



# Spokane Plan Commission Agenda

Wednesday, July 22, 2020

2:00 PM

Virtual 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.

### Commission Briefing Session:

2:00 – 2:30

1. Approve [7/8/2020](#) meeting minutes
2. City Council Report
3. Community Assembly Liaison Report
4. President Report
5. Transportation Sub-Committee Report
6. Secretary Report

All  
CM Candace Mumm  
Mary Winkes  
Todd Beyreuther  
John Dietzman  
Louis Meuler

### Workshops:

2:30 - 2:50

1. [Housing Action Plan Overview](#)

Maren Murphy

2:50 - 3:15

2. [Street Standards Update](#)

Inga Note

3:15 - 3:45

3. [Cannon Historic District – Design Standards and Guideline](#)

Logan Camporeale

3:45 - 4:05

4. [North Foothills CC3 Overlay Zone Expansion](#)

Tirrell Black

### Question:

4:10 - 4:20

1. [Grand Boulevard Transportation & Land Use Study – Virtual Hearing Process Review](#)

Melissa Wittstruck &  
Inga Note

### Hearing Continuation:

4:20 - 4:50

1. [Continuation of South University District Subarea Plan](#)

Chris Green

### Adjournment:

**The next PC meeting will be held on Wednesday, August 12, 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")**

**To participate by phone**

Meeting number: 146 293 1499

Password: PdyVG2vw9t3

**More ways to join:**

**Join by video system**

Dial 1462931499@spokanecity.webex.com

You can also dial 173.243.2.68 and enter your meeting number.

**Join by phone**

+1-408-418-9388 United States Toll

Access code: 146 293 1499

**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**

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

July 8, 2020

City Council Chambers and Virtual by Webex

Meeting Minutes: Meeting called to order at 2:06 PM by Todd Beyreuther

## Attendance:

- Board Members Present: Todd Beyreuther, Michael Baker, Jo Anne Wright, Thomas Sanderson, Carole Shook, Sylvia St. Clair, Greg Francis, John Dietzman, Cliff Winger, Mary Winkes
- Board Members Not Present: Diana Painter, Candace Mumm (City Council Liaison)
- *Quorum Present: Yes*
- Staff Members Present: Louis Meuler, Stephanie Bishop, Kevin Freibott, Melissa Wittstruck, Inga Note, Chris Green, Tirrell Black

## Public Comment:

None

## Briefing Session:

Minutes from the June 24, 2020 meeting approved unanimously.

1. **City Council Liaison Report - Candace Mumm**
  - None - CM Mumm was absent.
2. **Community Assembly Liaison Report - Mary Winkes**
  - Mary gave an update on the recent virtual Community Assembly meeting. The next meeting will be Thursday, August 6, 2020.
3. **Commission President Report - Todd Beyreuther**
  - Todd gave an overview of a meeting he was invited to that included a group of Planners who were discussing equity and how it relates to planning.
4. **Transportation Subcommittee Report - John Dietzman**
  - The PCTS will be meeting on Tuesday, July 14th, and they'll be working on the Engineering Design Street Standards and will also consider amendments to the Comp Plan Transportation chapter for the arterial map and bicycle plan.
  - The PCTS meeting was delayed from July 7th, so members could participate in a meeting with the WA State Transportation Commission. They had a distinguished group of panelists who covered a wide range of topics, including the future of transportation post-COVID-19. They went over statistics on traffic reduction in auto, ferry, and public transit and also made projections on different scenarios dealing with the recovery. They said things could go back to normal if a vaccine comes out by the end of the year, but adjustments would have to be made if it's going to take a significant amount of time to get a vaccine. These could include telecommuting, more walking and biking, and an increase in suburban living with more people able to work from home and enjoy the advantages of suburban living. John will resend the link to the PowerPoint presentations from the meeting to Plan Commissioners.
5. **Secretary Report - Louis Meuler**
  - There are several items coming to Plan Commission in the next couple months, so some meetings may have to run later to allow all items to be presented.
  - The August 26<sup>th</sup> meeting was planned to be cancelled, but there's a possibility of having an in-person, socially distanced walking meeting/tour out in the community prior to winter.
  - Louis will be working with City Council to find a date they can meet with Plan Commission for a joint meeting in the next quarter.

### Workshops:

1. **Comp Plan Amendment Z19-503COMP**
  - Presentation provided by Kevin Freibott
  - Questions asked and answered
  - Discussion ensued
2. **Comp Plan Amendment Z19-504COMP**
  - Presentation provided by Kevin Freibott
  - Questions asked and answered
  - Discussion ensued
3. **Comp Plan Amendment Z19-505COMP**
  - Presentation provided by Kevin Freibott
  - Questions asked and answered
  - Discussion ensued

### Hearing:

1. **Grand Boulevard Transportation & Land Use Study**
  - Presentation provided by Melissa Wittstruck and Inga Note
  - Questions asked and answered
  - Discussion ensued

Greg Francis moved to recommend the Grand Boulevard Transportation & Land Use Study to City Council as written; Sylvia St. Clair seconded. Motion carried. (9-0)

2. **South University District Subarea Plan**
  - Presentation provided by Chris Green
  - Questions asked and answered
  - Discussion ensued

**\*\*Greg Francis moved to continue the hearing, keeping public comment open, until the July 22<sup>nd</sup> Plan Commission meeting; Michael Baker seconded. Motion carried. (9-0)\*\***

**Meeting Adjourned at 5:28 PM**

Next Plan Commission Meeting scheduled for Wednesday, July 22, 2020



**BRIEFING PAPER**  
**City of Spokane**  
**Plan Commission**  
**Workshop**  
**July 22, 2020**

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**Subject**

The City of Spokane is preparing a Housing Action Plan to address current and future housing needs of the Spokane community. The goal of the Housing Action Plan is to encourage the construction of additional affordable and market rate housing options accessible to people of all income levels. The planning process will follow a data-driven, community-informed approach with a focus on equity built on inclusive outreach and engagement with residents, partners, and City leaders.

Please review the project page for the Housing Action Plan here:  
<https://my.spokanecity.org/housing/spokane-housing-action-plan/>

**Background**

In 2019, the WA Legislature passed RCW 36.70A.600 (formerly E2SHB 1923) to incentivize cities to increase urban residential capacity and density by completing recommended actions or a housing action plan. The legislation emphasizes the need to increase housing supply for all income levels, and encourages cities to prioritize the creation of affordable, inclusive neighborhoods. Certain non-project actions are not subject to SEPA appeal if completed prior to April 1, 2021 (see [RCW 36.70A.600](#)).

**Impact**

The Housing Action Plan will provide a strategic approach for the City to increase housing options that meet the needs of residents at all income levels. It will examine population, workforce and housing trends in Spokane with a housing needs assessment. The plan will inform the Comprehensive Plan and guide strategies by assessing housing policies, development regulations, and other city programs that influence the development of housing. The plan will identify responsible parties, timelines, steps for implementation and potential funding sources. The outcome will be a coordinated vision that focuses attention, builds community support, and promotes accountability for enacting change. This builds on previous housing discussions related to the Comprehensive Plan, infill development, housing quality, and affordable housing.

**Funding**

The City received a grant of \$100,000 from the Washington Department of Commerce to complete a housing action plan, which is being led by a multidisciplinary team of City staff.

**Plan Commission Consideration:**

Commissioners are invited to engage in the public process and will receive regular briefings from staff. This item will be forwarded to the City Council for consideration of adoption by Resolution. This is similar to other planning documents, such as neighborhood plans, that are reviewed by the Plan Commission prior to the City Council action.



July 16, 2020

President Beyreuther and Plan Commissioners  
City of Spokane

**Re: Street Design Standards Update**

Dear President Beyreuther and Plan Commissioners,

At the July 22<sup>nd</sup> Plan Commission meeting staff will provide an overview of the Design Standards Chapter 3 update. The most recent draft of Chapter 3 (version 9) and the proposed SMC changes are available online for review prior to the meeting at the following web address:

<https://my.spokanecity.org/projects/street-design-standards-update/>

Sincerely,

Inga Note  
Integrated Capital Management  
[inote@spokanecity.org](mailto:inote@spokanecity.org)

BRIEFING PAPER  
City of Spokane  
Plan Commission Briefing  
July 22, 2020

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Subject

*Cannon Streetcar Suburb Historic District Overlay Zone*

Background

In 2015, the Cliff-Cannon Neighborhood Council (CCNC) started a conversation with the City's Historic Preservation Office (HPO) to create a means to better protect the historic character of the neighborhood. While parts of Cliff-Cannon have been listed as a National Register Historic District since 1979, that designation does not offer the protection against demolition and general character features that a listing on the Spokane Register would. The CCNC decided that they wanted to pursue a Spokane Register of Historic Places historic district overlay zone to both offer protection of historic resources through design review, while at the same time, provide incentives to property owners who significantly improve historic properties.

In order to create a large historic district, the SMC 17D.040 (Historic Preservation Ordinance) needed to be revised to allow for district creation through a vote of property owners within the proposed district. The ordinance revision passed City Council in February of 2018 and a new Historic Preservation chapter (SMC 17D.100) has been implemented. In fall of 2019, after receiving over 50% affirmative vote from property owners, the *Browne's Addition Historic District Overlay Zone* was recommended for passage by the Spokane Plan Commission and subsequently passed by the Spokane City Council.

The HPO received a grant in June of 2019 to fund the creation of three documents necessary for the formation of a local historic district – a nomination form, resource forms for each property within the district, and design standards and guidelines for the district. Those documents are being created by HPO staff. The documents are currently in draft form and are being reviewed by the Nominations Committee of the Spokane Historic Landmarks Commission:

- Cannon Streetcar Suburb Local Historic District Spokane Register Nomination Form
- Cannon Streetcar Suburb Local Historic District Resource Forms
- Cannon Streetcar Suburb Local Historic District Design Standards and Guidelines

Once the documents are in a preliminary draft form, the HPO will push the documents out to property owners for comments on the drafts. Then, using those comments and working with internal stakeholders and agency reviewers, final documents will be posted on the project webpage prior to beginning the balloting process with property owners in the proposed overlay zone.

The HPO has led efforts to engage the neighborhood with the following outreach activities targeted to both property owners and residents of the district including the creation of a project website (9/19/2019); at least three public meetings with residents and property owners (2/5/2019, 1/7/2020, 2/4/2020); tabling at the Cliff-Cannon Neighborhood Block Party to seek feedback from residents (9/21/2020); conducting an online survey to solicit feedback on the areas residents identified as historically significant (32 responses); due to COVID-19 we recorded a video presentation about the proposed district with City Cable 5 to post on the project webpage and to send to residents (4/22/2020); due to COVID-19 we hosted a two-day socially-distanced pop-up information table throughout the proposed district to answer questions and solicit feedback from residents and property owners (6/26-27/2020); one first class mailing to all property owners within the district; and social media posts including Nextdoor and a Facebook live event ('Spokane Historic Landmarks' is the HPO Facebook page).

The neighborhood driven creation of the historic district will allow for:

- Regulation of changes to the street facing exteriors of existing properties when a building permit is sought through the Certificate of Appropriateness (CoA) application process by the HPO and/or the Spokane Historic Landmarks Commission (SHLC)
  - Most decisions can be made at the staff level based on the design standards and guidelines, but larger projects with more extensive changes would be heard at a public hearing by the SHLC
- Regulation of demolitions of “contributing” structures within the district through a CoA application
  - Requires a public hearing of the SHLC
- Design review of new construction within the district based on a framework created for compatibility in the district (included within the Design Standards and Guidelines document)

The district is not a tool to limit growth in this high density residential neighborhood, rather, it is a way that the neighborhood can participate in a public process geared toward appropriate changes as well as growth within the district. The Design Standards and Guidelines are extensive and meant to provide clear direction to both property owners and developers as they approach rehabilitation of historic resources or consider building something new in the neighborhood. By providing an avenue for public process and review of substantial changes to the neighborhood, the historic district designation gives citizens an opportunity to express their thoughts on proposals, but ultimately, decisions will be made by the Spokane Historic Landmarks Commission based on standards.

This proposal is directly in line with the City of Spokane Comprehensive Plan Chapter 8: Urban Design and Historic Preservation. Pertinent sections include:

***DP 1.1: Landmark Structures, Buildings, and Sites***

*Recognize and preserve unique or outstanding landmark structures, buildings, and sites.*

***DP 1.2: New Development in Established Neighborhoods***

*Encourage new development that is of a type, scale, orientation, and design that maintains or improves the character, aesthetic quality, and livability of the neighborhood*

***DP 2.7: Historic District and Sub-Area Design Guidelines***

*Utilize design guidelines and criteria for sub-areas and historic districts that are based on local community participation and the particular character and development issues of each sub-area or historic district.*

***DP 3.10 Zoning Provisions and Building Regulations***

*Utilize zoning provisions, building regulations, and design standards that are appropriate for historic districts, sites, and structures.*

***DP 3.13 Historic Districts and Neighborhoods***

*Assist neighborhoods and other potential historic districts to identify, recognize, and highlight their social and economic origins and promote the preservation of their historic heritage, cultural resources, and built environment.*

Action

The SHLC will review the final documents after the balloting is complete, and if property owners vote 50% + 1 in favor of forming the district they will recommend approval of the historic district overlay to City Council.

The Plan Commission also has a role as a recommending body to City Council since this is a land use action with the creation of the overlay zone. The HPO seeks a recommendation from the Plan Commission that the *Cannon Streetcar Suburb Historic District Overlay Zone* be recommended for passage to City Council **if** property owners vote 50% + 1 in favor of forming the district. (Draft ordinance attached.)

In fall of 2020, City Council could consider final adoption of the *Cannon Streetcar Suburb Historic District Overlay Zone* by ordinance.

# CANNON STREETCAR SUBURB LOCAL HISTORIC DISTRICT PLAN COMMISSION WORKSHOP #1

July 22, 2020

# SPOKANE HISTORIC LANDMARKS COMMISSION

Spokane Historic Landmarks Commission:

Section 04.35.010 Findings and Purpose

Findings.

The City and Spokane County find that the establishment of a landmarks commission with specific duties to recognize, protect, enhance and preserve those buildings, districts, objects, sites and structures which serve as visible reminders of the historical, archaeological, architectural, educational and cultural heritage of the City and County is a public necessity.

Purpose.

Initiate and maintain the Spokane register of historic places to encourage efforts by owners to maintain, rehabilitate and preserve properties. This official register compiles buildings, districts, objects, sites and structures identified by the commission as having historic significance worthy of recognition by the council or board



# IMPLEMENTING THE COMPREHENSIVE PLAN



## Comprehensive Plan Chapter 8: Urban Design and Historic Preservation

### *DP 1.1: Landmark Structures, Buildings, and Sites*

Recognize and preserve unique or outstanding landmark structures, buildings, and sites.

### *DP 1.2: New Development in Established Neighborhoods*

Encourage new development that is of a type, scale, orientation, and design that maintains or improves the character, aesthetic quality, and livability of the neighborhood.

### *DP 2.7: Historic District and Sub-Area Design Guidelines*

Utilize design guidelines and criteria for sub-areas and historic districts that are based on local community participation and the particular character and development issues of each sub-area or historic district.



# IMPLEMENTING THE COMPREHENSIVE PLAN

## *DP 3.10 Zoning Provisions and Building Regulations*

Utilize zoning provisions, building regulations, and design standards that are appropriate for historic districts, sites, and structures.

Discussion: Regulations are tools that can and should be used to promote preservation and renovation rather than demolition. Examples include retaining favorable zoning options (Historic Conditional Use Permits and Historic District Overlay Zones), and encouraging the use of form based codes and special building codes like the historic building sections of the International Building Code (IBC) and International Existing Building Code.

## *DP 3.13 Historic Districts and Neighborhoods*

Assist neighborhoods and other potential historic districts to identify, recognize, and highlight their social and economic origins and promote the preservation of their historic heritage, cultural resources, and built environment.

# BASICS OF THE CANNON LHD

The area includes a National Register Historic District (9<sup>th</sup> Avenue Historic District listed in 1994) and two small local historic districts (4 properties each – Booge's Addition and Comstock-Shadle)

- The only “protection” in a NR District in Spokane is a review of demolition as well as the replacement structure by the SHLC

There are 25 locally listed properties within the proposed boundaries

After the demolition of 3 contributing homes in the 9<sup>th</sup> Avenue NRHD, the Cliff-Cannon Neighborhood Council asked the HPO and City Council for some additional protections for the historic neighborhood







Cliff-Cannon Neighborhood Council approached the HP Office as early as 2014 to investigate further protections.

A revision of SMC 17D.040 (Historic Preservation) was undertaken to allow for the creation of large-scale historic districts in Spokane

- CM Kinnear sponsored an ordinance revision which passed City Council in February of 2018
- Browne's Addition Local Historic District Overlay Zone passed in late 2019
- HPO received a grant to create the documents needed for the creation of the Cannon Streetcar Suburb Local Historic District Overlay Zone (grant began October of 2019, conclusion in September of 2020)



# REASONS FOR CREATION OF THE CANNON STREETCAR SUBURB LOCAL HISTORIC DISTRICT:

- Give more protection to the neighborhood's historic resources through design review of existing and new construction
- Offer incentives to “contributing properties” within the district (Special Valuation and Façade Improvement Grants, amongst others)
- Strengthen the review of demolitions within the district
- Maintain the historic nature of the district
- Introduce a “public process” for changes in the district through open public meetings/hearings in front of the Spokane Historic Landmarks Commission



# PROPOSING A LOCAL HISTORIC DISTRICT



- As a result of the 2018 Historic Preservation Ordinance revision, we now have the ability to create an historic district through an overlay zone
- Map shows the boundaries that would be created for the Cannon Streetcar Suburb Local Historic District Overlay Zone
- Includes 479 properties – with roughly 335 Contributing and 144 Non-contributing

# LOCAL HISTORIC DISTRICT BASICS

Made up of:

- **Spokane Register Nomination Document:**
  - Includes description of property types in the district;
  - architectural styles;
  - period of significance;
  - boundary;
  - discussion of contributing/non-contributing evaluations;
  - historic context for the district;
  - a statement of significance
- **Resource Forms:** Each building within the district boundary has a separate form that details architectural style, year built, integrity and evaluations of each property
- **Design Standards and Guidelines:** Gives property owners and developers direction concerning existing buildings (both contributing and non-contributing); new construction; demolition and how to receive approval for a Certificate of Appropriateness. Includes a framework for scoring compatibility for new construction.





# DESIGN STANDARDS AND GUIDELINES

- Contributing properties (70% of properties – 335 properties) within the district shall follow all the required procedures for any individually listed property on the Spokane Register for the street-facing facades – oftentimes, this work may be reviewed administratively.
- Non-contributing properties (30% of properties – 144 properties)
  - Those found non-contributing due to loss of historic integrity will be ADMINISTRATIVELY reviewed based on the potential to bring them back into a contributing status which would enable the use of incentives
  - Those found non-contributing due to age would only be ADMINISTRATIVELY reviewed for the street facing façade



# PROCESS FOR THE CREATION OF THE DISTRICT

## Public Outreach/Internal Process:

- October 7, 2016: Met with concerned neighbors about protection provisions in Cliff-Cannon's Ninth Ave National Register District
- April 11, 2017: Meeting with city staff and neighborhood concerning demolitions of 3 properties
- September 5, 2017: Met with City Council Representatives and Neighborhood concerning demolitions within the Ninth Ave National Register District
- February 5, 2019: Presentation on local historic districts to Cliff-Cannon Neighborhood Council
- April 16, 2019: Met with Neighborhood Council Chair and possible neighborhood liaison
- August 27, 2019: Met with new neighborhood liaison to discuss the district
- September 21, 2019: Lower South Hill Block Party – manned a table to discuss district/boundaries
- January 7, 2020: Neighborhood Council Meeting
- January 23, 2020: Executive Committee/CCNC Meeting
- February 3, 2020: Neighborhood Team Kickoff Meeting
- February 4, 2020: Neighborhood Council Meeting Presentation
- February 20, 2020: Full Property Owner mailing announcing workshop schedule and project timeline
- April 22, 2020: Filmed first Neighborhood Workshop (after cancelling in person workshops due to COVID)
- June 26-27, 2020: Staff manned a "Preservation Pop-Up Table" in 6 locations in the district over two days to attempt some socially distanced outreach about the district
- July 8, 2020: Notified Commerce of development regulation action (SEPA determination pending)
- July 22, 2020: Plan Commission Workshop



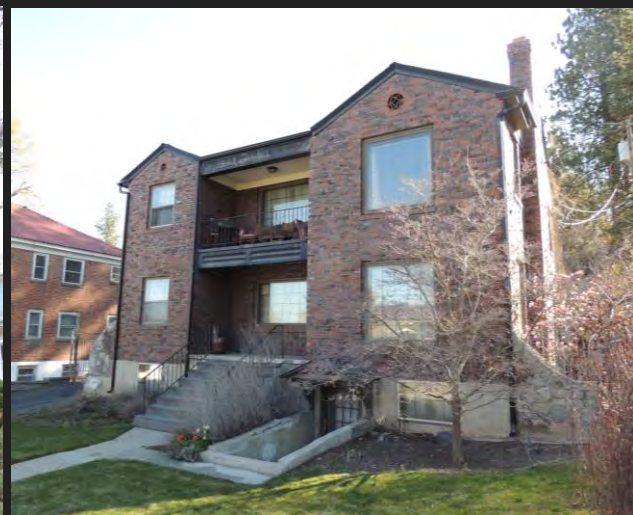
# HOW ARE DISTRICTS ULTIMATELY CREATED?

- After documents have been completed and reviewed by Property Owners in the district, the Spokane Historic Landmarks Commission and Plan Commission; we will move forward with “Preliminary Recommendations” for passage of the overlay zone
- Plan Commission will hold the first public hearing. With Browne’s Addition, the recommendation to City Council was to pass the overlay zone IF the property owner vote was in favor of the district creation
- SHLC will hold a public hearing approving the documents in order to proceed to balloting of the property owners
- Ballots will be mailed to ALL Property Owners within the boundaries of the district for a 60-day voting period
- **AT THIS TIME, WE ARE CONSIDERING PAUSING THE VOTE UNTIL WE ARE ABLE TO MORE FULLY ENGAGE WITH THE NEIGHBORHOOD** – that may be in the form of mailings, online meetings, more filmed presentation, social media, etc.

# NEXT STEPS FOR PLAN COMMISSION

- If needed, we are happy to have a second workshop with Plan Commission. We have requested August 12<sup>th</sup>.
- We are proposing to have the Plan Commission hearing on September 9, 2020.

# Questions?



DRAFT 07-16-2020

# Spokane Register of Historic Places Nomination

*Spokane City/County Historic Preservation Office, City Hall, Third Floor  
808 Spokane Falls Boulevard, Spokane, Washington 99201-3337*

## 1. Name of Property

Historic Name: Cannon's Addition

And/Or Common Name: Cannon Streetcar Suburb Historic District

## 2. Location

Street & Number: Various

City, State, Zip Code: Spokane, WA 99204

Parcel Number: Various

## 3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> building	<input type="checkbox"/> public <input checked="" type="checkbox"/> both	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agricultural <input type="checkbox"/> museum
<input type="checkbox"/> site	<input type="checkbox"/> private	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> commercial <input type="checkbox"/> park
<input type="checkbox"/> structure			<input type="checkbox"/> educational <input checked="" type="checkbox"/> residential
<input type="checkbox"/> object	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment <input type="checkbox"/> religious
<input checked="" type="checkbox"/> district	<input type="checkbox"/> in process	<input type="checkbox"/> yes, restricted	<input type="checkbox"/> government <input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes, unrestricted	<input type="checkbox"/> industrial <input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military <input checked="" type="checkbox"/> other

## 4. Owner of Property

Name: Various

Street & Number: n/a

City, State, Zip Code: n/a

Telephone Number/E-mail: n/a

## 5. Location of Legal Description

Courthouse, Registry of Deeds Spokane County Courthouse

Street Number: 1116 West Broadway

City, State, Zip Code: Spokane, WA 99260

County: Spokane

## 6. Representation in Existing Surveys

Title: Ninth Avenue National Register Historic District

Date: Enter survey date if applicable ☒ Federal ☐ State ☐ County ☐ Local

Depository for Survey Records: Spokane Historic Preservation Office

## 7. Description

### Architectural Classification

### Condition

☐ excellent

☒ good

☐ fair

☐ deteriorated

☐ ruins

☐ unexposed

### Check One

☐ unaltered

☒ altered

### Check One

☒ original site

☐ moved & date \_\_\_\_\_

*Narrative statement of description is found on one or more continuation sheets.*

## 8. Spokane Register Categories and Statement of Significance

**Applicable Spokane Register of Historic Places category: Mark "x" on one or more for the categories that qualify the property for the Spokane Register listing:**

- ☒ A Property is associated with events that have made a significant contribution to the broad patterns of Spokane history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☒ C Property embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield, information important in prehistory history.
- ☐ E Property represents the culture and heritage of the city of Spokane in ways not adequately addressed in the other criteria, as in its visual prominence, reference to intangible heritage, or any range of cultural practices.

*Narrative statement of significance is found on one or more continuation sheets.*

## 9. Major Bibliographical References

*Bibliography is found on one or more continuation sheets.*

## 10. Geographical Data

Acreage of Property: Approximately 146 acres

Verbal Boundary Description: The district is roughly bound by Walnut Street and Cedar Street on the west; 6th Avenue and Bishop Court on the north; Lincoln Street, Cliff Avenue, and 12th Avenue on the east, and 13th Avenue on the south.

Verbal Boundary Justification: Boundary justification provided on Section 7 Page 16

## 11. Form Prepared By

Name and Title: Logan Camporeale, MA

Organization: Spokane City | County Historic Preservation Office

Street, City, State, Zip Code: 808 W. Spokane Falls Blvd. Spokane, WA 99201

Telephone Number: 509-625-6634

E-mail Address: [lcamporeale@spokanecity.org](mailto:lcamporeale@spokanecity.org)

Date Final Nomination Heard:

**12. Additional Documentation**

*Additional documentation is found on one or more continuation sheets.*

**13. Signature of Owner(s)**

\_\_\_\_\_  
\_\_\_\_\_

**14. For Official Use Only:**

Date nomination application filed: \_\_\_\_\_

Date of Landmarks Commission Hearing: \_\_\_\_\_

Landmarks Commission decision: \_\_\_\_\_

Date of City Council/Board of County Commissioners' hearing: \_\_\_\_\_

**I hereby certify that this property has been listed in the Spokane Register of Historic Places based upon the action of either the City Council or the Board of County Commissioners as set forth above.**

\_\_\_\_\_  
**Megan Duvall**  
**City/County Historic Preservation Officer**  
City/County Historic Preservation Office  
Third Floor – City Hall  
808 W. Spokane Falls Blvd.  
Spokane, WA 99201

\_\_\_\_\_  
**Date**

Attest:

Approved as to form:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Assistant City Attorney

### **Summary Statement for Cannon Streetcar Suburb Historic District :**

The Cannon Streetcar Suburb Historic District <sup>1</sup> is located directly south of Downtown Spokane stretching up Spokane's South Hill from 6th Avenue to 13th Avenue. The district, first platted in 1883, is bounded by Cedar Street on the west and Lincoln Street on the east. Despite being platted just two years after Spokane was incorporated, residential development did not meaningfully expand to the district until Spokane's decade of greatest population growth, 1900-1910. The topography of the district presented a transportation challenge that made it less desirable for residential development. The arrival of electric railroad transportation to Spokane and the establishment of the Cannon Hill Streetcar Line quickly changed the sparsely developed district into a substantial residential neighborhood.

The district's transportation history provides an opportunity to divide the period of significance, 1883-1955, into three distinct periods defined by clear changes in the transportation patterns and the residential development that accompanied those changes. The first period, from 1883-1898, encompasses the original platting of the residential district and the development of the short-lived Spokane Cable Railway. The second period, from 1899-1930, was the district's period of greatest growth spurred by the construction of the Cannon Hill Streetcar Line and accounts for 63% of the buildings remaining in the district today. The third and final period, from 1931-1955, signified the end of the streetcar era and the introduction of public buses and ended with the conclusion of the post-WWII building boom.

### **Character Defining Features of Cannon Streetcar Suburb Historic District :**

The Cannon Streetcar Suburb Historic District as a whole has four primary character defining features. First and foremost, the district is defined by its development as a streetcar neighborhood which is evident in the ghost lines from removed tracks and substantial homes built on north-south streets that had streetcar lines. Second, the district is shaped in large part by its hilly topography which enhances the sense of street enclosure, provides city views, and offers elevated property sites. Third, the district features an eclectic mix of building forms and architectural styles yet it maintains a desirable cohesive neighborhood feel. Fourth and finally, the mature and robust tree canopy consists of a wide variety of trees including Norway Maples and Ponderosa Pines that provide shade, visual variety, and a feeling of walkability.

#### **An Electric Streetcar Development**

The majority of the district is composed of a rectilinear street grid between Walnut Street and Monroe Street, and a curvilinear street pattern east of Monroe Street. Residences in the rectilinear section are primarily built on numbered east-west streets, 6th Avenue through 13th Avenue, on short to medium length blocks. Some of the blocks contain more than ten street-facing residences, whereas the shorter blocks have only three to six residences. Typically north-south streets in the rectilinear section only have a couple street-facing residences on each short block. However, there are two north-south facing streets in the rectilinear section, Cedar Street and Adams Street, which have a disproportionate number of street-facing residences. Both of these north-south streets were on streetcar routes that ran through the neighborhood during its period of greatest growth.

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<sup>1</sup> This nomination will refer to the proposed district area as the Cannon Streetcar Suburb Historic District . The proposed district includes portions of Cannon, Booge's, McIntosh, and South Park Additions. An explanation for the name choice and a justification of the boundary are included in this nomination.



The Cannon Streetcar Suburb Historic District is primarily an “electric streetcar suburb” as defined by Virginia McAlester. Electric streetcar suburbs became possible when electric streetcar technology was introduced to Spokane in the 1890s. The district had two streetcar lines that crossed the district and spurred development. The Cannon Hill Car Line ran from Bishop Court up Adams Street to 10th Avenue before turning west. The Spokane Traction Company Line ran from Walnut Street south to 9th Avenue then east to Cedar Street and south to 12th Avenue, before jogging east one more block to Adams Street and terminating at 14th Avenue. The gravitational pull of these two streetcar lines altered the dominant pattern of north and south facing facades in the district and spurred the construction of east and west street-facing residences on both Cedar and Adams Streets. The orientation of the residences on Cedar and Adams Streets are a remnant of the district’s streetcar legacy.

Although streetcar service ended in the 1930s, evidence of the route is sprinkled throughout the neighborhood. At 10th Avenue and Adams Street, ghost marks from removed tracks show the sweeping bend the streetcar took as it rounded the corner. The most notable remaining evidence of the Cannon Hill Car Line is that sweeping bend that connects Bishop Court with 6<sup>th</sup> Avenue. Before the streetcar line, Bishop Court and the surrounding streets were all rectilinear. But, in 1899, Bishop Court was modified because the streetcar required a gentle bend through the rock cut in order to ascend the hill. The curved section of Bishop Court remains in 2020, and although the tracks have been removed, it is still unpaved.<sup>2</sup>



#### A Residential District Perched on a Hill

The topographic barrier that initially restricted development had an impact on the platting and street pattern of the district. Most notably, the section of the district located east of Monroe Street is platted in a curvilinear pattern because the steep grade of the hill as it nears the Cliff Park Neighborhood was not suitable for a rectilinear street grid and required a street pattern that accommodated the topography. According to Virginia McAlester, “a primary factor in the development of a neighborhood is the topography and vegetation upon which it is built.” She continues in explaining that “contour curves were historically the only affordable solution to development on steep hills.” This is likely the reason for the break in the rectilinear pattern east of Monroe Street. Although the elevation contours do not move perfectly from east to west, the hill gains some 100 feet of elevation in just a few blocks from Monroe Street and 10th Avenue (Huckleberry’s Parking Lot) southeast to Lincoln Street and Cliff Avenue. For comparison, the hill only gains 115 feet of elevation between 6th Avenue and 13th Avenue along Monroe Street.<sup>3</sup>

The hilly topography of the district also impacted the siting and orientation of residences throughout the district. Houses constructed on the north side of the street tend to be at street-level and

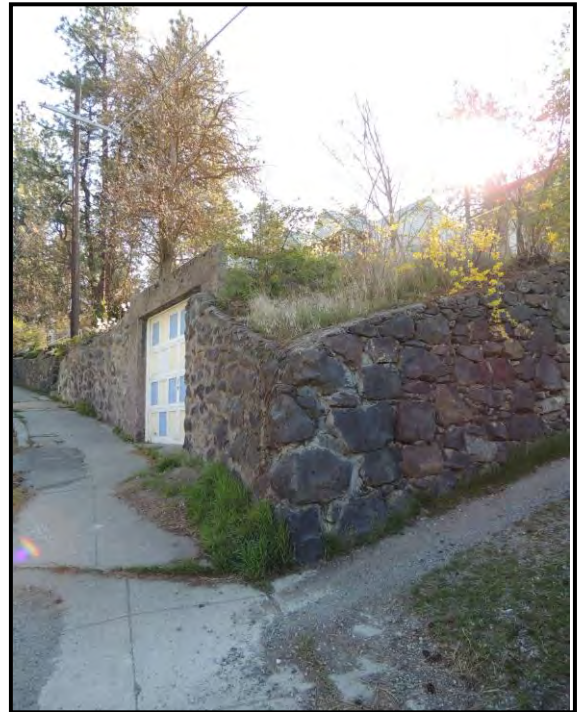
<sup>2</sup> “Three New Bus Lines to Open,” *Spokesman-Review*, Spokane, WA, October 16, 1934, page 6, column 3; “Put Rock Surface on Bishop Court,” *Spokane Chronicle*, Spokane, WA, November 9, 1934, page 1.

<sup>3</sup> Virginia & Lee McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 1984), page 82.



occasionally lower than the street grade. These residences can often take advantage of north-facing city views from second and third stories as the adjacent residences to the north are often sited on a lower elevation therefore providing a less obstructed view to the north. Whereas houses constructed on the south side of the street tend to be above street level, on some occasions more than twenty feet higher than the street. Basalt retaining walls with built in stairs were commonly constructed in order to accommodate the elevation difference between the street and front door. These north facing residences also provide city-view opportunities from the upper stories. This elevation difference, which provides a sense of privacy and grandeur, is most evident on Bishop Court, 6th Avenue, 7th Avenue, Cliff Drive, and 12th Avenue.

Although the Cannon Streetcar Suburb Historic District primarily reflects the streetcar suburb development pattern, it also shows some characteristics of an “early automobile suburb” as defined by McAlester. Most of the district was platted with east-to-west alleys that divide the homes on each block from north to south. Automobile amenities were included in most residences constructed after 1920, often in the alleys, and a substantial number of automobile garages were added to pre-1920 residences as free-standing or attached structures. A number of these garages were built at the same lot depth as the residence, and in some cases directly adjacent to the sidewalk. These near-sidewalk garages are a distinct feature that reflect both the district’s topography and its transition from a streetcar to an automobile dominated residential district. The combination of elevation difference, basalt retaining walls, sidewalk adjacent garages, and an impressive assortment of street trees create a feeling of street enclosure that is typical of hillside neighborhoods.<sup>4</sup>



2. Looking east on Cliff Drive at a garage built into the hillside.

#### An Eclectic yet Cohesive Mix

Cannon Streetcar Suburb Historic District’s hillside setting, varied topography, and streetcar suburb development pattern provided a conducive neighborhood for an eclectic mix of architectural styles that were popular in Spokane from the 1880s into the 1950s (a survey of the common styles is provided below). On any given block, one can identify residences from five different decades and a tapestry of different styles. The setbacks, heights, plans, and massing differ from home to home creating a visual zigzag as opposed to a unified and consistent blockfront common in downtown neighborhoods and tract developments. The mix of complimentary styles, the desirable variety of massing and form, and the use of compatible building materials provides an eclectic feel that still maintains a sense of cohesion from one property to the next and from block to block.

The district’s period of significance from 1883-1955 covers the popular revival styles, innovative Arts and Crafts designs, and the new architectural interpretations of the Mid-century Modern movement. There is no meaningful organization of the different styles into character areas, but rather a generous

<sup>4</sup> Virginia Savage McAlester, *A Field Guide to American House Museums: The Definitive Guide to Identifying and Understanding America's Domestic Architecture* 2<sup>nd</sup> Edition (New York: Alfred A. Knopf, 2013), page 66-68.

