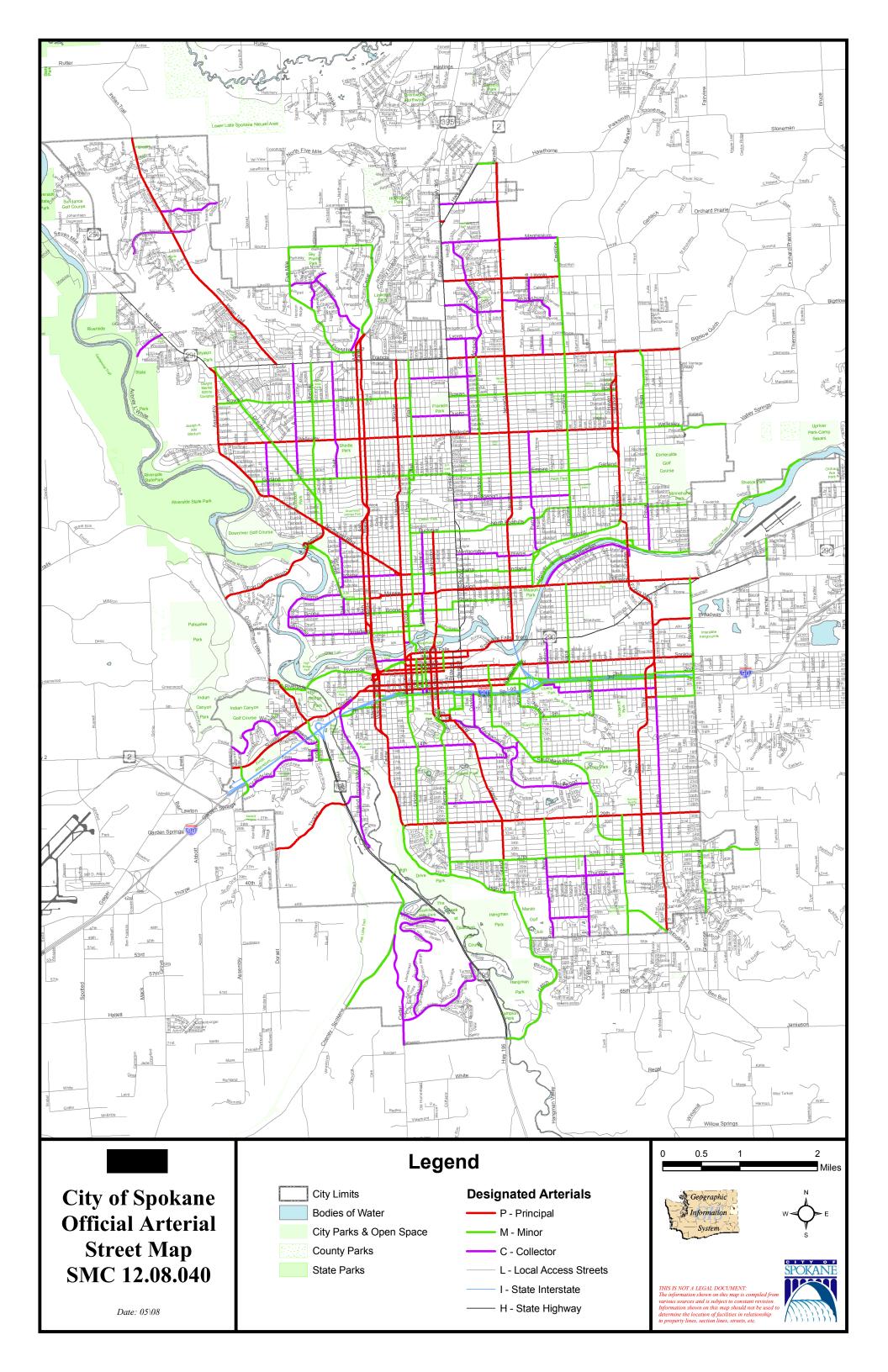


Remains on TR 12 map and may be upgraded with development.

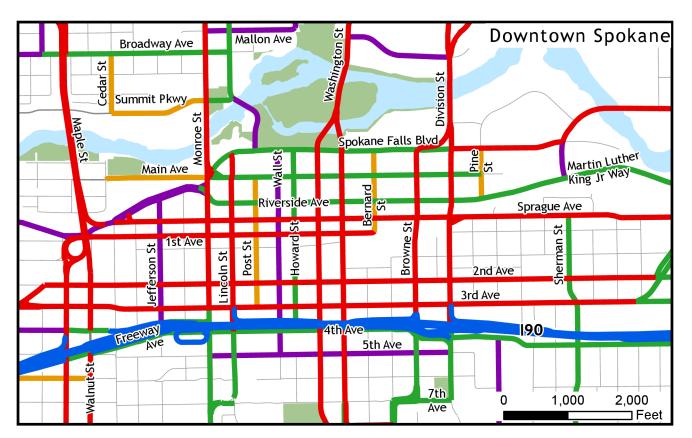
### District 3 - Summit Parkway



re-evaluate once Kendall Yards is built out



# City of Spokane Official Arterial Street Map SMC 12.08.040



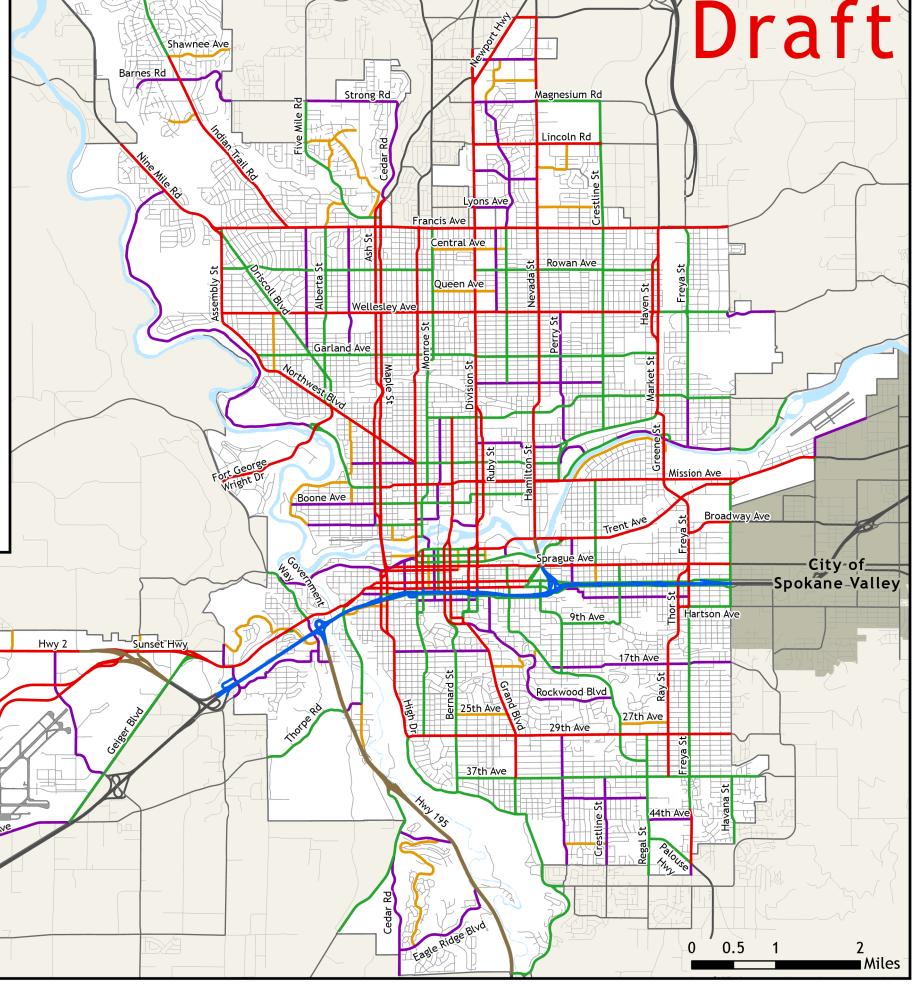
City of

Airway Heights

arious sources and is subject to constant revision. Information shown on this map should not be used to

etermine the location of facilities in relationship

property lines, section lines, streets, etc.



### Legend

- Urban Other Freeways and Expressways
- ✓ Urban Principal Arterial

- Urban Local Access
- City of Spokane
- Stream or River

Date: June 2019

From:

Lee Gillie < Vulcan\_Lee@comcast.net>

Sent:

Monday, September 23, 2019 2:38 PM

To:

Note, Inga

Subject:

Arterial Street Map Update

#### [CAUTION - EXTERNAL EMAIL - Verify Sender]

I have reviewed changes planned for Lyons Avenue from Crestline to Nevada, and have comment.

Add stop signs on Perry, Helena and Napa where they intersect Lyons Avenue. Remove stop signs on Lyons at Pittsburg. No change to striping.

I live 1/2 block north of Lyons, with Perry dead ending at my backyard property. I believe this is a long time coming, and will be a positive change, so I am fully supportive of your proposal.

Your plan does not mention that from Lyons from Pittsburg to Crestline is currently unpaved. This alone has been a significant hamper on normal traffic flow from Lyons to Crestline, routing main traffic from Lyons to the south on Pittsburg Street at this point. Paving of Lyons here really needs to be a part of the overall project.

Also, FWIW - Traffic heading north on Perry must turn right or left at Lyons. There have been two incidents in the past few years where late night traffic traveling north on Perry has missed the turn, and carried on north of Lyons resulting in cars crashing through my back yard fence. I can provide case numbers of police reports if needed. In considering signage changes, it needs to be very clear to northbound Perry traffic that this is truly the end of the road at Lyons!

Best regards -

Lee Gillie - homeowner 6711 N Capri Lane Spokane, WA 99217

From:

DOUGLAS LLOYD < mdlloyd@comcast.net>

Sent:

Friday, September 06, 2019 10:11 AM

To:

Note, Inga Carol Tomsic

Cc: Subject:

Arterial Street Update - 17th Ave from Ray to Havanna

#### [CAUTION - EXTERNAL EMAIL - Verify Sender]

I am concerned about the intersection at 17th and Freya (17th currently has a stop sign at Freya). Yesterday, when pulling up to Freya going east on 17th we could not see the uphill traffic until it was on us although we carefully checked to our left. We had a problem with an uphill car pounding on his horn after we turned right onto Freya because it is a corner which is blind to uphill traffic. Freya is a very busy arterial and It is an issue that will need further study, in my opinion.

#### MARILYN A LLOYD

mdlloyd@comcast.net

From:

Gjonnette Dugger <gjonnette@windermere.com>

Sent:

Tuesday, September 24, 2019 11:54 AM

To:

Note, Inga

Subject:

**Arterial Street Update** 

[CAUTION - EXTERNAL EMAIL - Verify Sender] Hello Inga,

I have read about the potential arterial updates the City of Spokane has proposed. My concern is that the city is proposing to remove the "end of arterial" sign that is on 17th and Ray on the east side of the street. Proposing 17th from Ray to Havana turning into an arterial is a very poor idea. Have you ever been to 17th and Freya and tried to cross Freya or turn onto Freya in either direction? That intersection is a blind intersection. If someone wants to cross or make a turn on 17th and Freya? A driver needs to pull way out onto Freya in order to see the cars coming up the hill on Freya. In the best driving conditions it is very hard to see on coming traffic. When it rains, is foggy, snowing, or icy the turn or crossing becomes even more dangerous. The idea of encouraging drivers to use this route is ridiculous, irresponsible and flat out dangerous. I sincerely hope you take into account the dangers of having this street made into and arterial, and take the time to drive the route and see for yourself. Do not be in a hurry if you dare do it during rush hour times as you will have a long wait and will increase your odds of a car accident significantly.

Thank you,

Gjonnette Dugger Licensed Broker/Real Estate Agent Windermere Manito (509) 999-3143

From:

C CRAVEN <clcspo@msn.com>

Sent:

Saturday, September 28, 2019 7:49 AM

To:

Note, Inga; Turner, Bob

Cc:

Lisa Rosier; Camak, Shelagh

Subject:

Comments: Parking Problems & Proposed Changes to Designate 27th Ave an Arterial.

#### [CAUTION - EXTERNAL EMAIL - Verify Sender]

Please take these comments to the Planning Commission meeting Oct 23.

Claudia Craven 3115 E 28th, Spokane, WA 509-701-5965

\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*

As a member of the Board of Directors of the Southside Community Center, I want to make you aware of a **MAJOR** problem and request a change to parking on 27th Ave.

Exiting the Center's driveway onto 27th is scary and dangerous due to rotten visibility caused by the 4-5 parked cars on the north side of 27<sup>th</sup> between Ray and our driveway and vehicles turning west off of Ray St at high speeds. After the turn, they seem to really step on the gas.

It's an accident waiting to happen. Many have almost been hit by cars taking that corner at high speed. And, trust me, if you have little car like my Subaru Impreza, it's nearly impossible to see the oncoming traffic. Even using extreme care I have almost been hit several times. People with larger vehicles have also complained to me. BTW, you should see the problems trucks servicing the shopping Center have making that turn when there are cars parked on both sides of 27<sup>th</sup>. I have had to pull waaaaay over.

In my opinion, there should be **NO** parking on the north side of 27th from Ray St. to our driveway— for our safety and that of westbound drivers. Is it possible to restrict parking in this way -- if 27<sup>th</sup> is an arterial --- or even if it's not?

Claudia Craven

From:

Lisa Rosier < director@southsidecenter.com>

Sent:

Monday, September 30, 2019 10:19 AM

To:

Turner, Bob; C CRAVEN; Note, Inga

Cc:

Camak, Shelagh

Subject:

RE: Comments: Parking Problems & Proposed Changes to Designate 27th Ave an

Arterial.

#### [CAUTION - EXTERNAL EMAIL - Verify Sender]

#### Hi Bob,

Thank you for addressing this concern and your quick response. This has been an issue for quite some time and was raised with the City last year. In addition to the safety concerns for members and guests trying to enter and exit our Center from 27<sup>th</sup> there are issues for the Fire Department as well. There have been incidents when the Fire Department has had to come to the Center and had trouble turning into our driveway from 27<sup>th</sup> Avenue with the cars parked so close to the driveway. The industrial bins located in front of a house opposite our driveway also caused problems with the fire trucks as they had to reverse and make several attempts to get into our driveway.

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Thank you again for following up on this. Thank you Claudia for once again, raising this issue.

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We appreciate your actions on this important safety concern.

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Thank you

??

Lisa

??

??

