



# Spokane Plan Commission Agenda

Wednesday, July 08, 2020

2:00 PM

Teleconference

808 W Spokane Falls Blvd, Spokane, WA 99201

## Virtual Meeting - See Below For Information

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

### Public Comment Period:

3 minutes each	Citizens are invited to address the Plan Commission on any topic not on the agenda.
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### Commission Briefing Session:

2:00 – 2:30	<ol style="list-style-type: none"><li>1. Approve <a href="#">6/24/2020</a> meeting minutes</li><li>2. City Council Report</li><li>3. Community Assembly Liaison Report</li><li>4. President Report</li><li>5. Transportation Sub-Committee Report</li><li>6. Secretary Report</li></ol>	All CM Candace Mumm Mary Winkes Todd Beyreuther John Dietzman Louis Meuler
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### Workshops:

2:30 – 2:50	1. <a href="#">Comp Plan Amendment Z19-503COMP</a>	Kevin Freibott
2:50 - 3:10	2. <a href="#">Comp Plan Amendment Z19-504COMP</a>	Kevin Freibott
3:10 - 3:30	3. <a href="#">Comp Plan Amendment Z20-505COMP</a>	Kevin Freibott

### Hearings:

4:00 – 4:20	1. <a href="#">Grand Boulevard Transportation &amp; Land Use Study</a>	Melissa Wittstruck and Inga Note
4:20 - 5:20	2. <a href="#">South University District Subarea Plan</a>	Chris Green

### Adjournment:

The next PC meeting will be held on Wednesday, July 22, 2020

**AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION:** The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. The Council Chambers and the Council Briefing Center in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., are both wheelchair accessible. The Council Briefing Center is equipped with an audio loop system for persons with hearing loss. The Council Chambers currently has an infrared system and headsets may be checked out by contacting the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Human Resources at 509.625.6363, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or [msteinolfson@spokanecity.org](mailto:msteinolfson@spokanecity.org). Persons who are deaf or hard of hearing may contact Human Resources through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

**In order to comply with public health measures and Governor Inslee's *Stay Home, Stay Safe* order, the Plan Commission meeting will be held on-line.**

**Members of the general public are encouraged to join the on-line meeting using the following information:**

**To participate via video follow the link on your computer (click on "Join meeting")**

Event number (access code): 146 401 6612  
Host key: 623714 (Use this to reclaim host privileges.)

Audio conference information

To receive a call back, provide your phone number when you join the event, or call the number below and enter the access code.

+1-408-418-9388 United States Toll

Join from a video system or application

Dial 1464016612@spokanecity.webex.com

You can also dial 173.243.2.68 and enter your meeting number.

Panelist numeric password: 753955

Need help? Go to <http://help.webex.com>

**Please note that public comments will be taken during the meeting, but the public is encouraged to continue to submit their comments or questions in writing to:**

**Louis Meuler at**  
**[plancommission@spokanecity.org](mailto:plancommission@spokanecity.org)**

The audio proceedings of the Plan Commission meeting will be recorded, with digital copies made available upon request.

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# Spokane Plan Commission - Draft Minutes

June 24, 2020

Virtual Teleconference

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

## Attendance:

- Board Members Present: Michael Baker, Todd Beyreuther(President), John Dietzman, Greg Francis(Vice President), Candace Mumm(City Council Liaison), Diana Painter, Sylvia St. Clair, Thomas Sanderson, Clifford Winger, Mary Winkes(Community Assembly Liaison), Jo Anne Wright
- Board Members Not Present: Carole Shook
- *Quorum Present:*
- Staff Members Present: Louis Meuler, Jackie Churchill,
- 

## Public Comment:

None

## Briefing Session:

Minutes from the June 10, 2020 meeting approved unanimously.

### 1. City Council Liaison Report - Candace Mumm

- CM Mumm reported that the City Council approved the 6 Year Plan. They also talked about a more integrated feedback loop with Plan Commission so that the Commissioners can hear more from the public about their current needs.
- The City Council hired a new Community Engagement Director Lisa Gardner. She will be helping with community outreach in the Neighborhood Councils and different stakeholder groups.

### 2. Community Assembly Liaison Report - Mary Winkes

- Ms. Winkes reported that Community Assembly was interested in items added by resolution to the 6 Year Plan which were also discussed by the Pedestrian Transportation and Traffic (PeTT) committee and is eager to continue perfecting communication between the City and the public.

### 3. Commission President Report - Todd Beyreuther

- President Beyreuther welcomed the new Plan Commission members Tom Sanderson, and Clifford Winger, Jo Anne Wright. He also reported that the Plan Commission docket is filling up and will have longer meetings in the future to accommodate.

### 4. Transportation Subcommittee Report - John Dietzman

- Mr. Dietzman reported that the Citizen's Transportation Advisory Board (CTAB) committee is still in existence; however Transportation Benefit District (TBD) funding is uncertain. He also reported that using economic stimulus money the City is planning 5 grind and overlays as well as some chip seal projects.

### 5. Secretary Report - Louis Meuler

- Mr. Meuler advised the Commission that Plan Commission meetings will be longer than usual the next few months.
- New Plan Commission members and current Plan Commission members introduced themselves and gave a brief background of experience.

## Workshops:

### 1. Comp Plan Amendment Z19-502COMP

- Presentation provided by Kevin Freibott
- Questions asked and answered

- Discussion ensued
2. **Comp Plan Amendment Z19-042COMP**
    - Presentation provided by Kevin Freibott
    - Questions asked and answered
    - Discussion ensued
  3. **Comp Plan Amendment Z19-045COMP: Arterial Street Map Amendments**
    - Presentation provided by Inga Note
    - Questions asked and answered
    - Discussion ensued
  4. **Grand Boulevard Transportation and Land Use Study**
    - Presentation provided by Melissa Wittstruck and Inga Note
    - Questions asked and answered
    - Discussion ensued
  5. **South University District Subarea Plan**
    - Presentation provided by Chris Green
    - Questions asked and answered
    - Discussion ensued

**Meeting Adjourned at 4:40 PM**

Next Plan Commission Meeting scheduled for Wednesday, July 8, 2020



**PLANNING SERVICES**  
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FAX 509.625.6013  
[my.spokanecity.org](http://my.spokanecity.org)

July 1, 2020

President Beyreuther and Plan Commissioners  
City of Spokane

**Re: July 8, 2020 Comprehensive Plan Amendments Workshop #3**

Dear President Beyreuther and Plan Commissioners,

Thank you again for your time and careful consideration during our past two workshops on the Comprehensive Plan Amendments. Our next workshop is scheduled for July 8<sup>th</sup>, during which we will be presenting the final three applications to you:

**Z19-503COMP** – E 53<sup>rd</sup> Avenue – [CLICK HERE FOR THE PROJECT SITE](#)

**Z19-504COMP** – W 8<sup>th</sup> Avenue – [CLICK HERE FOR THE PROJECT SITE](#)

**Z19-505COMP** – W 10<sup>th</sup> Avenue – [CLICK HERE FOR THE PROJECT SITE](#)

For detailed information on the Comprehensive Plan Amendment procedures, please see [Spokane Municipal Code \(SMC\) 17G.020](#). As before, all pertinent information on the various applications is available at the following web address:

<https://my.spokanecity.org/projects/2019-2020-proposed-comprehensive-plan-amendments/>

Also, as I've mentioned previously, visiting the location might be useful for you if you have time—specific locations are listed on the website above. Thanks again for all your hard work on these so far. I look forward to seeing you all online during the meeting.

Sincerely,

Kevin Freibott, Assistant Planner II  
Department of Neighborhood and Planning Services  
509-625-6184  
[kfreibott@spokanecity.org](mailto:kfreibott@spokanecity.org)

July 1, 2020

City of Spokane Plan Commission

RE: Grand Boulevard Transportation and Planning Study

Dear Plan Commission Members:

Attached herewith is the draft Grand Boulevard Transportation and Land Use Study, together with draft "Findings, Conclusions, and Recommendations" document for your consideration at the public hearing scheduled for Wednesday, July 8, 2020. The public comment record as of this date is included with the Plan Commission hearing materials, along with a draft resolution that could be forwarded to City Council for the consideration of formal recognition of the Study.

Thank you for your consideration of this item and the opportunity to present it in a public hearing format.

Sincerely,

Melissa Wittstruck  
Neighborhood and Planning Services

BRIEFING PAPER  
City of Spokane Plan Commission Hearing  
Grand Boulevard Transportation and Land Use Study Update  
July 8, 2020

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Subject

The Draft Grand Boulevard Transportation and Land Use Study is located online at <https://my.spokanecity.org/projects/grand-boulevard-transportation-and-land-use-study/>. The Study area is encompassed by the Grand District Center, a Comprehensive Plan designated center, with land use and zoning categories applied in 2006 to implement the center designation. All interested parties have been notified by email of availability of the online study and July 8 hearing, as well as publication in local newspaper.

Transportation and market analysis, alternatives studied, and recommendations are included in the draft. This is a Study; there is no funding for projects identified. The Study does provide a foundation for future implementation if funding is identified and available.

Background

Launched in early fall 2019, Grand Boulevard Transportation and Land Use Study has been a collaborative project between Planning Services and Integrated Capital Management. The transportation analysis is funded primarily through Traffic Calming dollars identified by Comstock Neighborhood Council in 2016, with land use analysis funding sponsored by City Council in 2017. Comstock, Manito-Cannon Hill, and Rockwood Neighborhood Council boundaries intersect at 29<sup>th</sup> Avenue and Grand Blvd. and the neighborhood councils are actively engaged in the project.

The elements of the study are:

- Review: Traffic patterns and safety on Grand Blvd.
- Develop: Understanding of bicycle and pedestrian needs.
- Evaluate: Concepts of lane reduction, bike lanes, wider sidewalks, and green infrastructure. Analyze current land use and market data.
- Study: Land use designations with Comprehensive Plan goals in mind.

Generally, the study area is Grand Boulevard south of 29<sup>th</sup> Avenue (see attached map).

- Transportation analysis focused on core of the business district on Grand between 29<sup>th</sup> and 34<sup>th</sup> Avenues.
- Land use analysis study-area is bounded by 27<sup>th</sup> Avenue, 39<sup>th</sup> Avenue, Latawah Street and Arthur Street.

A series of focus interviews with area stakeholders and two community open houses were held, along with an online survey that received 475 responses. Neighborhood Councils were provided with updates on their agendas. The Grand Boulevard email distribution list has approximately 145 members. Comments from participants have been incorporated into the draft coming to Plan Commission. Citizen comment regarding safety and traffic calming for

For more information please contact Melissa Wittstruck, Planner II, [mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org) and Inga Note, Sr Traffic Planning Engineer [inote@spokanecity.org](mailto:inote@spokanecity.org)

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pedestrians, bicyclists, and users of all ages and abilities was the prime driver of alternatives that were recommended.

Implementation alternatives that respond to the transportation analysis and conclusions include near term, lower cost projects, and long-term permanent infrastructure changes. A 30% cost estimate was included in the scope of work.

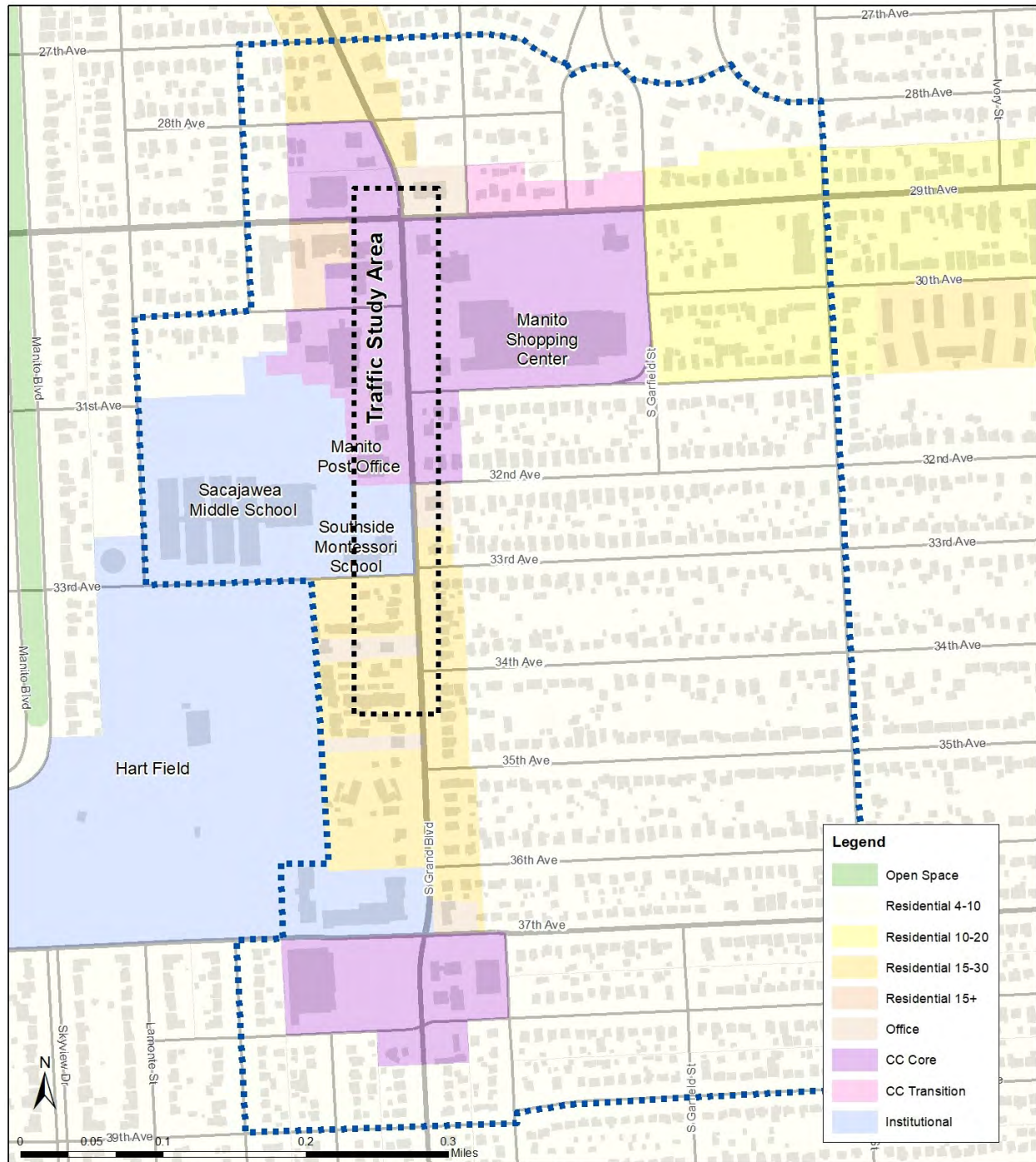
Land use and zoning in the Grand District Center was a specific interest of City Council. The market analysis performed by Leland Consulting Group identifies area demographics, retail patterns, and available land zoned for development/redevelopment. The market analysis concluded that the area has adequate zoning for current and future growth, but the support of an improved streetscape environment and application of City incentive programs could bolster economic growth and land utilization.

In addition, the Study was reviewed was informed by the South Hill Coalition Connectivity and Livability Strategic Plan (2014) and other recent area studies.

### Action

Review and recommendation to move forward to City Council hearing July 2020. If ultimately recommended to City Council, the Grand Boulevard Transportation and Land Use Study would be considered for approval by resolution, as with other neighborhood planning efforts.





For more information please contact Melissa Wittstruck, Planner II, [mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org) and Inga Note, Sr Traffic Planning Engineer [inote@spokanecity.org](mailto:inote@spokanecity.org)

# GRAND BLVD

## Transportation and Land Use Study



**Review**

**Develop**

**Evaluate**

**Study**

Melissa Wittstruck, Assistant Planner, Neighborhood and Planning Services

Inga Note, Senior Traffic Planning Engineer, Integrated Capital Management

Plan Commission Hearing July 8, 2020

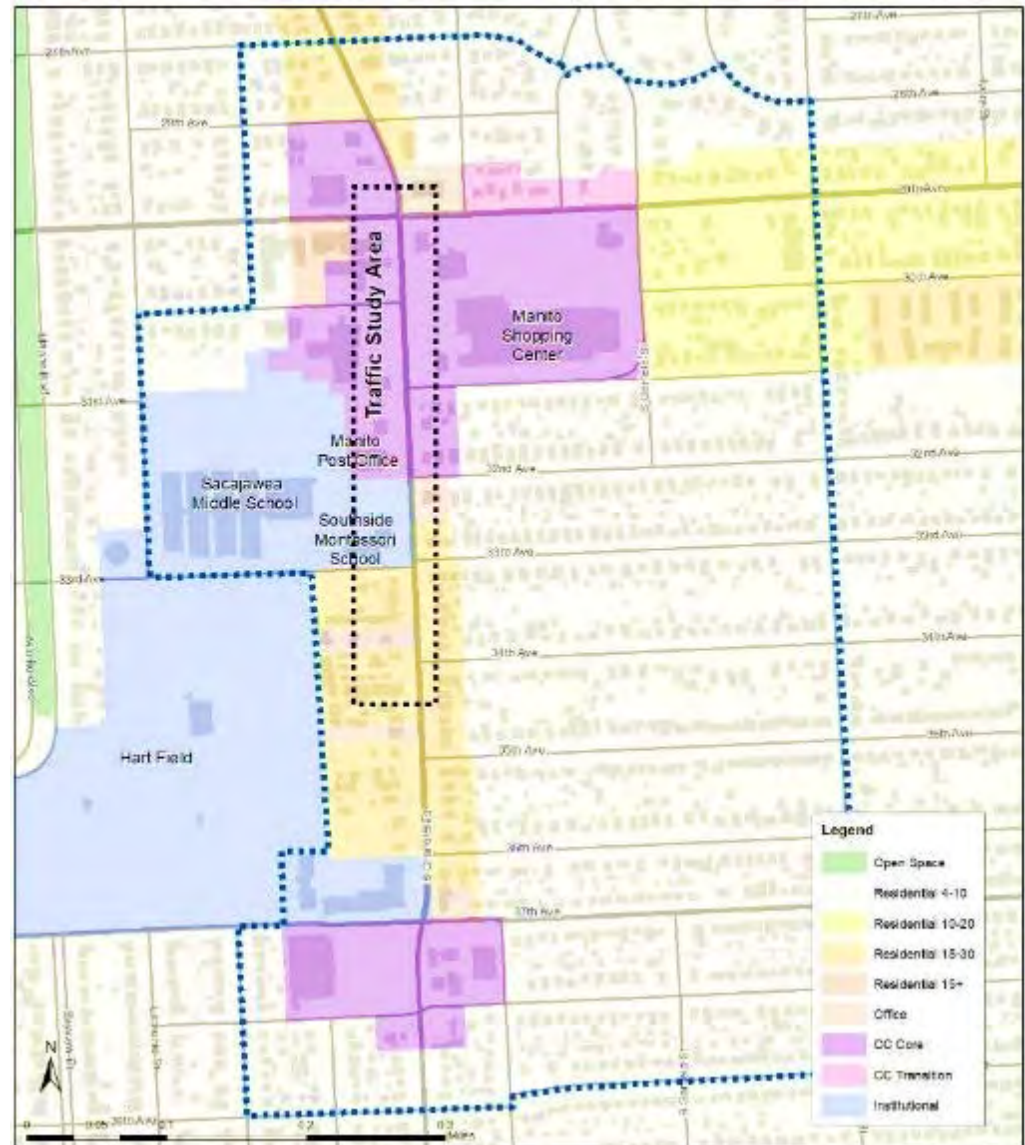




# Project Area Boundaries

## Grand Boulevard Studies

- Transportation analysis focused on core of the business district on Grand between 29<sup>th</sup> and 34<sup>th</sup> Avenues
- Land use analysis sub-area bounded by 27<sup>th</sup> Avenue, 39<sup>th</sup> Avenue, Latawah, and Arthur Streets



# Introduction

Grand Boulevard is a key north-south arterial for the City of Spokane through the South Hill neighborhoods. The Grand Boulevard corridor study was commissioned to understand existing issues for pedestrians, bicyclists, and vehicles, develop potential streetscape improvements, and identify economic opportunities and zoning needs.

# Background

**Grand Boulevard Transportation and Land Use Study** launched September 2019.

- October 21-22 workshop and community meeting
- Walking tour of transportation area
- Online Survey – 475 responses
- February 27 2020 open house
- Comstock, Rockwood, and Manito-Cannon Hill Neighborhood Councils support the study



## **Elements of the studies included:**

- **REVIEW:** Traffic patterns and safety on Grand Boulevard
- **DEVELOP:** Understanding of bicycle and pedestrian needs
- **EVALUATE:** Concepts of lane reduction, bike lanes, wider sidewalks, and green infrastructure. Analyze current land use and market data
- **STUDY:** Land use boundaries with Comprehensive Plan goals in mind

## Safety and Streetscape Improvements

- **Critical concern: safety, especially for school children and senior residents**
- **Desire for traffic calming/design/pedestrian amenities**
- **Desires and concerns about streetscape and features that better define Grand Boulevard neighborhoods beyond Manito Park**





# Grand Boulevard Study Goals

## Comprehensive Plan – *Shaping Spokane*

### Chapter 3 Land Use

#### 1.1 Neighborhoods

#### 1.2 Districts

#### 1.3 Single-family residential areas

#### 1.4 Higher density residential uses

### Chapter 4 Transportation

TR Goals A-G; Sense of place, transportation choices, accommodate access to daily goods and priority destinations, promote economic opportunity, respect natural and community environments, public health and safety, and maximize public benefits and fiscal responsibility with integration.

### Connectivity and Livability Plan –South Hill Coalition

Greenway connections, crossing improvements, more walkable centers attractive to reinvestment.

### Comstock Neighborhood Council Traffic Calming

Safety for all users of all ability

#### RELEVANT COMPREHENSIVE PLAN GOALS:

##### GOAL 1: ACTIVE DOWNTOWN LINKAGES



- Develop greenways
- Create additional bike routes to close network gaps
- Extend biking and walking trips with safe and convenient access to transit

##### GOAL 2: COMPLETE NEIGHBORHOODS



- Improve east-west access
- Where business centers are being developed, encourage multimodal access from all directions by planning for street and path connectivity
- Explore opportunities to enhance arterials. Examples include addition of bike lanes, bulbouts, raised crossings, planted medians, bus shelters, street furnishings, trash cans, bike racks, etc.

##### GOAL 3: CRIME PREVENTION



- Install appropriate lighting
- Encourage foot traffic in public places. Add paths, landscaping, community gardens and activity spaces.

##### GOAL 4: TRAFFIC SAFETY



- Work with the City to address level of service and traffic flows in order to review speed limits on arterials to improve pedestrian and bicycle safety and reduce noise.

# Snapshot: Online Survey – Dec. to Jan. 31, 2020

## GRAND BLVD

### Transportation and Land Use Study



#### Project Survey Results

Q3: What are the more important **assets** that the Grand Boulevard planning area currently offers?



Restaurants



Business and Services



Shopping



Schools



Historic Neighborhoods

Q4: What are the pressing **issues** in the Grand Boulevard Planning Area?



Biking for pedestrians and cyclists



Traffic speed and volume



Building character and design



Access to goods and services



Public safety

Q5: What **new assets** would you like to see in the Grand Boulevard Planning Area?



Biking for pedestrians and cyclists



Green space



Restaurants



Diversity of businesses and services



Arts and culture offerings

Q7: **Where** are you going as you travel this way on Grand Boulevard?



Shopping



Restaurants and entertainment venues



Locations outside this planning area



Exercise



Parks

Q8: What types of **changes** would make you more likely to **walk or bike** within the traffic study area?



Crossing improvements



Sidewalk improvements



Landscaping, attracting vegetation



Bicycle lanes



Slower traffic

Darken color indicates higher response rate



City of Grand Rapids reserves the right to use the data for any purpose and to share it with other city departments and the public.

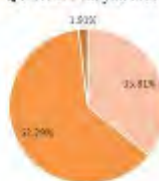
## GRAND BLVD

### Transportation and Land Use Study



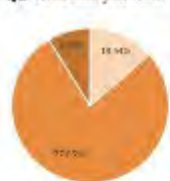
#### Project Survey Results

Q1: Where do you live?



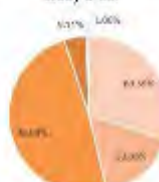
City of Grand Rapids reserves the right to use the data for any purpose and to share it with other city departments and the public.

Q2: Where do you work?



City of Grand Rapids reserves the right to use the data for any purpose and to share it with other city departments and the public.

Q6: How do you travel within the study area?



City of Grand Rapids reserves the right to use the data for any purpose and to share it with other city departments and the public.

Q22: What is your age?



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Q23: How many people are in your household?



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Q24: What is your gender?



City of Grand Rapids reserves the right to use the data for any purpose and to share it with other city departments and the public.

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# Community Meetings



# Market Analysis

- The Land Use market analysis was requested by Council in 2017, with the intent of a close look at current policy setting density and intensity of uses in the Grand District Center.
- Analysis evaluates the area's redevelopment potential in context of Comprehensive Plan goals.
- Report documents favorable market conditions, ample residential and retail demand to support infill development in the Study Area.
- Existing land use policy appears to be well-suited to accommodate desirable development forms.

Higher density redevelopment opportunities are possible in the Center/Corridor-zoned nodes, where FAR limits are more generous and can be increased in the case of multifamily residential if certain project amenities are paid for by developer.



Land use change for any given site is ultimately up private property owners and developers; favorable market conditions alone will not guarantee redevelopment.

Public investments in the street, should help promote an evolved vision of Grand Boulevard and may motivate private-sector players to action.

# Strategic Conclusions, Considerations - Highlights

- Existing zoning is relatively generous in terms of densities, suggesting local policy is not a significant constraint to redevelopment
- Vacant land limited, indicating developers rely mainly on unsubsidized profit calculus to drive land assembly or scrape/rebuild decisions
- Incentives plus infrastructure development can be a strong motivating signal for redevelopment
- Strive to increase residential density to gradually improve the suburban auto-oriented development pattern; help define the street edge and forge walk/bike connections



# Complete Streets

## What Are Complete Streets?

*The Grand Boulevard Study identifies complete street elements that can be added both in the short and long term to meet corridor goals. Complete streets accommodate all modes of transportation by planning, designing, and building facilities for walking, biking, transit riding, and driving trips.*



### GATHERING SPACES

Parks, plazas and courtyards create destinations along the street. These become opportunities for organized events, space to celebrate nature and culture.

### CROSSING VISIBILITY

Clearly marked crossings create a safe and comfortable environment for people crossing the street by foot, bike and wheelchair.

### BICYCLE ACCOMMODATIONS

Bicycle facilities offer separation from vehicular traffic for cyclists. These can include multi-use paths, on-street buffered and protected bike lanes. A complete street will accommodate a wide range of ages and abilities.

### EFFICIENCY

Roadway design and operations should allow people to travel reliably and understand how to safely and efficiently move by bus or motor vehicle.

### TRANSIT

A complete street considers every passenger's trip from start to finish. Transit stops should provide shelter, seating, wayfinding and transit information.

### WALKING

A complete street should provide a high quality environment where people are safe walking and have natural features and great destinations that make people walk.

# Summary Final Draft Study - Traffic

## Long-Term Vision



### 1 ACCESS RESTRICTIONS

#### PUNISHING SAFETY ISLAND



#### RAISED MEDIAN BIT



### POTENTIAL SHORT-TERM IMPROVEMENTS

Improve safety and bikeability with separated bike lanes and enhanced pedestrian crossings. Reduce vehicle traffic to two through lanes and one center turn lane. Incorporate open street space, add box planters, bike parking, and other pedestrian amenities.

#### BUFFED BIKELANE



#### BOX PLANTERS



#### BIKE STORAGE



#### TRAFFIC CALMING



### 2 POTENTIAL 3RD AVE INTERSECTION EXTENSION WEST

Possible intersection extension west and revised parking area to be coordinated with potential future revisions to Sackville campus.