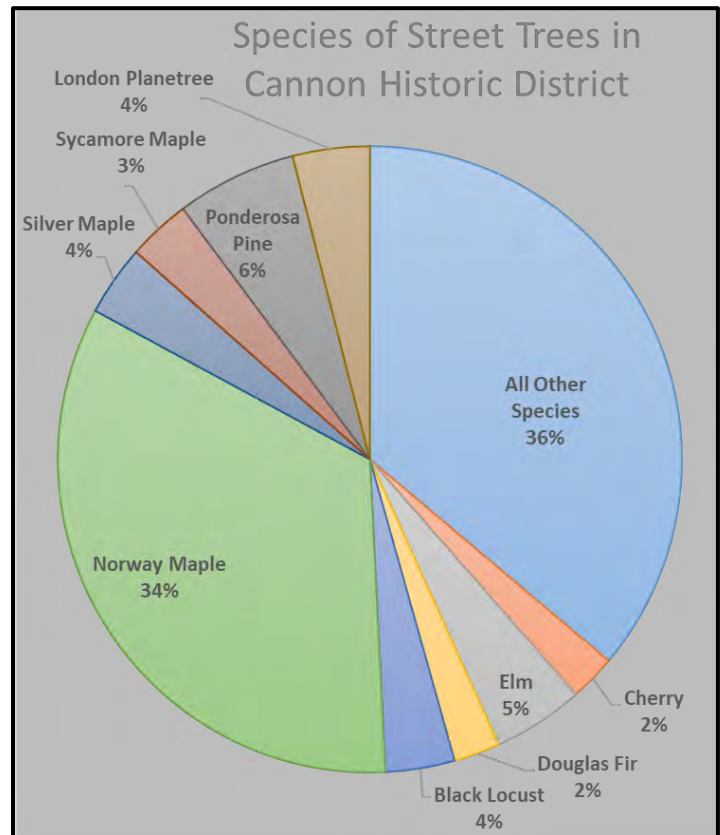
sprinkling of each style throughout the district. The only general character area designation that can be made is that Queen Anne residences are more common in the north portion and modern residences are more common in the south portion of the district.

The facade materials commonly used in the district include brick, stucco, cedar shingle siding, horizontal wood siding, asbestos shingle siding, metal siding, concrete block, and native basalt. These materials are found across different architectural styles which contributes to the feeling of cohesion despite the variety of styles.

#### A Mature and Varied Tree Canopy

According to Virginia McAlester, “of the many amenities that add character to a neighborhood, street trees are perhaps the most important. Nothing makes a stronger impression when looking at a streetscape than the absence or presence of street trees.”<sup>5</sup>

Cannon Streetcar Suburb Historic District features a mature and robust tree canopy that consists of a wide variety of trees that provide shade, visual variety, and a feeling of walkability. The district has over 1500 street trees, which includes those that are located in the public right-of-way and those that are located on private property but have a canopy which extends over the public right-of-way. This number does not include trees that are located in backyards and side yards when their canopies do not extend into the public right-of-way. There are over ninety-five species of street tree present in the district. The most popular species by a long margin is the Norway Maple, which accounts for over 33% of the street trees in the district. The second most popular, the Ponderosa Pine, makes up just over 6%. Elm trees are the third most popular, accounting for over 5%. The four other species that occur in the largest numbers (over 4% of the total) are the Sycamore Maple, the London Planetree, the Silver Maple, and the Black Locust. There are approximately ninety other species that are less prevalent, but that meaningfully contribute to the feeling of visual variety that characterize the district’s streetscapes.<sup>6</sup>



#### **Description of Property Types in Cannon Streetcar Suburb Historic District :**

<sup>5</sup> McAlester, *A Field Guide* 2<sup>nd</sup> edition, page 66-68.

<sup>6</sup> Despite the importance of street trees, The Historic Preservation Office will not review changes to vegetation as part of the Cannon Streetcar Suburb Historic District Design Review process.

The Cannon Streetcar Suburb Historic District is a residential neighborhood dominated by a mixture of single- and multi-family residences with a small number of commercial buildings primarily located on Monroe Street. The common property types are described below:

#### Single-family Residences

Residences that were originally constructed as single-family homes and are used as single-family homes in 2020 are the most common property type in the district. Of the 479 resources in the district, 238 of those (50%) were built as single-family and remain so in 2020. They range in size from small brick cottages to medium one and one-half story bungalows, to large three story lot-consuming mansions. Single family residences were the most popular building type in the district's first two periods, from 1883-1930, but they became the secondary building type for new construction from 1931-1955.

#### Converted Single-family Residences

The second most common property type in the district are homes that were originally built as single-family residence and subsequently converted into multi-family residences. There are over 200 over these types of residences in the district. Converted residences are distinguished typically by the addition of exterior staircases, altered façade entries to accommodate multiple doors, and porch enclosures. They range in size from two to seven units, all tucked in the original or slightly expanded footprint. The first conversions occurred in the 1910s but did not become common until the 20s and 30s. A large number of these conversions occurred from 1938-1945 as part of a wartime housing program. Single-family residences in the district have also been converted to assisted living facilities and service or retail businesses, like those at 1117 West 10th Avenue and 917 South Monroe Street.

These conversions represent a significant aspect of residential living in Cannon Streetcar Suburb Historic District ; while they are noted as reducing the historic integrity of the original designs, those very changes are an important part of Browne's Addition's residential history. The inclusion of converted rental properties with questionable integrity as "contributing elements" to the district are an important part of the story of Cannon Streetcar Suburb Historic District . It is often necessary to look beyond traditional conceptions of integrity in order to preserve the stories of a diverse residential neighborhood.

#### Multi-family Residences



The buildings originally constructed as multi-family residences in Cannon Streetcar Suburb Historic District can be divided into two categories: duplexes and triplexes, and larger apartment buildings. The first multi-family buildings constructed in the district were duplexes. Built between 1906-1916, the first wave of duplexes were constructed in a double house form. A double house is a multi-family residence designed with the same form and massing as a single-family residence, typically featuring a pitched roof with dormers and a porch with two separate entry doors. Described succinctly by Historian Camilla Deiber, "a double house,

which shelters two families in units separated by a wall or floor, balances the convenience of an apartment with the psychological comforts of a home." The double house form was made popular in New England, Washington D.C., Minneapolis, and other parts of the midwest. Spokane builders constructed

double houses beginning in the 1890s and increasing in the 1900s. Double houses were often pitched as an investment opportunity to middle-class residents as they offered the opportunity to live in one portion of the home and rent out the other. The first double house was built in the district in 1906 at 1208 West 10th Avenue, and the form remained popular until the mid-1910s. Double houses in Cannon Streetcar Suburb Historic District were primarily constructed with two units (there is at least one building, 823 S. Monroe Street, originally constructed with three units), however many were later converted to accommodate additional living units.<sup>7</sup>

Duplexes fell out of favor in Cannon Streetcar Suburb Historic District after 1915 but returned to popularity after 1940 as pre-war housing efforts commenced to accommodate the influx of manufacturing workers moving to Spokane to work at places like Kaiser Aluminum. These newer duplexes tended not to be in the form of a double house but rather in a more utilitarian rectangular floor plan with a shallow hipped or flat roof. After 1940 triplexes also became more popular. In 1950, a builder constructed three triplexes and one fourplex in rectangular flat-roof designs between 11th Avenue and Cliff Drive. Nearly half of the buildings constructed in the district from 1931-1955 were duplexes or triplexes.

The other category of multi-family residences in the district, apartment buildings, were first constructed in the district in the late 1900s. Much like the double house, apartment buildings were popular in the district from 1908-1915, and then after a long absence returned to popularity from 1931-1955. Early examples of apartment buildings include 1428 West 10th Avenue and 618 South Jefferson Street, both of which were built as three-story flats in the traditional rectangular plan of an urban apartment building. In flats, each floor, or each half of a floor is only one dwelling unit. But, much like residences originally constructed as duplexes and triplexes, these flats have been divided to accommodate additional smaller units. Examples of apartment buildings from the latter part of the period of significance represent a mix of rectangular plan three-story modern apartment buildings and one and one-half and two story irregular-shaped plan apartment buildings, including 727 South Adams Street and 921 South Monroe Street.

#### Other Property Types

There are other property types in the district including: a historic clubhouse at 1428 West 9th Avenue continuously operated by the Spokane Woman's Club since 1911; a grocery store and attached strip mall at 926 South Monroe Street; historic Spokane Fire Department Station No. 9 at 804 South Monroe Street constructed in 1932 and currently used by a service business; purpose built commercial buildings; and even an early boarding school constructed in 1903, named the Huston School, at 1125 West 11th Avenue.

#### **Architects and Styles in Cannon Streetcar Suburb Historic District :**



4. An advertisement for a doublehouse for sale on Cannon Hill. *Spokane Chronicle*, July 8, 1910.

<sup>7</sup> Camilla Deiber, *Leading Double Lives: The History of the Double House in Des Moines* (Iowa, Department of Transportation, 2004).



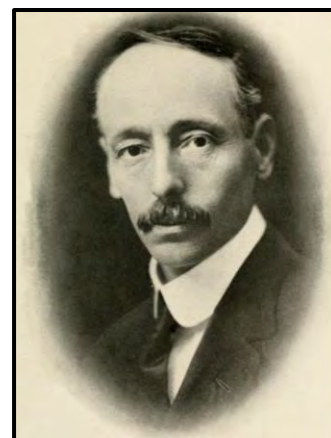
The names of the architects whose work is represented in Cannon Streetcar Suburb Historic District compile a list of Spokane's most notable architects in early and mid-century Spokane including: John K. Dow (1323 West 8th Avenue), Kirtland K. Cutter (1321 West 9th Avenue), Albert Held (1022 W 9th Avenue), Gustav A. Pehrson (1428 West 9<sup>th</sup> Avenue), Loren L. Rand (1406 West 9th Avenue), Willis A. Ritchie (1128 West 9th Avenue), William W. Hyslop (1304 West 8th Avenue), and Royal McClure (1102 West 6th Avenue). The architects are well-researched and their biographies are featured in print and in online resources.<sup>8</sup> The neighborhood also features the work of less-known but accomplished Spokane architects including: William J. Ballard (824 West 12th Avenue), Earl W. Morrison (1303 West 10<sup>th</sup> Avenue), Arthur W. Cowley (804 South Monroe Street), and Bishop & Wulff (1433 West 9th Avenue). The following section will provide short biographies of the neighborhood's less-known architects and examples of their work in the neighborhood.

William J. Ballard was a prolific architect who is best known for the plan books he published under the company name Ballard Plannery. Ballard was born in Illinois in 1871 to a building contractor. He moved to California with his father

where he studied to become an architect at the Throop Institute (a predecessor to the California Institute of Technology), and the University of California at Berkeley. He began his architectural career for a firm in southern California where he learned to design the cottages and bungalows that were popular in that region. In 1908 he moved to Spokane where he established the Ballard Plannery Company that sold architectural plans marketed through popular plan books, like *The Modern Bungalow*, that were sold at bookstores and often coveted by builders. In 1909, a contractor or do-it-yourself home builder could purchase a full set of Ballard's plans for ten dollars or a book of bungalows for fifty cents. One of Ballard's plan books includes plans and designs that were constructed in the Cannon Streetcar Suburb Historic District, including the side-gabled Craftsman style home at 1201 South Adams Street. Ballard's plans were used in over 600 Spokane-area homes and another 400 homes in the Los Angeles area. Beyond his single-family home designs, Ballard was also well-known for his barn and silo designs and his apartment buildings. In 1925, Ballard returned to California where he continued to practice architecture.<sup>9</sup>



6. Captain Earl W. Morrison in his WWI U.S. Army uniform. *Spokane Chronicle*, August 5, 1918.



5. Portrait of William J. Ballard from Durham's *History of Spokane Volume 2*.

Earl W. Morrison was born on Christmas Eve of 1888 in Iowa and moved to Spokane when he was a child. His father, James W. Morrison, was a prominent real estate broker and insurance dealer with business across the Pacific Northwest and into

<sup>8</sup> Biographies for these architects can be found at <https://historicspokane.org/projects/spokane-architects> and <https://dahp.wa.gov/historic-preservation/research-and-technical-preservation-guidance/architect-biographies>.

<sup>9</sup> Nelson W. Durham, *History of the City of Spokane and Spokane Country Washington: From Its Earliest Settlement to the Present Time, Volume II* (Spokane: S.J. Clarke Publishing, 1912), page 604-608; "Are You Looking for Trouble?," *Spokesman-Review*, May 30, 1909, page 8 advertisement; "Designer Eyes 100," *Spokane Chronicle*, October 27, 1970, page 17; *The Modern Bungalow*, (Spokane: Ballard's Plannery, 1908); Unknown Plan Book held at Spokane Public Library, Northwest Room, (Spokane: The Ballard Plannery Company, nd).

British Columbia. His father's involvement in real estate may have provided Morrison an opportunity to work in design and construction while still pursuing his education at Spokane's South Central High School. Morrison earned commissions for residential designs from high profile Spokaneites (like Martin Woldson's home at 903 S. Adams Street built in 1909) while still attending high school, leading the newspaper to dub him Spokane's "boy architect." After he graduated high school in June of 1910, he left Spokane to attend the Armour Institute of Technology to receive formal architectural training. After completing his education, Morrison returned to Spokane where he worked to build his architectural practice designing dozens of homes and buildings. In 1917, Morrison received a commission as an officer in the United States Army. Captain Earl W. Morrison was sent to France to serve in the Quartermaster Corps as the commanding officer of a "railhead" where it was his duty "to keep a division (30,000 men) supplied with wearing apparel and food, and to provide transportation for them," explained the *Spokane Chronicle*. After returning from the war he continued to work in Spokane for a few years before shifting his focus to central and western Washington where he did most of his work later in his career.<sup>10</sup>

Arthur W. Cowley was born in Spokane, Washington in October 1878, just a few months after Anthony Cannon and J.J. Browne arrived in Spokane. Cowley's father came to the Inland Northwest as a missionary to convert the Spokane Indians. Cowley was one of the first white children to be born in Spokane where he attended the city's public schools including Spokane High School. He was an accomplished runner and cyclist who frequently won local and regional competitions. After graduation, he moved to the midwest to attend university at Oberlin College and the University of Wisconsin where he graduated with an engineering degree in 1903. After graduation, he returned to Spokane to work as a draftsman for the Great Northern Railway. Three years later, in 1906, he formed a partnership with early Spokane architect John K. Dow. Cowley formed a new partnership with Archibald Rigg in 1910. The pair opened a satellite office in Edmonton, Alberta prompting Cowley to relocate to Edmonton to run the office from 1911-1914 where he designed some notable buildings including the Gibson Block. After Edmonton, Cowley returned to Spokane where he continued his work until his retirement in the 1930s. Near the end of his career, Cowley designed Spokane Fire Station No. 9 located at 830 S. Monroe Street within the Cannon Streetcar Suburb Historic District.<sup>11</sup>

Ralph J. Bishop and Victor L. Wulff worked as individual architects in the same building in downtown Spokane when they decided to form an architectural partnership, Victor L. Wulff, Ralph J. Bishop, Architects Associated. They formed their partnership in 1947



7. Portrait of Victor L. Wulff taken by Charles Libby, 1961. Northwest Museum of Arts and Culture.

<sup>10</sup> "Earl Morrison Now 'Railhead' Boss in France," *Spokane Chronicle*, August 5, 1918, page 3 column 2; "Another Record at South Central," *Spokane Chronicle*, September 13, 1909, page 7 column 1; Durham, "Many to Graduate South Central," *Spokane Chronicle*, October 9, 1909, page 3 column 6; *History of the City of Spokane Volume III*, page 329-330.

<sup>11</sup> Stephen Emerson, *Willard Hotel*, *National Register of Historic Places Registration Form*, Spokane, WA, September 4, 1998, section 8 page 7; "Arthur Cowley Wins the Race," *Spokane Chronicle*, May 30, 1898, page 5 column 2.

and built their own architectural office in Browne's Addition in 1951. Wulff was born in Ione, Washington in 1909 and moved to Spokane when he was eleven years old. He attended Lewis and Clark High School where he excelled in the classroom, frequently making the honor roll and "very honorable roll." Despite his success in high school, Wulff skipped university and instead gained his experience while working as an assistant to established architects, most notably Gustav Adolph Pehrson from 1929-1942. Bishop was born in 1905 in Tacoma, Washington and moved to Spokane in the 1930s. He, like Wulff, did not attend university but gained his experience working with other architects, including modernist architect E.J. Peterson. Bishop earned his architect's license in 1942 while running Peterson's office so his supervisor and mentor could serve in World War II. At some point during the war, Bishop too was called to wartime duties when he moved to Yakima to work as a specifications writer for U.S. Army contracts. In 1947, after establishing their reputation as regional architects, Wulff and Bishop formed a partnership. According to Historian Diana Painter, "Wulff produced a brochure circa 1974 to promote his firm's work," which included examples of residences, churches, schools, commercial and institutional buildings that the firm designed. The brochure also offered a window into the office's philosophy emphasizing "its workmanlike and efficient approach to design; the comprehensive nature of the practice, from initial design to construction management; and his public service and participation in professional organizations, including serving as president of the Spokane chapter of the American Institute of Architects." In May of 1947, soon after forming their partnership, Wulff and Bishop were awarded the contract for the Elizabethan Apartments at 1433 W. 9th Avenue.<sup>12</sup>

Cannon Streetcar Suburb Historic District also includes the work of multiple accomplished builders such as A.T. Johnson, A.L. Lundquist, and O.M. Lilliequist.

The district presents an eclectic mix of architectural styles that were popular in Spokane from the 1880s into the 1950s. During the first period, from 1883-1898, the most popular architectural style was Queen Anne which is represented in over 60% of the buildings built during the period and that remain in the district today. During the second period, from 1899-1930, American Foursquare and Craftsman styles were the preferred choice. In the final period, from 1931-1955, the Tudor Composite and Modern style were the dominant architectural styles. A survey of the popular styles is provided below.

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<sup>12</sup> Diana J. Painter, *Wulff & Bishop Architecture Office, Spokane Register of Historic Places Nomination Form*, Spokane, WA, November 6, 2019, section 8 page 4-6; "Lewis and Clark Students High," *Spokesman-Review*, April 12, 1928, page 9 column 3; "New Apartment 9th and Walnut," *Spokane Chronicle*, February 10, 1947, page 1 column 1; "Bishop Succeeds in License Exam," *Spokane Chronicle*, January 21, 1942, page 16 column 4.



**American Foursquare:** The American Foursquare form was popular for single-family residences in Cannon Streetcar Suburb Historic District from 1900-1930. This architectural “type” is often associated with the Arts and Crafts movement and is usually presented with a symmetrical facade and is laid out in a square or rectangular plan. These homes feature a lower-pitched hipped roof and often include a full length front porch with a front entry. The example to the right, constructed in 1907, is a regionally distinct example of the American Foursquare form known as the Seattle Box. The Seattle Box was featured in *Western Home Builder* in 1907, and is defined by its projecting bay windows supported by ornamental brackets on both corners of the second story facade.



1315 W 13th Avenue

**Colonial Revival:** The Colonial Revival style was popular in Cannon Streetcar Suburb Historic District from 1905-1920. This style is usually presented with a symmetrical facade with balanced window arrangements and a centered door, often featuring overhead fanlights or sidelights. An accentuated front door with a decorative pediment crown supported by pilasters is a character-defining feature of this style. The example to the right features a symmetrical facade with a centered pediment supported by Classically-styled columns.



1211 W 8th Avenue

**Craftsman:** The Craftsman style was popular for single-family residences in Cannon Streetcar Suburb Historic District from 1900-1925. This style tends to feature an asymmetrical facade in a rectangular plan with the long side oriented toward the street. Examples that feature side-gabled, cross-gabled, and front gabled roofs built at varying planes are all represented in the district. Exposed rafter tails and roof braces often adorn the eaves. The example to the right features some of the typical elements including a side-gabled roof with two differently shaped dormers detailed with Tudor half-timbering, windows with multi-pane sash over a single pane sash, and distinct trapezoid shaped window trim.



1201 S Adams Street



**Dutch Colonial Revival:** The Dutch Colonial Revival style was popular in Cannon Streetcar Suburb Historic District from 1895-1915. This revival style emulated earlier Dutch Colonial designs with a mostly symmetrical facade and a rectangular plan. The gambrel roof is the character-defining feature most associated with this style. There are resources in Cannon Streetcar Suburb Historic District featuring both front-facing and side-facing gambrel roofs. The example to the right features a front-facing gambrel roof with a continuous dormer, a feature that was not exhibited on the original Dutch Colonial designs. This example has a later addition on the west end that disrupts the original house form.



1120 W 13th Avenue

**English Arts and Crafts:** The English Arts and Crafts design mode is evident in many of the Craftsman style homes in Cannon Streetcar Suburb Historic District. There are, however, a few examples of residences that holistically embody the English Arts and Crafts mode. These single-family residences feature an asymmetrical plan with irregular massing and a random mix of picturesque features. Protruding wings and bays contribute to the varied facade. The rooflines are steep with multiple gables and dormers of varying shapes and sizes. Windows are arranged in groups and vary in shape, size, and sash components.



811 S Lincoln St

**Modern:** The Modern style was popular for multi-family residences in Cannon Streetcar Suburb Historic District from 1940-1955. Buildings designed in this mid-century style tend to feature a flat or low-pitched roof and a rectangular plan. The modern utilitarian facade materials represent a distinct departure from the traditional building materials that were popular from 1889-1940. The example to the right “The Studio Apartments,” features a long rectangular plan built into the hillside. The flat roof, concrete facade material, and extensive glazing are expressions of the Modern style.



1102 W 6th Ave

**Minimal Traditional:** The Minimal Traditional style is a subtype of the Modern style that was common for modest single-family residences in Cannon Streetcar Suburb Historic District from 1930-1955. They are typically one story homes in a rectangular plan. Roof pitches are low or intermediate, eaves and rake are close, and large chimneys are common. Minimal Traditional residences are similar to Tudor Composite Cottages, but their lower pitched roofs and minimal detailing differentiate them. The example to the right features a low pitched roof with a large chimney. The simple centered pediment and cornice returns represent gentle Colonial Revival detailing.



1212 W 12th Avenue

**Mission Revival:** The Mission Revival style was popular for single-family residences in Cannon Streetcar Suburb Historic District from 1905-1915. This style is usually built in a square or rectangle shaped plan in both symmetrical and asymmetrical arrangements. The character-defining feature of Mission Revival style residences are the mission-shaped dormer and roof parapets. They are commonly covered with red tile roofs and finished in smooth stucco and brick.



1128 W 8th Avenue

**Neoclassical:** The Neoclassical style was applied to both single-family and multi-family residences in Cannon Streetcar Suburb Historic District from 1900-1915. This style features a symmetrical facade balancing fenestration patterns and a centered door opening. The plan is usually square or rectangular, and sometimes features wings on the sides. The full-height entry porch supported by classical columns is the single most character defining feature of this style. The Armstrong House to the right features a hipped roof with a full-height entry porch supported by columns with Ionic capitals and a lower full-width porch wrapped with a low balustrade.



1022 W 9th Avenue



**Queen Anne:** The Queen Anne style was applied to single family residences in Cannon Streetcar Suburb Historic District from 1889-1915. This style features an asymmetrical facade, steeply pitched roofs of irregular shape, patterned shingles, and cutaway bay windows. Round and polygonal towers on the corner of the facade are a common feature. The single most character-defining element of the Queen Anne style is the frequent use of architectural devices to avoid flat wall surfaces. The example to the right features a round tower, patterned shingles, and a cutaway bay window accented with spindlework.



728 S Adams Street

**Queen Anne Free Classic:** The Queen Anne Free Classic style was common for single-family residences in Cannon Streetcar Suburb Historic District from 1895-1920. Queen Anne Free Classic is a subtype of the Queen Anne style which uses classical columns, rather than delicate turned posts with spindlework detailing, as porch supports. Palladian windows, cornice-line details, and other classical details are frequent. This style is similar to the Colonial Revival style and the two can be easily confused. The example to the right features an asymmetrical facade with projecting window bays but also includes classical columns and a centered pediment.



1317 W 11th Avenue

**Swiss Chalet Revival:** The Swiss Chalet Revival style was sparsely featured as a primary style in Cannon Streetcar Suburb Historic District, however it is a secondary element in many of the district's single-family Craftsman designs. Swiss Chalet styling includes low-pitched front-gabled roofs with wide eave overhangs. Residences in this style often feature second-story porches or balconies with flat, cut-out balustrade and trim. The residence to the right is the purest example of a Swiss Chalet Revival in Cannon Streetcar Suburb Historic District. Note the low-pitched roof with overhanging eaves and the second-story balcony with flat trim.



1034 W 7th Avenue

**Tudor Composite/Tudor Cottage:** The Tudor Composite style was popular for small cottages built in Cannon Streetcar Suburb Historic District between 1925-1940. These dwellings feature a mix of Tudor details with other motifs, usually Colonial. Such details include cornice returns, and round columns. The example to the right features a steeply pitched roof, brick facade, and cornice returns on the front gable.



1124 W 10th Avenue

**Tudor Revival:** The Tudor Revival style was popular for single-family residences in Cannon Streetcar Suburb Historic District from 1900-1920. Tall, narrow windows organized in groups, steeply pitched roofs, and dominant chimneys are common. The character-defining feature most associated with the style is decorative half-timbering designed to mimic Medieval infilled timber framing. A variety of facade materials are used to fill the space between the timbers, but stucco is most common in Cannon Streetcar Suburb Historic District. The example to the right features steeply pitched roofs on the front gables with the easily identifiable half-timbering.



1112 W 9th Avenue

### Historic Register Nominations within Cannon Streetcar Suburb Historic District :

Cannon Streetcar Suburb Historic District contains twenty-four individually listed properties on the Spokane Register of Historic Places. The district also contains two small historic districts (the Booge's Addition Spokane Register Historic District and Shadle-Comstock Spokane Register Historic District) and the much larger Ninth Avenue National Register Historic District.

#### Ninth Avenue National Register Historic District

The Ninth Avenue National Register Historic District stretches from east to west along Ninth Avenue between Monroe Street and the Hangman Valley bluff. The district stretches north and south in nodes to include portions of 8<sup>th</sup>, 10<sup>th</sup>, and 11<sup>th</sup> Avenues. Ninth Avenue Historic District features work from most of Spokane's prominent turn-of-the-century architects, including Loren L. Rand, Willis A. Ritchie, Cutter and Malmgren, Albert Held, John K. Dow, and Julius Zittel. Their designs, situated along



tree-canopied avenues, reflect the most popular architectural styles of the day, ranging from the stately Queen Anne to the modest bungalow. And yet, in addition to the majestic homes of Spokane's more prominent citizens, the Ninth Avenue Historic District includes a wealth of residences owned by members of this community's burgeoning middle class. Teachers, merchants and contractors purchased homes in the area, creating a neighborhood diverse not only in its architectural composition, but in its economic and social representation as well.

At the time of listing on the National Register of Historic Places in 1994, the period of significance for the Ninth Avenue Historic District was determined to be 1892-1940. In the twenty-five years since listing on the NRHP, many mid-century resources within and adjacent to the district now meet the age requirement for listing.

#### Booge's Addition Spokane Register Historic District

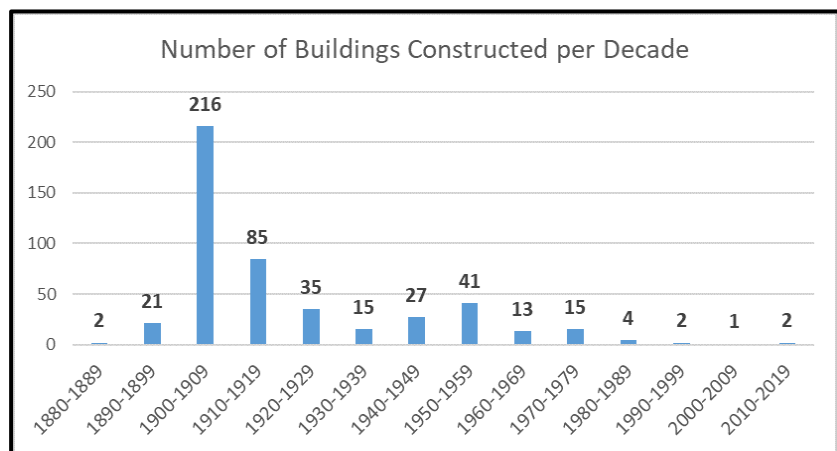
The Booge's Addition Spokane Register Historic District is located on the east and west sides of South Adams Street at the intersection of West 12<sup>th</sup> Avenue and South Adams. The four contributing resources that make up the Booge's Addition Historic District are single-family and converted single-family homes built between 1896 and 1907. All four homes are excellent examples of the Craftsman style and American Foursquare form. Stylistic characteristics depicted in the homes include two-story massing with side-gable and hipped roofs, asymmetrical design, multi-paned windows, and elaborate front porches. Remarkably intact, the Booge's Addition Historic District retains excellent exterior architectural integrity in original location, design, materials, workmanship, and association as single-family and multi-family homes built near the turn of the 20th-century in Spokane.

#### Comstock-Shadle Spokane Register Historic District

The Comstock-Shadle Spokane Register Historic District forms a well-preserved contiguous façade presented in four houses built between 1905 and 1911 along 9th Avenue. All four homes belonged to members of the Comstock-Shadle family. A reflection of 18th and 19th-century "black & white" dwellings and row houses built especially in the English village of Chester, the four homes are excellent adaptations of the Tudor Revival style.

#### Period of Significance

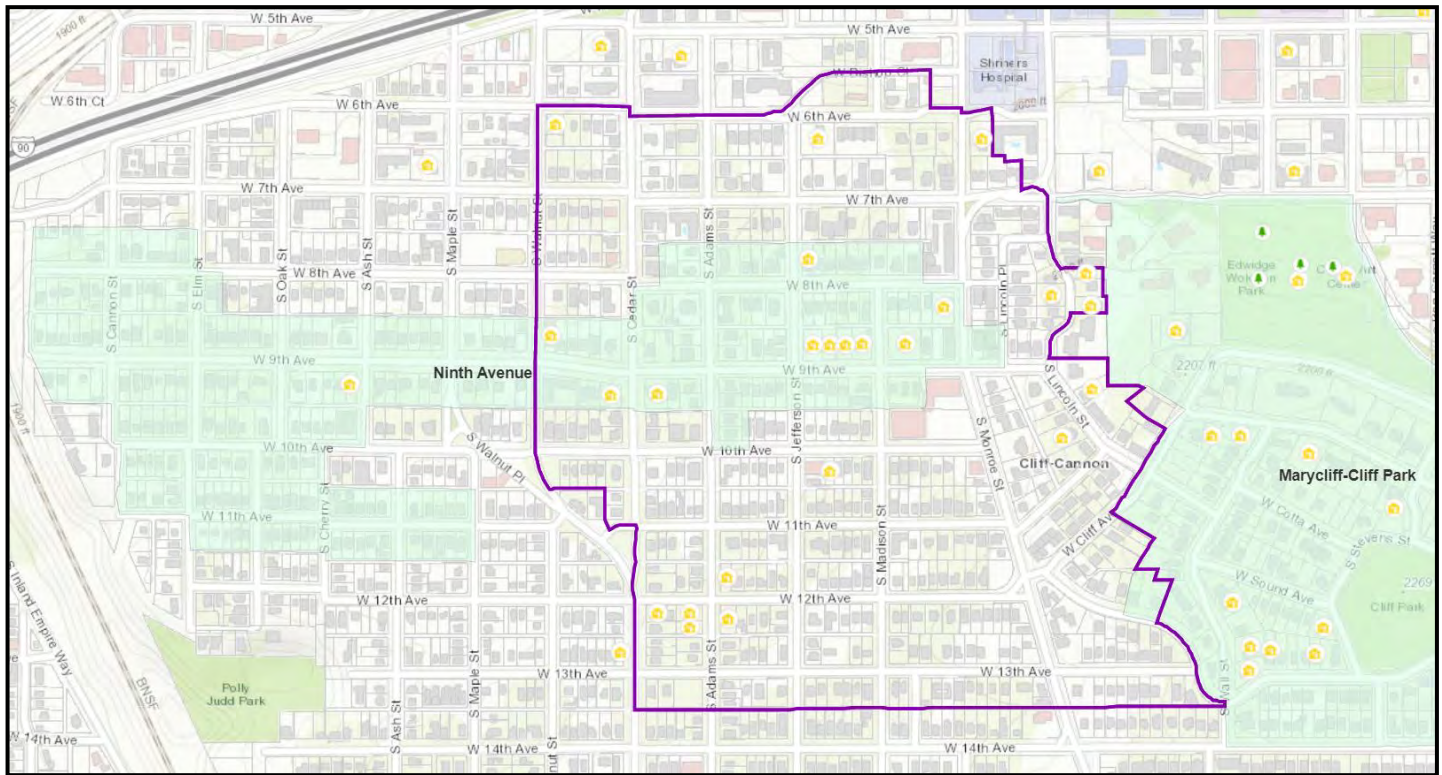
The Cannon Streetcar Suburb Historic District's period of significance begins in 1883 and ends in 1955. The year 1883 represents the year in which Cannon's Addition was first platted and therefore the beginning of residential development in the district. 1955 is the end of the period of significance for three primary reasons. First, 1955 is the last year that more than four buildings were constructed in the district in the same



8. Map showing the Cannon Streetcar Suburb Historic District outlined in purple, the Ninth Avenue and Marycliff-Cliff Park National Register districts shaded in green, and individually listed historic properties with yellow house logos.

calendar year and represents the end of the post-WWII building boom in the district. Second, by 1955 most of the lots in the district were occupied by a building and new development required demolition. Finally, 1955 is the last year that a single family home was constructed in the district until 2004, a 49-year gap in single-family building. Additionally, 1955 was the last year in which both single- and multi-family residences were built in the same year.

