



Spokane Plan Commission Agenda

Wednesday, August 12, 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.
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Commission Briefing Session:

2:00 – 2:30	<ol style="list-style-type: none">1. Approve 7/22/2020 meeting minutes2. City Council Report3. Community Assembly Liaison Report4. President Report5. Transportation Sub-Committee Report6. Secretary Report	All CM Candace Mumm Mary Winkes Todd Beyreuther John Dietzman Louis Meuler
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Workshops:

2:30 – 3:00	1. Comprehensive Plan Amendment Wrap Up Workshop	Kevin Freibott
3:00 – 3:20	2. Street Standards Update	Inga Note
3:20 - 3:40	3. Cannon Historic District – Design Standards and Guidelines	Megan Duvall / Logan Camporeale
3:40 - 4:00	-Prepare for Hearing-	

Hearings:

4:00 – 5:00	1. North Foothills CC3 Overlay Zone Expansion Hearing	Tirrell Black
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Adjournment:

The next PC meeting will be held on Wednesday, September 09, 2020

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:

When it's time, join your Webex meeting here.

Meeting number (access code): 146 735 7904

Meeting password: PlanCommission

Tap to join from a mobile device (attendees only)

[+1-408-418-9388](tel:+1-408-418-9388), [1467357904##](tel:+1-408-418-9388) United States Toll

Join by phone

+1-408-418-9388 United States Toll

[Global call-in numbers](#)

Join from a video system or application

Dial 1467357904@spokanecity.webex.com

You can also dial 173.243.2.68 and enter your meeting number.

Join using Microsoft Lync or Microsoft Skype for Business

Dial 1467357904.spokanecity@lync.webex.com

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

Louis Meuler at
plancommission@spokanecity.org

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

Spokane Plan Commission - Draft Minutes

July 22, 2020

Webex Teleconference

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

Attendance:

- Board Members Present: Michael Baker, Todd Beyreuther(President), John Dietzman, Greg Francis(Vice President), Thomas Sanderson, Carole Shook, Sylvia St. Clair, Diana Painter, Clifford Winger, Jo Anne Wright, Candace Mumm (City Council Liaison), Mary Winkes(Community Assembly Liaison)
- Board Members Not Present:
- *Quorum Present: yes*
- Staff Members Present: Louis Meuler, Jackie Churchill, Tirrell Black, Maren Murphy, Inga Note, Logan Camporeale, Melissa Wittstruck, Chris Green

Public Comment:

None in Briefing Session.

Briefing Session:

Minutes from the July 8, 2020 meeting approved unanimously.

1. City Council Liaison Report - Candace Mumm

- CM Mumm reported on Division Connect, a project designed to help stakeholders decide what to do with Division Street as the North South Freeway is completed. They discussed how different regions along Division might be addressed differently, for example by creating a neighborhood focus near Gonzaga.

2. Community Assembly Liaison Report - Mary Winkes

None

3. Commission President Report - Todd Beyreuther

- President Beyreuther commented that it would be beneficial for the Plan Commission to take time at a future Plan Commission meeting to learn more about the Comp. Plan Amendments and about single family and multifamily housing.

4. Transportation Subcommittee Report - John Dietzman

- Mr. Dietzman reported that Plan Commission Transportation Subcommittee met on July 21th and reviewed Comprehensive Plan Amendments related to Bicycle Transportation and Railroad infrastructure and the Street Design Standards. Citizen Transportation Advisory Board (CTAB) will meet in August to prepare the 2019 Annual Report and to discuss the TBD fees that are still held up in court.

5. Secretary Report - Louis Meuler

- Mr. Meuler reported that a joint City Council/Plan Commission workshop is being planned for the end of August. He also reported that the Neighborhood and Business Services Division in the City is being reorganized and split into two divisions called Neighborhood, Housing and Human Services and Community and Economic Development.

****Motion by President Beyreuther to switch workshop items 3 and 4. Michael Baker seconded and motion passed. ****

Workshop(s):

1. Housing Plan Overview

- Presentation provided by Maren Murphy

- Questions asked and answered
 - Discussion ensued
2. **Street Standards Update**
 - Presentation provided by Inga Note
 - Questions asked and answered
 - Discussion ensued
 3. **North Foothills CC3 Overlay Zone Expansion**
 - Presentation provided by Tirrell Black
 - Questions asked and answered
 - Discussion ensued
 4. **Cannon Street Car Suburb Historic District - Design Standards and Guidelines**
 - Presentation provided by Logan Camporeale
 - Questions asked and answered
 - Discussion ensued

Question:

5. **Grand Boulevard Transportation and Land Use Study - Virtual Hearing Process Review**
 - Presentation provided by Melissa Wittstruck
 - Questions asked and answered
 - Discussion ensued

Hearing Continuation:

Public Comment:

Lars Gilbert, Spokane University District, voiced support for the South University District zoning changes.

6. **South University District Hearing Continuation**
 - Presentation provided by Chris Green
 - Questions asked and answered
 - Discussion ensued

Greg Francis moved to recommend approval of the South University District Subarea Plan to the city council as written and presented, to include the following:

Recognizing the South University District Subarea Plan as the subarea's desired future condition,

Amending the Comprehensive Plan Land Use Plan Map from General Commercial to Downtown land use as shown in Exhibit A,

Amending the Comprehensive Plan Zoning Map to change zoning from GC-150 to DTU as shown in Exhibit B,

Amending the Comprehensive Plan Downtown Plan map 5.1, titled "Streetscape Improvements" to design additional complete streets as shown in Exhibit C,

Amending the Surface Parking Limited Area map in SMC 17C.124-M1 to extend the surface parking limited area as shown in Exhibit D,

and Amending the Downtown Design Review Threshold Map in SMC 17G.040-M1 to include the newly designated DTU zoning within the area designated for design review as shown in Exhibit E

Seconded by Michael Baker

Greg Francis made a friendly amendment the original motion to include Optional DTU Extension #1 to extend DTU on Sherman from 2nd Ave to the medical district.

Motion seconded by Michael Baker. Motion passed (9,0,1)

Greg Francis added a friendly amendment to the original motion: I would like to amend the original motion to include the following changes to the Streetscape Improvements Map, to include the three changes on Page 13 of the Staff Report to Plan Commission, which include:

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 –

Seconded by Thomas Sanderson. Motion passed unanimously

Designate the portions of 2nd and 3rd 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

Seconded by Jo Anne Wright. Motion passed unanimously

Designate other block frontages leading to Sherman (1st 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.

Seconded by Diana Painter. Motion passed unanimously

Greg Francis made an amendment to the original motion to alter Exhibit D surface parking lot limited overlay to include the area of Extension 1 between 2nd Ave and I-90.

Seconded by Michael Baker. Motion passed unanimously

Meeting Adjourned at 5:35 PM

Next Plan Commission Meeting scheduled for Wednesday, August 12, 2020

BRIEFING PAPER
City of Spokane
Plan Commission Briefing
August 12, 2020

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.

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	Public Acquisition	Accessible	<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

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 the Cannon Streetcar Suburb Historic District:

The Cannon Streetcar Suburb Historic District ¹ 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 as well as widespread automobile ownership and ended with the conclusion of the post-WWII building boom.

Character Defining Features of the 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-

¹ 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.

facing residences. Both of these north-south streets were on streetcar routes that ran through the neighborhood during its period of greatest growth.

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



1. Bishop Court looking west up the former streetcar grade.

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 6th 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.²

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

² “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.

comparison, the hill only gains 115 feet of elevation between 6th Avenue and 13th Avenue along Monroe Street.³

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 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.⁴

An Eclectic yet Cohesive Mix

The 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



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

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

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

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.

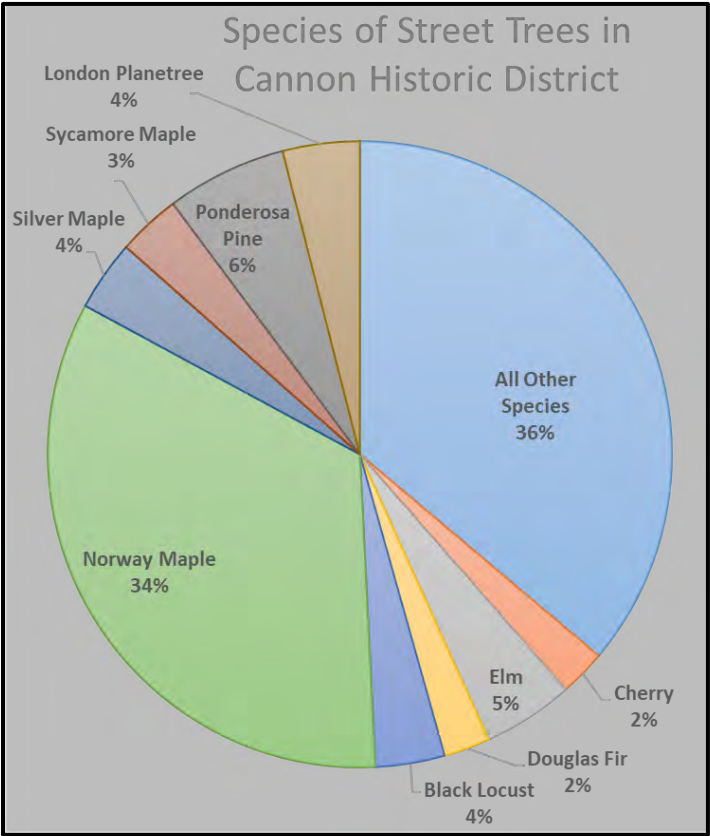
The district’s period of significance from 1883-1955 covers the popular revival styles, innovative Arts and Crafts designs, and the new architectural interpretations of the Mid-century Modern movement. There is no meaningful organization of the different styles into character areas, but rather a generous 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.”⁵

The 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.



⁵ McAlester, *A Field Guide* 2nd edition, page 66-68.

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.⁶

Description of Property Types in the Cannon Streetcar Suburb Historic District:

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 mansions that consume multiple lots. 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 of 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 the 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 the district's residential history. The inclusion of converted rental properties with reduced integrity as "contributing elements" to the district is an effort to recognize that modifications in order to ensure continued residential use (instead of demolition and replacement) is an important part of the story of the 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.

⁶ Street tree species and numbers were compiled using data from tree surveys conducted by the City of Spokane Urban Forestry. 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.

Multi-family Residences



3. Double house converted to apartments at 606 South Cedar Street.

The buildings originally constructed as multi-family residences in the 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 the 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.⁷

Duplexes fell out of favor in the 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 forms with flat roofs 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 near the end of the first decade of the 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

REAL ESTATE BARGAINS.

Fine double house, nearly new, eight rooms on each side, furnaces, gas, electric lights, modern plumbing, sleeping porch; rents for \$110 per month; lot 50x135, with all improvements in. Located on Cannon Hill. Will consider part trade for timothy ranch.

\$13,000

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

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

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.

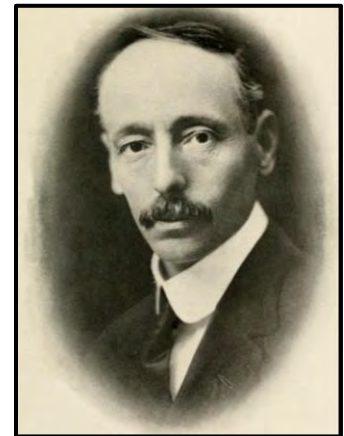
Other Property Types

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 the Cannon Streetcar Suburb Historic District:

The names of the architects whose work is represented in the 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 9th 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.⁸ 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 10th 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



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

⁸ 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>.

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.⁹



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

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 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 Spokanites (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.¹⁰

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

⁹ 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 Plannary Company, nd).

¹⁰ "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.

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.¹¹

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 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.¹²



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

The 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.

¹¹ 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.

¹² 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.

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.

American Foursquare: The American Foursquare form was popular for single-family residences in the 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 the 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 the 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 the 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 the 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 the 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 the 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 the 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 the 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 the 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 the 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 the 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 the 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 the 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 the 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 the 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 the 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 the Cannon Streetcar Suburb Historic District:

The 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 8th, 10th, and 11th 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. These additional properties that are now eligible for listing are integral to telling a more complete story of residential use over time in the district.