Lisa Rosier

**Executive Director** 

Southside Community Center

3151 E 27th Ave, Spokane WA 99223

Office: (509) 535-0803 Ext: 103

Fax (509) 535-4663

director@southsidecenter.com

www.southsidescc.org

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From: Turner, Bob < <a href="mailto:bturner@spokanecity.org">bturner@spokanecity.org</a> Sent: Monday, September 30, 2019 7:08 AM

To: C CRAVEN < clcspo@msn.com >; Note, Inga < inote@spokanecity.org >

Cc: Lisa Rosier < director@southsidecenter.com >; Camak, Shelagh < Shelagh.Camak@rcc.edu >

Subject: RE: Comments: Parking Problems & Proposed Changes to Designate 27th Ave an Arterial.

**?**?

Thank you for your email. I was made aware of that and have looked at it a couple of times.

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Based on what I was, I will be creating a work order to remove the parking on the north side. This will be reviewed by the department and parking enforcement. I will make you aware of the results of that review.

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**Thanks** 

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**Bob Turner, P.E., MBA** | City of Spokane | Traffic Operations Engineer ??? Street Department 509.232-8800 | fax 509.232-8831 | <a href="mailto:bturner@spokanecity.org">bturner@spokanecity.org</a> ?? | <a href="mailto:spokanecity.org">spokanecity.org</a>?? | <a href="mailto:spokanecity.org">spokanecity.org</a> ?? | <a href="mailto:spokanecity.org">spokanecity.org</a> ?</a> ? | <a href="mailto:spokanecity.org">spokanecity.org</a> ? | <a href="mailto:spokanecity.org">spokanecity.org</a> ?</a> ? | <a href="mailto:spokanecity.org">spokanecity.org</a> ? | <a href="mailto:spokanecity.org">spokanecity



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From: C CRAVEN < clcspo@msn.com>

Sent: Saturday, September 28, 2019 7:49 AM

To: Note, Inga <inote@spokanecity.org>; Turner, Bob <bturner@spokanecity.org>

Cc: Lisa Rosier < director@southsidecenter.com >; Camak, Shelagh < Shelagh.Camak@rcc.edu > Subject: Comments: Parking Problems & Proposed Changes to Designate 27th Ave an Arterial. ??

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Please take these comments to the Planning Commission meeting Oct 23.????

Claudia Craven?? 3115 E 28th, Spokane, WA 509-701-5965

\*

As a member of the Board of Directors of the Southside Community Center, I want to make you aware of a MAJOR problem and request a change to parking on 27th Ave.

Exiting the Center's driveway onto 27th??is scary and??dangerous??due to rotten visibility caused by the 4-5 parked cars on the north side of 27<sup>th</sup>??between Ray and our driveway and vehicles turning west off of Ray St at high speeds. After the turn, they seem to really step on the gas.??

It???s an accident waiting to happen.??Many have almost been hit by cars taking that corner at high speed. And, trust me, if you have little car like my Subaru Impreza, it???s nearly impossible to see the oncoming traffic. Even using extreme care I have almost been hit several times. People with larger vehicles have also complained to me.?? BTW, you should see the problems trucks servicing the shopping Center have making that turn when there are cars parked on both sides of 27<sup>th</sup>. I have had to pull waaaaay over.

In my opinion, there should be **NO** parking on the north side of 27th from Ray St. to our driveway??? for our safety and that of westbound drivers.??Is it possible to restrict parking in this way -- if 27<sup>th</sup> is an arterial --- or even if it???s not?

Claudia Craven

??

From:

Ann Armstrong <annkstrong@aol.com>

Sent:

Monday, September 30, 2019 2:55 PM

To:

Note, Inga

Subject:

Parking on 27th Street and Ray Street

#### [CAUTION - EXTERNAL EMAIL - Verify Sender]

I would like to suggest there be no parking allowed on the north side of 27th from Ray St. to the entrance of Southside Community Center. It is extremely dangerous trying to make a turn out of the Community Center as vision is blocked by the parked cars. I am very nervous just turning right on Ray as it is impossible to see. It is also difficult for oncoming traffic to see us.

With 27th Street being upgraded to an arterial I hope the city will consider this for our safety.

**Ann Armstrong** 

From:

Angela Witter <awitter2@outlook.com>

Sent:

Wednesday, October 02, 2019 3:26 PM

To:

Note, Inga

Subject:

Arterials #5 - 27th Avenue

[CAUTION - EXTERNAL EMAIL - Verify Sender]
Attention Inga Note,
In response to making 27th Avenue from SE Blvd to Ray St a main arterial:

Since we moved to our location of 3150 E 27th Avenue, we have noticed an increase in activity. Drivers have started using our parking lot as a drive thru to avoid waiting at the stop sign, which has become problematic. We also use the street for parking and have had a few incidents where our cars have been hit by moving cars. We have also witnessed our share of accidents of cars turning north bound from 27th to Ray. It has become extremely busy.

Not sure if these concerns can be addressed.

Thank you for your consideration. Angela Richard G Witter, DDS 3150 E 27th Avenue 509-838-4141

From:

Kathie Berg <kberg128@gmail.com>

Sent:

Friday, October 04, 2019 10:08 AM

To:

Note, Inga

Subject:

27th st upgrade

#### [CAUTION - EXTERNAL EMAIL - Verify Sender]

Fully support upgrades to that street BUT please don't allow parking near the driveway of the Senior Center! It's very scary pulling out either to go right or left because of parked cars there!! Cars come off Ray going fast, but primary issue is being able to see cars coming from either direction. PLEASE address this problem so seniors aren't discouraged from visiting the center! Perhaps the park lot could be enlarged to accommodate those who need parking nearby? Thanks for addressing this issue.

Kathie Berg 2219 S Havana 509-559-2434

Sent from my iPhone

From:

Diana Ramsdale < mommaram@hotmail.com>

Sent:

Sunday, October 06, 2019 2:45 PM

To:

Note, Inga

Subject:

Parking on 27th between Ray and Southeast Blvd.

#### [CAUTION - EXTERNAL EMAIL - Verify Sender]

As an active member of and volunteer at the Southside Community Center, I frequently travel the length of 27th from Southeast Blvd. to the Community Center's driveway near its intersection with Ray.

Turning onto 27th from Southeast Blvd. is made hazardous due to parking on both sides of 27th at that corner, in front of the businesses located there. Visibility of vehicles approaching the intersection from 27th onto Southeast Blvd. is severely hampered by the numerous parked cars. This is made even more hazardous in winter when snow berms on both sides of 27th plus the parked cars cause that street to be narrowed to one lane.

At the other end of 27th, at the driveway to Southside Community Center, visibility is also severely hampered by cars parked on both sides of 27th. When exiting the Community Center, one must inch out onto 27th to see if traffic is coming from the left where the cars exiting Ray cannot even see our driveway.

Please consider a street-parking ban at both ends of 27th between Southeast Blvd. and Ray.

Thank you.
Diana Ramsdale
1410 E. Cambridge Ln.
Spokane, WA 99203

Sent from my iPad

From:

Carol Tomsic <carol\_tomsic@yahoo.com>

Sent:

Tuesday, October 08, 2019 12:21 AM

To:

Note, Inga

Cc:

DOUGLAS & MARILYN LLOYD; Sally Phillips; Wittstruck, Melissa; Beggs, Breean; Kinnear,

Lori; Stuckart, Ben; Turner, Bob; Makaya Judge; Laine Pitcher

Subject:

Comment on Updating the Arterial Street Map

#### [CAUTION - EXTERNAL EMAIL - Verify Sender]

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

I do not support the proposed arterial designation of 17th Avenue from from Ray Street to Havana Street.

The intersection of 17th/Freya has a known lack of visibility. The slope on Freya, especially during a snowfall, make traffic crossing at the intersection of 17th/Freya dangerous.

17th Avenue is a residential street. The addition of the stop signs at Rebecca, Myrtle, Florida and Cuba would increase the speed/flow of traffic on 17th. A collector arterial designation on 17th would create a freeway in our neighborhood with unrestricted traffic from Glenrose and the proposed multipurpose youth sport complex on 37th/Glenrose. I prefer traffic calming in anticipation of the increased traffic rather than a collector arterial designation.

I do not support the proposed arterial designation of 27th Avenue from SE Blvd to Ray Street.

The intersection of 27th/Ray is not designed to "move traffic". Traffic on Ray Street moves at a high rate of speed. There is a slight slope on Ray Street, a block north from the intersection, that obstructs the line of sight and makes turning movements from 27th to Ray Street dangerous, especially left turns, even with a barrier. It is also an unmarked pedestrian crossing to Thornton Murphy Park.

Any change to the barrier (other than a blocked left turn) at the intersection of 27th/Ray is not acceptable.

There is insufficient parking at a dental and vision office so on-street parking is a necessity at the intersection. A homeowner adjacent to the dental and vision office is unable to easily merge on to 27th. The patrons of the Southside Community Center also have a hard time turning into 27th. There should be no-street parking by the entrance to the Southside Community Center. I prefer traffic calming, once again, rather than updating 27th to a collector arterial.

Adding stop-signs at Mt Vernon and Fiske at the intersections at 27th would enable traffic to flow faster and make 27th from SE Blvd to Ray Street unsafe for pedestrians. There is a marked crosswalk at 27th/Fiske to Thornton Murphy Park. There is also a school bus stop on the north side of 27th/Fiske. There are also businesses on 27th that are presently hard to access for pedestrians because of the volume/flow of the traffic. Our neighborhood is presently seeking crosswalk signage for the marked crosswalk at 27th/Fiske for the safety of our pedestrians.

There is also a lack of sidewalks on the south side of 27th between Mt Vernon and Fiske and on the north side of 27th between Mt Vernon and two blocks from SE Blvd. 27th, east of the intersection. I often walk on the south side of 27th (sidewalks and no sidewalks) because it is safer than crossing the intersection of 27th at Mt Vernon due to the volume/flow of traffic.

I want a bike lane/greenway on 27th that connects to a future Ben Burr trail bicycle route via Ray Street. A collector arterial designation on 27th would lessen our neighborhood's ability to put in a bike lane/greenway.

I want to keep Lincoln Heights a walkable, bicycle-friendly, and pedestrian-safe neighborhood.

Thank you.

Carol Tomsic resident

From:

Barbara < jttraynor@comcast.net> Tuesday, October 08, 2019 4:23 PM

Sent: To:

Note, Inga

Subject:

Re: 27th arterial

#### [CAUTION - EXTERNAL EMAIL - Verify Sender]

People indeed are driving fast on Southeast Blvd. It's a 30 mile an hour arterial. There's a left turn lane to turn onto 27th, but then you're confronted with cars parked on both sides of the road and two lanes of traffic trying to get through. Yes it is too narrow making the turn. 29th is an arterial, has the middle lane free, is nice and wide and no cars parked close to the driving lanes. It's puzzling to me why 27th needs to be made an arterial? It's a very short street & congested in a short space with lots of cars. It reminds me of 25th which is a designated arterial from Grand to Bernard but is an extremely narrow street in sections where cars have to stop and let each other pass.

Sounds to me like the City needs to reevaluate what should be the criteria for a street to be a safe arterial.

#### Sent from my iPad

- > On Oct 8, 2019, at 3:55 PM, Note, Inga <inote@spokanecity.org> wrote:
- > Hi Barbara,

>

- > Thank you for the comments. We have had several complaints about people parking too close to the Senior Center driveway and out Streets Department is planning to post some no parking signs.
- > I would like to ask you a clarifying question. You state that the road is too narrow. It is 40' wide. Parked cars usually take up 7 feet on each side so that would leave 26' feet in the middle which is more than enough for two-way traffic. Do you feel it's too narrow as you make the turn? Do we have cars parked too close to the intersection? Are people turning too fast off of Southeast Blvd?
- > Thanks
- > Inga
- > ----Original Message-----
- > From: Barbara Traynor < jttraynor@comcast.net>
- > Sent: Tuesday, October 08, 2019 3:22 PM
- > To: Note, Inga <inote@spokanecity.org>
- > Subject: 27th arterial
- > [CAUTION EXTERNAL EMAIL Verify Sender]

Blvd on to 27th. I've seen quite a few near misses of hitting cars.

>

>

- > Dear Inga:
- > I am very concerned about the city wanting to make 27th Ave an arterial from Ray St to Southeast Blvd. First of all the street is too narrow. At the corner of 27th & Southeast Blvd the businesses there were allowed to build without enough off-street parking, causing cars to park on both sides of the street and creating a traffic hazard coming off of Southeast
- > I come from the west to get to the Senior Center and have to maneuver the tight cars parked on both sides of 27th. Coming out of the Senior Center there are cars parked on the street and you can't see the oncoming traffic from Ray. This is a very dangerous situation as it is. And making 27th an arterial for these 3-4 short blocks will make it even worse!
- > Please reconsider and abandon this plan.

Note, mga			
From: Sent: To: Subject:	Sally Phillips <phillips1948@comcast.net> Thursday, October 10, 2019 8:28 PM Note, Inga; Beggs, Breean; Kinnear, Lori; Stuckart, Ben Comp Plan amendment to make 27th a collector arterial</phillips1948@comcast.net>		
[CAUTION - EXTERNAL EMAIL - Verif	fy Sender]		
envisioned 27th having a bike	buth Hill Coalition Plan and the Lincoln Heights District Center Plan both lane. The plan is that 27th would connect to SE Blvd, to the bike/ped path thru, and to the Ben Burr Trail. I believe that City is already planning bike signage to		
The Lincoln Heights District Center Plan also discussed having amenities along 27th that would make it more attractive for walkers - parking strips, trees, sidewalk infill.			
I'm am concerned that people crossing 27th to go to Thornton Murphy Park or the Senior Center are encountering lots of fast-moving traffic. I would like to see a safe pedestrian connection between the shopping center and the Park. Several years ago, the Lincoln Heights Neighborhood Council proposed traffic circles at 27th & Mt. Vernon and 27th & Fiske. Those ideas were put on hold, I think because there were plans to rebuild the road.			
Anyway, I hope that traffic-cal and pedestrians.	ming measures of some sort can make 27th a more attractive street for cyclists		
Thank you.			
Sally Phillips			

From:

Mark Gelhaus < MarkG@southsidespokane.org>

Sent:

Wednesday, October 16, 2019 12:49 PM

To:

Note, Inga

Cc:

Collin Skipper; carol\_tomsic@yahoo.com

Subject:

27th Avenue Upgrade to Arterial

#### [CAUTION - EXTERNAL EMAIL - Verify Sender]

Dear Ms. Note,

We are delighted to know 27<sup>th</sup> Avenue is on the proposed list to become an Arterial from Southeast Blvd to Ray Street. We would greatly welcome the associated updates, as we observe the traffic flow on 27<sup>th</sup> steadily increasing.

As a general comment; we produce our annual Vacation Bible School each year in late July. Though not yet finalized, the 2020 dates will likely be July 20 – 23. This is one of the larger VBS programs in the city, which always creates increased traffic flow & congestion throughout the morning hours on each of the four days of VBS. Any consideration your department could make with regard to scheduling street improvements to avoid that timeframe would be very much appreciated.