#### Cannon Streetcar Suburb Historic District Boundary Justification

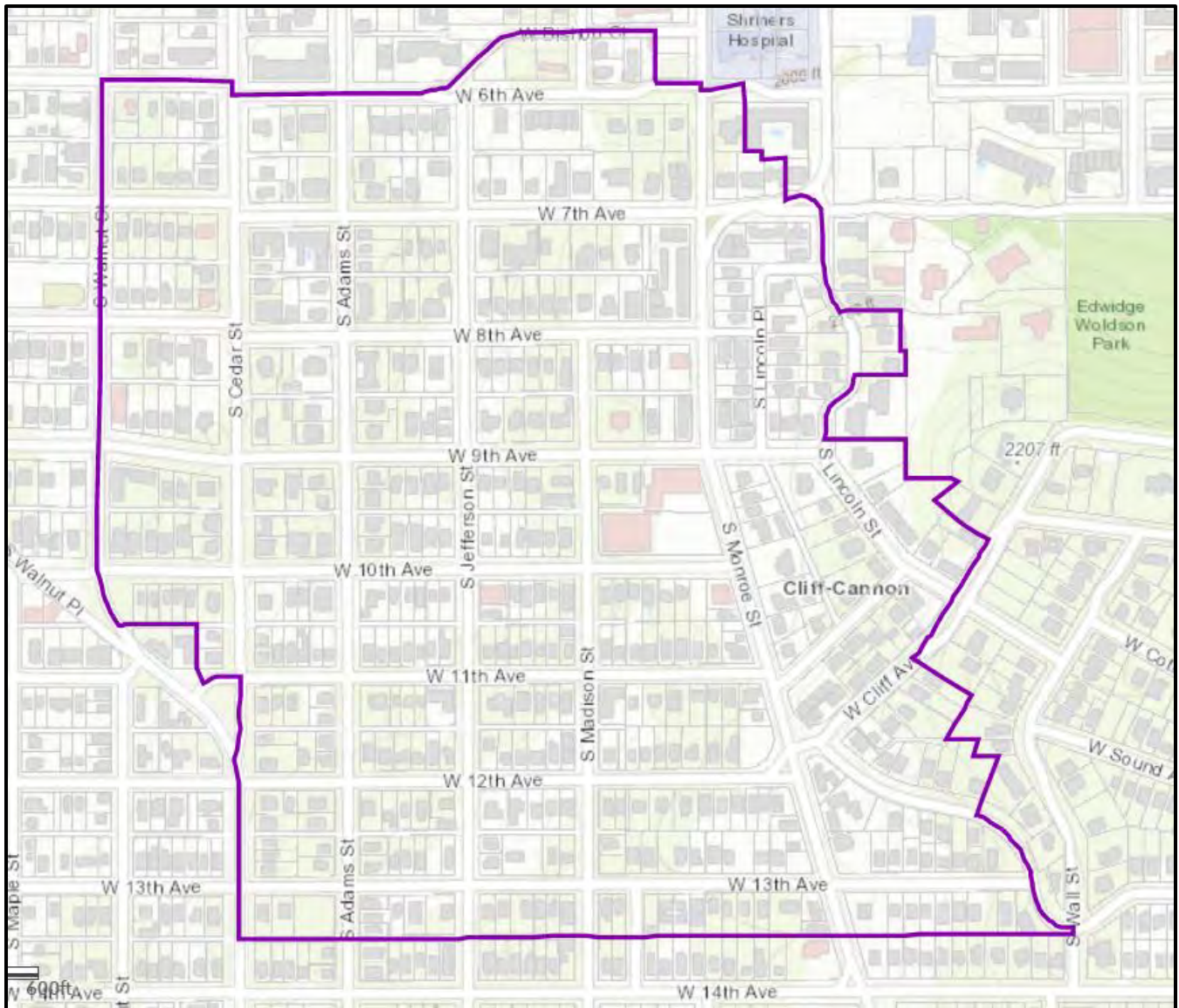


The district is roughly bound by Walnut Street and Cedar Street on the west; 6th Avenue and Bishop Court on the north; Lincoln Street, Cliff Avenue, and 12th Avenue on the east, and 13th Avenue on the south. Drawing historic district boundaries can be challenging as there are a number of careful considerations that must be weighed in order to include the most contributing properties that tell the story of the district. In the Cannon Streetcar Suburb Historic District a number of factors were considered as the boundary was drawn:

- The boundary was drawn in order to include a large portion of the former streetcar and public transportation infrastructure that catalyzed residential development in the Cannon Streetcar Suburb Historic District. Two particular areas that were included in the boundary specifically to help tell the public transportation story are Bishop Court between Monroe Street and 6<sup>th</sup> Avenue, and 12<sup>th</sup> Avenue where it bends eastward from Monroe Street toward Wall Street. Both of these curvilinear roads were part of the streetcar route.
- The boundary was guided by distinct topographic changes. This is most obvious on the north boundary where 6<sup>th</sup> Avenue sits atop a bluff overlooking downtown and on the east end where the grade rises rapidly toward Marycliff-Cliff Park.

- The boundary was drawn to encompass a large number of properties that were already listed on the Spokane Register of Historic Places.
- The boundary was drawn to include a large portion of the Ninth Avenue National Register Historic District and the entirety of two small Spokane Register Historic Districts: Booge's Addition and Comstock-Shadle historic districts.
- The boundary was drawn to encompass the historically significant properties that are at the highest risk for demolition due to city zoning that allows for a wide variety of development options, many of which would be incompatible with the district.
- In the future, the borders of the boundary on the south and west could be expanded as these areas fit within the scope of this nomination and maintain a similar district feel. The Spokane Historic Preservation Office had to limit the size of the district to approximately 500 properties due to the minimal staff and limited resources available to create a local historic district.
- The area to the east of the district was not included in the boundary because, although it is a historic neighborhood, Marycliff-Cliff Park is a distinct area that makes the most sense as a separate historic district.
- The area to the north of the district was not included in the boundary because there is not sufficient intact historic resources to justify inclusion.





9. Map showing the Cannon Streetcar Suburb Historic District outlined in purple.

**Integrity and Evaluations:** *(The language and formula for this portion is adopted from the Browne's Addition Local Historic District Nomination prepared by Betsy Bradley & Holly Borth.)*

Integrity

The City of Spokane Municipal Code 17D.100.020 states that a property within a historic district must possess integrity of location, design, materials, workmanship, and association in order to “contribute” to the district. The National Park Service defines these aspects of integrity as follows:

- *Location:* The place where the historic property was constructed or the place where the historic event occurred.
- *Design:* The combination of elements that create the form, plan, space, structure, and style of a property.
- *Setting:* The physical environment of a historic property.
- *Materials:* The physical elements that were combined during a particular period of time and in a particular pattern or configuration to form a historic property.
- *Workmanship:* The physical evidence of the crafts of a particular culture or people during any given period in history.
- *Association:* The direct link between an important historic event or person and a historic property. This aspect is also used to assess the degree to which the property can convey its association with patterns of development of a neighborhood and historic uses. For instance, a school still used as a school has a higher degree of association integrity than one that has been converted to housing.

Many resources within the Cannon Streetcar Suburb Historic District have experienced modifications over time. The most common modifications include the replacement of the original siding or windows of a building, or the construction of an exterior staircase, addition or enclosure of a porch – changes made to modify the building for multi-family use. Modifications such as these, even though they may have been made during the period of significance, somewhat reduce a building’s integrity of design and materials. The severity of the reduction of these aspects of integrity depends upon the extent of the modification compared to the overall form, mass, and design of the resource. These changes were carefully assessed during 2020.

Contributing and Non-Contributing

A historic district is comprised of streetscapes, public spaces, and individual properties. Together, these elements form the collective identity and defining character of a historic district. However, not all properties within the boundary contribute meaningfully to the collective identity and defined character of the district. Some properties are non-contributing because they are new construction built outside the period of significance, and others are non-contributing because the exterior façade has been changed so substantially that the original form and style is not recognizable in its current form.

Each resource within the Cannon Streetcar Suburb Historic District was evaluated for its ability to contribute to the significance and eligibility of the historic district based upon its modifications to four key features: **plan, porch, siding, and windows**. Modifications to the plan include changes made to the footprint of the building, as in additions and partial demolition. Modifications to porches are not assessed

as part of the plan but are a distinct category of assessment due to the frequency of porch modifications in the district and because generally these changes do not alter the original footprint of the building. Modifications to siding include the partial or complete replacement of historic siding materials. Replacement materials were sometimes limited to the first or first and second stories, leaving the historic materials on the highest portions of the walls exposed. The modifications to windows range from replacing some or all of the sash in existing window openings to the creation of larger or additional window openings and the use of metal or vinyl sash. As with siding, the use of replacement materials varies. Storm windows are somewhat common in Cannon Streetcar Suburb Historic District. They sometimes hide the materials of the windows they protect, but are not considered a loss of integrity.

The descriptions of the buildings address these key features primarily, although there are additional character-defining features that are noted depending on the resource. Also, replacement elements of porches are noted, as well as decorative elements associated with a style of architecture. When present, exterior staircases are noted; as they are needed for multi-residential use of large residences, they are not considered in the assessment of integrity.

Modifications to these four features were categorized into four options:

- Intact (only slight modifications) **3 points**
- Slight (less than half of a feature has been modified) **2 points**
- Moderate (more than half of a feature has been modified, but not completely) **1 point**
- Extensive (completely modified) **0 points**

Using the cumulative point totals from all four features, the resources were then determined to have retained one of four levels in historical integrity:

- Excellent = 11-12 points (Contributing)
- Good = 8-11 points (Contributing)
- Fair = 5-7 points (Contributing)
- Poor = 0-4 points (Non-Contributing)

Any visible modification to a key feature that could be seen from the street of a resource automatically reduced its historical integrity and could not be qualified as having excellent historical integrity. Although modifications do reduce a resource's historical integrity, many buildings are still able to contribute to the history and significance of the Cannon Streetcar Suburb Historic District as a long-occupied residential neighborhood. If several changes have been made, the consideration of the massing, if important to the style, and presence of decorative elements associated with a style are brought into the analysis.

Modifications that occurred within the district's period of significance are considered to be part of the history of the property and some acquire significance in their own right. Converting a single-family residence to a multi-family residence also does not necessarily reduce its historical integrity to the point of it being non-contributing, as those activities are a part of the district's significant historical

associations. In fact, these conversions document the long-term overwhelmingly residential use of the buildings in the district.

These changes are documented and assessed, but accommodated into the historic integrity of Cannon Streetcar Suburb Historic District . Properties assessed to have “fair” integrity are still able to contribute to the historic streetscapes of the district. The ultimate test is whether they can convey the type and style of building that they were originally built to convey, or are as altered prior to 1955.

*Example: A property that has this amount of modification for the following features:*

*Plan: Slight - 2 points*

*Porch: Intact - 3 points*

*Siding: Extensive - 0 points*

*Windows: Intact - 3 points*

*Total = 8 points = Good Integrity Rating and would be considered “Contributing”*

In order to contribute to the Cannon Streetcar Suburb Historic District , a resource must meet the following criteria:

- Located within its boundary
- Constructed between 1883 and 1955
- Retain excellent, good, or fair historical integrity

The tabulation of the resources within the Cannon Streetcar Suburb Historic District are as follows:

<b>Integrity of Resources in Cannon Streetcar Suburb Historic District (478)</b>			
<b>Excellent</b>	<b>Good</b>	<b>Fair</b>	<b>Poor</b>

<b>Integrity of Resources Built in or before 1955 (432)</b>			
<b>Excellent</b>	<b>Good</b>	<b>Fair</b>	<b>Poor</b>

<b>Contributing Resources of the Cannon Streetcar Suburb Historic District</b>		
<b>Contributing</b>	<b>Non-Contributing</b>	<b>Out of Period</b>
		46

#### RESIDENTIAL OUTBUILDINGS: CARRIAGE HOUSES, URBAN BARNs AND GARAGES

These outbuildings on urban residential properties served similar purposes related to transportation but varied considerably in design and materials, form and function, and date of construction.

Many of the larger, earlier houses were built with a carriage house or urban barn. Both buildings likely housed a horse and some type of buggy, as well as storage space for hay, oats and tack. A carriage house combined these functions with a second story that provided quarters for the family's employees: often drivers and gardeners. An urban barn was devoted to storage and transportation. A half-story loft above the ground level provided storage for hay and often had a door at that level. Wide openings with sliding or swing doors were wide enough for adaptation to garage use.

Many of the first purpose-built garages were small wood-framed and clad one-car size buildings with gable roofs. Slightly wider one-car garages, and multi-car units were also built prior to 1955, the end of the period of significance. One pattern in the district was a series of small garages at the rear of lots that appeared after the conversion of large dwellings into multi-unit buildings.

Several of all types of these outbuildings stand in the district, although many of them are not very visible due to their locations at the rear of lots. Post-1955 two-car garages are also common. A few of the more ornate carriage houses have been converted into dwellings and are the primary building on the lot. All three types of buildings that are visible from the street are noted in property descriptions. They are further noted as contributing to the district or contributing to it in a secondary way.

#### RESOURCES

A form has been prepared for each resource located within the boundary of the Cannon Streetcar Suburb Historic District . These forms are appended at the end of this section.

#### USING THE RESOURCE FORMS

These forms have information on building permits if they are available for the property, including date of the permit, as well as architect, builder, and owner, if known.



**Name:** Cannon Streetcar Suburb Historic District

**Criteria:** Category A, Category C

**Areas of Significance:** Transportation, Residential Development

**Period of Significance:** 1883-1955

**Statement of Significance:**

The Spokane Register of Historic Places provides five categories for significance to be considered in all nominations. The Cannon Streetcar Suburb Historic District is eligible for listing on the Spokane Register under Category A for its association with the broad patterns of Spokane history in the fields of transportation and residential development; and Category C for its architectural significance in the distinctiveness of some of its buildings and the wide array of building types and styles.

Category A: A Residential District Defined by Public Transportation

Cannon Streetcar Suburb Historic District's topography presented a distinct challenge for residential development that required innovative public transportation infrastructure to make the area desirable to real estate developers and for prospective residents. The public transportation infrastructure built to overcome the South Hill bluff propelled seven decades of residential development that define the district today.

The Cannon Streetcar Suburb Historic District provides a case to explore how public transportation impacted residential development, especially in areas with topographic separation from the city center. Three factors make the district an ideal case to explore public transportation's capability to spur residential development in a previously undeveloped area. First, the district is located in a city with access to hydroelectric power which was critical for successful electric railroad systems. Second, the district was developed when new housing was in high demand during Spokane's period of greatest growth from 1900-1910, when the population grew by nearly 300%. Third, and possibly most importantly, Spokane was in its stage of greatest growth when electric railroad technology was spreading across the country and Spokane businessmen seized on the emerging business opportunity. The district's transportation history exemplifies the development of transportation technology, especially the transition from cable car, to electric rail car, to bus and automobile, and, most importantly, how those transitions impacted the residential development of the neighborhood and at the same time encouraged modifications to the existing building stock.

Category C: A Rich Architectural Tapestry of Late 19th and Early to Mid-20th Century Designs

The Cannon Streetcar Suburb Historic District features a rich and eclectic variety of architectural styles, forms, and types. The most popular styles in the neighborhood include Craftsman, Queen Anne, and American Foursquare. Many of the homes in the district were spec homes from readily available plans like those in Ballard Plannery's *Modern Bungalow* plan book. However, the district also features the work of some of Spokane's most notable architects including Kirtland Cutter, J.K. Dow, and Albert Held. Additionally, the neighborhood includes the work of less-known Spokane architects who are deserving of more research and recognition. These architects include, but are not limited to, Arthur Cowley and Earl W. Morrison.

Although the district was primarily built as single-family residential, there are a considerable number of buildings that were originally constructed to be apartment complexes and duplexes. Many of the apartment buildings are tall three story structures that provide visual variety to the district's block faces. The district also includes some interesting non-residential buildings including one of Spokane's early fire stations, a grocery store and strip mall, and a boys boarding school, Huston School.

Additionally, the neighborhood provides an opportunity to examine how architects incorporated automobile provisions into already existing homes. In two cases, Kirtland Cutter was hired to design garages (one detached and one attached) for residences that were constructed in the time before cars were a common form of personal transportation.

### **Historic Context:**

#### The City of Spokane: From Tribal Paradise to Bustling Mid-Century City

The City of Spokane sits on the traditional lands of the Spokane Tribe. They have inhabited these lands since time immemorial. They hunted, fished, harvested vegetables, raised horses, traded, and made their homes in Spokane and surrounding areas. The Spokane's way of life was abruptly altered when white people began arriving to the region in the early 1800s. The Northwest Company, a Montreal based fur trading operation, built the Spokane House trading post at the confluence of the Spokane and Little Spokane River in 1810, marking the beginning of white settlement in the region. Settlement was initially slow, but by the late 1850s increasing numbers of white people were encroaching on tribal lands in pursuit of newly discovered gold in the Columbia River and its tributaries.

Violence between the tribes and white settlers got the attention of the United States Government which sent the Army to protect white settlers. Acting as the aggressor under the leadership of General George Wright, the Army initiated a series of battles with the Spokane Tribe that left dozens of Spokanes and hundreds of their horses and livestock dead. The fighting ended in September 1858 with surrender of the tribe under the guise of a peace treaty. Instead of brokering peace diplomatically, General Wright murdered Sub-chief Qualchan and at least three fellow warriors on the shore of Hangman Creek. After the defeat of the Spokanes and surrounding tribes, the government began negotiating with and ultimately forcing the tribes onto reservations. In 1872, an executive order instructed the Spokane Tribe to move to the original Colville Indian Reservation. The removal of the Spokanes and other regional tribes opened up the site of Spokane to homesteaders, and soon after settlers began arriving.<sup>13</sup>

The powerful Spokane River and its large waterfalls made an ideal location for a mill and ultimately a townsite. As the city grew and technology developed, the city's proximity to a waterfall allowed for easy access to hydroelectric power. The electricity produced from the river provided Spokane with a robust electrical system to homes, businesses, and the overhead power lines that criss-crossed the city powering a fleet of electric streetcars.

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<sup>13</sup> Warren Seyler, Ben Adkisson, Spokane Tribal Wars of 1858, directed by Trask McFarland (2017; Wellpinit, WA: VariusMedia), <https://youtu.be/-uN2juBAKlc>.

The City of Spokane grew quickly. In 1880, just a year before incorporation, there were only 350 white people living in the town of Spokane Falls. By the time of the next census in 1890, Spokane residents had dropped the “Falls” from their name and the city’s population had increased to 19,922 people. This rapid inflow amounted to growth of over 5,500% in just one decade. The city’s pace of exponential growth experienced a minor setback in August of 1889 when approximately thirty blocks of downtown Spokane were burned to the ground in a fast-moving fire. This left much of the city’s core a blank slate from which a freshly constructed downtown of primarily brick masonry buildings rose from the ashes.<sup>14</sup>

Not discouraged from the fire, Spokane’s rapid growth continued. The burgeoning mining, railroad, timber, and agriculture industries sent tens of thousands of people flocking to the Inland Northwest seeking new jobs and greater opportunities. By 1900, the number of Spokanites had grown to 36,848, most of which were working-class laborers, single women, and itinerant workers. That number continued to grow and when the 1910 census was taken, a decade after the turn of the century, 104,402 Spokane residents were counted. This influx of population brought the labor force and professionals necessary to grow regional business but it required quick construction of housing accommodations.

Population growth remained mostly stagnant in Spokane from 1910-1940, only adding approximately 18,000 residents. However, Spokane was an important city in the build up to World War II due to important war-time industry that was based here. Americans from other regions of the country flocked to Spokane to fill the new job opportunities, sparking another population boom, bringing some 30,000 new residents and increasing the total population to 161,721. This influx in residents demanded more housing, some of which was created in the Cannon Streetcar Suburb Historic District.<sup>15</sup>

#### The Cannon Streetcar Suburb Historic District and Anthony Cannon

Cannon Streetcar Suburb Historic District was selected as the name of this historic district for two primary reasons. First and foremost, the district did not become suitable for residential development until the Cannon Hill Car Line was completed in 1899, and thus the district's name reflects the importance of that streetcar line. Second, the district is located in Spokane’s Cliff-Cannon Neighborhood, a large residential area composed of two distinct sections which is conveyed by the neighborhood's hyphenated name. The eastern section of the neighborhood is associated with Cliff Park, whereas the western section that contains the Cannon Streetcar Suburb Historic District is associated with Anthony Cannon’s 1883 residential plat, amongst others.

Anthony McCue Cannon was born in 1837 in Illinois. Cannon was an ambitious, but possibly over-zealous, businessman who had operated a variety of companies from selling grain to repairing sewing machines. His first venture was in Chicago, but bankrupt businesses led him from Kansas City, Los Angeles, and finally to Portland, Oregon. After a messy divorce in Portland, Cannon set his sights on a new opportunity, as he always had when the going got tough. In 1878, Cannon headed for the “upper country” toward a townsite on the Spokane River. During a stop in The Dalles, Oregon, Cannon connected with J.J. Browne, a lawyer and educator, who decided to join Cannon on his trip. The two

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<sup>14</sup> Washington State Office of Financial Management, Forecasting and Research Division, “Decennial Census Counts of Population for the State, Counties, Cities and Towns,” (Excel spreadsheet, Olympia, 2017), page 4.

<sup>15</sup> Washington State Office of Financial Management, “Decennial Census Counts of Population for the State, Counties, Cities and Towns,” page 4.

arrived in Spokane by horseback in April of 1878. They purchased half of the original townsite of Spokane Falls and a mill from James Glover for just \$3,000, with only \$50 as a down payment. They wouldn't pay the remainder of the debt for five years.<sup>16</sup>

Cannon established a general merchandise store located at the intersection of Howard and Spokane Falls Boulevard. In a small addition on the rear of the merchandise store, Cannon opened the city's first bank, The Bank of Spokane. Opening a bank seemed like a strange decision for Cannon, considering he had no money to lend, not to mention money to spend. But, using a \$1,000 loan from his sister-in-law as seed money, he opened the bank and began issuing loans.<sup>17</sup>

Glover preempted the Spokane townsite location but he also homesteaded 160 acres west of town. He relinquished this 160 acre homestead to Browne, which Browne platted and developed into the popular residential district Browne's Addition. Around the same time, Cannon began the process to homestead a quarter section of land, equaling approximately 160 acres, just south of Browne's section stretching from Coeur d'Alene Park south up Cannon Hill.<sup>18</sup>



10. Portrait of Anthony M. Cannon. 9. Tornado  
Creek Publications.

The Financial Panic of 1893 was a two year depression that began in February of that year with the bankruptcy of the Philadelphia and Reading Railroad, which rattled railroad investors across the country. The direness of the situation became clear on May 5, 1893 when the stock market collapsed after another large employer, the National Cordage Company, failed. Spokane, and Cannon were disproportionately impacted by the downturn. As Nelson Durham explained, Cannon had "cast his financial lines into pools too numerous and distant." When the Panic came, Cannon was in a bad position to weather the storm. He tried desperately to offload his assets but was unable to create enough liquidity and he was forced to close the doors of Spokane's first bank.<sup>19</sup>

By the end of 1893, Cannon's bank had failed and his wife had succumbed to a long battle with illness. Soon after her death, he left Spokane for New York where he remarried and returned to Spokane with his new wife. Cannon attempted to restart his life and even discussed reopening his bank, but court judgments surrounding the failed bank began stacking up and Cannon could not afford to pay the bills. By the end of 1894, Cannon fled Spokane for New York, and ultimately Latin

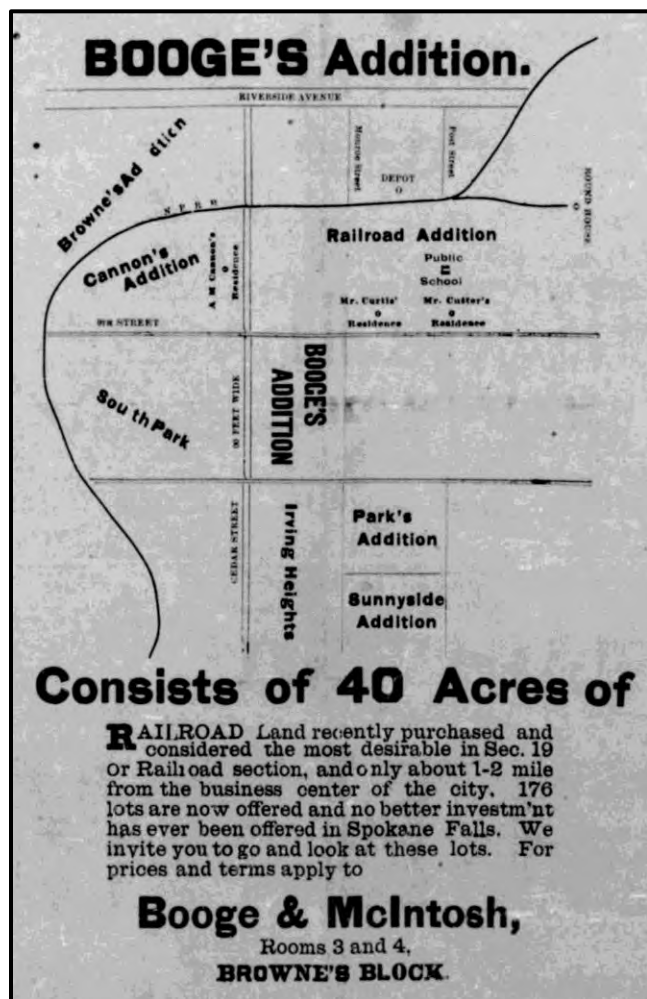
<sup>16</sup> Nelson Wayne Durham, *History of the City of Spokane and Spokane County, Washington: From Its Earliest Settlement to the Present Time, Volume 1*, (Spokane: S.J. Clarke Publishing, 1912), page 338-341.

<sup>17</sup> Durham, *History of the City of Spokane and Spokane County*, volume 1, 338-341.

<sup>18</sup> GLO Maps and Land Patent Records, WISAARD database.

<sup>19</sup> Durham, *History of the City of Spokane and Spokane County*, volume 1, 449-450; "Cannon Talks," *Spokane Chronicle*, January 13, 1984, page 1.





11. Advertisement for properties for sale in Cannon Streetcar Suburb Historic District. Notice that no streetcar lines had been constructed yet. *Spokane Falls Review*, March 17, 1888.

America, searching for new investment opportunities and a fresh start. His travels led him back to New York City where he died alone in a hotel room without any fortune to speak of. When Cannon passed away in 1895, he was lauded as a founder of Spokane and “one of the best known citizens of the west.” However, the land he homesteaded and the additions he platted were only lightly developed, especially in comparison with Browne’s Addition. He never saw Cannon’s Addition develop into the high-class residential district he imagined it could become.<sup>20</sup>

#### The Spokane Cable Railway and Early Development of Cannon Streetcar Suburb Historic District 1883-1898

Anthony Cannon laid the plats for Cannon’s Addition soon after he received the land patent for his homestead in 1883. Lots on the north end of Cannon’s Addition near Coeur d’Alene Park were quickly sold and developed. Despite the spectacular views, the southern section of the addition located on the South Hill was less desirable for residential development, due to the challenge of transportation up the steep bluff. But, as Spokane’s population continued to grow, the pressure to build on the hill increased. In 1888, three new plats were recorded adjacent to the southwest corner of Cannon’s Addition

between Cedar Street and Monroe Street: Booge’s, McIntosh, and South Park Additions.

Advertisements for buildable lots in Cannon’s, Booge’s, McIntosh, and South Park Additions frequently appeared in the newspaper from 1883-1889, but there was limited reporting about new residences constructed during that period. (There were no Sanborn maps drawn for the district until 1891, so we are limited to newspaper records and building permits.) In 1889, Monroe Street was paved up to 9th Avenue and Adams Street was graded from 5th to 14th Avenue. These infrastructure improvements, among others, encouraged the first substantial wave of residential development in the district, primarily on 6th and 7th Avenues but some new residences were built as far south as 11th Avenue. Although there were likely more residences built between 1883 and 1889, only two residences built before 1890 remain in the district. Both are modest size homes, one in the Queen-Anne style and the other vernacular in design.

<sup>20</sup> “Brings His Bride,” *Spokane Chronicle*, March 14, 1894, page 1; “A.M. Cannon Dead,” *Spokesman-Review*, April 7, 1895, page 1.

In 1890, the Spokane Cable Railway Company endeavored to overcome the topographic challenge presented on the South Hill by constructing a cable railroad line from downtown to 14th Avenue and Grand Boulevard via Monroe Street. The route was destined for prime locations for real estate development along the way and at the terminus. The Monroe Street cable rail line encouraged some new development in the district, including eight homes built between 1890 and 1895 that remain in the district. The homes from this period are noticeably larger in scale and feature more architectural styling than the district's earliest homes.<sup>21</sup>



12. Photo of Spokane Cable Railway railcar. *Spokane's Street Railways: An Illustrated History.*

In 1891, Spokane Sanborn Maps only stretched as far south as 8th Avenue, and featured primarily vacant lots south of 6th Avenue. Although there was likely small residential development further south, the lack of Sanborn maps beyond 8th Avenue is an indication of the limited development in the Cannon Streetcar Suburb Historic District up until the early 1890s. Of the buildings still remaining in the district, only eighteen were built before 1899.<sup>22</sup>

In preparation for the city's southward expansion, Spokane city government authorized the removal of one of the city's first cemeteries to make room for more residential lots in the neighborhood. The Mountain View Cemetery, located south of 9<sup>th</sup> Avenue and west of Cedar Street, stopped accepting new burials around 1889 but the city was still relocating burials in 1894. Today, many homes sit on top of a former cemetery because residential development pressures, and the profits that accompanied them, were more important than the burial places of city residents who had long passed.

The city was prepared for rapid development, but it took longer to materialize than anticipated because getting up the hill was tough. After years of struggling with inconsistent service and issues with their infrastructure, the Spokane Cable Railway Company ended service up the South Hill in 1894 due to slower than expected property sales along the route, possibly as a result of the nationwide financial Panic of 1893. No homes that are still extant in the neighborhood were constructed in the district from the end of 1895 until the end of 1898.



13. Drawing of a small home at 11<sup>th</sup> Avenue and Cedar Street before major residential development began in Cannon Streetcar Suburb Historic District, undated. Northwest Museum of Arts and Culture.

<sup>21</sup> Charles V. Mutschler et al, *Spokane's Street Railways: An Illustrated History*, (Spokane: Inland Empire Railway Historical Society, 1987), page 26 & 40.

<sup>22</sup> Sanborn Fire Insurance Maps, Spokane, Washington, 1891.

### The Cannon Hill Car Line Building Boom 1899-1930

By the end of the 1890s, Cannon Streetcar Suburb Historic District was lightly sprinkled with residential development. Whereas, nearby Browne's Addition, which did not have the same topographic transportation challenges, still retains nearly ninety homes built before 1899. As the *Spokane Chronicle* explained, Cannon Streetcar Suburb Historic District was "rapidly becoming one of the most popular residence districts in the city, but had the disadvantage of being reached only by walking up the long and steep hill." Although it was lagging behind nearby neighborhoods, Cannon Streetcar Suburb Historic District would soon enter its period of greatest growth.

In July of 1899, the Spokane Street Railway Company proposed the construction of the first reliable transportation up the hill, the Cannon Hill Streetcar Line. The new streetcar would not be operated by cable, like its predecessor which struggled and failed. The new streetcar line featured a revolutionary technology that was spreading across the United States, the electrified locomotive. The first electrified streetcars began operating on the east coast in 1886, and the technology arrived in Spokane shortly after in 1888. Spokane was an ideal location for electrified streetcars because the city had easy access to water-generated electricity.

The first tapestry of streetcar lines in the city were owned by a variety of companies operating routes that primarily stretched from west to east from Browne's Addition through downtown and northward toward residential districts like Corbin Park. The Panic of 1893 had slowed streetcar development and companies were nervous to build a line into Cannon Streetcar Suburb Historic District due to the steep grade and limited residential development on the hill. In 1899, the Washington Water Power Company (WWP), who operated the hydroelectric power stations on the Spokane River, absorbed most of the city's streetcar companies. On August 10, 1899, WWP purchased the franchise agreement from the Spokane Street Railway Company and completed the Cannon Hill Streetcar Line. The company considered multiple options but settled on a route that ran "along Howard Street from Fourth to Fifth Avenue, thence along Fifth to Lincoln, up Lincoln to Bishop Court, along Bishop Court nearly to Jefferson Street, thence through a rock cut and across Jefferson Street to Sixth Avenue, thence along Sixth to Adams, south on Adams to Tenth Avenue, and west on Tenth to Elm Street." This route was selected because it did not require substantial rock cuts, and because it avoided "heavy grades and expense of construction."<sup>23</sup>

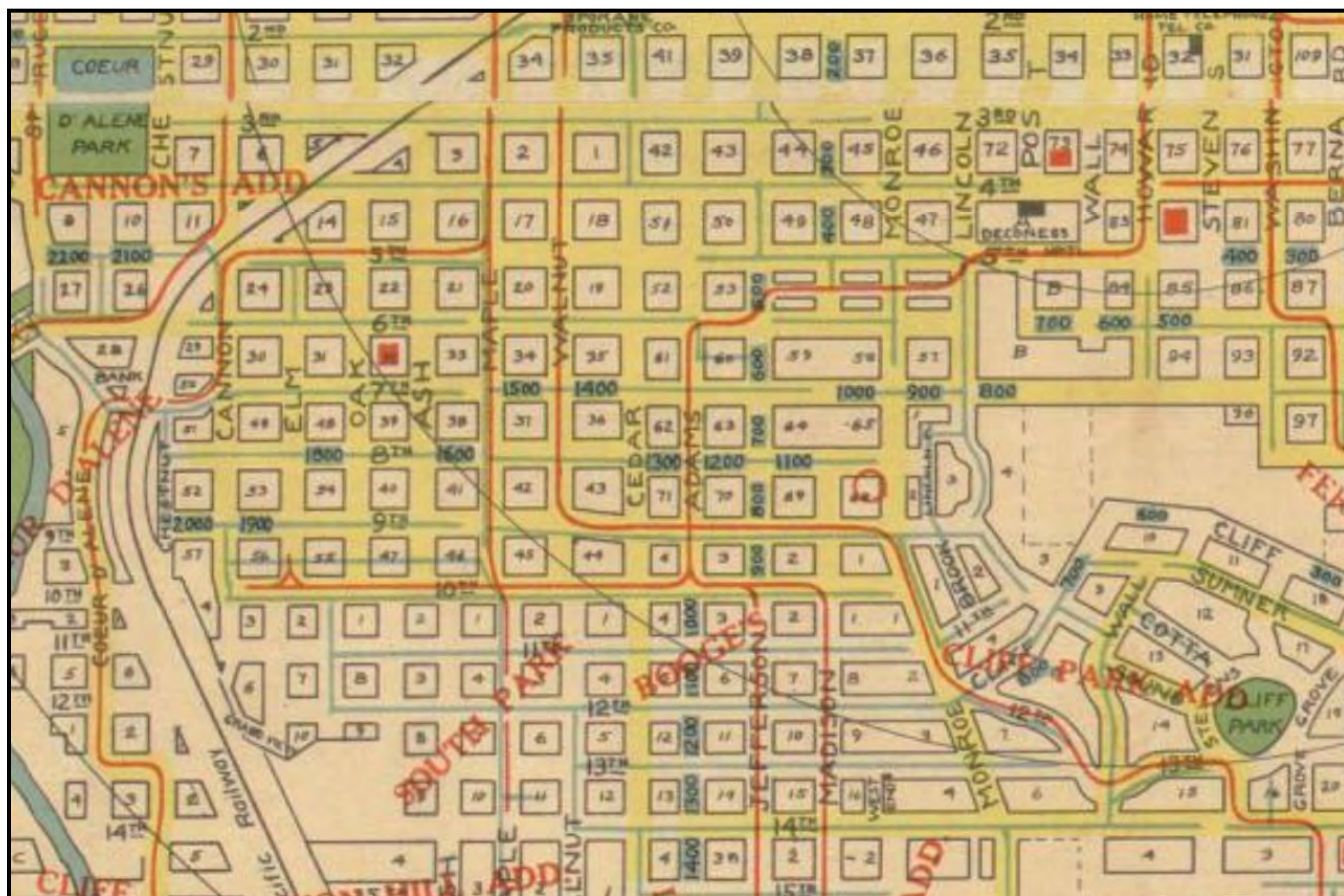


14. A newspaper headline announcing the opening of the Cannon Hill Streetcar Line. *Spokane Chronicle*, October 24, 1899.

Although the streetcar line was removed long ago, evidence of the route is sprinkled throughout the neighborhood. At Tenth and Adams, ghost marks from removed tracks show the sweeping bend the streetcar took as it rounded the corner. The most notable remaining evidence of the Cannon Hill Car Line is the sweeping bend that connects Bishop Court with Sixth Avenue. Before the streetcar line, Bishop

<sup>23</sup> "Will Build a New Line," *Spokane Chronicle*, July 29, 1899, page 1.





15. Street Map of Spokane from 1922 showing the streetcar routes as red lines. Notice the line up Bishop Court at the north and the curved route along 12<sup>th</sup> and 13<sup>th</sup> Avenues to the southeast. Designed by H.H. Weile and printed by the Spokane Lithographing Company.

Court and the surrounding streets were all rectilinear. But, in 1899, Bishop Court was modified because the streetcar required a sweeping bend through the rock cut in order to ascend the hill. The curved section of Bishop Court remains in 2020, and although the tracks have been removed it is still unpaved.

The Cannon Hill Car Line opened in 1899 and it was immediately successful. Local newspapers reported the importance of the new infrastructure to current residents of the hill. While, in the same newspapers, real estate speculators lauded the line in their advertisements and homes in the district quickly flew up. In the five years following the completion of the Cannon Hill Streetcar Line, at least fifty new residences were constructed in the district. The lots closest to the original streetcar line were selected for development first, and as new lines were built into the district residential development followed their route. By 1902, the Cannon Hill Line was so crowded that folks were writing the *Spokesman-Review* to complain. In 1905, the Cannon Hill Line increased service to every 15 minutes from 30 minutes. In 1906, the Cannon Hill Line was extended up Monroe and then east to Cliff Park at 12<sup>th</sup> Avenue.<sup>24</sup>

Virginia McAlister's *A Field Guide to American Houses* gives an excellent overview of how electric streetcars facilitated residential development:

<sup>24</sup> "Cannon Hill Cars Crowded," *Spokesman-Review*, February 2, 1902, page 1.