#### ENHANCED PEDESTRIAN CROSSINGS



### 3 ENHANCED GREENWAY CROSSING

#### CYCLIST ACTIVATED RAPID FLASH BEACON (RFBQ)



### POTENTIAL LONG-TERM IMPROVEMENTS NORTH OF 33RD AVE

Improve safety and walkability with additional sidewalks, landscape buffers, consolidated driveways, pedestrian-scale lighting and other pedestrian amenities. Add stormwater planters where feasible.

#### SEATING AMENITIES



#### LIGHTING



#### GREENSTREET LIGHTS



#### WIDE SIDEWALK



### POTENTIAL IMPROVEMENTS SOUTH OF 33RD AVE

Improve safety and bikeability with separated bike lanes. Reduce vehicle traffic to two through lanes and one center turn lane. Incorporate open street space, add box planters, bike parking, and other pedestrian amenities.

#### TRAFFIC CALMING



#### PAVED BIKELANES



#### MAP LEGEND



Parcel Lines



Street



Sidewalk



Landscape Buffer



Tree (New Planting)



Tree (Existing)



Stormwater Planting



Potential Median Art



Lighting (Pedestrian + Street)



Crosswalk



Enhanced Pedestrian Crossing (RFBQ)



Enhanced Bike Crossing (RFBQ)



Separated Bike Lane



Shared Greenway



Transit Stop



Typical Street Improvements, 29th-32nd (see pg 28)



Street Improvements Adjacent to Recent Development (see pg 28)



Street Improvements Adjacent to Potential Future Development (see pg 29)



Typical Street Improvements, 33rd-37th (see pg 29)



0 20 40 80 100m

# Long-Term Vision for Grand Boulevard in the Center

- **One northbound and one southbound travel lane with center turn lane**
- **Enhanced pedestrian crossings with flashing beacons at 30<sup>th</sup> Avenue, 32<sup>nd</sup> Avenue and 33<sup>rd</sup> Avenue, restricting vehicle turn movements at 30<sup>th</sup> Avenue.**
- **Continuous bike lanes, plus a buffer when space is available**
- **Landscape area to separate sidewalks from traffic lanes**
- **Driveway relocation and consolidation as opportunities arise**

# Intersection Highlights – future Sacajawea Junior High





# Street Sections - Phasing



## A SECTIONS



## B SECTIONS



# Stay Involved!



*Email*

[grandboulevardplan@spokanecity.org](mailto:grandboulevardplan@spokanecity.org)

Melissa Wittstruck

[mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org)

Inga Note

[inote@spokanecity.org](mailto:inote@spokanecity.org)

**From:** [Thomas Hix](#)  
**To:** [Wittstruck, Melissa](#)  
**Subject:** Re: FW: Re: June 24 Grand Boulevard Transportation & Land Use Study Plan Commission Workshop  
**Date:** Tuesday, June 23, 2020 1:02:26 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)

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

I will put it on the calendar

On Tue, Jun 23, 2020 at 11:37 AM Wittstruck, Melissa <[mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org)> wrote:

Hello Tom,

David Wright gave me your contact information for Manito Shopping Center participation in the Grand Boulevard Land Use & Transportation Center Study. I have contacted the property owners and Steve Pohl via email as well. I know Dave was retiring as the City moved into this Study and just want to make sure there is continuity on communication. Please let me know if you have questions, or if there is another contact I should be working with. Here is the text of the email I sent to him:

**Grand Boulevard Transportation & Land Use Study Plan Commission Workshop – June 24. The draft study is online here, with updated information:**

<https://my.spokanecity.org/projects/grand-boulevard-transportation-and-land-use-study/>

The Plan Commission agenda is attached to this email. Times are approximate, as we all get used to online meetings.

You are receiving this email because you requested updates on the Grand Boulevard Transportation and Land Use Study.

Please feel free to share this with your friends and neighbors!

June 24 – Plan Commission Workshop – Webex Virtual connection.  
[//static.spokanecity.org/documents/bcc/commissions/plan-commission/agendas/2020/06/plan-agenda-2020-06-24.pdf](https://static.spokanecity.org/documents/bcc/commissions/plan-commission/agendas/2020/06/plan-agenda-2020-06-24.pdf)

Please see attached agenda information for more online and telephone connections information to the meeting.

The release of the draft study was delayed a few months by the COVID-19 pandemic as our community adjusted to new and different conditions – as we continue to.

Plan Commission will review the Draft Study at a workshop on June 24, 2020. If you are on the email list you will receive the workshop notice and agenda, as well as the link to the virtual meeting to listen in. If you are not sure you are on the distribution list, or would like to be added, please email Melissa Wittstruck, project co-lead, at [mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org).

Thank you to everyone who has participated in the Grand Boulevard Transportation and Land Use Study. Your comments and participation at workshops and Open Houses has been key to developing this Study. Although no projects are currently funded for implementation, this study will function as a platform for future work in the Grand District Center.

Next steps include an anticipated Plan Commission hearing July 8 to be followed by a recommendation for City Council hearing. Your comments, concerns, issues, the places you feel are important and valued, and what you hope to see in the future are all very important for both Plan Commission, and eventually, City Council to hear. Please continue to email your feedback and questions, or let us know if you would like to be added to the email distribution list for upcoming notices of meetings.

Sign up for emails, or check back for further updates soon!

*I will be working remotely until further notice and will respond to emails as quickly as possible. Thank you for your patience!*

Sincerely,

*Melissa*



**Melissa Wittstruck** | City of Spokane | Assistant Planner II

509.625-6087 | main 509.625-6500 | [mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org) | [spokanecity.org](http://spokanecity.org)



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---

**From:** David Wright <[dwright@naiblack.com](mailto:dwright@naiblack.com)>

**Sent:** Monday, June 22, 2020 4:37 PM

**To:** Wittstruck, Melissa <[mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org)>

**Subject:** Retirement Re: June 24 Grand Boulevard Transportation & Land Use Study Plan Commission Workshop

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

Hi,

I am now happily retired! Please call Tom Hix at 509-622-3502 or email at [H](#)

Thank you

--



David B. Wright, CPM

Associate Vice President - Commercial Division

Black Realty Management, Inc.

an NAI Black company

801 W. Riverside Avenue, Suite 300

Spokane, WA 99201

Phone: 509-622-3505

Fax: 509-622-3500

[dwright@naiblack.com](mailto:dwright@naiblack.com)

[Washington Agency Disclosure Form](#)

[Idaho Agency Disclosure Form](#)

**From:** [Wittstruck, Melissa](#)  
**To:** [Elaine Snouwaert](#)  
**Cc:** [Note, Inga](#)  
**Subject:** RE: Grand Blvd Residential cut through traffic - June 24 Grand Boulevard Transportation & Land Use Study PlanCommission Workshop  
**Date:** Wednesday, June 24, 2020 1:01:06 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)

---

Good Afternoon Elaine,

Thank you for reaching out with your feedback. First, I will include your comments to Plan Commission for their workshop and for the public record. The Study noted the safety and difficulty non-motorized users had with the intersections on Grand. It recommends rapid flashing beacons at several locations for crossings. Residential cut through traffic is recurring problem in several neighborhoods, and a general lack of driver knowledge regarding uncontrolled intersections makes it more problematic. The alternatives evaluated for Grand do not directly address the concerns you have, however, I am making sure they are included in the comments. I have also cc'd Inga Note, the Transportation Engineer for this Study. Your feedback is appreciated.

*I will be working remotely until further notice and will respond to emails as quickly as possible. Thank you for your patience!*

Sincerely,  
*Melissa*



**Melissa Wittstruck** | City of Spokane | Assistant Planner II

509.625-6087 | main 509.625-6500 | [mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org) | [spokanecity.org](http://spokanecity.org)



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**From:** Elaine Snouwaert <laineey28@earthlink.net>  
**Sent:** Tuesday, June 23, 2020 10:40 PM  
**To:** Wittstruck, Melissa <mwittstruck@spokanecity.org>  
**Subject:** RE: June 24 Grand Boulevard Transportation & Land Use Study PlanCommission Workshop

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

Dear Melissa,

Will there be additional opportunities to submit comments on the Grand Blvd Plan? I am all for reducing lanes on Grand and making it better for pedestrian crossings. However, I'm concerned if

northbound turns onto 30<sup>th</sup> Ave (westbound) are still allowed, it will result in funneling traffic into the residential neighborhoods to avoid waiting at the light. We live on 31<sup>st</sup> Ave and we have a high volume of traffic for the number of homes along it and often these vehicles are traveling at excessive speeds suggesting they aren't driving like neighbors. We have observed that people turn onto 30<sup>th</sup> and then onto 31<sup>st</sup> and cut through to Division or Bernard. We have lived here for 22 years and it has gotten much worse which we correlate to the increased development on Moran Prairie. We suspect this behavior is due to an avoidance of the wait at the traffic light at 29<sup>th</sup>. Also evidence that the cut through traffic isn't local comes from our observations during Stay Home Stay Healthy. During this time very few cars traveled our street. Since those who live on it still would have been making their essential trips, it is safe to reason that the increase since Phase 2 is a result of non-local trips. These cut through drivers are dangerous to children and pets on these streets and we've had several accidents at 31<sup>st</sup>/Tekoa and 31<sup>st</sup>/Division (both uncontrolled intersections that people fail to yield at) over the past 10 years. I suspect cars also turn onto 30<sup>th</sup> from southbound Grand but the reasoning of this doesn't seem as apparent.

Any plan and update needs to ensure that we keep the majority of traffic on arterials and off of residential streets with uncontrolled intersections. When 29<sup>th</sup> Ave was under construction we had a steady stream of traffic down our street until our calls to the City's traffic engineers resulted in a closure sign at 31<sup>st</sup> and Bernard to direct traffic to 37<sup>th</sup> Ave. We know people will take the shortest unobstructed route rather than the correct route.

Thank you for your consideration and communications about this project.

Elaine Snouwaert

27 E. 31<sup>st</sup> Ave

Sent from [Mail](#) for Windows 10

---

**From:** [Wittstruck, Melissa](#)

**Sent:** Monday, June 22, 2020 4:37 PM

**Subject:** June 24 Grand Boulevard Transportation & Land Use Study Plan Commission Workshop

**Grand Boulevard Transportation & Land Use Study Plan Commission Workshop – June 24. The draft study is online here, with updated information:**  
<https://my.spokanecity.org/projects/grand-boulevard-transportation-and-land-use-study/>

The Plan Commission agenda is attached to this email. Times are approximate, as we all get used to online meetings.

You are receiving this email because you requested updates on the Grand Boulevard Transportation and Land Use Study.  
Please feel free to share this with your friends and neighbors!

June 24 – Plan Commission Workshop – Webex Virtual connection.  
[//static.spokanecity.org/documents/bcc/commissions/plan-commission/agendas/2020/06/plan-agenda-2020-06-24.pdf](https://static.spokanecity.org/documents/bcc/commissions/plan-commission/agendas/2020/06/plan-agenda-2020-06-24.pdf)

Please see attached agenda information for more online and telephone connections information to the meeting.

The release of the draft study was delayed a few months by the COVID-19 pandemic as our community adjusted to new and different conditions – as we continue to.

Plan Commission will review the Draft Study at a workshop on June 24, 2020. If you are on the email list you will receive the workshop notice and agenda, as well as the link to the virtual meeting to listen in. If you are not sure you are on the distribution list, or would like to be added, please email Melissa Wittstruck, project co-lead, at [mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org).

Thank you to everyone who has participated in the Grand Boulevard Transportation and Land Use Study. Your comments and participation at workshops and Open Houses has been key to developing this Study. Although no projects are currently funded for implementation, this study will function as a platform for future work in the Grand District Center.

Next steps include an anticipated Plan Commission hearing July 8 to be followed by a recommendation for City Council hearing. Your comments, concerns, issues, the places you feel are important and valued, and what you hope to see in the future are all very important for both Plan Commission, and eventually, City Council to hear. Please continue to email your feedback and questions, or let us know if you would like to be added to the email distribution list for upcoming notices of meetings. Sign up for emails, or check back for further updates soon!

*I will be working remotely until further notice and will respond to emails as quickly as possible. Thank you for your patience!*

Sincerely,

*Melissa*



**Melissa Wittstruck** | City of Spokane | Assistant Planner II

509.625-6087 | main 509.625-6500 | [mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org) | [spokanecity.org](http://spokanecity.org)



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**From:** [Wittstruck, Melissa](#)  
**To:** [Cody Coombs](#)  
**Subject:** RE: June 24 Grand Boulevard Transportation & Land Use Study Plan Commission Workshop  
**Date:** Tuesday, June 23, 2020 10:12:07 AM

---

Hello Cody,

The questions around funding are appreciated. The Study and traffic analysis are a critical first step to any future projects. In normal years, the progression would be to prioritization, funding avenues, and approvals. However, and to be transparent, the City has set the budget for the current year and 6-year plan, but may be looking at different parameters come the next budget cycle. That said, your feedback will continue to be very important as the Study reaches hearings with both Plan Commission and City Council this summer.

Please continue to reach out and provide your comments.

The new site is coming along - I go by there every day!

I will be working remotely until further notice and will respond to emails as quickly as possible. Thank you for your patience!

Sincerely,  
Melissa

Melissa Wittstruck | City of Spokane | Assistant Planner II  
509.625-6087 | main 509.625-6500 | [mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org) | [spokanecity.org](http://spokanecity.org)

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-----Original Message-----

From: Cody Coombs <[codyc14@hotmail.com](mailto:codyc14@hotmail.com)>  
Sent: Tuesday, June 23, 2020 8:38 AM  
To: Wittstruck, Melissa <[mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org)>  
Cc: Becky Van Gemert <[bvangemert@hotmail.com](mailto:bvangemert@hotmail.com)>; Erin Johnson <[erinjohnson95@hotmail.com](mailto:erinjohnson95@hotmail.com)>  
Subject: Re: June 24 Grand Boulevard Transportation & Land Use Study Plan Commission Workshop

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Melissa,

Good morning and thanks for sharing the Study. Really great work! This would be a great improvement for the area.

It looks like the project is currently looking for funding. Would this be something that could happen next year? Probably hard to put a timeline on, just curious.

Thank you again for sharing.

Thanks,

Cody

Sent from my iPhone

> On Jun 22, 2020, at 4:08 PM, Wittstruck, Melissa <[mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org)> wrote:  
>

**From:** [Wittstruck, Melissa](#) on behalf of [Neighborhood Services Grand Boulevard Plan](#)  
**To:** [Jessica Engelman](#)  
**Cc:** [Note, Inga](#)  
**Subject:** RE: Public Comment Draft Grand Boulevard Transportation and Land Use Study  
**Date:** Tuesday, June 30, 2020 9:35:56 AM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)

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Hello Jessica,

Thank you for your comments. I am including Inga Note in the reply so that she can also take a look and respond to your feedback. We had overwhelming support from bicyclists of all abilities that bike lanes would need to be buffered to be safe (therefore utilized) during the outreach and community meetings. As you note, there are not a lot of either to point to locally and there are of course logistical issues to work through for installation and maintenance. Inga was asked about this in the PC workshop on June 24 and mentioned that the Riverside Ave reconstruction would be the first major project to address the issues. Grand Boulevard is a Study; there are no funded projects. It is however, a platform for future projects. There are both short term and long term project estimates (based on the Study alternatives) in the Appendix. The street configuration changes you suggest could be considered if a project was considered in the future and new estimates would be developed. This is a good time to have the discussion so that it can be reflected in the record.

I will include your feedback to the PC hearing on July 8. Thank you for your review of the Study and your participation.

*I will be working remotely until further notice and will respond to emails as quickly as possible. Thank you for your patience!*

Sincerely,

*Melissa*



**Melissa Wittstruck** | City of Spokane | Assistant Planner II

509.625-6087 | main 509.625-6500 | [mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org) | [spokanecity.org](http://spokanecity.org)



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**From:** Jessica Engelman <[jeengelman@gmail.com](mailto:jeengelman@gmail.com)>

**Sent:** Wednesday, June 24, 2020 5:14 PM

**To:** Neighborhood Services Grand Boulevard Plan <[eransgbp@spokanecity.org](mailto:eransgbp@spokanecity.org)>

**Subject:** Draft Grand Boulevard Transportation and Land Use Study

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello project team,

I browsed through the Draft Grand Boulevard Transportation and Land Use Study, and would like to submit two subtle tweaks relating to cycling:

1) On the long term vision page (p24), protected bike lanes are labeled as buffered bike lanes. We don't have a lot of either to point to in our community as examples at the moment, so correct labeling is important for public outreach and education (and buy-in!), especially given the significant difference in reported comfort and usage rates between the two types of facilities.

2) On page 27-28, in the diagrams for street configurations, could you consider re-arranging the proposed long-term vision configurations slightly so that the bike lanes are:

- sidewalk level rather than street level
- inside the street tree buffer (same as the sidewalk) for extra separation from automobiles and to provide improved driver visibility and reaction time at intersections, so that the larger buffer is between cars and bikes and the smaller buffer between bikes and peds, rather than the current vice-versa situation

Example image: <https://pbs.twimg.com/media/DmBkzB4X4AANFtB?format=jpg&name=large>

The potential short-term improvement configuration is fine as is, however as the long-term vision includes moving the curb anyway, raising the bike lane and providing the facility with extra distance and physical protection from automotive traffic (paving the way for protected intersections) and would create an even more comfortable and welcoming facility.

Looking forward to future updates on this project!

Sincerely,  
Jessica Engelman

**From:** [Rebecca Kemnitz MacMullan](#)  
**To:** [Wittstruck, Melissa](#)  
**Subject:** Grand Blvd  
**Date:** Tuesday, June 30, 2020 4:26:09 PM

---

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

Hello,  
I don't think I am on your list for the Grand Blvd Study. I am located at 3418 S Grand.  
Please add this email address to your list for updates on the project.  
Thank you!

--

**Rebecca Kemnitz MacMullan, EAMP, MAc**  
South Hill Acupuncture  
3418 S Grand Blvd.  
Spokane, WA 99203  
(509) 270 - 5088  
she/her

**From:** [Robert Flowers](#)  
**To:** [Neighborhood Services Grand Boulevard Plan](#)  
**Subject:** Resident Comments  
**Date:** Saturday, December 21, 2019 9:33:28 AM

---

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

Ms Wittstruck:

I have completed my review of the Grand Boulevard Survey but wanted to elaborate on some of the issues I have identified in that area. I have listed those concerns below.

I wish to congratulate you on your planning efforts and the high quality of your presentation. As I am a retired landscape architect, I have spent most of my working life encouraging government and private industry to create pleasant (in function, appearance and sound), accessible and livable community spaces, mostly with a low success rate. I am encouraged after reviewing your presentation and I laude your efforts to bend the tendencies of profit lust so prevalent in our society into a more equitable, verdant and sustainable outcome.

My comments:

- Above all, create safe spaces for people, both pedestrians and vehicle drivers/passengers. But, keep in mind that a pedestrian never wins in a conflict with a vehicle.
- Keep in the forefront of any proposed action that the adjacent residential neighborhoods are of primary importance. Do not allow commercial creep to destroy these areas. Adequate buffers from noise, light pollution and traffic should be designed into the project to protect existing residential areas.
- What you finally build at these locations will remain for many years. The public funds you expend in these areas will be significant. Ensure this project will meet the needs of coming years as unpredictable as they may be. Climate, demographic and population changes have yet to play out for Spokane in general and this area specifically. Your crystal ball will be needed here.
- A livable community means safe and easy access by all forms of transportation. For too many years the automobile has ruled in urban planning. Now, we are beginning to have the opportunity for equity of transportation options and we are on the cusp of a major transition from one mechanized transportation energy source to another – carbon based to electrons. Perhaps the gas station at the corner of Grand and 29<sup>th</sup> needs to be an EV charging station?
- I didn't see any mention of distributed renewable energy systems or installations in your plan descriptions, perhaps I missed them? Every roof of every building should have solar panels and every building should have a solar battery system. Public spaces should be fitted with solar panels with interpretation for the public. There is really no reason not to do this and there are literally billions of reasons (people on the planet) to do them. The cost is negligible in the overall undertaking of new construction. If you are interested, I can offer my home installation of solar panels and batteries as an example of how a person on a limited income can elect to reduce their carbon footprint – if I can do this, then new and existing commercial facilities can do it, too!

- Green is good. I strongly support the installation of pleasing design accommodating vegetation, especially trees and shrubs which act as sound absorbers and carbon dioxide consumers. Lawns, not so much. Think about establishing volunteer groups (such as we are doing in our neighborhood) to help with enhancing this new environment, using vegetation installations and volunteer management.
- I have concerns about using permeable pavers in areas where seniors and/or disabled individuals will be travelling as pedestrians or with assist devices. Snow and ice removal, as well, could be an issue. I think these materials could be suitable in non-transportation areas, such as vest pocket parks, outside seating areas and the like.
- Separate, as far as possible, pedestrians from vehicles. Although our sidewalks in Spokane are a national disgrace, even if they were in pristine condition they would be underused since many of them are immediately adjacent or very near busy roadways. Pedestrians will avoid areas of fast-moving traffic because it psychologically represents the potential for physical harm. Areas of high vehicle noise are just simply unpleasant. Surely this is one of the tough problems to solve, but it must be overcome to assure maximum pedestrian use of these facilities.
- Consider light pollution to be as bad as noise pollution. Spokane has lost any possibility of ever having “dark skies” again, but limiting new light pollution should remain a priority. Good luck seeing the stars on any night in Spokane.

Thank you for this opportunity to comment. I look forward to future developments in this project. I am on your mailing list.

Solstice Blessings!

Robert Flowers  
618 E 18<sup>th</sup> Ave  
Spokane, WA 99203

**From:** [Tomás Guardia](#)  
**To:** [Wittstruck, Melissa](#)  
**Subject:** Re: Grand Boulevard Transportation and Land Use Study - Email Request  
**Date:** Tuesday, January 7, 2020 1:05:40 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)

---

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello, Melissa

I filled the took the survey. Thank you. For that reason, I emailed to the address shown at the end.

I passed the link to my son and my wife. I will distribute it among my neighbors at Parc Grand Apartments.

Thank you so much for your reply.

Have a great day,  
Tomás

On Tue, Jan 7, 2020 at 11:31 AM Wittstruck, Melissa <[mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org)> wrote:

Good Morning,

Thank you for your interest in the Grand Boulevard Transportation and Land Use Study. At your request, your email has been added to the distribution list for future updates and participation opportunities.

There is an online survey available at this link, if you have not already taken it:  
<https://www.surveymonkey.com/r/9X6SFC6>

It is open until January 31, 2020.

Please let me know if you have any difficulties accessing the survey link. And pass it along to others you know may be interested in this project!

Survey responses will be compiled and reported out along with other information and data, as building blocks for the second Community Meeting in early 2020. In the meantime, please share the survey link and provide your responses by January 31.

The city project page can be found here, where a short video of the Oct 21-22 Kickoff meeting has been posted, along with other information:  
<https://my.spokanecity.org/projects/grand-boulevard-transportation-and-land-use-study/>

Sincerely,

*Melissa*



**Melissa Wittstruck** | City of Spokane | Assistant Planner II

509.625-6087 | main 509.625-6500 | [mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org) | [spokanecity.org](http://spokanecity.org)



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**From:** [Sarah](#)  
**To:** [Neighborhood Services Grand Boulevard Plan](#)  
**Subject:** Comment  
**Date:** Saturday, December 28, 2019 8:19:12 AM

---

[CAUTION - EXTERNAL EMAIL - Verify Sender]

We live on 30th between Garfield and Arthur—our street serves as an entrance and exit to Super One. I would love to see some beautification and pedestrian upgrades crossing Garfield to the Super One. We have a lot of apartments to the east of us and many people with mobility issues. We love how walkable our neighborhood is, but this crossing can be dangerous because cars come from 29th and speed down Garfield toward 32nd.

I also have a lot of concerns about Arthur between 29th and 37th. Cars use this as an arterial and there are rather a lot of accidents. The cross streets are rather long too, so it seems like everyone drives too quickly and very few cars yield. It makes it a very stressful place to drive and walk—even with the new sidewalks (which we love—thank you!).

Sarah Robertson

**From:** [Linda Milsow](#)  
**To:** [Wittstruck, Melissa](#)  
**Subject:** RE: Grand Blvd Update and SurveyMonkey Link - Re-sending  
**Date:** Thursday, January 2, 2020 3:09:00 PM  
**Attachments:** [16F2441A21F2487D9D2F0EB51B27B9D2.png](#)  
[ADEC4A65A22B4EE3AE83009DFF1A204E.png](#)  
[0A6C6482A234483F8FDD10347F890A7D.png](#)

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

Sorry for the long delay in responding. Not sure if this still helps, but the problems I had was filling in the dots which then seemed to change or moving and arrow along a line. At least that is how I remember it now! I think you are doing a good job and I appreciate the opportunity to give input.

Linda Milsow 509-220-4438

Sent from [Mail](#) for Windows 10

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**From:** [Wittstruck, Melissa](#)  
**Sent:** Monday, December 16, 2019 4:32 PM  
**To:** [Linda Milsow](#)  
**Subject:** RE: Grand Blvd Update and SurveyMonkey Link - Re-sending

Hi Linda,

I just left you a voicemail. Thank you for your feedback – that’s really helpful to know, so that I can improve it next time around! If you have a few minutes, would you please give an example or two that contributed to the lack of “user friendly?” Feel free to give me a call, if that would be easier.

Sincerely,

*Melissa*



**Melissa Wittstruck** | City of Spokane | Assistant Planner II

509.625-6087 | main 509.625-6300 | [mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org) | [spokanecity.org](http://spokanecity.org)



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**From:** Linda Milsow <lindacmilsow@msn.com>  
**Sent:** Monday, December 16, 2019 3:43 PM  
**To:** Wittstruck, Melissa <[mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org)>  
**Subject:** RE: Grand Blvd Update and SurveyMonkey Link - Re-sending

[CAUTION - EXTERNAL EMAIL - Verify Sender]

I tried to fill out your survey, but did not find it very “user-friendly” so not really sure how helpful I was.

Linda Milsow 509-220-4438

Sent from [Mail](#) for Windows 10

---

**From:** [Wittstruck, Melissa](#)

**Sent:** Monday, December 16, 2019 12:46 PM

**Cc:** [Black, Tirrell](#); [Note, Inga](#); [Reah Flisakowski](#); [alex@migcom.com](mailto:alex@migcom.com); [Beggs, Breean](#); [Allers, Hannahlee](#); [Byrd, Jacobbe](#); [Kinnear, Lori](#); [Davis, Kirstin](#); [Miller, Katherine E](#)

**Subject:** Grand Blvd Update and SurveyMonkey Link - Re-sending

**My sincere apologies if you have already received an email with the Grand Boulevard update and survey link! Unfortunately, I had this email on auto-send for Thursday Dec 12 6:30 PM - it does not appear to have cleared my Outlook “send” folder!**

To: *Grand Boulevard Transportation & Zoning Analysis* Requested Email Distribution List Members

Thank you all for your continuing interest and participation in the *Grand Boulevard Transportation & Zoning Analysis project*! Attached is a flyer giving you the online survey access location, as well as the project page location where you will find updated information from the work done at the October community meetings. The survey link is live, and the web updates will be in place by Friday December 13. You can access the survey on the project webpage along with the updated information here: <https://my.spokanecity.org/projects/grand-boulevard-transportation-and-zoning-analysis/>

There are a few more incoming materials from the consultant team – those will be uploaded early the week of December 16.

Just for ease of email subject line, future email will be titled “Grand Boulevard Planning Study,” or even shorter, but with “Grand” in the subject! The long form project title is a bit unwieldy and may get lost with incoming holiday emails.

Please let me know if you have any difficulties accessing the survey link. Please pass it along to others you know may be interested in this project. As this transportation and zoning analysis was initiated by Comstock and is being followed closely by Rockwood and Manito-Cannon Hill Neighborhood Councils, there are likely also other community-wide residents with feedback or information to share. We want to hear from as many people as possible, all along the project timeline.