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 12th 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

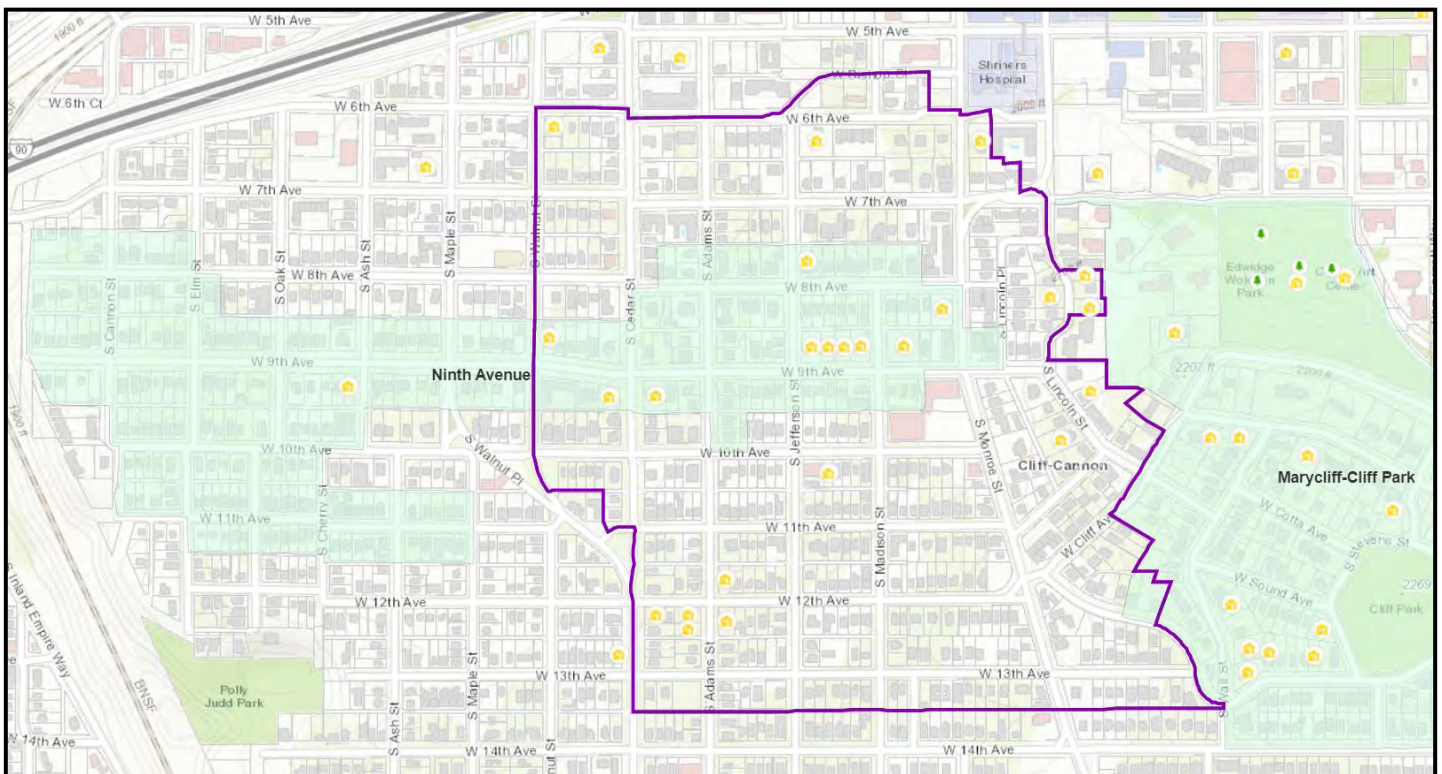
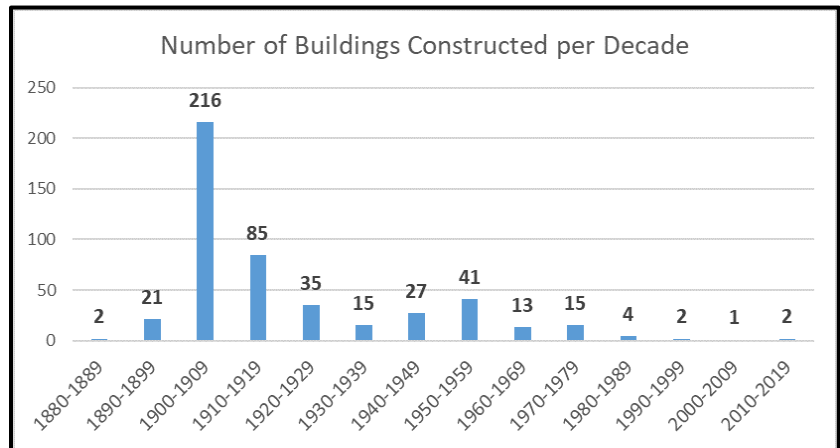
The Comstock-Shadle Spokane Register Historic District forms a well-preserved contiguous façade presented in four houses built between 1905 and 1911 along 9th Avenue. All four homes belonged to members of the Comstock-Shadle family. A reflection of 18th and 19th-century "black & white"

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.

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

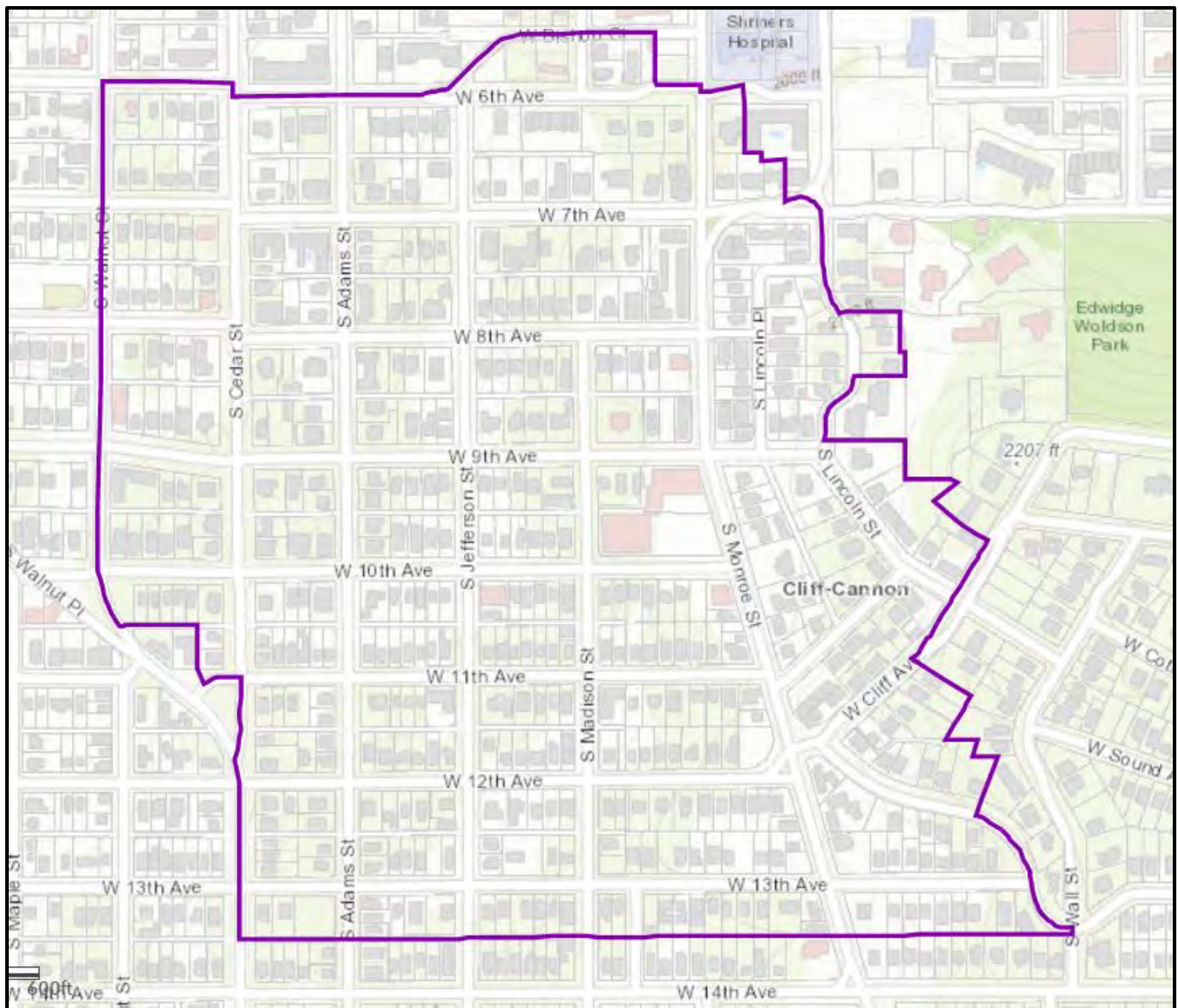
The Cannon Streetcar Suburb Historic District's period of significance begins in 1883 and ends in 1955. The year 1883 represents the year in which Cannon's Addition was first platted and therefore the beginning of residential development in the district. 1955 is the end of the period of significance for three primary reasons. First, 1955 is the last year that more than four buildings were constructed in the district in the same 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 6th Avenue, and 12th 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 6th 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 Holly Borth & Betsy Bradley.)*

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 the 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 the 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:

Integrity of Resources in the Cannon Streetcar Suburb Historic District (478)			
Excellent	Good	Fair	Poor

Integrity of Resources Built in or before 1955 (432)			
Excellent	Good	Fair	Poor

Contributing Resources of the Cannon Streetcar Suburb Historic District		
Contributing	Non-Contributing	Out of Period
		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

The 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.¹³

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.

¹³ 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.¹⁴

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.¹⁵

The Cannon Streetcar Suburb Historic District and Anthony Cannon

The 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

¹⁴ 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.

¹⁵ 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.¹⁶

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.¹⁷

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.¹⁸



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.¹⁹

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.

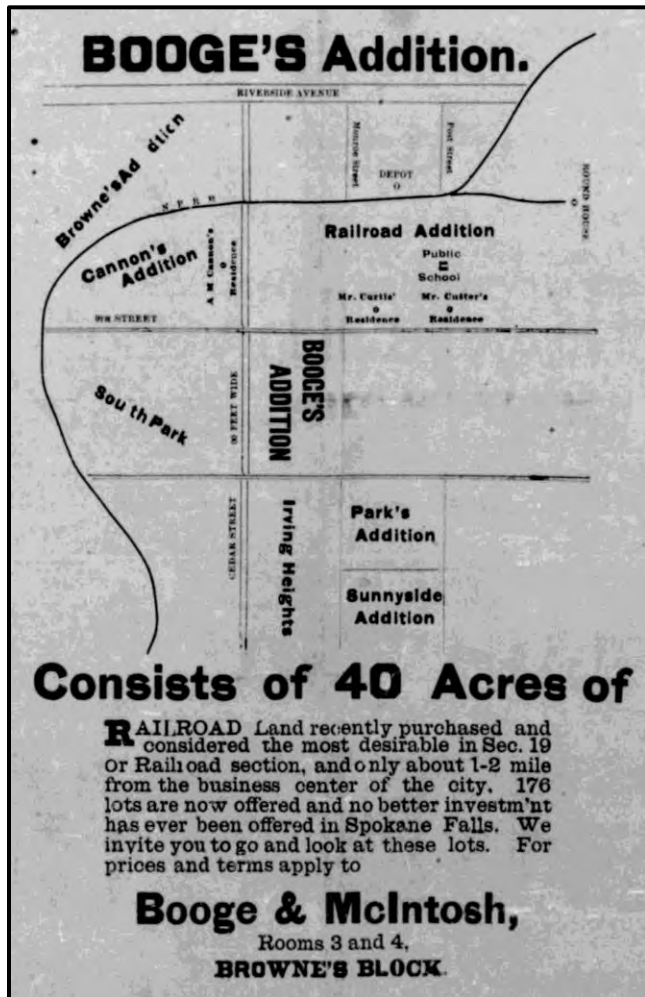
Cannon attempted to restart his life and even discussed reopening his bank, but court judgments surrounding the failed bank began stacking up and Cannon could not afford to pay the bills. By the end of 1894, Cannon fled Spokane for New York, and ultimately Latin America, searching for new investment

¹⁶ 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.

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

¹⁸ GLO Maps and Land Patent Records, WISAARD database.

¹⁹ 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 the Cannon Streetcar Suburb Historic District. Notice that no streetcar lines had been constructed yet. *Spokane Falls Review*, March 17, 1888.

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.²⁰

The Spokane Cable Railway and Early Development of the 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.

²⁰ “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.²¹



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 1899.²²

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 9th 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 11th Avenue and Cedar Street before major residential development began in the Cannon Streetcar Suburb Historic District, undated. Northwest Museum of Arts and

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

²² Sanborn Fire Insurance Maps, Spokane, Washington, 1891.

The Cannon Hill Car Line Building Boom 1899-1930

By the end of the 1890s, the 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, the 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, the 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.

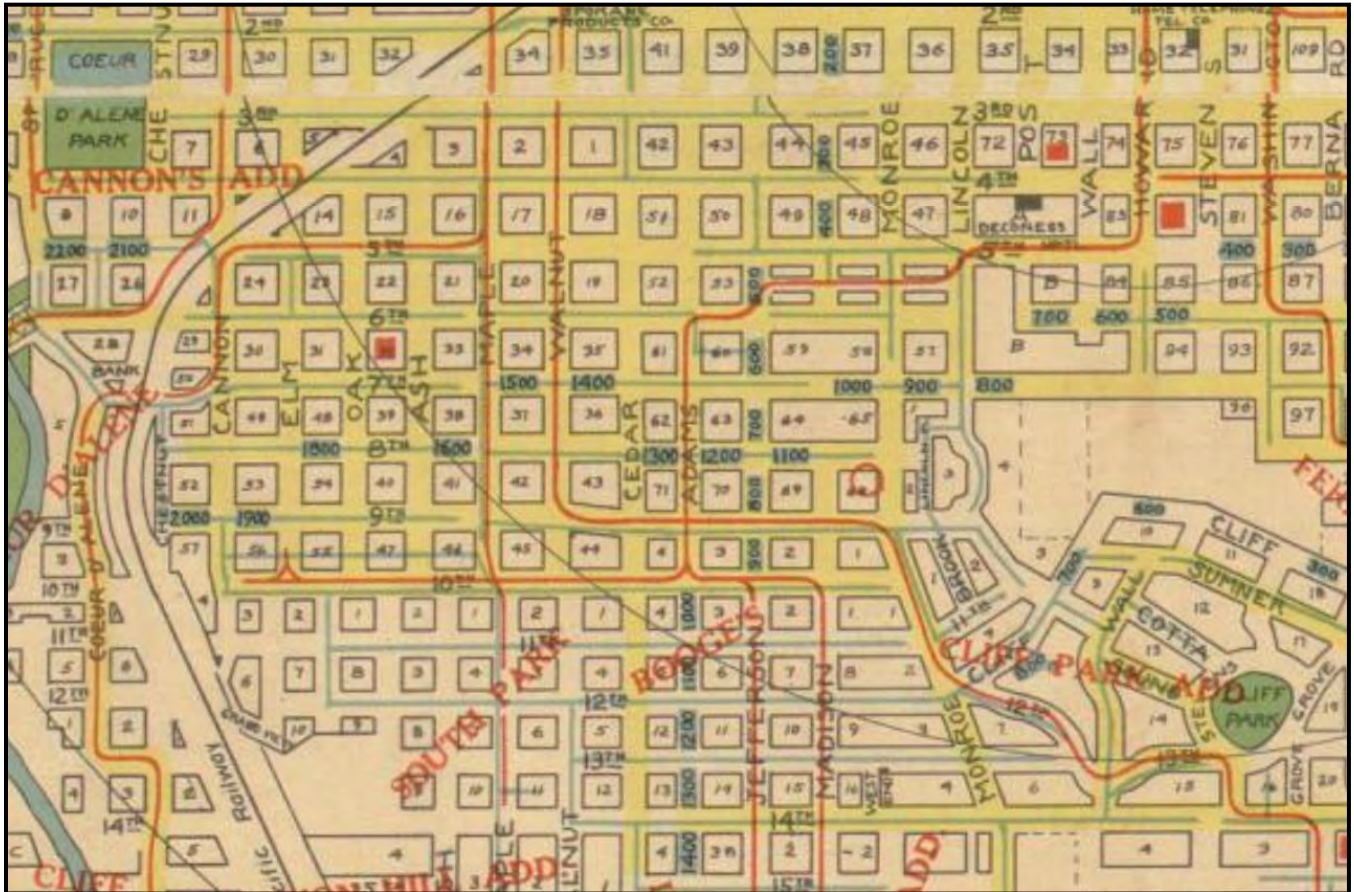
The first tapestry of streetcar lines in the city were owned by a variety of companies operating routes that primarily stretched from west to east from Browne's Addition through downtown and northward toward residential districts like Corbin Park. The Panic of 1893 had slowed streetcar development and companies were nervous to build a line into the 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."²³



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 Streetcar Line is the sweeping bend that connects Bishop Court with Sixth Avenue. Before the streetcar line,

²³ "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 12th and 13th Avenues to the southeast. Designed by H.H. Weile and printed by the Spokane Lithographing Company.