The speed of electric cars facilitated a new real estate development process. A typical pattern was to build a trolley line into vacant countryside, often terminating at a recreational destination - a park, a fairground, an amusement park, or a large cemetery (which, in the 19th century, functioned as tranquil open space), this planning helped attract riders immediately. House lots were placed adjacent to the line, subdivision improvements were added (sidewalks, utility connections, etc.), and the vacant lots placed on the market. Signs advertising "Home Sites for Sale" greeted passengers traveling along the line. As lots were sold and homes built, the new residents increased the number of daily commuters. The streetcar line added value to the vacant land, and the development of the land brought value to the streetcar. Often the owner of a trolley line and its adjacent property was either the same or connected in some way. By 1900 trolley lines and streetcar suburbs had become the primary factor in the development of new urban neighborhoods throughout the country.

The pattern for streetcar driven residential development presented by McAlister describes the development patterns in the Cannon Streetcar Suburb Historic District, and much of Spokane, almost perfectly.

The rapid pace of development continued in the district until World War I. The district retains 301 buildings that were constructed in the twenty years following the completion of the Cannon Hill Streetcar Line. This amounts to 63% of the buildings in the district in 2020. Although the majority of new construction in this period was single family residences, large scale apartment buildings became popular in the 1910s and many were constructed between 1910 and the beginning of the First World War. No buildings were constructed in the district in 1917 or 1918. Once the war wrapped up, building in the district resumed but with notably less energy. Only 42 buildings were constructed between the end of the war and the onset of the Great Depression.

Homes built in the first half of this period, from 1899-1915, generally did not include provisions for automobiles like garages. Whereas, during the second half of this period from 1916-1930, most of the homes were built with either attached or detached garages and many new garages were built adjacent or attached to existing homes that were constructed before the first wave of personal automobile ownership. Two notable examples of garages that were added to existing homes include Thadius Lane's detached garage and chauffeur quarters at 1312 W. 9<sup>th</sup> Avenue, and Martin Woldson's attached garage at 903 S. Adams Street. Both of the garages seem like small insignificant projects, however both were designed by renowned Spokane architect Kirtland Cutter to closely match the primary residence.



### The Bus and Automobile Take Over 1931-1955

Two distinct changes define Cannon Streetcar Suburb Historic District during the period from 1931 to 1955. First, the transition from rail dominated public transportation to bus dominated transit, coupled with increased car ownership, impacted the development patterns in the neighborhood. Second, the increase in demand for affordable workforce housing in the lead up to World War II had a tremendous impact on existing homes in the neighborhood.

In 1931, as the Great Depression was setting in, Spokane's street railway companies suggested that they were planning to replace some of the Cannon Hill Streetcar Line with bus service. The railway companies started by discontinuing spur lines and replacing them with short bus routes. This was met with resistance in the Cannon Streetcar Suburb Historic District. Residents of the district protested the changes and requested that any replacement bus service closely mirror the rail service that was being discontinued. The railway companies listened to resident's concerns by routing the bus in a similar way to the rail line. The most notable change in the route was abandoning the Bishop Court section in favor of taking 5th Avenue east to Adams Street and climbing the hill from there.<sup>25</sup>



*16. Spokane United Railways Cannon Hill Line bus coach. This bus replaced some of the streetcar routes in Cannon Streetcar Suburb Historic District. Northwest Museum of Arts*

The newly initiated bus service provided less frequent trips than the streetcar, but it was still desirable infrastructure for prospective renters or home buyers in the district. Advertisements for home rentals and sales often point out that the site is adjacent to the Cannon Hill Bus Line. Bus riders included working-class district residents who resided in apartment buildings, but some of the district's well-to-do residents also relied on the bus to access downtown.<sup>26</sup>

This shift in the dominant forms of transportation marks a clear change in the district's development patterns. In 1930, many developable lots remained vacant, especially those located further from streetcar lines. Increased access to personal automobiles and the shifting nature of bus routes provided the transportation options that were needed to encourage developers and prospective home buyers to build on the remaining vacant lots in the district. Although there are no Sanborn Maps between 1910 and 1950, the difference in density of the district between the two maps is obvious.

The second catalyst for change in the district during this period was the onset of World War II. Spokane was home to important wartime industries which beckoned American's from across the country to migrate to Spokane to work in homefront factories. The influx in war workers required creative housing solutions in order to accommodate all the new Spokaneites. Three temporary public housing projects were constructed in west and northeast Spokane, and new apartments were built all over the city. Five of the

<sup>25</sup> "Cable Addition Asks Own Bus," *Semi-Weekly Spokesman-Review*, Spokane, WA, May 31, 1931, part 1, page 6, column 1; "Three New Bus Lines to Open," *Spokesman-Review*, Spokane, WA, October 16, 1934, page 6, column 3.

<sup>26</sup> "Hearing Started in Damage Case," *Spokane Chronicle*, September 22, 1936, page 8.

ten buildings constructed in the district during the war mobilization and wartime period from 1939 through 1945 were multi-family buildings.

One additional creative program was used to increase the number of housing units within the existing housing stock. As part of the “out-migration” government lease program, residents of single family homes near the city center were encouraged to migrate outside of the city and vacate their home for war workers. The government would then finance and oversee the conversion of vacated single-family homes into multi-family residences. Once the conversion was complete and the units were filled, the rent money would be funneled to the owner who vacated. As part of this program, many homes in the district were converted into multi-family residences, or additional apartments were added to existing complexes, in order to accommodate the influx of war workers. (More about this program and its impact on the district's architecture in the next section.)<sup>27</sup>

Despite the success of the “out-migration” government lease program during the war, in 1943 and 1944 zero new buildings were constructed in the district. This was the first time that two years elapsed without any new development in the district since 1899 when the Cannon Hill Streetcar Line was completed. After this short wartime pause, development in the district resumed with vitality. From 1945 through 1955, fifty-three new buildings were constructed in the district including twelve in 1950 (the most in a single year since 1911). The building boom fizzled out after 1955, that being the last year that more than three buildings were constructed in the district in the same year. This is, in part, the reason the period of significance for the Cannon Streetcar Suburb Historic District ends in 1955.

This midcentury influx of residents had a clear development impact on the Cannon Streetcar Suburb Historic District. What was a medium density neighborhood at the beginning of the Great Depression filled in to become a high density neighborhood with only a few remaining vacant lots by 1955. The buildings constructed in this period, especially the multi-family residences, reflect a distinctly different architectural style employing mid-century designs and using different materials.

#### A Summary on War Housing in Spokane, Prepared by Betsy Bradley, March 2020

Converting large houses into several apartments was a common occurrence during the middle third of the 20<sup>th</sup> Century in many places. If you’ve lived in one of those types of apartments in Spokane, chances are you lived in an apartment that housed residents of Spokane working in the World War II production efforts in this area.



<sup>27</sup> “Out-Migration Plan Underway,” *Spokesman-Review*, January 17, 1943, page 36.



Spokane had a significantly expanded population and housing shortage for war workers during most of World War II. Although not mentioned as an important war production center in broad overviews of the topic, Spokane experienced the full effect of the great migration of war workers to where they were needed, and the *Spokesman-Review* covered the effort to house everyone. The Trentwood aluminum mill, Mead reduction plant, and the magnesium plant in Mead were the officially recognized war industries that needed workers.<sup>28</sup> A federal war worker housing program went through several iterations. The programs provided new housing, temporary housing and the reworking of existing buildings to provide small apartments for war workers and their families. This last category of work has had a long-lasting impact on Spokane's older

residential neighborhoods, as it included the creation of apartments, or even more apartments, in larger older residences.

The Spokane program, initially under the direction of lumber executive Ray Beil, was established in late 1942. The goal at that time was to create 3,000 additional units. The owners of over 100 large single-family homes and some commercial buildings applied for assistance from the program during its first 40 days of operation. At the same time, the program helped war workers and their families find housing in Spokane and its environs, as far away as Cheney, Medical Lake and Coeur d'Alene. Another aspect of the war housing effort was the federal government's rent control program established in 1942. Soon after the program was put in place, over 25,000 landlords in Spokane registered with the Rent Control Office.<sup>29</sup>

The privately-financed portion of the program, implemented in the spring of 1943, provided help with plans for creating small apartments and applying to local banks for loans, as well as



<sup>28</sup> "Housing Center Aids Thousands," *Spokesman Review* (SR) R 3 November 1943, p 14.

<sup>29</sup> "A. E. Victor Head of Conversions," SR 20 Dec 1942, p. . "What Rent Control Means," Leaflet, Office of Price Administration Fact, circa June 1942. Box 89, Superintendent's Correspondence, Education Dept. Records, OSA, accessed at the Oregon State Archives exhibit webpage, A Place of Their Own: Civilian Housing and Rent Control, <https://sos.oregon.gov/archives/exhibits/ww2/Pages/services-housing.aspx>. "Get 25,322 Landlords To Register Property," SR 17 December 1942, p. 6.

access to building materials when much of that material was directing to other war demands. Public funding through the Home Owner's Loan Corporation (HOLC) involved the program leasing available properties for several years, making necessary alterations to accommodate war workers and families, managing and renting the properties for the duration of the war, and then returning them to owners. The agency concentrated on houses, mixed use buildings with residential use on upper floors, and small apartment buildings.<sup>30</sup>

A newspaper ad in May 1943 warned readers that "Spokane is in Trouble! Big Trouble!" because of the acute shortage of housing for war workers.<sup>31</sup> The need for this housing did not lessen through the early years of the war. A local campaign encouraged Spokanites to "Share your Home" in September of 1943 by renting a spare bedroom to a boarder.<sup>32</sup> News stories about the program during the later war years emphasized the number of units made available and the number of families that had been helped in finding housing. In Spokane, 936 applications for the home conversion program were handled, resulting in some 1400 apartments. As of November 1943, the program housed 456 families in single-family houses; 826 families in apartments; 136 families in light housekeeping apartments; 1145 families in single rooms or room and board. By that time, 2563 families had been helped through over 40,000 phone calls.<sup>33</sup> While the federal government paid the salaries of the handful of employees, volunteers were important for the success of the program and members of the American Association of University Women and Red Cross were important for the effort.<sup>34</sup>

While much of the remodeling work was on the interior, some projects affected the exterior of the houses as well. A newspaper story about the program in 1943 noted that a vacant and deteriorated large house on W 25<sup>th</sup> Avenue stood out on a street. The HOLC rented the property and remodeled it on the exterior as well: its turret was removed, roof lowered, and a modern entrance was created. Other examples of large houses in the program include 1122-1124 S Walnut and 1128 W 9<sup>th</sup> Street, which were converted in April, 1943, as well as several in Browne's Addition. One of the materials readily available during the war was stucco, and the application of stucco on an older house may indicate that work was done on the building during the war and/or for the housing program.<sup>35</sup>

A promotional booklet from 1944 noted that "Housing is Drafted for War," and that overall, more than 250,000 apartments had been created in older houses.<sup>36</sup> While the publication emphasized the need for housing for returning servicemen and their families once the war was won, it posited new construction would provide that housing.<sup>37</sup> The closure of the Spokane Housing Center was announced in October 1945 even as the office was busy helping veterans and others find housing in the city.<sup>38</sup>

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<sup>30</sup> "Beil Appeals for more Homes," SR 25 April 1943, p. 38.

<sup>31</sup> "Spokane is in Trouble! Big Trouble!" SR 15 May 1943, p. 17.

<sup>32</sup> "Start Share Your Home Drive," SR, 2 Sept 1943, p. 6. 18 April 1943, p. 46.

<sup>33</sup> "Housing Center Aids Thousands," SR 3 November 1943, p 14.

<sup>34</sup> "Make New Homes from the Old," SR, 3 October 1943, p. 61; "Housing Center has Located Homes for 3,300 war Workers," SR 30 Jan 1944, p. 80.

<sup>35</sup> "Make New Homes from the Old," SR, 3 October 1943, p. 63; "War Housing Program Lags" and "Remodeling of Large Residence Underway" SR 18 April 1943, p. 4; "Ample Plaster for Building," SR 11 October 1942, p. 44.

<sup>36</sup> "Housing for War and the Job Ahead," Informational Booklet, National Housing Agency, April 1944, p. 3. Folder 20, Box 34, Defense Council Records, OSA, accessed at the Oregon State Archives exhibit webpage, A Place of Their Own: Civilian Housing and Rent Control, <https://sos.oregon.gov/archives/exhibits/ww2/Pages/services-housing.aspx>.

<sup>37</sup> "Housing for War and the Job Ahead."

<sup>38</sup> "Housing Center Closes Offices," SR 19 June 1945, p. 23.



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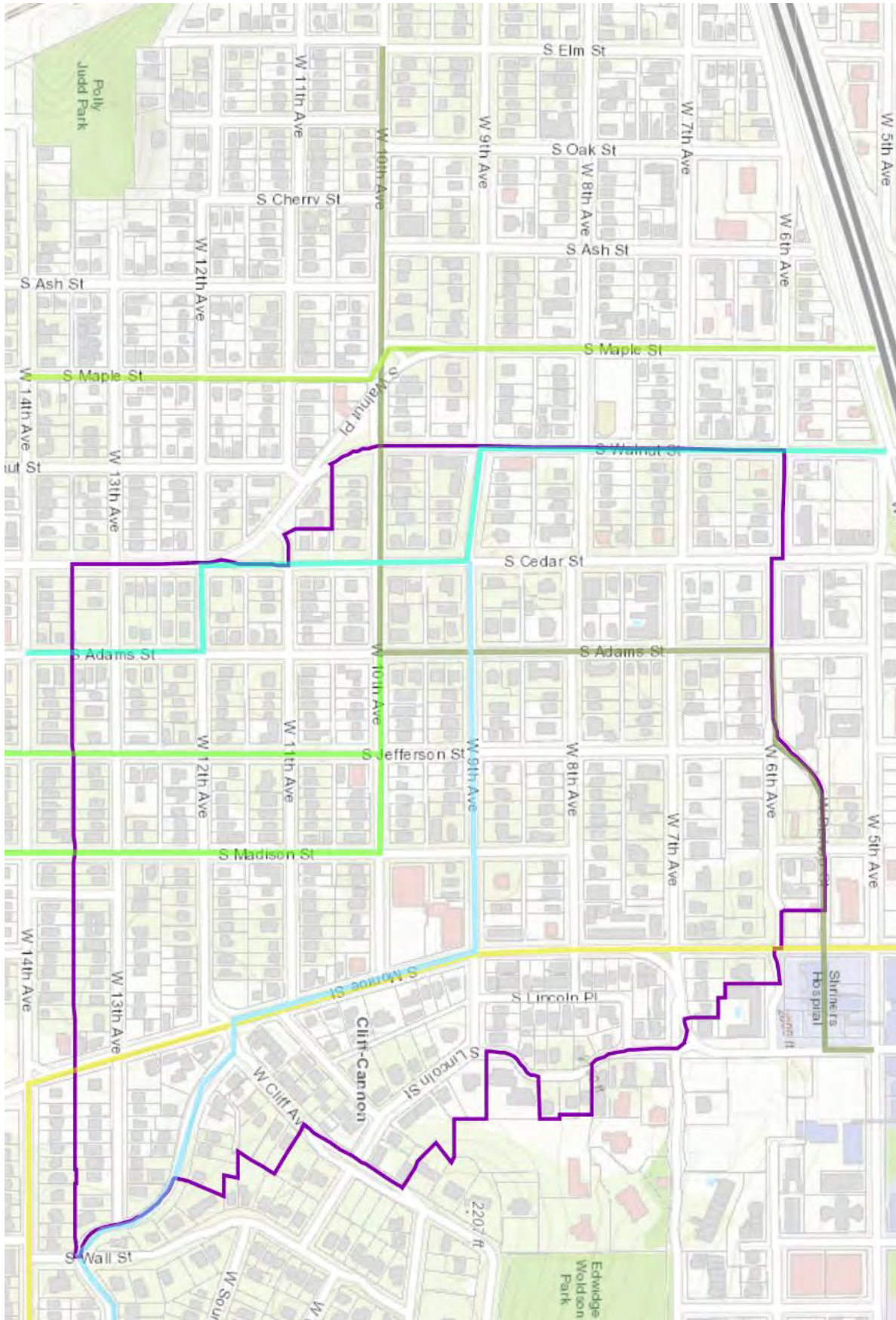


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- "Spokane is in Trouble! Big Trouble!" SR 15 May 1943, p. 17.
- "Start Share Your Home Drive," SR, 2 Sept 1943, p. 6. 18 April 1943, p. 46.
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- "Make New Homes from the Old," SR, 3 October 1943, p. 61;
- "Housing Center has Located Homes for 3,300 war Workers," SR 30 Jan 1944, p. 80.
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- "War Housing Program Lags" and "Remodeling of Large Residence Underway" SR 18 April 1943, p. 4;
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“Housing for War and the Job Ahead.”

“Housing Center Closes Offices,” SR 19 June 1945, p. 23.





# DRAFT 07-16-2020

## ORDINANCE NO. C - \_\_\_\_\_

An ordinance relating to the adoption of the Cannon Streetcar Suburb Local Historic District Overlay Zone and Design Standards and Guidelines; adopting new SMC sections 17D.100.290.

WHEREAS, the City and Spokane County find that the establishment of a landmarks commission with specific duties to recognize, protect, enhance and preserve those buildings, districts, objects, sites and structures which serve as visible reminders of the historical, archaeological, architectural, educational and cultural heritage of the City and County is a public necessity; and

WHEREAS, the City of Spokane Comprehensive Plan requires that the city utilize zoning provisions, building regulations, and design standards that are appropriate for historic districts, sites, and structures; and

WHEREAS, the Cannon Neighborhood Council contacted the Spokane Historic Preservation Office requesting that a local historic district be formed in the neighborhood; and

WHEREAS, the Cliff-Cannon Neighborhood Council and the Spokane City/ County Historic Preservation Office conducted outreach efforts including multiple presentations, three workshops, a survey, and direct feedback from property owners; and

WHEREAS, after conducting extensive historic research and engaging the community for input and feedback, a Cannon Streetcar Suburb Local Historic District Nomination form, Cannon Streetcar Suburb Local Historic District Inventory Resource Forms, and Cannon Streetcar Suburb Local Historic District Design Standards and Guidelines have been developed for adoption of the district to the Spokane Register of Historic Places and for the formation of the Cannon Streetcar Suburb Local Historic District Overlay Zone; and

WHEREAS, formation of a historic district provides numerous property owners with the financial benefit associated with historic preservation tax incentives when they invest substantially in their property without the requirement of having to individually list their home or building; and



WHEREAS, \_\_\_\_ percent of the owners of developable parcels within the district boundaries have voted in favor of forming the Cannon Streetcar Suburb Local Historic District Overlay Zone; and

The City of Spokane does ordain:

Section 1. That there is adopted a new section 17D.100.025 to Chapter 17D.100 SMC to read as follows:

**17D.100.290 Cannon Streetcar Suburb Local Historic District Overlay Zone**

A. Purpose.

This special overlay zone establishes a local historic district in Cliff-Cannon under section 17D.100.020. This overlay zone sets forth standards and guidelines that will maintain the historic character of the district through a landmark's commission design review process.

B. Designation of Districts.

Along with individual properties, contiguous groups of properties can be designated as local historic districts on the Spokane Register of Historic Places.

1. The process for designation of local historic districts is detailed in Chapter 17D.100.
1. Local historic districts are displayed as an overlay zone on the official zoning map and its title and purpose are adopted as an ordinance under Title 17C. See the Cannon Streetcar Suburb Local Historic District Overlay Zone Map 17D.100.290-M1.

C. Certificate of Appropriateness Review.

The certificate of appropriateness review process for the Cannon Streetcar Suburb Local Historic District helps insure any alterations to a building do not adversely affect that building's historic character and appearance, or that of the historic district. The process is conducted by the Spokane Historic Landmarks Commission as detailed in "Cannon Streetcar Suburb Local Historic District Design Standards and Guidelines."

1. The District Design Standards and Guidelines assist property owners through the design review process by providing the following:
  - a. District-wide design standards and guidelines,
  - b. Specific design standards and guidelines for single-family contributing structures,
  - c. Specific design standards and guidelines for multi-family contributing structures,

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- d. Specific design standards and guidelines for non-contributing structures,
    - e. Design standards and guidelines for new construction, and
    - f. Demolition review criteria for properties within the district
  2. The Cannon Streetcar Suburb Local Historic District Design Standards and Guidelines require property owners to apply for and receive a Certificate of Appropriateness for proposed exterior changes to properties within the district as outlined in the Cannon Streetcar Suburb Local Historic District Design Standards and Guidelines and under sections 17D.100.200-220.
- D. The Cannon Streetcar Suburb Local Historic District Design Standards and Guidelines are intended to provide guidance for decision making by both the property owner when undertaking work within the Cannon Streetcar Suburb Local Historic District and the historic preservation officer and commission when issuing certificates of appropriateness in the district. The Cannon Streetcar Suburb Local Historic District Design Standards and Guidelines are not development regulations but are instead used to assist the historic preservation officer and commission making decisions in accordance with the Secretary of Interior's Standards Rehabilitation. Final decisions of the HPO or the commission are based on the Secretary of Interior Standards for Rehabilitation (Department of Interior regulations, 36 CFR 67). The following Standards for Rehabilitation are the criteria used to determine if a rehabilitation project qualifies for a certificate of appropriateness. The intent of the Standards is to assist the long-term preservation of a property's significance through the preservation of historic materials and features. The following Standards are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility.
  1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
  2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
  3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
  4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

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5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.
  6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
  7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
  8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
  9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
  10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.
- B. The Cannon Streetcar Suburb Local Historic District Design Standards and Guidelines, which are incorporated by reference and included as Appendix A are adopted.

PASSED BY THE CITY COUNCIL ON \_\_\_\_\_, 2020.

\_\_\_\_\_  
Council President

Attest:

Approved as to form:

# DRAFT 07-16-2020

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City Clerk

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Assistant City Attorney

---

Mayor

---

Date

---

Effective Date

DRAFT



# Environmental Checklist

File No. \_\_\_\_\_

## **Purpose of Checklist:**

The State Environmental Policy Act (SEPA) chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An Environmental Impact Statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

## **Instructions for Applicants:**

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

## **Use of checklist for nonproject proposals:**

Complete this checklist for nonproject proposals, even though questions may be answered "*does not apply*."

IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (Part D).

For nonproject actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively.

## SEPA Checklist

### Cannon Streetcar Suburb Local Historic District

#### A) Background

1. Name of proposed project:  
Cannon Streetcar Suburb Local Historic District and Overlay Zone formation pursuant to SMC chapter 17D.100.020
2. Name of applicant:  
Spokane City | County Historic Preservation Office
3. Address and phone number of applicant and contact person:  
Spokane City Hall  
808 W. Spokane Falls Blvd  
Spokane, WA 99201  
Logan Camporeale  
509-625-6634  
[lcamporeale@spokanecity.org](mailto:lcamporeale@spokanecity.org)
4. Date checklist prepared:  
June 3, 2020
5. Agency requesting checklist:  
Spokane City | County Historic Preservation Office
6. Proposed timing or schedule:  
July 22, 2020 2:00PM– Spokane City Plan Commission Workshop  
August 12, 2020 4:00PM – Spokane City Plan Commission Workshop  
August 19, 2020 3:00PM – Spokane Historic Landmarks Commission Public Hearing  
August 26, 2020 4:00PM – Spokane City Plan Commission Public Hearing  
Mid-August 2020 – Voting begins for 60-day period  
Mid-October 2020 – 60-day voting period ends  
November 18, 2020 – Spokane Historic Landmarks Commission Public Hearing
7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal?  
No.
8. (a) List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.  
The only known environmental information directly related to this proposal that will be prepared is the Cannon Streetcar Suburb Historic District Nomination that will provide a description of the historic resources in the proposed district and historic context for the neighborhood.
- (b) Do you own or have options on land nearby or adjacent to this proposal?  
The City of Spokane owns some small parcels within the district. The city will not get a vote on district and overlay zone formation and city parcels will not be counted toward the total developable parcels within the district.
9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal?  
We are not aware of any pending applications or proposals.
10. List any government approvals or permits that will be needed for your proposal, if known.

Spokane City Council will be needed to provide final approval for the formation of the district and overlay zone.

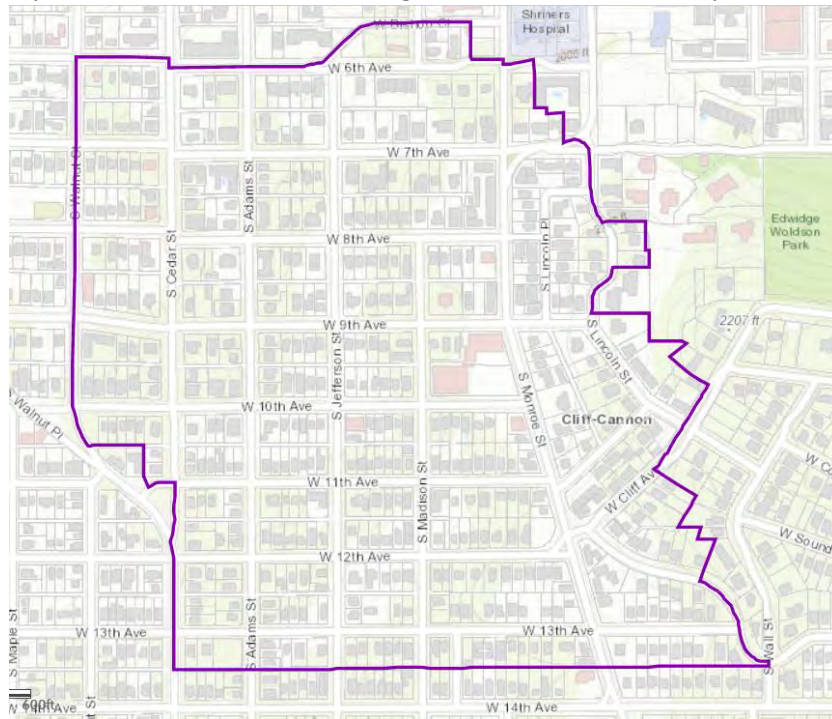
- 11.** Give brief, complete description of your proposal, including the proposed uses and the size of the project and site.

This proposal is adopting a new chapter to Title 17C of the Spokane Municipal Code which would form the Cannon Streetcar Suburb Local Historic District and Overlay Zone in the Cliff-Cannon Neighborhood of Spokane, Washington by ordinance of the Spokane City Council.

The intent of these efforts are to keep historic buildings in use and the historic character of the district intact through listing on the Spokane Register of Historic Places and forming an overlay zone; incentivizing rehabilitation; and reviewing changes to historic properties, demolitions, and new construction.

- 12.** Location of the proposal.

A portion of the Cliff-Cannon Neighborhood (see below map)



- 13.** Does the proposed action lie within the Aquifer Sensitive Area (ASA)? The General Sewer Service Area? The Priority Sewer Service Area? The City of Spokane?

Yes.

- 14.** The following questions supplement Part A.

**a.** Critical Aquifer Recharge Area (CARA) / Aquifer Sensitive Area (ASA)

- i.** Describe any systems, other than those designed for the disposal of sanitary waste, installed for the purpose of discharging fluids below the ground surface (includes systems such as those for the disposal of stormwater or drainage from floor drains).

Not applicable due to non-project action.

- ii.** Will any chemicals (especially organic solvents or petroleum fuels) be stored in aboveground or underground storage tanks? If so, what types and quantities of material will be stored?

Not applicable due to non-project action.

- iii. What protective measures will be taken to insure that leaks or spills of any chemicals stored or used on site will not be allowed to percolate to groundwater. This includes measures to keep chemicals out of disposal systems.  
Not applicable due to non-project action.
    - iv. Will any chemicals be stored, handled or used on the site in a location where a spill or leak will drain to surface or groundwater or to a stormwater disposal system discharging to surface or groundwater?  
Not applicable due to non-project action.
  - b. Stormwater
    - i. What are the depths on the site to groundwater and to bedrock (if known)?  
Not known.
    - ii. Will stormwater be discharged into the ground? If so, describe any potential impacts?  
Not applicable due to non-project action.

## **B) Environmental Elements**

### **1. Earth**

- a. General description of the site:  
A hillside residential development.
- b. What is the steepest slope on the site (approximate percent slope)?  
Not applicable due to non-project action.
- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)?  
Not applicable due to non-project action.
- d. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.  
Not applicable due to non-project action.
- e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.  
Not applicable due to non-project action.
- f. Could erosion occur as a result of clearing, construction, or use?  
Not applicable due to non-project action.
- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?  
Not applicable due to non-project action.
- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:  
Not applicable due to non-project action.

### **2. Air.**

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed?  
Not applicable due to non-project action.
- b. Are there any off-site sources of emissions or odor that may affect your proposal?  
Not applicable due to non-project action.
- c. Proposed measures to reduce or control emissions or other impacts to air, if any:  
Not applicable due to non-project action.

### **3. Water.**

- a. Surface Water:



- i. Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)?  
Not applicable due to non-project action.
- ii. Will the project require any work over, in, or adjacent to (within 200 feet) the described waters?  
Not applicable due to non-project action.
- iii. Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.  
Not applicable due to non-project action.
- iv. Will the proposal require surface water withdrawals or diversions?  
Not applicable due to non-project action.
- v. Does the proposal lie within a 100-year floodplain?  
Not applicable due to non-project action.
- vi. Does the proposal involve any discharges of waste materials to surface waters?  
Not applicable due to non-project action.
- b. Ground Water:
  - i. Will groundwater be withdrawn from a well for drinking water or other purposes?  
Not applicable due to non-project action.
  - ii. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.  
Not applicable due to non-project action.
- c. Water runoff (including stormwater):
  - i. Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters?  
Not applicable due to non-project action.
  - ii. Could waste materials enter ground or surface waters?  
Not applicable due to non-project action.
  - iii. Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site?  
Not applicable due to non-project action.
- d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:  
Not applicable due to non-project action.

#### 4. Plants.

- a. Check the types of vegetation found on the site:
  - X\_\_deciduous tree: alder, maple, aspen, other
  - X\_\_evergreen tree: fir, cedar, pine, other
  - X\_\_shrubs
  - X\_\_grass
  - \_\_\_\_pasture
  - \_\_\_\_crop or grain
  - \_\_\_\_Orchards, vineyards or other permanent crops.

\_\_\_\_ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

\_\_\_\_ water plants: water lily, eelgrass, milfoil, other

X\_\_ other types of vegetation

- b. What kind and amount of vegetation will be removed or altered?

Not applicable due to non-project action.

- c. List threatened and endangered species known to be on or near the site.

Not applicable due to non-project action.

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Not applicable due to non-project action.

- e. List all noxious weeds and invasive species known to be on or near the site.

Not applicable due to non-project action.

## 5. Animals.

- a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Not applicable due to non-project action.

- b. List any threatened and endangered species known to be on or near the site.

Not applicable due to non-project action.

- c. Is the site part of a migration route?

Not applicable due to non-project action.

- d. Proposed measures to preserve or enhance wildlife, if any:

Not applicable due to non-project action.

- e. List any invasive animal species known to be on or near the site.

Not applicable due to non-project action.

## 6. Energy and Natural Resources

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs?

Not applicable due to non-project action.

- b. Would your project affect the potential use of solar energy by adjacent properties?

Not applicable due to non-project action.

- c. What kinds of energy conservation features are included in the plans of this proposal?

Not applicable due to non-project action.

## 7. Environmental Health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal?

- i. Describe any known or possible contamination at the site from present or past uses.

No known or possible contamination on the site.

- ii. Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

Not applicable due to non-project action.

- iii. Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Not applicable due to non-project action.

- iv. Describe special emergency services that might be required.

Not applicable due to non-project action.

- v. Proposed measures to reduce or control environmental health hazards, if any:  
Not applicable due to non-project action.

**b. Noise**

- i. What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?  
No noises will impact this non-project action.
- ii. What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.  
Not applicable due to non-project action.
- iii. Proposed measures to reduce or control noise impacts, if any:  
Not applicable due to non-project action.

**8. Land and Shoreline Use**

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.  
The site is currently used as a residential neighborhood and this proposal will not affect current land uses on nearby or adjacent properties.
- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?  
No. Not applicable due to non-project action.
  - i. Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:  
Not applicable due to non-project action.
- c. Describe any structures on the site.  
The structures on the site will be described in detail in the Cannon Streetcar Suburb Local Historic District Resource Forms. The resource forms will be made available at [historicspokane.org/cannon](http://historicspokane.org/cannon) as soon as they are completed (anticipated mid-July 2020).
- d. Will any structures be demolished? If so, what?  
Not applicable due to non-project action.
- e. What is the current zoning classification of the site?  
There are six zones within the proposed district boundaries:  
Residential High Density – 35  
Residential High Density – 70  
Office – 35  
Office Retail – 35  
Office Retail – 150  
Neighborhood Retail – 35
- f. What is the current comprehensive plan designation of the site?  
There are multiple comprehensive plan designations within the proposed district. The majority of the proposed district is the “Residential 4-10” designation with smaller sections of “Residential 15-30,” “Residential 15+,” “Neighborhood Retail,” and “Office” designation.
- g. If applicable, what is the current shoreline master program designation of the site?

There are no applicable shoreline designations within the proposed district.

- h. Has any part of the site been classified as a critical area by the city or county? If so, specify.  
The proposed district is classified as “high” in the Critical Aquifer Recharge Area.
- i. Approximately how many people would reside or work in the completed project?  
Not applicable due to non-project action.
- j. Approximately how many people would the completed project displace?  
The proposal is not anticipated to displace any people.
- k. Proposed measures to avoid or reduce displacement impacts, if any:  
The proposal is not anticipated to displace any people.
- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:  
The intent of this neighborhood generated proposal is to encourage historic preservation in the Cliff-Cannon Neighborhood. Historic preservation is identified as an important planning goal in Chapter 8 of the Spokane Comprehensive Plan.
- m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:  
Not applicable due to non-project action.

#### **9. Housing.**

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.  
Not applicable due to non-project action.
- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.  
Not applicable due to non-project action.
- c. Proposed measures to reduce or control housing impacts, if any:  
There are no anticipated housing impacts from the formation of the proposed district and overlay zone.

#### **10. Aesthetics.**

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?  
Not applicable due to non-project action.
- b. What views in the immediate vicinity would be altered or obstructed?  
Not applicable due to non-project action.
- c. Proposed measures to reduce or control aesthetic impacts, if any:  
The proposed Cannon Streetcar Suburb Local Historic District and Overlay Zone will use the proposed Cannon Design Standards and Guidelines to maintain the historic character of the district through a design review process as outlined in Spokane Municipal Code section 17D.100.100.

#### **11. Light and Glare**

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?  
Not applicable due to non-project action.
- b. Could light or glare from the finished project be a safety hazard or interfere with views?  
Not applicable due to non-project action.
- c. What existing off-site sources of light or glare may affect your proposal?  
Not applicable due to non-project action.
- d. Proposed measures to reduce or control light and glare impacts, if any:



Not applicable due to non-project action.

**12. Recreation.**

- a. What designated and informal recreational opportunities are in the immediate vicinity?  
There are limited recreation opportunities in the immediate vicinity. There are a few parklets and public lawn strips but no official public park, no public school, and no mixed-use trails.
- b. Would the proposed project displace any existing recreational uses?  
No.
- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:  
Not applicable due to non-project action.

**13. Historic and Cultural Preservation**

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.  
Yes. Please see the attached DRAFT of the Cannon Streetcar Suburb Local Historic District Nomination. The Cannon Streetcar Suburb Local Historic District Resource Forms will describe the individual properties at greater depth and they will be made available at [historicspokane.org/cannon](http://historicspokane.org/cannon) as soon as they are completed (anticipated mid-July 2020). A portion of the area has been a National Register Historic District since designation in 1994.
- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.  
There is evidence of streetcar tracks throughout the area, there are basalt walls along some of the sidewalks in the area, and there is a notable rock cut along the former streetcar line up Bishop Court. There is also a former cemetery directly adjacent to the area. (Archaeological site SP00629)
- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.  
Survey and description of all resources within the district was completed through funding by a Department of Archaeology and Historic Preservation CLG Grant.
- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.  
Major changes to the exterior and demolition of contributing resources within the district will require a Certificate of Appropriateness (COA) from the Spokane Historic Preservation Office as explained in Spokane Municipal Code section 17D.100.200-220. The need for a COA will be triggered when building permit applications are processed by the City of Spokane.