Comments, or requests to be added to the Grand email distribution list, may be sent here:  
[grandboulevardplan@spokanecity.org](mailto:grandboulevardplan@spokanecity.org)

Again, many thanks for your attention and interest in the Grand Study!

Sincerely,

*Melissa*



**Melissa Wittstruck** | City of Spokane | Assistant Planner II

509.625-6087 | main 509.625-6300 | [mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org) | [spokanecity.org](http://spokanecity.org)



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**From:** [vmunch@icehouse.net](mailto:vmunch@icehouse.net)  
**To:** [Neighborhood Services Grand Boulevard Plan](#)  
**Subject:** Suggestion  
**Date:** Monday, January 13, 2020 3:57:53 PM  
**Attachments:** [image001.png](#)

---

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

Please consider investing in underground utilities here. All of the poles and wires are most unsightly and the neighborhood could once again be cooled by magnificent shade trees instead of those small ornamental trees selected to remain lower than the overhead lines.

**Vickie Munch / Broker, Realtor, SRES, ABR, CNE**



**WINDERMERE MANITO LLC**

---

2829 S. Grand Blvd – Suite 101  
Spokane, WA 99203  
**DIRECT** 509.994.2974  
**FAX** 509.747.9160

**From:** [Vince Bakulich](#)  
**To:** [Wittstruck, Melissa](#)  
**Cc:** [Note, Inga](#); [Neighborhood Services Grand Boulevard Plan](#)  
**Subject:** Grand Blvd Plan & South Hill Coalition Connectivity & Livability Strategic Plan (25th & Garfield)  
**Date:** Friday, February 7, 2020 5:20:42 AM  
**Attachments:** [25th & Garfield Traffic & Greenway Plan Idea - Bakulich 02-07-2020.pdf](#)  
[25th & Garfield Current Layout.pdf](#)

---

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

Hello Melissa,

First off thank for working to beautifying our City while bringing form and function into our neighborhoods. I'm a little behind and haven't been able to participate as much as I'd like. I did however take the survey and am following along on the website and mailing list. Spokane is growing and in time many intersections will become cumbersome or dysfunctional, nor do they do justice to the beauty of the City. Even now I have to plan my routes to avoid making any left turns onto 29th!

I am however most interested at the intersection of 25th & Garfield (of course) as I live at the epicenter of this unique intersection where bumper cars on ice (that is a real thing!) meets 5AM joggers, kids walking to school, followed by the dog walkers, the lunchtime joggers, the kids going back to school, and the speeding car that doesn't even slow at the stop sign. If only people just minded their manners...anyway moving on.

I took the liberty of drawing up a traffic plan which may help spur some ideas. This plan provides the following improvements.

1. A dedicated Pedestrian X-ing, with a path through the park; most people just walk across the parkways and driveways.
2. Added planting area to contribute to the 30% canopy increase and Greenway through this intersection.
3. Increases the size of Triangle Park.
4. Eliminates the need for stop signs on Garfield (as an option)
5. Planted medians which also serve to prevent driving the 'straight shot' through the intersection.
6. Eliminates the confusion of the 'widest intersection ever' where turning left and going straight are confusing.
7. Necks down the road to slow people down
8. Adds a gentle curve to slow people down
9. Most importantly provides a noticeable Crosswalk so drivers are aware, rather than people crossing at all areas and angles in the intersection.
10. Eliminates the blind curve going E to S from 25th onto Garfield (can't see around the curve)
11. Eliminates the 'almost u-turn' going W to S from 26th to Garfield (cars don't see each other)

12. Eliminates the illegal 'driveway to nowhere' where people park in the parkway, even though the driveway does not lead to a house.

Please see the attached drawing.

I would love to speak with or meet with someone to review this intersection and any other areas of the Grand Blvd and South Hill plan.

Regards,

Vince Bakulich  
2510 S Garfield Rd  
Spokane WA 99203  
(714) 381-0595 cell/text  
vinbak@yahoo.com

Snippit of Connectivity and Livability Plan - Page 41



Bumper cars on ice!



**From:** [Inga Jablonsky](#)  
**To:** [Neighborhood Services Grand Boulevard Plan](#)  
**Subject:** Correction Survey  
**Date:** Monday, January 13, 2020 6:02:38 PM

---

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

On my survey webpage, it only registered ONE possibility for gender of residents. I needed two, so that info came over incorrect on the survey webpage. Please correct. Thanks,

Inga Jablonsky



**From:** [Inga Jablonsky](#)  
**To:** [Neighborhood Services Grand Boulevard Plan](#)  
**Subject:** Re: Correction Survey  
**Date:** Saturday, January 18, 2020 2:39:32 PM

---

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi Melissa,

pretty much at the end of the survey it asks for demographics: gender of the members of your household. Well, in my household there is one male and one female, but I was only allowed one choice: EITHER male or female.

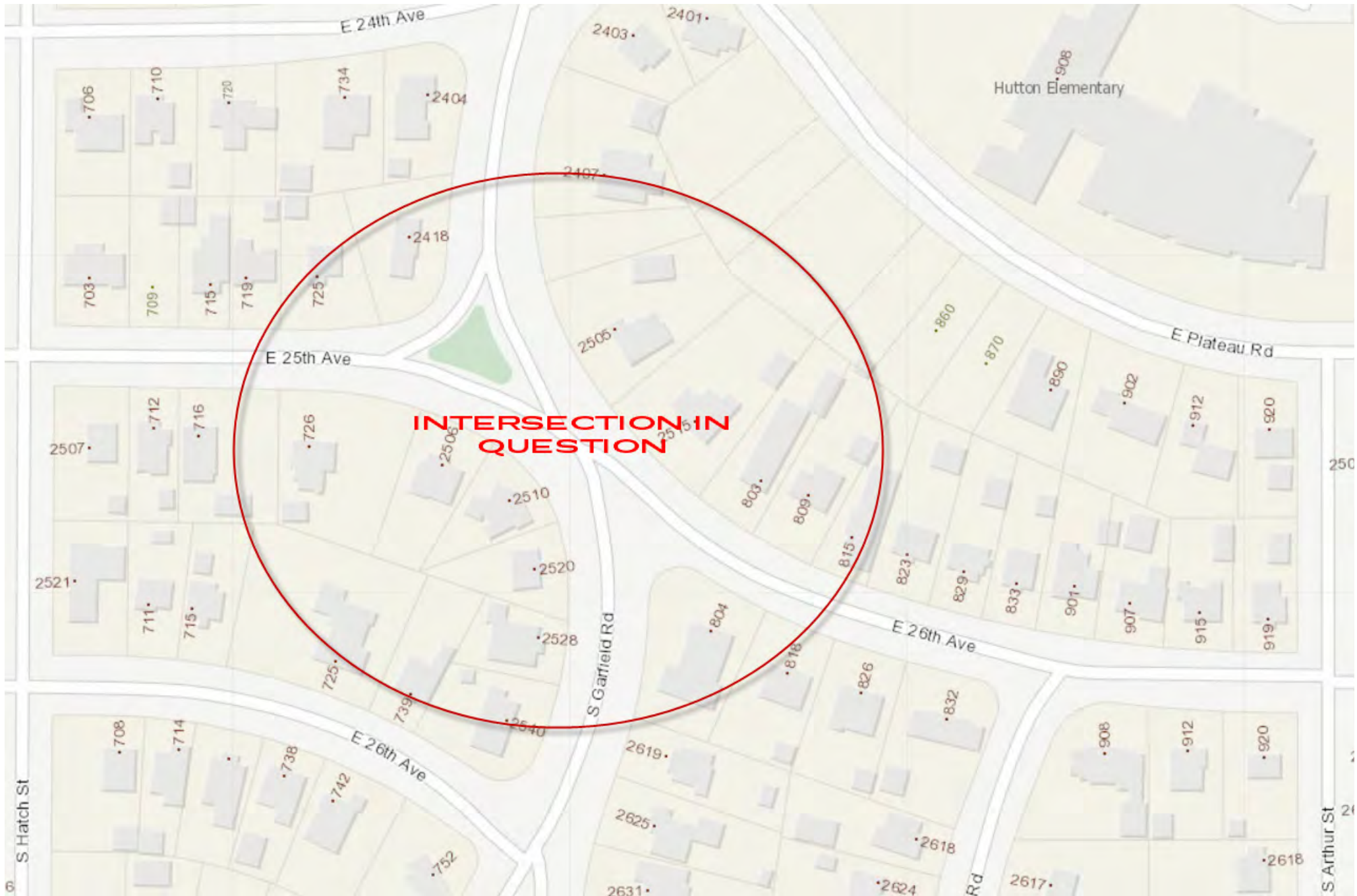
I hope that clears up my suggestion. Thanks,

Inga

**From:** [Malika Oudes](#)  
**To:** [Neighborhood Services Grand Boulevard Plan](#)  
**Subject:** leave Grand Boulevard alone...develop 29th.  
**Date:** Wednesday, January 29, 2020 5:57:45 PM

---

[CAUTION - EXTERNAL EMAIL - Verify Sender]





↑29th↑

26th

GRAND →

PARKED CAR (TYP)

PARLWAY

SIDEWALK

SIDEWALK (TYP)

PARLWAY (TYP)

GARFIELD

PLANTED  
MEDIAN  
(TYP)

TREES  
(TYP)

PED XING

TRIANGLE  
PARK (EXT)

DWG BY:

Vince Balkulich  
2510 S Garfield Rd  
Spokane WA 99203

2/7/20

25th

NORTH  
↓

↓ HUTTON ELEMENTARY ↓

GARFIELD

**From:** [Wittstruck, Melissa](#)  
**To:** [Robert Flowers](#); [Beggs, Breean](#); [Wilkerson, Betsy](#); [Kinnear, Lori](#)  
**Cc:** [Quinn-Hurst, Colin](#); [Leyna Bernstein](#); [Mary Winkes](#)  
**Subject:** RE: Grand Avenue Study and Manito Park  
**Date:** Monday, March 2, 2020 12:11:02 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)

---

Good Afternoon Mr. Flowers,

Thank you for attending the Community Open House/Workshop for the Grand Blvd Transportation and Land Use Study on February 27. I appreciate your thoughtful comments and have added them to the public record, as well as forwarding to the project team. We received a great deal of feedback at the workshop, some of which definitely touches on the points raised around protected bike lanes. I am working on compiling all the feedback received and will add it to the material on the project page online, hopefully by the end of this week.

Sincerely,

*Melissa*



**Melissa Wittstruck** | City of Spokane | Assistant Planner II

509.625-6087 | main 509.625-6500 | [mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org) | [spokanecity.org](http://spokanecity.org)



*This email is subject to Washington State Public Records Act, Chapter 42.56 RCW, and may therefore be subject to public disclosure.*

---

**From:** Robert Flowers <mr\_mouse@comcast.net>  
**Sent:** Friday, February 28, 2020 10:10 AM  
**To:** Beggs, Breean <bbeggs@spokanecity.org>; Wilkerson, Betsy <bwilkerson@spokanecity.org>; Kinnear, Lori <lkinnear@spokanecity.org>  
**Cc:** Wittstruck, Melissa <mwittstruck@spokanecity.org>; Quinn-Hurst, Colin <cquinnhurst@spokanecity.org>; Leyna Bernstein <msleynab@gmail.com>; Mary Winkes <mmcsपो@yahoo.com>  
**Subject:** Grand Avenue Study and Manito Park

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

Dear Council President Beggs, Council Member Kinnear and Council Member Wilkerson:

I have been following the efforts the city is making to study and eventually reconstruct the area of Grand Boulevard from E. 29<sup>th</sup> Street south. As you know this area has been a problem for pedestrians and motorists alike and is now undergoing rapid redevelopment of

commercial businesses.

After reviewing and commenting on the initial plans for redevelopment of transportation infrastructure of this area and thinking about the longer term impacts of this work not only to the area in question but, also, to the surrounding neighborhoods, I wanted to relay to you some concerns and some opportunities that may be associated with this work.

First, about the study area:

- The draft proposed plan does not adequately address bicycle traffic safety within and adjacent to the study area.
  - A painted stripe on a busy roadway rarely provides the psychological or physical security to allow the average bicyclists to feel safe enough to use the route. At a recent bike and pedestrian presentation, information indicated that well over a majority of bike riders in Spokane will not ride bikes on city streets as a result of feeling unsafe, I am one of those bike riders. The lack of physical and psychological separation and, therefore; an unsafe feeling is the primary rationale. Physical and structural separation is essential for rider confidence.
  - The bike route indicated in the proposed plan essentially has no viable connections to other safe bike routes on adjacent streets. Grand Boulevard from E 29<sup>th</sup> North is unusable by bicyclists because of the high traffic volumes, speed of vehicles and lack of route delineation. The same is true for E 29<sup>th</sup>. So, the utility of the route is local – beneficial to the neighborhood within the study area. This utility, in order to be a positive attribute, must be constructed in a way to allow the majority of bike riders living in this area an atmosphere of safety as well as convenience.
  - The city will be expending significant funds to create this bike route and I believe the desired result, increased bike ridership, will not be achieved under the current plan. There is no reason to spend a significant amount of funds designating bikeways if the majority of bike riders will not use them. So, please consider spending a little more to provide physical and psychological security to bike riders for this new route so people will actually use the new facility.
- The draft proposed plan does not adequately address pedestrian traffic issues within and adjacent to the study area.
  - Psychological and physical impediments to optimal pedestrian use of the study area will remain after the plan is implemented unless altered prior to construction. A wider strip between sidewalks and the street is a good thing, but a grassed or level area of some unknown surface does little to reduce impacts of traffic noise, roadway moisture ejection by passing vehicles or the impacts of unpleasant air movements. I know most of you have walked along S. Grand Boulevard and are fully aware of the impacts of traffic noise, exhaust fumes, unpleasant air movement, insecure street crossings and other, similar issues related to being a pedestrian in this environment.
  - The plan, as stated, will not mitigate these impacts and will not appreciably increase pedestrian traffic in these areas. To become a viable local neighborhood commercial node, these issues must be addressed.
  - The proposed plan has adequately addressed the issue of crossing S. Grand

Boulevard east – west and I applaud this addition.

- Again, why spend the funds to do a major renovation of pedestrian routes in this area without completing the job by providing the necessary psychological and physical security needed to insure people will actually use then new facilities? Spend a little more to insure the initial, much larger investment, is spent wisely.
- Reviewing and thinking about the city's efforts to study and revise the S. Grand to E. 37<sup>th</sup> area has given me the opportunity to think about unintended consequences and/or adjacent impacts to the area south of the study along S. Grand Boulevard.
  - Increased commercial activity in the E. 29<sup>th</sup> and S. Grand Boulevard area will impact S. Grand north of E. 29<sup>th</sup>. These impacts will include increased vehicle trips along S. Grand along Manito park and adjacent neighborhoods and will, also, encourage additional commercial creep into the S. Grand Boulevard neighborhoods north of E. 29<sup>th</sup> Ave. Already this commercial creep has been happening along this section of S. Grand and, when looking at the land use plan, may be accelerated as a result of the activities north of E. Grand. It is essential for the long-term maintenance of the values present in Manito Park and the adjacent neighborhoods that future development maintain the architectural, residential character and neighborhood park attributes that enhances, surrounds and protects Manito Park.
  - Already, discordant architectural developments are springing up along this route, some which were poorly planned and create off-site impacts to existing residents. The City Council would, I hope, understand that the park atmosphere provided by Manito Park extends well beyond the actual boundary of the park. The character of the surrounding neighborhoods and that provided by Manito Park are mutually beneficial not only to adjacent residents but, also, to all visitors of the park. This ambiance must be maintained.
  - Recent commercial activity north of E. 29<sup>th</sup> along S. Grand will inevitably generate renewed interest in the commercial strip between E. 14<sup>th</sup> and E. Sumner Avenue. This area is confusing for motorists and pedestrians alike and needs attention. Therefore, for many of the reasons listed above, I respectfully request that a similar corridor study be
  - implemented for S. Grand Blvd. between E. 29<sup>th</sup> and E. Sumner Ave.

Thank you.

Robert Flowers



**From:** [Wittstruck, Melissa](#)  
**To:** [clcorrigan@aol.com](mailto:clcorrigan@aol.com)  
**Subject:** Grand Blvd Transportation & Land Use Study  
**Date:** Wednesday, March 4, 2020 3:20:36 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)

---

Hello Cindy,

Thank you for our phone call this afternoon. As we discussed, this planning project is a Study, primarily looking at various alternatives the community has in mind to improve safety for all users on Grand. Here is the link to the project page

<https://my.spokanecity.org/projects/grand-boulevard-transportation-and-land-use-study/>,

where you will find more background information and what has been happening. The second Community Meeting was held February 27. As soon as I have the maps, survey graphics, and completed market analysis from the consultant team I will post those as well. If you like, I will add you to the email update list, so that you will know when the information is updated.

It was very helpful to talk with you – I appreciate your time. Please feel free to contact me with questions or feedback, or I would be happy to meet with you in person as well.

Sincerely,

*Melissa*



**Melissa Wittstruck** | City of Spokane | Assistant Planner II

509.625-6087 | main 509.625-6500 | [mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org) | [spokanecity.org](http://spokanecity.org)



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**From:** [Wittstruck, Melissa](#)  
**To:** [tonyhampel@yahoo.com](mailto:tonyhampel@yahoo.com)  
**Cc:** [spohl@naiblack.com](mailto:spohl@naiblack.com); [jlarsen@naiblack.com](mailto:jlarsen@naiblack.com)  
**Subject:** Grand Boulevard Transportation and Land Use Study, Spokane WA  
**Date:** Wednesday, March 11, 2020 11:03:20 AM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[Land Use Map.pdf](#)

---

Good Afternoon Mr. Hampel,

City of Spokane Planning Services is conducting a transportation and land use planning study along Grand Boulevard. TNC Property Investments LLC owns property, the Manito Shopping Center, which is within the study area. The Manito Center is an important hub for the neighborhoods surrounding it, for groceries, other retail, and restaurants. The intent of the study is two-fold. One, to look for opportunities to design and evaluate traffic alternatives that will enhance safety for all modes of travel and for users of all ages, including biking and walking, with additional streetscape elements such as landscaping. The second focus of the study is evaluating land use policy through a market analysis to determine redevelopment potential or other city policies that would support additional and diverse residential and commercial growth in this targeted area. A map of the study area is attached.

The planning team was fortunate to interview David Wright, with NAI Black, in October. Mr. Wright has since retired and as the Study has moved into the development of alternative designs for Grand Boulevard between 28<sup>th</sup> Avenue up to 37<sup>th</sup> Avenue, I would like to make sure you and your representatives have the opportunity to review the work done to this point, provide your feedback, and get additional information as needed. We have conducted two Community Meetings, and an online survey – I would be happy to share materials from our community outreach, or here is a link to the project website: [Grand Boulevard Transportation and Land Use Study](#), where background information and recent study materials are updated.

I am the Planning Services lead and Inga Note is the Senior Traffic Planning Engineer. We are both available to meet and answer any questions you, or your representatives, may have. I look forward to hearing from you at your convenience.

Sincerely,

*Melissa*



**Melissa Wittstruck** | City of Spokane | Assistant Planner II

509.625-6087 | main 509.625-6500 | [mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org) | [spokanecity.org](http://spokanecity.org)



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**From:** [Antonia DePasquale](#)  
**To:** [Wittstruck, Melissa](#)  
**Subject:** Re: Update - Grand Blvd Transportation & Land Use Study webpage  
**Date:** Thursday, March 12, 2020 12:42:37 PM

---

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

Hey Melissa, I hope all is well, Rockwood neighborhood Council had a question..how far from the intersection will you be extending out the new & improved planter boxes for the grand project? All those medians need a re-vamping ;-/.

Thank you for your time,  
Toni Sharkey

Sent from my iPhone

On Mar 12, 2020, at 10:40 AM, Wittstruck, Melissa  
<[mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org)> wrote:

Good Morning,

The City project page for the Grand Boulevard Transportation & Land Use Study has been updated this week. You are receiving these project updates at your request. Please continue to provide feedback and questions to the email address:

[grandboulevardplan@spokanecity.org](mailto:grandboulevardplan@spokanecity.org)

Thank you very much to all those who were able to attend the February 27 Open House at St. Mark's Lutheran Church. The turnout was great all day and the planning team heard valuable comments, concerns, and ideas to improve this often traveled business area of Grand Boulevard.

Please visit the project page online: <https://my.spokanecity.org/projects/grand-boulevard-transportation-and-land-use-study/>

There you will find the Open House survey posters, consultant market analysis, PowerPoint presentations to Plan Commission and City Council this week, and other project information.

Next steps include drafting the final traffic analysis and street concepts with recommendations to present to Plan Commission and City Council later this Spring. Your comments, concerns, issues, the places you feel are important and valued, and what you hope to see in the future are all very important to shape the project. You will receive email notices of dates for Plan Commission and City Council hearings, anticipated to be set early in May.

Sincerely,

*Melissa*

<image001.jpg>

**Melissa Wittstruck** | City of Spokane | Assistant Planner II

509.625-6087 | *main* 509.625-6500 | [mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org) | [spokanecity.org](http://spokanecity.org)

[<image002.png>](#)

[<image003.png>](#)

[<image004.png>](#)

*This email is subject to Washington State Public Records Act, Chapter 42.56 RCW, and may therefore be subject to public disclosure.*

**From:** [Wittstruck, Melissa](#) on behalf of [Neighborhood Services Grand Boulevard Plan](#)  
**To:** [Malika Oudes](#)  
**Subject:** RE: review of Feb. 27 meeting  
**Date:** Monday, March 16, 2020 12:31:54 PM

---

Good Afternoon,

Thank you for your comments, and the detail you added. In addition, I will double-check the version of the market analysis uploaded to the project page. I had also flagged the use of the descriptor "recalcitrant" as it did not accurately reflect the motivations of developers. Thank you for bringing it to my attention.

Sincerely,  
Melissa

Melissa Wittstruck | City of Spokane | Assistant Planner II  
509.625-6087 | main 509.625-6500 | [mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org) | [spokanecity.org](http://spokanecity.org)

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-----Original Message-----

From: Malika Oudes <[moudesall@gmail.com](mailto:moudesall@gmail.com)>  
Sent: Saturday, March 14, 2020 2:19 PM  
To: Neighborhood Services Grand Boulevard Plan <[eransgbp@spokanecity.org](mailto:eransgbp@spokanecity.org)>  
Subject: review of Feb. 27 meeting

[CAUTION - EXTERNAL EMAIL - Verify Sender]

I appreciate the clarity of the plans. I'm glad to see the character of the area is a concern to residents, with physical safety ie traffic, bike lanes, planting trees being generally approved. I'm also glad to see the areas identified and discussed as to 'infill' housing in the development areas being considered. The Albertson's lot, and the other areas identified around 30th and Grand, are good locations. However, I would approve of the development of the Albertson's lot as a 130 unit, but NOT over 200 unit development. Look to the development of Kendall Yard, and its success and attractiveness as an example: few if any 3 story apartments, but really nice townhouses, apartments, and condos, creating an attractive mix. I think that type of development would be welcome. I didn't like the use of the phrase "recalcitrant" owners as it relates to building infill housing. The work Greenstone did with the community was valuable in creating Kendall Yard. I think the same consideration is due this neighborhood. I am a resident: near 37th and Bernard.

**From:** [Wittstruck, Melissa](#)  
**To:** [Pamela Starbuck](#)  
**Cc:** [Note, Inga](#)  
**Subject:** Grand Blvd Study Comments & Information  
**Date:** Thursday, May 7, 2020 2:54:00 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)

---

Hello Pamela,

Thank you for your call today regarding the Grand Blvd Transportation & Land Use Study, and in particular, your concerns about safety at the mid-block crossing on 29<sup>th</sup> at the median, or Latawah, used by Manito Gardens residents and Manito Presbyterian Church staff to get to Walgreens. You also expressed concerns about lack of safe crossings from 30<sup>th</sup> across Grand and 31<sup>st</sup> across Grand, especially with the new bus stop at that location. I know you were unable to attend the Open Houses due to staff emergencies, but please provide your feedback.

I am copying my colleague, Inga Note, in order to explore ideas for safety in that mid-block area on 29<sup>th</sup> to Walgreens. There are some bike safety recommendations in the draft study for this area, but I am not sure they reflect pedestrian informal crossing there.

Here are the links I mentioned to you:

The Grand Boulevard Transportation & Land Use Study project page:

<https://my.spokanecity.org/projects/grand-boulevard-transportation-and-land-use-study/>

Here you will find information and materials from handouts, survey, and Open Houses. When the Draft Study is completed, it will be posted here. Materials from upcoming Plan Commission and City Council meetings (when the City is allowed to schedule them) will also be posted here. I will also send emails to my Grand Blvd distribution list to alert all interested people of changes, meetings, and so on.

The Manito/Cannon Hill Neighborhood Council information is on this Office of Neighborhood Services page: <https://my.spokanecity.org/neighborhoods/councils/manito-cannon-hill/> Contact information for the Manito/Cannon Hill NC is listed here. At this time, they are not meeting due to Covid-19 Stay at Home, Stay Health orders.

Please contact me with further questions or comments. I have added this email address to my distribution list for the Grand Study!

*I will be working remotely until further notice and will respond to emails as quickly as possible. Thank you for your patience!*

Sincerely,

*Melissa*



**Melissa Wittstruck** | City of Spokane | Assistant Planner II

509.625-6087 | main 509.625-6500 | [mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org) | [spokanecity.org](http://spokanecity.org)



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**From:** [Wittstruck, Melissa](#)  
**To:** [Pamela Starbuck](#)  
**Subject:** RE: questions for 29th and Grand traffic study  
**Date:** Wednesday, May 6, 2020 3:41:18 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)

---

Hello Pastor Starbuck,

Thank you for reaching out to me. I am one of the City employees working from home, and I have to say, the Grand project is one that has also taken a slower path since CoVid-19. I hope you are well, and your community as well.

We received many comments regarding making the crossings and access to public transport safer for the 29<sup>th</sup>-31<sup>st</sup> and Grand Blvd crossings in particular. I would be happy to talk further with you tomorrow. I have a WebEx meeting at 10:30 with work, and could connect with you after that – 11, if that works?

I am sorry to hear of your vertigo; when you are in the grip of the attack it is such a helpless feeling.

*I will be working remotely until further notice and will respond to emails as quickly as possible. Thank you for your patience!*

Sincerely,

*Melissa*



**Melissa Wittstruck** | City of Spokane | Assistant Planner II

509.625-6087 | main 509.625-6500 | [mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org) | [spokanecity.org](http://spokanecity.org)



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**From:** Pamela Starbuck <pamelas@manito.org>  
**Sent:** Wednesday, May 6, 2020 11:08 AM  
**To:** Wittstruck, Melissa <mwittstruck@spokanecity.org>  
**Subject:** questions for 29th and Grand traffic study

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

Hello,

Thank you for your concern for this intersection!!

I am a pastor at Manito Presbyterian. I missed the survey, but I wondered if we could chat. I want to see if the needs for good crosswalks and bus stops that affect our HUD housing Senior or disabled residents who live at 500 East 29th Avenue.

The chair of that HUD housing who normally would have been the lead in advocating for our residents has had a wife who had to have a transplant in January and I am trying to pick up some of the things he would normally do.

Sadly, with COVid, I am weeks behind on many things.

Also, I have personal experience as I have had chronic vertigo since 2017 that means I have used the bus and crosswalks between my home on 25th and Bernard and 29th and Grand as I get to church and shopping. Not driving for 3 years means I see the world very differently.

My cell is the best number, but I'd love to set up a phone date via e-mail.

Tomorrow is wide open with no zoom meetings after 9:30 AM. Or Friday, has some openings too.