Once again, we would gladly welcome the proposed upgrades to 27<sup>th</sup>. Please add me to the list to be notified of actions related to this proposal.

Respectfully, Mark

#### **Mark Gelhaus**

Administration Director



#### SOUTHSIDE

**Christian Church** 

509.535.2301 2934 East 27th Avenue Spokane, WA 99223 southsidespokane.org

From:

Jennifer Seelnacht <nineharleys@gmail.com>

Sent:

Saturday, September 28, 2019 1:05 PM

To:

Note, Inga

Subject:

Proposed Arterial?

#### [CAUTION - EXTERNAL EMAIL - Verify Sender]

Woodside Avenue from Alberta St. to Five Mile	South Indian Trail / Balboa	No change to signing or striping.
Alberta St. from Francis Ave. to Woodside Ave.	South Indian Trail / Balboa	Remove "End Arterial" signs north of Francis. Add stop signs on Rosewood, Houston, Holyoke and Beacon at intersections with Alberta Street. No change to striping.
Codes Stenet from	Most Control	Standard of Callega Coder would be revered as that Coder Street has

#### To whom it may concern,

The idea of making the above area's an arterial is horrible. All this will do is push more traffic onto Woodside other residential streets. Woodside is a 'cut through' for speeders avoiding Francis. I have never observed any police patrol on Woodside, so law enforcement is not helping. Not only do most people speed through our neighborhood, most people do NOT yield in the round-a-bouts. So here is an answer, take out the round a-bouts and put in 4-way stops at every other block, it could save a life. Speed bumps will also slow down the speeders, it can be done, just look at Salt Lake..Not only will people have to slow down, it will reduce traffic in our kid/dog/bicycle/adult/squirrel-friendly neighborhood.

Sincerely,

The Seelnacht's on Dell Dr.

From:

Jason Bartlett <fn2driv@gmail.com>

Sent:

Sunday, September 29, 2019 7:56 PM

To:

Note, Inga

Subject:

Arterials near Salk Elementary

[CAUTION - EXTERNAL EMAIL - Verify Sender]

To who it may concern,

The idea of making Alberta from Francis to Woodside and Woodside from Alberta to Five Mile an arterial is a bad one. This particular discussion shows the disconnect the city officers have in regards to our communities streets.

First, there is not a single cross street that traffic is impacted by currently.

Second, why would you want to encourage more traffic by a middle school? Who's great idea is it to increase the risk to young children on a daily basis?

Last, traffic in this area is already a problem and without proper resolution, adding to this will only result in more frustrated drivers that already speed, text and drive, and don't pay attention to kids on the streets.

If this is approved I will be very disappointed not only in my elected city officials but in the city in general. This particular arterial is not needed and shows the gross incompetence of the department involved in this decision.

Thank you,

Jason Bartlett 509-999-6588

From:

Jason Bartlett <fn2driv@gmail.com>

Sent:

Monday, September 30, 2019 12:02 PM

To:

Note, Inga

**Subject:** 

Re: Arterials near Salk Elementary

[CAUTION - EXTERNAL EMAIL - Verify Sender]

To put stop signs on the streets that intersect Alberta is a good idea. To only put them on there because of a label (arterial) is simply ridiculous.

You should not have to upgrade a route to put stop signs on it. I have a better idea, put them where it makes sense!

Spokane has a shortage of signs in comparison to every other city I have been to around the United States and the world for that matter.

Please keep me up to date in regards to the city's decision as I believe this has a bigger impact then just the designation of a street.

Thank you,

Jason Bartlett

On Sep 30, 2019, at 8:32 AM, Note, Inga <inote@spokanecity.org> wrote:

Hi Jason,

Thank you for sending in your comments. The idea is not to encourage additional traffic, but rather to recognize that Alberta is functioning as a low-level arterial already. The school generates a lot of traffic. We have heard concerns about the lack of stop signs on the side streets of (Rosewood, Houston, Holyoke, and Beacon) because drivers on Alberta often think they have the right-of-way. Our standard of practice is to install stop signs only at the intersections of designated arterial streets. So that's the reason Alberta and part of Woodside were put on the map as proposed arterials.

However, if I hear a lot of concern from the neighborhood we will remove them from the proposal.

Thanks,

Inga

----Original Message----

From: Jason Bartlett <fn2driv@gmail.com> Sent: Sunday, September 29, 2019 7:56 PM To: Note, Inga <inote@spokanecity.org> Subject: Arterials near Salk Elementary

[CAUTION - EXTERNAL EMAIL - Verify Sender]

To who it may concern,

The idea of making Alberta from Francis to Woodside and Woodside from Alberta to Five Mile an arterial is a bad one. This particular discussion shows the disconnect the city officers have in regards to our communities streets.

First, there is not a single cross street that traffic is impacted by currently.

Second, why would you want to encourage more traffic by a middle school? Who's great idea is it to increase the risk to young children on a daily basis?

Last, traffic in this area is already a problem and without proper resolution, adding to this will only result in more frustrated drivers that already speed, text and drive, and don't pay attention to kids on the streets.

If this is approved I will be very disappointed not only in my elected city officials but in the city in general. This particular arterial is not needed and shows the gross incompetence of the department involved in this decision.

Thank you,

Jason Bartlett 509-999-6588

From:

Janice Miller < jandmiller@comcast.net>

Sent:

Friday, October 04, 2019 10:42 AM

To:

Note, Inga

Subject:

Arterial on Woodside and Alberta

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Good Morning Inga,

I am writing to express my concerns over making an arterial on Alberta and Woodside. I have lived on Woodside for 33 years. We have raised our children and now have our grandchildren visit our home. There are also many children that live in our neighborhood. This is a beautiful neighborhood, but we have always struggled with the amount and speed of the traffic on our street. The traffic circles have not helped (and I think made it worse). I am concerned that making this arterial will only make the streets even more dangerous than they already are. Recently, they decreased the speed limit by Salk Middle School to 20 MPH for the kids safety. I think an arterial will make it worse than ever! Not only will the middle school kids be in danger, but Balboa Elementary School is only a few blocks away and many of those kids use these streets to get home. With arterials just a few blocks away (Francis, Maple/Cedar, and Five Mile) I do not see the need for yet another one. It seems that proposing an arterial anywhere in this neighborhood is not necessary, and is putting the convenience of the drivers over the safety of our children. Please do not do this!!

Thank you,

Janice Miller

509-326-7517

jandmiller@comcast.net

From:

Michele Johnston <micheledianej@gmail.com>

Sent:

Friday, October 04, 2019 11:48 AM

To:

Note, Inga

Subject:

Regarding proposed Update to Arterials

#### [CAUTION - EXTERNAL EMAIL - Verify Sender]

Regarding the South Indian Trail/Balboa segments (map numbers 6 & 7), I am ADAMANTLY against this proposal.

The Alberta arterial ends at the corner of Francis and Alberta because there is a SCHOOL there. The speed limit there is 20 mph when school is in session or children are present (which is ALWAYS), otherwise, 25 mph.

This proposal seems pretty ridiculous, considering that it encourages speeding through a school zone, and through a road circle in order to come to an abrupt halt at the top of a very steep grade 1/2 a block away. This makes absolutely no sense.

I would like there to be a public hearing on this dimly conceived proposal.

Regards, Michele Johnston (509) 828-8838

From:

Leroy Miller <ima921@comcast.net>

Sent:

Friday, October 04, 2019 8:50 PM

To:

Note, Inga

Subject:

Woodside arterial

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Good Day Inga,

I am writing to express my grave concerns over making an arterial on Alberta and Woodside. I have heard rumors that Woodside was intended to be arterial, however, up to about 1 year prior to our moving in to this area it was county, NOT city, counties do NOT have arterials. I have lived on Woodside for 33 years. We have raised our children and now have our grandchildren visit our home. There are also many children that live in our neighborhood. This is a beautiful neighborhood, but we have always struggled with the amount and speed of the traffic on our street. I have heard that the fire dept. was instructed to treat our road as an arterial, for shame on the city for allowing this to happen. Next they installed stop signs that did nothing, followed by traffic circles that have not helped, they are ignored (and I think made it worse). I am concerned that making this arterial will only make the streets even more dangerous than they already are. Recently, they decreased the speed limit by Salk Middle School to 20 MPH for the kids safety. The speeders have not decreased with any of the these traffic controls. I think an arterial will make it worse than ever! Not only will the middle school kids be in danger, but Balboa Elementary School is only a few blocks away and many of those kids use these streets to get home. With arterials just a few blocks away (Francis, Maple/Cedar, and Five Mile) I do not see the need for yet another one. It seems that proposing an arterial anywhere in this neighborhood is not necessary, and is putting the convenience of the drivers over the safety of our children. Please do not do this!!

Leroy O. Miller

2804 W. Woodside, cell 991 2873

From:

T N <wisetn88@hotmail.com>

Sent:

Friday, October 04, 2019 3:46 PM

To:

Note, Inga

**Subject:** 

Regarding maps and street changes

#### [CAUTION - EXTERNAL EMAIL - Verify Sender]

Map #6 and #7; get rid of the roundabout at Alberta and W Woodside. People drive through going 30+mph. People do not know how to use them. People go the wrong direction on purpose ALL THE TIME out of laziness. PLEASE bring back the stop signs instead. I've almost been hit multiple times; I've seen multiple people pop their tires ON be roundabout because they are speeding down the hill. The list of stupidity goes on.

Sent from my iPhone

From:

ELIZABETH EDWARDS <bethyboy48@comcast.net>

Sent:

Saturday, October 05, 2019 5:42 PM

To:

Note, Inga

Subject:

Proposed Arterial in the neighborhood to include Alberta from Francis to Woodside

then Woodside to 5 Mile Rd.

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Has the roads planning department collectively lost their minds. These streets are next to a Junior High and another block of a residential street on Woodside to 5 mile road.

This is the stupidest think I have ever heard of. People already drive too fast on those streets and it will only get worse if you do that. This is a quiet area of nice family homes. You will not only drive down the house values but you will make it unsafe for all the children walking to and from school, plus the adults who do lots of walking around this area. And for what?

Get your heads out of the dark and into the sunlight and stop this preposterous proposal. I am partially disabled and my daughter works graveyard and we cannot attend your meetings so I am letting you know how we feel online. I hope you get this and take it seriously. Everyone in this area is upset with your proposal.

Please stop this terrible idea!

Sincerely,

Elizabeth Edwards and Heather Forster

3027 W Weile Ave

From:

Bruce Becherini <bruce.becherini@gmail.com>

Sent:

Sunday, October 06, 2019 3:20 PM

To:

Note, Inga

Subject:

Proposed changes line items 6 and 7 of the Updating the Arterial Street Map document

[CAUTION - EXTERNAL EMAIL - Verify Sender]

#### Good Afternoon Inga,

The general consensus in the neighborhood regarding the streets in the Balboa/5 mile area north of Francis Ave., and between Indian Trail Rd. and North Five Mile Rd. should remain as they are with no arterial designation due to safety concerns, school age and younger children present (Salk Middle School, Balboa Elementary, Assumption School), and the risk increased speeds and volume of vehicular traffic would present to our neighborhood. As it stands, Woodside is notorious for speeders and since the mini-roundabouts went in, there isn't enough 'round' to cause drivers to slow down at the intersections of Alberta St. and Dell/A St. There are near hits almost every day at these two roundabouts. So no, the neighborhood doesn't want increased speeds, in fact the speed limit in the neighborhood should be 15mph not 25mph. Lower speeds save lives and prevent accidents. We would like to see seasonal speed bumps installed on Woodside Ave from North Five Mile Rd. to Indian Trail Rd, Alberta St near the school, and A St to the roundabout, as well as other problem streets where speeders continue to break the law with a total disregard for safety of people and pets and there is little to no police presence to monitor and cite speeders. Please take into consideration our concerns about the safety of our children, neighbors, pets and general well being of our neighborhood, when the city planners come up with 'good' ideas to improve the streets of Spokane. On a side note, as a cyclist I would like to see a couple of north/south 'bike' only street conversions or expansions linking the Centennial Trail, and metropolitan area of Spokane with the North Side Neighborhoods. Something similar to the biking and jogging paths that parallel the 365 corridor expansion, and will eventually link to the Centennial Trail area. Bike paths that could be properly maintained through the seasons (ie. Gravel and road debris cleanup, maintenance), enhance the safety of cyclists and encourage cycle to work habits and activities in Spokane. Being forward leaning on 'Green Initiatives' helps improve the sustainability, health and well being of a suburban/urban society. Thanks for your time and feel free to contact me on any of the above issues. V/R

Bruce Becherini
MSgt USMC (Retired)

From:

Dennis <dgklpaddock@netscape.net>

Sent:

Sunday, October 06, 2019 1:22 PM

To:

Note, Inga; dgklpaddock@netscape.net

Subject:

**Woodside Trafic** 

#### [CAUTION - EXTERNAL EMAIL - Verify Sender]

I would like to suggest a change to the roundabout at Woodside and Alberta because it is off center to the South (the downhill side) and does nothing to slow down west bound traffic on Woodside. In the winter the north bound traffic on Alberta gets stuck on the hill. It would be better to put stop signs on Wooeside in both direction and let the cars travel up the hill with out stopping, geting suck and holding up north bound traffic on Alberta.

From:

brdavis 9 < brdavis 9@live.com>

Sent:

Friday, October 04, 2019 11:16 AM

To:

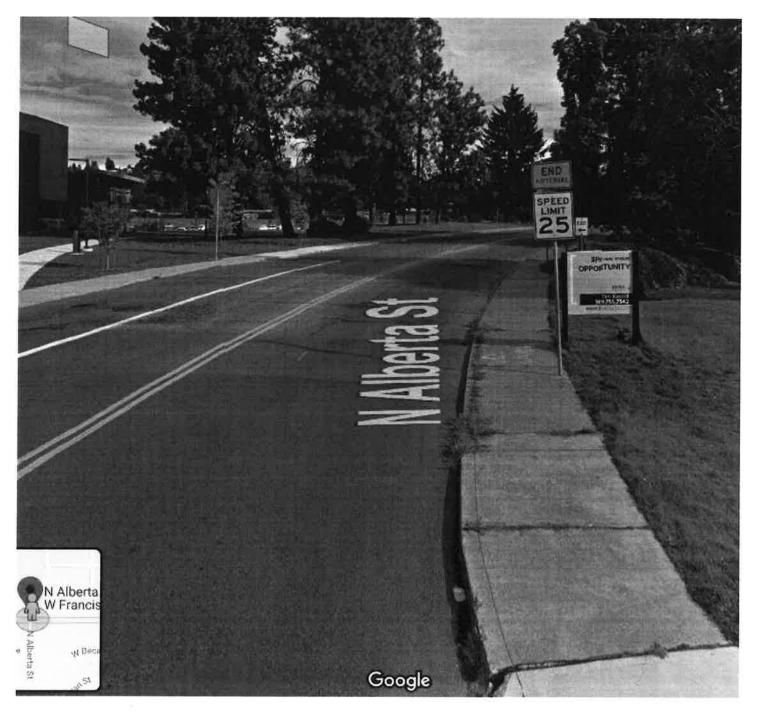
Note, Inga

Subject:

**RE:** Proposed arterial

#### [CAUTION - EXTERNAL EMAIL - Verify Sender]

In a follow up to my previous email, I've attached a pix from Google Maps of the corner of Alberta and Francis in case the planning department was unaware that the Alberta arterial ends at the corner of Alberta and Francis.