**14. Transportation.**

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system.  
Not applicable due to non-project action.
- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

Yes. The proposed district is served by two bus routes, one on Madison and Cedar Streets and another on 14th Avenue.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

Not applicable due to non-project action.

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

No.

- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

No.

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

Not applicable due to non-project action.

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No.

- h. Proposed measures to reduce or control transportation impacts, if any:

Not applicable due to non-project action.

**15. Public Service.**

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

No.

- b. Proposed measures to reduce or control direct impacts on public services, if any.

There are no proposed measures to reduce or control direct impacts on public services.

**16. Utilities.**

- a. Circle utilities currently available at the site:

electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other \_\_\_\_\_

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Not applicable due to non-project action.

C) **Signature**

I, the undersigned, swear under penalty of perjury that the above responses are made truthfully and to the best of my knowledge. I also understand that, should there be any willful misrepresentation or willful lack of full disclosure on my part, the agency must withdraw any determination of Nonsignificance that it might issue in reliance upon this checklist.

Date: 7/16/2020 Signature:  Logan Camporeale

**Please Print or Type:**

Proponent: Spokane Historic Preservation Office Address: 808 W. Spokane Falls Blvd.

Phone: 509-625-6634 Spokane, WA 99201

Person completing  
form (if different  
from proponent): \_\_\_\_\_ Address: \_\_\_\_\_

Phone: \_\_\_\_\_

**FOR STAFF USE ONLY**

Staff member(s) reviewing checklist: \_\_\_\_\_

Based on this staff review of the environmental checklist and other pertinent information, the staff concludes that:

☐ A. there are no probable significant adverse impacts and recommends a Determination of Nonsignificance.

☐ B. probable significant adverse environmental impacts do exist for the current proposal and recommends a Mitigated Determination of Nonsignificance with conditions.

☐ C. there are probable significant adverse environmental impacts and recommends a Determination of Significance.

#### D) Supplemental Sheet for Nonproject Actions

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

The proposal will not increase pollution, if anything, it will discourage demolition of historic buildings that are composed of irreplaceable, but also sometimes toxic substances which often end up in landfills as the result of a demolition.

Proposed measures to avoid or reduce such increases are:

There are no proposed measures.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

The proposal is not likely to have an effect on plants, animals, fish, or marine life. There may be some benefit to plants and animals as they will be less likely to be disturbed during the demolition of historic resources.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

There are no proposed measures.

3. How would the proposal be likely to deplete energy or natural resources?

The proposal is not likely to deplete energy or natural resources. This proposal will ensure that the embodied energy in existing historic buildings will not be lost in demolition. "The greenest building is the one already built, and the greenest brick is the one already laid."

Proposed measures to protect or conserve energy and natural resources are:

There are no proposed measures.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

The proposal will protect historic resources including houses and commercial buildings but also the district as a whole.

Proposed measures to protect such resources or to avoid or reduce impacts are:

The proposal's intent is to protect one of the resources listed above.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The proposal is not within a shoreline area.

Proposed measures to avoid or reduce shoreline and land use impacts are:

Not applicable due to being outside a shoreline area.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

The proposal is unlikely to increase demands on transportation or public services and utilities.

Proposed measures to reduce or respond to such demand(s) are:

There are no proposed measure to reduce or respond to such demands.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

There are no known conflicts with local, state, or federal laws.



## Signature

I, the undersigned, swear under penalty of perjury that the above responses are made truthfully and to the best of my knowledge. I also understand that, should there be any willful misrepresentation or willful lack of full disclosure on my part, the agency must withdraw any determination of Nonsignificance that it might issue in reliance upon this checklist.

Date: \_\_\_\_\_ Signature: Logan Camporeale

### Please Print or Type:

Proponent: Spokane Historic Preservation Office Address: 808 W. Spokane Falls Blvd.

Phone: 509-625-6634 Spokane, WA 99201

Person completing  
form (if different  
from proponent): \_\_\_\_\_ Address: \_\_\_\_\_

Phone: \_\_\_\_\_

### FOR STAFF USE ONLY

Staff member(s) reviewing checklist: \_\_\_\_\_

Based on this staff review of the environmental checklist and other pertinent information, the staff concludes that:

- ☐ A. there are no probable significant adverse impacts and recommends a Determination of Nonsignificance.
- ☐ B. probable significant adverse environmental impacts do exist for the current proposal and recommends a Mitigated Determination of Nonsignificance with conditions.
- ☐ C. there are probable significant adverse environmental impacts and recommends a Determination of Significance.

**Attachments:**

[Cannon Streetcar Suburb Local Historic District DRAFT Nomination](#)

[Cannon Streetcar Suburb Local Historic District DRAFT Ordinance](#)

**CC3 (Centers & Corridors, Type 3) Zoning Overlay, North Foothills Employment Center**  
Plan Commission Workshop (via Webex)  
July 22, 2020

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**Subject: CC3 Overlay Discussion**

On May 11, 2020, Spokane City Council passed [Resolution 2020-0029](#) which directed staff to conduct an abbreviated planning process to consider adding a zoning overlay in the North Foothills area. This is in the vicinity of North Foothills and Hamilton Street near Gonzaga Prep.

The proposal has been circulated for *Agency Comment and Interested City Department Review* (June 9 to June 23, 2020). Following this, on July 13, 2020 a combined *Notice of Application, Notice of Public Hearing and SEPA DNS* was mailed to residents, owners and taxpayers within 400-feet of the proposal and signs were posted. This is located within the Logan Neighborhood Council boundary and the neighborhood council has been notified.

Other important dates:

- Plan Commission Workshop on July 22, 2020
- Virtual Open House, July 29, 2020 (4 to 6pm, join from project webpage)
- Plan Commission Hearing on August 12, 2020.
- City Council will also hold a hearing on this item. The Hearing date is not yet set.

**Background**

The City has received requests from two groups—Catholic Charities of Eastern Washington and Spokane Schools - both of whom own or are in the process of negotiating purchase for properties in the North Foothills Area—to consider expanding the CC-3 Overlay Zone. Property located in a CC3 Overlay Zone may "opt-in" and use the CC1 or CC2 standards (see Spokane Municipal Code [17C.122.020](#) for a list of allowed uses and development standards). As mentioned above, City Council adopted a Resolution in May 2020, directing staff to conduct an abbreviated subarea planning process to consider the expansion of the CC3 Zoning Overlay in this area.

The North Foothills area (centered at N Foothills & Hamilton intersection) is an area designated on the Land Use Plan Map as an Employment Center. Much of the area is zoned CC1- EC (Centers and Corridors, Type 1, Employment Center). As is typical of "employment centers", much of the surrounding property is zoned Light Industrial (LI zone). Properties to the southwest of the CC1 center already have the CC3 planning overlay zone in place.

A zoning overlay provides an "addition" to the zoning standards in place. It does not change the underlying zone or the Land use Plan Map designation for the properties. Many overlays, such as a height overlay, introduce an additional restriction. Sometimes overlays may also allow relieve a restriction, such as a "no parking overlay". This overlay

allows continued use of the base zoning, in this case Light Industrial (LI), while adding the option, at the discretion of the developer to adopt the CC1 or CC2 zoning. This allows additional uses not allowed in the LI zone but also requires use of the CC1 or CC2 development standards. This does not amend the Land Use Plan Map in Chapter 3 of the City's Comprehensive Plan.

Both Catholic Charities of Eastern Washington and Spokane Schools have aggregated parcels in this area to create sites for development. Catholic Charities is proposing Gonzaga Haven, a 72-unit affordable housing project adjacent to Gonzaga Prep. Spokane Schools is interested in siting a new middle school in the vicinity – see map attached. Both groups have already or are in the process of purchasing property from the City and other parties. Both aggregated sets of parcels are in a mix of zoning categories: primarily a mix of CC1-EC and LI (Light Industrial). Applying a CC3 overlay to the LI zoned adjacent properties would allow a unified development approach and better site design. Both parties have indicated that they would “opt-in” to the CC1-EC zoning category and build to those standards.

**Zoning Overlay:**

City Council has the authority to initiate a subarea planning process by Resolution (SMC 17A.040.040). Although this is technically not a comprehensive plan amendment, but rather an amendment to the Zoning Map, Planning Staff recommend using an “abbreviated subarea planning process” to ensure a public process around this decision which is located adjacent to a planned employment center. The subarea planning process is recognized in the Comprehensive Plan as the preferred method around centers.

### **Comprehensive Plan Policy:**

Please review [Chapter 3, Land Use](#), especially Goal 3 and Policy LU 3.2 Centers & Corridors.

Below find Policy LU 3.4 which discusses planning in Centers & Corridors.

### **Policy LU 3.4 Planning for Centers and Corridors**

*Conduct a city-approved subarea planning process to determine the location, size, mix of land uses, and underlying zoning within designated Centers and Corridors. Prohibit any change to land use or zoning within suggested Centers or Corridors until a subarea planning process is completed.*

**Discussion:** Suggested Centers and Corridors are those that have been newly designated and do not have any underlying Center and Corridor land use or zoning. Land use and zoning, as well as the size, location and intensity of the land use for all Centers and Corridors should be determined through a sub-area planning process that is inclusive of all stakeholders. Any such process shall include consultation and coordination with property owners and the neighborhood in which the Center or Corridor is located. This process may be initiated by the city, or at the request of a neighborhood or private interest. Center and Corridor planning should consider the following factors:

- Existing and planned commercial and residential densities and development conditions;
- Amount of commercial land needed to serve the neighborhood;
- Public facilities, available utilities and infrastructure, and service capacity for residential and commercial development;
- Capital facility investments and access to public transit; and
- Other characteristics of a Center as provided in this plan, or as further refined.

The subarea planning process should result in a determination of the boundaries of the designated Center or Corridor, the land use mix and intensities of use, and the identification of any changes to the Land Use Map within the designated Center or Corridor.



## **Spokane Municipal Code:**

### **Chapter 17C.122 Center and Corridor Zones**

#### **Section 17C.122.020 Types of Centers/Corridors**

- A. Type 1 (CC1): Pedestrian Emphasis/Auto Accommodating.  
The Type 1 center and corridor zone promotes the greatest pedestrian orientation of the center and corridor zones. To accomplish this, some limitations are placed on auto-oriented activities and some types and the allowable size of some uses are controlled.
- B. Type 2 (CC2): Pedestrian Enhanced/Auto Accommodating.  
The Type 2 center and corridor zone promotes new development and redevelopment that is pedestrian oriented while accommodating the automobile. Incentives allowing a higher floor area ratio in exchange for the provision of greater public amenities as land is developed and redeveloped are encouraged in these areas.
- C. Type 3 (CC3): Center and Corridor Overlay Zone.  
The Type 3 centers and corridors zone is applied in areas that have pre-existing zoning designations that allow different uses and have different development standards than those prescribed for the Type 1 and 2 centers and corridors. This overlay zone is intended to allow development within these areas to take advantage of the opportunities allowed in the Type 1 and 2 centers and corridors. Development within Type 3 centers is either allowed to use the existing zoning regulations or may develop according to the standards for Type 1 or Type 2 centers and corridors.
- D. Type 4 (CC4): Mixed Use Transition Zone.  
The Type 4 centers and corridors zone is applied in areas that are designated CC4 transition as a result of a neighborhood center and corridor planning process. The intent of this zone is to provide a transition of mixed uses (office, small retail and multi-family residential) between the core of the center or corridor and existing or designated residential areas. Residential uses are allowed outright. Residential uses are required to be mixed on the same parcel as proposed office and retail uses. Retail uses are limited to three thousand square feet per parcel. In neighborhood centers, retail uses will only be allowed on parcels with frontage on an arterial street. Nonresidential uses in the CC4 zone are not allowed within sixty feet of a single-family and two-family residential zones or further than three hundred feet (neighborhood center only) from a CC core comprehensive plan designation.

## Planned Bicycle Improvements in the CC3 Overlay in the North Foothills Area

Two primary bicycle routes, North Foothills Drive and Perry Street, are identified by the City of Spokane's Bicycle Master Plan in the proposed CC3 Overlay Zone. As part of the Bicycle Master Plan, these routes are adopted into the City's Comprehensive Plan. In addition, the City's Bicycle Advisory Board has commented on proposed street vacations within the overlay zone. Recent student and neighborhood-level projects have also recommended additional bikeway improvements for consideration within the zone.

## Bicycle Master Plan

The Bicycle Master Plan identifies two primary bike routes through the proposed overlay zone, on North Foothills Drive and on Perry Street. Both routes are identified as medium-traffic shared streets for biking. This classification indicates desirable routes for transportation connectivity by bicycle, in shared vehicular traffic lanes with medium traffic volumes and speeds.



**Figure 1: Bicycle Master Plan in Study Area**

### 6-Year Streets Plan Projects:

The City of Spokane's 6-Year Streets Plan includes the following projects in the study area:

Hamilton Street Corridor Enhancement Project – 2019 – 2021

- Full-Depth Reconstruction
- Construct traffic signal modifications to accommodate protected or protected/permitted signal phasing for left-turn movements and to improve coordination and traffic flow.

## Perry Street Arterial Maintenance – Illinois to Bridgeport - 2023

- Asphalt Grind and Overlay



**Figure 2:** 6-Year Comprehensive Streets Plan Projects, 2021-2026

### **Additional Public Comments and Feedback:**

Recent feedback from City boards, student design projects, and neighborhood councils have identified additional considerations for bicycle routes and connectivity in the study area. These recommendations are worth noting but have not been adopted by the City as policy or in City plans.

#### ***Bicycle Advisory Board Feedback***

In reviewing the proposed vacation of Nevada Street north of North Foothills Drive, the Bicycle Advisory Board recommended maintaining on-street bicycle facilities or a 12-foot wide, publicly accessible shared use path connect north-south through the vacated portion of Nevada Street. These provisions seek to maintain connectivity between neighborhoods northwest of this street segment to the bicycle route on North Foothills Drive. The board also recommended maintaining public access to the gate at the end of Cleveland Avenue on the west side of Gonzaga Prep's playfields. The board passed a motion in support of these recommendations.

#### ***Gonzaga Senior Design Studio 2020 – Project Concepts, Northeast Spokane Active Transportation***

In the 2019-2020 school year, a senior design studio in civil engineering at Gonzaga University studied active transportation improvements for Northeast Spokane. The team conducted an analysis of Northeast Spokane road segments, scoring each street segment in the area based on measures of safety, equity and connectivity. Key traffic characteristics such as crash rates, traffic volumes and speeds factored into this scoring process. Based on this analysis, four focus projects were selected.

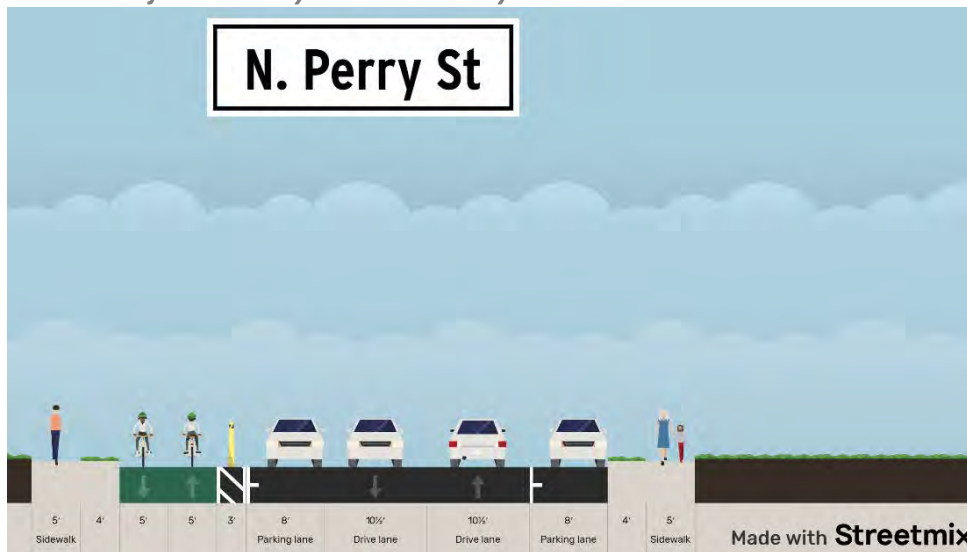
7/8/2020

Two of these projects pass through the proposed CC3 Overlay Zone, on North Foothills Drive and on Perry Street. Both projects included layouts for protected bike lanes on these streets, shown below. These layouts are informed by guidance from the Federal Highway Administration and the National Association of City Transportation Officials, as well as by Dutch design practice based on a month-long engineering study-abroad course in the Netherlands taken by the team in summer 2019. Additional feedback on these designs was provided by the Logan Neighborhood Council and the Spokane Active Transportation advocacy group, SpokAT.

*Student Project 1 – North Foothills Drive Protected Bike Lanes\**



*Student Project 2 – Perry Street Two-Way Protected Bike Lane*



\*These student projects are conceptual only and have not been adopted as City policy.

7/8/2020

### ***Logan Neighborhood Council Traffic Calming Proposal***

In the 2020 Traffic Calming application cycle, the Logan Neighborhood Council identified bike lanes on North Foothills Drive as their Priority 2 traffic calming project, as follows:

*“Restripe North Foothills Dr from two automotive lanes in each direction to one automotive lane in each direction with a center turn lane and striped bike lanes (i.e. continuing the current striping configuration on Buckeye Ave). This would resolve multiple issues cited by neighborhood residents: 1) Provide traffic calming (especially speed reduction) on North Foothills 2) Reduce vehicle vs vehicle crashes (especially rear-ends and side-swipes) on North Foothills 3) Improve left turning movements (especially in and out of Yoke’s Fresh Market) 4) Create a designated right-of way for people biking (closing existing gap between Buckeye bike lanes and Mayfair/Lidgerwood/Addison bikeway and improving cycling access to Yoke’s) 5) Create a buffer between automotive traffic and pedestrian traffic (current sidewalks are narrow and not detached) 6) Improve pedestrian and cycling crossings of North Foothills (currently a 0.6 mile gap between the signals at Ruby and Hamilton) by eliminating the “double threat” crossing risk 7) Pave the way for future improvements such as pedestrian (sic) refuge islands at high-demand crossing sites.”*

### **Summary**

The Bicycle Master Plan identifies these streets as medium-traffic shared routes providing bicycle connectivity to destinations in the neighborhood. Although the Bicycle Master Plan does not recommend new bikeway facilities for these routes at this time, amendments to the plan may be considered at a future time based on recent feedback and following additional public process.



June 23, 2020

Planning and Development Services  
Attn: Kara K. Mowery, *Assistant Planner I*  
City of Spokane  
808 W Spokane Falls Blvd  
Spokane, WA 99201

Re: Hamilton Foothills proposed CCE Zoning Overlay

To Whom it May Concern:

Bemiss Neighborhood Council was notified of a request for public comment regarding a proposed zoning overlay for the areas surrounding North Hamilton and East Foothills due to a request for review by Catholic Charities and School District 81. Your notice indicates both institutions are in the process of obtaining property in the area. Although not identified in your notification, we have received anecdotal information that the following is being proposed for this area:

1. School District 81 is proposing to build a new middle school on the current city property directly to the south across Foothills from Gonzaga Prep.
2. Catholic Charities is proposing to build a 96-unit apartment complex on the city lot at the northeast corner of Foothills and Hamilton. We have also heard that Gonzaga Prep students will be involved in a mentoring program for children residing within the new apartment complex.

Our neighborhood council is writing to you for the following reasons:

1. We wish to emphasize that because of the current housing crisis in Spokane, we strongly endorse the development of additional housing available to our residents. We also feel compelled to share with you the community concerns we are hearing regarding placing such a large housing complex in this congested area. The safety concerns expressed for all future residents of the complex (most especially children) who will be trying to navigate street crossings is of particular concern to those living and driving in this area. Adding the future traffic which will be created by a new middle school will surely compound the risk for commuters and pedestrians in this corridor.
2. We are assuming that in depth traffic studies and planning will accompany any planning efforts prior to development of this corridor. We can only imagine that the safety of 96 families and middle school students arriving in the area by any transportation mode as well as commuters needing this corridor to travel to work have received the highest level of consideration in this planning process. Unfortunately, we have no information to respond to concerns expressed by our residents.
3. In addition to the traffic danger and congestion, comments have been expressed regarding the apparent lack of green space or any space that will allow children residing in this complex to be outdoors. 96 households will certainly translate into a large area need to promote healthy childhood development.
4. How will increased traffic and residents impact the functioning of the fire station located on East Foothills adjacent to the proposed housing unit and near a new middle school? Will response access be impacted? Will there be adequate personnel and equipment to respond to the additional population levels?
5. And finally, we are unsure as to how to respond to questions about loss of businesses in this proposed development area.

Again, as members of this adjacent community, we wish to be clear that we acknowledge the importance of the development of safe and affordable housing. We also know that our schools must expand to meet mandated teaching ratios and support the efforts for our school district to successfully accomplish this. What will be difficult

to support, will be construction of any complex that is of a size that places our residents (current and future) at risk. We are very hopeful these concerns have already been identified, studied, and plans are well designed that would address the concerns we are hearing.

Our council's leadership is comprised of community volunteers who wish to be good stewards of information and supportive of projects that contribute to the betterment of our residents. We would greatly appreciate information that allows us to do so. We would welcome a presentation venue or document that would provide such information for our residents. It is indeed difficult to be responsive when we are trying to respond without concrete information.

We appreciate your consideration and hope any development efforts will be set forth with transparency to and in partnership with the impacted community stakeholders. Thank you in advance for hearing our concerns and for taking steps to address our housing and educational needs.

Sincerely,  
Bemiss Neighborhood Council Executive Committee  
(Marlene Maurer & Donna Fagan, Co-Chairs)

cc: Logan Neighborhood Council  
Minnehaha Neighborhood Council  
Kate Burke, District One Council Representative  
Michael Cathcart, District One Council Representative  
Louis Meuler, Interim Director, Office of Neighborhood Planning, City of Spokane  
Terrill Black, Planner, Neighborhood and Planning Services, City of Spokane



July 1, 2020

Marlene Maurer & Donna Fagan  
Co-Chairs  
Bemiss Neighborhood Council  
Bemissneighborhood@gmail.com

Dear Ms. Maurer and Ms. Fagan:

#### CRISIS RESPONSE

House of Charity  
Rising Strong  
St. Margaret's Shelter

#### STABILITY

Catholic  
Housing Communities  
Food For All  
Housing Stabilization  
Senior Services

#### ADVOCACY

CAPA/PREPARES  
Catholic Charities  
Walla Walla  
Counseling  
Immigration Legal Services  
Parish Social Ministry  
St. Anne's Children &  
Family Center

Main: (509) 358-4250

Toll Free: (800) 831-1209

Fax: (509) 358-4259

12 E 5th Avenue

PO Box 2253

Spokane WA

99210-2253

Thank you for your comments in response to Catholic Charities proposed Gonzaga Family Haven project located at the corner of North Foothills Ave and Hamilton St. This 72-unit, affordable family housing project will include over 20,000 square feet of community space to provide supportive services including early learning facilities/childcare, access to continuing education for adults, educational supports for children, access to primary/behavioral healthcare and much more services for residents and neighbors to access. These services are made possible through a network of partners that includes Gonzaga University, St. Aloysius Parish, Gonzaga Prep, Head Start, TheZone and many others. We believe that Gonzaga Family Haven will change the lives of its residents and be an asset to the entire neighborhood.

Please see our response to your comments and questions below:

1. *We wish to emphasize that because of the current housing crisis in Spokane, we strongly endorse the development of additional housing available to our residents. We also feel compelled to share with you the community concerns we are hearing regarding placing such a large housing complex in this congested area. The safety concerns expressed for all future residents of the complex (most especially children) who will be trying to navigate street crossings is of particular concern to those living and driving in this area. Adding the future traffic which will be created by a new middle school will surely compound the risk for commuters and pedestrians in this corridor.*

- Gonzaga Family Haven is designed to create a safe, interior courtyard that includes over 60,000 square feet of green space, a ¼ mile of walking and pedestrian trails, play structure, splash pad, community garden and gathering areas. The project has been designed with fencing and gates to allow for pedestrian access points to and from public spaces, including an adjacent bus stop, while maintaining site control and distance between areas where children will play and busy streets. Additionally, we are working closely with Spokane Public Schools to implement a cross-guard program to ensure safe crossings of busy streets for students to go to and from school.

2. *We are assuming that in depth traffic studies and planning will accompany any planning efforts prior to development of this corridor. We can only imagine that the safety of 96 families and middle school students arriving in the area by any transportation mode as well as commuters needing this corridor to travel to work have received the highest level of consideration in this planning process. Unfortunately, we have no information to respond to concerns expressed by our residents.*

- The proposed project is not anticipated to have significant impacts on adjacent streets, both Hamilton St. and North Foothills have adequate capacity to serve a housing project of this size. We are mitigating traffic impacts of our project by providing on-site bicycle

storage, bicycle access through the property, creating space for an immediately adjacent STA bus stop and connecting residents with resources to subsidize bus passes. Spokane Public Schools has been involved in the design and planning of this project to ensure that local schools have adequate capacity to absorb additional students from Gonzaga Family Haven.

3. *In addition to the traffic danger and congestion, comments have been expressed regarding the apparent lack of green space or any space that will allow children residing in this complex to be outdoors. 96 households will certainly translate into a large area need to promote healthy childhood development.*
  - I have enclosed a copy of our project summary sheet for Gonzaga Family Haven. The project includes over 60,000 square feet of green space and recreational options for residents. We will invite the surrounding neighborhood to enjoy amenities like the play structure and splash pad to provide additional recreation options in the neighborhood. Through partnerships with Gonzaga University and Gonzaga Prep, we will provide a wide range of recreational programming including before and after school activities, athletics and weekend entertainment.
4. *How will increased traffic and residents impact the functioning of the fire station located on East Foothills adjacent to the proposed housing unit and near a new middle school? Will response access be impacted? Will there be adequate personnel and equipment to respond to the additional population levels?*
  - The Spokane Fire Department has reviewed our project plans and does not anticipate any impact to their services. The portion of N Nevada St that is proposed to be vacated is not currently used by the Fire Department to respond to calls for service.
5. *And finally, we are unsure as to how to respond to questions about loss of businesses in this proposed development area.*
  - Catholic Charities has collaborated with two private landowners who operate businesses on parcels that will be developed in support of Gonzaga Family Haven. These businesses include a rain gutter service organization and a towing company. Both businesses will be relocated to other locations and will continue operation. Most of the land that will be developed is currently used as an unimproved parking lot. Gonzaga Family Haven has been designed to be consistent with the City's Center and Corridor plan as well as the character of the Logan Neighborhood. For example, commercial uses, including a medical clinic, childcare facility and counseling offices have been located on street fronts to fulfill the commercial and pedestrian oriented vision of the comprehensive

We hope that these responses have adequately addressed the questions and concerns that were raised by the Bemiss Neighborhood Council. If further information would be helpful to your neighborhood members, our development team members are available to attend upcoming neighborhood meetings or provide written responses to your questions. Thank you for your support of affordable housing and for your thoughtful comments.

Respectfully,



Jonathan Mallahan

cc via email: Logan Neighborhood Council

Minnehaha Neighborhood Council

Kate Burke, District One Council Representative

Michael Cathcart, District One Council Representative

Louis Meuler, Interim Director, Office of Neighborhood Planning, City of Spokane

Terrill Black, Planner, Neighborhood and Planning Services, City of Spokane

July 16, 2020

City of Spokane Plan Commission

RE: Grand Boulevard Transportation and Planning Study

Dear Plan Commission Members:

Attached is the draft Grand Boulevard Transportation and Land Use Study, for your consideration at the continued public hearing scheduled for Wednesday, July 22, 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 extending the opportunity for public testimony in the virtual hearing, your consideration of this Study, 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.

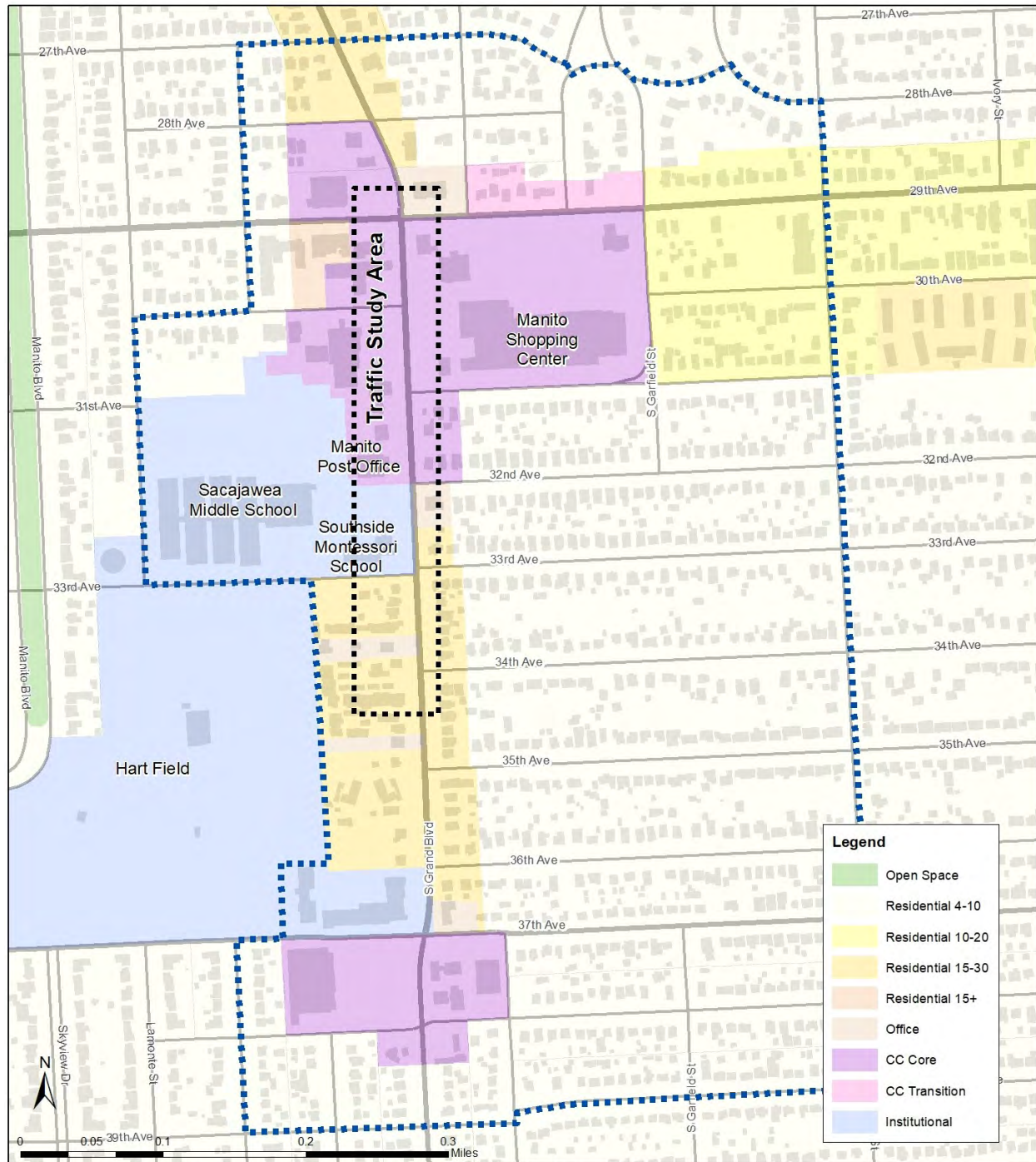
Implementation alternatives that respond to the transportation analysis and conclusions include near term, lower cost projects, and long-term permanent infrastructure changes. A 30% cost estimate was included in the scope of work.

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

**Link to Project Page online:**

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

Melissa Wittstruck, Assistant Planner, Neighborhood and Planning Services

Inga Note, Senior Traffic Planning Engineer, Integrated Capital Management

Plan Commission Hearing continued for Public Comment July 22, 2020

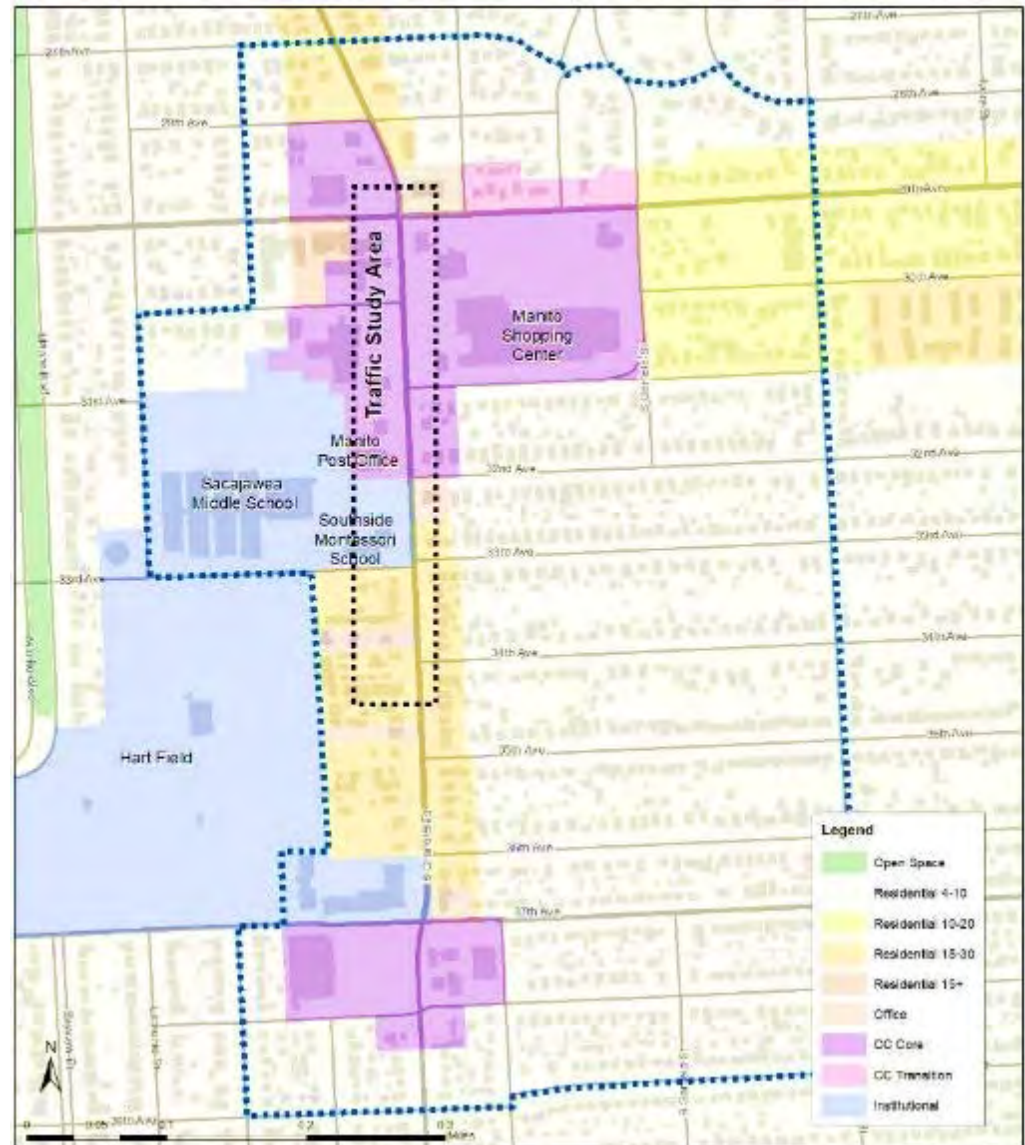




# Project Area Boundaries

## 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 south of 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 of 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

Darker color indicates higher response rate



## GRAND BLVD

### Transportation and Land Use Study



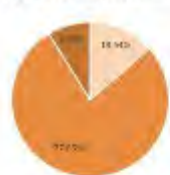
#### Project Survey Results

Q1: Where do you live?



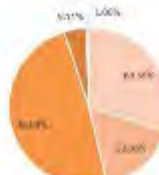
Legend: Grand Boulevard Planning Area  
Other Grand Rapids Planning Areas  
Outside Grand Rapids

Q2: Where do you work?



Legend: Grand Boulevard Planning Area  
Other Grand Rapids Planning Areas  
Outside Grand Rapids

Q6: How do you travel within the study area?



Legend: Bike  
Walk  
Public transit  
Other

Q22: What is your age?