Thank you,  
Pamela Starbuck

Rev. Pamela Starbuck, M.Div. & M.A

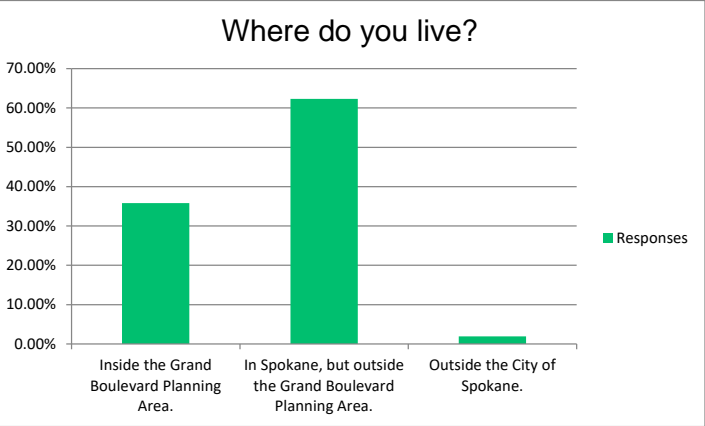
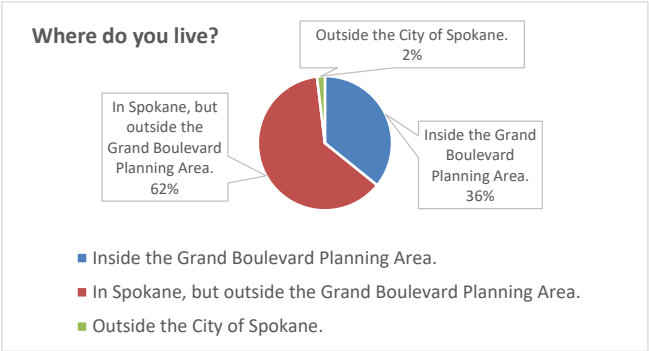
Pastor for Youth and Families & Pastoral Care  
Manito Presbyterian Church

[pamelas@manito.org](mailto:pamelas@manito.org)  
509.590.9772 cell

GRAND BOULEVARD PLANNING AREA SURVEY

Where do you live?

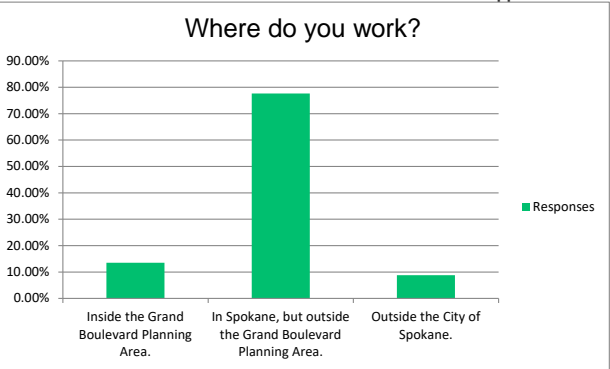
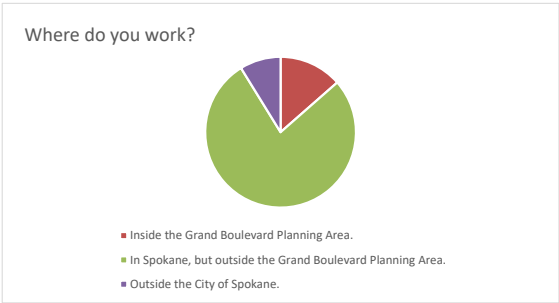
Answer Choices	Responses	
Inside the Grand Boulevard Planning Area.	35.81%	169
In Spokane, but outside the Grand Boulevard Planning Area.	62.29%	294
Outside the City of Spokane.	1.91%	9
Answered		472
Skipped		2



GRAND BOULEVARD PLANNING AREA SURVEY

Where do you work?

Answer Choices	Responses	
Inside the Grand Boulevard Planning Area.	13.54%	60
In Spokane, but outside the Grand Boulevard Planning Area.	77.65%	344
Outside the City of Spokane.	8.80%	39
Answered		443
Skipped		31

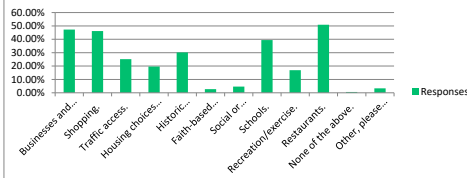


## GRAND BOULEVARD PLANNING AREA SURVEY

What are the most important assets that the Grand Boulevard planning area currently offers? Please select up to three.

Answer Choices	Responses	
Businesses and services.	47.26%	224
Shopping.	46.20%	219
Traffic access.	25.11%	119
Housing choices (single, multi-family, duplex, senior, etc.).	19.62%	93
Historic neighborhoods.	30.17%	143
Faith-based organizations.	2.74%	13
Social or community involvement.	4.64%	22
Schools.	39.45%	187
Recreation/exercise.	16.88%	80
Restaurants.	50.84%	241
None of the above.	0.63%	3
Other, please specify.	3.38%	16
Answered		474
Skipped		0

What are the most important assets that the Grand Boulevard planning area currently offers? Please select up to three.



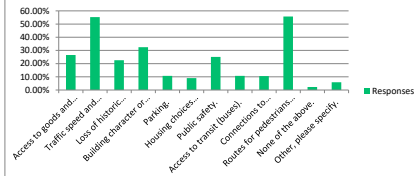
Respondents	Response Date	Other, please specify.	Tags
1	Jan 31 2020 02	Access to parks, especially Manito Park	
2	Jan 30 2020 05	Walkability	
3	Jan 30 2020 08	maintaining the neighborhood feel, cutting down traffic, putting a stop on any more business growth after the dentist office on 32nd & Grand	
4	Jan 29 2020 09	Athletic courts / gym space	
5	Jan 29 2020 08	Protecting and preserving the residential quality	
6	Jan 29 2020 08	Post office	
7	Jan 29 2020 07	post office, bank, paint supplies	
8	07:09 PM	This is one of the nicest areas in the city. I understand the need to update and renew the city but please don't let developers trash everything along Grand Blvd. so they can make more money. We don't need more ugly strip malls. Please keep it a high quality neighborhood first. Thank you.	
9	Jan 29 2020 06	Post Office	
10	Jan 29 2020 05	free parking	
11	Jan 29 2020 04	Businesses and services should include restaurants & shopping	
12	Jan 29 2020 04	Shopping and restaurants, We also have friends who live within the planning area. We enjoy more than 3!	
13	Jan 11 2020 10	Home	
14	Jan 04 2020 06	over congested/ traffic is like a freeway, and people drive fast	
15	Jan 04 2020 1	good living location	
16	Dec 12 2019 0	Intersection that can facilitate or hinder N-S and E-W movement on the South Hill	

## GRAND BOULEVARD PLANNING AREA SURVEY

What are the most pressing issues in the Grand Boulevard Planning Area? Please select up to three.

Answer Choices	Responses	
Access to goods and services.	26.58%	126
Traffic speed and volume.	55.27%	262
Loss of historic features and landmarks.	22.57%	107
Building character or design.	32.49%	154
Parking.	10.76%	51
Housing choices (single, multi-family, duplex, senior, etc.).	9.07%	43
Public safety.	25.11%	119
Access to transit (buses).	10.76%	51
Connections to Downtown.	10.55%	50
Routes for pedestrians and cyclists.	55.70%	264
None of the above.	2.32%	11
Other, please specify.	5.91%	28
Answered		474
Skipped		0

What are the most pressing issues in the Grand Boulevard Planning Area? Please select up to three.



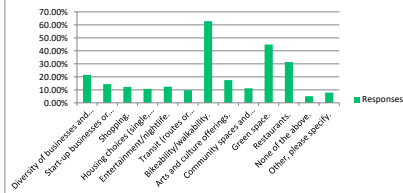
Respondents	Response Date	Other, please specify.	Tags
1	Jan 31 2020 0	street character	
2	Jan 31 2020 0	Safe street crossings during high traffic times	
3	Jan 30 2020 1	I am happy with the current framework.	
4	Jan 30 2020 1	Road condition	
5	Jan 30 2020 0	disregarding the history of the neighborhoods and those who have watched the integrity of the neighborhood disintegrate	
6	Jan 29 2020 0	Protection of the family and ability to live safely in the area	
7	Jan 29 2020 0	It seems fine right now.	
8	Jan 29 2020 0	I don't think there are issues	
9	Jan 29 2020 0	Turning lanes and parking lot exits	
10	Jan 29 2020 0	There are no issues with this area its low traffic most of the time. Why are you researching this area when there are many others that need help?	
11	Jan 29 2020 0	Anytime there is a lane that disappears after an intersection people try and speed past the others in line to get ahead. If you're going to make a lane merge, then it should be a mandatory turn	
12	Jan 29 2020 0	Need for Police to patrol for speeders and vandalism.	
13	Jan 29 2020 0	I grew up on 33rd between Grand and Arthur. I am curious about the neighborhood.	
14	Jan 15 2020 0	Improved street lighting	
15	Jan 14 2020 1	inadequate parking around Manito Tap House, Verizon, etc	
16	Jan 14 2020 1	Lane merge on Grand between 30th and 31st is dangerous due to location being adjacent to business driveways	
17	Jan 12 2020 0	Keeping traffic volume on main streets (Grand) & off of residential streets	
18	Jan 11 2020 0	Lack of street-facing businesses (too many strip malls)	
19	Jan 10 2020 0	Preservation residential areas	
20	Jan 08 2020 0	Grand should go back to being four lanes all the way to 37th.	
21	Jan 06 2020 0	Lighting & visibility for pedestrians to cross east-west on grand at 33rd crosswalk	
22	Jan 06 2020 0	Crosswalks on 29th	
23	Jan 05 2020 1	Keeping it a decent area for existing families	
24	Jan 04 2020 0	allowing bars into our neighborhoods is an outrage, especially when they are so close to schools. The people making these decisions definitely don't live here.	
25	Dec 21 2019 0	Urban blight, concrete jungle, out of control drivers	
26	Dec 18 2019 0	Don't put round about in, it's way to busy!	
27	Dec 17 2019 0	Parklike feel that reflects neighborhood character and proximity to Manito Park.	
28	Dec 16 2019 0	Increased traffic flow and decreased congestion and traffic calming.	

# GRAND BOULEVARD PLANNING AREA SURVEY

## What new assets would you like to see in the Grand Boulevard Planning Area?

Answer Choices	Responses	
Diversity of businesses and services.	21.52%	102
Start-up businesses or craft industries.	14.35%	68
Shopping.	12.24%	58
Housing choices (single, multi-family, duplex, senior, etc.).	10.76%	51
Entertainment/nightlife.	12.45%	59
Transit (routes or frequency).	9.70%	46
Bikeability/walkability.	62.87%	298
Arts and culture offerings.	17.51%	83
Community spaces and buildings.	11.18%	53
Green space.	44.94%	213
Restaurants.	31.43%	149
None of the above.	5.06%	24
Other, please specify.	7.81%	37
Answered		474
Skipped		0

## What new assets would you like to see in the Grand Boulevard Planning Area?

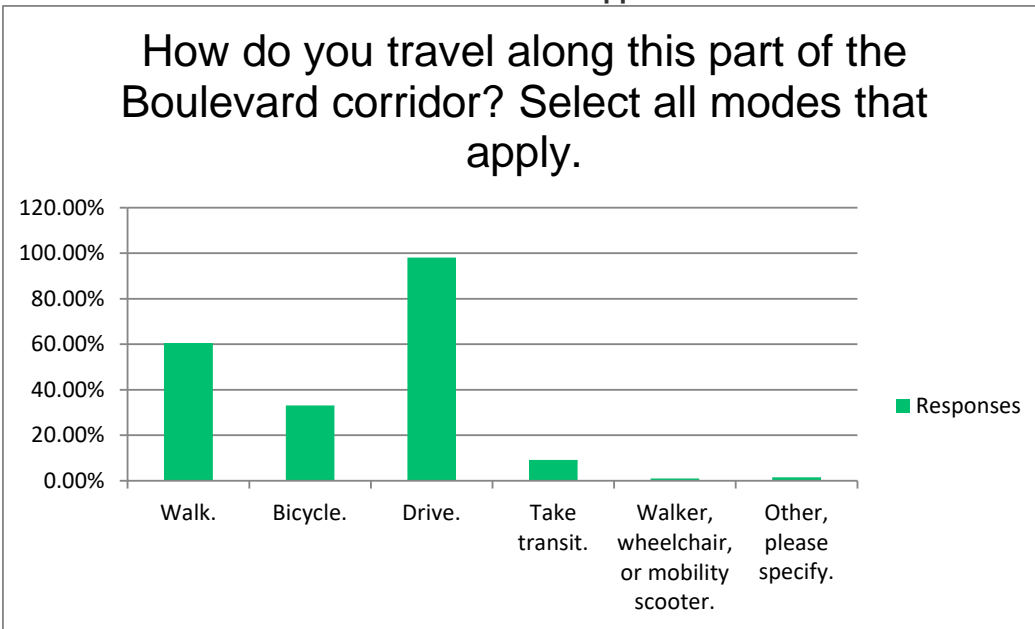


Respondents	Response Date	Other, please specify.	Tags
	1 Jan 31 2020	0 make the sidewalks we have walkable	
	2 Jan 30 2020	0 Food cart area that also has more permanent amenities, such as restrooms, reasonable parking, etc	
	3 Jan 30 2020	0 School speed zones enforced, better pedestrian crosswalks ie brighter flashing lights.	
	4 Jan 30 2020	0 Traffic calming - there are many children going to and from schools	
	5 Jan 30 2020	1 Better Parking Options	
	6 Jan 30 2020	0 LEAVE IT ALONE! This is NOT Seattle.	
	7 Jan 30 2020	0 District identity development	
	8 Jan 29 2020	0 It has a nice balance of amenities at the current time.	
	9 Jan 29 2020	0 Leave as it is	
	10 Jan 29 2020	0 Simple, Community-oriented fixtures in a green space: Ping pong tables, tennis court, small bandshell/amphitheater	
	11 Jan 29 2020	0 Dog park	
	12 Jan 29 2020	0 Leave it alone!	
	13 Jan 29 2020	0 Bikeability/walkability. Green space. Restaurants.	
	14 Jan 29 2020	0 more authoritative personal, crime appears to be increasing such as auto theft, prowlers, etc.	
	15 Jan 29 2020	0 Drop in day care??? There are A LOT of families in the area that would utilize.	
	16 Jan 29 2020	0 Keep it the way it is. We want a residential neighborhood.	
	17 Jan 29 2020	0 More parking for successful businesses near the Tap House	
	18 Jan 29 2020	0 Dog park. There isnt one for the south hill besides the one way up on 63rd	
	19 Jan 27 2020	0 new grocery store on grand and 37th	
	20 Jan 12 2020	0 safety for pedestrians/children/bikes	
	21 Jan 10 2020	0 I would like to all of these things with an emphasis on greener more sustainable transportation access. We need better bike safety and walkability along Grand Blvd.	
	22 Jan 10 2020	0 Bury overhead utility cables	
	23 Jan 09 2020	1: accessibility. We have a tanker that needs to be able access our store	
	24 Jan 09 2020	1 Traffic safety	
	25 Jan 07 2020	1: I'd like no changes	
	26 Jan 06 2020	0 Crosswalk with better lights or flashing lights to improve visibility to cars	
	27 Jan 06 2020	0 Crosswalks on 29th	
	28 Jan 06 2020	0 parking	
	29 Jan 05 2020	0 A grocery store at the corner of 37th and Grand Blvd	
	30 Jan 04 2020	0 safer means of turning left from business access	
	31 Jan 04 2020	0 This neighborhood is already a well developed area, go somewhere else to establish the "assets" (?) you want to shove in this area.	
	32 Jan 04 2020	0 Better sidewalks	
	33 Jan 04 2020	1: Pedestrian oriented development (see Comp Plan).	
	34 Jan 04 2020	1 Something viable done with the old grocery store	
	35 Dec 21 2019	0 Vastly improved visual and auditory (noise) quality	
	36 Dec 15 2019	0 slower speeds between 29th & 33rd. Crosswalk at 32nd from Post Office. Traffic often reluctant to stop for pedestrians at 32nd, and WTB is putting in a community facility there.	
	37 Dec 12 2019	0 safety for kids getting to and from schools	

## GRAND BOULEVARD PLANNING AREA SURVEY

How do you travel along this part of the Boulevard corridor? Select all modes that apply.

Answer Choices	Responses	
Walk.	60.59%	286
Bicycle.	33.05%	156
Drive.	98.09%	463
Take transit.	9.11%	43
Walker, wheelchair, or mobility scooter.	1.06%	5
Other, please specify.	1.48%	7
<b>Answered</b>		<b>472</b>
<b>Skipped</b>		<b>2</b>



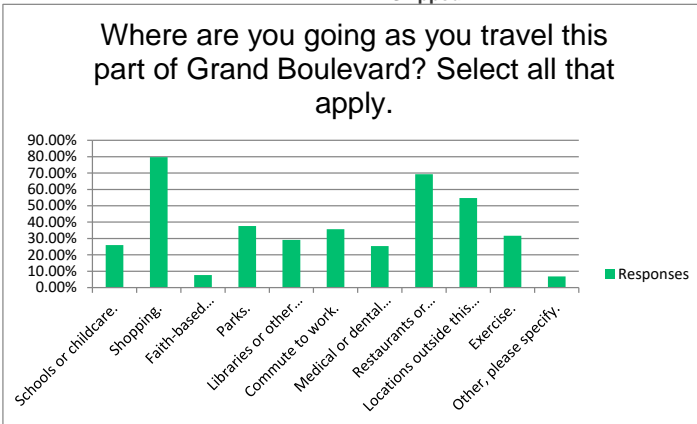
Respondents	Response Date	Other, please specify.	Tags
1	Jan 29 2020	0: Business deliveries to the post office.	
2	Jan 24 2020	0: Enforce speed zone!	
3	Jan 09 2020	0: Stroller with kids	
4	Jan 07 2020	0: Electric Scooter	
5	Jan 07 2020	1: Motorcycle and Scooter	
6	Jan 06 2020	1: Electric scooter	
7	Dec 18 2019	0: Lime scooter	



## GRAND BOULEVARD PLANNING AREA SURVEY

Where are you going as you travel this part of Grand Boulevard? Select all that apply.

Answer Choices	Responses	
Schools or childcare.	26.00%	123
Shopping.	79.70%	377
Faith-based organizations.	7.61%	36
Parks.	37.63%	178
Libraries or other government facilities.	29.18%	138
Commute to work.	35.73%	169
Medical or dental offices.	25.37%	120
Restaurants or entertainment venues.	69.34%	328
Locations outside this planning area.	54.76%	259
Exercise.	31.71%	150
Other, please specify.	6.77%	32
<b>Answered</b>		<b>473</b>
<b>Skipped</b>		<b>1</b>



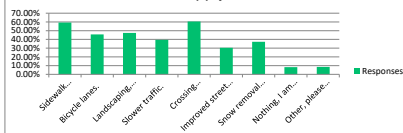
Respondents	Response Date	Other, please specify.	Tags
	1 Jan 30 2020	1 Friends' homes	
	2 Jan 30 2020	0 Friends' houses	
	3 Jan 30 2020	0 Recreation for kids - aikido and soccer. Post office.	
	4 Jan 30 2020	0 Home	
	5 Jan 29 2020	1 Home	
	6 Jan 29 2020	1 Post Office	
	7 Jan 29 2020	0 Safety for kids at sacajawea	
	8 Jan 29 2020	0 Visiting friends who live within the area.	
	9 Jan 29 2020	0 bank, paint store, post office	
	10 Jan 29 2020	0 Post office	
	11 Jan 29 2020	0 STCU	
	12 Jan 29 2020	0 Post Office	
	13 Jan 29 2020	0 Bank	
	14 Jan 29 2020	0 Downtown	
	15 Jan 29 2020	0 Post office	
	16 Jan 29 2020	0 I routinely travel the study area. It is part of my route home from areas as far as 57th and regal.	
	17 Jan 29 2020	0 Post office	
	18 Jan 29 2020	0 home	
	19 Jan 29 2020	0 Post Office	
	20 Jan 29 2020	0 Groceries	
	21 Jan 24 2020	0 Post Office, Auto Mechanic	
	22 Jan 22 2020	0 Our 12 year old children walk or bike alone this way to school at Sac	
	23 Jan 16 2020	1 Hot Yoga	
	24 Jan 12 2020	0 post office	
	25 Jan 04 2020	0 Take line 4 bus downtown to children's museum/other atteactions	
	26 Jan 04 2020	1 Home	
	27 Jan 04 2020	1 Visit friends and relatives	
	28 Jan 04 2020	1 I live here so drive here.	
	29 Dec 22 2019	C Hair dresser	
	30 Dec 19 2019	C Banks	
	31 Dec 16 2019	C Home	
	32 Dec 15 2019	C Post Office, WA Trust Bank	

# GRAND BOULEVARD PLANNING AREA SURVEY

Please refer to the traffic study area (dashed outline) again on the map above. What types of changes would make you more likely to walk or bike? Select all that apply.

Answer Choices	Responses	
Sidewalk improvements (buffer from traffic, wider, etc.).	59.36%	279
Bicycle lanes.	45.74%	215
Landscaping, including vegetation.	47.45%	223
Slower traffic.	39.57%	186
Crossing improvements (crosswalks, flashing lights, etc.).	60.43%	284
Improved street lighting.	30.43%	143
Snow removal improvements for sidewalks and streets.	37.23%	175
Nothing, I am just traveling through the area.	8.30%	39
Other, please specify.	8.51%	40
	Answered	470
	Skipped	4

Please refer to the traffic study area (dashed outline) again on the map above. What types of changes would make you more likely to walk or bike? Select all that apply.



Respondents	Response Date	Other, please specify.	Tags
	1 Jan 31 2020 0:	Extended transit opportunities	
	2 Jan 30 2020 0:	Roundabouts	
	3 Jan 30 2020 0:	Beautification ie vegetation as long as it is maintained regularly	
	4 Jan 30 2020 0:	Separated bike lanes	
	5 Jan 30 2020 0:	Improved SIDEWALK lighting, which is not street lighting.	
	6 Jan 30 2020 0:	Lo	
	7 Jan 30 2020 0:	Get rid of center turn lane - NO BIKE LANES	
	8 Jan 29 2020 1:	Getting the people going to Sacajawea to stop driving like idiots that have to be first and maybe put in a right turn lane into the parking lot so they have to move over earlier	
	9 Jan 29 2020 0:	The stop light at 37th & Grand was a much needed improvement. Now it's great!	
	10 Jan 29 2020 0:	NO ROUNDABOUTS!!	
	11 Jan 29 2020 0:	center street parking up and down would not only slow traffic but there could be improved lighting and crossing improvements	
	12 Jan 29 2020 0:	Hi	
	13 Jan 29 2020 0:	Barrier protected bike lanes	
	14 Jan 29 2020 0:	Nothing. I like things the way they are now.	
	15 Jan 29 2020 0:	This particular area of grand is fine. A little congested when the old Jefferson is occupied but otherwise fine.	
	16 Jan 29 2020 0:	The area noted seems to work well..only time traffic is bad is in am for shol drop off and pm for school pick up..	
	17 Jan 29 2020 0:	I like it as it is!	
	18 Jan 29 2020 0:	Improved traffic flow allowing for turning into/out of traffic.	
	19 Jan 29 2020 0:	Smother sidewalks but do not add the 'buffers'	
	20 Jan 29 2020 0:	I would be really nice if the parking lot to business was easier to access and leave. Chase and Walgreens corner area is a nightmare to negotiate when traffic gets dense.	
	21 Jan 29 2020 0:	Please leave it the way it is.	
	22 Jan 29 2020 0:	I think you should leave alone.	
	23 Jan 29 2020 0:	NO stormwater planting similar to S Monroe. Hideous! Like planters.	
	24 Jan 20 2020 0:	Can't bike ....you fail to consider disabled or elderly!	
	25 Jan 19 2020 0:	Make every day warm, sunny and wind free.	
	26 Jan 09 2020 1:	Nothing. I don't want to ride a damn bike and I only walk with my dog around the block	
	27 Jan 06 2020 0:	no problem using it as is. extend corridor to 37th	
	28 Jan 05 2020 1:	I moved to this area for a reason. I'd prefer it didn't change.	
	29 Jan 05 2020 0:	I am unable to walk that far	
	30 Jan 04 2020 0:	Better handling of lane reduction in grand and 29th	
	31 Jan 04 2020 0:	barrier from road to prevent slush/puddle splash while walking	
	32 Dec 21 2019 0:	Primacy of pedestrian access and safety	
	33 Dec 20 2019 1:	Make Grand 4 lanes	
	34 Dec 17 2019 1:	Bicycle lanes and greenscaping	
	35 Dec 17 2019 1:	Nothing, I'm traveling to destinations in the area via auto.	
	36 Dec 17 2019 0:	Protected Bike Lanes and a roundabout at 29th	
	37 Dec 17 2019 0:	better usability for the blind ie: at intersections like 29th and Grand	
	38 Dec 16 2019 0:	Increased traffic flow, not slowing down traffic	
	39 Dec 13 2019 1:	Bike infrastructure, as already approved by the south hill coalition neighborhood plan, to include a greenway on the 33rd ave	
	40 Dec 12 2019 0:	Thoughtful integration of all forms of transportation through this zone	