Bishop 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 Streetcar Line was so crowded that folks were writing the *Spokesman-Review* to complain. In 1905, the Cannon Hill Streetcar Line increased service to every 15 minutes from 30 minutes. In 1906, the Cannon Hill Streetcar Line was extended up Monroe and then east to Cliff Park at 12th Avenue.²⁴

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

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

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. 9th 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 the 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.²⁵



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

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.²⁶

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

²⁵ "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.

²⁶ "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.)²⁷

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 20th 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.



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

Maybe
YOU Can
Spare a Room!

CONVERT CONSERVE
FHA
HOMES FOR VICTORY PLAN

Many patriotic Spokane homeowners are discovering they can rent—not just one room—but a whole apartment in their homes. Wise remodeling enables you to share your home without disturbing privacy.

**Phone the War Housing Center
605 City Hall Spokane Main 4341**

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.²⁸ 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.²⁹

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



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

²⁹ "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.³⁰

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.³¹ 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.³² 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.³³ 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.³⁴

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 25th 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 9th 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.³⁵

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.³⁶ 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.³⁷ 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.³⁸

³⁰ "Beil Appeals for more Homes," SR 25 April 1943, p. 38.

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

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

³³ "Housing Center Aids Thousands," SR 3 November 1943, p. 14.

³⁴ "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.

³⁵ "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.

³⁶ "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>.

³⁷ "Housing for War and the Job Ahead."

³⁸ "Housing Center Closes Offices," SR 19 June 1945, p. 23.

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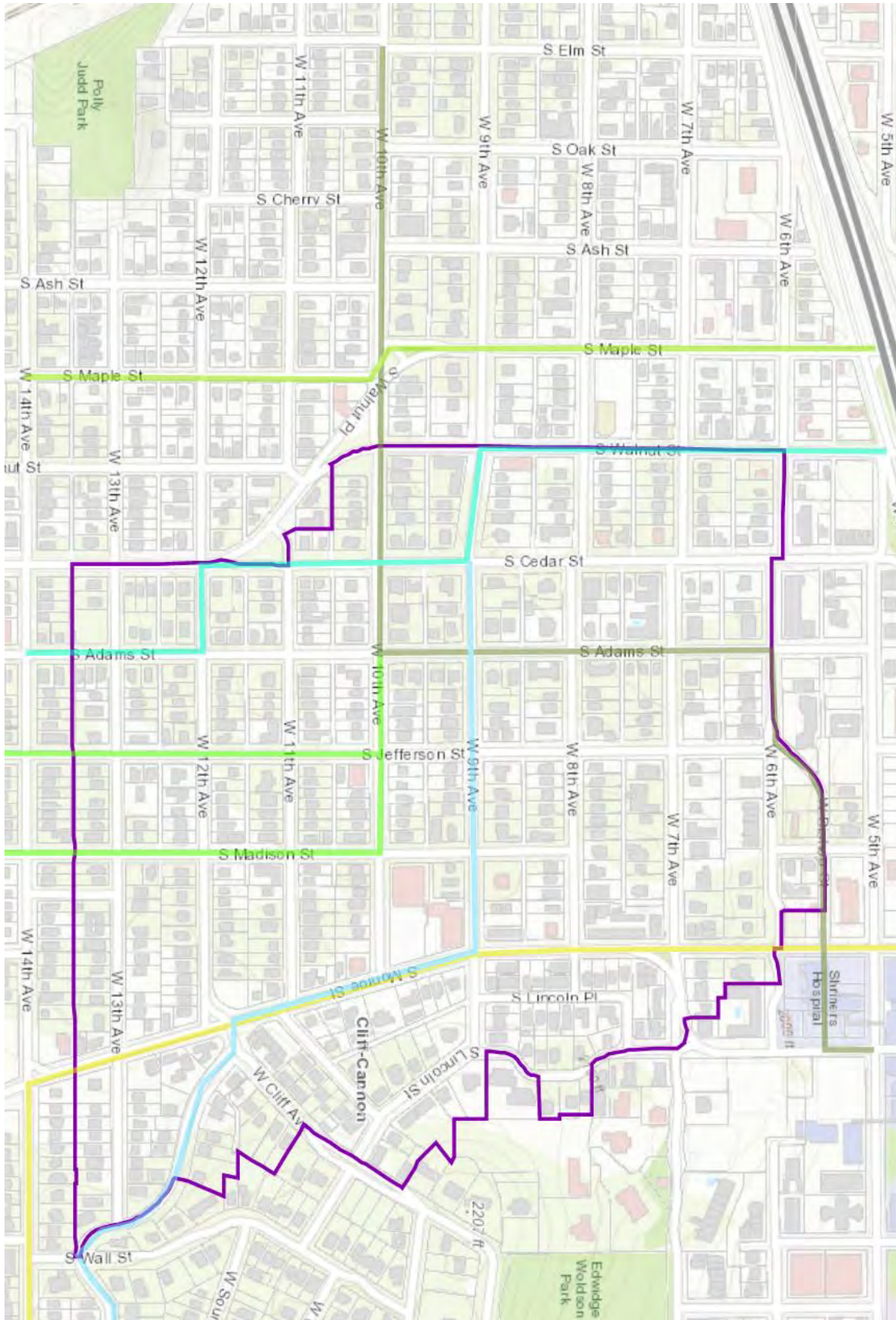
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“Housing for War and the Job Ahead.”

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



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,

- 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.

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:

City Clerk

Assistant City Attorney

Mayor

Date

Effective Date

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
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.

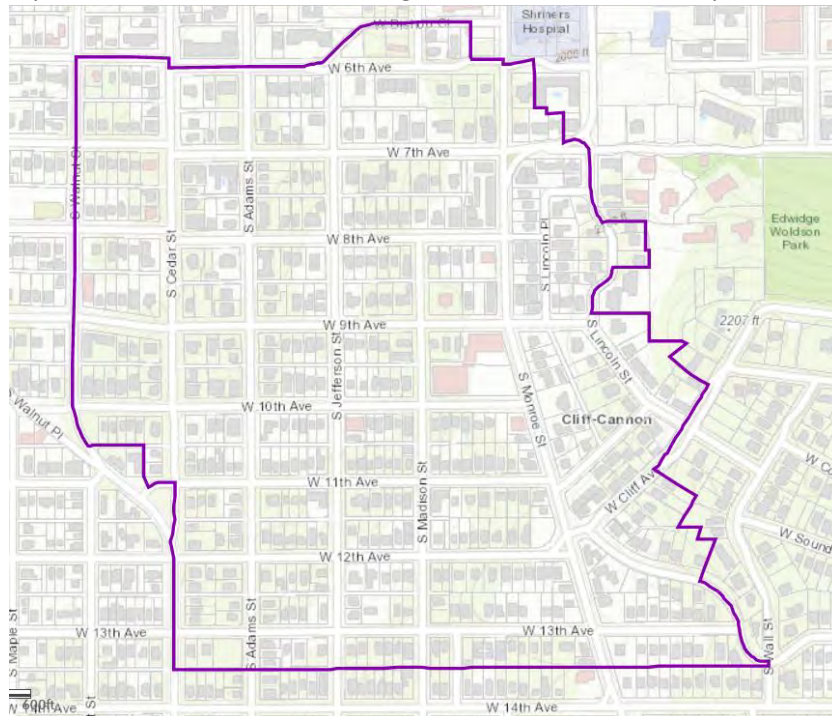
- 11.** Give brief, complete description of your proposal, including the proposed uses and the size of the project and site.

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 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 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: _____

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☐ 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](#)



STAFF REPORT

DEPARTMENT OF NEIGHBORHOOD AND PLANNING SERVICES

To:	Spokane Plan Commission
Subject:	CC-3 Zoning Overlay Extension
Staff Contact:	Tirrell Black, AICP, Principal Planner (509) 625-6185 tblack@spokanecity.org
Report Date:	August 5, 2020
Plan Commission Hearing Date:	August 12, 2020
Staff Recommendation:	Approve

I. SUMMARY

The area that is proposed for a CC3 (Centers & Corridors, Type 3) Overlay Zone involves an area of 10.85 acres, comprising 11 and one partial parcel in the North Foothills Employment Center in northeast Spokane; other CC3 Overlay Zoning exists to the west of the existing CC1-EC zoning (Centers and Corridors, Type 1, Employment Center). This area is a designated employment growth center on the Land Use Plan Map and is designated as “CC Core”. CC Core area on the Land Use Plan Map area has a zoning map designation of CC1-EC (Centers and Corridors, Type 1, Employment Center).

This proposal to add a CC3 overlay zone is being applied to properties currently zoned LI (Light Industrial) and is intended to allow development within zoned areas to take advantage of the opportunities allowed in the Type 1 and 2 centers and corridors, including residential and other permitted uses, along with increased design and landscaping standards (SMC 17C.122.020).

CC3-Overlay Zone allows an applicant to “opt-in” to the CC1 zoning but maintain the underlying zoning. This overlay zone is only applied in areas immediately adjacent to areas designated as “centers and corridors” on the Land Use Plan Map (LU1). No specific development proposal is being approved at this time.

II. BACKGROUND

The proposed expansion of the CC-3 Overlay zone in the North Foothills Employment Center as designated on the Land Use Plan Map (LU1) is in an area that has been zoned Light Industrial prior to June 2006. The City received requests from two agencies—Catholic Charities Eastern Washington and

Spokane Public Schools—to extend the overlay zone in early 2020. Both of these agencies have sites that are in a “split zoned” configuration containing both CC1-EC zoning and LI (Light Industrial) zoning.

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. Some overlays may also 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 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.

The City Council directed staff to conduct an abbreviated subarea planning process to examine the extension of the CC-3 Overlay Zone, passing resolution RES 2020-0029 on May 11, 2020. A public participation plan was adopted with the resolution that outlined a process anticipated to span four to five months, including public notification, a SEPA determination, Spokane Plan Commission Hearing, and final approval from City Council.

LOCATION

1. 1001 E. North Foothills Dr.; 35081.2001
2. 2820 N. Nevada St.; 35081.2002
3. 2824 N. Nevada St.; 35081.2003
4. 2828 N. Nevada St.; 35081.2004
5. 2717 N. Perry St.; 35092.2604
6. Unassigned address; 35092.5707
7. 2731 N. Perry St.; 35092.2507
8. 2803 N. Perry St.; 35092.2506
9. 2807 N. Perry St.; 35092.2505
10. 2827 N. Perry St.; 35092.2508
11. 2833 N. Perry St.; 35092.2501

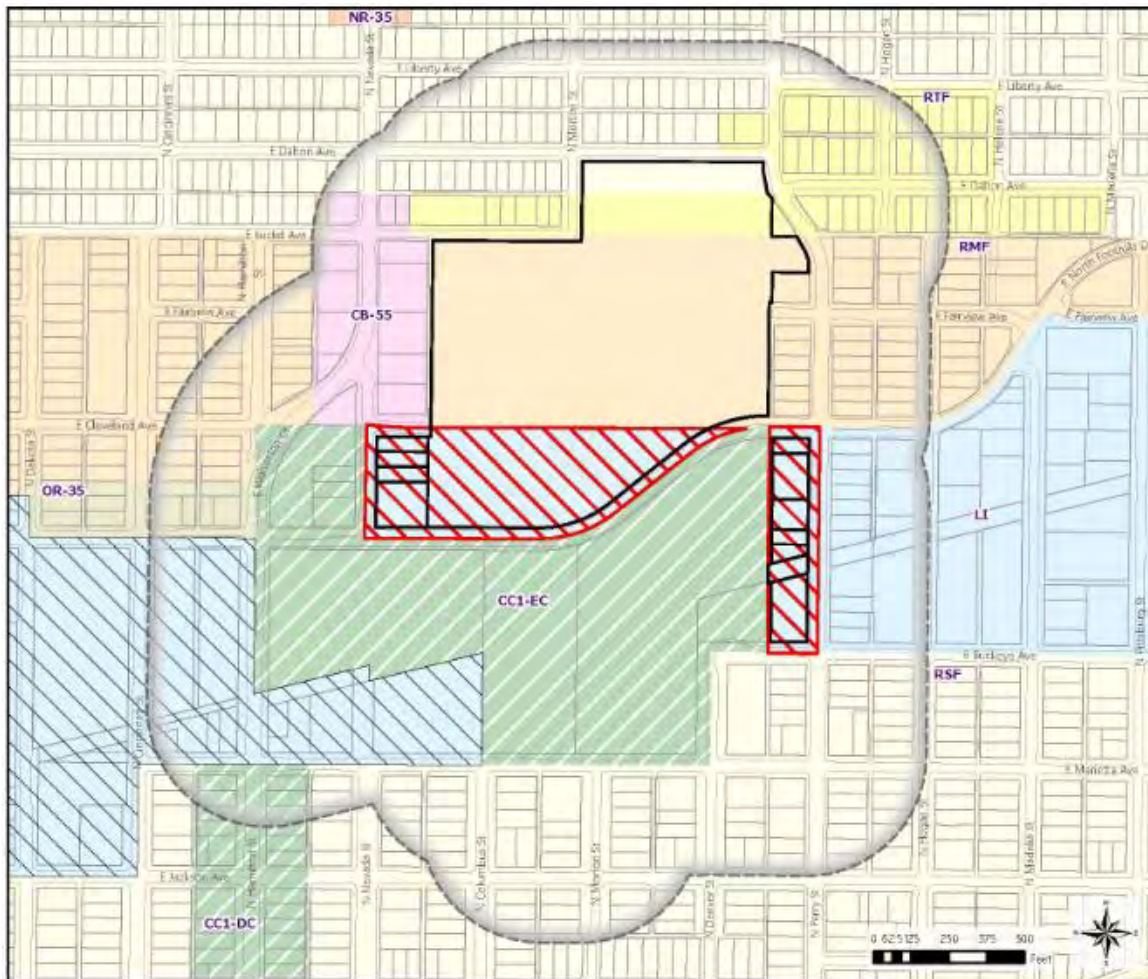


Figure 1– Existing zoning, with proposal area boundaries shown in red

SITE DESCRIPTION

The proposal area is generally located near the intersection of East North Foothills Drive and North Hamilton Street in northeast Spokane. The area is bound by East Dalton Avenue to the north, North Perry Street to the east, East Buckeye Avenue to the south, and North Nevada Street/North Hamilton Street to the west. Within these bounds, there are two sections of overlay proposed (see Figure 1), encompassing 11 parcels and one partial parcel covering 10.85 acres.