Legend: 18-24  
25-34  
35-44  
45-54  
55-64  
65+

Q23: How many people are in your household?



Legend: 1 person  
2 people  
3 people  
4 or more people

Q24: What is your gender?



Legend: Male  
Female  
Other



# 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.



# 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)



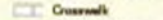
Stormwater Planting



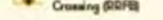
Potential Median Art



Lighting Pedestrian + Street



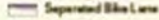
Crosswalk



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)





# 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!



## *Project Information:*

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

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:** [Dave Lucas](#)  
**To:** [Wittstruck, Melissa](#)  
**Subject:** Re: Grand Boulevard Study - Plan Commission Hearing Comments extended to July 22  
**Date:** Monday, July 13, 2020 3:55:59 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image002.png](#)

---

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

Melissa, Thank you for the update.

Did this get shared on Nextdoor to the affected Neighborhoods.

S/F  
Dave

On Mon, Jul 13, 2020, 1:04 PM Wittstruck, Melissa <[mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org)> wrote:

Good Afternoon!

*At your request, your email was added to the Grand Boulevard Study distribution list for updates and participation opportunities. If you provided comments previously, they have been added to the record of public feedback.*

This email is to confirm that you received the notice of virtual public meeting for the Grand Boulevard Study Plan Commission hearing, published in the Spokesman-Review June 24 and July 1, as well as emailed to your email address of record on July 2. Some participants in a separate hearing experienced difficulty with the virtual Webex meeting link and Plan Commission has left the record for that hearing open until July 22.

Out of an abundance of caution, the City is notifying you that if you wished to comment on the Grand Study and were unable to connect and attend the virtual meeting listed in the Plan Commission agenda you may email requesting the public comment record be left open to provide you an opportunity to comment. Please send a request to:

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

Melissa Wittstruck, City of Spokane Planning, 808 W Spokane Falls Blvd., Spokane WA 99201

You will be notified of any additional information regarding an additional Plan Commission public comment opportunity via email if this occurs, with information on how to participate in a virtual hearing.



In addition, there are future opportunities to comment to City Council on the Grand Boulevard Study, tentatively scheduled for August 17. Notice of Hearing will be published in the City Gazette and Spokesman-Review. You will also receive an email notice of your opportunity to comment.

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Please look in on the project page for future updates!

Again, your interest and participation in the Grand Boulevard Transportation & Land Use Study is very much 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](https://spokanecity.org)

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

**From:** [lindacmilsow@msn.com](mailto:lindacmilsow@msn.com)  
**To:** [Wittstruck, Melissa](#)  
**Subject:** Re: Grand Boulevard Study - Plan Commission Hearing Comments extended to July 22  
**Date:** Monday, July 13, 2020 1:14:23 PM

---

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

Ok

Linda Milsow, (509) 220-4438

On Jul 13, 2020 1:04 PM, "Wittstruck, Melissa" <[mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org)> wrote:

Good Afternoon!

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Sincerely,

*Melissa*



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

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

**From:** [Jed Maclaurin](#)  
**To:** [Wittstruck, Melissa](#)  
**Subject:** Re: Grand Boulevard Study - Plan Commission Hearing Comments extended to July 22  
**Date:** Monday, July 13, 2020 1:14:01 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)

---

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Thanks Melissa,

My wife Lizett and I were able to attend the entire virtual meeting and had no difficulties with the technology.

The proposal as presented and voted upon at the meeting is something we strongly affirm and support.

It's great work you all are doing on this! We appreciate it and are excited to see the plan come to fruition.

Best regards,

**Jed Maclaurin**

Real Estate Broker

Windermere Real Estate

Cell: 509-808-0611

Email: [jed@windermere.com](mailto:jed@windermere.com)

Website: [www.jedmaclaurin.com](http://www.jedmaclaurin.com)

On Mon, Jul 13, 2020 at 1:04 PM Wittstruck, Melissa <[mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org)> wrote:

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*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)





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

**From:** [Tiffany DeTienne](#)  
**To:** [Wittstruck, Melissa](#)  
**Subject:** Re: Grand Boulevard Study - Plan Commission Hearing Comments extended to July 22  
**Date:** Tuesday, July 14, 2020 2:11:31 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)

---

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Melissa,

Thank you for keeping us in the loop! We appreciate all of the work you and your team did on this study.

Peace,

Pastor Tiffany  
Manito UMC

On Mon, Jul 13, 2020 at 12:59 PM Wittstruck, Melissa <[mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org)> wrote:

Good Afternoon!

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*Melissa*



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

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

**From:** [Note, Inga](#)  
**To:** [Sanderson, Thomas](#)  
**Cc:** [Wittstruck, Melissa](#)  
**Subject:** RE: Turning lanes/Grand Blvd Study  
**Date:** Wednesday, July 8, 2020 3:47:58 PM  
**Attachments:** [image001.png](#)

---

Hi Tom,  
Hopefully the information below answers your questions. Let me know if not.  
Thanks,  
Inga

Turn lanes at 34th, 35th, and 36th. There is no strict rule about the need for turn lanes on a road like this. It's helpful for traffic flow purposes to have turn pockets at the intersections and higher volume commercial or apartment driveways. We did not collect traffic counts at these intersections or at the driveways of the apartment complexes inbetween. Maybe we could remove the center lane with minimal impact to the traffic flow. But I'd have to study it in more detail to say for sure. We also have to consider the linear distance needed to transition from a two to three lane section, meaning it takes about a half block to taper the lanes in and out. We could certainly look at this option in the future once we have some design funding.

Southbound turning lane from Grand and northbound turning lane off of 29<sup>th</sup>. The consultant probably could have added a better graphic to illustrate it. The idea would be to do something like this. The green is the filled-in southbound left turn pocket (which is short and overflows), and then switch the inside through lane to a left-only. This does result in longer queues heading south in the evening. But it allows us to drop the 2<sup>nd</sup> through lane and have only a single lane on the south side of the intersection.

In the westbound direction we would fill in the right-turn pocket and change the outside through lane into a right-only. This gives us a single receiving lane on the west side of the intersection and allows us to start the westbound bike lane at Grand instead of Latawah.



---

**From:** Wittstruck, Melissa  
**Sent:** Thursday, July 02, 2020 9:34 AM  
**To:** Sanderson, Thomas; Note, Inga  
**Subject:** RE: Turning lanes/Grand Blvd Study

Hello Tom,  
Thank you for reaching out with your questions – entirely within PC member engagement and appreciated. Inga Note is the point person for the transportation specifics and the alternatives discussed. She will be back in office Monday 7/6 and can work on a more detailed response for you. The questions you raise for clarification are certainly welcomed for the hearing July 8.

I spent quite a bit of time with people who attended the workshops and with the survey responses and have a good understanding of what is the desired outcome for the majority of those voices. Our team made sure to incorporate that information into the final draft. There is a strong preference to slow traffic and improve safety for non-motorized users. However, as you know, that input must be paired with the traffic flow data, and the analysis of possible responses to what is currently happening and what could be the future, which always includes doing nothing, along with the potential interventions.

All that being said, the DKS data and analysis of alternatives is in the Appendix and Inga can readily speak to the analysis. I read it, slowly, several times, to get the impact of length of turn pockets, turning movements, traffic flow, and time delays, but I am not a transportation engineer. I do know the analysis included on the ground observation of motorist, transit, bicyclist, pedestrian, and age of users observations, along with 5 years of collision data. I respectfully defer to Inga's response next week, so that you have a more complete response to the points you raised.

Again, thank you for reaching out with questions.  
I hope you have a safe (and warmer) holiday weekend.

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

Sincerely,

Melissa

[City Logo 2 color.jpg]

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

[City-website-bar.jpg]<http://www.spokanecity.org/> [Facebook bar.jpg] <http://facebook.com/cityspokane> [Twitter bar.png] <http://twitter.com/spokanecity>

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

From: Sanderson, Thomas <[tsanderson@spokanecity.org](mailto:tsanderson@spokanecity.org)>

Sent: Thursday, July 2, 2020 9:03 AM

To: Note, Inga <[inote@spokanecity.org](mailto:inote@spokanecity.org)>; Wittstruck, Melissa <[mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org)>

Subject: RE: Turning lanes/Grand Blvd Study

Good Morning,

First of all I have to say I am amazed at the amount of thorough work you and your department present to the commission for consideration. And I thank you for that.

I am looking over the Grand Blvd Study and I would like to follow-up with an earlier question I had. Specifically, I am looking at the "traffic flow map" which is my area of interest and concern. Firstly, is there a means or study on the need for a turning lane south of 33rd to 37th? I don't see the traffic flow information broken down to show the need for such a lane that provides access to 34th, 35th and 36th east bound. I also wonder if the lack of turning lane would assist in mitigating speeding while also opening up more space for complete street opportunities? (At any point if I am speaking outside my scope as a PC please say so) My second concern has to do with the intersection at 29th and Grand. I understand from your workshop on the 24th that there are thoughts to change the lane structures. This area is a major concern for me as it already has two (2) trouble spots that I want to ensure are being properly addressed. The traffic flow study of 2017 illustrates those places; southbound turning lane from Grand and northbound turning lane off of 29th. Can you give me a quick idea of how these, I'll call them transition spots, are addressed during this portion of the process?

I hope my questions make sense as I am about as novice to planning terminology as you can get.

Again, thank you for your work.

Sincerely,

Tom Sanderson

---

From: Note, Inga

Sent: Wednesday, June 24, 2020 1:45 PM

To: Wittstruck, Melissa; Sanderson, Thomas

Subject: RE: Turning lanes/Grand Blvd Study Tom, I'll try to remember to address it during the presentation today. But please remind me if I forget.

Thanks

Inga

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

Sent: Wednesday, June 24, 2020 12:52 PM

To: Sanderson, Thomas <[tsanderson@spokanecity.org](mailto:tsanderson@spokanecity.org)><mailto:tsanderson@spokanecity.org>>

Cc: Note, Inga <[inote@spokanecity.org](mailto:inote@spokanecity.org)><mailto:inote@spokanecity.org>>

Subject: Turning lanes/Grand Blvd Study

Good Afternoon Tom

Inga Note is the Senior Transportation Engineer on the Grand Blvd Study, so I have copied her on your question. There has been quite a bit of interest in the number of lanes generally, as well as turning movements, so I am sure Inga will be addressing that this afternoon. In the meantime, she has a bit of time to study your query ahead of the workshop. I look forward to meeting you and the other new Plan Commissioners – welcome!

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

Sincerely,

Melissa

[City Logo 2 color.jpg]

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

[City-website-bar.jpg]<http://www.spokanecity.org/> [Facebook bar.jpg] <http://facebook.com/cityspokane> [Twitter bar.png] <http://twitter.com/spokanecity>

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**From:** [Wittstruck, Melissa](#)  
**To:** [Black, Tirrell](#)  
**Subject:** Grand Boulevard Plan Commission Hearing DRAFT extension of public comment  
**Date:** Thursday, July 9, 2020 3:31:39 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)

---

Good Afternoon!

*At your request, your email was added to the Grand Boulevard Study distribution list for updates and participation opportunities. If you provided comments previously, they have been added to the record of public feedback.*

This email is to confirm that you received the notice of virtual public meeting for the Grand Boulevard Study Plan Commission hearing, published in the Spokesman-Review June 24 and July 1, as well as emailed to your email address of record on July 2. Some participants in a separate hearing experienced difficulty with the virtual Webex meeting link and Plan Commission has left the record for that hearing open until July 22.

Out of an abundance of caution, the City is notifying you that if you wished to comment on the Grand Study and were unable to connect and attend the virtual meeting listed in the Plan Commission agenda you may email requesting the public comment record be left open to provide you an opportunity to comment. Please send a request to:

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

Melissa Wittstruck, City of Spokane Planning, 808 W Spokane Falls Blvd., Spokane WA 99201

You will be notified of any additional information regarding an additional Plan Commission public comment opportunity via email if this occurs, with information on how to participate in a virtual hearing.

In addition, there are future opportunities to comment to City Council on the Grand Boulevard Study, tentatively scheduled for August 17. Notice of Hearing will be published in the City Gazette and Spokesman-Review. You will also receive an email notice of your opportunity to comment.

The city project page can be found here, where the Final Draft Study has been posted, along with other information on the project: <https://my.spokanecity.org/projects/grand-boulevard-transportation-and-land-use-study/>.

Please look in on the project page for future updates!

Again, your interest and participation in the Grand Boulevard Transportation & Land Use Study is very much 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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*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](#)  
**To:** [Sanderson, Thomas](#)  
**Cc:** [Note, Inga](#)  
**Subject:** RE: Turning lanes/Grand Blvd Study  
**Date:** Thursday, July 9, 2020 9:10:21 AM  
**Attachments:** [image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)

Thank you for the feedback Tom. As projects are able to connect with funding, additional studies will be conducted, as you suggest. Changes over time will also be a factor, since the Study is a snapshot of current data that incorporates 2040 forecasts, and there is no way to predict when funding a project might happen! This is a critical intersection for many different users.

Our team is very appreciative of the time and attention you and your Plan Commission colleagues invested in this Study. Many people are looking forward to seeing the work bear fruit over the next several years.

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



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---

**From:** Sanderson, Thomas <[tsanderson@spokanecity.org](mailto:tsanderson@spokanecity.org)>  
**Sent:** Thursday, July 9, 2020 7:29 AM  
**To:** Note, Inga <[inote@spokanecity.org](mailto:inote@spokanecity.org)>  
**Cc:** Wittstruck, Melissa <[mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org)>  
**Subject:** RE: Turning lanes/Grand Blvd Study

Inga,

Thank you for this reply. I appreciate the insight of your response. I do understand that this was just a study and now if approved by the council, any actual work will have to be funded. It's a fact I have to keep reminding myself of. That said, I do not like the consultant's proposal for the 29th and Grand intersection. Frankly, speaking as someone who uses that intersection daily I think there are specifics about this spot that an outside consultant wouldn't be able to observe. Before any step is taken at this spot I personally would like to see a more proactive approach to mitigating the "traffic issue" in the form of signage. I think if drivers were directed better at the southbound lanes approaching 29th there would be a smoother flow. I'm also concerned with the west bound proposal in respect to the egress from the Super 1 parking lot. I feel that a more comprehensive study for this intersection may be required.

This is a project I look forward to observing and assisting with in any way I can.

I have to thank you folks again for your work and for helping me with my transition into my role by answering my many questions with patience and clarity.

Sincerely,  
Tom Sanderson

---

**From:** Note, Inga  
**Sent:** Wednesday, July 08, 2020 3:47 PM  
**To:** Sanderson, Thomas  
**Cc:** Wittstruck, Melissa  
**Subject:** RE: Turning lanes/Grand Blvd Study

Hi Tom,  
Hopefully the information below answers your questions. Let me know if not.  
Thanks,  
Inga

Turn lanes at 34th, 35th, and 36th. There is no strict rule about the need for turn lanes on a road like this. It's helpful for traffic flow purposes to have turn pockets at the intersections and higher volume commercial or apartment driveways. We did not collect traffic counts at these intersections or at the driveways of the apartment complexes inbetween. Maybe we could remove the center lane with minimal impact to the traffic flow. But I'd have to study it in more detail to say for sure. We also have to consider the linear distance needed to transition from a two to three lane section, meaning it takes about a half block to taper the lanes in and out. We could certainly look at this option in the future once we have some design funding.

Southbound turning lane from Grand and northbound turning lane off of 29<sup>th</sup>. The consultant probably could have added a better graphic to illustrate it. The idea would be to do something like this. The green is the filled-in southbound left turn pocket (which is short and overflows), and then switch the inside through lane to a left-only. This does result in longer queues heading south in the evening. But it allows us to drop the 2<sup>nd</sup> through lane and have only a single lane on the south side of the intersection.

In the westbound direction we would fill in the right-turn pocket and change the outside through lane into a right-only. This gives us a single receiving lane on the west side of the intersection and allows us to start the westbound bike lane at Grand instead of Latawah.



From: Wittstruck, Melissa  
 Sent: Thursday, July 02, 2020 9:34 AM  
 To: Sanderson, Thomas; Note, Inga  
 Subject: RE: Turning lanes/Grand Blvd Study

Hello Tom,  
 Thank you for reaching out with your questions – entirely within PC member engagement and appreciated. Inga Note is the point person for the transportation specifics and the alternatives discussed. She will be back in office Monday 7/6 and can work on a more detailed response for you. The questions you raise for clarification are certainly welcomed for the hearing July 8.

I spent quite a bit of time with people who attended the workshops and with the survey responses and have a good understanding of what is the desired outcome for the majority of those voices. Our team made sure to incorporate that information into the final draft. There is a strong preference to slow traffic and improve safety for non-motorized users. However, as you know, that input must be paired with the traffic flow data, and the analysis of possible responses to what is currently happening and what could be the future, which always includes doing nothing, along with the potential interventions.

All that being said, the DKS data and analysis of alternatives is in the Appendix and Inga can readily speak to the analysis. I read it, slowly, several times, to get the impact of length of turn pockets, turning movements, traffic flow, and time delays, but I am not a transportation engineer. I do know the analysis included on the ground observation of motorist, transit, bicyclist, pedestrian, and age of users observations, along with 5 years of collision data. I respectfully defer to Inga's response next week, so that you have a more complete response to the points you raised.

Again, thank you for reaching out with questions.  
 I hope you have a safe (and warmer) holiday weekend.

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

Sincerely,  
 Melissa

[City Logo 2 color.jpg]  
 Melissa Wittstruck | City of Spokane | Assistant Planner II 509.625-6087 | main 509.625-6500 | [mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org) <<mailto:mwittstruck@spokanecity.org>>  
<http://www.spokanecity.org/>>  
 [City-website-bar.jpg] <<http://www.spokanecity.org/>> [Facebook bar.jpg] <<http://facebook.com/cityspokane>> [Twitter bar.png] <<http://twitter.com/spokanecity>>  
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From: Sanderson, Thomas <[tsanderson@spokanecity.org](mailto:tsanderson@spokanecity.org)>  
 Sent: Thursday, July 2, 2020 9:03 AM  
 To: Note, Inga <[inote@spokanecity.org](mailto:inote@spokanecity.org)>; Wittstruck, Melissa <[mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org)>  
 Subject: RE: Turning lanes/Grand Blvd Study

Good Morning,

First of all I have to say I am amazed at the amount of thorough work you and your department present to the commission for consideration. And I thank you for that.

I am looking over the Grand Blvd Study and I would like to follow-up with an earlier question I had. Specifically, I am looking at the "traffic flow map" which is my area of interest and concern. Firstly, is there a means or study on the need for a turning lane south of 33rd to 37th? I don't see the traffic flow information broken down to show the need for such a lane that provides access to 34th, 35th and 36th east bound. I also wonder if the lack of turning lane would assist in mitigating speeding while also opening up more space for complete street opportunities? (At any point if I am speaking outside my scope as a PC please say so) My second concern has to do with the intersection at 29th and Grand. I understand from your workshop on the 24th that there are thoughts to change the lane structures. This area is a major concern for me as it already has two (2) trouble spots that I want to ensure are being properly addressed. The traffic flow study of 2017 illustrates those places; southbound turning lane from Grand and northbound turning lane off of 29th.

Can you give me a quick idea of how these, I'll call them transition spots, are addressed during this portion of the process?

I hope my questions make sense as I am about as novice to planning terminology as you can get.

Again, thank you for your work.

Sincerely,  
Tom Sanderson

---

From: Note, Inga  
Sent: Wednesday, June 24, 2020 1:45 PM  
To: Wittstruck, Melissa; Sanderson, Thomas  
Subject: RE: Turning lanes/Grand Blvd Study Tom, I'll try to remember to address it during the presentation today. But please remind me if I forget.  
Thanks  
Inga

From: Wittstruck, Melissa <[mwittstruck@spokanecity.org](mailto:mwittstruck@spokanecity.org)<<mailto:mwittstruck@spokanecity.org>>>  
Sent: Wednesday, June 24, 2020 12:52 PM  
To: Sanderson, Thomas <[tsanderson@spokanecity.org](mailto:tsanderson@spokanecity.org)<<mailto:tsanderson@spokanecity.org>>>  
Cc: Note, Inga <[inote@spokanecity.org](mailto:inote@spokanecity.org)<<mailto:inote@spokanecity.org>>>  
Subject: Turning lanes/Grand Blvd Study

Good Afternoon Tom

Inga Note is the Senior Transportation Engineer on the Grand Blvd Study, so I have copied her on your question. There has been quite a bit of interest in the number of lanes generally, as well as turning movements, so I am sure Inga will be addressing that this afternoon. In the meantime, she has a bit of time to study your query ahead of the workshop. I look forward to meeting you and the other new Plan Commissioners – welcome!

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

Sincerely,  
Melissa

[City Logo 2 color.jpg]

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

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**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](#)

---

[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)



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

**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](#)

---

**[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

---

**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 will you find updated information from the work done at the October community meetings. The survey link is live, and the web updates will 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.

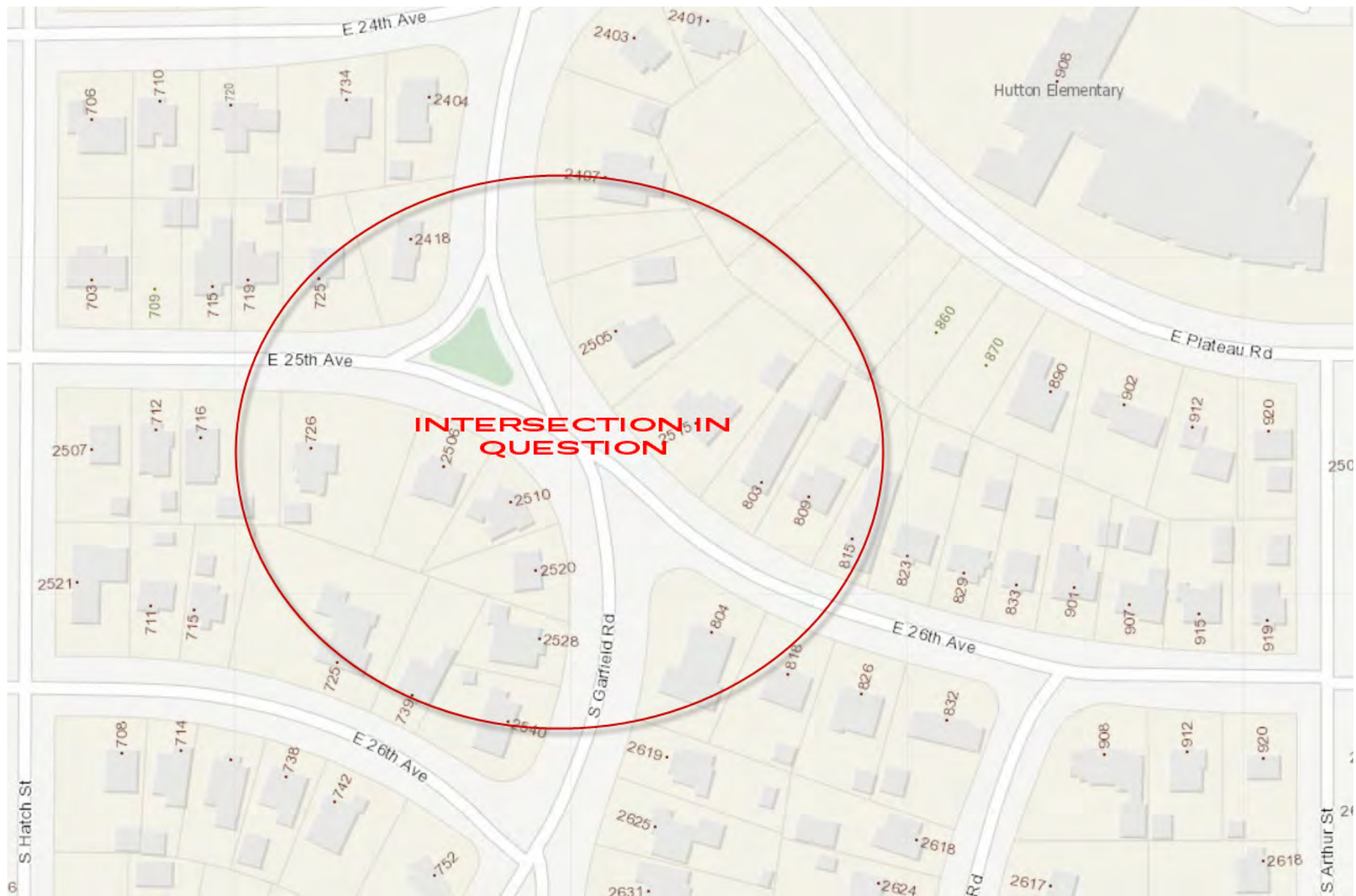
I hope that clears up my suggestion. Thanks,

Inga

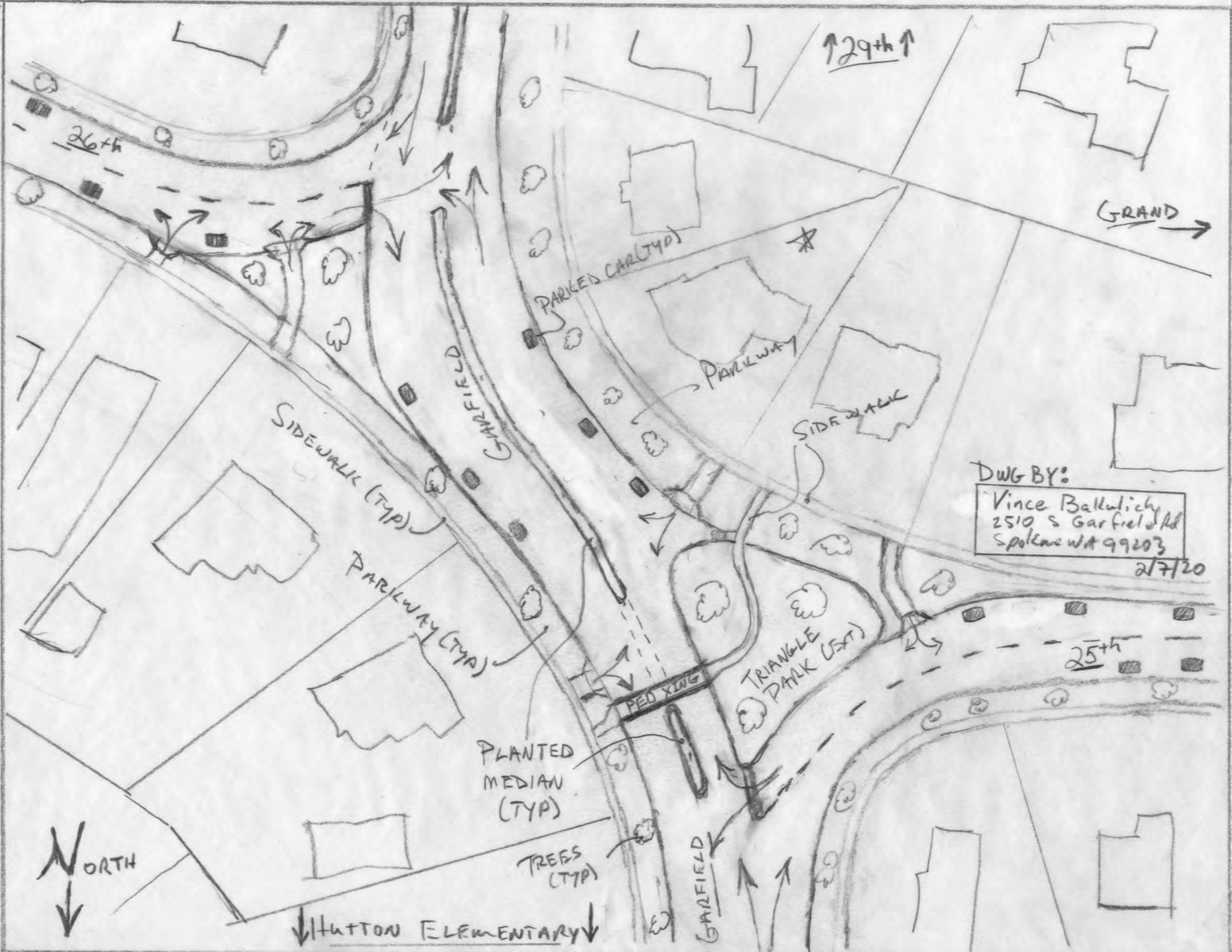
**From:** [Malika Oudes](#)  
**To:** [Neighborhood Services Grand Boulevard Plan](#)  
**Subject:** leave Grand Boulevard alone...develop 29th.  
**Date:** Wednesday, January 29, 2020 5:57:45 PM

---

[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)



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**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

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*disclosure.*

**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

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[<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

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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

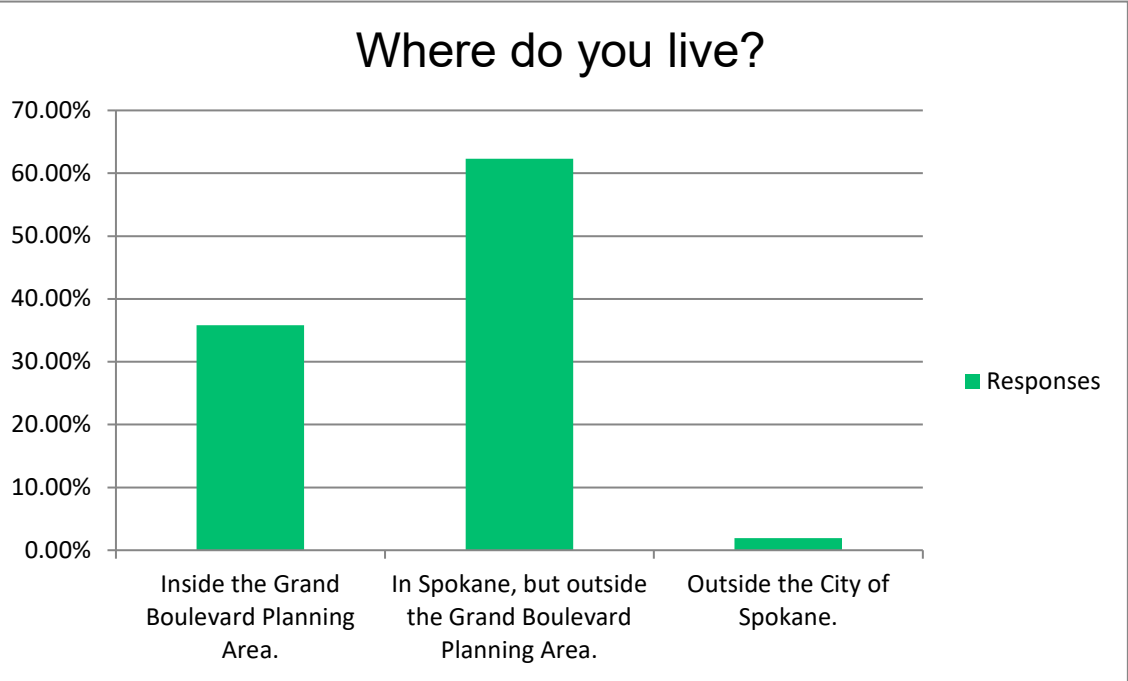
[pamelas@manito.org](mailto:pamelas@manito.org)

509.590.9772 cell

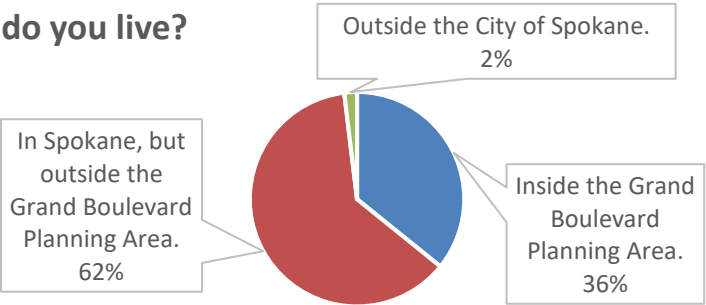
GRAND BOULEVARD PLANNING AREA SURVEY

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



Where do you live?

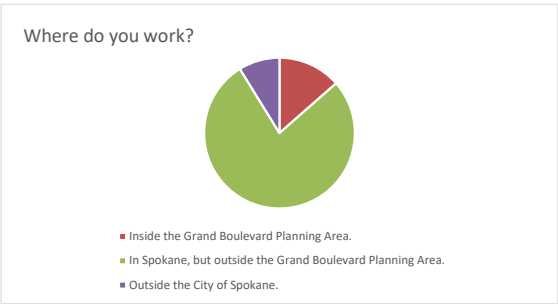
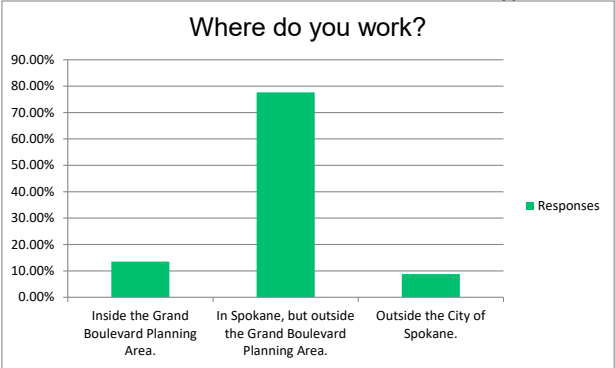


- Inside the Grand Boulevard Planning Area.
- In Spokane, but outside the Grand Boulevard Planning Area.
- Outside the City of Spokane.

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

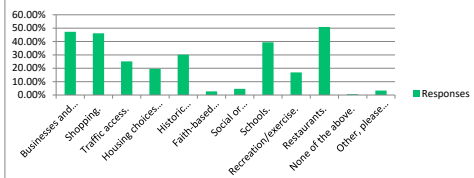


# GRAND BOULEVARD PLANNING AREA SURVEY

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 0	Access to parks, especially Manito Park	
2	Jan 30 2020 0	Walkability	
3	Jan 30 2020 0	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 0	Athletic courts / gym space	
5	Jan 29 2020 0	Protecting and preserving the residential quality	
6	Jan 29 2020 0	Post office	
7	Jan 29 2020 0	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 0	Post Office	
10	Jan 29 2020 0	free parking	
11	Jan 29 2020 0	Businesses and services should include restaurants & shopping	
12	Jan 29 2020 0	Shopping and restaurants, We also have friends who live within the planning area. We enjoy more than 3!	
13	Jan 11 2020 1	Home	
14	Jan 04 2020 0	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	

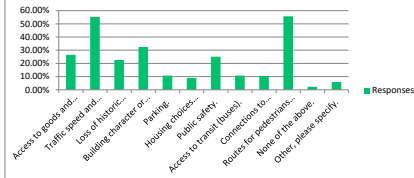


## GRAND BOULEVARD PLANNING AREA SURVEY

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.



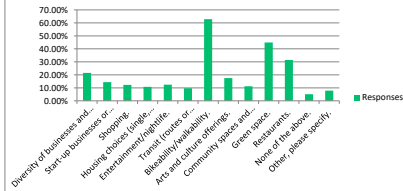
Respondents	Response Date	Other, please specify.	Tags
	1 Jan 31 2020	0 street character	
	2 Jan 31 2020	0 Safe street crossings during high traffic times	
	3 Jan 30 2020	1 I am happy with the current framework.	
	4 Jan 30 2020	1 Road condition	
	5 Jan 30 2020	0 disregarding the history of the neighborhoods 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?