--- b ---

....via 832e -W10.Mail

From: brdavis 9

Sent: Friday, October 4, 2019 10:59:29 AM

To: inote@spokanecity.org <inote@spokanecity.org>

**Subject:** Proposed arterial

I just posted this comment on a Next Door thread:

The main thing about the proposed change is: it makes no sense. Right now, the Alberta arterial ends at the corner of Francis and Alberta (as posted by the sign there).

And the arterial ends there for a good reason: Salk Middle School.

The speed limit north on Alberta past Salk Middle School is the typical 25mph when school is out of session, and 20mph the rest of the time (when Salk is in session... and when kids are present, which is all the time).

So as far as I can determine, the planning proposal seems to be that there's going to be this little mini-arterial of ½ block from the round-about at the end of Alberta and Woodside? To Five Mile? Up a steep grade to the corner of Woodside and Five Mile?

Explain to me how that makes any sort of sense on the part of the city planners?

I may have made a sarcastic remark on the Next Door thread about "adult beverages".

But I would like to know how a ½ block change to the non-arterial portion of Alberta makes any sense at all?

NO ONE speeds on that particular section of Woodside, due to the grade. The proposed "arterial designation" is pointless from the perspective of the limited speeds past Salk Middle School, and the road conditions – and stop sign – up the grade on that section of Woodside Avenue to Five Mile Road.

And I'd like to see a public hearing on this.

... and I'm obviously not in favor of it, at all, as it invites people to speed past the school, and zip incautiously through the new road circle at the north terminus of Alberta, all to seemingly slow down *anyways* for the stop sign ½ block up the grade to Five Mile. This seems like a quite ill advised change.

--- b ---

...via 832e -W10.Mail

From:

KAREN PADDOCK <dgklpaddock@comcast.net>

Sent:

Sunday, October 06, 2019 12:04 PM

To:

Note, Inga

**Subject:** 

feedback on woodside ave

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Thank you for the past improvements that you have made to Woodside Ave. It has helped cut down on the traffic from Indian Trail road using Woodside as a short cut to 5 Mile Road.

We would, however, like to point out that cars still do not yeild the right away on Woodside, especially at the intersection of Lindeke and Woodside. And that the round-about at Alberta & Woodside is completely ineffective for cars traveling west from 5 Mile Rd. (We avoid that intersection completely since it is almost impossible to yield going north in the winter.)

It would be helpful if yield signs were placed on Woodside for the side streets and could possibly prevent more accidents at those intersections.

We are also anticipating serious traffic issues after the 5 Mile round-about is completed. Turning onto 5 Mile Road is getting more and more difficult and is sure to get worse when that section of road unleases cars travelling down to Ash/Maple intersection.

Thank you again for asking for our input.

Karen & Dennis Paddock dgklpaddock@netscape.net 509 327 6015

From:

Dennis <dgklpaddock@netscape.net>

Sent:

Sunday, October 06, 2019 1:22 PM

To:

Note, Inga; dgklpaddock@netscape.net

Subject:

Woodside Trafic

#### [CAUTION - EXTERNAL EMAIL - Verify Sender]

I would like to suggest a change to the roundabout at Woodside and Alberta because it is off center to the South (the downhill side) and does nothing to slow down west bound traffic on Woodside. In the winter the north bound traffic on Alberta gets stuck on the hill. It would be better to put stop signs on Wooeside in both direction and let the cars travel up the hill with out stopping, geting suck and holding up north bound traffic on Alberta.

From:

Bruce Becherini <bruce.becherini@gmail.com>

Sent:

Sunday, October 06, 2019 3:20 PM

To:

Note, Inga

Subject:

Proposed changes line items 6 and 7 of the Updating the Arterial Street Map document

[CAUTION - EXTERNAL EMAIL - Verify Sender]

#### Good Afternoon Inga,

The general consensus in the neighborhood regarding the streets in the Balboa/5 mile area north of Francis Ave., and between Indian Trail Rd. and North Five Mile Rd. should remain as they are with no arterial designation due to safety concerns, school age and younger children present (Salk Middle School, Balboa Elementary, Assumption School), and the risk increased speeds and volume of vehicular traffic would present to our neighborhood. As it stands, Woodside is notorious for speeders and since the mini-roundabouts went in, there isn't enough 'round' to cause drivers to slow down at the intersections of Alberta St. and Dell/A St. There are near hits almost every day at these two roundabouts. So no, the neighborhood doesn't want increased speeds, in fact the speed limit in the neighborhood should be 15mph not 25mph. Lower speeds save lives and prevent accidents. We would like to see seasonal speed bumps installed on Woodside Ave from North Five Mile Rd. to Indian Trail Rd, Alberta St near the school, and A St to the roundabout, as well as other problem streets where speeders continue to break the law with a total disregard for safety of people and pets and there is little to no police presence to monitor and cite speeders. Please take into consideration our concerns about the safety of our children, neighbors, pets and general well being of our neighborhood, when the city planners come up with 'good' ideas to improve the streets of Spokane. On a side note, as a cyclist I would like to see a couple of north/south 'bike' only street conversions or expansions linking the Centennial Trail, and metropolitan area of Spokane with the North Side Neighborhoods. Something similar to the biking and jogging paths that parallel the 365 corridor expansion, and will eventually link to the Centennial Trail area. Bike paths that could be properly maintained through the seasons (ie. Gravel and road debris cleanup, maintenance), enhance the safety of cyclists and encourage cycle to work habits and activities in Spokane. Being forward leaning on 'Green Initiatives' helps improve the sustainability, health and well being of a suburban/urban society. Thanks for your time and feel free to contact me on any of the above issues.

V/R Bruce Becherini MSgt USMC (Retired)

From:

KAREN PADDOCK <dgklpaddock@comcast.net>

Sent:

Sunday, October 06, 2019 12:04 PM

To:

Note, Inga

Subject:

feedback on woodside ave

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Thank you for the past improvements that you have made to Woodside Ave. It has helped cut down on the traffic from Indian Trail road using Woodside as a short cut to 5 Mile Road.

We would, however, like to point out that cars still do not yeild the right away on Woodside, especially at the intersection of Lindeke and Woodside. And that the round-about at Alberta & Woodside is completely ineffective for cars traveling west from 5 Mile Rd. (We avoid that intersection completely since it is almost impossible to yield going north in the winter.)

It would be helpful if yield signs were placed on Woodside for the side streets and could possibly prevent more accidents at those intersections.

We are also anticipating serious traffic issues after the 5 Mile round-about is completed. Turning onto 5 Mile Road is getting more and more difficult and is sure to get worse when that section of road unleases cars travelling down to Ash/Maple intersection.

Thank you again for asking for our input.

Karen & Dennis Paddock dgklpaddock@netscape.net 509 327 6015

From:

Rana < ranamahmood@comcast.net>

Sent:

Monday, October 07, 2019 8:56 AM

To:

Note, Inga

Subject:

Update to Arterial Street Map Feedback

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

I live on Woodside Ave and I have no objection with the proposed changes, specifically #7 on the list.

I hope the stop sign is added to Beacon at the Alberta intersection because I usually see vehicles race down Beacon, towards that intersection to beat the cars traveling Woodside. In fact, my wife told me that she's nearly been hit multiple times while running as she tries to cross Beacon while traveling north on Alberta!

Thank you for taking the time to read my email,

Rana and Rebekah M.

From:

Jason and McKenzie Wiechman <the\_wiechmans@hotmail.com>

Sent:

Monday, October 07, 2019 2:04 PM

To:

Note, Inga

**Subject:** 

Woodside/Alberta Arterial

[CAUTION - EXTERNAL EMAIL - Verify Sender]

For your consideration:

I live on Woodside with 2 children. Woodside is a residential neighborhood with close proximity to multiple schools. It would be detrimental to the area to promote any increase in traffic or speed. We already have enough problem with people not adhering to the speed limit. Please do not promote the transition to an arterial. Thank you.

Jason & McKenzie Wiechman the wiechmans@hotmail.com

From:

Natasha Ruiz <natasha.antoinette.ruiz@gmail.com>

Sent:

Monday, October 07, 2019 8:18 PM

To:

Note, Inga; kmkearney@q.com; youcanreachswilson@yahoo.com; Mumm, Candace;

Stratton, Karen

Subject:

Arterial Status Change - Woodside Avenue

[CAUTION - EXTERNAL EMAIL - Verify Sender]

To whom it may concern:

I am a resident of Woodside Avenue along the planned arterial status change and I am writing in opposition to this proposed change. I am a parent to two elementary aged children who walk to and from school on a daily basis along the proposed arterial. I am concerned about how this proposed change would affect their safety. Along with children walking to and from school our neighborhood has an active population that enjoys regularly walking and/or biking around our neighborhood. This road already has an overabundance of reckless drivers who regularly speed through the Alberta/Woodside intersection. It is my concern that changing the designation from a residential road to an arterial would only increase the amount of traffic, and by default, reckless drivers that utilize this road. I would much rather see the Woodside/Five Mile intersection permanently closed. The City has already tried to utilize traffic circles along Woodside Avenue to little to no effect. Instead of promoting and encouraging traffic along this already busy road the City should be actively working to discourage its routine usage by non-local traffic.

In addition, Salk Middle School is along the section of road that would see its designation change. This section of Alberta sees a large influx of traffic every morning and every afternoon from caregivers dropping off and picking up their children. The designation change would further compound the congestion seen around Salk Middle School during periods when children are present and trying to navigate the surrounding area on their journey to school and home after school. It is my opinion that the City's first concern should be for the safety of its citizens, especially children.

I urge you to please consider the opinions of the local residents who will have to live with the consequences of this decision.

Respectfully, Natasha Ruiz

From:

Randal Ruiz < randal.ruiz@gmail.com>

Sent:

Monday, October 07, 2019 8:24 PM

To:

Note, Inga; Mumm, Candace; Stratton, Karen

Cc:

kmkearney@q.com; youcanreachswilson@yahoo.com

Subject:

Woodside Arterial Status Change

[CAUTION - EXTERNAL EMAIL - Verify Sender]

To whom it may concern,

I have just found out about the planned change to arterial status for a section of West Woodside Avenue and North Alberta Street. I am writing to you to implore you to advocate rejecting the planned change. I live on this section of Woodside Avenue that would be impacted by this change. I have children that walk that way to get to Balboa Elementary and they will be going to Salk middle school in the near future.

Salk Middle school is bordered on it's eastern side by the affected area of Alberta Street. This is the main pick up and drop off zone for the school. This school just went through a very expensive remodel and has very nice street frontage, office, and parking that I am sure was purposeful not made to face Alberta instead of the much busier Francis Avenue. I see an increased traffic flow through this area to be a safety hazard for those children who are walking to and from the school or loading/unloading along Alberta.

Despite the current signs that state that Alberta is not an arterial uncaring drivers insist on speeding through the school zone and the neighborhood at all hours of the day and night. If these are turned into official arterial and the signs come down other drivers who might otherwise care enough to drive a couple of blocks down to Maple to take an official arterial might instead take the short cut through our neighborhood. Once the change goes live on navigation systems such as Google Maps I see the issue compounding.

I would also like to make a plea as to how this affects me personally, my family and my neighbors. Four years ago I replaced all of the windows in my house. This is the most expensive home improvement project I have ever engaged in and is the only project that I have ever borrowed money to complete. The main reason why I felt the need to take on this project was to reduce the noise of traffic driving by all night. This measure was not fully effective. I and my three children are still woken up in the night to the sounds of someone tearing down our street or peeling out at the traffic circle. I also do not let my children ride bikes or skate around our house because I find the street too dangerous.

The traffic on our street has been a constant issue since I moved into this home six years ago. I was hoping that eventually The City would be able to come up with a traffic solution that would stop drivers from cutting through my neighborhood. I was very disappointed today when I found out that The City is considering the exact opposite. I am a vocal supporter of The City and the current City Council, which is not always an easy position to take. Please help me in getting this status change stopped. I look forward to your assistance in this matter.

Randal Ruiz

From:

Turner, Bob

Sent:

Monday, October 07, 2019 7:15 AM

To:

Stratton, Karen; Mumm, Candace; Watkins, Kandace

Cc:

Note, Inga

Subject:

RE: Proposed arterial change to Woodside and Alberta

Thanks for this information.

I am forwarding it on to Inga Note who is collecting comments on proposed arterial changes.



Bob Turner, P.E., MBA | City of Spokane | Traffic Operations Engineer - Street Department 509.232-8800 | fax 509.232-8831 | bturner@spokanecity.org | spokanecity.org







From: Stratton, Karen <kstratton@spokanecity.org>

Sent: Friday, October 4, 2019 11:08 PM

To: Mumm, Candace <cmumm@spokanecity.org>; Watkins, Kandace <kwatkins@spokanecity.org>; Turner, Bob

<bturner@spokanecity.org>

Subject: Fwd: Proposed arterial change to Woodside and Alberta

Do you know anything about this issue?

Sent from my iPhone

Begin forwarded message:

From: Michele Johnston <micheledianej@gmail.com>

Date: October 4, 2019 at 12:16:46 PM PDT

To: <kstratton@spokanecity.org>

Subject: Proposed arterial change to Woodside and Alberta

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello Council Member,

I am writing to voice my very strong opposition to this proposed arterial change.

NO Woodside-Alberta arterial. This is a residential neighborhood and residents want it to stay that way. What will the effects on property values be after turning a residential neighborhood into a high-capacity urban road??

NO roundabout's anywhere on Woodside. What was supposed to be safer intersections has provided a huge speeding issue with major failures to yield. These roundabouts have provided a speedy pass-through from Indian Trail Road, to avoid Francis, aka State Highway 291. Both of

these area's are a serious traffic problem that hasn't been addressed sufficiently, so the issue is getting pushed onto Woodside.

Neither roundabouts or arterials provide a safe environment for our neighborhood children, pets, bicyclists, vehicles or wildlife.

Please help us keep our residential streets!