To the southwest of the area currently zoned CC1-EC there is a substantial area of CC3-Overlay already in place over Light Industrial (LI) zoning.

This area is part of a plat known as “Wolverton & Conlan’s Addition”. Historic street vacations in this area, particularly Morton Street and Denver Street at North Foothills Drive just west of North Perry Street, have resulted in several large lots both north and south of North Foothills Drive. Given past street vacations and changes, the street network in this area deviates somewhat from the originally-platted grid pattern. East North Foothills Drive, an urban minor arterial, follows a curvilinear pattern from North Hamilton Street to North Pittsburg Street; North Hamilton Street, a principal arterial, curves

one block to the east just north of North Foothills Drive, to merge with North Nevada Street. North Perry Street is an Urban Major Collector, and also follows a curvilinear pattern just north of North Foothills Drive.

The proposal area is broken into two sections: the section north of North Foothills Drive and east of North Nevada Street includes Spokane Fire Department Station 2, as well as the southernmost section of Gonzaga Prep existing playfields. Gonzaga Prep has expressed no plans for change in use at this time. The area is included because it is similarly situated. Beyond the Fire Station and Gonzaga Prep properties, residential areas are located to the east, north, and west of this section. The southern section of the proposal area, south of North Foothills Drive, is located along the western side of North Perry Street and abuts lots historically used for industrial purposes, including City uses, before being recently purchased by Spokane Public Schools with the intent to build a new middle school. There are residential areas to the south and east of this section of the proposal area.

The City Water Department is located at the southeast corner of the Hamilton/North Foothills intersection. The Nevada Street and Grace Avenue Well Stations are located near the project boundary, just south of North Foothills Drive and east of North Hamilton Street.

III. PROCESS

KEY DATES:

- City Council directed staff to conduct an abbreviated subarea planning process by resolution (RES 2020.0029) on May 11, 2020;
- A Request for Comments was circulated to Agencies and Interested City Departments as well as affected neighborhood councils on June 7, 2020
- A SEPA DNS (Determination of Non Significance) was issued on July 13, 2020;
- Notice of Application, Notice of Public Hearing and Notice of SEPA Determination was emailed on July 13, 2020; and additionally was mailed to owners, taxpayers, and residents within 400-feet of the proposal on July 13, 2020;
- Workshop Date was held with the Plan Commission on July 22, 2020;
- A virtual open house was held on July 29, 2020;
- A Public Hearing is scheduled with the Plan Commission for August 12, 2020.

PUBLIC NOTIFICATION AND SEPA REVIEW

Notice of this proposal was sent to City departments and outside agencies for their review. Agency/city department comments were received regarding this application and are included as Exhibit E:

- Treasury Accounting; June 11, 2020
- Integrated Capital Management; June 23, 2020

- Neighborhood & Planning Services; July 8, 2020

A combined Notice of Application, SEPA Determination and Notice of Public Hearing for this proposal was sent to property owners, taxpayers, and residents within 400-feet of this proposal on July 13, 2020. Signs were posted on the property.

COMMENTS RECEIVED

Public Comment received will be included in Exhibit F. At time of staff report, no public comment has been received.

IV. REVIEW

COMPREHENSIVE PLAN POLICY REVIEW

The City's Comprehensive Plan in Chapter 3, Land Use, provides a policy framework to guide actions around the City's Land Use planning. Specifically, *Goal LU3 Efficient Land Use* contains policies related to Centers & Corridors, the City's focused growth strategy. As has been mentioned, the North Foothills Employment Center is an area designated as an employment center and has been planned as such. *Policy LU 3.2 Centers and Corridors* states that a mix of uses and activities should be focused in the center (full text attached). Little recent investment has occurred in this center since its inception in the 2001 Comprehensive Plan adoption. This overlay adds site development flexibility to two potential projects in the area and may be catalytic in encouraging this area to see more investment. Moreover, extending the overlay to this area may help stimulate implementation of the Centers and Corridor vision, developing the area with a mix of uses and activities, focusing growth, and increasing commercial and residential densities.

Policy LU 3.4 Planning for Centers and Corridors states:

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.

(Full text with discussion is attached)

Following Policy LU 3.4 guidance, the City council's RES 2020-0029, which directed this planning effort, specified a narrow scope and nimble "abbreviated" planning process. A zoning overlay was the single consideration; no change to land use plan map designations or base zoning was considered. Within this narrow scope, the abbreviated planning process still provided agency notification, notification of neighborhood councils, notification of taxpayers, property owners, and residents within 400-feet, and signs posted on the property. A virtual open house was also held by staff for any members of the public and, in particular, for those in the notification area.

Policy LU 3.4 suggests in its discussion some factors to consider regarding utilities and available infrastructure. Some agency comment was received on this and is included in the packet for review. No comments indicated any deficit of public facilities needed to accommodate future growth. This area is well served with transit.

REVIEW CRITERIA

The Spokane Municipal Code (SMC) Section 17A.040.040 authorizes City Council to amend the Zoning Map. SMC 17.G.025.010 establishes the approval criteria for amendments to the Unified Development Code of which the zoning map is a part. In order to approve such a request, the decision-making authority shall make findings of fact based on evidence provided by the applicant that demonstrates satisfaction of all of the applicable criteria.

The applicable criteria are as follows:

1. The proposed amendment is consistent with the applicable provisions of the comprehensive plan.

Staff Analysis: Staff has reviewed the proposed zoning overlay amendment and does not find it to be in conflict with any applicable provisions of the comprehensive plan. *Policy LU 3.4 Planning for Centers and Corridors* in the City's Comprehensive Plan, Land Use Chapter 3, describes a full planning process. Although this proposal does not involve Land Use Plan Map changes, this abbreviated subarea planning process provided opportunity for agency review, public notification, and public input on the process. This overlay, on directly adjacent parcels to the CC Core, supports the Employment Center vision.

2. The proposed amendment bears a substantial relation to public health, safety, welfare, and protection of the environment.

Staff Analysis: Staff has reviewed and processed (including providing notice and appropriate opportunities for public participation) the proposed amendment in accordance with 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 inadequacy of public facilities this proposal would create, and no comments were received to this effect from any applicable agencies receiving notice of the proposal. The proposal meets this criterion.

Staff recommend approval of this proposal.

V. EXHIBITS

- A. City Council RES 2020-0029
- B. Map of Proposed CC3 Overlay Zone
- C. Policy LU 3.2 Centers and Corridors & Policy LU 3.4 Planning for Centers and Corridors
- D. SEPA Determination of Non-Significance & Checklist
- E. Agency Comment
- F. Public Comment (to date, August 5, 2020)

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

05/11/2020

Date Rec'd

4/29/2020

Clerk's File #

RES 2020-0029

Renews #**Cross Ref #****Project #****Bid #****Requisition #****Submitting Dept**

PLANNING

Contact Name/Phone

TIRRELL BLACK 6185

Contact E-Mail

TBLACK@SPOKANECITY.ORG

Agenda Item Type

Resolutions

Agenda Item Name

0650- RESOLUTION CC3 OVERLAY

Agenda Wording

A RESOLUTION directing City of Planning Services Department to conduct an abbreviated subarea planning process in an area adjacent to the North Foothills Center, as shown on the land use plan map, for the purposes of undertaking the

Summary (Background)

Council may authorize a process to consider amendments to the zoning map per SMC 17A.040.040; additionally, SMC 17G.020 allows council to initiate subarea planning actions with the adoption of a public participation plan.

Fiscal Impact

Grant related? NO

Public Works? NO

Budget Account

Neutral

\$

#

Select

\$

#

Select

\$

#

Select

\$

#

Approvals**Dept Head**

MEULER, LOUIS

Division Director

CORTRIGHT, CARLY

Finance

ORLOB, KIMBERLY

Legal

PICCOLO, MIKE

For the Mayor

ORMSBY, MICHAEL

Council Notifications**Study Session\Other**

April 16, 2020

Council Sponsor

CM Burke/CM Cathcart

Distribution List

tblack@spokanecity.org

lmeuler@spokanecity.org

jrichman@spokanecity.org

jchurchill@spokanecity.org

Additional Approvals**Purchasing**

ADOPTED BY

SPOKANE CITY COUNCIL:

May 11, 2020
Lemi Hagg

CITY CLERK

RESOLUTION NO. 2020-0029

A RESOLUTION directing City of Spokane Neighborhood and Planning Services Department staff to conduct an abbreviated subarea planning process in an area adjacent to the North Foothills Employment Center, as designated on the land use plan map, for the purposes of undertaking the addition of CC-3 (Centers and Corridors Type 3) Zoning Overlay.

WHEREAS, Spokane's City Council may authorize a process to consider amendments to the zoning map per SMC 17A.040.040;

WHEREAS, Spokane's Municipal Code lays out a process for subarea planning which closely meets a zoning overlay adoption in SMC 17G.020 and allows council to initiate such subarea planning actions with the adoption of a public participation plan per SMC 17G.020.025(B)(3); and

WHEREAS, City of Spokane Planning Staff have been approached by two agencies who own property in the North Foothills area and have aggregated property in this area and have engaged in recent real estate transactions with the city to support their activities; and

WHEREAS, one such agency is Catholic Charities of Eastern Washington who with city and state support is endeavoring to build Gonzaga Haven, a publicly financed affordable housing community to serve families; and

WHEREAS, the other such agency is Spokane Public Schools District 81, in response to the McCleary Ruling, has been directed to expand its physical capacity for the education of children and has identified the need to provide more locations for middle school instruction and has identified a site in the North Foothills area for a Northside Middle School; and

WHEREAS, both of these proposals are adjacent to an area zoned CC1-EC (Centers and Corridors, Type1, Employment Center) and desire the expansion of the CC3 Overlay onto areas zoned LI (Light Industrial) which allows for more flexible development options and does not amend the existing Land Use Plan Map in the City's Comprehensive Plan or the Zoning Map; and

WHEREAS, CC3 Overlay is described in SMC 17C.122.020, Types of Centers/Corridors; CC3-Overlay Zone is applied as an additional zoning overlay and does not necessitate changing the base zoning or the Comprehensive Plan Land Use Plan Map designation for the area; and

WHEREAS, the City's Comprehensive Plan, Chapter 3, Land Use, *Goal 3.4, Planning for Centers and Corridors* describes a subarea planning process as the process designated to amend zoning surrounding an area designated on the Land Use Plan Map as a center; and

WHEREAS, On March 24, 2020, Governor Jay Inslee issued Emergency Proclamation 20-25 ("Stay Home – Stay Healthy") and Emergency Proclamation 20-28 (prohibiting in-person meetings at physical locations through at least April 23, 2020, and prohibiting public agencies from taking action on matters unless such matters are necessary and routine or are matters necessary to respond to the COVID-19 outbreak) requiring all people in Washington State to immediately cease leaving their home or place of residence except to conduct or participate in essential activities and/or for employment in essential business services; and

WHEREAS, pursuant to a March 25, 2020 Memorandum, Governor Jay Inslee issued guidance to the effect that certain construction activities qualified as essential including construction to further a public purpose related to a public entity or governmental function or facility, including but not limited to publicly financed low-income housing; and

WHEREAS, the Washington State Legislature has recognized that a housing shortage is currently in existence and has provided funding and direction for cities to undertake activities to increase residential capacity in E2SHB 1923 (2019) and SB 2343 (2020); and

WHEREAS, in light of the yet unknown but predicted strains on the economy by the COVID-19 response, the provision for housing services and the provision of education services will continue to be utmost importance to the community; and

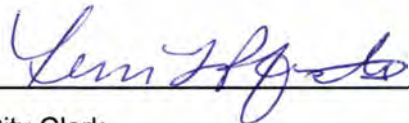
WHEREAS, a Map of the subject area, the proposed CC3-Overlay Expansion, and notification area is attached as Exhibit A; and

WHEREAS, a Public Participation Plan is attached as Exhibit B; and

WHEREAS, as prescribe in SMC 04.12.010, this Resolution does not represent a recommendation of the City Council or Plan Commission regarding a legislative action to adopt changes to the Spokane Municipal Code or the text or maps of the Comprehensive Plan;

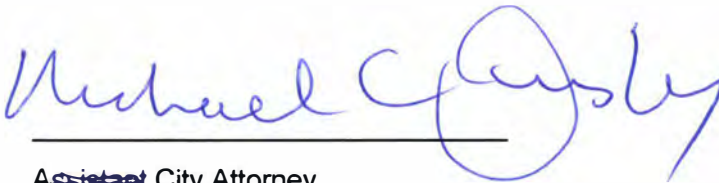
NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL that staff are directed to engage in limited subarea planning around the North Foothills center.