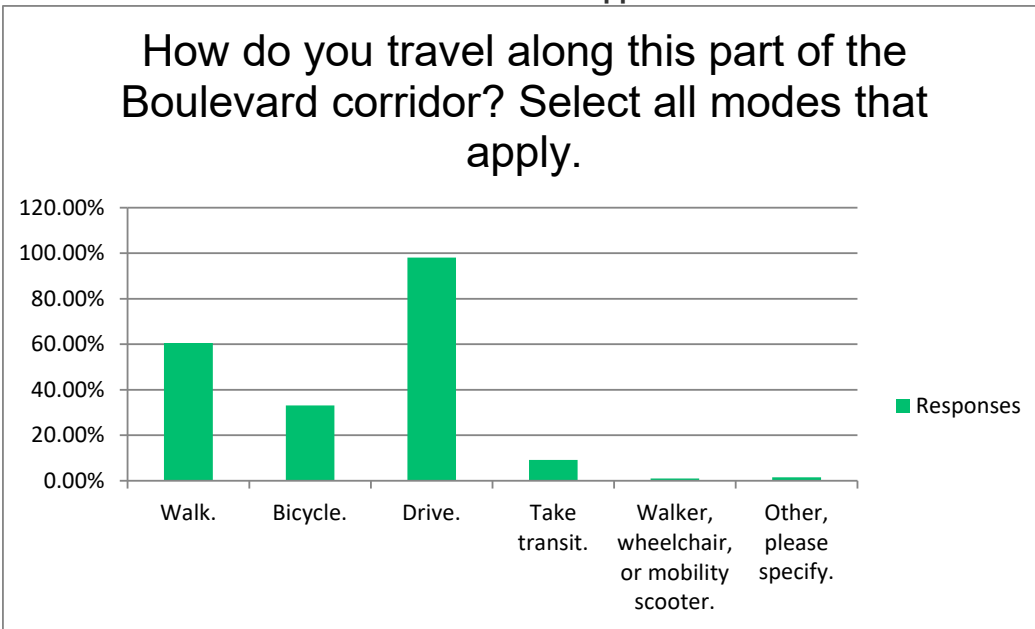


Respondents	Response Date	Other, please specify.	Tags
	1 Jan 31 2020	0 make the sidewalks we have walkable	
	2 Jan 30 2020	0 Food cart area that also has more permanent amenities, such as restrooms, reasonable parking, etc	
	3 Jan 30 2020	0 School speed zones enforced, better pedestrian crosswalks ie 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>

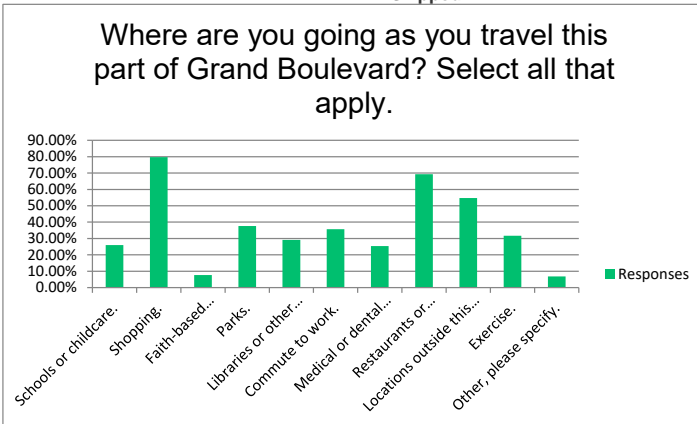


Respondents	Response Date	Other, please specify.	Tags
1	Jan 29 2020	0: Business deliveries to the post office.	
2	Jan 24 2020	0: Enforce speed zone!	
3	Jan 09 2020	0: Stroller with kids	
4	Jan 07 2020	0: Electric Scooter	
5	Jan 07 2020	1: Motorcycle and Scooter	
6	Jan 06 2020	1: Electric scooter	
7	Dec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



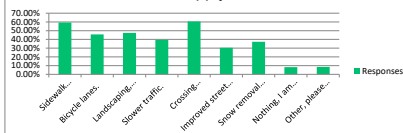
Respondents	Response Date	Other, please specify.	Tags
1	Jan 30 2020	1 Friends' homes	
2	Jan 30 2020	0 Friends' houses	
3	Jan 30 2020	0 Recreation for kids - aikido and soccer. Post office.	
4	Jan 30 2020	0 Home	
5	Jan 29 2020	1 Home	
6	Jan 29 2020	1 Post Office	
7	Jan 29 2020	0 Safety for kids at sacajawea	
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 greenscraping	
	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?

248 *Padmanabhaiah*

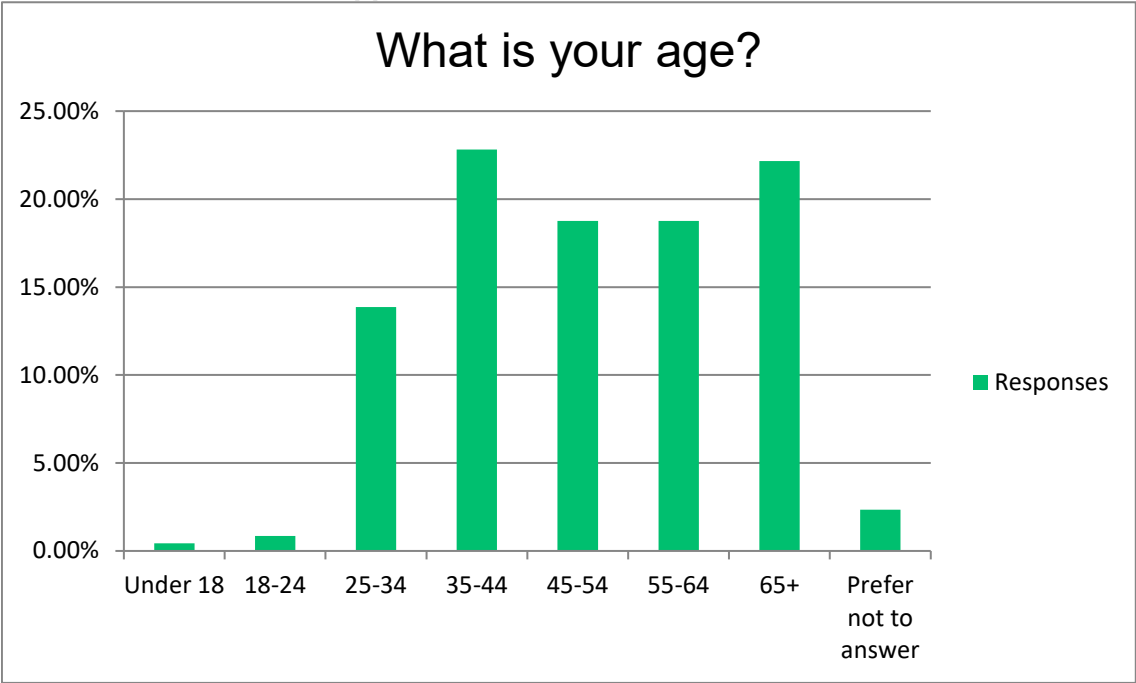
Respondents Response Date Responses Tags

203 Dec 18 2019 / Wider street, people are just trying to drive to downtown or go to the restaurant/shopping!  
204 Dec 18 2019 / I very specifically would like to see the widening of the existing street island - i.e. along with the other broad/vegetated islands on Grand and 20th, are some of the few remaining in  
205 Dec 17 2019 / Needs to be easier to enter/exit 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 lot/parking 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 built character should take design cues from Marston Park, the site's history, and the surrounding neighborhoods. Would love to see a sample or parks-like look and feel with a focus on bike/pedestrian safety and comfort. Auto traffic, especially before 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 20th 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 low rise/apart 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 assess this area by bicycle frequently and my kids bike to nearby schools. The "10" 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, in making it 3 lanes with middle turn lane. It worked on 20th as road from High Drive East to Pittsburgh-until then, it was better.  
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 hurdle B.

# GRAND BOULEVARD PLANNING AREA SURVEY

## What is your age?

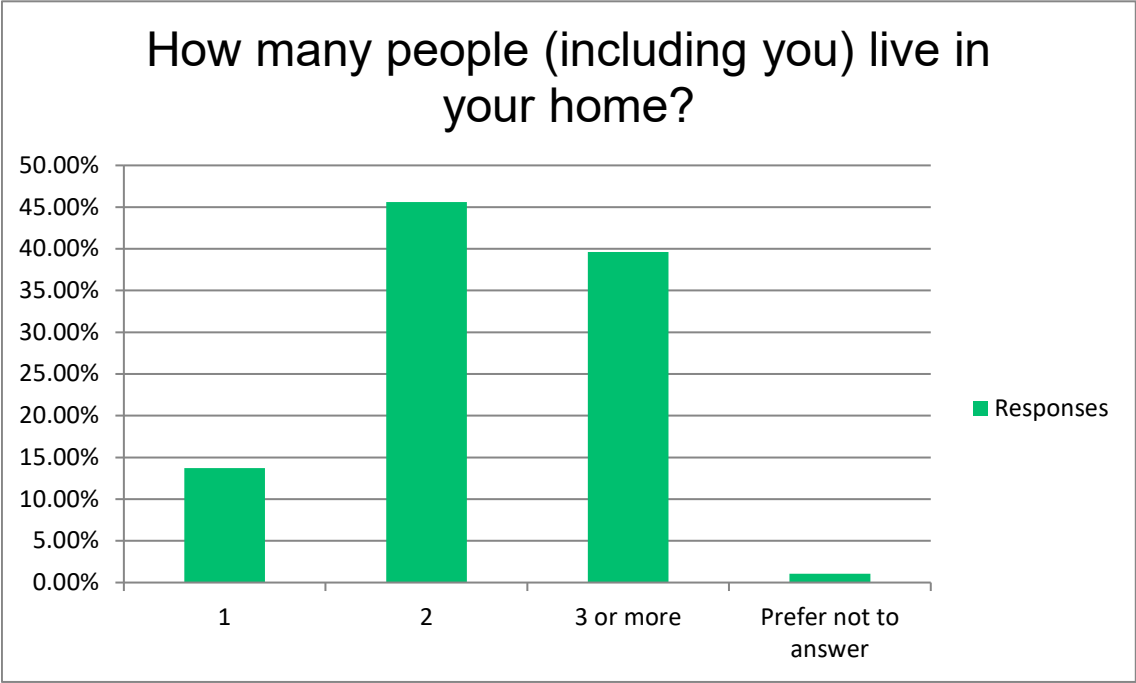
Answer Choices	Responses	
Under 18	0.43%	2
18-24	0.85%	4
25-34	13.86%	65
35-44	22.81%	107
45-54	18.76%	88
55-64	18.76%	88
65+	22.17%	104
Prefer not to answer	2.35%	11
<b>Answered</b>		<b>469</b>
<b>Skipped</b>		<b>5</b>



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
Answered		467
Skipped		7

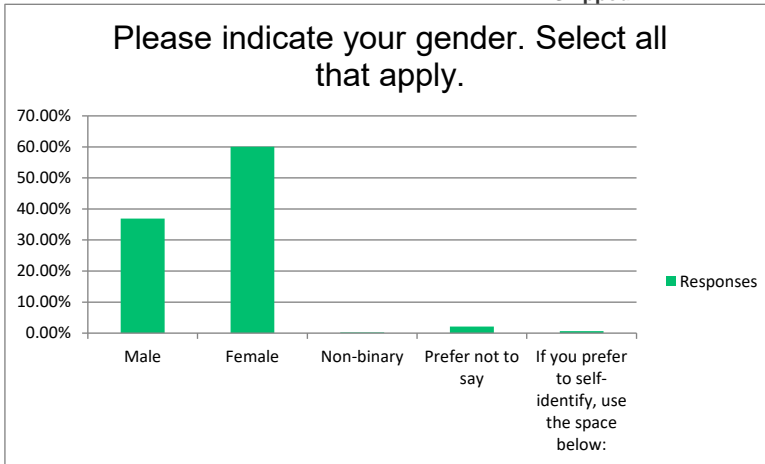




## GRAND BOULEVARD PLANNING AREA SURVEY

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>



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
Answered		466
Skipped		8



Respondents	Response Date	If you prefer to self- identify, use the space below:	Tags
	1 Jan 29 2020 0:	Iranian	
	2 Jan 29 2020 0:	Eurasian	
	3 Jan 29 2020 0:	BS	
	4 Jan 24 2020 0:	Human group	
	5 Jan 19 2020 0:	Euro-American	
	6 Jan 19 2020 0:	American	
	7 Jan 12 2020 0:	Human	
	8 Jan 11 2020 1:	Jewish	
	9 Jan 09 2020 0:	American-Italian	
	10 Jan 07 2020 0:	jewish	
	11 Jan 04 2020 1:	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 held hearings July 8 and July 22, 2020 and recommended the Spokane City Council approve the resolution recognizing the plan on July 22, 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, healthy, active, safe, and connected neighborhood for all neighborhood and community residents.

PASSED by the City Council on \_\_\_\_\_.

\_\_\_\_\_  
Council President

Attest:

Approved as to form:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Assistant City Attorney

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Mayor

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Date

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Effective Date

DRAFT



# 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.

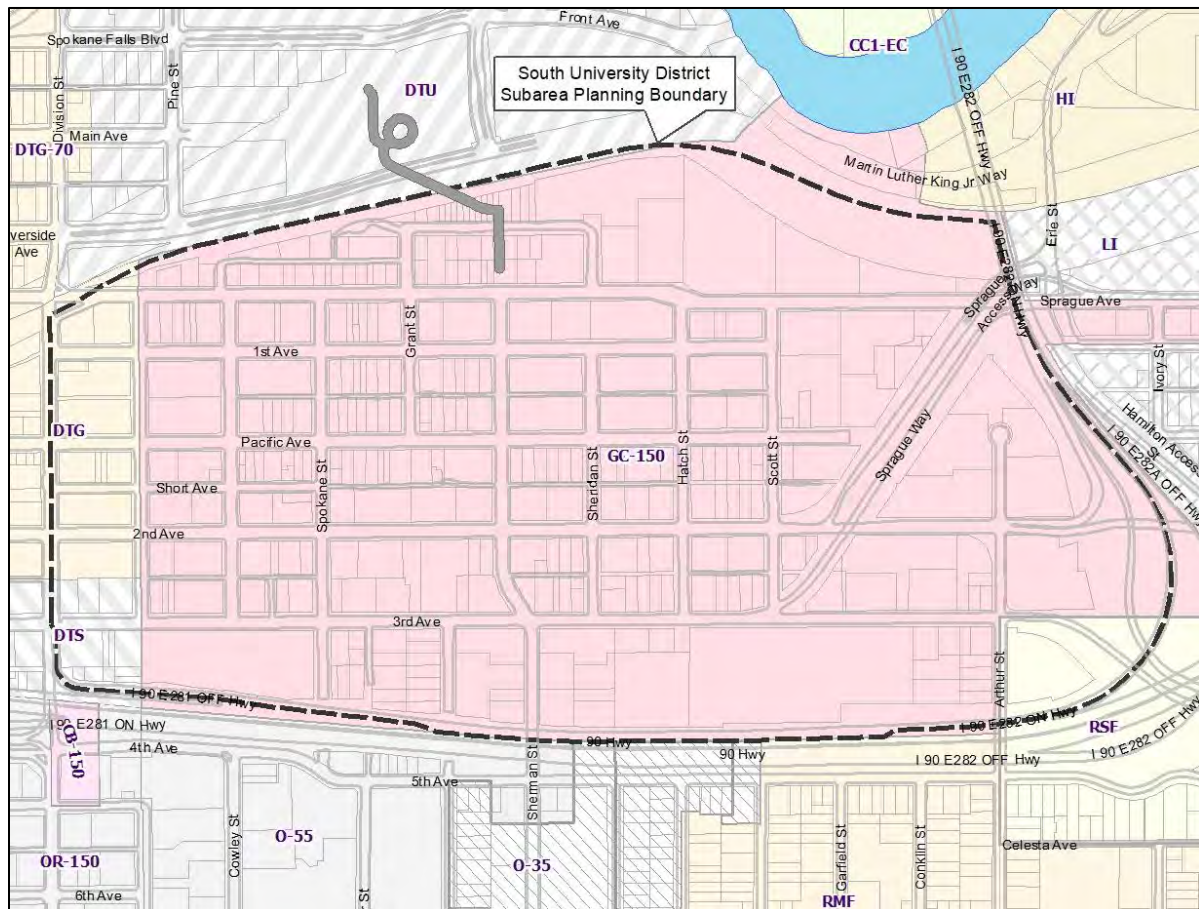


Figure 1 – Existing zoning in the South University District.

## 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.

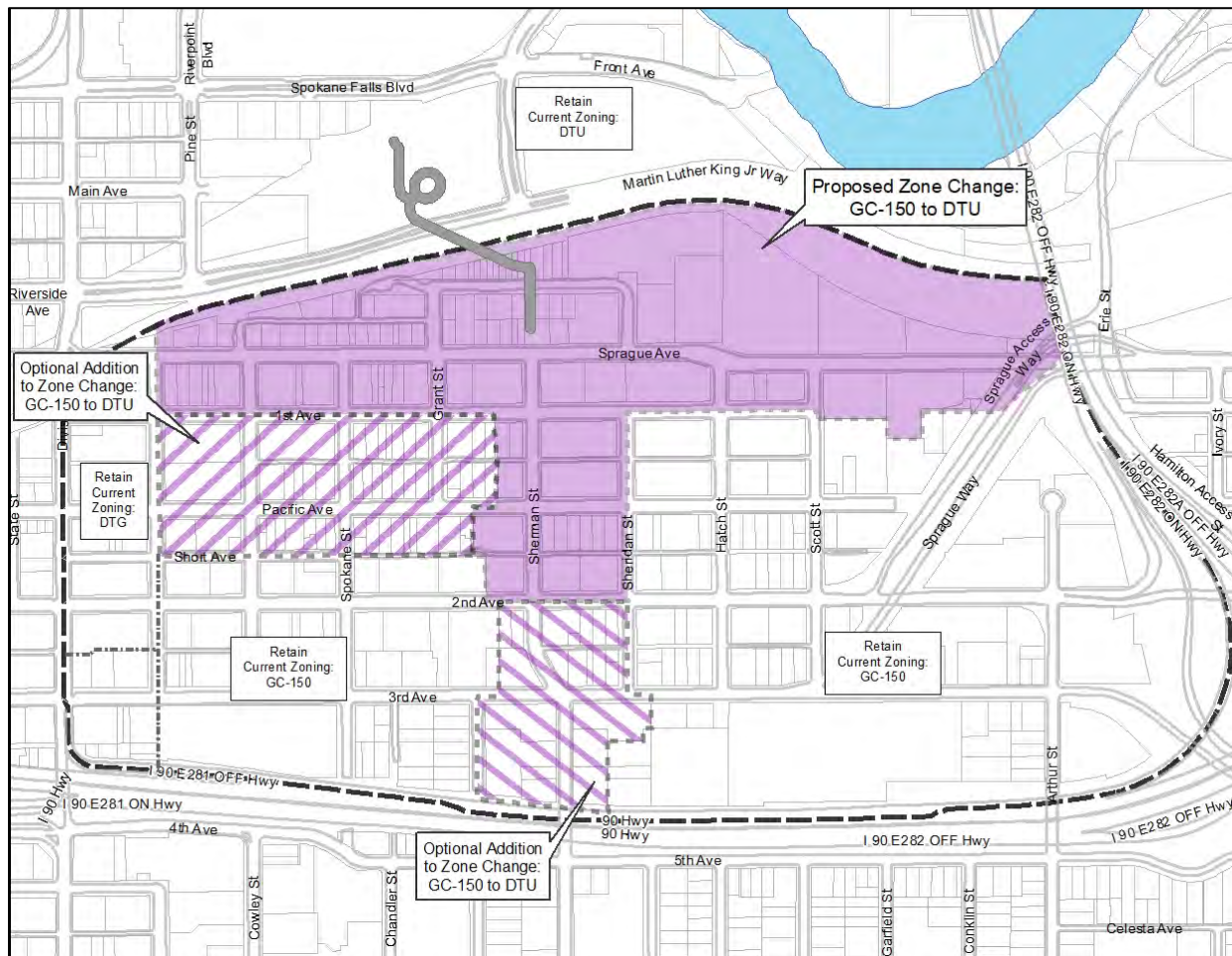
## **V. ANALYSIS**

### **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.

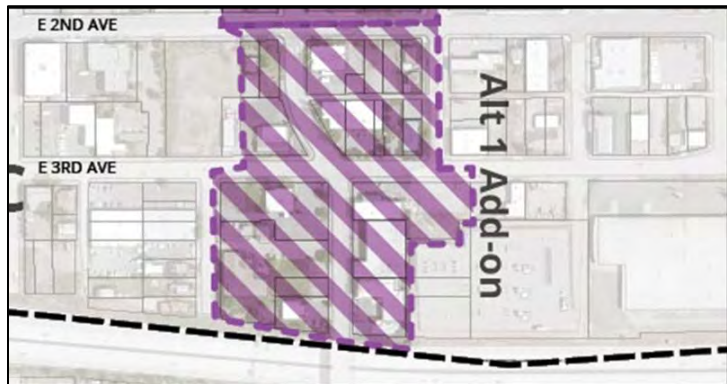
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<sup>3</sup> Street centerline boundaries are proposed along Sheridan Street, to avoid splitting developments spanning the entire block; and on 1<sup>st</sup> Avenue, where the shallow depth of the block to the north (approximately 166 feet) causes 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>

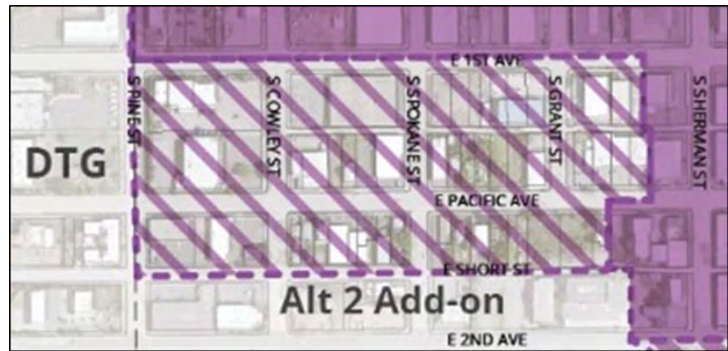


**Figure 3** – Optional DTU Extension #2 would extend DTU zoning further south along S Sherman Street from E 2<sup>nd</sup> Avenue to the I-90 freeway

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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.

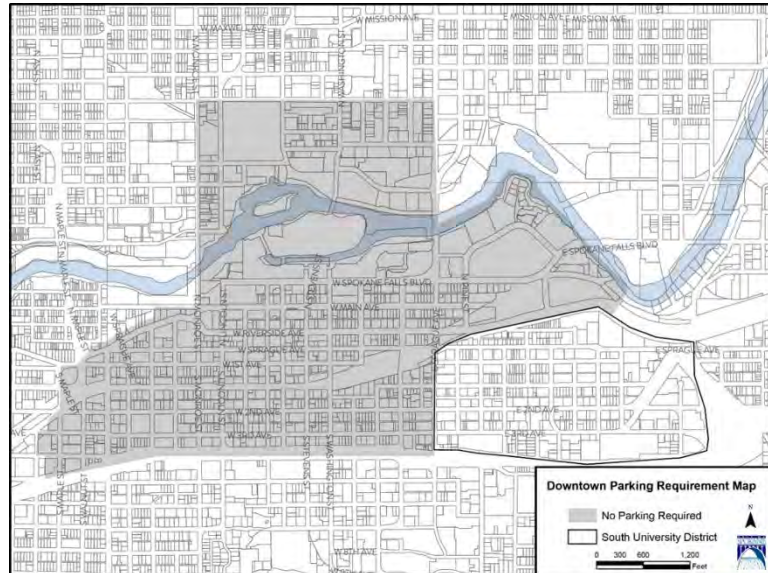


Figure 5 – Existing Boundary of Downtown Parking Requirement Area  
SMC 17C.230-M1 / (No minimum parking required overlay)

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.

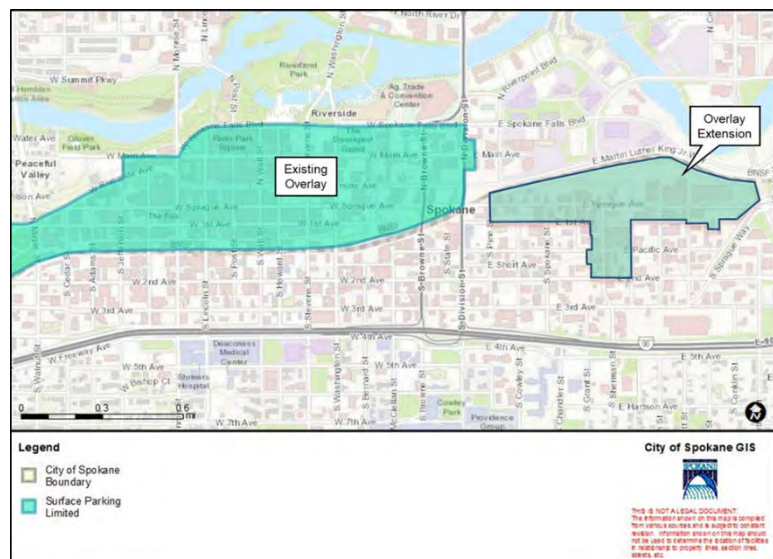


Figure 6 – Proposed extension of Surface Parking Limited Area.  
SMC 17C.124-M1

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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.

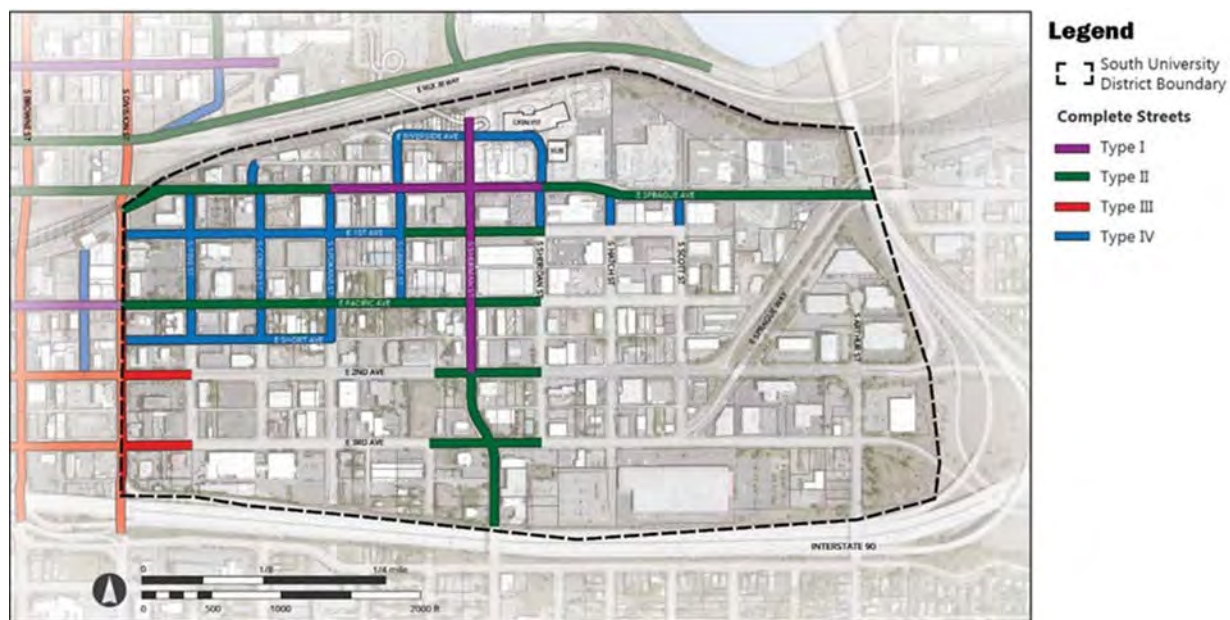


Figure 6 – Proposed Complete Streets Designations for Areas within DTU Zone

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.

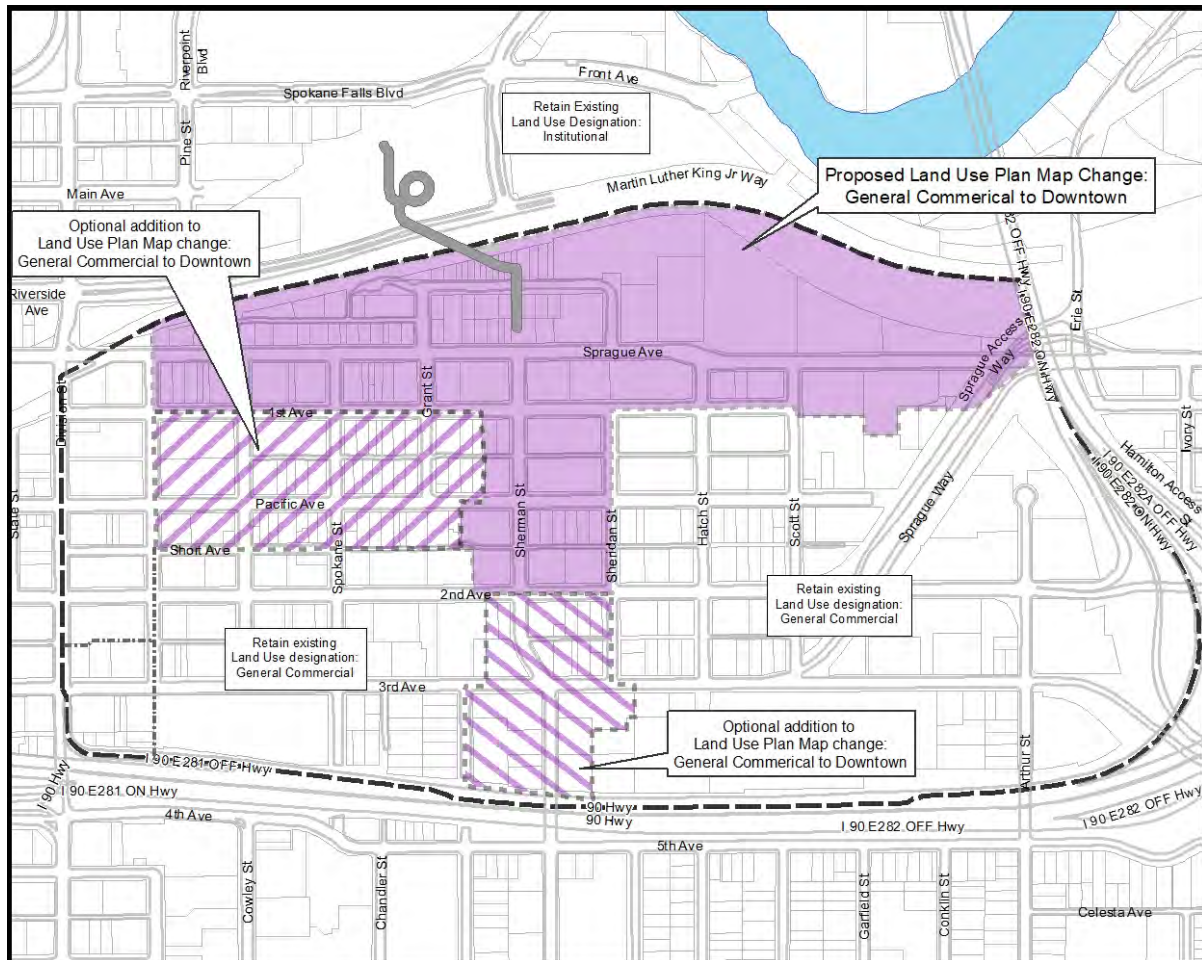
Staff recommends that the Plan Commission adopt the facts and findings of the staff report and make a recommendation that City Council approve a resolution recognizing the *South University District Subarea Plan* and an ordinance adopting the proposed Comprehensive Plan Amendment and concurrent zoning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

## VII. EXHIBITS

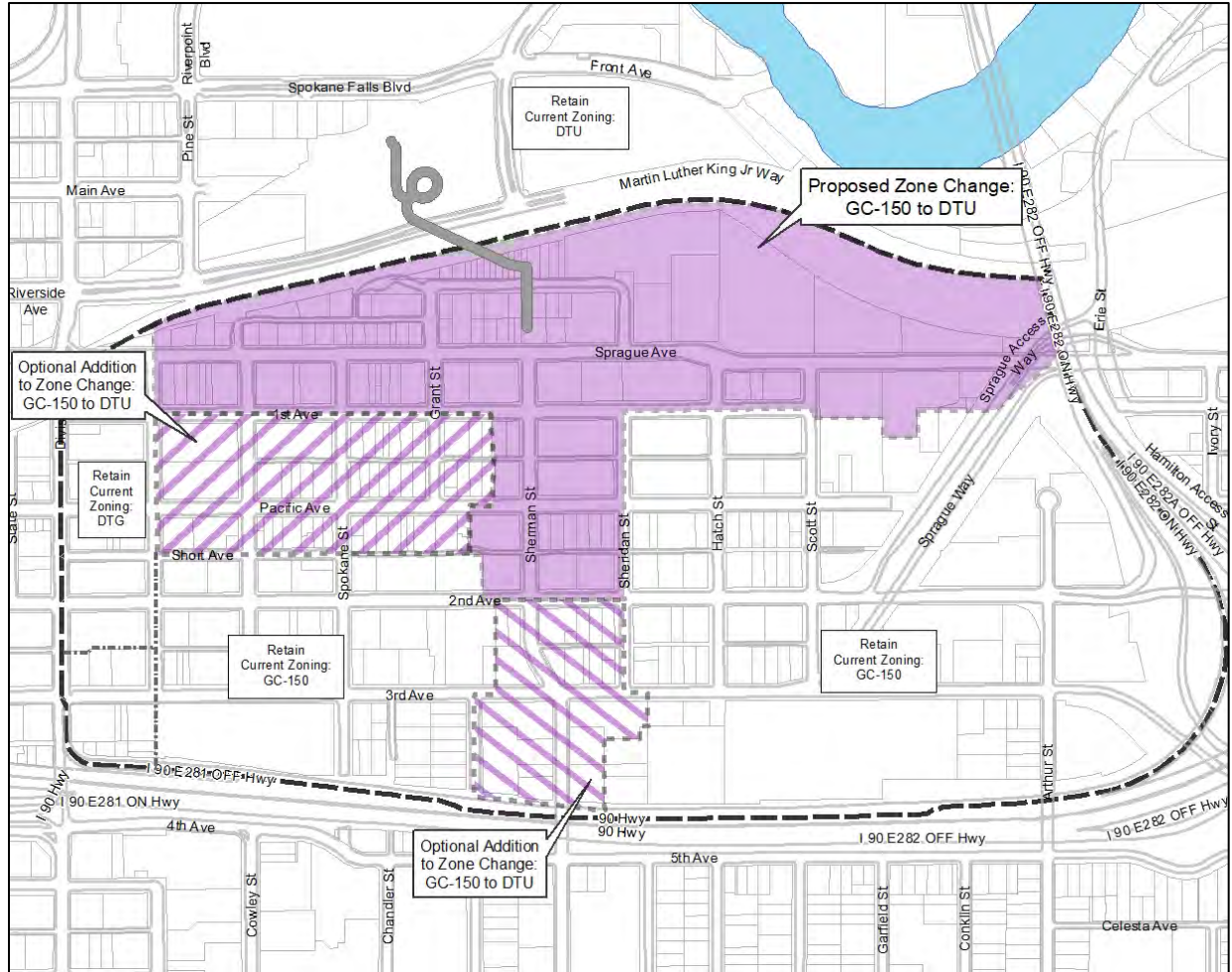
- A. Proposed Comprehensive Plan Land Use Plan Map Amendment
- B. Proposed Amendments to Zoning Map
- C. Proposed Designations of Complete Streets within the South University District subarea (Downtown Map 5.1 “Complete Streets”)
- D. Proposed Amendments to Surface Parking Limited Overlay Map (SMC 17C.124-M1)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