Regards,

Michele Johnston, 6912 N Five Mile Rd (509) 828-8838

From:

Michele Johnston <micheledianej@gmail.com>

Sent:

Tuesday, October 08, 2019 12:14 PM

To:

Note, Inga

Cc:

Stratton, Karen; Mumm, Candace; Watkins, Kandace; Overbust, Kyle; Miller, Katherine E;

Turner, Bob; Karen Kearney

Subject:

Re: Proposed arterial change to Woodside and Alberta

[CAUTION - EXTERNAL EMAIL - Verify Sender]

With all due respect,

Residents would rather not see the inevitable increase in traffic that an arterial designation would promote. Woodside was NOT designed for heavy traffic loads-it is only 2 lanes. Woodside does not lead to any major east-west destination, it leads to HOMES. There's no engineering design reason at all to designate 1/2 block of steeply graded section of Woodside between the end of Alberta and Five Mile as a continuation of the proposed arterial. This proposal seems to me to be a "foot in the door" move by planning for future changes that residents do not approve of.

Regards, Michele Johnston (509) 828-8838

On Mon, Oct 7, 2019 at 5:40 PM Note, Inga <inote@spokanecity.org> wrote:

Council Member Stratton,

This is a proposal to update the Official Arterial Street Map SMC 12.08.040 which represents the existing arterials on our system. We have a summary of the process and need for the update on this webpage. <a href="https://my.spokanecity.org/projects/official-arterial-street-map-update-smc-12-08-040/">https://my.spokanecity.org/projects/official-arterial-street-map-update-smc-12-08-040/</a>.

So far we have presented this to Plan Commission (workshop on 6-26-19), the Plan Commission Transportation Subcommittee (7-9-19), PIES Committee (7-22-19) and Community Assembly (8-1-19). In the last few weeks we have been doing public outreach using emailed flyers and notifications to the neighborhood councils and through postings on Nextdoor. I have received a lot of feedback particularly from this neighborhood and another on the south hill. The next step in the process is for staff to develop a final recommendation for the Plan Commission Hearing on 10/23/19. After that it will go to Council.

Working together with the Streets Department we identified a short list of streets that are acting as arterials even though they are considered local streets on our map. Alberta from Francis to Woodside and Woodside from Alberta to Five Mile are two of these. What I told the Plan Commission, PIES Committee and Community Assembly, is that we are not going to push for this change. The plan was to ask the question, get neighborhood feedback, and if it's not something the neighborhood supports then we will remove those streets from the recommendation.

Here are the reasons we put Alberta and Woodside on the list for consideration.

- City staff has received complaints about the lack of stop signs at Rosewood, Houston and Holyoke because drivers on Alberta often think they have the right-of-way. We typically only install stop signs at the intersections of local streets with arterials.
- The traffic volumes using the street are in the "collector" arterial range. This traffic is generated by the neighborhood residents, the middle school and also drivers coming down from Five Mile.

If designated as a collector arterial, the following changes would be made.

- Removal of the "End Arterial" sign just north of Francis.
- Addition of stop signs on Rosewood, Houston, Holyoke, and Beacon.

There is no proposal to change the striping, the 25 speed limit or the 20 mph school zone. There is no need to widen either street.

There is no proposal to change anything on Woodside west of Alberta.

A few people have mentioned the absence of a marked crosswalk on Alberta in front of the school. I passed that on to Bob Turner to discuss further with Spokane Public Schools.

I hope this answers your questions. Let me know if you need anything more.

Thanks,

Inga



Inga Note, P.E. PTOE | City of Spokane | Senior Traffic Planning Engineer

2509.625.6331 | inote@spokanecity.org | spokanecity.org







From: Stratton, Karen < <a href="mailto:kstratton@spokanecity.org">ksent: Monday, October 07, 2019 12:06 PM</a>
To: Michele Johnston < <a href="mailto:micheledianej@gmail.com">micheledianej@gmail.com</a>
Co: Note, Inga < <a href="mailto:inote@spokanecity.org">inote@spokanecity.org</a>; Mumm, Ca

Cc: Note, Inga < inote@spokanecity.org>; Mumm, Candace < cmumm@spokanecity.org>; Watkins, Kandace

<kwatkins@spokanecity.org>; Overbust, Kyle <koverbust@spokanecity.org>

Subject: RE: Proposed arterial change to Woodside and Alberta

Michele,

Thanks for your email.

This is the first time I have heard about this proposal --- which concerns me greatly. And, I agree with your comments, as it will not solve any of the traffic issues on Woodside or Alberta.

I am including Inga Note in this email as she represents our Integrated Capital Management program and may have more insight and information on this proposal.

Hopefully, she can respond soon so we can move forward with this discussion.

Thanks again for reaching out.

Karen



Karen Stratton | City of Spokane | Council Member

(509) 625-6291 | Fax (509) 625-6550 | kstratton@spokanecity.org

808 W Spokane Falls Boulevard, Spokane, WA 99201-3335

ADVISORY: Please be advised the City of Spokane is required to comply with the Public Records Act Chapter 42.56 RCW. This act establishes a strong state mandate in favor of disclosure of public records. As such, the information you submit to the City via email, including personal information, may ultimately be subject to disclosure as a public record.
w w
From: Michele Johnston [mailto:micheledianej@gmail.com] Sent: Friday, October 04, 2019 12:17 PM To: Stratton, Karen Subject: Proposed arterial change to Woodside and Alberta
[CAUTION - EXTERNAL EMAIL - Verify Sender]
Hello Council Member,
I am writing to voice my very strong opposition to this proposed arterial change.
NO Woodside-Alberta arterial. This is a residential neighborhood and residents want it to stay that way. What will the effects on property values be after turning a residential neighborhood into a high-capacity urban road?
NO roundabout's anywhere on Woodside. What was supposed to be safer intersections has provided a huge speeding issue with major failures to yield. These roundabouts have provided a speedy pass-through from Indian Trail Road, to avoid Francis, aka State Highway 291. Both of these area's are a serious traffic problem that hasn't been addressed sufficiently, so the issue is getting pushed onto Woodside.
Neither roundabouts or arterials provide a safe environment for our neighborhood children, pets, bicyclists, vehicles or wildlife.
Please help us keep our residential streets!
Regards,

Michele Johnston,

6912 N Five Mile Rd

From:

Allen Hubbard <avp-photo@comcast.net>

Sent:

Wednesday, October 09, 2019 10:52 AM

To:

Note, Inga

Subject:

Woodside / Alberta

#### [CAUTION - EXTERNAL EMAIL - Verify Sender]

I am a resident in the area of these streets and I am imploring the city, DO NOT MAKE THIS AN ARTERIAL.

We have enough problem with people speeding through the area and acting like Woodside from 5 mile to Indian Trail is already an arterial and not yielding to traffic on the right at uncontrolled intersections.

This would only serve to make it worse on the sections that are not arterial. Also the intersection of Woodside and 5 Mile road is a disaster as it is, when I leave home I travel west on Woodside to go south on 5-Mile Rd.

There is already so much traffic cutting through there that wants to turn left on 5 Mile Rd and traffic backs up on Woodside and with Woodside being a steep hill at that point there are going to be cars sliding backwards down the hill when it snows creating accidents.

Do Not make this all worse by making this an arterial with higher speed limits, plus the full Alberta section of this is a school zone traveling past Salk Jr High.

Thank You

From:

Wendy Hoffard < wendyhoffard@gmail.com>

Sent:

Wednesday, October 09, 2019 2:16 PM

To:

Note, Inga

Subject:

Updating the Arterial Street Map- Woodside Ave/Alberta

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello Ms. Note,

My family and I have lived on Woodside Avenue for just over 2 years now. We have loved our neighbors, brought 2 babies home here, and planned to raise our three girls in this neighborhood for many years. It greatly weighs on us that this street would become an arterial route because it would change the neighborhood for us.

We bought our first home here because we fell in love with the neighborhood and it pains me to think of having to relocate to a less busy location. Changing our street to an arterial route would bring in more traffic and make it feel even more unsafe for a family. My family and I enjoy going on walks and playing at the local elementary school. I have had several conversations with other families who are strongly opposed to making Woodside Avenue into an arterial route. This is a family neighborhood and we hope that it continues to be a safe and pleasant place to live! Please consider this when deciding what roads to make into arterials.

We strongly oppose making any of Woodside Avenue into an arterial route.

Best regards, Wendy Hoffard

From:

Charles Kroll <charles\_kroll@comcast.net>

Sent:

Thursday, October 10, 2019 12:39 PM

To:

Note, Inga

Subject:

Arterial: Alberta/Woodside

[CAUTION - EXTERNAL EMAIL - Verify Sender]

I have been informed that the City is proposing a change to sections of Alberta and Woodside Sts. in our Balboa/So Indian Trail area to arterial. This change is not in the best interest of our community as it, in my opinion, would not help the traffic situation in that area and in fact increase the danger to our children and residents.

Going north on Alberta the arterial stops at Francis and becomes a 20 MPH area past Salk Middle School as it ascends to Woodside. That intersection currently has a round-about and is very congested in the morning as parents drop of students and students walk to classes, so making that section of Alberta an arterial is ill-advised. Going north on Alberta to Woodside in the winter is encountering a rise and can be very icy causing traffic to slow and become congested.

It is also felt that this change in the designation to arterial of these sections of road could lead to a new proposal of arterial for the entire length of Woodside from Five Mile Rd to Indian Trail to the west. This was discussed several years ago and was strongly defeated by the residents of the area.

I believe the element proposing these changes do not live in the area and is being driven by motorists that use Woodside as a short cut to Five Mile Rd and do not have the interests and possible impact of property values of homes in the area.

So, I as a long time resident of this area do not agree and strongly oppose any change to these residential streets as proposed. I am also sure the residents agree that these proposed changes are not in their best interests and can not understand why this proposal is being considered by the City planning department.

Charles Kroll

7008 N. Audubon Dr.

Spokane, WA 99208

From: Sent: Tim McGee <tim386@gmail.com>
Thursday, October 10, 2019 7:44 PM

To:

Note, Inga

Subject:

Alberta Street

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Dear Ms. Note,

I heard about a proposal by the city to make Alberta Street from Francis to Woodside into an arterial. I live a few houses off of Alberta in this area, and would like to express my opposition to this idea.

There is already a lot of traffic on Alberta and also Woodside. A lot of drivers already treat both streets like arterials, even though the speed limit is only 25. Making Alberta an arterial will only increase the speeds people drive through this area. During the school year there is always a lot of pedestrian activity around Salk Middle School, which constitutes about half the stretch of Alberta in question.

Not only am I opposed to this change, I also have an idea to drastically reduce the amount of traffic on Woodside between Indian Trail Road and Five Mile Road. Drivers who live or work out Indian Trail use Woodside as a shortcut to avoid Francis. There is heavy traffic, and people regularly drive around 35mph, and some much faster.

My plan to eliminate this traffic on Woodside is to block off the intersection of Woodside and F Streets in all directions, essentially making the intersection into 4 cul-de-sacs. Any route drivers would try to take to get around this intersection would take them far enough out of their way that it would not be worth the trouble. Local residents and emergency services would still have good access to all homes in the area.

Please take a look at the area around that intersection on a map, and you'll see what I'm talking about. Not only would pedestrians and children in the area be much safer, but this would also do wonders for the property values of homes on Woodside, which currently come in thousands below other homes in the area because of the heavy traffic.

If you made it this far, thanks for reading this, and for your consideration.

Best regards, Tim McGee 509-990-3615

From:

Taylor Hoffard <taylorjhoffard@gmail.com>

Sent:

Thursday, October 10, 2019 8:58 PM

To:

Note, Inga

Subject:

Updating the Arterial Street Map: Woodside Ave

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

I strongly encourage the City to refrain from making any portion of Woodside Ave an arterial. Woodside is one of, if not the single most, abused residential streets in Northern Spokane. In two years of living in the neighborhood, I have personally witnessed more than twenty vehicles traveling over 55 mph (even passing other cars) and about ten vehicles per day recklessly driving over 40 mph (15 over the speed limit of 25 mph)! If one were to observe traffic on Woodside for a single hour, it would be quickly apparent that over 95% of all traffic travels several mph over the speed limit!

This street is frequently used as a shortcut to save drivers a maximum of two minutes but puts the safety of residents and legitimate local traffic at risk. The neighborhood is filled with young families and there are two schools within a few blocks! It is unfortunately only a matter of time until some tragedy occurs unless significant action is taken to drastically alter traffic patterns.

The rampant disregard for the speed limit on Woodside would not be improved by painting lines or adding signs, and would likely worsen traffic as unmonitored "major" streets seem to only empower speeders. Additionally, the significant number of recent accidents that have involved Woodside Ave (including vehicles turning from 5 Mile to Woodside) would not be lessened by making Woodside an arterial, but could easily be avoided by making reasonable and cost efficient modifications to the road.

One solution that I think would be extremely successful is to block one side of the intersection of Woodside and North F Street. This would keep Woodside from being a "straight shot" from Indian Trail to 5 Mile and therefore discourage speeders without causing local traffic too much inconvenience. This action would very likely cause the proposed arterial sections of Woodside and Alberta to be uneccesary. Due to the simple construction needed to implement this solution, I expect there would be a substantial amount of support for some form of public-private partnership to finance the improvement.

Thank you for your consideration. I hope the City is able to take action and implement a long-term solution for the safety of the Balboa Neighborhood.

Best, Taylor Hoffard

From:

Annalisa Campbell <annalisamcampbell@gmail.com>

Sent:

Friday, October 11, 2019 10:45 AM

To:

Note, Inga

**Subject:** 

Alberta and Woodside

#### [CAUTION - EXTERNAL EMAIL - Verify Sender]

Good morning. I am writing to express my concern with the proposed changes to Alberta and Woodside.

I live on Holyoke Ave., just east of Salk Middle School, and I see the current traffic patterns every day. I am concerned that the increased safety issues would greatly outweigh any improvement to Five Mile traffic. Alberta is already too busy, with vehicle and foot traffic. Abiding by the current speed limit is already ignored by many, and I am concerned increasing the traffic and speed limit will only make things more dangerous. The road is congested with parents and students from Salk at the end of each school day, and in the evenings the streets are lined with cars while various sporting events are taking place in the fields. Although Five Mile road can be busy, it was designed to be a main thoroughfare that accommodates the heavy traffic heading up and down the hill. Please reconsider changing Alberta and Woodside to main arterials for the safety of my family, neighbors and the students at Salk Middle School.

Thank you, Annalisa Campbell 509-216-5623

From:

Janel < janelb@comcast.net>

Sent:

Saturday, October 12, 2019 6:24 AM

To:

Note, Inga

Subject:

proposed arterials

**Expires:** 

Monday, December 20, 2021 12:00 AM

#### [CAUTION - EXTERNAL EMAIL - Verify Sender]

Good morning. I'm writing to voice my opposition to Woodside and Alberta becoming arterials. I live on Woodside and have for 18 years, in that time the traffic in front of my house has increased exponentially and a majority of the drivers are not from this area, they are using Woodside as a 'shortcut'. I have been passed when following the speed limit to and from my house, I've been honked at and flipped off because I have to slow down in order to turn into my driveway and I feel like my children and I are risking our lives some mornings when we try to pull back out of our own driveway. My children are never allowed to play out front and if they want to play with the neighbors across the street they need to be escorted by an adult because most drivers have no regard for the fact that this is a neighborhood with big and small children that need to be looked out for.