ADOPTED by the City Council this 11th day of May, 2020.



City Clerk





Approved as to form:



~~Assistant~~ City Attorney

Drawing Scale: 1:5,000

LEGEND

-  Proposed CC3 Overlay
 Affected Parcels
 400-Foot Notification Area
 Other Parcels

CURRENT ZONING

-  Center and Corridor Type 1
-  Community Business
-  Light Industrial
-  Neighborhood Retail
-  Office Retail
-  Residential Multifamily
-  Residential Single-Family
-  Residential Two-Family
-  CC3 Overlay

PROJECT LOCATION



Drawn by Kevin Freibott
Department of Neighborhood and Planning Services

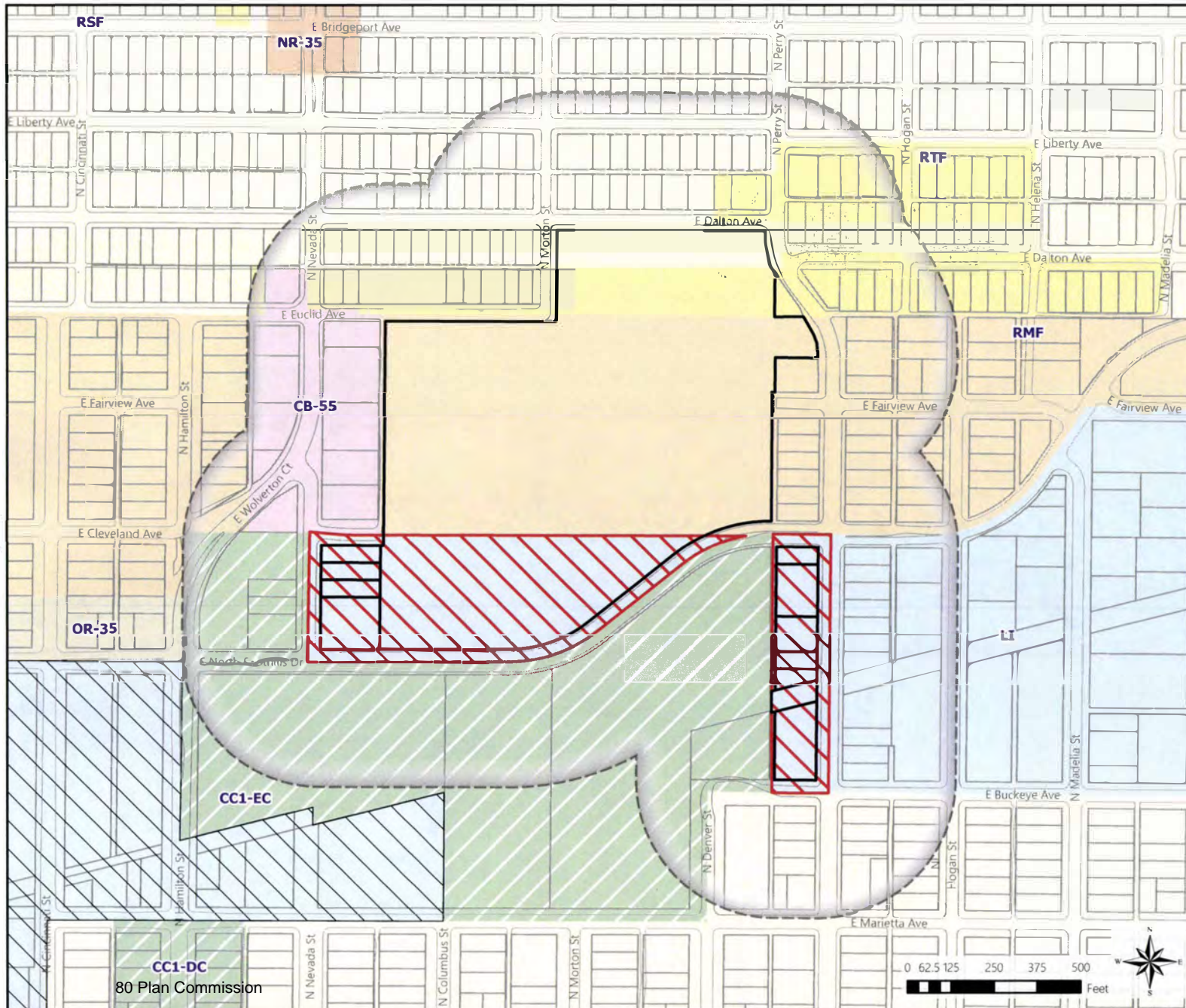


Exhibit B

City of Spokane

Public Participation Plan

Abbreviated Subarea Planning in the North Foothills Area (2020)

Introduction

Through Resolution the City Council has directed Planning Staff to undertake an expedited subarea planning process in the vicinity of the North Foothills Employment Center as designated on the Land Use Plan Map for the purposes of exploring expanding CC-3 Zoning Overlay to permit more development flexibility in this area.

This Public Participation Plan describes the steps that the City will take to provide opportunities for public engagement and public comment. This plan recognizes that current guidelines for social distancing and conducting business during Covid-19 response will continue to evolve. This plan is a working document and will be adjusted as needed to provide for the greatest and broadest public participation.

1.0 Public Participation Goals

The overall goal of the City of Spokane's Public Participation Plan is to make the planning process accessible, inclusive, and engaging to stakeholders and all members of the public. Spokane Municipal Code Section 17G.020.080 Public Participation Program provides these goals for public participation:

- broad dissemination of proposals and alternatives;
- opportunity for written comments;
- public meetings after effective notice;
- provision for open discussion;
- communication programs;
- information services; and
- consideration of and response to public comments

2.0 Public Participation Opportunities

The City of Spokane is committed to providing multiple opportunities for public participation throughout the process. The City of Spokane will use a variety of communication tools to inform the public and encourage their participation.

2.1 Website

The City of Spokane will create a project webpage for the abbreviated North Foothills Subarea Plan where interested parties can access status updates, draft documents, official notices, minutes and other project information. The webpage will be the primary repository of all information related to the Periodic Review process. The page will include who to contact for more information and an email link for questions and comments.

2.2 Mailed Notice

A mailed notice to property owners, taxpayers, and residents within 400-feet of the proposal will be notified by US Postal Service mailing. This will provide information about the proposal, a map, the SEPA status, a contact person at the city, a project website address for obtaining more information.

2.3 Email Communication

An email list of interested parties will be created, advertised and maintained by the City of Spokane. The list will be used to notify interested parties regarding Periodic Review progress and participation opportunities. Interested parties will be added to the list by contacting the Planning Department.

2.4 Open House (in person and/or online format)

The City will hold an Open House either in person or virtually to allow interested persons the opportunity to discuss the proposal.

2.5 Plan Commission and City Council

The Plan Commission will be the primary forum for review and recommendations to the City Council. Interested parties are encouraged to attend and provide comments during the Plan Commission deliberations and public hearings. Official notices will be published as established in the City of Spokane policy. The public will also have an opportunity attend a public hearing with the City Council prior to the City considering adoption of this proposal.

2.6 Comment

Interested parties will be encouraged to provide comments to the City of Spokane by letter or email. All comments will be provided to the Plan Commission and City Council following the public hearing process.

3.0 Public Participation Timeline

The following is a general timeline including anticipated public participation opportunities. A detailed timeline will be posted and kept updated on the project webpage.

Figure 1. City of Spokane Public Outreach Timeline for CC3 Overlay – timeline may be adjusted for Stay Home, Stay Health Proclamation



5.0 Public Comment Periods and Hearings

The Plan Commission will conduct a public comment period and at least one public hearing to solicit input on the Periodic Review. Mailed notice will provide the date and time of the Plan Commission Public Hearing. Public notice of all hearings will state who is holding the comment period and/or hearing, the date and time, and the location of any public hearing. Notices will be published per official policy and comply with all other legal requirements such as the Americans with Disabilities Act. The City Council will hold one public hearing for the purpose of considering this item.

Contacts

The contact for the City of Spokane CC3 Overlay is: Tirrell Black, AICP, Principal Planner,
City of Spokane, 808 W. Spokane Falls Blvd., Spokane, WA 99201 tblack@spokanecity.org (509) 625-6500

(end)

Expenditure Control Form

Ex A- CLK - RES - Resolutions - 5-11-2020



1. All requests being made must be accompanied by this form.
2. Route **ALL** requests to the Finance Department for signature.
3. If request is greater than \$100,000 it requires signatures by Finance and the City Administrator. Finance Dept. will route to City Administrator.

Today's Date:

Type of expenditure: Goods ☐ Services ☐

Department:

Approving Supervisor:

Amount of Proposed Expenditure:

Funding Source:

Please verify correct funding sources. Please indicate breakdown if more than one funding source.

Why is this expenditure necessary now?

What are the impacts if expenses are deferred?

What alternative resources have been considered?

Description of the goods or service and any additional information?

Person Submitting Form/Contact:

FINANCE SIGNATURE:

CITY ADMINISTRATOR SIGNATURE:



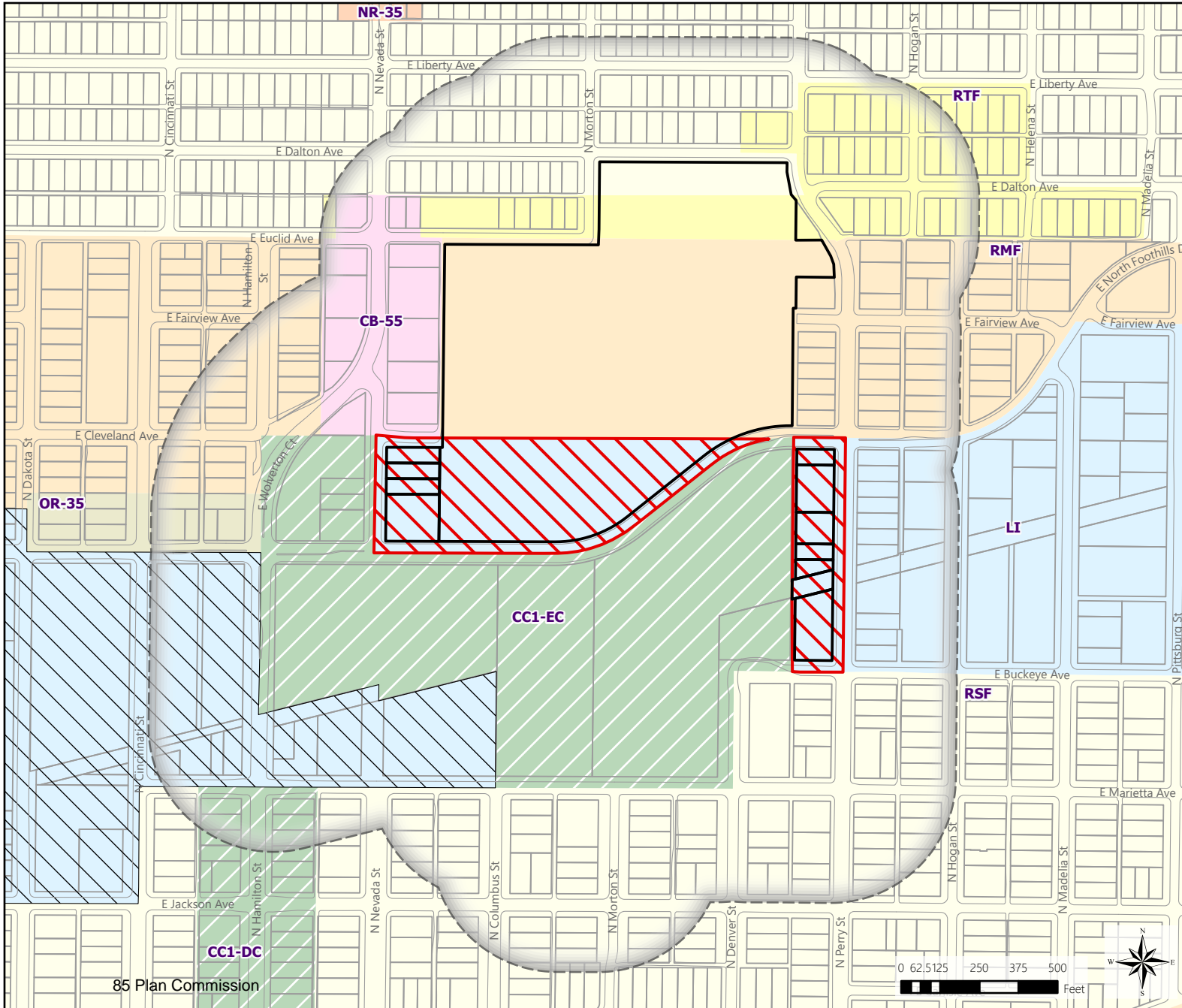
Proposed Overlay Area

Abbreviated Subarea Planning--CC3 Overlay--North Foothills Employment Center

Drawing Date: 5/27/2020

Drawing Scale: 1:5,531

THIS IS NOT A LEGAL DOCUMENT: The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.. For questions on the information provided herein, contact the City of Spokane, Department of Neighborhood and Planning.



LEGEND

Proposed CC3 Overlay

Affected Parcels

400-Foot Notification

Other Parcels

CURRENT ZONING

Center and Corridor Type 1

Community Business

Light Industrial

Neighborhood Retail

Office Retail

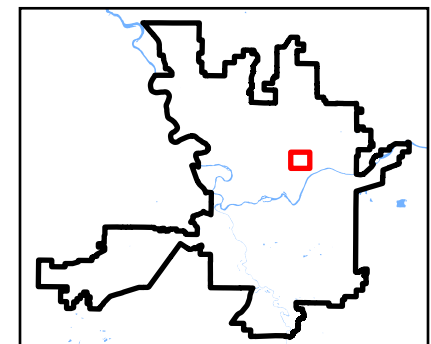
Residential Multifamily

Residential Single-Family

Residential Two-Family

CC3 Overlay

PROJECT LOCATION



Drawn by Kevin Freibott

Department of Neighborhood and Planning Services

Exhibit for North Foothills Employment Center CC3 Overlay

Comprehensive Plan Policies for Consideration

LU 3.2 Centers and Corridors Designate Centers and Corridors (neighborhood scale, community or district scale, and regional scale) on the Land Use Plan Map that encourage a mix of uses and activities around which growth is focused.