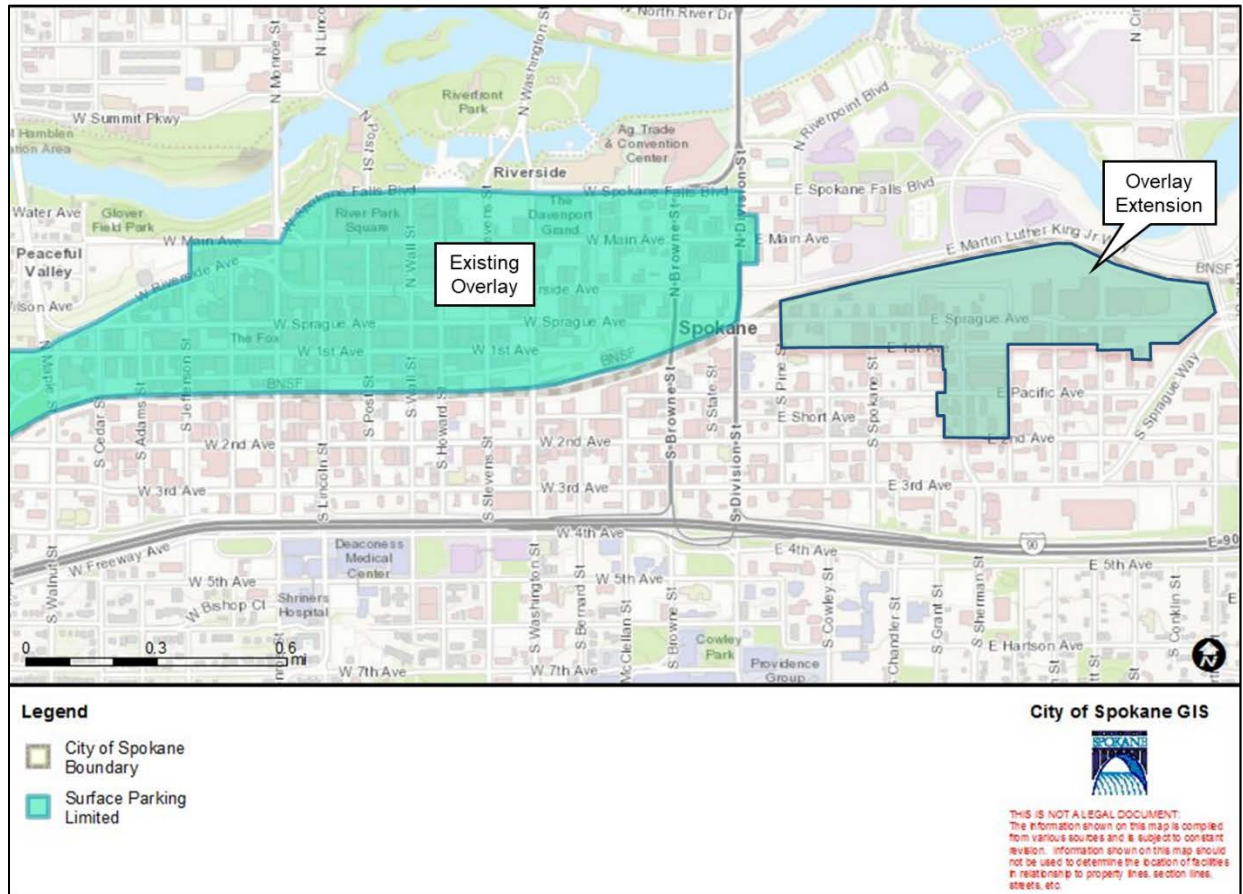


## Amending Downtown Plan Map 5.1 “Complete Streets”



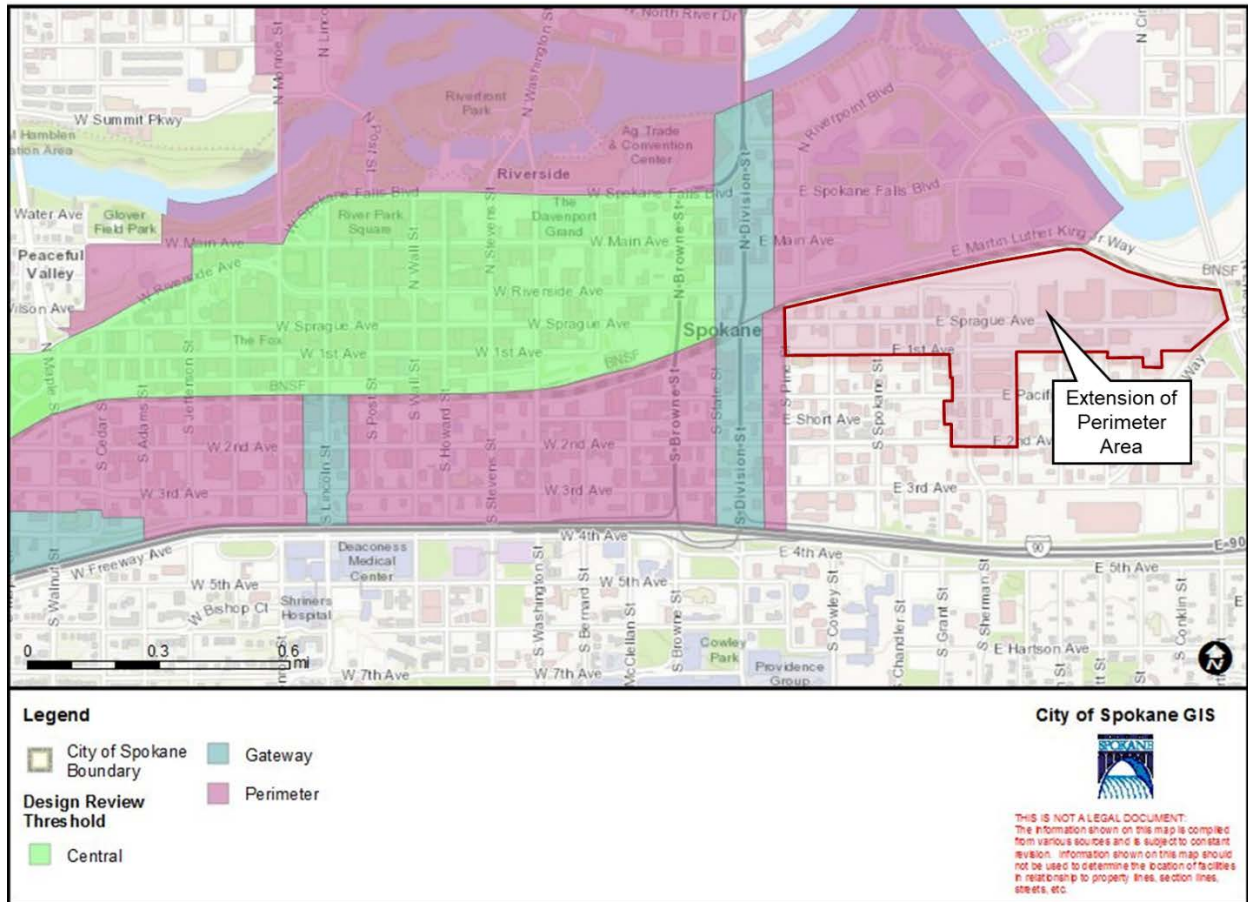
## EXHIBIT D: PROPOSED AMENDMENT TO SURFACE PARKING LIMITED OVERLAY

(SMC 17C.124-M1)



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

(SMC 17G.040-M1)



## ORDINANCE NO. \_\_\_\_\_

An ordinance amending land use and zoning maps for a 63-acre area within the South University District subarea.

**WHEREAS**, the Washington State Legislature passed the Growth Management Act (GMA) in 1990, requiring among other things, the development of a Comprehensive Plan (RCW 36.70A); and

**WHEREAS**, the City of Spokane adopted a Comprehensive Plan in May 2001 that complies with the requirements of the Growth Management Act; and

**WHEREAS**, the Growth Management Act 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 chapter 43.21C. RCW, the initial adoption of a subarea plan may occur outside of this annual process; and

**WHEREAS**, the Neighborhood & Planning Services Department conducted an online survey on issues and priorities for subarea, which received 308 responses to questions about a range of topics including district land uses, off-street parking, priority streets, and design review; and

**WHEREAS**, outreach and public communication beginning in May 2019 included a project web page, a recorded video about the subarea planning process replayed on City Cable 5 and the City's web page, appearances at public events, email updates to interested parties, and a mailing of more than 1,000 postcards to all property owners and taxpayers of record, as shown by the most recent Spokane County Assessor's record, and occupants of addresses of property located within a four hundred foot radius announcing the July 30 Community Design Workshop and providing information about the planning process; and

**WHEREAS**, on July 30 and 31, 2019, Neighborhood & Planning Services staff and consultants from MAKERS Architecture and Urban Design (the "Project Team") held a Community Design Workshop and series of stakeholder focus groups to involve a wide range of participants with distinct interests to share their insights about the subarea and help shape a vision statement and policy framework for development of a more focused proposal; and

**WHEREAS**, the project team hosted a public open house meeting in October 2019 to receive feedback on a draft vision statement, goals, and policies and draft concepts for land use and zoning changes in the subarea; and



**WHEREAS**, from June 2019 through June 2020, staff gave thirteen presentations on draft codes and guidelines and received feedback from interested groups such as property owners, business associations, neighborhood councils, civic groups, City departments, and the Spokane Design Review Board; and

**WHEREAS**, during the South University District subarea planning process the community discussed and documented their vision and direction for the future of the South University District subarea and how to implement the desired vision; and

**WHEREAS**, the *South University District Subarea Plan* includes a vision, goals, and policies that outline the future of growth and development desired in the South University District subarea; and

**WHEREAS**, the *South University District Subarea Plan* includes recommended amendments to the Comprehensive Plan Land Use Plan Map, Zoning Map, and overlay maps for the subarea for a portion of the subarea focused on the intersection of Sprague Avenue and Sherman Street, near the south landing of the University District Gateway Bridge; and

**WHEREAS**, staff hosted a public open house meeting on March 3, 2020 to receive feedback on the draft subarea plan and proposed Comprehensive Land Use Plan Map, Zoning Map, and overlay map changes; and

**WHEREAS**, the Spokane Plan Commission held substantive workshops to study the proposal on October 23, 2019, November 13, 2019, March 11, 2020, and June 24, 2020; and

**WHEREAS**, the Washington State Department of Commerce and appropriate state agencies were given the required 60-day notice before adoption of proposed changes to the Comprehensive Plan on February 28, 2020; and

**WHEREAS**, a State Environmental Policy Act (SEPA) Determination of Non-Significance ("DNS") was issued on February 21, 2020 for the Comprehensive Land Use Plan Map, Zoning Map, and overlay map changes. The public comment period for the SEPA determination ended on March 24, 2020; and

**WHEREAS**, Notice of Application, Notice of Plan Commission Public Hearing, and Notice of SEPA Determination was mailed to all property owners and taxpayers of record, as shown by the most recent Spokane County Assessor's record, and occupants of addresses of property located within a four hundred foot radius of any portion of the boundary of the proposed Comprehensive Land Use Plan Map, Zoning Map, and overlay map changes on February 21, 2020; and

**WHEREAS**, Notice of Application, Notice of Plan Commission Public Hearing, and Notice of SEPA Determination to be held on March 25, 2020 was published in *The Spokesman Review* on March 11, 2020 and March 18, 2020 and the *Official Gazette* on XXXXX, 2020; and

**WHEREAS**, in an effort to slow the spread of the coronavirus (COVID-19) and to protect those most vulnerable, the City deferred the in-person public hearing scheduled for March 25, 2020 to a virtual public hearing held July 8, 2020 consistent with Proclamation 20-28 issued by the Governor of Washington and subsequent extensions and modifications; and

**WHEREAS**, Notice of Virtual Public Hearing for the rescheduled public hearing was mailed to all property owners and taxpayers of record, as shown by the most recent Spokane County Assessor's record, and occupants of addresses of property located within a four hundred foot radius of any portion of the boundary of the proposed Comprehensive Land Use Plan Map, Zoning Map, and overlay map changes on June 22, 2020; and

**WHEREAS**, a Notice of Virtual Public Hearing for the rescheduled public hearing was published in *The Spokesman Review* on June XX, 2020 and July XX, 2020 and the *Official Gazette* on XXXXX, 2020; and

**WHEREAS**, the Neighborhood & Planning Services Department prepared a staff report that found that the proposed Comprehensive Land Use Plan Map, Zoning Map, and overlay map changes met all the review guidelines and required decision criteria for approval of a Comprehensive Plan amendment as prescribed by SMC 17G.020. Comprehensive Plan Amendment Procedure (the "Staff Report"); and

**WHEREAS**, the Spokane Plan Commission conducted a public hearing and deliberated on March 25, 2020 on the South University District Subarea Plan and proposed Comprehensive Land Use Plan Map, Zoning Map, and overlay map changes; and

**WHEREAS**, the Spokane Plan Commission found that proposed Comprehensive Land Use Plan Map, Zoning Map, and overlay map changes are consistent with and implement the Comprehensive Plan; and

**WHEREAS**, the Plan Commission voted XX to XX to recommend approval of a resolution adopting the South University District Subarea Plan on July 8, 2020; and

**WHEREAS**, the Plan Commission voted XX to XX to recommend approval of an ordinance adopting the proposed Comprehensive Land Use Plan Map, Zoning Map, and overlay map changes on July 8, 2020; and

**WHEREAS**, the City Council approved a resolution recognizing the *South University District Subarea Plan* on August XX, 2020; and

**WHEREAS**, the City Council adopts the recitals set forth herein as its findings and conclusions in support of its adoption of this ordinance and further adopts the findings, conclusions, and recommendations from the Neighborhood & Planning Services Staff Report and the City of Spokane Plan Commission for the same purposes;

**NOW, THEREFORE**, the City of Spokane does ordain:

1. Amendment of the Land Use Map. The Spokane Comprehensive Plan Map LU 1, Land Use Plan Map, is amended from “General Commercial” to “Downtown” for 63 acres, as shown in Exhibit A.
2. Amendment of the Zoning Map. The City of Spokane Zoning Map is amended from “General Commercial (GC-150)” to “Downtown University (DTU),” as shown in Exhibit B.
3. Amendment of Downtown Complete Streets Map. Downtown Plan Map 5.1 “Streetscape Improvements” is amended to designate complete streets for the area shown in Exhibit C.
4. Amendment of Surface Parking Limited Area Map. Surface Parking Limited Map (SMC 17C.124-M1) is amended to include the area shown in Exhibit D.
5. Amendment of the Downtown Design Review Threshold Map. The Downtown Design Review Threshold Map is amended to designate the areas zoned DTU within the South University District subarea as part of the Perimeter Area, as shown in Exhibit E.

PASSED BY THE CITY COUNCIL ON \_\_\_\_\_, 2020.

\_\_\_\_\_  
Council President

Attest:

Approved as to form:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Assistant City Attorney

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Mayor

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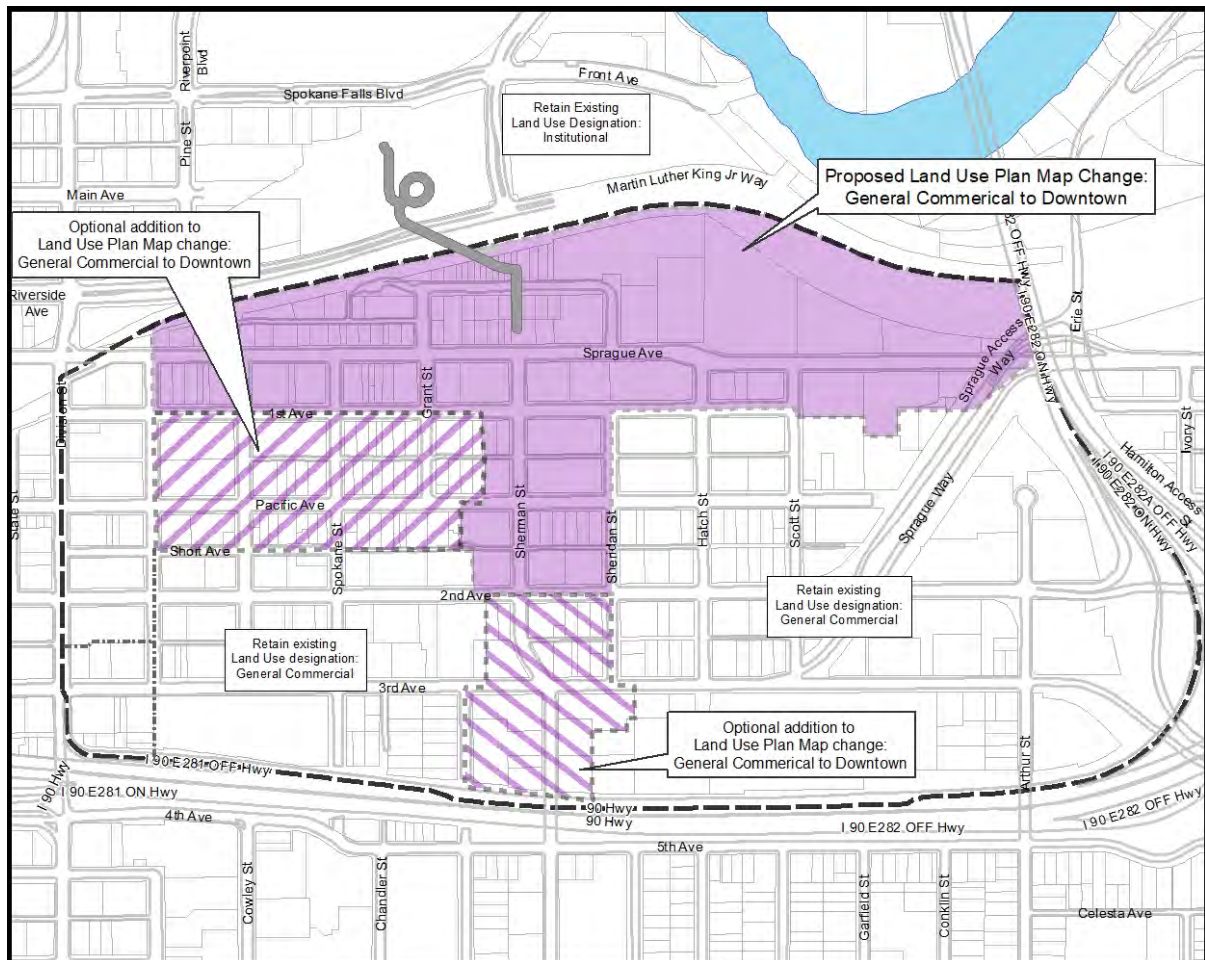
Date

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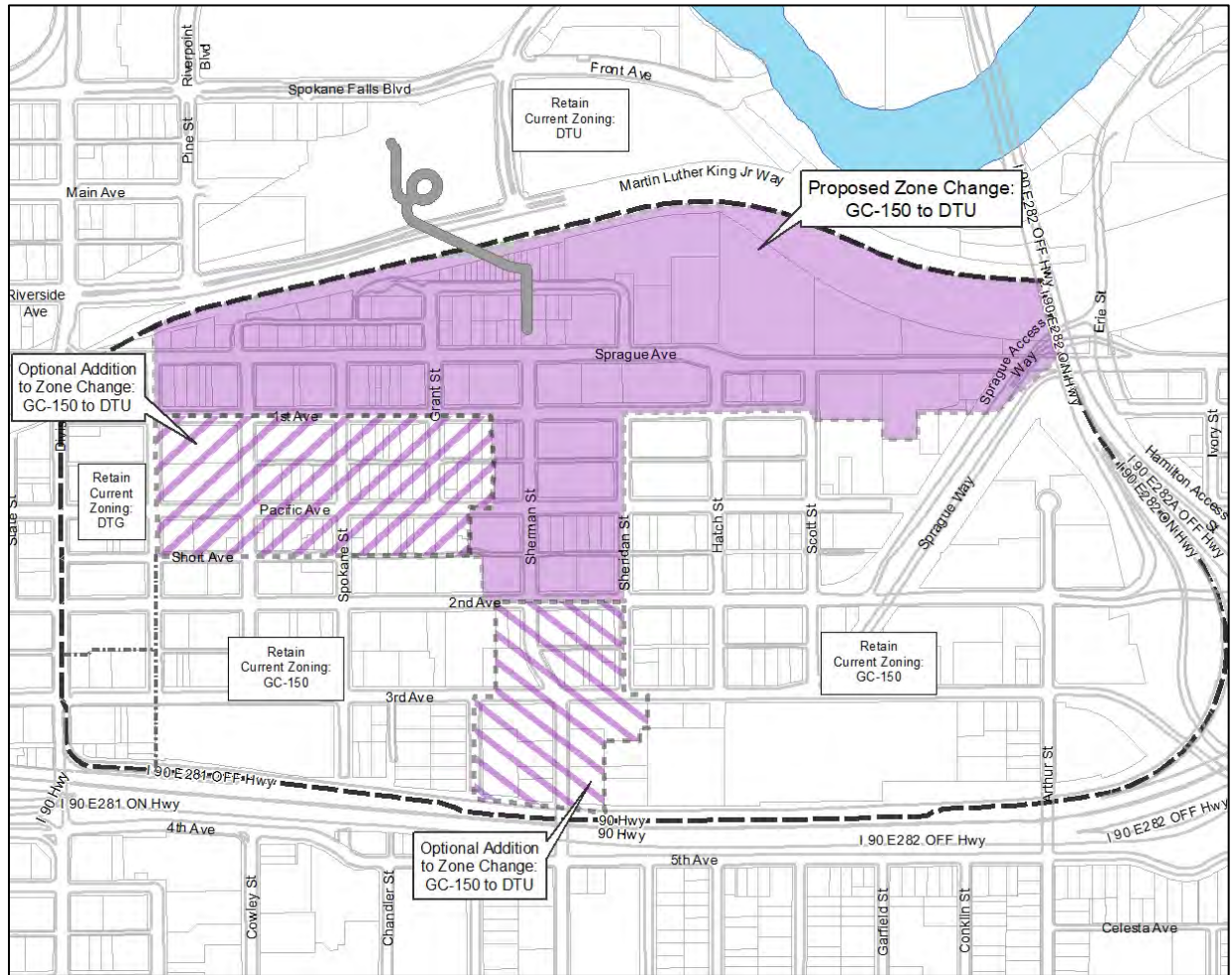
Effective Date

DRAFT

## Exhibit A: Amendment to Land Use Plan Map

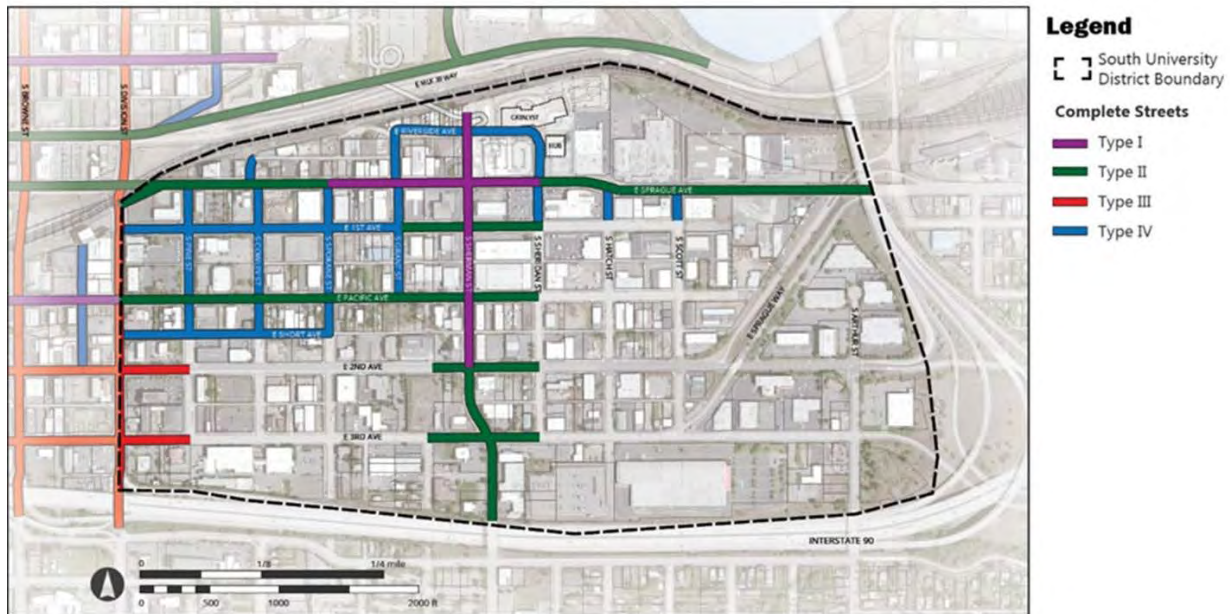


## Exhibit B: Amendment to Zoning Map

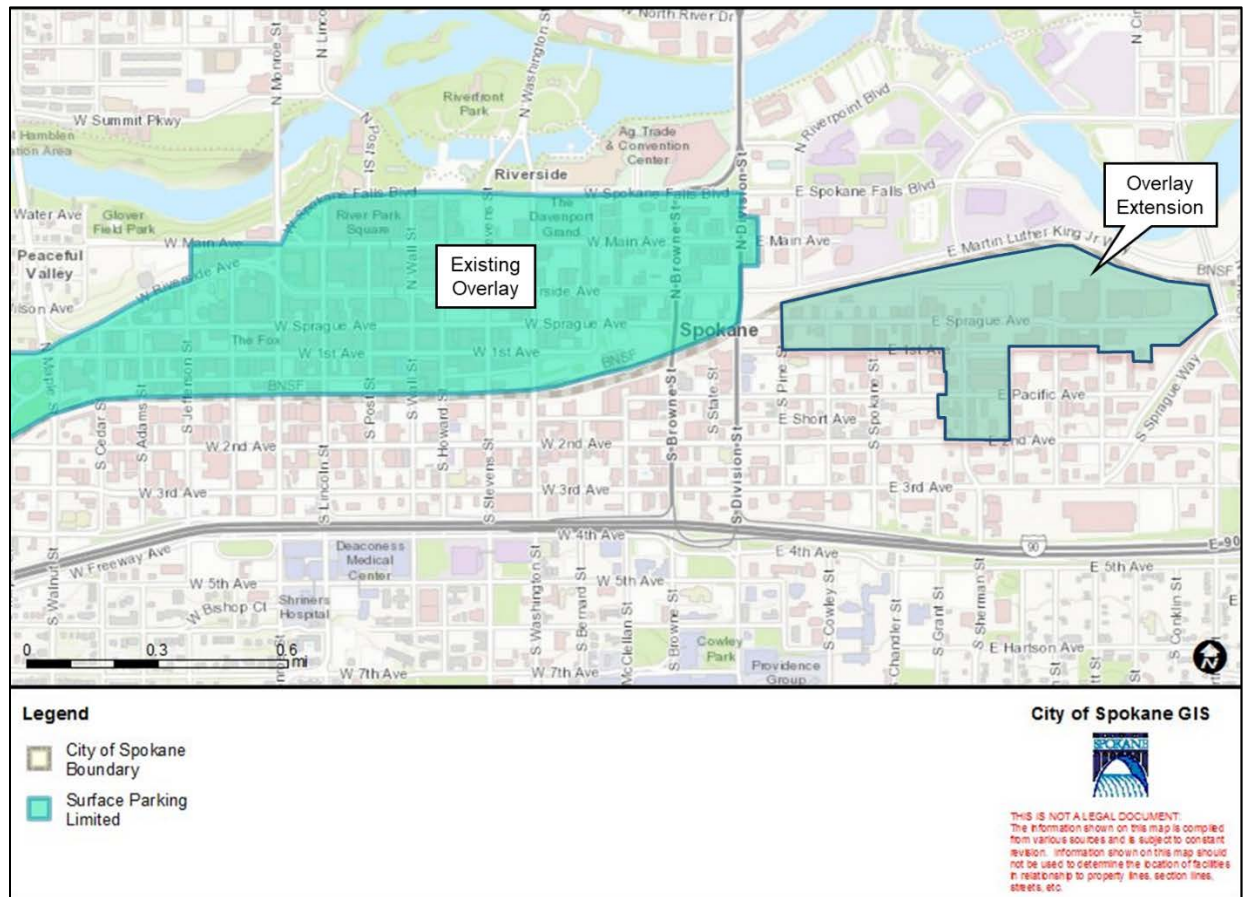




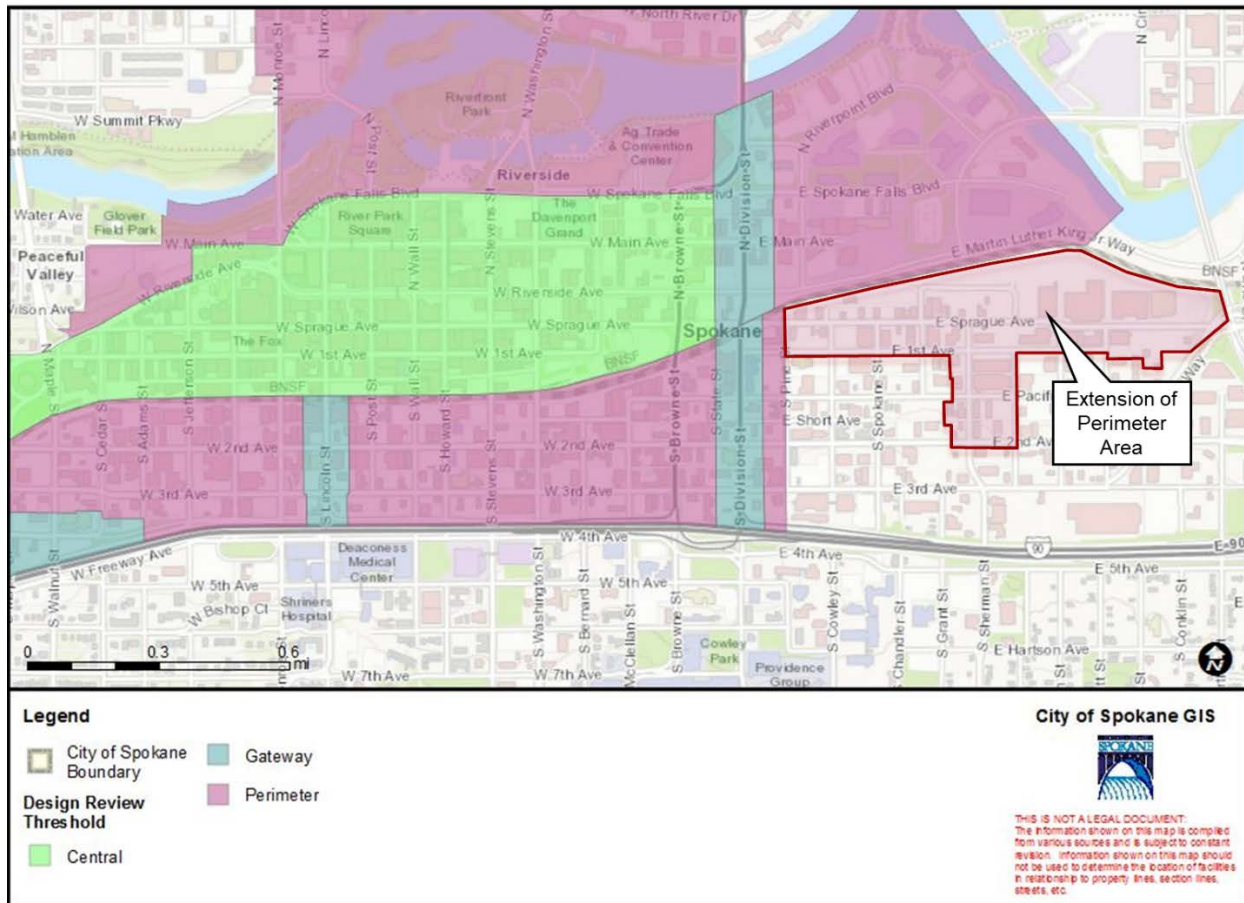
## Exhibit C: Amendment to Complete Streets Designations



## Exhibit D: Proposed Amendment to Surface Parking Limited Overlay



## Exhibit E: Amendment to Downtown Design Review Threshold Map



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

A resolution recognizing the *South University District Subarea Plan*.

**WHEREAS**, City of Spokane Comprehensive Plan Policy LU 7.4 provides the following framework for subarea planning: *“Use the Comprehensive Plan for overall guidance and undertake more detailed sub-area and neighborhood planning in order to provide a forum for confronting and reconciling issues and empowering neighborhoods to solve problems collectively”*; and

**WHEREAS**, the City of Spokane has identified the University District as a key geographic area for economic growth and development, and is identified as a Target Investment Area the City's Targeted Area Development Strategy, as adopted by Council Resolutions 2010-0049 and 2015-0084; and

**WHEREAS**, the Economic Development Chapter of the City of Spokane Comprehensive Plan sets forth Goal ED 2 – Land Availability for Economic Activities to *“Ensure that an adequate supply of usable industrial and commercial property is available for economic development activities,”* and Goal ED 3 – Strong Diverse and Sustainable Economy to *“Foster a strong, diverse, and sustainable economy that provides a range of employment and business opportunities”*; and

**WHEREAS**, the Land Use Chapter of the City of Spokane Comprehensive Plan sets forth Goal LU 3 – Efficient Land Use, to *“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”*; and

**WHEREAS**, several significant public infrastructure projects have been implemented in and around the South University District subarea in recent years, including the University District Gateway Bridge and public plaza at the south bridge landing, the extension of Martin Luther King, Jr. Way, the Sprague Phase 2 streetscape project, and the implementation of High Performance Transit Routes by Spokane Transit Authority. At the same time, public, private, and institutional partners have invested millions of dollars in development of catalytic sites in and around the subarea; and

**WHEREAS**, the 2019 update of the *University District Strategic Master Plan* adopted by the University District Public Development Authority includes a buildable lands analysis which identifies the South University District subarea as having the highest capacity for future residential and employment growth of any portion of the University District; and

**WHEREAS**, the Neighborhood & Planning Services Department secured the services of MAKERS Architecture & Urban Design, LP (“the consultant”) for the purpose of further

studying the subarea, involving the property owners and public in creating the a subarea plan and a proposal for implementation; and

**WHEREAS**, during the South University District subarea planning process the community discussed and documented their vision and direction for the future of the South University District subarea and how to implement the desired vision; and

**WHEREAS**, the Neighborhood & Planning Services Department conducted an online survey on issues and priorities for subarea, which received 308 responses to questions about a range of topics including district land uses, off-street parking, priority streets, and design review; and

**WHEREAS**, outreach and public communication beginning in May 2019 included a project web page, a recorded video about the subarea planning process replayed on City Cable 5 and the City's web page, appearances at public events, email updates to interested parties, and a mailing of more than 1,000 postcards to all property owners, taxpayers, and occupants in the South University District subarea; and

**WHEREAS**, between June 2019 and June 2020, staff gave thirteen presentations on draft codes and guidelines and received feedback from interested groups such as property owners, business associations, neighborhood councils, civic groups, City departments, and the Spokane Design Review Board; and

**WHEREAS**, the Neighborhood & Planning Services Department and the consultant held a held a community design workshop on July 31, 2019; stakeholder focus group meetings on July 30 and 31, 2019; and an open house on October 3, 2019 for the purposes of collecting information from stakeholders and the public and developing the features of the plan; and

**WHEREAS**, drawing on input from planning process participants, the consultant developed a draft subarea plan for the South University District in March 2020; and

**WHEREAS**, the *South University District Subarea Plan* incorporates and builds on existing community planning documents and studies encompassing the district and contains a description of the district's history, character, existing conditions, and opportunities; and

**WHEREAS**, the *South University District Subarea Plan* includes a vision statement for future development of the South University District, and goals and policies related to land use, community design, and connectivity; and

**WHEREAS**, the *South University District Subarea Plan* includes recommended amendments to the Comprehensive Plan Land Use Plan Map, Zoning Map, and overlay



maps for the subarea in order to implement vision statement, goals, and policies contained in the plan; and

**WHEREAS**, staff hosted a public open house meeting on March 3, 2020 to receive feedback on the draft subarea plan and proposed Comprehensive Land Use Plan Map, Zoning Map, and overlay map changes; and

**WHEREAS**, the Spokane Plan Commission held substantive workshops to study the proposal on October 23, 2019, November 13, 2019, March 11, 2020, and June 24, 2020; and

**WHEREAS**, the Spokane Plan Commission conducted a public hearing and deliberated on July 8, 2020 on the South University District Subarea Plan and proposed map changes; and

**WHEREAS**, the Plan Commission voted **XX to XX** to recommend approval of a resolution adopting the South University District Subarea Plan on July 8, 2020; and

**WHEREAS**, as prescribed in SMC 04.12.010, this resolution is not an action to amend the City's Comprehensive Plan or development regulations by recommendation of the Plan Commission; and

**NOW, THEREFORE, BE IT RESOLVED** that the Spokane City Council recognizes 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.

**BE IT FURTHER RESOLVED** that the Spokane City Council hereby directs staff to move forward with Comprehensive Plan Land Use Map and Zoning and Overlay Map changes as proposed in the *South University District Subarea Plan*; and

**BE IT FURTHER RESOLVED** that the Spokane City Council hereby recognizes the *South University District Subarea Plan*'s recommendations for additional long term policies as requiring further evaluation and consideration, most appropriately through the 2020 Downtown Plan Update process.

Passed by the City Council this \_\_\_\_\_ day of \_\_\_\_\_, 2020.

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City Clerk

Approved as to form:

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Assistant City Attorney

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