There is already blatant disregard for the speed limit, the 'calming circles' only allowed drivers to keep up their aggressive pace without stopping and making any part of Woodside an arterial is an irresponsible and unsafe idea. Same for the section of Alberta north of Francis. Why would the street in front of a middle school where children are getting dropped off, picked up, or crossing to walk home be made an arterial?

The City has not planned well for expansion but this is not the fix, this is dangerous for children and other drivers.

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From:

Michael d'Esterre < srcspokane@gmail.com>

Sent:

Saturday, October 12, 2019 7:43 AM

To:

Note, Inga

Subject:

Feedback on Arterial Map

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello Inga,

my wife and I live on Woodside (Map #6) with our 4 young children. Over and over we have been concerned with the traffic situation and have had numerous conversations with neighbors expressing similar concerns. It has all come to a head lately when I was backing out of my driveway and did my usual check both ways when someone zoomed around the corner from the roundabout and collided into the back of my car. His bumper was much more severely damaged because of his speed, but I was given the ticket because I was backing out. Because every morning is the same story with people zipping up and down our street I knew this was bound to happen. I am considering selling our home for this reason, that it just doesn't seem like the city of Spokane takes care of this road as a neighborhood community, but instead lets people speed through as a cut across. I do not agree with the idea of it being an arterial, but am more concerned that whatever it is labeled there is nothing that helps people keep the speed limit. In our three years on Woodside I have seen a policeman once. I share this as a the common concern of those on our street. We would like to see better regulation of speed or the reduction of traffic by not allowing Woodside to be a cut across.

Respectfully, Michael

Michael d'Esterre, MSW, LICSW

"Joy is the happiness of love." ~Fulton Sheen

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From:

Loew, Greg < Greg.Loew@avistacorp.com>

Sent:

Monday, October 14, 2019 11:09 AM

To:

Note, Inga

Subject:

Arterial changes feedback

#### [CAUTION - EXTERNAL EMAIL - Verify Sender]

I would like to voice my concern on the purposed arterial change to Woodside and Alberta. Such a change would significantly impact the neighborhood and not for the better. While I whole heartedly approve the additions of stop signs on Alberta between Francis and Woodside I think the other changes are ill conceived and poorly thought out given the infrastructure and behaviors of drivers. My primary concern is the Woodside section. This road should have more done to limit 5 Mile traffic using it as a by-pass today (ie speed bumps). Such a change as purposed is reactive to the lack of planning and coordination when it comes to the development on top of the prairie. More needs to be done by the city to prevent left turns from Woodside to 5 Mile as we are due for a major accident at that point due to people trying to make that left turn at busy time of the day. Let me be clear, I do not support this change.

I would also like to voice my concern over the lack of communication from the city to citizens and residents about this change. I had to dig to find this after I would told about it in a weekend conversation. It took me 10min to find this information notice. There was no public signage in the area letting people know about this. The city does a lot of things right, but this was not one of them.

Greg Loew 7101 N Audubon Dr

**Greg Loew**, Fleet Manager 1411 E Mission Ave MSC-54 Spokane, WA, 99202 P 509.495.2072 | M 509.990.5160 www.myavista.com



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# Briefing Paper Plan Commission Workshop 10-23-2019

Division & Department:	Business and Development Services, Development Services Center
Subject:	Emergency Dispatch has identified address points that are in conflict after the Countywide Addressing Standards were updated.
Date:	October 23, 2019
Contact (email & phone):	Tami Palmquist, 625-6157
City Council Sponsor:	
Executive Sponsor:	Development Services Center
Strategic Initiative:	Safe & Healthy
Outcome: (deliverables, delivery duties, milestones to meet)	Council approval of eight street name changes in order to provide consistency with our standards and improve dispatch systems and emergency response operations.

#### Background/History:

In 2016 the City adopted the Countywide Addressing Standards in order to develop a common countywide standard used by all addressing authorities within Spokane County to reduce addressing conflicts and enhance public safety agencies' abilities to provide emergency response. Public Safety Dispatch Centers are highly reliant on computerized mapping (GIS) and in order for these centers to function effectively and efficiently, standardized addressing is critical for the responders to actually find the address.

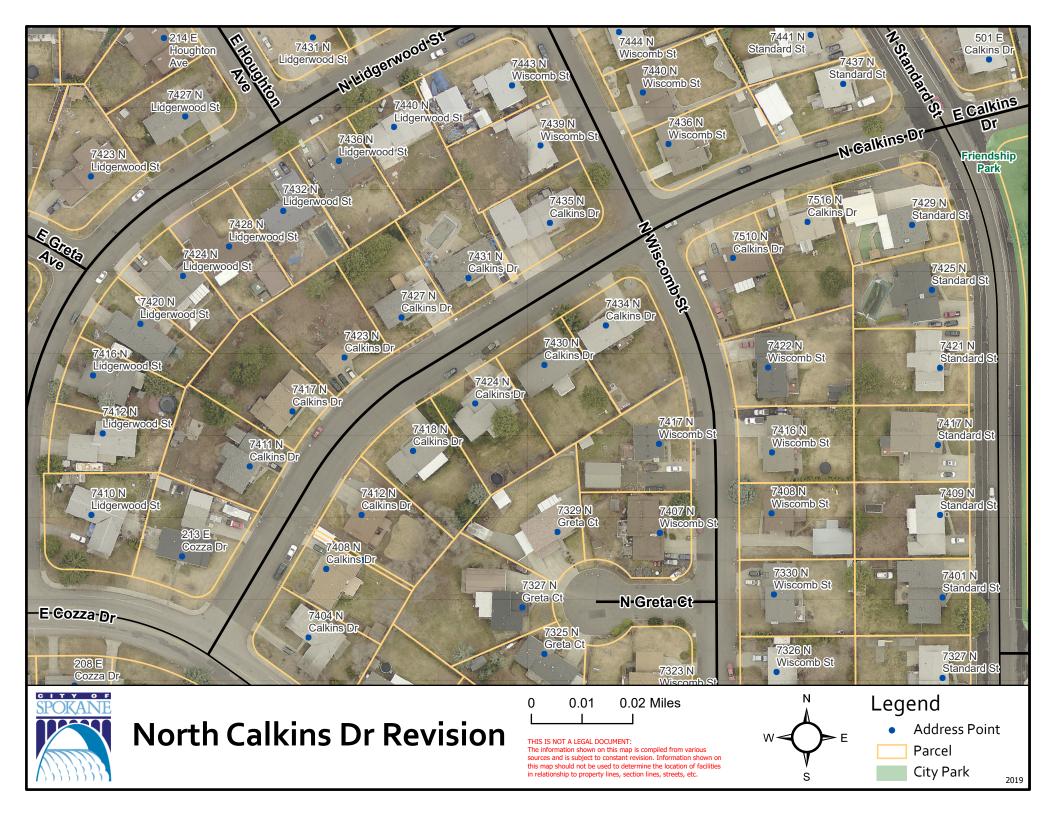
The proposed street name changes will permanently fix temporary work arounds that GIS has put in place to provide to closest match when emergency services are dispatched.

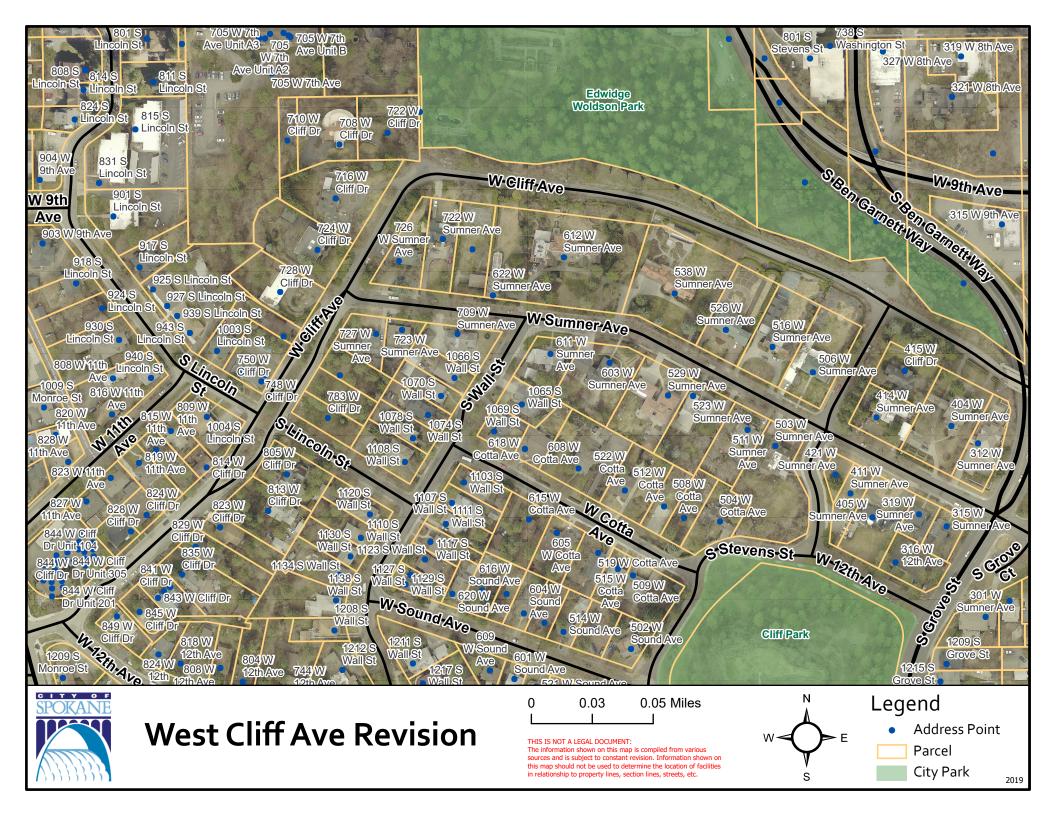
# **Proposals:**

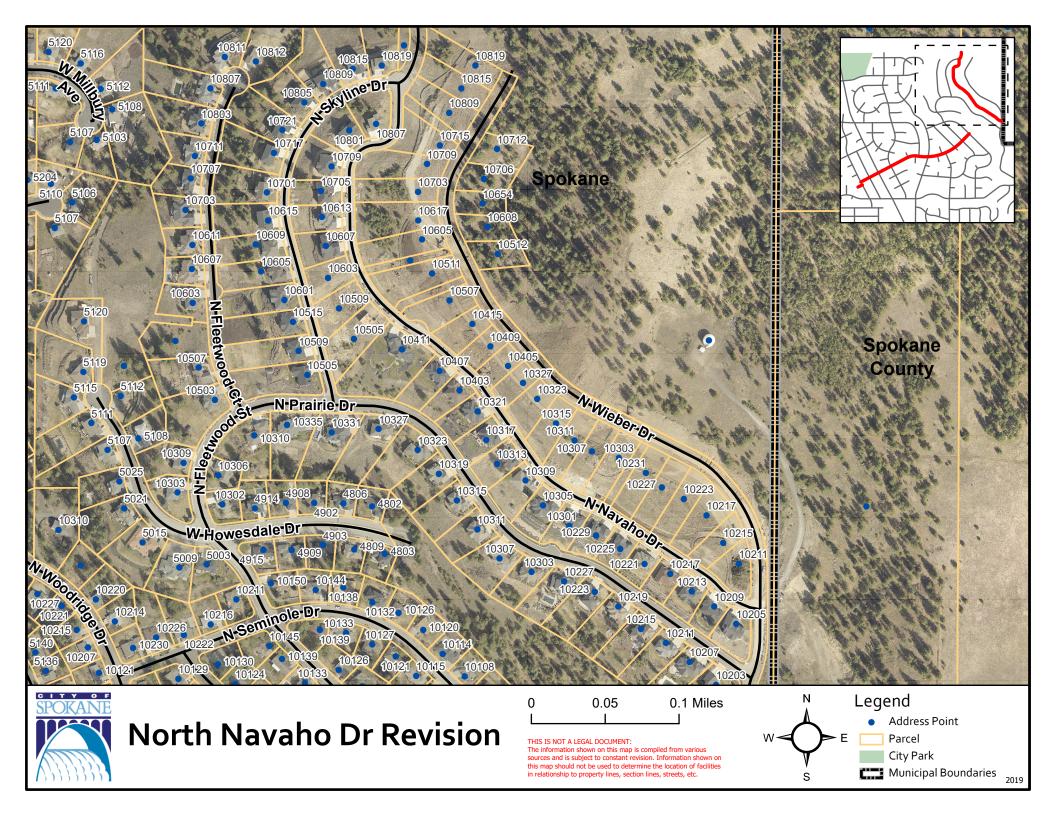
- 1. Rename N. Calkins Drive to E. Calkins Drive between E. Cozza Dr. and N. Standard St. Per Current SMC standards, streets names along a curvilinear path should use one consistent prefix direction according to the primary orientation of the roadway.
- 2. Rename W. Cliff Avenue to W. Cliff Drive between S. Monroe St. and S. Grand Ave. This roadway is commonly referred to as Dr., and has been for some time. All of the existing addresses are assigned as Cliff Dr. Updating this roadway to be consistent with the addresses accessed along it and common reference nomenclature will bring this into alignment with current the SMC.
- 3. Rename N. Navaho Drive to an entirely new name altogether, from N. Skyline Drive to N. Wieber Dr. There is an existing Navaho named street (in the same area of Indian Trail) and this roadway name is a duplicate. This will bring the street names into compliance with the current SMC for improvement to dispatch systems and emergency response operations.
- 4. Rename E. Parkwood Dr. to E. Parkwood Cir. These roadways are designated with a street type of Circle (Cir) and reassigning the one segment will bring it into alignment with existing addresses and still meet the SMC definition of a Circle street type.
- 5. Rename S. Rockwood Blvd., between 10<sup>th</sup> Ave and 11<sup>th</sup> Ave. to E. Rockwood Blvd. Currently there is one half block assigned with a S. prefix direction between two segments of Rockwood with an E. prefix direction. This is a continuous roadway that currently, in the span of 1 block, changes from E. Rockwood Blvd., to S. Rockwood Blvd., back to E. Rockwood Blvd. This is confusing and unintuitive for emergency responders and the proposed changes would bring