# GRAND BOULEVARD PLANNING AREA SURVEY

<https://imgur.com/kF77sB0.jpg>

Answered 296  
Skipped 178

Respondents	Response Date	Responses	Tags
1	Jan 31 2020	1 Yes	
2	Jan 31 2020	0	Good
3	Jan 31 2020	0 seems like overkill	
4	Jan 31 2020	0 very well	
5	Jan 31 2020	0 alternate route greenway adjacent to Grand Blvd. would best serve bicycle traffic.	
6	Jan 31 2020	1 Very good fit	
7	Jan 31 2020	1 Very well	
8	Jan 31 2020	1 As long as it doesn't reduce the multiple lanes of traffic and impede flow, I think it would be beneficial.	
9	Jan 31 2020	1 These would be an excellent addition to the area, providing new options for bike-based travelers and calming auto traffic as well	
10	Jan 31 2020	1 Neutral	
11	Jan 31 2020	0 Great	
12	Jan 31 2020	0 Good fit	
13	Jan 31 2020	0 If the lanes were kept clean	
14	Jan 31 2020	0 No	
15	Jan 31 2020	0 If it doesn't destroy space now it could be good.	
16	Jan 30 2020	1 Not if it leads to narrower lanes and more congestion. Otherwise I like it a lot, especially near the schools.	
17	Jan 30 2020	1 Would be cool	
18	Jan 30 2020	1 Very good fit. We need dedicated bike lanes.	
19	Jan 30 2020	0 Yes	
20	Jan 30 2020	0 good	
21	Jan 30 2020	0 Well	
22	Jan 30 2020	0 great!	
23	Jan 30 2020	0 ONE on the Righ with diagrams	
24	Jan 30 2020	0 Yes please.	
25	Jan 30 2020	0 Looks doable	
26	Jan 30 2020	0 Slider not working (doesn't appear) I'd give it a Good Fit.	
27	Jan 30 2020	0 Separated bike lane to get to the westbound bike lane on 29th would be great.	
28	Jan 30 2020	0 It's beautiful, but not enough space with current road.	
29	Jan 30 2020	0 There is very limited space for this type of improvement in needed areas	
30	Jan 30 2020	0 A good fit	
31	Jan 30 2020	0 no	
32	Jan 30 2020	0 Makes it more congested, bad idea.	
33	Jan 30 2020	1 Very good fit	
34	Jan 30 2020	1 separated bike lanes would be great -- as long as they connected to lanes outside the study area	
35	Jan 30 2020	1 Bike lanes needed, good fit, can be incorporated into design features below	
36	Jan 30 2020	1 Not needed	
37	Jan 30 2020	1 They look safe but very ugly.	
38	Jan 30 2020	1 I don't like them unless you plan on widening street widths. I would not narrow existing street widths to accommodate bike lanes.	
39	Jan 30 2020	1 The problem is that there are limited routes through this neighborhood so if you reduce traffic you're going to congest this area, especially during snow events.	
40	Jan 30 2020	1 Sure, that sounds good.	
41	Jan 30 2020	1 Is there enough space for something like this?	
42	Jan 30 2020	0 YES! Making non-auto travel safer and more convenient is the best way to increase use of these facilities and reduce traffic counts.	
43	Jan 30 2020	0 This is car-hostile. Terrible idea.	
44	Jan 30 2020	0 Unless traffic speeds were reduced, I think you would see more Vehicle vs Ped/Cycle accidents.	
45	Jan 30 2020	0 Good fit	
46	Jan 30 2020	0 very well	
47	Jan 30 2020	0 I'm not sure there is enough space.	
48	Jan 30 2020	0 I like it, but where will you find the space?	
49	Jan 30 2020	0 Very well	
50	Jan 30 2020	0 NOT AT ALL	
51	Jan 30 2020	0 Uncertain. May be overkill.	
52	Jan 30 2020	0 I am unable to use the sliders. However anything that enhances walkability, bike ability, and safe neighborhood access is important. Also making public transit options more accessible	
53	Jan 30 2020	0 So so	
54	Jan 30 2020	0 Well, especially with youth commuting to school	
55	Jan 30 2020	0 Good fit	
56	Jan 30 2020	0 Superb solution, we are seeing more scooters too. This would calm car traffic too.	
57	Jan 29 2020	1 Does not fit area	
58	Jan 29 2020	1 Very well	
59	Jan 29 2020	1 fine as long as can cross traffic	
60	Jan 29 2020	1 Yes, bikes lanes would definitely be beneficial	
61	Jan 29 2020	1 Wonderful	
62	Jan 29 2020	1 In theory good but I don't think there is enough room for bike lanes	
63	Jan 29 2020	1 Not well	
64	Jan 29 2020	0 Yes	
65	Jan 29 2020	0 Very well	
66	Jan 29 2020	0 Don't like the look of that	
67	Jan 29 2020	0 Not necessary	
68	Jan 29 2020	0 Meh.	
69	Jan 29 2020	0 Very Well	
70	Jan 29 2020	0 Not well.	
71	Jan 29 2020	0 Good	
72	Jan 29 2020	0 Plastic standpipes are knocked down much. Looks good.	
73	Jan 29 2020	0 I Like them	
74	Jan 29 2020	0 Not at all good	
75	Jan 29 2020	0 Well	
76	Jan 29 2020	0 It seems like too much space is being used	
77	Jan 29 2020	0 I do not like the bike lanes buffered from traffic and separated from pedestrians design features. I do not believe they will enhance nor improve the Grand Boulevard area. I think that	
78	Jan 29 2020	0 Well if there is room	
79	Jan 29 2020	0 No	
80	Jan 29 2020	0 Would require reduction on lanes. I think turn lanes are more important than bike lanes.	
81	Jan 29 2020	0 It would be nice but I think Grand is busy enough to need 4 lanes of car traffic.	
82	Jan 29 2020	0 Bike infrastructure would need to link to 57th and provide a route downtown. In isolation it wouldn't be worth it.	
83	Jan 29 2020	0 can't work the 'slider': bad idea_ would slow traffic	
84	Jan 29 2020	0 Ok	
85	Jan 29 2020	0 If it fits, that would be amazing	
86	Jan 29 2020	0 this fits	
87	Jan 29 2020	0 Somewhat	
88	Jan 29 2020	0 Would be wonderful!	
89	Jan 29 2020	0 Worthless. Hardly ever see a bike in that area.	
90	Jan 29 2020	0 Good	
91	Jan 29 2020	0 Bad	
92	Jan 29 2020	0 Very well	
93	Jan 29 2020	0 Yes, please	
94	Jan 29 2020	0 I won't ride my bike on streets with cars, even if there's a bike lane. So I like the separated bike lanes.	
95	Jan 29 2020	0 I don't like having the physical divider.	
96	Jan 29 2020	0 Bike lanes would be nice but is there room for a buffered area?	
97	Jan 29 2020	0 Love the idea. Not much space to do it.	
98	Jan 29 2020	0 So many kids walk and bike from there this seems like a great idea IF there's space for it.	
99	Jan 29 2020	0 Looks great, just worry about the space. Also fewer bikers in the winter, so an extended walking path may be a better fit (like the picture in #10)	
100	Jan 29 2020	0 Very Good	

101 Jan 29 2020 0 They don't fit well  
102 Jan 29 2020 0 I think that is great!  
103 Jan 29 2020 0 Suitable for area  
104 Jan 29 2020 0 Only a bike lane with a physical buffer will be effective. Traffic is too chaotic and fast for an un-buffered bike land.  
105 Jan 29 2020 0 Well  
106 Jan 29 2020 0 They would be a good fit  
107 Jan 29 2020 0 NO  
108 Jan 29 2020 0 minimal impact  
109 Jan 29 2020 0 Would these be on both sides of the street? Otherwise bicyclists will be in the pedestrian lane  
110 Jan 29 2020 0 Very well!!  
111 Jan 29 2020 0 I think that's a GREAT idea. Should be all over the south hill.  
112 Jan 29 2020 0 Not at all  
113 Jan 29 2020 0 I dont think it should be separated biker already ride in the street at is.  
114 Jan 29 2020 0 Okay  
115 Jan 29 2020 0 Great fit  
116 Jan 29 2020 0 Not at all. Too much traffic and this will slow it down even more.  
117 Jan 29 2020 0 Like  
118 Jan 29 2020 0 Buffered would help ped and bike safety  
119 Jan 29 2020 0 Good fit  
120 Jan 29 2020 0 I think it could fit and I'd like to see it, providing there is enough space.  
121 Jan 29 2020 0 Neutral  
122 Jan 29 2020 0 Not a good fit  
123 Jan 29 2020 0 I know we are not to care about cars any more but I don't care about the danm bicycles mainly because they couldn't care less about me a  
124 Jan 29 2020 0 designated/deliniated bike lane is sufficient does not need to be seperated  
125 Jan 29 2020 0 Good Fit - for middle school children to ride bikes  
126 Jan 29 2020 0 not well  
127 Jan 29 2020 0 Yes! Let's add protected bike lanes!  
128 Jan 29 2020 1 buffered bike kave to 29th. After th the street narrows too much to continue on Grand.  
129 Jan 29 2020 0 Would love to see these!  
130 Jan 29 2020 0 I think this would be great.  
131 Jan 28 2020 0 Good fit  
132 Jan 28 2020 0 Would be nice if enough room.  
133 Jan 28 2020 0 Great idea  
134 Jan 24 2020 0 Would improve walkability and sense of community.  
135 Jan 24 2020 0 Very well  
136 Jan 24 2020 0 Promising fit.  
137 Jan 23 2020 0 very well  
138 Jan 23 2020 0 Yes  
139 Jan 23 2020 1 Not well. Most streets too narrow.  
140 Jan 22 2020 0 not necessary  
141 Jan 20 2020 0 I don't see much bikes on Grand, but when I do YIKES. It would be great if bike lanes like the one of the left were available along ALL of grand, but I think separating bike lanes in the  
142 Jan 20 2020 0 Good fit  
143 Jan 20 2020 1 Great  
144 Jan 20 2020 0 Good fit  
145 Jan 20 2020 0 Very poor  
146 Jan 20 2020 0 Neutral  
147 Jan 19 2020 0 Snow plowing?  
148 Jan 19 2020 0 Very well  
149 Jan 19 2020 0 Exceptionally well  
150 Jan 19 2020 0 I think these would be a good improvement if they can be incorporated efficiently  
151 Jan 19 2020 0 Should be mandatory.  
152 Jan 18 2020 0 good  
153 Jan 17 2020 0 Great idea!  
154 Jan 16 2020 0 If there is room I think they'd be great. But due to the hill, I'm guessing pedestrians would benefit more from upgrades than cyclists.  
155 Jan 16 2020 1 Yes, those look great and would be safe for the Middle School Students.  
156 Jan 16 2020 0 I think grand blvd is too small to do bike lanes  
157 Jan 15 2020 0 That would be nice  
158 Jan 15 2020 0 There is already enough travel in this area with the schools, I think it would be dangerous to encourage more biking in the area.  
159 Jan 15 2020 0 Good  
160 Jan 15 2020 1 It would make the blvd too narrow  
161 Jan 15 2020 1 too narrow  
162 Jan 14 2020 1 Good Fit  
163 Jan 13 2020 0 It would be a pretty good feature to have  
164 Jan 13 2020 0 -  
165 Jan 13 2020 0 Can't see any image!  
166 Jan 12 2020 0 I think buffered bike lanes from traffic would be great!  
167 Jan 12 2020 0 Great fit  
168 Jan 12 2020 0 not good  
169 Jan 12 2020 0 so much turning traffic would make this hard  
170 Jan 12 2020 0 Poor fit  
171 Jan 12 2020 1 would be good  
172 Jan 11 2020 0 Great love it  
173 Jan 11 2020 0 Good fit  
174 Jan 11 2020 0 Too wide  
175 Jan 11 2020 1 YESSSSS!!!  
176 Jan 11 2020 1 Love it!  
177 Jan 11 2020 0 Yes  
178 Jan 11 2020 1 For future families and children, historically and presently this corridor has never been safe to navigate on foot or bike. Separated bike lanes would create a safe buffer from growing traffic problems.  
179 Jan 10 2020 0 This would be a great idea.  
180 Jan 10 2020 0 Yes, please!  
181 Jan 10 2020 0 Only if continued north on Grand  
182 Jan 10 2020 0 There is not adequate room for this. Just slow the traffic  
183 Jan 09 2020 0 Good  
184 Jan 09 2020 0 Like them!  
185 Jan 09 2020 0 Good fit  
186 Jan 09 2020 1 not well  
187 Jan 09 2020 1 Bike riders don't pay car tab fees. They should have no say. We don't need bike lanes. Get rid of those stupid lime bikes and scooters. They are dangerous.  
188 Jan 09 2020 1 GOOD  
189 Jan 08 2020 0 I like this idea and any idea that allows for traffic to slow down and allows for pedestrian safety  
190 Jan 08 2020 0 Not unless they plan on making it wider!  
191 Jan 08 2020 0 Not well! Not enough space  
192 Jan 08 2020 1 only moderately  
193 Jan 08 2020 1 Looks like a waste of time and money.  
194 Jan 08 2020 0 it's too big, would encroach on homes  
195 Jan 08 2020 0 creates parking problem!!  
196 Jan 07 2020 0 Perhaps very we'll if space allows  
197 Jan 07 2020 0 Yes! These would be a great addition. Great fit.  
198 Jan 07 2020 0 They'd be great if there was room for them. Wouldn't want them to impact number of traffic lanes.  
199 Jan 07 2020 0 Is there enough space for this?  
200 Jan 07 2020 0 Like it but is there enough room on the Boulevard?  
201 Jan 07 2020 0 Good idea, but where would they fit?  
202 Jan 07 2020 1 Currently bikes use the sidewalk because traffic is fast which puts pedestrians at risk. The crosswalk at 33rd has little visibility and cars are reluctant to stop because of their speed.  
203 Jan 07 2020 1 No. Bad idea  
204 Jan 07 2020 1 Nice!  
205 Jan 07 2020 1 Looks great!  
206 Jan 07 2020 0 Good  
207 Jan 06 2020 0 Worth considering if it does not impact effective snow removal

208 Jan 06 2020 0 That would be a nice feature, i like the one on the right  
209 Jan 06 2020 0 Not well  
210 Jan 06 2020 0 They would be great  
211 Jan 06 2020 0 Not needed.  
212 Jan 06 2020 0 n  
213 Jan 06 2020 0 bad fit. can currently use side streets  
214 Jan 06 2020 1 too much trouble & expense  
215 Jan 06 2020 1 Bad fit  
216 Jan 06 2020 1 Very well. Good idea.  
217 Jan 06 2020 1 No, need to keep multiple lanes. Spokane knows cycle laws already.  
218 Jan 06 2020 0 Very well.  
219 Jan 06 2020 0 think this would be great  
220 Jan 05 2020 1 Indifferent  
221 Jan 05 2020 0 No  
222 Jan 05 2020 0 Not separated bike lanes Too much space used up.  
223 Jan 05 2020 0 Not enough room  
224 Jan 05 2020 0 I like this idea!  
225 Jan 05 2020 0 Ok  
226 Jan 05 2020 1 It would be a good change  
227 Jan 05 2020 0 ,this is good if you don't narrow the traffic area and flow  
228 Jan 05 2020 0 Bad idea  
229 Jan 04 2020 0 Good fit  
230 Jan 04 2020 0 Not sure they would improve the traffic situation considering how tight the roads are currently  
231 Jan 04 2020 0 Ok  
232 Jan 04 2020 0 Yes  
233 Jan 04 2020 0 no , make it look like Monroe to huckleberries more narrow?  
234 Jan 04 2020 0 Possibly, but appears too aggressive change considering the size of our  
235 Jan 04 2020 0 not necessary  
236 Jan 04 2020 0 Well. (Shouldn't this be a Likert scale?)  
237 Jan 04 2020 0 Takes up too much space  
238 Jan 04 2020 0 just improve and widen the sidewalks  
239 Jan 04 2020 0 these would be nice  
240 Jan 04 2020 0 yes  
241 Jan 04 2020 0 This would likely be confusing considering the proximity of the schools and how many young children would use the pathways.  
242 Jan 04 2020 0 not well  
243 Jan 04 2020 0 Not very well wouldn't fit with the area  
244 Jan 04 2020 0 Well  
245 Jan 04 2020 0 Yes  
246 Jan 04 2020 0 Fit it very well  
247 Jan 04 2020 0 Bike lines would be okay since it's only 1 lane  
248 Jan 04 2020 0 Good fit  
249 Jan 04 2020 0 They would be very helpful but might be hard to fit into the area.  
250 Jan 04 2020 1 Not needed  
251 Jan 04 2020 1 Good idea  
252 Jan 04 2020 1 Not a good fit  
253 Jan 04 2020 1 Grand is a truck route and very busy. Concerned for cut/through traffic. Alternate option is Arther.  
254 Jan 04 2020 1 I like both with higher like on left  
255 Jan 04 2020 1 Afraid they would add to congestion. I don't see many bikes on Grand.  
256 Jan 04 2020 1 No  
257 Jan 04 2020 0 Very well  
258 Jan 02 2020 0 not a good fit  
259 Dec 28 2019 C Very well  
260 Dec 28 2019 C Great  
261 Dec 24 2019 C Right now the street is too narrow, so these would not fit.  
262 Dec 24 2019 1 I always appreciate well-marked, safe bike lanes  
263 Dec 23 2019 C Protected bike lanes are a must to make our roads safe for all citizens to use.  
264 Dec 23 2019 1 no. Can't do snow removal.  
265 Dec 22 2019 C Yes pls  
266 Dec 21 2019 C YES!  
267 Dec 20 2019 1 good idea, but Grand would have to be wider  
268 Dec 20 2019 C bad fit  
269 Dec 19 2019 C Neutral  
270 Dec 19 2019 C Not well, too much debris gets into protected bike lanes and they need to be cleaned out  
271 Dec 19 2019 C Very well  
272 Dec 19 2019 C Just so bikes and pedestrians do NOT share same pavement. The little sign on the right is cute, but too small to be effective.  
273 Dec 18 2019 C Not at all!  
274 Dec 18 2019 C No, this will enrage vehicles traveling through.  
275 Dec 18 2019 C Not well!  
276 Dec 17 2019 1 Not room for this  
277 Dec 17 2019 1 Fine  
278 Dec 17 2019 1 Yes  
279 Dec 17 2019 C Potentially  
280 Dec 17 2019 C good fit  
281 Dec 17 2019 C Good fit  
282 Dec 17 2019 1 Not at all  
283 Dec 17 2019 C Yes, yes yes,  
284 Dec 16 2019 C Horrible  
285 Dec 16 2019 C Depends on rest of bike network.  
286 Dec 16 2019 C Prefer the left image  
287 Dec 16 2019 C Well  
288 Dec 16 2019 C Neutral  
289 Dec 16 2019 C I think one-lane bike lane is sufficient and doesn't necessarily need to be buffered  
290 Dec 16 2019 C Not well  
291 Dec 16 2019 C Very well! But design the bike lanes to be protected from traffic, not just buffered  
292 Dec 16 2019 C Unless these are carried all the way down Grand, or to another bike corridor, it would not be worthwhile  
293 Dec 15 2019 C Not so good as I favor 2 lanes of traffic north & south plus the turn lanes at 32nd & 31st  
294 Dec 13 2019 1 Please please please include these, cycling infrastructure is already in the neighborhood plan and this would be fantastic  
295 Dec 12 2019 C I like the idea but there is not room  
296 Dec 12 2019 C I am used to cycling with vehicular traffic, but I am not opposed to lanes for cycling that take priority over vehicles and pedestrians

Do you have any "big ideas" for this part of Grand Boulevard or the wider Planning Area, or is there anything else you would like to say about the area and its future?

Answered	226
Reviewed	226

248 *Padmanabhaiah*

Respondents	Response Date	Responses	Tags
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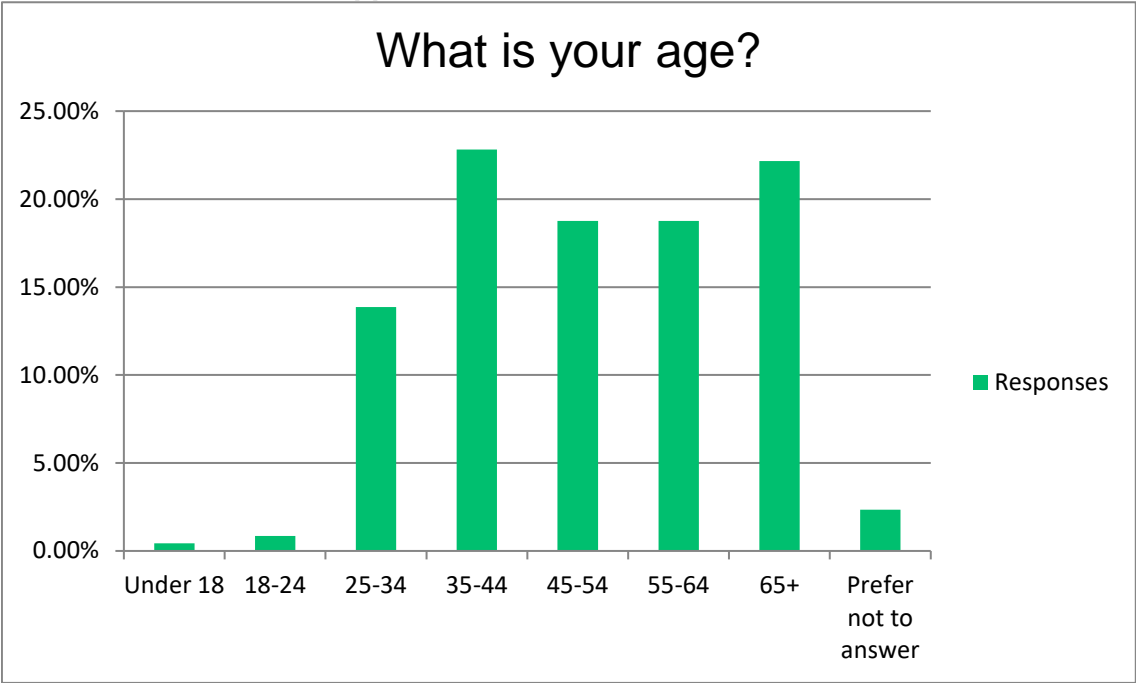
203 Dec 18 2019 / Wider street, people are just trying to drive to downtown or go to the restaurants/shopping!  
204 Dec 18 2019 / I very specifically would like to see the widening of the existing street island. It, along with the other two designated islands on Grand and 20th, are some of the few remaining in  
205 Dec 17 2019 / Needs to be easier to enter and grand from in front of big hotels area. When busy - you can't cross. Pedestrians need crossing path at this area also. Buses need removed to  
206 Dec 17 2019 / No  
207 Dec 17 2019 / More trees, safety features including lighting, accessibility and perhaps a wider feature inside of a turnabout at 30th Ave. to avoid high speed traffic.  
208 Dec 17 2019 / PLEASE put in a crosswalk at 30th and Grand so it is safe to cross Grand to get to the businesses there  
209 Dec 17 2019 / The full character should take design cues from Marston Park, the site's history, and the surrounding neighborhood. Would love to see a sample or palette book and deal with a focus on bike/pedestrian safety and comfort. Auto traffic, especially to/from the schools, should be encouraged to stay on Grand and not dispersed into surrounding residential areas.  
210 Dec 17 2019 / I just have concerns with all of the "bikes" listed above for this specific traffic study area that improvements and specific changes MAY drive traffic out into the neighborhood  
211 Dec 17 2019 / No  
212 Dec 17 2019 / No  
213 Dec 17 2019 / I love being in this area because I can walk to church, grocery store, restaurants, library, post office. I walk in the street at night often (along 30th), because I know the sidewalks  
214 Dec 17 2019 / Area needs a roundabout at 30th and Grand with protected bike lane  
215 Dec 16 2019 / We have no good routes through south hill. I suggest good development ideas that consider keeping traffic flowing. We don't want another retail area where the city poorly planned  
216 Dec 16 2019 / Expand multifamily use conversion to Grand District center.  
217 Dec 16 2019 / No more commercial buildings, use the empty ones that are already vacant. Bring the houses down so local businesses can afford to lease. Keep businesses local and add more  
218 Dec 16 2019 / Sidewalks for sure  
219 Dec 16 2019 / No  
220 Dec 16 2019 / I would like a an easier crossing or walking bridges connecting the retail/shops/restaurants on the west and east side of Grand at 30th Ave.  
221 Dec 16 2019 / No  
222 Dec 16 2019 / I use this area by bicycle frequently and my kids bike to nearby schools. The "16" feature of the survey didn't work for the bicycle infrastructure question so please don't let this  
223 Dec 16 2019 / Safe, physically-protected cycling facilities (or robust neighborhood greenways) would be great, but make sure there's a safe, comfortable connection to downtown and other  
224 Dec 15 2019 / Please don't do to Grand what was done to 20th, its making it 3 lanes with middle turn lane. It worked on 20th as road from High Chrs East to Pittsburgh-until then, its residential  
225 Dec 13 2019 / Density is density, we don't want this to just be a drive through neighborhood. Build for bikes, pedestrians, dense housing and the neighborhood will thrive!  
226 Dec 12 2019 / I think with residential streets and multiple schools safety of kids should be the first priority, housing density that will bring more traffic to the area is a terrible fit.



# GRAND BOULEVARD PLANNING AREA SURVEY

## What is your age?

Answer Choices	Responses	
Under 18	0.43%	2
18-24	0.85%	4
25-34	13.86%	65
35-44	22.81%	107
45-54	18.76%	88
55-64	18.76%	88
65+	22.17%	104
Prefer not to answer	2.35%	11
<b>Answered</b>		<b>469</b>
<b>Skipped</b>		<b>5</b>

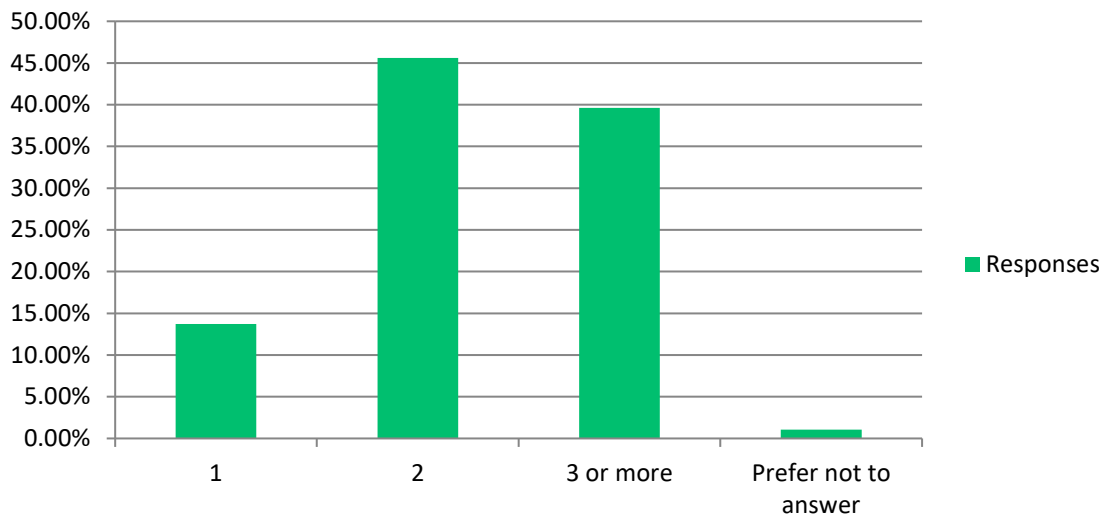


## GRAND BOULEVARD PLANNING AREA SURVEY

**How many people (including you) live in your home?**

Answer Choices	Responses	
1	13.70%	64
2	45.61%	213
3 or more	39.61%	185
Prefer not to answer	1.07%	5
<b>Answered</b>		<b>467</b>
<b>Skipped</b>		<b>7</b>

**How many people (including you) live in your home?**

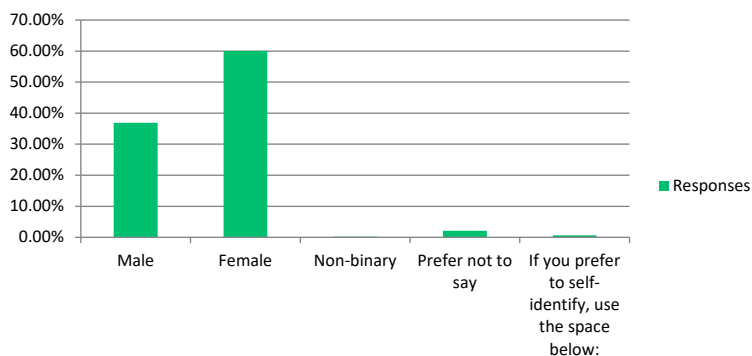


## GRAND BOULEVARD PLANNING AREA SURVEY

**Please indicate your gender. Select all that apply.**

Answer Choices	Responses	
Male	36.91%	172
Female	60.09%	280
Non-binary	0.21%	1
Prefer not to say	2.15%	10
If you prefer to self- identify, use the space below:	0.64%	3
<b>Answered</b>		<b>466</b>
<b>Skipped</b>		<b>8</b>

**Please indicate your gender. Select all that apply.**



Respondents

Response Date

If you prefer to self- identify, use the space below:

Tags

1 Jan 30 2020 0 Genderqueer

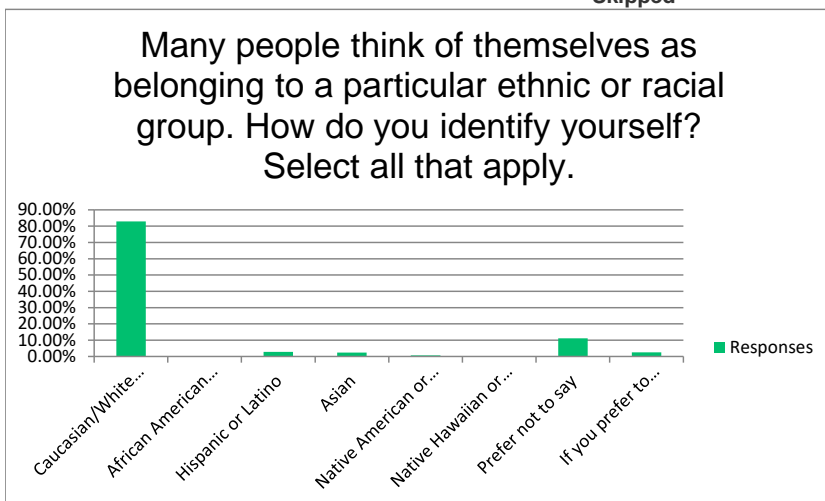
2 Jan 29 2020 0 BS

3 Dec 16 2019 0 Male married to a female.

## GRAND BOULEVARD PLANNING AREA SURVEY

Many people think of themselves as belonging to a particular ethnic or racial group. How do you identify yourself? Select all that apply.