Discussion: Suggested Centers are designated where the potential for Center development exists. Final determination is subject to a sub-area planning process.

Neighborhood Center

Neighborhood Centers designated on the Land Use Plan Map have a greater intensity of development than the surrounding residential areas. Businesses primarily cater to neighborhood residents, such as convenience businesses and services. Drive-through facilities, including gas stations and similar auto-oriented uses tend to provide services to people living outside the surrounding neighborhood and should be allowed only along principal arterials and be subject to size limitations and design guidelines. Uses such as a day care center, a church, or a school may also be found in the Neighborhood Center.

Businesses in the Neighborhood Center are provided support by including housing over ground floor retail and office uses. The highest density housing should be focused in and around the Neighborhood Center. Density is high enough to enable frequent transit service to a Neighborhood Center and to sustain neighborhood businesses. Housing density should decrease as the distance from the Neighborhood Center increases. Urban design guidelines for Centers and Corridors, located in the Spokane Municipal Code, are used to guide architectural and site design to promote compatible, mixed land uses, and to promote land use compatibility with adjoining neighborhoods.

Buildings in the Neighborhood Center are oriented to the street. This encourages walking by providing easy pedestrian connections, by bringing activities and visually interesting features closer to the street, and by providing safety through watchful eyes and activity day and night. Parking lots should not dominate the frontage of these pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding neighborhoods. Parking lots should be located behind or on the side of buildings as a rule.

To promote social interaction and provide a focal point for the center, a central gathering place, such as a civic green, square, or park, should be provided. To identify the Center as the major activity area of the neighborhood, it is important to encourage buildings in the core area of the Neighborhood Center to be taller. Buildings up to three stories are encouraged in this area.

Attention is given to the design of the circulation system so pedestrian access between residential areas and the Neighborhood Center is provided. To be successful, Centers need to be integrated with transit. Transit stops should be conveniently located near commercial and higher density residential uses, where transit service is most viable.

The size and composition of Neighborhood Centers, including recreation areas, vary by neighborhood, depending upon location, access, neighborhood character, local desires, and market opportunities. Neighborhood Centers should be separated by at least one mile (street distance) or as necessary to

provide economic viability. As a general rule, the amount of commercial space and percent devoted to office and retail should be proportional to the number of housing units in the neighborhood. The size of individual commercial business buildings should be limited to assure that the business is truly neighborhood serving. The size of the Neighborhood Center, including the higher density housing surrounding the Center, should be approximately 15 to 25 square blocks. The density of housing should be about 32 units per acre in the core of the Neighborhood Center and may be up to 22 units per acre at the perimeter.

The following locations are designated as Neighborhood Centers on the Land Use Plan Map:

- Indian Trail and Barnes;
- South Perry;
- Grand Boulevard/12th to 14th;
- Garland;
- West Broadway;
- Lincoln and Nevada; and
- Fort George Wright Drive and Government Way.

District Center

District Centers are designated on the Land Use Plan Map. They are similar to Neighborhood Centers, but the density of housing is greater (up to 44 dwelling units per acre in the core area of the center) and the size and scale of schools, parks, and shopping facilities are larger because they serve a larger portion of the city. As a general rule, the size of the District Center, including the higher density housing surrounding the Center, should be approximately 30 to 50 square blocks.

As with a Neighborhood Center, new buildings are oriented to the street and parking lots are located behind or on the side of buildings whenever possible. A central gathering place, such as a civic green, square, or park is provided. To identify the District Center as a major activity area, it is important to encourage buildings in the core area of the District center to be taller. Buildings up to five stories are encouraged in this area.

The circulation system is designed so pedestrian access between residential areas and the District Center is provided. Frequent transit service, walkways, and bicycle paths link District Centers and the downtown area.

The following locations are designated as District Centers on the Land Use Plan Map:

- Shadle – Alberta and Wellesley;
- Lincoln Heights – 29th and Regal;
- Southgate;
- 57th and Regal;
- Grand District;

- Five Mile – Francis and Ash (suggested Center, with final determination subject to a sub-area planning process described in LU 3.4); and
- NorthTown – Division and Wellesley (suggested Center, with final determination subject to a sub-area planning process described in LU 3.4).

Employment Center

Employment Centers have the same mix of uses and general character features as Neighborhood and District centers but also have a strong employment component. The employment component is expected to be largely non-service related jobs incorporated into the Center or on land immediately adjacent to the Center.

Employment Centers vary in size from 30 to 50 square blocks plus associated employment areas. The residential density in the core area of the Employment Center may be up to 44 dwelling units per acre. Surrounding the Center are medium density transition areas of up to 22 dwelling units per acre.

The following locations are designated as Employment Centers on the Land Use Plan Map:

- East Sprague – Sprague and Napa;
- North Foothills Employment Center;
- Maxwell and Elm; • Holy Family;
- North Nevada, between Westview and Magnesium; and
- Trent and Hamilton.

Corridors

Corridors are areas of mixed land use that extend no more than two blocks in either direction from the center of a transportation corridor.

Within a Corridor there is a greater intensity of development in comparison to the surrounding residential areas. Housing at a City of Spokane Comprehensive Plan Amended Jan 17, 2020 3-21 density up to 44 units per acre and employment densities are adequate to support frequent transit service. The density of housing transitions to a lower level (up to 22 units per acre) at the outer edge of the Corridor. A variety of housing styles, apartments, condominiums, row houses, and houses on smaller lots are allowed. A full range of retail services, including grocery stores serving several neighborhoods, theaters, restaurants, dry-cleaners, hardware stores, and specialty shops are also allowed. Low intensity, auto-dependent uses (e.g., lumber yards, automobile dealers, and nurseries) are prohibited.

Corridors provide enhanced connections to other Centers, Corridors, and downtown Spokane. To accomplish this, it is important to make available safe, attractive transit stops and pedestrian and bicycle ways. The street environment for pedestrians is much improved by placing buildings with multiple stories close to the street with wide sidewalks and street trees, attractive landscaping, benches, and frequent transit stops. Parking lots should not dominate the frontage of these pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding neighborhoods. Parking lots should be located behind or on the side of buildings whenever possible.

The following locations are designated as Corridors on the Land Use Plan Map:

- North Monroe Street;
- Hillyard Business Corridor; and
- Hamilton Street Corridor.

Regional Center

Downtown Spokane is the Regional Center and is the primary economic, cultural and social center of the region. With the creation and development of the University District on the east end of Downtown, it is also a major academic hub with the collaboration of multiple institutions of higher education.

Downtown contains the highest density and intensity of land use, and continues to be a targeted area for additional infill housing opportunities and neighborhood amenities to create a more livable experience.

The following location is designated as the Regional Center on the Land Use Plan Map:

- Downtown Spokane

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.

NONPROJECT DETERMINATION OF NONSIGNIFICANCE**PROPONENT:** Spokane City Council

DESCRIPTION OF PROPOSAL: Extension of the CC3 Overlay Zone, involving an area of 3.06 acres, comprising 11 lots in the North Foothills Employment Center in northeast Spokane. Much of the adjacent area is zoned CC1-EC (Centers and Corridors, Type 1, Employment Center). The overlay zone is intended to allow development within zoned areas to take advantage of the opportunities allowed in the Type 1 and 2 centers and corridors. (See SMC 17C.122.020.) No specific development proposal is being approved at this time.

LOCATION OF PROPOSAL, INCLUDING STREET ADDRESS, IF ANY: See also attached map:

1. 1001 E. North Foothills Dr.
2. 2820 N. Nevada St.
3. 2824 N. Nevada St.
4. 2828 N. Nevada St.
5. 2717 N. Perry St.
6. Unassigned address, parcel 35092.2604
7. 2731 N. Perry St.
8. 2803 N. Perry St.
9. 2807 N. Perry St.
10. 2827 N. Perry St.
11. 2833 N. Perry St.

LEAD AGENCY: City of Spokane, Planning Services

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

☐ There is no comment period for this DNS.

☐ This DNS is issued after using the optional DNS process in section 197-11-355 WAC. There is no further comment period on the DNS.

☒ This DNS is issued under 197-11-340(2); the lead agency will not act on this proposal for at least 14 days from the date of issuance (below). Comments regarding this DNS must be submitted no later than 5 p.m. on August 11, 2020 if they are intended to alter the DNS.

Responsible Official: Louis Meuler**Position/Title:** Planning Director**Phone:** (509) 625-6096**Address:** 808 W. Spokane Falls Blvd., Spokane, WA 99201**Date Issued:** July 13, 2020**Signature:** 

DocuSigned by:

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APPEAL OF THIS DETERMINATION, after it has become final, may be made to the City of Spokane Hearing Examiner, 808 West Spokane Falls Blvd., Spokane WA 99201. The appeal deadline is 5pm on August 11, 2020 (no action on this proposal will occur for at least 14 days from the date of the signing of this DNS). This appeal must be on forms provided by the Responsible Official, make specific factual objections, and be accompanied by the appeal fee. Contact the Responsible Official for assistance with the specifics of a SEPA appeal.

DISTRIBUTION LIST FOR NON-PROJECT DNS:**North Foothills CC3 Zoning Overlay****E-mail Copies****City Departments**

- Asset Management, Attn: Dave Steele
- City Attorney, Attn: James Richman
- City Treasurer: Renee Robertson
- Code Enforcement, Attn: Kris Becker
- Construction Management, Attn: Joel Graff* **
- Engineering Services, Attn: Dan Buller* **
- Fire Dept., Attn: Dave Kokot *
- Historic Preservation, Attn: Megan Duvall
- Integrated Capital Management, Attn: Marcia Davis* **
- Integrated Capital Management, Attn: Katherine Miller * **
- Integrated Capital Management: Scotty Allenton* **
- Library Services, Attn: DT Circulation*
- Neighborhood & Business Services, Attn: Carly Cortright
- Neighborhood Services, Attn: ONS Team
- Parks Dept., Attn: Garrett Jones*
- PCED, Attn: Wes Crago
- Planning & Development, Attn: Dean Gunderson
- Planning & Development, Attn: Kris Becker
- Planning & Development, Attn: Eldon Brown**
- Planning & Development, Attn: Joeline Eliason
- Planning & Development, Attn: Erik Johnson
- Planning & Development, Attn: Patty Kells*
- Planning & Development, Attn: Dermott Murphy
- Planning & Development, Attn: Mike Nilsson**
- Planning & Development, Attn: Tami Palmquist
- Planning Services, Attn: Louis Meuler
- Police Department, Attn: Sgt Chuck Reisenauer*
- Public Works, Attn: Scott Simmons
- Solid Waste, Attn: Scott Windsor
- Solid Waste, Attn: Rick Hughes*
- Street Operations, Attn: Inga Note**
- Street Operations, Attn: Bob Turner**
- Street Operations, Attn: Clint Harris**
- Street Operations, Attn: Greg Martin**
- Wastewater Management, Attn: Mike Morris**
- Wastewater Management, Attn: William Peacock**
- Wastewater AWWTP, Attn: Mike Coster**
- Water Department, Attn: Dan Kegley**
- Water Department, Attn: Jim Sakamoto**

County Departments

- Spokane County Public Works, Attn: Barry Greene
- Spokane County Public Works, Attn: Lindsey Forward
- Spokane County Planning Department, Attn: John Pederson
- Spokane County Engineering Dept., Attn: Gary Nyberg
- Spokane Regional Health District, Attn: Jon Sherve
- Spokane Regional Health District, Attn: Paul Savage
- Spokane Regional Health District, Attn: Eric Meyer
- SRCAA, Attn: April Westby

Washington State Agencies

- Department of Natural Resources, Attn: Dave Harsh
- Department of Natural Resources Aquatics
- Department of Natural Resources, Attn: SEPA Center
- Department of Commerce, Attn: Dave Andersen
- Department of Archaeology & Historic Preservation, Attn: Gretchen Kaehler
- Department of Ecology, Attn: Environmental Review Section
- Department of Ecology, Attn: Jacob McCann
- Department of Ecology, Eastern Region, Attn: Jeremy Sikes, Shoreline Permit Reviewer
- Department of Ecology, Eastern Region, Attn: David Moore, Wetlands/Shoreline
- Department of Transportation, Attn: Char Kay
- Department of Transportation, Attn: Greg Figg
- Department of Fish & Wildlife, Attn: Leslie King - Habitat Program

Other Agencies

- U.S. Army corps of Engineers, Attn: Jess Jordan
- Avista Utilities, Attn: Lu Ann Weingart
- Avista Utilities, Attn: Dave Byus
- Avista Utilities, Attn: Randy Myhre
- Avista Utilities, Attn: Larissa Pruitt
- Cheney School District Operations, Attn: Jeff McClure
- City of Spokane Valley Planning, Attn: SEPA Review
- District 81 Capital Projects, Attn: Candy Johnson
- Mead School District Facilities & Planning, Attn: Ned Wendle
- Spokane Aquifer Joint Board, Attn: Tonilee Hanson
- Spokane School District, Attn: Phil Wright
- Spokane Transit Authority, Attn: Gordon Howell
- Spokane Transit Authority, Attn: Mike Hynes
- Spokane Transit Authority, Attn: Mike Tresidder
- Spokane Transit Authority, Attn: Kathleen Weinand
- Spokane Regional Transportation Council, Attn: Ryan Stewart
- Williams Northwest Pipeline, Attn: Michael Moore

Hard Copies**Other Agencies**

- U.S. Postal Service, Attn: Postmaster
- Spokane Tribe of Indians, Attn: Randy Abrahamson (Section, Township, Range)