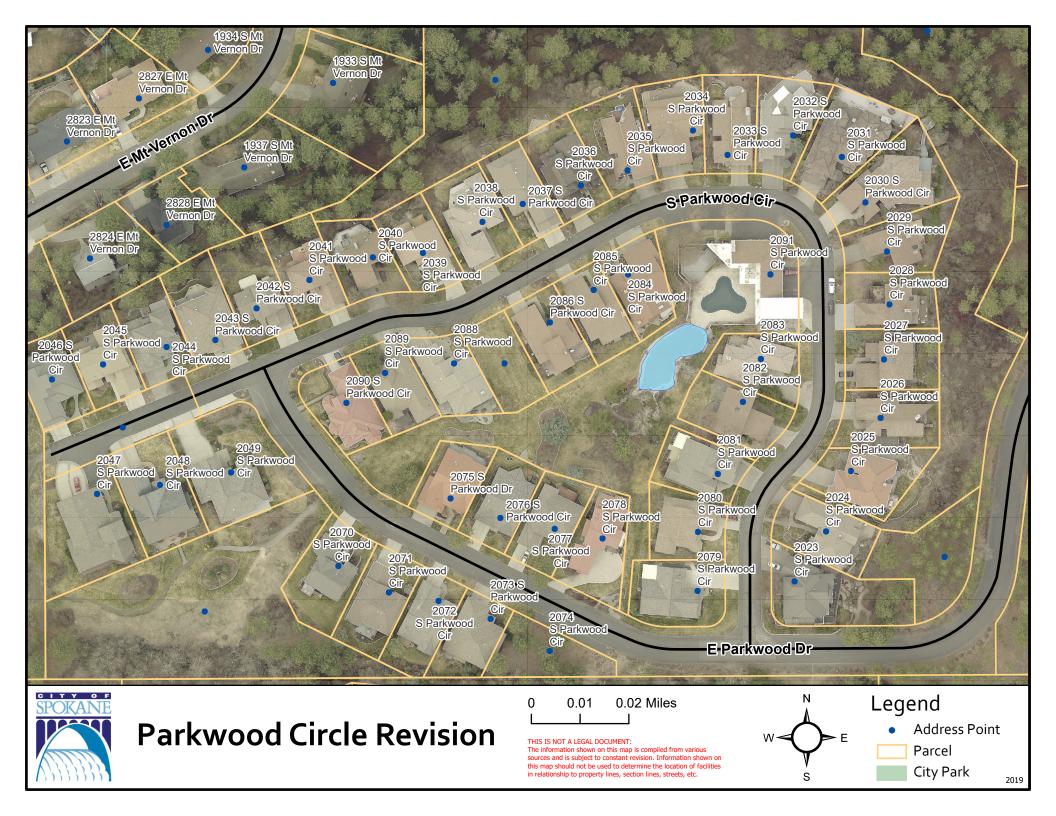
the roadways into alignment with the current SMC that curvilinear roadways should not change name or prefix direction.

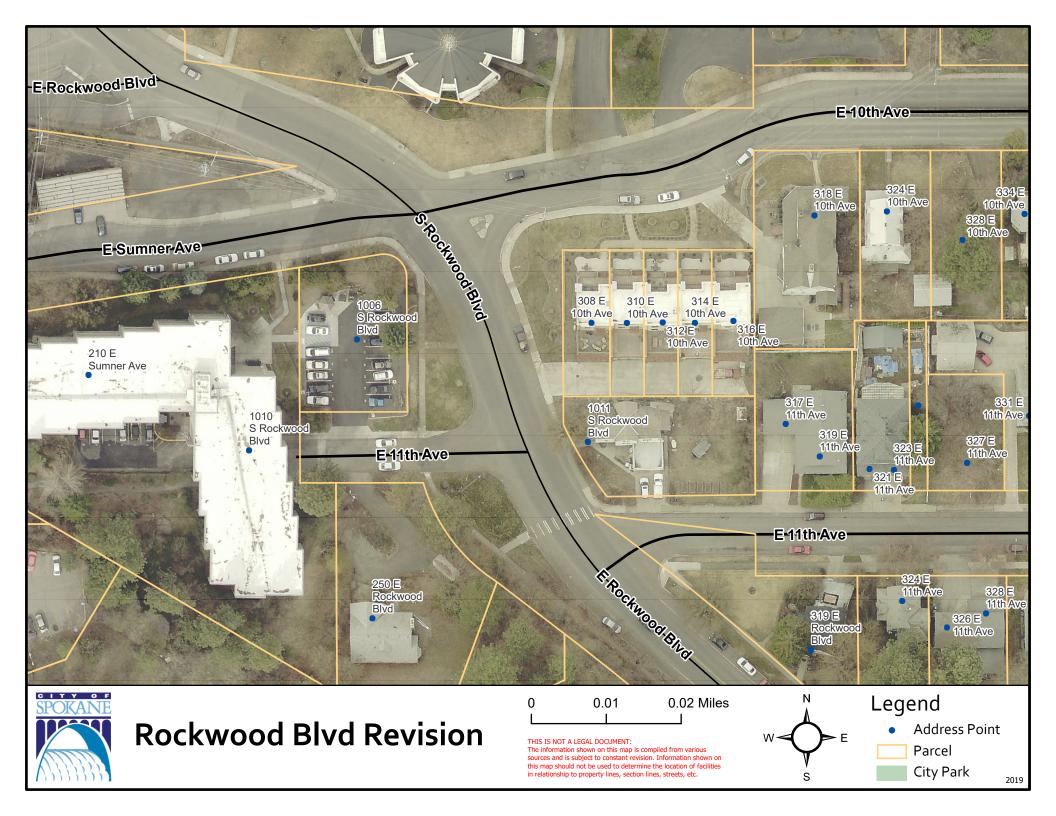
- 6. Rename E. 18<sup>th</sup> Ave. between E. Southeast Blvd. and S. Southeast Blvd. to E. and S. Southeast Blvd. (Perry is the logical cutoff here between the S. and E. designations of Southeast Blvd., so one 18<sup>th</sup> segment should get S. and two 18<sup>th</sup> segments should get E.). This is a continuous roadway that currently in the span of 4 blocks changes from E. Southeast Blvd., to E. 18<sup>th</sup> Ave. to S Southeast Blvd. This is confusing and unintuitive for emergency responders and the proposed changes would bring the roadways into alignment with the current SMC that curvilinear roadways should not change name or prefix direction.
- 7. Rename E. St Thomas Moore Way to E. St Thomas More Way. It will bring the streets into confirmation with the SMC by having the same street name and spelling used consistently throughout the City.
- 8. Rename a short segment of Shelby Ridge Street northwest of Summerwood Street in Talon Ridge. The continuation of this street name would cause a duplication of address points. There are no parcels currently addressed off of this segment.

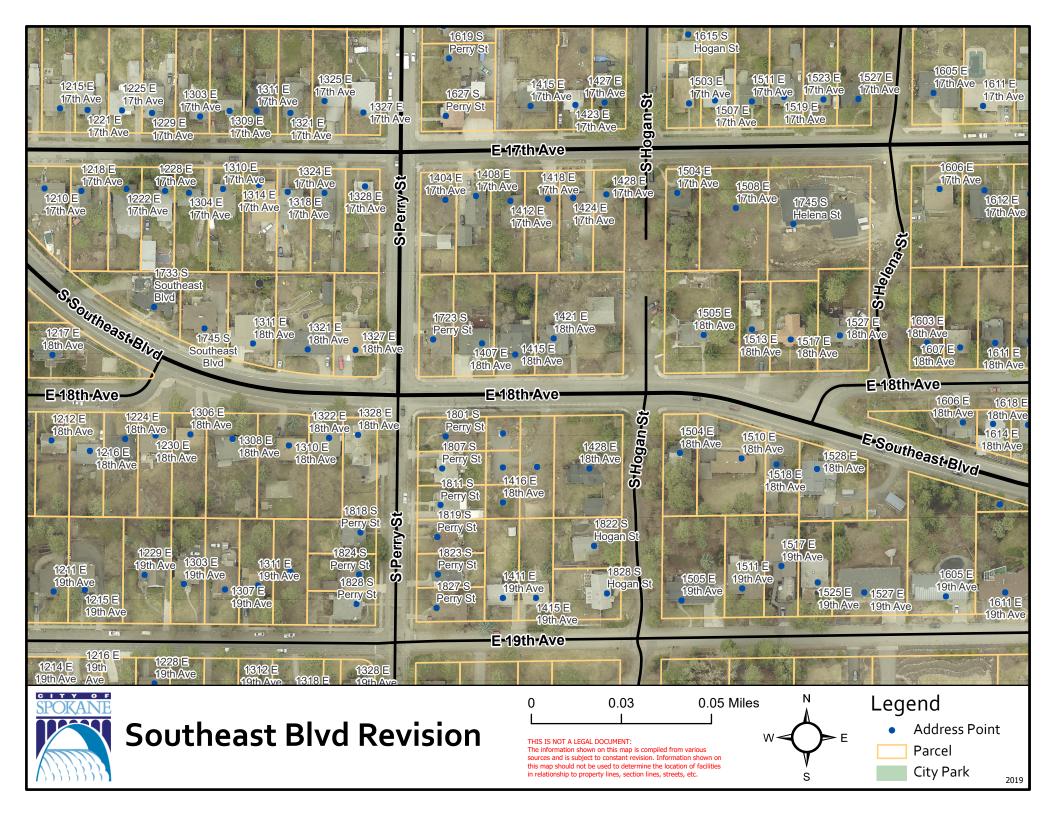


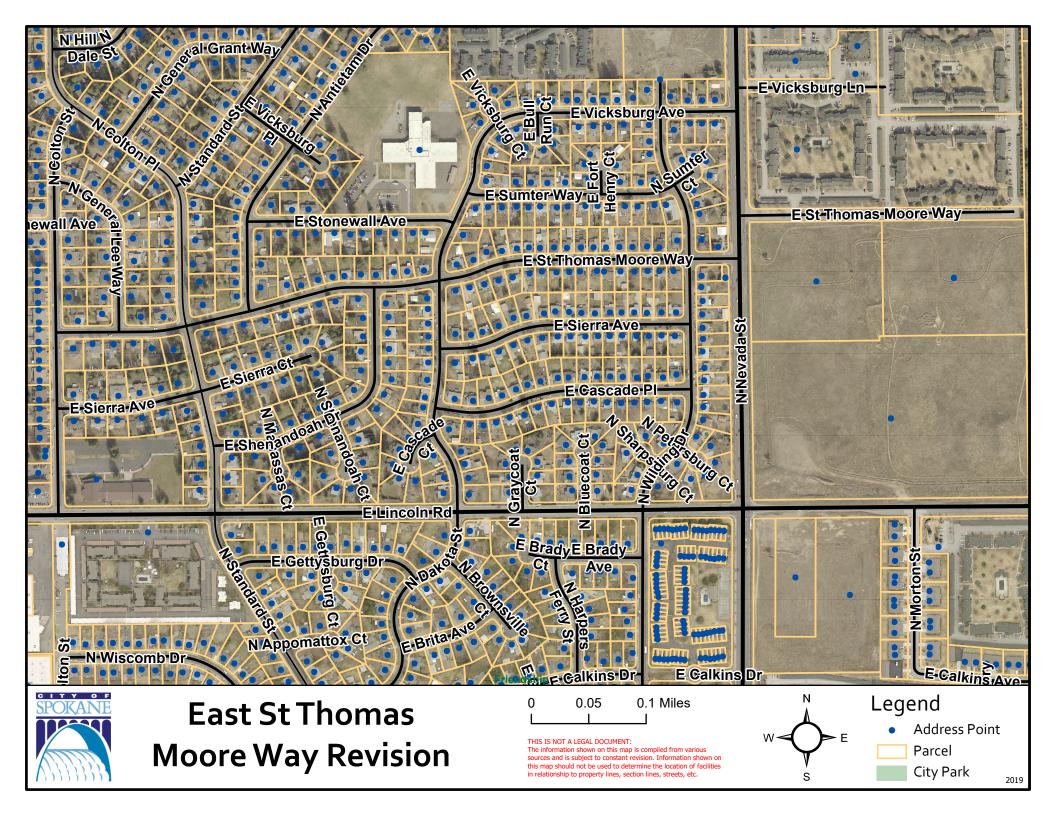


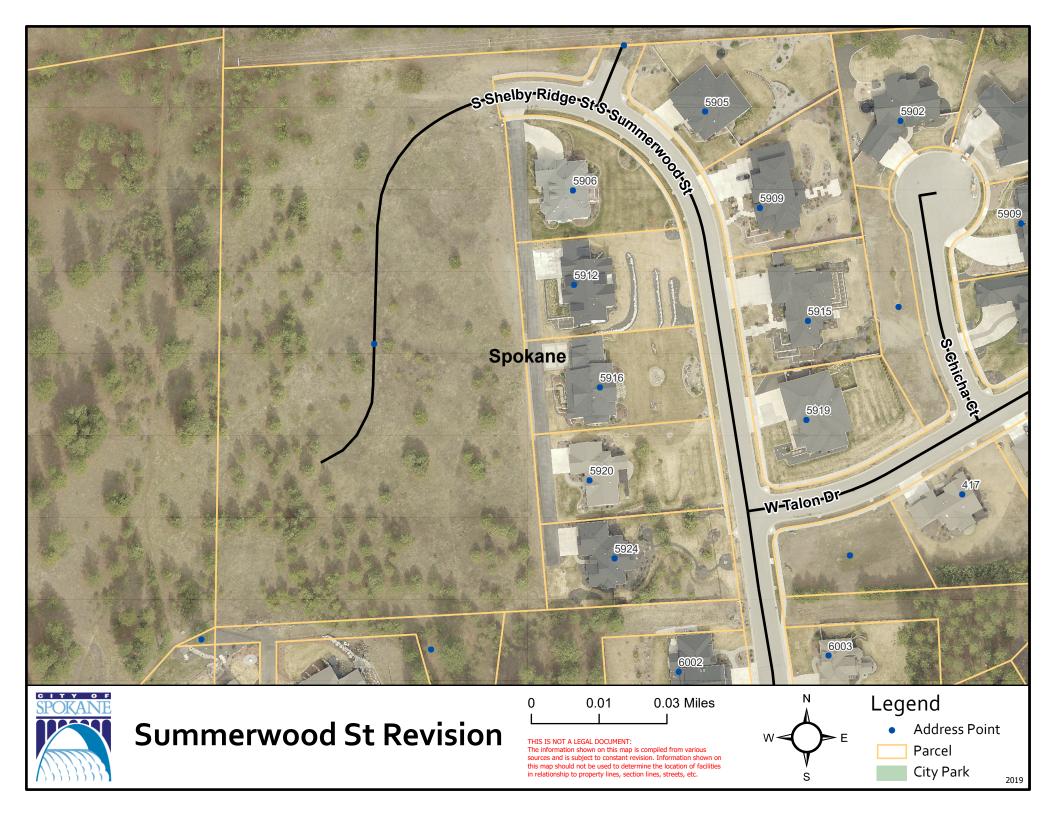












BRIEFING PAPER City of Spokane Plan Commission Workshop October 23, 2019

## **Subject**

Department of Neighborhood and Planning Services staff, working with consultant MAKERS Architecture & Urban Design and district stakeholders, have developed a <u>draft vision statement, goals, policies, and proposed zone changes</u> to guide future development in the South University District subarea. In addition to the framework provided by the goals and policies, the proposed land use changes include several alternatives for Plan Commission consideration:

- A zone change for the northern portion of the subarea from GC-150 (General Commercial) to DTU (Downtown University), including three alternatives for the boundary of the zone change;
- Designation of Complete Streets within any area rezoned DTU;
- Extension of zoning overlays frequently associated with Downtown zone, including overlays that provide for no minimum off-street parking requirement, prohibit standalone commercial surface parking lots, and/or require demolition review for older buildings; and
- Amending the Downtown Design Review Threshold Map to include any areas rezoned to DTU.