Answer Choices	Responses	
Caucasian/White (not Hispanic)	82.83%	386
African American or Black	0.21%	1
Hispanic or Latino	2.79%	13
Asian	2.36%	11
Native American or Alaska Native	0.64%	3
Native Hawaiian or Pacific Islander	0.21%	1
Prefer not to say	11.16%	52
If you prefer to self- identify, use the space below:	2.58%	12
	<b>Answered</b>	<b>466</b>
	<b>Skipped</b>	<b>8</b>



Respondents	Response Date	If you prefer to self- identify, use the space below:	Tags
	1 Jan 29 2020 09	Iranian	
	2 Jan 29 2020 07	Eurasian	
	3 Jan 29 2020 05	BS	
	4 Jan 24 2020 02	Human group 5	
	Jan 19 2020 07	Euro-American 6 Jan	
	19 2020 0	American	
	7 Jan 12 2020 05	Human	
	8 Jan 11 2020 10	Jewish	
	9 Jan 09 2020 09	American-Italian	
	10 Jan 07 2020 02	jewish	
	11 Jan 04 2020 12	Gail Prosser	
	12 Dec 16 2019 0	We are all a wonderful blend of the world people	

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION RECOGNIZING THE ATTACHED GRAND BOULEVARD TRANSPORTATION AND LAND USE STUDY AS A DECLARATION OF THE DESIRED FUTURE CONDITIONS, PROVIDING DIRECTION FOR NEIGHBORHOOD-BASED IMPROVEMENT ACTIVITIES, AS WELL AS NEIGHBORHOOD PRIORITIES INVOLVING FUTURE PROJECTS.

WHEREAS, the City of Spokane is currently divided into 29 neighborhoods, including Comstock, Rockwood, and Manito-Cannon Hill neighborhoods which together generally comprise those portions of the City lying south of downtown from 17<sup>th</sup> Avenue to 54<sup>th</sup> Avenue, High Drive to Perry Street; and,

WHEREAS, the City of Spokane Charter, Section 73, provides for the establishment of Neighborhood Councils. Comstock, Rockwood, and Manito-Cannon Hill Councils have been formed and recognized according to City requirements; and,

WHEREAS, according to City of Spokane Charter Section 74, Neighborhood Councils may review and recommend a plan to the City Council and the Plan Commission regarding matters affecting the neighborhood; and,

WHEREAS, the Comstock Neighborhood Council allocated Traffic Calming program dollars for the Grand Boulevard Transportation and Land Use Study to emphasize safety through the Grand District Center with more opportunities for safe travel by all modes and all users and Spokane City Council allocated \$50,000 in to analyze existing land use in the Center and identify capacity for future growth; and,

WHEREAS, the City of Spokane secured the services of a consultant team for the purpose of preparing the plan (OPR 2019-0509), and signed a contract on July 15, 2019. DKS Associates ("the consultant") was selected as the prime consultant; and,

WHEREAS, the City, neighborhoods, and the consultant held a series of focus interviews including neighborhoods, business owners, and Spokane Public Schools, two combined workshops and open houses and an online community survey for the purposes of collecting information from stakeholders and the public and developing the features of the Study from October 2019 to February 2020; and,

WHEREAS, a draft Study was completed by the consultant and presented online in June 2020 due to safety considerations for the public during the Covid-19 pandemic conditions; and,

WHEREAS, notice of Plan Commission hearing was published in the Spokesman-Review on June 24 and July 1, 2020 and the Plan Commission recommended the Spokane City Council approve the resolution recognizing the plan on July 8, 2020; and,

WHEREAS, the plan's recommendations do not direct nor result in any change to land use or zoning in the Comstock, Rockwood, and Manito-Cannon Hill Neighborhood Councils; and,

WHEREAS, the Study documents the desires of the neighborhood for City decision-makers as they consider future funding and implementation measures for City plans and projects, specifically as they relate to future actions in the Grand District Center; and,

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL that the Grand Boulevard Transportation and Land Use Study is recognized as a written record of the Comstock neighborhood's ongoing desire and effort to continue building a vibrant, health, active, safe, and connected neighborhood for all neighborhood and community residents.

**CITY OF SPOKANE PLAN COMMISSION  
FINDINGS OF FACT, CONCLUSIONS, AND RECOMMENDATIONS  
REGARDING THE GRAND BOULEVARD TRANSPORTATION AND LAND USE  
STUDY**

A recommendation of the City of Spokane Plan Commission to the City Council in the matter of the Grand Boulevard Transportation and Land Use Study (“the Study”), prepared by the Comstock Neighborhood Council with participation from Rockwood and Manito-Cannon Hill Neighborhoods, as a guide for Grand Boulevard improvement activities in the vicinity of 27<sup>th</sup> Avenue to 37<sup>th</sup> Avenue.

**FINDINGS OF FACT:**

- A. The City of Spokane Charter, Section 73, provides for the establishment of Neighborhood Councils. The Comstock Neighborhood Council was formed according to City requirements.
- B. The City of Spokane is currently divided into 29 neighborhoods, including Comstock, Rockwood, and Manito-Cannon Hill neighborhoods which together generally comprise those portions of the City lying south of downtown from 17<sup>th</sup> Avenue to 54<sup>th</sup> Avenue, High Drive to Perry Street.
- C. According to City of Spokane Charter Section 74, Neighborhood Councils may review and recommend a plan to the City Council and the Plan Commission regarding matters affecting the neighborhood.
- D. The Comstock Neighborhood Council allocated Traffic Calming program dollars for the Grand Boulevard Transportation and Land Use Study to emphasize safety through the Comprehensive Plan designated Grand District Center with more opportunities for safe travel by all modes and all users and Spokane City Council allocated \$50,000 in to analyze existing land use in the Center and identify capacity for future growth.
- E. The City of Spokane secured the services of a consultant team for the purpose of preparing the plan (OPR 2019-0509), and signed a contract on July 15, 2019. DKS Associates (“the consultant”) was selected as the prime consultant.
- F. The City, neighborhoods, and the consultant held a series of focus interviews including neighborhoods, business owners, and Spokane Public Schools, two combined workshops and open houses and an online community survey for the purposes of collecting information from stakeholders and the public and developing the features of the Study from October 2019 to February 2020. The City has

continued to take public comment from March to July of 2020 through email correspondence, along with feedback from City departments.

- G. A final draft Study was completed by the consultant and presented online for public review in June 2020 due to safety considerations for the public during the Covid-19 pandemic conditions.
- H. The Study documents the desires of the neighborhood for City decision-makers as they consider future funding and implementation measures for City plans and public improvement projects, specifically as they relate to future actions in the Grand District Center.
- I. The Plan Commission recognizes the Study recommendations do not direct nor result in any change to land use or zoning, nor does the Study commit to funding of any public improvement in the Comstock, Rockwood, and Manito-Cannon Hill Neighborhood Councils.
- J. Notice of Plan Commission hearing was published in the Spokesman-Review on June 24 and July 1, 2020 and the Plan Commission recommended the Spokane City Council approve the resolution recognizing the Study on July 8, 2020.

#### **CONCLUSION AND RECOMMENDATION:**

In the matter of the Grand Boulevard Transportation and Land Use Study, the Plan Commission recommends by a vote of \_\_\_\_\_ the Spokane City Council **APPROVE** the Resolution recognizing the Study as a record of the neighborhood's ongoing desire and effort to continue building vibrant, health, active, safe, and connected neighborhoods for all residents.

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**Todd Beyreuther, President**  
**Spokane Plan Commission**  
**July 8, 2020**





# STAFF REPORT

DEPARTMENT OF NEIGHBORHOOD AND PLANNING SERVICES

<b>To:</b>	Spokane Plan Commission
<b>Subject:</b>	<ul style="list-style-type: none"><li>• South University District Subarea Plan</li><li>• Amendments to Comprehensive Plan Land Use Plan Map, Zoning Map, and Overlay Zones</li></ul>
<b>Staff Contact:</b>	Christopher Green, AICP, Assistant Planner (509) 625-6194 <a href="mailto:cgreen@spokanecity.org">cgreen@spokanecity.org</a>
<b>Report Date:</b>	July 1, 2020
<b>Hearing Date:</b>	July 8, 2020
<b>Recommendation:</b>	Approve

## I. SUMMARY

Department of Neighborhood and Planning Services staff, working with consultant MAKERS Architecture & Urban Design and district stakeholders (collectively the “Project Team”), have developed a draft *South University District Subarea Plan* to guide future development in a 214-acre area just east of the Downtown core. Based on the framework provided by the subarea plan’s goals and policies, a proposed Comprehensive Plan Amendment and corresponding map changes would focus higher-density commercial development and more detailed design requirements along the Sprague Avenue and Sherman Street corridors.

## II. RECOMMENDED ACTION

Staff recommends that the Plan Commission adopt the facts and findings of the staff report and recommend that City Council approve the following proposed actions:

- (1) Approve a resolution recognizing the *South University District Subarea Plan* as a declaration of the subarea’s desired future condition, and reflecting stakeholder priorities for subarea-specific implementation of land use and economic development goals adopted in the Comprehensive Plan.
- (2) Approve an ordinance adopting the following actions:

- A Comprehensive Plan Amendment to amend the Land Use Plan Map designation of a 90-acre area from General Commercial Land Use Plan Map designation to Downtown Land Use Plan Map designation, as shown in Exhibit A.
- A concurrent Zoning Map change for the same area from GC-150 (General Commercial with 150-foot height limit) to DTU (Downtown University) is also proposed, as shown in Exhibit B.
- Amendment of downtown plan Map 5.1 “Streetscape Improvements,” to designate Complete Streets within the area of the zone change, as shown in Exhibit C.
- Amendment of the Surface Parking Limited Area map (SMC 17C.124-M1) to extend the Surface Parking Limited Area to include the area of the zone change, as shown in Exhibit D.
- Amendment of the Downtown Design Review Threshold Map (SMC 17G.040-M1) to include the areas zoned DTU within the Perimeter Area identified on the Downtown Design Review Threshold Map, as shown in Exhibit E.

### **III. BACKGROUND**

#### **EXISTING CONDITIONS**

##### **SUBAREA BOUNDARIES**

The subarea planning process for the South University District considers a 214-acre area just east of the Downtown core, bounded by Division Street to the west, Hamilton Street and its interchange with I-90 to the east, I-90 to the south, and the right-of-way for the Burlington Northern Santa Fe (BNSF) railway to the north.

##### **CONNECTIVITY**

The University District Gateway Bridge, constructed in 2018, provides a direct bicycle and pedestrian crossing over the BNSF tracks to the Riverpoint campus of Washington State University-Spokane and other higher education institutions immediately to the north of the tracks. The subarea is also directly adjacent to the Downtown core (across Division Street), the Sprague Union District (just to the east of the Hamilton interchange ramps), and the South Perry district and concentration of health care providers on the lower South Hill via the Sherman Street and Arthur Street overpasses.

The two most prominent motor vehicle transportation facilities in the region intersect at the southwest corner of the subarea; the I-90 freeway running east-west, and the Division/Browne Street couplet (U.S. Highway 395/Thomas S. Foley Memorial Highway). The 2<sup>nd</sup>/3<sup>rd</sup> Avenue couplet provide an additional point of direct access to the I-90 freeway. Several Spokane Transit Authority (STA) routes provide service within and adjacent to the district, including the Route 90 High Performance Transit line on Sprague Avenue and the Route 12 Southside/Medical Shuttle between the south landing of the University District Gateway Bridge to lower South Hill health care providers. In 2022,

the STA City Line will provide Bus Rapid Transit service at the north bridge landing, just outside of the district boundary.

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## ENVIRONMENTAL CONDITIONS

The subarea generally slopes downward from north to south, ranging from approximately 2000 feet above sea level near the Sherman Street crossing of I-90 to 1918 feet above sea level where Sprague Avenue intersects with Division Street and where it passes under the Hamilton Street overpass. A long bluff runs along the entire boundary of the subarea, rising about 15 feet above the BNSF railroad tracks, Martin Luther King, Jr. Way, and the WSU-Spokane campus. Exposed and subsurface basalt throughout the district present challenges for excavation, extension of utilities, and stormwater infiltration, and has likely constrained development on some sites where outcroppings are especially prominent.

Due to the history of industrial, railroad, and other business types located in and around the South University District, concerns about past contamination looms over some potential redevelopment sites. Separate from the subarea planning process, the City of Spokane is working with a coalition of district partners to assess and clean up properties in the University District through a combination of State of Washington and U.S. Environmental Protection Agency funding.

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## LAND USE AND DEVELOPMENT PATTERN

Most of the subarea was originally platted in the late 1800s, followed by the emergence of a commercial corridor on Sprague Avenue alongside a streetcar line (and later highway route), and single family residences developing intermittently on the narrow lots platted on the blocks to the south. The commercial buildings that developed during the early 1900s rarely included more than a few off-street parking spaces. Through the second half of the 20<sup>th</sup> Century, the subarea was zoned light industrial, and small scale industrial uses filled in many of the gaps between the residences.

Overall, these distinct phases of historical development have led to a wide range of building types and land uses within the subarea. Reflecting the long time roles of the subarea as both a light industrial enclave and a regional center for durable goods retail and wholesale trade, most of the South University District was zoned GC-150 (General Commercial with a 150 foot height limit) when a full revision of the zoning and development code was completed in 2006.

SMC 17C.120.030 characterizes the General Commercial zone as:

*“A full range of retail and service businesses with a local or regional market as well as industrial uses are allowed. Industrial uses are limited in size to avoid adverse effects different in kind or amount than commercial uses and to ensure that they do not dominate the character of the commercial area.”*

There are approximately 1,589 acres of land zoned either GC-70 or GC-150 within the City of Spokane. Outside of the South University District, most of this acreage is concentrated along N Division Street, N Newport Highway, E Francis Avenue, and near the Spokane International Airport.

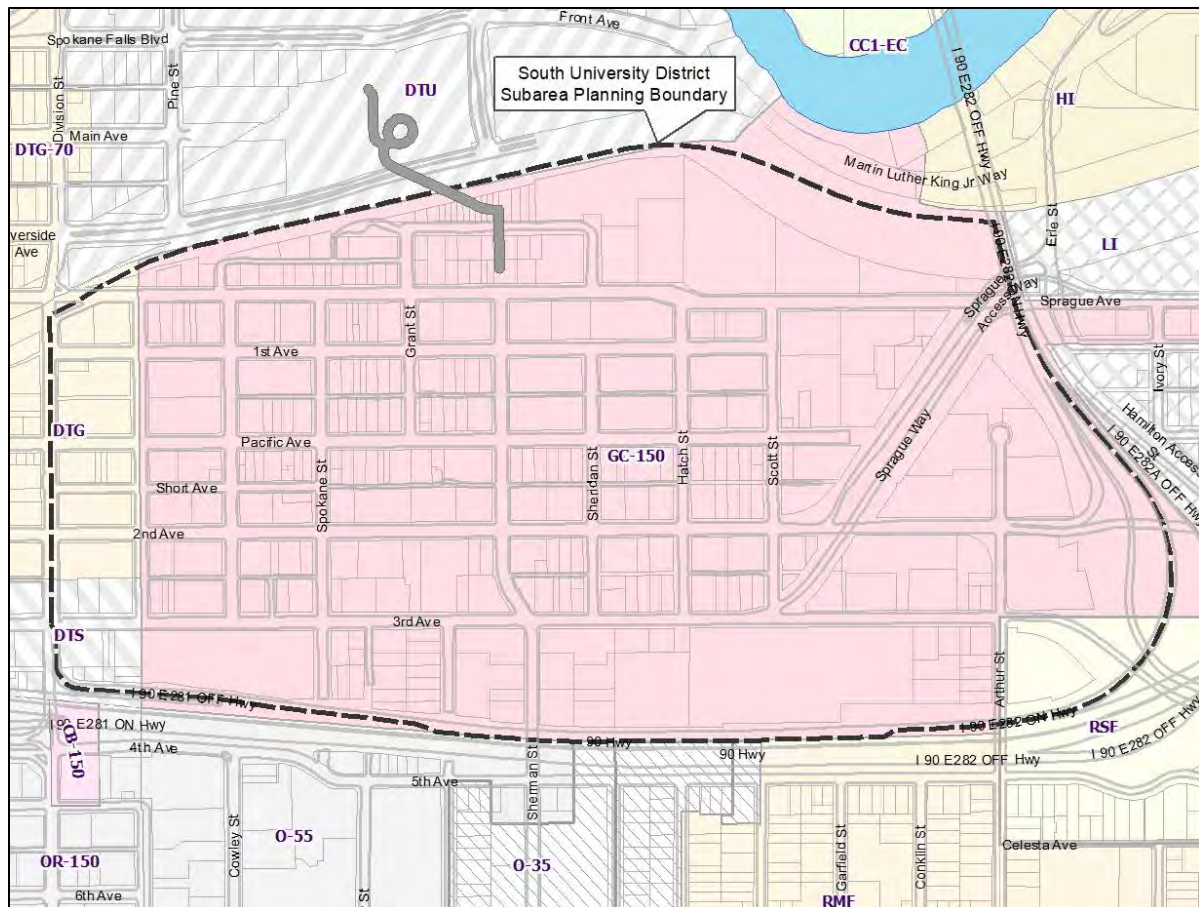


Figure 1 – Existing zoning in the South University District.

## RECENT PLANNING EFFORTS

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,<sup>1</sup> with many revitalization projects directed by the University District Public Development Authority (PDA) and funded by revenue sharing districts adopted by the City, County, and State. 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 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.

At the same time, existing conditions present a number of potential barriers to further development and complementary employment growth in the South University District. Recent studies of

<sup>1</sup> City Council Resolution 2015-0084.

development capacity in the district have suggested that the flexibility of allowed uses and design outcomes permitted under the existing GC-150 zoning is sometimes counteracted by the constraints imposed by a low maximum Floor Area Ratio (FAR) for non-residential uses and relatively high off-street parking requirements.<sup>2</sup> Unlike other development barriers, such as issues around market and topographic conditions, these concerns can be addressed within the scope of the subarea planning process.

Since a team of University District stakeholders completed the *University District Strategic Master Plan* in 2004, a series of public and privately-commissioned plans have envisioned the future of the South University District subarea, with most identifying a “T” shape focused on 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. Each of 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. The current process used the Sherman and Sprague “T” concept as a starting point, with an end goal of implementing whatever land use and zoning changes (if any) are necessary to implement the community’s vision for future development of the subarea.

## **IV. PROCESS**

### **COMPREHENSIVE PLAN AMENDMENT PROCEDURE**

The Washington Growth Management Act (RCW 36.70A) provides that proposed amendments to a comprehensive plan may be considered by the governing body of a city no more frequently than once per year, but further provides that, so long as a subarea plan clarifies, supplements, or implements city-wide comprehensive plan policies, and so long as the cumulative impacts of the proposed subarea plan are addressed by appropriate environmental review under RCW 43.21C, the initial adoption of a subarea plan may occur outside of this annual process.

As described in further detail in Section V of this report, the proposed amendments implement policies adopted under citywide Comprehensive Plan Land Use Goals LU 2 and LU 3 and Economic Development Goals ED 2 and ED 3. Environmental review under the Washington State Environmental Policy Act (SEPA) addressed the cumulative impacts of the proposed amendments. A Determination of Non-Significance was issued on February 21, 2020.

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### **ROLE OF THE PLAN COMMISSION**

The proposed amendment to the Comprehensive Plan Land Use Plan Map and zoning and overlay maps require a review process set forth in Spokane Municipal Code (SMC) Chapter 17G.020. The Plan Commission is responsible for holding a public hearing and forwarding a recommendations to the City Council.

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<sup>2</sup> *University District Strategic Master Plan Update*, 2019, pg. 86.



The Plan Commission may incorporate the facts and findings of the staff report as the basis for its recommendation to the City Council, or may modify the findings as necessary to support their final recommendations.

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## **ROLE OF CITY COUNCIL**

The City Council will also conduct a review process, considering public comments and testimony, the staff report, and the Plan Commission's recommendation. The final decision to approve, modify or deny the proposed amendments rests with the City Council.

## **COMMUNITY ENGAGEMENT**

Each stage of the subarea planning process has incorporated engagement with the numerous stakeholders within the district and the broader community. City of Spokane staff, with the assistance of MAKERS, have conducted the following community engagement activities to help craft this plan:

- More than 1,000 mailers sent to property owners, residents, and occupants in and around the subarea
- An email list of nearly 200 contacts to share project updates and other announcements
- A project page on the City website with up-to-date information about events and project progress
- Community Design Workshop and Stakeholder Focus Groups (July 30-31, 2019)
- Open House on Draft Vision Statement, Goals, and Policies (October 2, 2019)
- An online survey conducted from July 27-August 12, 2019, with 308 responses
- Video on City Cable 5 (also available on City website)
- Table at University District Gateway Bridge grand opening celebration (May 7, 2019)
- In-person presentations to East Spokane Business Association, East Central Neighborhood Council, the Spokane Community Assembly, the Community Assembly Land Use Committee, Downtown Spokane Partnership, University District Development Association/University District Public Development Authority Board

A more detailed Results of the Community Design Workshop and Stakeholder Focus Groups are described in further detail in the *South University District Subarea Plan* (see pages 11-14).

In addition, the project team has provided updates on the plan at key points in the process to elected and appointed officials, and to staff from City departments and interested agencies.

- Staff and Agency Technical Team Workshops (July 31, 2019 and November 14, 2019)
- Plan Commission Workshops (October 23, 2019; November 13, 2019; March 11, 2020)
- Design Review Board Workshop (November 13, 2019)
- City Council Study Session (October 31, 2019)

## **PUBLIC NOTIFICATION AND SEPA REVIEW**

- A Notice of Intent to Adopt was filed with Washington Department of Commerce on February 28, 2020.
- Notice of Application, Notice of SEPA Determination, and Notice of Plan Commission Hearing were mailed to all affected property owners, taxpayers, and occupants in addition to those within 400 feet of the boundary of proposed map changes on February 21, 2020.
- A SEPA Determination of Non Significance (DNS) was issued on February 21, 2020. The comment period ended on March 24, 2020.
- Notice of SEPA Determination and Plan Commission Hearing was published in the *Spokesman-Review* on March 11 and 18, 2020.
- A Plan Commission Hearing was scheduled for March 25, 2020. The hearing was postponed to July 8, 2020 due to public health measures enacted to limit the spread of the COVID-19 virus.
- A notice of the rescheduled hearing date was mailed to all affected property owners, taxpayers, and occupants in addition to those within 400 feet of the boundary of proposed map changes on June 22, 2020.

## **COMMENTS RECEIVED**

Written and emailed comments received will be provided to the Plan Commission prior to the hearing.

## **COORDINATION WITH DOWNTOWN PLAN UPDATE AND OTHER SUBAREA PLANS**

The *South University District Subarea Plan* has been developed in close coordination with ongoing subarea planning efforts in the North Bank and Downtown. Appendix B of the draft *Subarea Plan* lists potential policy, map, or code issues which were identified during the planning process that have implications across the entire Downtown area. These issues exceed the scope of the South University District subarea planning process but may be worth considering in future updates of the Downtown Spokane Plan.

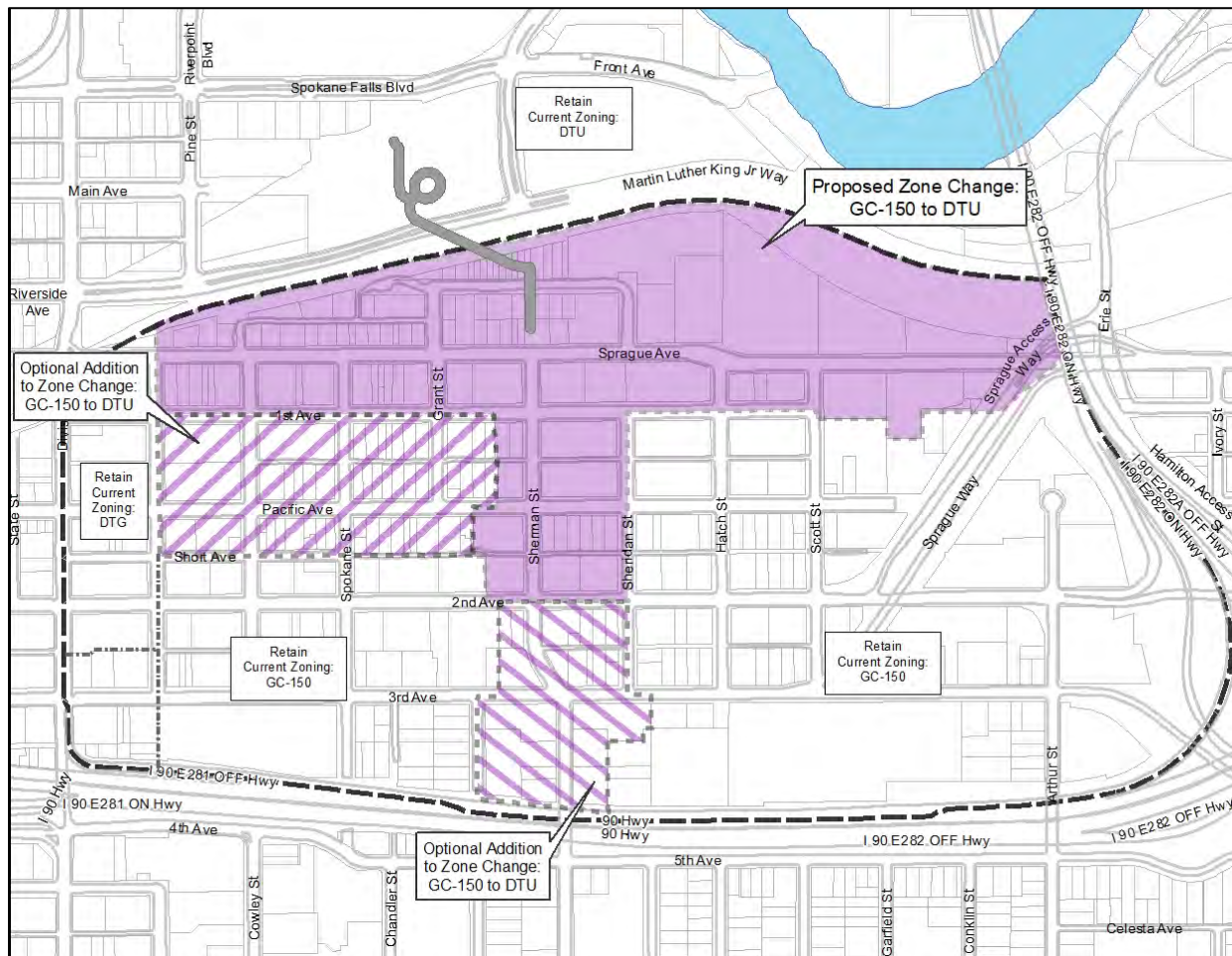
## **V. ANALYSIS**

### **SUMMARY OF PROPOSAL**

The subarea plan proposes a targeted zone change from GC-150 to DTU in a 63-acre area the vicinity of the south landing of the University District Gateway Bridge, along Sprague Avenue, and along the portion of Sherman Street closest to the intersection with Sprague Avenue. A change to the DTU zone would increase the maximum floor area ratio (FAR) for non-residential development permitted in these areas from 2.5 to 6, allowing higher intensity office and institutional uses in close proximity to the WSU-Spokane Health Sciences campus, where near-term demand for this development type is anticipated to be the highest. Like the existing GC-150 zone, the DTU zone



supports development of housing and mixed-use developments that include housing by allowing unlimited FAR for residential uses.