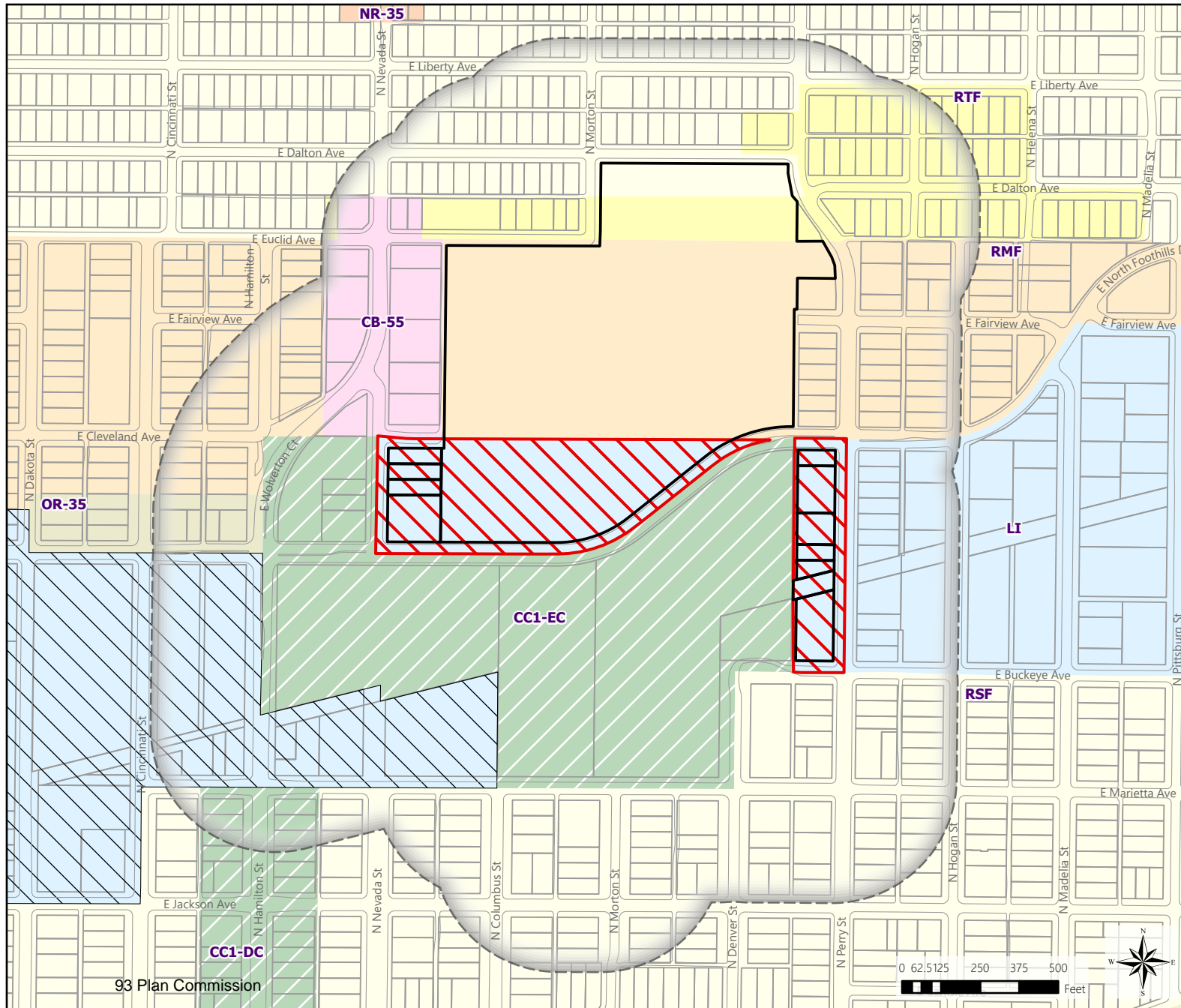
Proposed Overlay Area

Abbreviated Subarea Planning--CC3 Overlay--North Foothills Employment Center

Drawing Date: 5/27/2020

Drawing Scale: 1:5,531

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LEGEND

Proposed CC3 Overlay

Affected Parcels

400-Foot Notification

Other Parcels

CURRENT ZONING

Center and Corridor Type 1

Community Business

Light Industrial

Neighborhood Retail

Office Retail

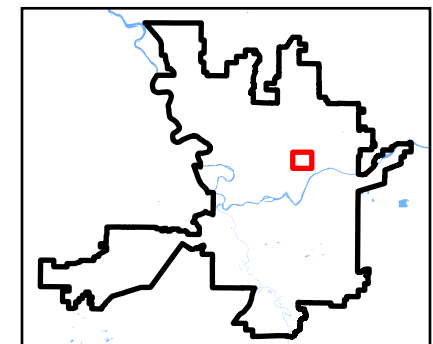
Residential Multifamily

Residential Single-Family

Residential Two-Family

CC3 Overlay

PROJECT LOCATION



Drawn by Kevin Freibott

Department of Neighborhood and Planning Services

Purpose of Checklist:

**Environmental
No. _____**

Checklist File

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.

A. BACKGROUND

1. Name of proposed project, if applicable:

North Foothills Center CC-3 Zoning Overlay

2. Name of applicant:

City of Spokane

3. Address and phone number of applicant or contact person:

Kara Mowery, Neighborhood and Planning Services, 6th Floor, Spokane City Hall, 808 W. Spokane Falls Blvd, Spokane WA 99201-3329; (509) 625-6146

4. Date checklist prepared:

May 26, 2020

5. Agency requesting checklist:

City of Spokane, Department of Neighborhood and Planning Services

6. Proposed timing or schedule (including phasing, if applicable):

Spokane City Council passed a resolution (RES 2020-0029) directing staff to conduct this abbreviated subarea planning process on May 11, 2020. This process is anticipated to span four to five months, including a 30-day public comment period following SEPA determination, as well as a Spokane Plan Commission Hearing and approval from Spokane City Council. Completion of the process is anticipated for early fall 2020. This is a non-project action.

7. a. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Not applicable; this is a non-project action.

- b. Do you own or have options on land nearby or adjacent to this proposal? If yes, explain.

Yes: the City of Spokane owns one parcel adjacent to this proposal, located on the southeast corner of the intersection of east North Foothills Drive and North Hamilton Street. The street address is 914 E. North Foothills Drive. The offices of the City of Spokane Water Department Administration are located on this property.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to his proposal.

None.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

None for this proposal. For future project actions, SEPA review may occur accordingly.

10. List any government approvals or permits that will be needed for your proposal, if known.

Final approval from Spokane City Council will be needed to adopt this abbreviated subarea plan.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.

This proposal is to extend the CC3 Overlay Zone, involving an area of 3.06 acres, comprising 11 lots in the North Foothills Employment Center in northeast Spokane. Much of the adjacent area is zoned CC1-EC (Centers and Corridors, Type 1, Employment Center). The overlay zone is intended to allow development within zoned areas to take advantage of the opportunities allowed in the Type 1 and 2 centers and corridors. (See SMC 17C.122.020.) Both types promote pedestrian-oriented development.

12. Location of the proposal. Give sufficient information to a person to understand the precise location of your proposed project, including a street address, if any, and section, township and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit application related to this checklist.

The proposal area is located near the intersection of East North Foothills Drive and North Nevada Street in northeast Spokane. The impacted area is bound by East Dalton Avenue to the north, North Perry Street to the east, East Buckeye Avenue to the south, and North Nevada Street/North Hamilton Street to the west. Within these bounds, there are 11 lots covering 3.06 acres which would be included in the CC3 Overlay Zone extension; the street addresses impacted are (see also attached map):

1. 1001 E. North Foothills Dr.
2. 2820 N. Nevada St.

3. 2824 N. Nevada St.
4. 2828 N. Nevada St.
5. 2717 N. Perry St.
6. Unassigned address, parcel 35092.2604
7. 2731 N. Perry St.
8. 2803 N. Perry St.
9. 2807 N. Perry St.
10. 2827 N. Perry St.
11. 2833 N. Perry St.

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? (See: Spokane County's ASA Overlay Zone Atlas for boundaries.)

The proposal area lies with the Aquifer Sensitive Area, the General Sewer Service Area, and the City of Spokane.

14. The following questions supplement Part A.

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

- (1) 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). Describe the type of system, the amount of material to be disposed of through the system and the types of material likely to be disposed of (including materials which may enter the system inadvertently through spills or as a result of firefighting activities).

Not applicable; this is a non-project action.

- (2) 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; this is a non-project action.

- (3) 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; this is a non-project action.

- (4) 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; this is a non-project action.

b. Stormwater

(1) What are the depths on the site to groundwater and to bedrock (if known)?

Unknown. Note: this is a non-project action.

(2) Will stormwater be discharged into the ground? If so, describe any potential impacts?

Not applicable; this is a non-project action.

TO BE COMPLETED BY APPLICANT

B. ENVIRONMENTAL ELEMENTS

Evaluation for
Agency Use Only

1. Earth

a. General description of the site (circle one):
flat, rolling, hilly, steep slopes, mountains, other.

This is a non-project action, but GIS indicates that the proposal area is predominantly flat.

b. What is the steepest slope on the site (approximate percent slope)?

This is a non-project action, but GIS indicates that there are no slopes greater than 15%. The USDA Web Soil Survey indicates that more than half of slopes are below 3%.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

The soil type within the proposal is uniformly Garrison Gravelly Loam. The USDA Web Soil Survey classifies it as Urban land- Opportunity, disturbed complex.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

None.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill:

Not applicable; this is a non-project action.

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Not applicable; this is a 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; this is a non-project action.

- h. Proposed measures to reduce or control erosion or other impacts to the earth, if any:

Not applicable; this is a non-project action.

2. Air

Evaluation for
Agency Use Only

- a. What type of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial, wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

Not applicable; this is a non-project action.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe:

Not applicable; this is a non-project action.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Not applicable; this is a non-project action.

3. Water

Evaluation for
Agency Use Only

- a. SURFACE:

- (1) 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)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

None.

- (2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Not applicable; this is a non-project action.

- (3) Estimate the amount of fill and dredge material that would be placed in or removed from the surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

Not applicable; this is a non-project action.

- (4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

Not applicable; this is a non-project action.

- (5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

Not applicable; this is a non-project action.

- (6) Does the proposal involve any discharge of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

Not applicable; this is a non-project action.

b. GROUND:

- (1) Will groundwater be withdrawn, or will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

Not applicable; this is a non-project action.

- (2) Describe waste material that will be discharged into the ground from septic tanks or other sanitary waste treatment facility. Describe the general size of the system, the number of houses to be served (if applicable) or the number of persons the system(s) are expected to serve.

Not applicable; this is a non-project action.

c. WATER RUNOFF (INCLUDING STORMWATER):

- (1) Describe the source of runoff (including stormwater) and method of collection and disposal if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Not applicable; this is a non-project action.

- (2) Could waste materials enter ground or surface waters? If so, generally describe.

Not applicable; this is a non-project action.

- d. PROPOSED MEASURES to reduce or control surface, ground, and runoff water impacts, if any.

Not applicable; this is a non-project action.

4. Plants

Evaluation for
Agency Use Only

- a. Check or circle type of vegetation found on the site:

_____ Deciduous tree: *alder, maple, aspen, other.*

_____ Evergreen tree: *fir, cedar, pine, other.*

_____ Shrubs

_____ Grass

_____ Pasture

_____ Crop or grain

_____ Wet soil plants, *cattail, buttercup, bullrush, skunk cabbage, other.*

_____ Water plants: *water lilly, eelgrass, milfoil, other.*

_____ Other types of vegetation.

Not applicable; this is a non-project action.

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

Not applicable; this is a non-project action.

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

Not applicable; this is a 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; this is a non-project action.

5. Animals

Evaluation for
Agency Use Only

- a. Circle any birds and animals which have been observed on or near the site are known to be on or near the site:
birds: *hawk, heron, eagle, songbirds, other.* _____
mammals: *deer, bear, elk, beaver, other.* _____
fish: *bass, salmon, trout, herring, shellfish, other.* _____
other: _____

Not applicable; this is a non-project action.

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

Not applicable; this is a non-project action.

- c. Is the site part of a migration route? If so, explain.

Not applicable; this is a non-project action.

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

Not applicable; this is a non-project action.

6. Energy and natural resources

Evaluation for
Agency Use Only

- a. What kinds of energy (electric, natural gas, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Not applicable; this is a non-project action.

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

Not applicable; this is a non-project action.

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

Not applicable; this is a non-project action.

7. Environmental healthEvaluation for
Agency Use Only

- 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? If so, describe.

Not applicable; this is a non-project action.

- (1) Describe special emergency services that might be required.

Not applicable; this is a non-project action.

- (2) Proposed measures to reduce or control environmental health hazards, if any:

Not applicable; this is a non-project action.

b. NOISE:

- (1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

Not applicable; this is a non-project action.

- (2) 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; this is a non-project action.

- (3) Proposed measure to reduce or control noise impacts, if any:

Not applicable; this is a non-project action.

8. Land and shoreline useEvaluation for
Agency Use Only

- a. What is the current use of the site and adjacent properties?

Currently located within the proposal site and surrounding North Foothills area are a fire station, approximately four small warehouses, and the playfields belonging to Gonzaga Preparatory School. The easterly portion is mostly a mix of single- and multi-family residential along with some light industrial/commercial. Within the broader area, Residential Single Family occupies most lots to the north, east, west, and

south. The proposal will allow more types of uses in the impacted areas, but will not disallow existing uses.

- b. Has the site been used for agriculture? If so, describe.

No.

- c. Describe any structures on the site.

This is a non-project action; any potential changes to existing structures may be analyzed under future project action proposals. The four properties along North Nevada Street/East North Foothills Drive contain a fire house and two small warehouse-style buildings; one property is vacant. The seven properties along North Perry Street contain a mix of residential and light industrial buildings. Development in the area is characterized by low building heights, a mix of building ages- some dating back to the early 1900s- and a range of parcel sizes, with many small parcels remaining from when the area was originally platted.

- d. Will any structures be demolished? If so, which?

Not applicable; this is a non-project action.