Based on feedback received on the draft plan components at the October 23 workshop, the components will be assembled into a full draft of the subarea plan and any proposed code amendments for consideration at the November 13 workshop.

The draft vision, goals, and policies, community engagement summary, and meeting documents are available for review on the City project website: <a href="https://my.spokanecity.org/projects/south-university-district-sub-area-planning/">https://my.spokanecity.org/projects/south-university-district-sub-area-planning/</a>

# **Background**

The South University District is part of the larger 770-acre University District, one of the six Target Investment Areas identified in the City's adopted Economic Development Strategy with many revitalization projects directed by the University District Public Development Authority (PDA). Due to its location between the university campuses to the north and the concentration of hospitals and health care providers on the lower South Hill, the South University District has been envisioned as a future "innovation district" providing a hub for job growth in health sciences and related fields. Several

# BRIEFING PAPER City of Spokane Plan Commission Workshop October 23, 2019

infrastructure projects have been completed in and around the subarea in recent years, including the University District Gateway Bridge, the extension of Martin Luther King, Jr. Way, the Sprague Phase 2 streetscape project, and implementation of High Performance Transit routes by STA.

Over the past fifteen years, many planning processes and studies have considered the future development of the South University District, with most identifying the intersection of Sprague Avenue and Sherman Street as a key node for future mixed-use development. Most recently, the University District PDA adopted an update to the Strategic Master Plan for the district in 2019. These previous plans have built a better understanding of existing conditions and stakeholder visions for the future of the subarea, but have not been implemented through changes to zoning or development standards.

Each stage of the subarea planning process has incorporated engagement with the numerous stakeholders within the district and the broader community. Over the summer and fall of 2019, participants have provided feedback through an online survey, community design workshop, stakeholder focus groups, an open house, presentations to community and business organizations, and meetings with individual stakeholders. The development of the South University District subarea planning has also been closely coordinated with ongoing subarea planning efforts in the North Bank and Downtown.

## **On-Street Parking Project**

Many discussions with stakeholders have focused on the challenging situation with onstreet parking in the South University District. The subarea planning project is focused on zoning and development standards that would apply to new development in the South University District, so its direct impact on parking is limited to determining the requirements for off-street parking in new developments. At the same time, changes in market conditions, zoning, and development standards can impact parking demand, and the draft goals, policies, and zone changes have been developed with the interrelationship between district land use and parking in mind.

Apart from the subarea planning process, the City is also working more directly on the on-street parking issue. Starting this month, Parking Services staff will be working with business and property owners in the South University District to develop new approaches for making the most of the on-street parking supply.

BRIEFING PAPER City of Spokane Plan Commission Workshop October 23, 2019

# **Impact**

In general, the proposal to change zoning from GC-150 to DTU zoning would change some allowed uses, allow development of larger commercial buildings, require more pedestrian-oriented design, and reduce minimum parking requirements in a portion of the district. Other impacts would be related to whether overlays associated with Downtown zones are also extended into the subarea. In addition to providing a framework for the proposed changes to zoning and development standards in the district, the proposed goals and policies identify issues and provide direction for future initiatives in the subarea.

# **Funding**

The project is funded through a general fund allocation for consultant services and dedicated staff time.

#### SOUTH UNIVERSITY DISTRICT SUBAREA PLANNING

# Vision Statement, Goals & Policies, Zoning and Block Frontage Options

Draft, September 30, 2019

# **Draft Vision Statement**

Below is an initial rough draft vision statement used to facilitate discussion at the July 30, 2019 Community Design Workshops:

The South University District is a dynamic neighborhood, where commerce, innovation, and industry interact. The district's historic fabric provides a walkable framework that supports the creation of new places for people to live, work and study, while the retail and freight corridor along Sherman Street continues to play a regional role in providing and conveying goods and services to the larger city.

Below is the recommended update to thee vision statement using suggestions from the groups at the July workshops. Key updated elements are highlighted in **yellow**.

The South University District is a dynamic crossroads for innovation, commerce, and industry amidst a diverse residential neighborhood. The district's unique historic fabric supports the creation of new places live, learn, work and shop on streets that are walkable and safe. Sprague Avenue continues to play a regional role in providing goods and services to the larger city, while Sherman Street and the University District Gateway Bridge connect to educational and medical institutions north and south.

## **Draft Goals & Policies**

#### **Land Use Goals**

- LU–1 Promote increased private investment in the district, especially for housing and employment-related development.
- LU–2 Promote the integration of new housing developments including a mixtures of housing types and prices.
- LU–3 Prioritize pedestrian-oriented development along E Sprague Avenue and near the University District Gateway Bridge landing.

#### Policies implementing LU-1-3:

- Adjust zoning to emphasize pedestrian-oriented mix of uses along E Sprague Avenue other areas within close proximity to the University District Gateway Bridge landing.
- Continue pro-active engagement with district stakeholders, including property owners, universities, hospitals, light industrial businesses, and housing developers to facilitate desired development.
- Work with the University District Public Development Authority (PDA) to explore opportunities for public/private partnerships facilitating desired pedestrian-oriented developments in strategic locations.

SOUTH UNIVERSITY DISTRICT SUB-AREA PLAN - DRAFT VISION & GOALS

- Work with property owners to locate and identify resources for mitigating environmental contamination.
- Reduce minimum parking requirements for blocks along E Sprague Avenue other areas within close proximity to the University District Gateway Bridge landing.
- LU-4 Support the continued viability of existing businesses in the district.

#### Implementing Policies:

- Configure zoning and design provision changes to balance land use objectives and minimize the creation of non-conforming uses and other negative impacts to existing businesses.
- Continue pro-active engagement with property owners and existing businesses to understand their unique needs and to help mitigate impacts to their businesses.
- Consider the needs of employees and customers of existing business in establishing a management program for on-street parking in the district.

# **Community Design Goals**

- CD-1 Foster a distinct sense of place in the district that emphasizes innovative design and creativity.
- CD–2 Enhance the district's safety, visual character, and neighborhood amenities to support and encourage residential development.

# Policies implementing CD-1 & 2:

- Improve streetscapes within the district to enhance the pedestrian environment while maintaining functionality for existing businesses.
- Promote the creation of new neighborhood amenities that cater to residents.
- Market the district as a place that prioritizes innovative design and creativity.
- Continue pro-active engagement with the PDA, property owners, and existing businesses to promote innovative design within the district.
- Develop programs and work with the PDA to ensure that the open space amenity at The University
   District Gateway Bridge plaza is well-activated and maintained.
- Identify additional opportunities for neighborhood greenspace and support community-led efforts to secure land for a park.
- Increase the presence of street trees to improve livability, reduce heat island, and reduce stormwater runoff.
- CD-3 Focus pedestrian-oriented streetscapes and development frontages along E Sprague Avenue and S Sherman Street, particularly on the blocks closest to the University District Gateway Bridge.

#### Implementing Policies:

- Enhance E Pacific Ave west of S Sherman Street as a low-traffic, green, pedestrian-oriented neighborhood street.
- Apply pedestrian-oriented block frontages standards in focus areas.
- Use pedestrian-oriented streetscape designs when making street improvements in focus areas.
- Coordinate with adjacent property owners and other stakeholders on strategic placement of street furniture within focus areas.
- Reduce the relative presence of surface parking in focus areas.
- CD-4 Reinforce the district's historic legacy as an eclectic industrial mixed-use district.

#### Implementing Policies:

• Encourage site and building design that honors/draws from the district's industrial legacy.

- Avoid design standards that emphasize a single architectural style.
- Designate areas in the district zoned DTU as "Perimeter Area" on the Downtown Design Review
  threshold map, providing a level of design review consistent with other areas zoned DTU or located
  outside of downtown core or gateway areas.
- Structure zoning and development standards to allow flexibility for continued use and adaptive reuse of any nonconforming historic structures.
- Identify resources to assist property owners for renovation and improvements to historic buildings.
- Extend the Surface Parking Limited Area to cover the South University District to prohibit the development of new standalone commercial surface parking lots as a primary use.

# **Connectivity Goals**

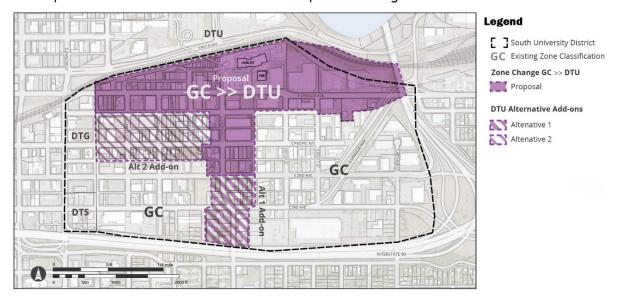
Ct-1 Strengthen connections from the South University District to Downtown, nearby universities, and South Hill medical uses.

Implementing Policies:

- Support efforts to enhance bicycle access through the district and connections to downtown and South Hill medical uses.
- Work with Spokane Transit Authority to optimize transit service in the district, including shuttle service to the South Hill medical uses.

# **District Zoning**

The map below illustrates three alternatives for updated zoning in the district.



South University District Rezoning Alternatives

#### **Proposal**

Proposes a change from General Commercial (GC) to Downtown University (DTU) along the E Sprague Avenue corridor and the northern blocks of the S Sherman Street corridor (closest to the University District Gateway Bridge).

## Why DTU and why here?

- Proposed boundary focuses on Sprague corridor and portions of Sherman closest to the south bridge landing (retaining the GC designation to remain for most of the district)
- DTU still allows for a very broad mix of uses, but has a greater emphasis on pedestrian-oriented uses
- DTU offers much more flexibility for larger office and institutional uses
- DTU has stronger design standards, particularly in how developments look from the street
- DTU requires design review for larger developments and for some remodels/additions to existing buildings

#### Alternative 1

Extends the DTU zone over the two remaining southern blocks along S Sherman Street to Interstate 90 and the district boundary.

#### Why?

• Extension includes the entire S Sherman Street corridor to strengthen the connection through the district to South Hill medical uses and other neighborhoods to the south.

#### **Alternative 2**

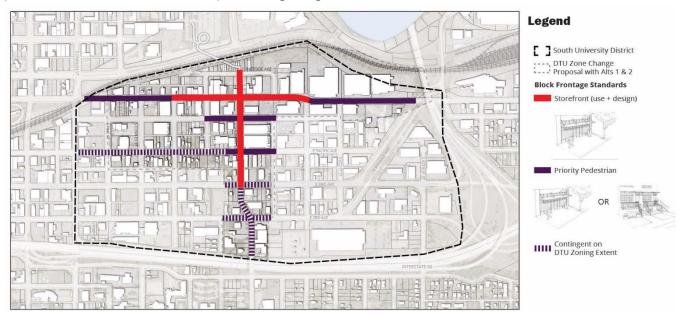
Extends the DTU zone south of E First Ave and west of Sherman to S Short Street to the edge of existing GC zoning.

# Why?

• Extension includes the E Pacific Avenue corridor, which provides an opportunity to create a quieter mixed-use neighborhood street.

# **Block Frontages and Complete Street Designations**

The map below illustrates preliminary recommendations for the block frontage land use and design provisions that will be critical in implementing the goals of the district over time.



South University District Block Frontages – Preliminary Recommendation

#### **Proposal**

The proposed block frontage /complete street concept calls for the four northern blocks of S Sherman Street and four blocks of E Sprague Avenue (centered on Sherman) to emphasize storefront use and design. This includes buildings with generous window transparency and entrances facing the sidewalk built up to the sidewalk edge and featuring non-residential uses within those ground-level storefronts.

A second "Priority Pedestrian" block frontage designation is included. It allows for the flexibility of storefronts and landscaped setbacks and can accommodate any of the zone's permitted uses (including ground floor residential). These block frontages emphasize pedestrian-friendly building frontages and limit surface/ground level parking to no more than half of block frontages.

#### Why?

• The strict storefront approach creates predictability – guaranteeing that when new development occurs, it follows the storefront pattern.

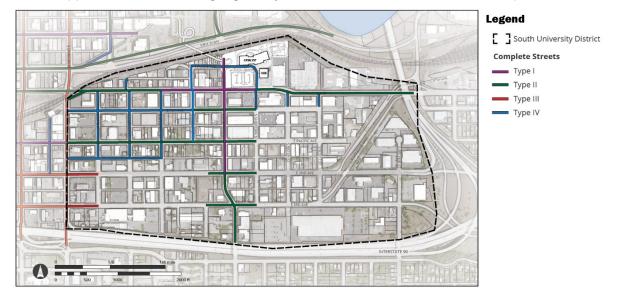
 The concentrated storefront configuration is intended to create a critical mass of ground-level activity necessary to create a vibrant business district while limiting its extent to those most critical blockfronts

# **Implementation via Complete Street Designations**

The above block frontage approach could be partially implemented by applying Complete Street designations to those areas changed to DTU to best reflect current goals. Complete Streets designations apply in downtown zones such as DTU and set different street standards and desired amenities based upon the intended use and desired qualities of the street. Complete Street Types I (Community Activity Street) and II (Community Connector) are designated along Sprague Avenue and Sherman Street, with Type I Complete Streets concentrated on the intersection of Sprague and Sherman adjacent to the Sherman plaza and south landing of the University District Gateway Bridge.

#### Why?

- Since Types I and II are nearly identical, they are delineated the same as shown in the block frontage map on Page 5. Types I and II both require generous amounts of façade transparency and require buildings to be placed at or close to the sidewalk edge. They also prohibit parking lots to be placed in front of buildings.
- This approach uses the existing regulatory framework, which makes it easier to implement.



Distribution of suggested updated Complete Street types.

NOTE: Any changes to the existing Complete Street provisions (such as changes to Complete Streets standards to fully implement the block frontage recommendations on Page 5) would be considered as part of a wider downtown planning process, as such changes affect all of the Downtown Zones.