**Figure 2** – Proposed area of zone change from GC-150 to DTU, with two optional additions to the DTU-zoned area shown in cross-hatch.

At the same time, the DTU zone includes more detailed standards for building orientation, the public realm, and design review for large projects. The proposed map changes focus these standards on the portion of the district along the key pedestrian-oriented streets (and focal intersection at Sprague and Sherman) identified by stakeholders in the planning process, and in alignment with recent investments in multimodal infrastructure, such as the University District Gateway Bridge, Sherman Plaza, and Sprague Phase 2 streetscape improvements.

The proposal leaves the remainder of the subarea in the existing GC-150 zone, which allows for these portions of the South University District to continue to serve the important functions of providing a space for wholesale and large durable goods retail, complementary services, and affordable light industrial/makerspace adjacent to the Downtown core. Because the GC-150 zone limits FAR for most uses to 2.5, but allows unlimited FAR for residential uses, the proposed zoning configuration also encourages development of housing throughout the subarea.

## POLICY OPTIONS CONSIDERED

### CHOICE OF ZONING DESIGNATION FOR THE SPRAGUE/SHERMAN “T”

During the planning process the project team considered whether a change to the base zoning or the implementation of special overlay for all or part of the subarea was necessary to implement the stakeholder vision for the South University District. Compared to the additional regulatory complexity of creating and administering a new overlay district, the Downtown General (DTG) and Downtown University (DTU) zones provide a more direct path to implementing more pedestrian-friendly standards for building orientation and streetscape design, while at the same time alleviating the development barriers posed by the FAR and off-street parking standards of the GC-150 zone.

There is almost no difference in the development standards that apply in the DTG and DTU zones. The draft subarea plan **recommends extending the DTU zone** rather than the DTG zone in the South University District because:

- The portion of the subarea proposed for the Downtown zoning extension is contiguous with the existing DTU zoning on the WSU-Spokane Health Sciences campus and private properties immediately to the north.
- The vision statement for the subarea developed by stakeholders more closely resembles the characteristics of the DTU zone, as described in SMC Section 17C.124.030.C: *“The downtown university zone encourages a wide range of uses that support the ongoing development of an urban inner city university. A pedestrian friendly and safe urban environment is encouraged along with a wide range of residential, office, retail, and other supporting commercial uses.”*
- While the standards contained in the DTU and DTG zone are nearly identical at this time, the DTU zone is limited to the WSU-Spokane Health Sciences campus and immediately adjacent areas. Therefore, if a future need arose for standards specific to the University District or campus-adjacent areas, modifications could be made to the DTU zone only, without impacting the many other parts of Downtown currently zoned DTG.

### OPTIONAL EXTENSIONS OF DTU ZONING

The boundary of the 63-acre area proposed for extension of the DTU zone was selected to provide consistent DTU zoning on both sides of Sprague Avenue and Sherman Street, and the entire extent of the south landing area north of Sprague Avenue. Where practical, the boundary follows mid-block parcel boundaries.<sup>3</sup> The advantages and disadvantages of two potential further extensions of the DTU zone are discussed below.

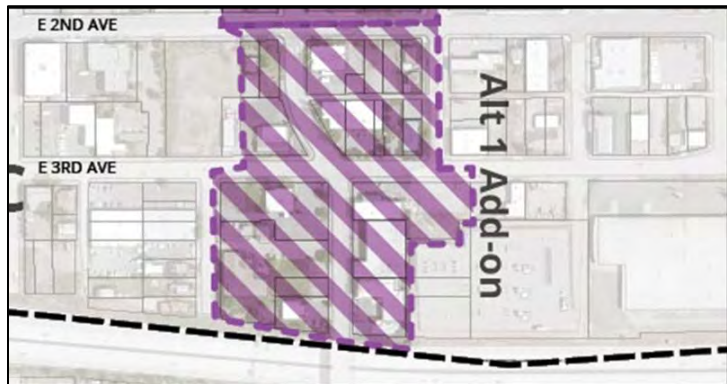
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<sup>3</sup> Street centerline boundaries are proposed along Sheridan Street, to avoid splitting developments spanning the entire block; and on 1<sup>st</sup> Avenue, where the shallow depth of the block to the north (approximately 166 feet) causes this street to function primarily as service access at the rear of building fronting on Sprague Avenue.

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### OPTIONAL DTU EXTENSION #1 – SOUTH SHERMAN STREET SOUTH TO I-90

Optional DTU Extension #1 would continue DTU zoning along both sides of Sherman Street beyond 2<sup>nd</sup> Avenue to I-90, with the objective of continuing a pedestrian-oriented, storefront development pattern along Sherman Street to the edge of the subarea, potentially strengthening connections to neighborhoods across I-90 to the south. This extension was not included in the original proposal due to the effects of high traffic volumes and more auto-oriented development patterns on the couplet formed by 2<sup>nd</sup> and 3<sup>rd</sup> Avenues.<sup>4</sup>



**Figure 3** – Optional DTU Extension #2 would extend DTU zoning further south along S Sherman Street from E 2<sup>nd</sup> Avenue to the I-90 freeway

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### OPTIONAL DTU EXTENSION #2 – PACIFIC AVENUE WEST TO PINE STREET

Optional DTU Extension #2 would extend westward along the south side of 1<sup>st</sup> Avenue and both sides of Pacific Avenue. This extension would take advantage of the mix of uses, older buildings oriented to the street, and potential for pleasant bicycle and pedestrian travel within a right-of-way that is wide but carries relatively low volumes of automobile traffic. This extension was not included in the original proposal due to a higher presence of auto-oriented and light industrial uses and a less visible location for retail and other storefront businesses than along Sprague Avenue and Sherman Street. In addition, the lower non-residential FAR allowed in the GC-150 zone helps to incentivize the development of housing for redevelopment projects interested in exceeding an FAR of 2.5.



**Figure 4** – Optional DTU Extension #2 would extend DTU zoning between E 1<sup>st</sup> Avenue and E Short Street, along E Pacific Avenue

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### EXTENSION OF OVERLAYS ASSOCIATED WITH DOWNTOWN ZONING

In addition to the base zones (e.g. DTU), several overlay zones implement supplemental standards across all or part of the areas with a Downtown zoning designation. The project team presented and

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<sup>4</sup> The City's 2017 Average Weekday Traffic Map shows between 10,300 and 11,500 vehicles per day on 2<sup>nd</sup> Avenue near the intersection with Sherman Street, and between 6,700 and 7,100 vehicles per day on 3<sup>rd</sup> Avenue near the intersection of with Sherman Street.

Sherman Street itself averages 10,100 vehicles per day south of 3<sup>rd</sup> Avenue, 7,100 vehicles per day between 2<sup>nd</sup> and 3<sup>rd</sup> Avenues, and 3,100 vehicles per day between 2<sup>nd</sup> and Sprague Avenues.



gathered input on different scenarios for overlay zone boundaries at the October 2019 open house and other community engagement events. The analysis and recommendations contained in the draft *Subarea Plan* consider each of these overlays individually, and whether or not they should be extended to coincide with the part of the subarea proposed to be zoned DTU.

#### ----- DOWNTOWN PARKING REQUIREMENT AREA BOUNDARY (SMC 17C.230-M1)

The Downtown Parking Requirement Map provides an overlay in which no minimum number of off-street parking spaces are required for new development. New development within the Downtown Parking Requirement Area can still provide off-street parking as needed, and project financing is often contingent on certain amounts of off-street parking being included in a development, regardless of standards in the local development code. The Downtown Parking Requirement Area (overlay) currently includes all 788 acres within “Downtown” zones (DTC, DTG, DTU, and DTS), as shown in Figure 5.

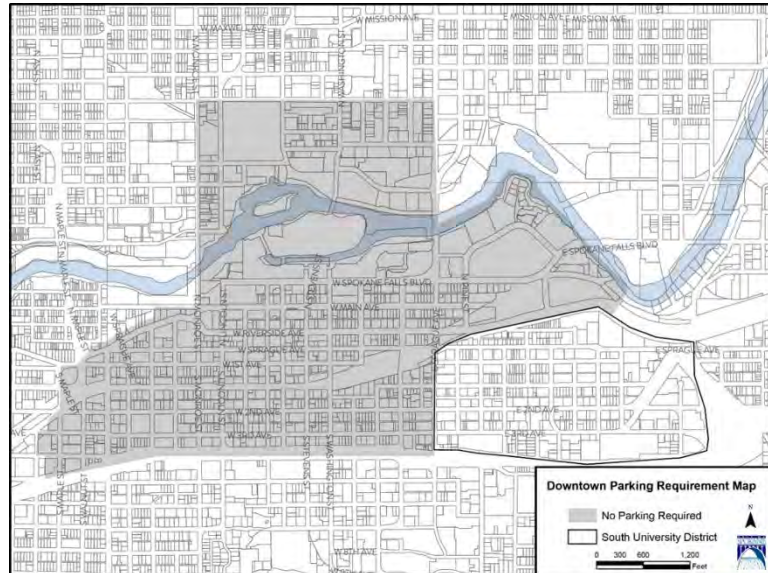


Figure 5 – Existing Boundary of Downtown Parking Requirement Area  
SMC 17C.230-M1 / (No minimum parking required overlay)

In the draft *South University District Subarea Plan*, consultant **MAKERS Architecture & Urban Design** does not recommend extending this overlay into the portion of the subarea zoned DTU, and staff concurs. Previous studies of the subarea, and stakeholder feedback during the planning processes indicated that the added costs of land for surface parking lots or the construction of structured parking significantly impact the feasibility of all development types.<sup>5</sup> The proposed zone change for the “T” area to DTU (Downtown University) addresses this development barrier. In the absence of the overlay, the DTU zone requires 1 space per 1,000 square feet of floor space, amounting to one-half or less the amount of parking required for most uses under the existing GC-150 zone.<sup>6</sup> The reduction also provides flexibility to adaptive reuse and infill projects on the smaller lots found throughout the subarea, and takes advantage of the pedestrian, bicycle, and transit connectivity that recent investments in the district have provided.

Unlike the Downtown core or North Bank, where the no minimum parking overlay is already in place, the South University District does not have an existing supply of sharable off-street parking spaces in

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<sup>5</sup> Pro forma modeling of several standard development types contained in the 2019 *University District Strategic Master Plan Update* indicate that offices, labs, and other development types with high per-square-foot costs are particularly sensitive to the additional project costs imposed by construction of on-site parking.

<sup>6</sup> In the GC-150 zone, general and medical office uses require 1 space per 500 square feet; most retail uses 1 space per 330 square feet; and restaurants and bars require one space per 250 square feet, as examples.

commercial garages or surface parking lots. Due to the time period in which the South University District originally developed, the existing inventory of off-street parking is very limited relative to the demand of uses already present in the subarea. Given this scarcity, business operators, employees, customers, and residents often rely on available on-street parking spaces to meet demand. Business and property owners have expressed concern throughout the planning process that increased development activity in the subarea could further strain the parking supply without corresponding development of off-street parking spaces. Under these circumstances, the reduction in minimum parking requirements afforded by the DTU base zone represents a middle ground.

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### SURFACE PARKING LIMITED OVERLAY (SMC 17C.124-M1)

The Surface Parking Limited Overlay prohibits new standalone commercial parking lots as a primary use. Within the overlay, surface parking lots may still be developed in support of new or existing uses, and commercial parking may still be developed within parking structures. The overlay is currently applied to a 173-acre area in the Downtown core, as shown in Figure 6.

In the draft *South University District Subarea Plan*, **MAKERS recommends extending this overlay into the portion of the subarea zoned DTU, and staff concurs.** In addition to the challenging parcel pattern and topography mentioned above, the Sprague Avenue and Sherman Street and lined in many segments by older buildings that occupy a large portion of the parcels they are located upon. The South University District is adjacent to two potential sources of “spillover” parking demand; the metered parking district in the Downtown core just across Division Street, and the WSU-Spokane Health Sciences campus to the north. In the absence of the protection provided by the Surface Parking Limited Overlay, the existing building stock at the heart of the subarea could see increased pressure for demolition in favor of surface parking lots. Due to sources of demand from outside of the subarea boundary, these additional surface parking lots may not increase the actual supply of parking for businesses located in the South University District.

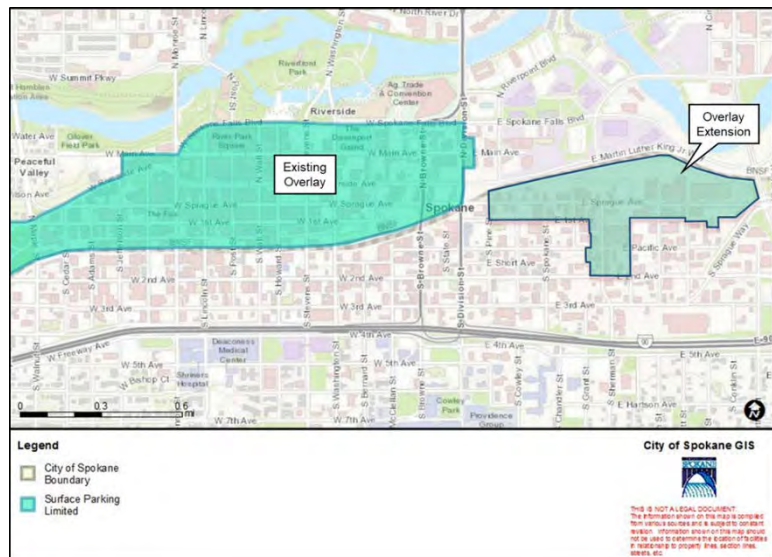


Figure 6 – Proposed extension of Surface Parking Limited Area.  
SMC 17C.124-M1

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### DESIGNATION OF COMPLETE STREETS (DOWNTOWN PLAN MAP 5.1)

The Downtown zones (including DTU) are implemented in part by a street classification system adopted in the 2009 Fast Forward Spokane Downtown Plan update. The system uses four types of “Complete Streets,” which are used to determine what streetscape improvements, design and site

planning requirements, and types of access are allowed along street frontages.<sup>7</sup> All streets within Downtown zones are classified as one of the Complete Street types described in SMC 17C.124.035; accordingly the proposal includes Complete Streets classifications for streets within the section of the subarea that would be zoned DTU.

Complete Streets designation types include the following:

- **Type I – Community Activity Street** – slow, two-way streets with wide, well-maintained sidewalks and pedestrian amenities to encourage strolling, walking, and shopping.
- **Type II – Community Connector** – move traffic and pedestrians into and around downtown. These streets provide some of the major pedestrian connection to surrounding neighborhoods and districts.
- **Type III – City-Regional Connector** – move auto traffic through downtown and provide connections to the rest of the City and region. These attractive, landscaped arterials are to be improved with street trees, sufficient sidewalks for pedestrian circulation and pedestrian buffer areas, and safe pedestrian crossings.
- **Type IV – Neighborhood Streets** – carry little through traffic and tend to have less commercial activity than the other types of complete streets. These tend to have generous sidewalks, landscaping, and street trees. All downtown streets will meet Type IV criteria to a minimum.

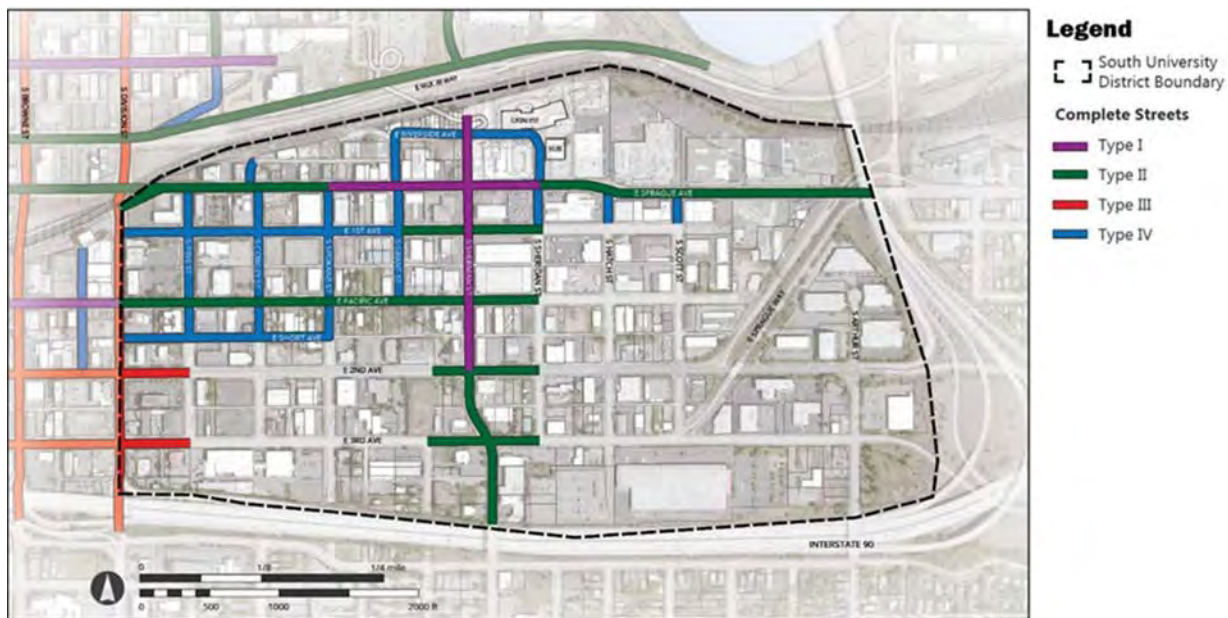


Figure 6 – Proposed Complete Streets Designations for Areas within DTU Zone

The Community Design Workshop, online survey, and other community engagement efforts involved stakeholders in prioritizing key streets for pedestrian activity and storefront-oriented building frontages. These priorities are shown on the Block Frontages and Complete Streets Concepts map in

<sup>7</sup> The Complete Streets designation contained in Downtown zones is distinct from the Complete Streets Program set forth in the City's Engineering Standards in SMC Chapter 17H.020. The Complete Streets Program focuses on overall roadway design and safety of multimodal users.



the draft *Subarea Plan*,<sup>8</sup> and serve as the basis for the proposed Complete Streets designations shown in the plan and as Figure 7 of this report.

Consistent with stakeholder-identified priorities for block frontages, MAKERS' proposed Complete Streets designations concentrate the most pedestrian-oriented classification (Type I – Community Activity Street) on the Sprague Avenue and Sherman Street intersection, with Type II – Community Connector streets designated on the eastern and western portions of Sprague, on Sherman south of the intersection with 2<sup>nd</sup> Avenue, on Pacific Avenue west of Sherman, and on block frontages immediately east and west of Sherman. **Staff recommends adopting the proposed designations in the draft *Subarea Plan*, with the following revisions** for the purpose of continuity with existing streets in the system:

- Designate Pacific Avenue west of Sherman (within DTU zone Optional Extension #2) as a Type I – Community Activity Street, consistent with the existing designation on Pacific west of Division Street
- Designate the portions of 2<sup>nd</sup> and 3<sup>rd</sup> Avenues intersecting with Sherman (within DTU zone Optional Extension #1) as a Type III – City-Regional Connector, consistent with the existing designation on this couplet west of Pine Street
- Designate other block frontages leading to Sherman (1<sup>st</sup> Avenue and Pacific Avenue east of Sherman) as Type IV – Neighborhood Streets, anticipating that they will continue to carry relatively little through traffic and have less commercial activity than other primary routes.

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#### DESIGNATION OF DESIGN REVIEW THRESHOLD AREA (SMC 17G.040-M1)

Certain project types are always subject to review by the Design Review Board. Within Downtown zones, additional project types are also subject to Design Review, based on the area (Central, Gateway, and Perimeter) in which they are located on the Downtown Design Review Threshold Map (SMC 17G.040-M1). The proposed extension of DTU zoning extends would about an existing portion of the Perimeter Area (immediately to the north, across the BNSF tracks). Generally, the Central area has been applied in the Downtown core, and Gateway areas have been applied along arterials extending northward from on/off ramps at I-90. Therefore, the subarea plan recommends **including the DTU-zoned portions of the South University District in the Perimeter Area** of the Downtown Design Review Threshold Map.

Within the Perimeter Area, Design Review is additionally applied to new buildings and structures greater than 50,000 square feet, and modification of more than 25 percent (at minimum 300 square feet) of a building façade visible from an adjacent street. This additional review of large-scale projects, and more significant façade modifications near the Sprague and Sherman node is consistent with stakeholder interest in greater design attention at this focal point of the subarea.

#### IMPLEMENTATION OF COMPREHENSIVE PLAN GOALS AND POLICIES

Using the Comprehensive Plan for overall guidance, the more detailed planning undertaken for subareas like the South University District help ensure implementation of citywide goals and policies

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<sup>8</sup> *South University District Subarea Plan*, February 2020 draft, pg. 18.



focused at a smaller scale (see *Goal LU 7 – Implementation* and *Policy LU 7.4 – Sub-Area Planning Framework*). A review of Comprehensive Plan goals and policies and other supporting documents indicates that the proposal meets the approval criteria for internal consistency set forth in SMC 17G.020.030.G. The analysis below identifies the Comprehensive Plan goals and policies which the proposal most directly implements.

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## LAND USE GOALS

### ***Land Use Goal LU 2 – Public Realm Enhancement***

Goal: Encourage the enhancement of the public realm.

**Staff Analysis:** The proposal would extend DTU zoning into portions of the subarea in and around the node centered on the intersection of Sprague Avenue and Sherman Street, the Sherman Plaza, and the University District Gateway Bridge. DTU zoning encourages the enhancement of the public realm through implementation of Downtown design guidelines, streetscape standards associated with Complete Streets designations, and application of Design Review to certain projects.

### ***Land Use Goal LU 3 – Efficient Land Use***

Goal: Promote the efficient use of land by the use of incentives, density and mixed-use development in proximity to retail businesses, public services, places of work, and transportation systems.

**Staff Analysis:** The South University District is centrally located within the Spokane metropolitan area, within the designated Downtown Spokane Regional Center, in an area well-served by existing services and transportation systems. The subarea is adjacent to the Downtown core, the WSU-Spokane Health Sciences campus, the Sprague Union district, and the concentration of health care providers on the lower South Hill. The subarea is within an identified Target Investment Area, and revitalization of the area is coordinated by a public development authority and funded by a variety of incentives and a tax increment finance district. The proposal aligns Land Use Plan Map and zoning designations for the South University District with the incentives, economic development strategies, and infrastructure investments already in place for the subarea. The proposed DTU zoning on the south landing and along Sprague Avenue and Sherman Street ensures that future development occurring at this key district node makes efficient use of the multimodal infrastructure and other supportive programs that have been put in place.

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## ECONOMIC DEVELOPMENT GOALS

### ***Economic Development Goal ED 2 – Land Available for Economic Activities***

Goal: Ensure that an adequate supply of useable industrial and commercial property is available for economic development activities.

### ***Economic Development Goal ED 3 – Strong, Diverse, and Sustainable Economy***

Goal: Foster a strong, diverse, and sustainable economy that provides a range of employment and business opportunities.

**Staff Analysis:** The proposed map changes ensure that an adequate supply of usable property is available for a range of economic activities especially suited to the subarea (see *Policy ED 2.1 –*

*Land Supply*). As described in the “Background” section above, the subarea is located within the larger 770-acre University District, which has been designated as a Target Investment Area, and both public and private stakeholders have placed considerable emphasis on the potential of the South University District as a site for a concentration of private sector employers in health sciences, energy, and other industry clusters benefiting from close proximity to the array of university campuses in the district and health care providers on the lower South Hill (see *Policy ED 3.8 – Technology-Based Industries*).

The existing GC-150 zoning limits the FAR of non-residential uses to 2.5, limiting the intensity of office, laboratory, and institutional development throughout the subarea, including the south landing and Sprague and Sherman frontages, where proximity to the WSU-Spokane Health Sciences campus and multimodal infrastructure increases demand for these uses. Development to support a concentration of employment near the south landing and within the “T” is further complicated by higher off-street parking requirements than other districts adjacent to the Downtown core, which are typically zoned DTG, DTU, or DTS. These minimum requirements for off-street parking force potential developers to aggregate larger sites to accommodate surface parking lots, which presents a particular challenge given the smaller parcels and topographic constraints often found in the South University District. The proposal to change the zoning in these areas from GC-150 to DTU would increase the non-residential FAR from 2.5 to 6, and reduce minimum off-street parking requirements to one space per 1,000 square feet, effectively increasing the supply of land available to meet the needs of emerging innovation-based industry clusters.

In addition, the subarea serves an important role as a retail, wholesale, and light industrial hub in a central location adjacent to the Downtown core. In addition to close proximity to Downtown, university campuses, hospitals, and other activity generators, businesses located in the South University District have efficient transportation links to the regional market through the I-90 freeway, Division Street (US 395), and 2<sup>nd</sup>/3<sup>rd</sup> Avenue couplet. The wide range of businesses in the subarea include successful new and multigenerational enterprises, and contribute to one of the region’s highest employment densities. Many of the smaller, older existing buildings in the subarea provide flexible, low-cost space conducive to small, emerging, locally-owned firms that contribute to overall job growth in the region. The proposal to retain GC-150 zoning in approximately 136 acres at the southeast and southwest portions of the subarea is meant to maintain space for a range of commercial and light industrial uses, and offer flexibility in building configuration and provisions for freight and operations that may be more difficult to achieve in a densely developed area characteristic of a Downtown zone (see *ED 3.2 – Economic Diversity*; *ED 3.5 – Locally-Owned Businesses*; and *ED 3.6 – Small Businesses*).

#### **APPROVAL CRITERIA (SMC 17G.020.030)**

SMC Section 17G.020.030 establishes the approval criteria for Comprehensive Plan amendments, including Land Use Plan Map amendments. In order to approve a Comprehensive Plan Land Use Plan Map amendment request, the decision-making authority shall make findings of fact based on evidence provided by the applicant that demonstrates satisfaction of all the applicable criteria. The applicable criteria are shown below in ***bold italic*** print. Following each criterion is staff analysis relative to the amendment requested.

**A. Regulatory Changes**

***Amendments to the comprehensive plan must be consistent with any recent state or federal legislative actions, or changes to state or federal regulations, such as changes to the Growth Management Act, or new environmental regulations.***

**Staff Analysis:** Staff reviewed and processed the proposed amendment under the most current regulations contained in the Growth Management Act, the Washington State Environmental Policy Act (SEPA), and the Spokane Municipal Code. Staff is unaware of any recent federal, state, or legislative actions with which the proposal would be in conflict, and no comments were received to this effect from any applicable agencies receiving notice of the proposal. The proposal meets this criterion.

**B. GMA**

***The change must be consistent with the goals and purposes of the state Growth Management Act.***

**Staff Analysis:** The Growth Management Act (GMA) details 13 goals to guide the development and adoption of the comprehensive plans and development regulations (RCW [36.70A.020](#), “Planning Goals”), and these goals guided the City’s development of its comprehensive plan and development regulations. This proposal has been reviewed for GMA compliance by staff from the Washington Department of Commerce. No comments received or other evidence in the record indicates inconsistency between the proposed plan map amendment and the goals and purposes of the GMA. The proposal meets this criterion.

**C. Financing**

***In keeping with the GMA’s requirement for plans to be supported by financing commitments, infrastructure implications of approved comprehensive plan amendments must be reflected in the relevant six-year capital improvement plan(s) approved in the same budget cycle.***

**Staff Analysis:** The area of the proposed land use and zoning map changes is a previously-developed, central location within the city served by existing urban facilities and services. City departments and partner agencies responsible for providing public services and facilities have reviewed the proposal and have not indicated any concerns regarding financing commitments or other infrastructure implications that would result from the proposal. The proposal meets this criterion.

**D. Funding Shortfall.**

***If funding shortfalls suggest the need to scale back on land use objectives and/or service level standards, those decisions must be made with public input as part of this process for amending the comprehensive plan and capital facilities program.***

**Staff Analysis:** As described in response to criterion (C) above, the proposal would change land use, zoning, and overlay map designations in a centrally-located area already served by urban facilities and services, particularly after streetscape and utility upgrades to Sprague Avenue are completed later in 2020. The proposal itself does not involve a specific development project. Implementation of the concurrency requirement, as well as applicable development regulations and transportation impact fees, will ensure that development is consistent with adopted comprehensive plan and capital facilities standards, or that sufficient funding is available to mitigate any impacts to existing infrastructure networks. The proposal meets this criterion.

#### ***E. Internal Consistency***

- 1. The requirement for internal consistency pertains to the comprehensive plan as it relates to all of its supporting documents, such as the development regulations, capital facilities program, shoreline master program, downtown plan, critical area regulations, and any neighborhood planning documents adopted after 2001. In addition, amendments should strive to be consistent with the parks plan, and vice versa. For example, changes to the development regulations must be reflected in consistent adjustments to the goals or policies in the comprehensive plan. As appropriate, changes to the map or text of the comprehensive plan must also result in corresponding adjustments to the zoning map and implementation regulations in the Spokane Municipal Code.***

**Staff Analysis:** The proposal is internally consistent with applicable supporting documents of the Comprehensive Plan as follows:

Development Regulations. The proposal to amend the Land Use Plan Map is accompanied by several amendments to zoning and overlay maps to implement a regulatory framework consistent with the proposed “Downtown” land use designation. The proposal includes a concurrent Zoning Map amendment for the affected area to DTU (Downtown University), a zone implementing the “Downtown” designation. In addition, overlays implementing certain aspects of Downtown development and design standards (Complete Streets designations and Downtown Design Review Thresholds) would be extended to match the amended boundary of the “Downtown” land use designation, to ensure consistent application of implementing regulations.<sup>9</sup> Other overlays (the Downtown Parking Area providing for no minimum off-street parking requirement and the Surface Parking Limited Overlay) are generally associated with Downtown zones but do not need to be extended to ensure consistency

Capital Facilities Program. As described in the staff analysis of Criterion C above, no additional infrastructure or capital expenditures by the City are anticipated for this non-

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<sup>9</sup> Two other overlays, the Downtown Parking Area providing for no minimum off-street parking requirement and the Surface Parking Limited Overlay, are generally associated with Downtown zones but are not required to implement development standards adopted for the base zone.

project action, and it is not anticipated that the City's integrated Capital Facilities Program would be affected by the proposal.

Fast Forward Spokane Downtown Plan. The City of Spokane adopted the *Fast Forward Spokane Downtown Plan Update*, which updated the 1999 Downtown Plan. In 2019, the City and Downtown Spokane Partnership began a second update of the Downtown Plan, with plan adoption expected in 2020. *Fast Forward Spokane* included a "South University District Analysis" as an appendix to the plan, including an analysis of opportunities and constraints, circulation and land use frameworks, and inventory of opportunity sites. This analysis section was presented as a supplemental study to *Fast Forward Spokane*, and the area was not included in zoning or development code changes adopted to implement the plan in 2009. The subject proposal for the South University District has been developed in coordination with the current Downtown Plan update process to ensure consistency between the subarea plans and any ensuing map and development code regulations.

Neighborhood Planning Documents Adopted after 2001. The South University District is within the East Central Neighborhood Council boundary. In 2006, City Council recognized the *East Central Neighborhood Plan* "as a declaration of the neighborhood's desired future condition, providing direction for neighborhood-based improvement activities and reflecting the neighborhood's priorities for its future."<sup>10</sup> The plan does not identify any specific changes to the land use designations for the South University District, and indicates that strategic planning processes specific to the University District may address more detailed land use issues in the subarea. In 2009, the East Central Neighborhood Council used neighborhood planning funds for design work on improvements to the Ben Burr Trail, and did not address land use or zoning issues in their planning process.

The subject proposal to change the land use designation and zoning for the affected area is internally consistent with applicable neighborhood planning documents.

Comprehensive Plan Goals and Policies. As described in further detail in Section V, subsection "Implementation of Comprehensive Plan Goals and Policies" within this report, the proposal is consistent with adopted Comprehensive Plan goals and policies.

***2. If a proposed amendment is significantly inconsistent with current policy within the comprehensive plan, an amendment proposal must also include wording that would realign the relevant parts of the comprehensive plan and its other supporting documents with the full range of changes implied by the proposal.***

**Staff Analysis:** The proposal is generally consistent with current Comprehensive Plan policies, as described in further detail in the staff analysis of Criterion K.2 below and other criteria in

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<sup>10</sup> City Council Resolution 2006-0032. As prescribed in SMC 04.12.010, the City Council resolution recognizing this plan is not an action to amend the City's Comprehensive Plan or development regulations by recommendation of the Plan Commission.

this report. Therefore, no amendment to policy wording is necessary and this criterion does not apply to the subject proposal.

**F. Regional Consistency.**

*All changes to the comprehensive plan must be consistent with the countywide planning policies (CWPP), the comprehensive plans of neighboring jurisdictions, applicable capital facilities or special district plans, the regional transportation improvement plan, and official population growth forecasts.*

**Staff Analysis:** The proposed change in land use designation from “General Commercial” to “Downtown” applies to land near the center of the urbanized area in the Spokane region, would result in a relatively small (approximately 8 percent) increase in the overall area designated “Downtown” on the Land Use Plan Map, and is immediately adjacent to other areas designated “Downtown” to the north and west. Due to the scale and location of the proposal, there are no foreseeable implications to regional or interjurisdictional policy issues. No comments have been received from any agency, City department, or neighboring jurisdiction which would indicate that this proposal is not regionally consistent. The proposal meets this criterion.

**G. Cumulative Effect.**

*All amendments must be considered concurrently in order to evaluate their cumulative effect on the comprehensive plan text and map, development regulations, capital facilities program, neighborhood planning documents, adopted environmental policies and other relevant implementation measures.*

**1. Land Use Impacts.**

*In addition, applications should be reviewed for their cumulative land use impacts. Where adverse environmental impacts are identified, mitigation requirements may be imposed as a part of the approval action.*

**2. Grouping.**

*Proposals for area-wide rezones and/or site-specific land use plan map amendments may be evaluated by geographic sector and/or land use type in order to facilitate the assessment of their cumulative impacts.*

**Staff Analysis:** The proposed Land Use Plan Map amendment would change the zoning of a 63-acre area from GC-150 to DTU. Subarea planning for the North Bank, just to the north of the Downtown core, has taken place on a similar timeline as the South University District. An update of the *Fast Forward Downtown Plan*, which encompasses a planning area that includes both the South University District and North Bank, started in late 2019 and will

continue through 2020. The overlapping schedule of subarea planning processes has allowed staff to monitor proposed land use changes emerging from each subarea and take cumulative impacts into consideration throughout the process.

Subarea planning for the North Bank is expected to result in a proposal change the Land Use Plan Map designation of approximately 82 acres from “General Commercial” and “Office,” to “Downtown” and rezone the same area from CB-150 (Community Business with 150 foot height limit) and OR-150 (Office Retail with 150 foot height limit) to DTG (Downtown General). There is almost no difference in the development standards that apply in the DTG and DTU zones, meaning that the two subarea plans would result in a cumulative increase of approximately 145 acres in these two nearly identical zones. Under the two proposals, total acreage within any Downtown zoning designation (DTC, DTG, DTU, or DTS) would increase from 788 acres to 933 acres, or 18.4 percent.

The close coordination between the subarea planning processes has allowed both subarea plans to take the potential cumulative impacts of their proposed changes into consideration during the planning process. While the change from GC-150, CB-150, or OR-150 to DTG or DTU zoning involves some differences in allowed uses and application of development and design standards, an increase in the floor area ratio (FAR) for non-commercial uses is the most prominent cumulative difference that would result from the zone changes proposed under the two subarea plans. In the North Bank, approximately 82 acres would see an increase in non-residential FAR from 4.5 to 6, and in the South University District, FAR would increase from 2.5 to 6 for approximately 63 acres. Because there is no maximum FAR for residential uses in the existing or proposed zoning involved in either subarea plan, the proposal does not result in any cumulative change in development capacity for housing.

Proposed changes to the in Land Use Plan map designation and zoning in the South University District apply to just under 30 percent of the subarea. The proposed change to a “Downtown” designation and DTU zoning is focused on areas where projected demand for larger office and other concentrated employment uses is highest, specifically preserving the remainder of the subarea for the existing range of residential, commercial, and light industrial uses and minimizing the cumulative impact of a district-wide zone change.

The proposal meets this criterion.

#### **H. SEPA.**

***SEPA review must be completed on all amendment proposals and is described in chapter 17E.050.***

##### **1. Grouping.**

***When possible, the SEPA review process should be combined for related land use types or affected geographic sectors in order to better evaluate the proposals' cumulative***



*impacts. This combined review process results in a single threshold determination for those related proposals.*

## **2. DS.**

*If a determination of significance (DS) is made regarding any proposal, that application will be deferred for further consideration until the next applicable review cycle in order to allow adequate time for generating and processing the required environmental impact statement (EIS).*

**Staff Analysis:** The application is under review in accordance with the State Environmental Policy Act (SEPA), which requires that the potential for adverse environmental impacts resulting from a proposal be evaluated during the decision-making process. On the basis of the information contained in the environmental checklist, written comments from local and State departments and agencies concerned with land development within the City, and a review of other information available to the Director of Planning Services, a Determination of Non-Significance was issued on February 21, 2020. The proposal meets this criterion.

### **I. Adequate Public Facilities.**

*The amendment must not adversely affect the City's ability to provide the full range of urban public facilities and services (as described in CFU 2.1 and CFU 2.2) citywide at the planned level of service, or consume public resources otherwise needed to support comprehensive plan implementation strategies.*

**Staff Analysis:** The proposed map changes affect an area approximately 63 acres in size, in a built-up area adjacent to the downtown core and served by the public facilities and services described in CFU 2.1. Significant infrastructure upgrades in recent years have included capacity upgrades to City utilities serving the area. The proposed map changes affect a relatively small area, do not include a development proposal, and do not measurably alter demand for public facilities and services in the vicinity of the proposal or on a citywide basis. All affected departments and outside agencies providing services to the subject properties have had an opportunity to comment on the proposal and no agency or department offered comments suggesting the proposal would affect the City's ability to provide adequate public facilities to the property or surrounding area or consume public resources otherwise needed to support comprehensive plan implementation strategies. Any subsequent development of the site will be subject to a concurrency determination pursuant to SMC [17D.010.020](#), thereby implementing the policy set forth in CFU 2.2. The proposal meets this criterion.

### **J. UGA.**

*Amendments to the urban growth area boundary may only be proposed by the city council or the mayor of Spokane and shall follow the procedures of the countywide planning policies for Spokane County.*

**Staff Analysis:** The application does not propose an amendment to the urban growth area boundary. This criterion does not apply.

**K. Demonstration of Need.**

**1. Policy Adjustments.**

*Proposed policy adjustments that are intended to be consistent with the comprehensive plan should be designed to provide correction or additional guidance so the community's original visions and values can better be achieved. [...]*

**Staff Analysis:** The proposal is for a map change only and does not include any proposed policy adjustments. Therefore, this subsection does not apply.

**2. Map Changes.**

*Changes to the land use plan map (and by extension, the zoning map) may only be approved if the proponent has demonstrated that all of the following are true:*

- a. The designation is in conformance with the appropriate location criteria identified in the comprehensive plan (e.g., compatibility with neighboring land uses, proximity to arterials, etc.);*

**Staff Analysis:** Comprehensive Plan policies related to Downtown generally emphasize its role as a Regional Center featuring diverse uses, without providing specific locational criteria or guidance on what type of areas are most or least suitable for expansion of the Downtown designation. The location of the proposed Land Use Plan Map amendment is within the "Downtown Boundary" designated in the 2009 *Fast Forward Spokane Downtown Plan Update* and is contiguous with existing areas designated "Downtown" on the Land Use Plan Map and zoned either DTG or DTU. The proposal meets subsection (a).

- b. The map amendment or site is suitable for the proposed designation;*

**Staff Analysis:** The proposal includes a concurrent Zoning Map change for the affected area to DTU (Downtown University) to implement the proposed "Downtown" Land Use Plan Map designation. SMC 17C.124.030.C describes the DTU zone as follows:

*"Downtown University (DTU).*

*The downtown university zone encourages a wide range of uses that support the ongoing development of an urban inner city university. A pedestrian friendly and safe urban environment is encouraged along with a wide range of residential, office, retail, and other supporting commercial uses."*

In the proposed location, the “Downtown” land use designation and accompanying DTU zoning align closely with this description by allowing dense development of office, laboratory, and other uses that complement the research and education functions of the adjacent WSU-Spokane Health Sciences campus and other universities in the district, and provide space for continued employment growth in the district. The proposed location of the DTU zone extension along Sprague Avenue and Sherman Streets, and the pedestrian friendly urban environment encouraged in the DTU zone aligns with stakeholder emphasis on these streets as a focal point for the subarea.

The proposal meets subsection (b).

***c. The map amendment implements applicable comprehensive plan policies and subarea plans better than the current map designations.***

**Staff Analysis:** As described in further detail in Section V, subsection “Implementation of Comprehensive Plan Goals and Policies” within this report, the proposal is intended to create a pattern of land use designation and zoning in the subarea that better implements adopted Land Use and Economic Development Goals adopted in the Comprehensive Plan. In particular, the proposal allows for concentration of high density employment growth in close proximity to investments and multimodal transportation and other public infrastructure (see Land Use policies LU 3.1 and 4.6) and ensures that land is available for employment growth in targeted industry clusters (Economic Development policies ED 2.1 and ED 3.8) and for the retention and expansion of existing businesses in the subarea (Economic Development policies ED 3.2, ED 3.5, and ED 3.6).

Comprehensive Plan Policy LU 1.9 – Downtown, provides in part that “major land use changes within the city should be evaluated to identify potential impacts on Downtown.” As described in the staff analysis of Criterion G above, the proposal has been evaluated for the cumulative increase in commercial development capacity caused by extending the Downtown designation in the South University District and North Bank subareas. The proposed extension of the Downtown designation in the South University District is applied to a focused area, rather than spread district-wide, in part to avoid impacts to the existing Downtown core from overextension of Downtown zoning.

The proposal meets subsection (c).

***3. Rezones, Land Use Plan Map Amendment.***

***Corresponding rezones will be adopted concurrently with land use plan map amendments as a legislative action of the city council. If policy language changes have map implications, changes to the land use plan map and zoning map will be made accordingly for all affected sites upon adoption of the new policy language. This is done to ensure that the comprehensive plan remains internally consistent and to preserve consistency between the comprehensive plan and supporting development regulations.***

**Staff Analysis:** If the Land Use Plan Map amendment is approved as proposed, the zoning designation of the affected area will change from GC-150 (General Commercial with 150-foot height limit) to DTU (Downtown University). The DTU zone implements the Downtown land use designation proposed for the affected area. No policy language changes have been identified as necessary to support the proposed Land Use Plan Map amendment, which is consistent with adopted Comprehensive Plan Land Use and Economic Development goals and policies as described elsewhere in this report. The proposal meets this criterion.

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## RECOMMENDED FINDING

Staff recommends that the Plan Commission find that the proposal meets the approval criteria set forth in SMC Section 17G.020.030.

## VI. CONCLUSION

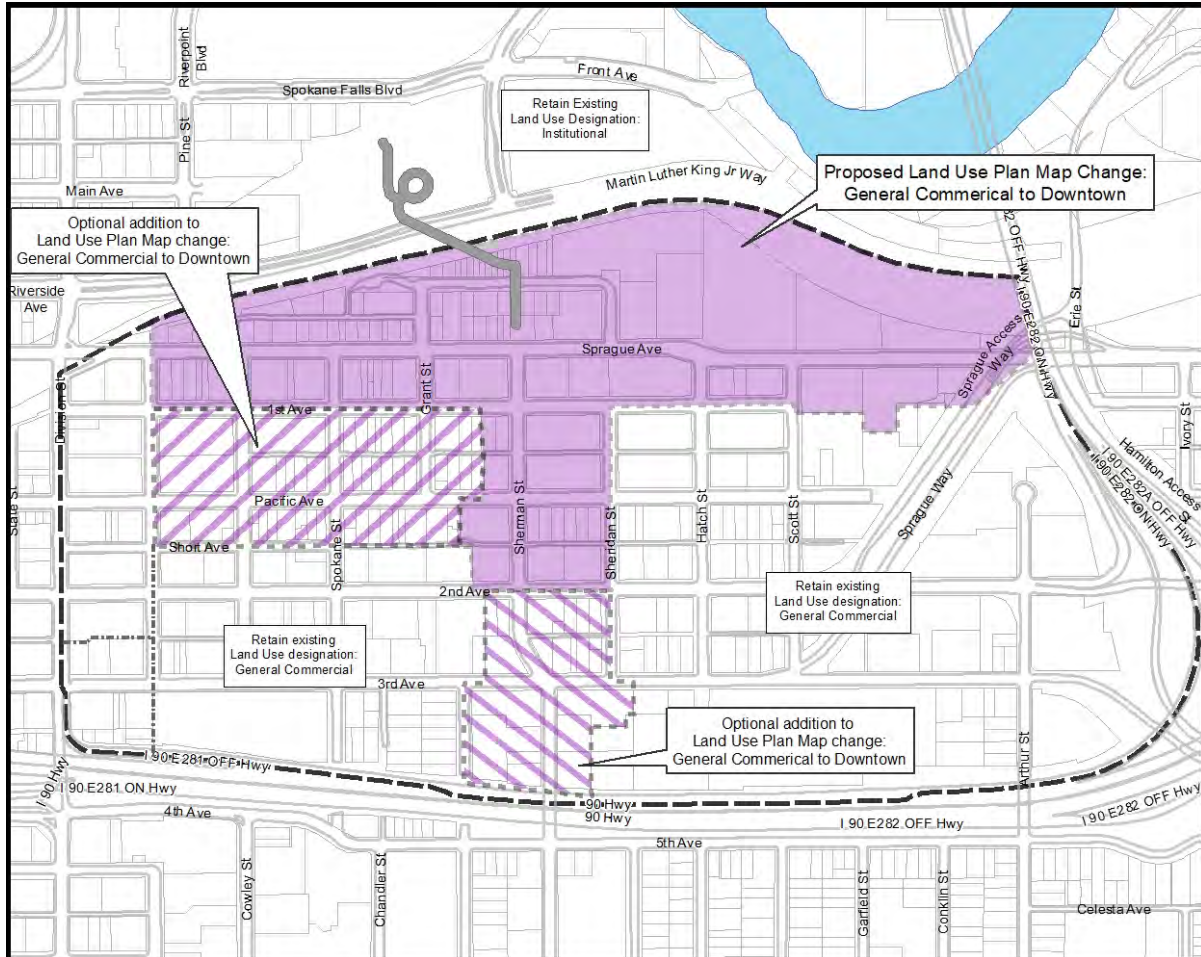
Staff finds that the proposed *South University District Subarea Plan* reflects a more detailed look at land use issues within a focused area, consistent with the approach set forth in Comprehensive Plan Land Use Policy LU 7.4 – Sub-Area Planning Framework. The proposed Comprehensive Plan Amendment to amend the Land Use Plan Map, and concurrent changes to zoning and overlay maps are consistent with Comprehensive Plan Land Use Goal LU 3 and Economic Development Goals ED 2 and ED 3. The proposal is also consistent with each of the approval criteria for a Comprehensive Plan Amendment set forth in SMC Section 17G.020.030.

Staff recommends that the Plan Commission adopt the facts and findings of the staff report and make a recommendation that City Council approve a resolution recognizing the *South University District Subarea Plan* and an ordinance adopting the proposed Comprehensive Plan Amendment and concurrent zoning and overlay map changes.

## VII. EXHIBITS

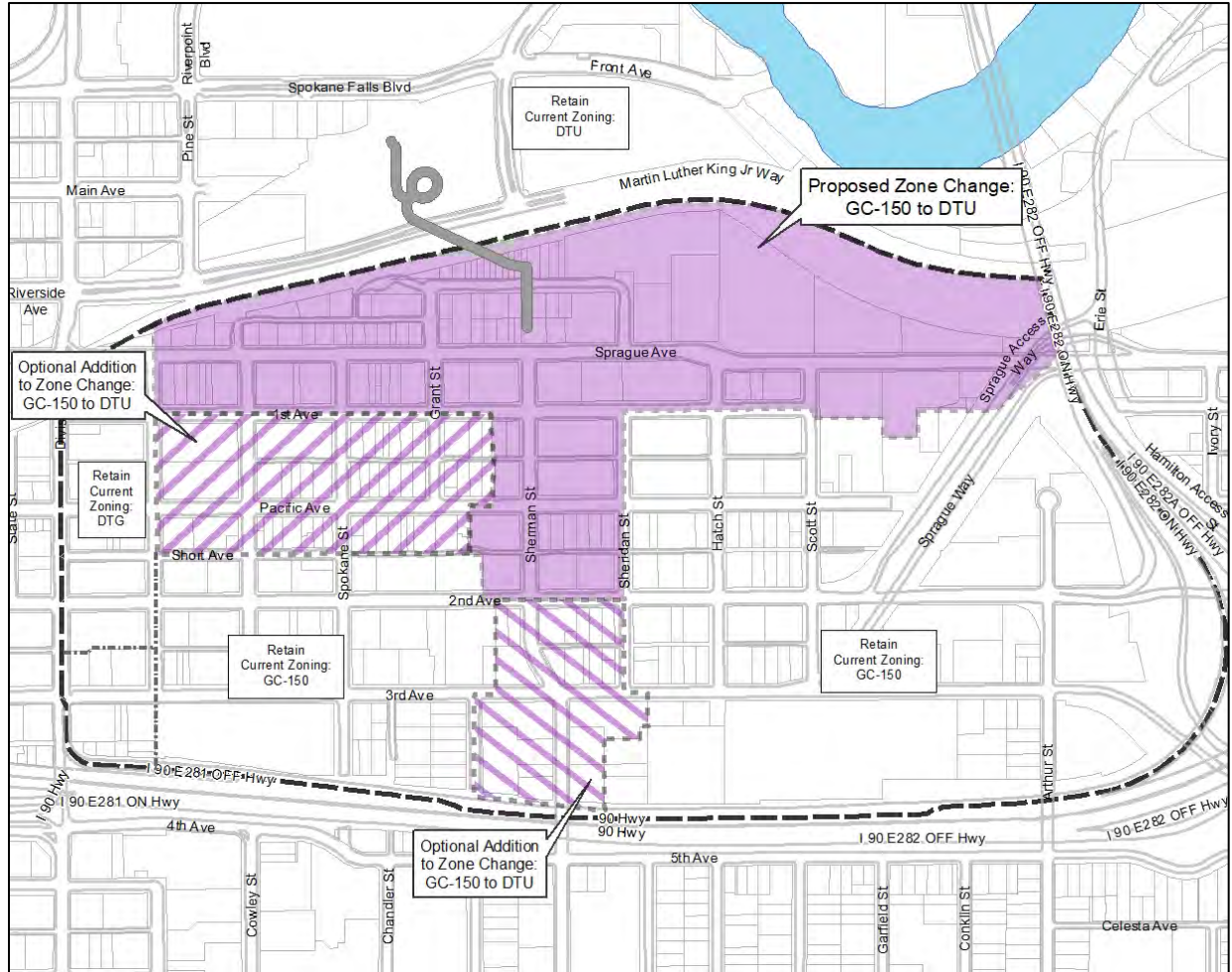
- A. Proposed Comprehensive Plan Land Use Plan Map Amendment
- B. Proposed Amendments to Zoning Map
- C. Proposed Designations of Complete Streets within the South University District subarea (Downtown Map 5.1 “Complete Streets”)
- D. Proposed Amendments to Surface Parking Limited Overlay Map (SMC 17C.124-M1)
- E. Proposed Amendments to Downtown Design Review Threshold Map (SMC 17G.040-M1)

## EXHIBIT A: PROPOSED COMPREHENSIVE PLAN LAND USE MAP AMENDMENTS





## EXHIBIT B: PROPOSED ZONING MAP AMENDMENTS

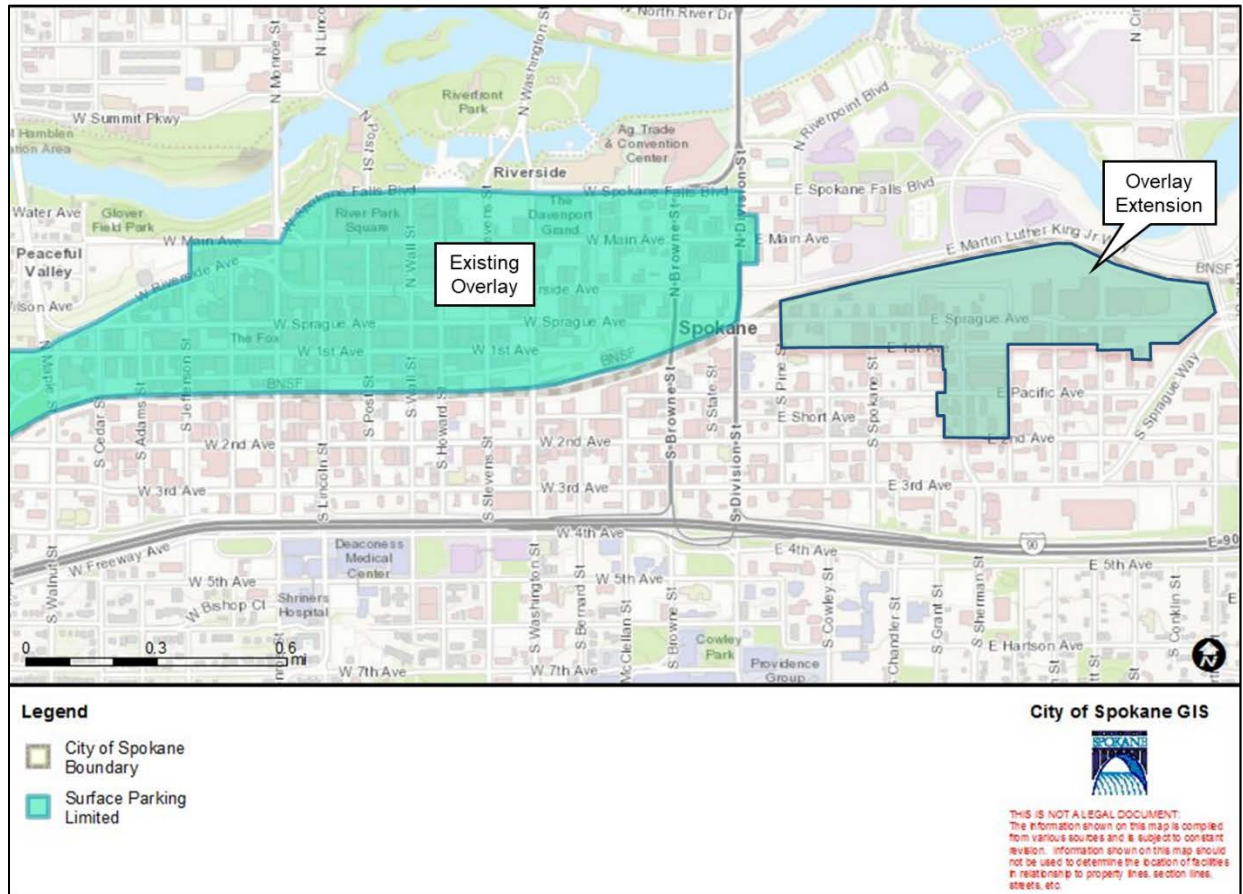


## Amending Downtown Plan Map 5.1 “Complete Streets”



## EXHIBIT D: PROPOSED AMENDMENT TO SURFACE PARKING LIMITED OVERLAY

(SMC 17C.124-M1)



# EXHIBIT E: PROPOSED AMENDMENT TO DOWNTOWN DESIGN REVIEW THRESHOLD MAP

(SMC 17G.040-M1)