- e. What is the current zoning classification of the site?

The proposal area is currently zoned Light Industrial. Under this proposal, the current classification will continue, but allowed uses are expanded to all allowed within CC1 and CC2 zones, including commercial and residential uses. Other zoning types within the vicinity include Center and Corridor Type 1- Employment Center, Community Business, Office Retail, and two types of Residential.

- f. What is the current comprehensive plan designation of the site?

The proposal area is designated on the Comprehensive Plan- Land Use Plan Map as Center and Corridor Core- Employment Center.

- g. If applicable, what is the current shoreline master program designation of the site?

Not applicable.

- h. Has any part of the site been classified as a critical area? If so, specify.

Yes, the entire proposal area is within the critical aquifer recharge area (CARA).

- i. Approximately how many people would reside or work in the completed project?

Not applicable; this is a non-project action.

- j. Approximately how many people would the completed project displace?

Not applicable; this is a non-project action.

- k. Proposed measures to avoid or reduce displacement impacts, if any:

Not applicable; this is a non-project action.

- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

Not applicable; this is a non-project action.

9. Housing

Evaluation for
Agency Use Only

- a. Approximately how many units would be provided, if any? Indicate whether high, middle or low-income housing.

Not applicable; this is a non-project action. However, if the CC3 Overlay is added to this area, residential development will be permitted.

- b. Approximately how many units, if any, would be eliminated? Indicate whether high-, middle- or low-income housing.

Not applicable; this is a non-project action.

- c. Proposed measures to reduce or control housing impacts, if any:

Not applicable; this is a non-project action.

10. Aesthetics

Evaluation for
Agency Use Only

- 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; this is a non-project action.

- b. What views in the immediate vicinity would be altered or obstructed?

Not applicable; this is a non-project action.

- c. Proposed measures to reduce or control aesthetic impacts, if any:

Not applicable; this is a non-project action. The proposal would require that any site developers who choose to “opt-in” to CC1 or CC2 zoning would be subject to the development and design review standards of the relevant zone.

11. Light and Glare

Evaluation for
Agency Use Only

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Not applicable; this is a non-project action.

- b. Could light or glare from the finished project be a safety hazard or interfere with views?

Not applicable; this is a non-project action.

- c. What existing off-site sources of light or glare may affect your proposal?

Not applicable; this is a non-project action.

- d. Proposed measures to reduce or control light and glare impacts, if any:

Not applicable; this is a non-project action.

12. Recreation

Evaluation for
Agency Use Only

- a. What designated and informal recreational opportunities are in the immediate vicinity?

Not applicable; this is a non-project action.

- b. Would the proposed project displace any existing recreational uses? If so, describe.

Not applicable; this is a non-project action.

- 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; this is a non-project action.

13. Historic and cultural preservation

Evaluation for
Agency Use Only

- a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

There are no known places or objects within or next to the proposal area that are listed on, or proposed for, national, state, or local preservation registers.

- b. Generally describe any landmarks or evidence of historic archaeological, scientific or cultural importance known to be on or next to the site.

No known cultural features or areas of cultural importance within the proposal area.

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

Not applicable; this is a non-project action.

14. Transportation

Evaluation for
Agency Use Only

- a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

The proposal area is within a developed part of the City of Spokane, covered by an existing street grid. The area is centered on East North Foothills Drive, an east-west minor arterial. The proposal would not alter any access to the existing street system, as it is a non-project action.

- b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

Yes, the geographic area of the proposal is currently served by Spokane Transit Authority routes 27 and 26/28.

- c. How many parking spaces would the completed project have? How many would the project eliminate?

Not applicable.

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

Not applicable; this is a non-project action. Project actions may include review of these facilities at time of permit.

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

Not applicable; this is a non-project action.

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak would occur.

(Note: to assist in review and if known indicate vehicle trips during PM peak, AM Peak and Weekday (24 hours).)

Not applicable; this is a non-project action. Project actions may include review of vehicle trip generation at the time of permit.

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

Not applicable; this is a non-project action.

15. Public services

Evaluation for
Agency Use Only

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

Not applicable; this is a non-project action.

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

Not applicable.

16. Utilities

Evaluation for
Agency Use Only

- a. Circle utilities currently available at the site: *electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.*

The proposal geographic area is fully served with urban utilities.

- 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; this is a 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: _____ Signature: _____

Please Print or Type:

Proponent: _____ Address: _____

Phone: _____

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

(Do not use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

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?

This proposal is a zoning overlay, and would not itself cause an increase in discharges to water, emissions to air, the production and storage of toxic or hazardous substances, or noise.

Proposed measures to avoid or reduce such increases are:

Not applicable.

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

This proposal is a zoning overlay, and will not directly affect plants and animals.

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

Not applicable.

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

The proposal is a zoning overlay and will not deplete energy or natural resources.

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

Not applicable.

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, flood plains or prime farmlands?

This proposal is a zoning overlay and will not directly affect environmentally sensitive areas or areas designated for governmental protection. At time of development proposals, these impacts would be analyzed under SEPA.

It is noted that the proposal area is partially located within a Special Well Head Capture Zone, and is near a Well Buffer Zone for two City of Spokane wells located south of East North Foothills Drive.

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

Not applicable.

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 has been developed to work in conjunction with the Spokane Comprehensive Plan - Land Use Plan Map. Development occurring as a results of changes recommended in the proposal will be subject to standards in the Comprehensive Plan, and implementing regulations set forth in the Spokane Municipal Code.

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

No additional measures are proposed.

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

This proposal is for the extension of a zoning overlay and will not directly increase demands on transportation, public services and utilities.

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

Not applicable.

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

The proposal does not conflict with local, state, or federal laws or requirements for the protection of the environment.

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* may withdraw any Determination of Nonsignificance that it might issue in reliance upon this checklist.

Date: _____ Signature: _____

Please Print or Type:

Proponent: _____ Address: _____

Phone: _____

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 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.



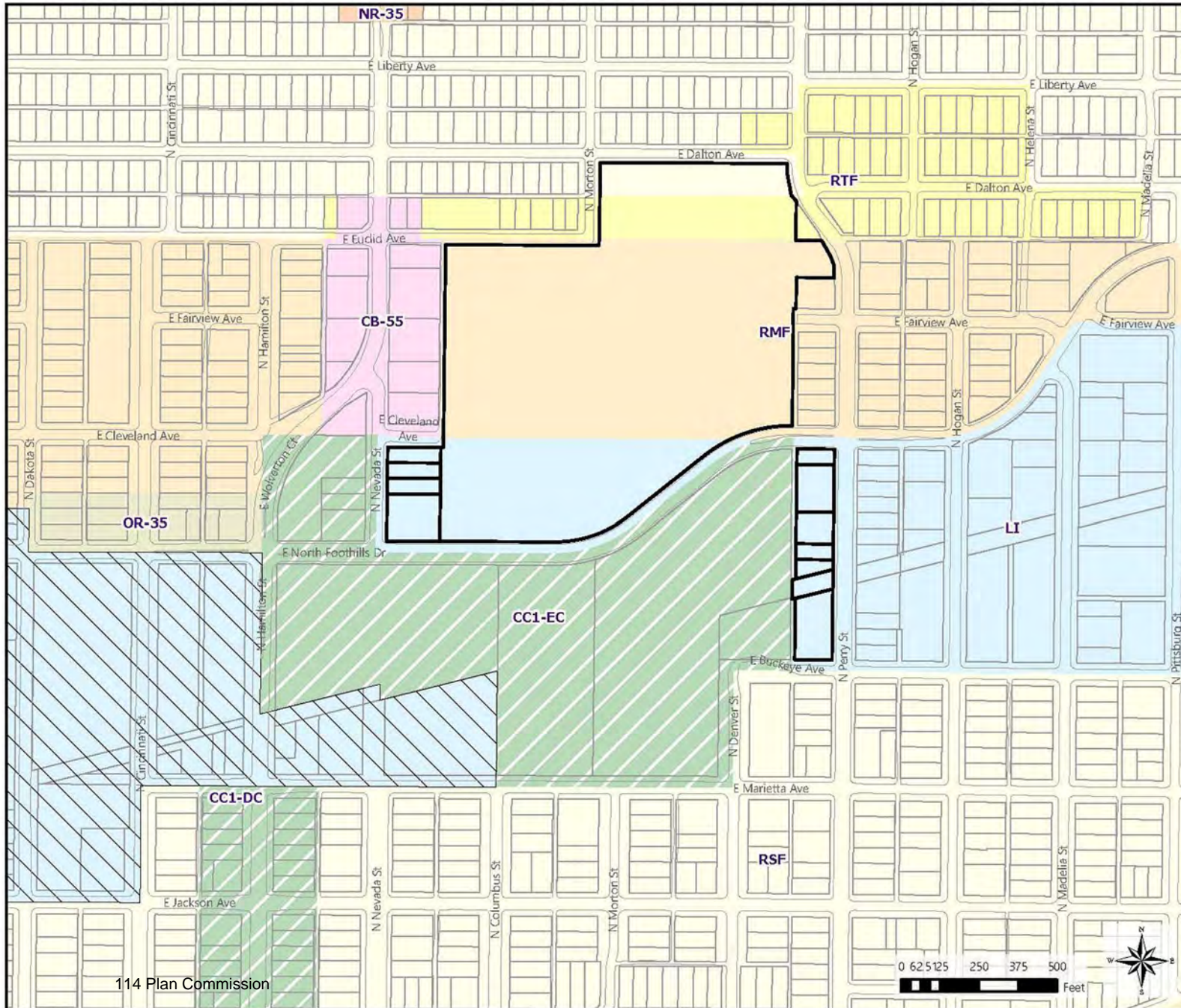
Existing Zoning

Abbreviated Subarea Planning--CC3 Overlay--North Foothills Employment Center

Drawing Date: 5/27/2020

Drawing Scale: 1:5,531

THIS IS NOT A LEGAL DOCUMENT. The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc. For questions on the information provided herein, contact the City of Spokane, Department of Neighborhood and Planning.



LEGEND

- Affected Parcels
- Other Parcels

CURRENT ZONING

- Center and Corridor Type 1
- Community Business
- Light Industrial
- Neighborhood Retail
- Office Retail
- Residential Multifamily
- Residential Single-Family
- Residential Two-Family
- CC3 Overlay

PROJECT LOCATION



Drawn by Kevin Freibott
Department of Neighborhood and Planning Services

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

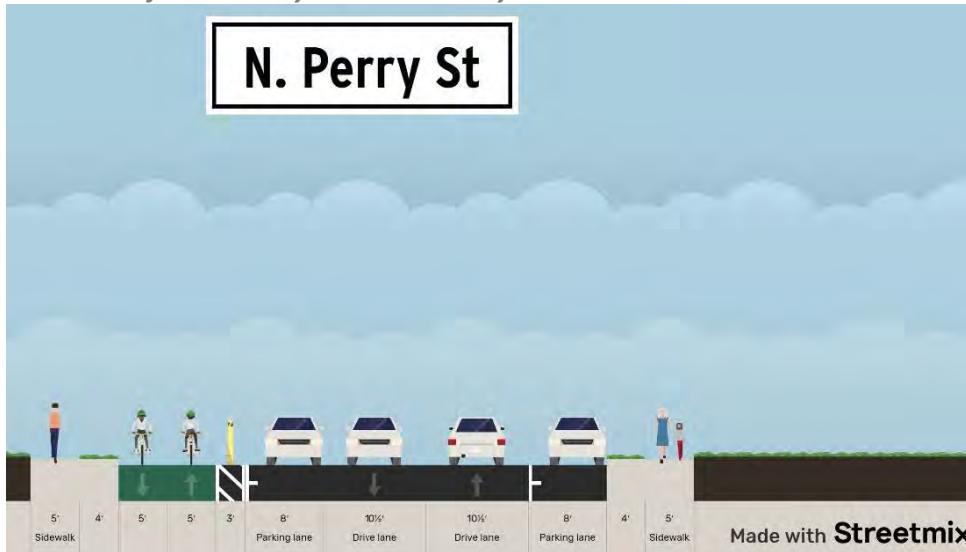
In the 2019-2020 school year, a senior design studio in civil engineering at Gonzaga University studied active transportation improvements for Northeast Spokane. The team conducted an analysis of Northeast Spokane road segments, scoring each street segment in the area based on measures of safety, equity 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.

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.

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.

From: [Note, Inga](#)
To: [Black, Tirrell](#)
Cc: [Meuler, Louis](#); [Mowery, Kara](#)
Subject: RE: Hamilton Foothills proposed CCE Zoning Overlay
Date: Tuesday, June 23, 2020 3:54:32 PM

Tirrell,

We don't normally require detailed traffic studies for projects within the more developed part of the city. We are already improving the Hamilton Street corridor by rebuilding all of the traffic signals this year. So the intersection of Hamilton/Foothills will be upgraded with protected-permitted phasing. This will reduce the congestion and provide safer signal phasing for pedestrians.

Once Spokane Public Schools has developed a site plan we will discuss the routing of school buses, parent drop-off, and walkers to and from the site. We can include the route to and from the Catholic Charities building in this analysis too.

Thanks,
Inga

From: Black, Tirrell <tblack@spokanecity.org>
Sent: Tuesday, June 23, 2020 2:11 PM
To: Note, Inga <inote@spokanecity.org>
Cc: Meuler, Louis <lmeuler@spokanecity.org>; Mowery, Kara <kmowery@spokanecity.org>
Subject: FW: Hamilton Foothills proposed CCE Zoning Overlay

Hi Inga,

I didn't get any agency comment back yet on this. Today is the "final day" for agency comments. From conversation, I understand that there is not a need for traffic study in this area, but if there is any more pertinent information that I could put into the record that would be helpful.

Tirrell Black
Planner, Neighborhood & Planning Services
City of Spokane
509-625-6185
tblack@spokanecity.org

From: Bemiss Neighborhood <bemissneighborhood@gmail.com>
Sent: Tuesday, June 23, 2020 9:58 AM
To: Mowery, Kara <kmowery@spokanecity.org>; Black, Tirrell <tblack@spokanecity.org>; Meuler, Louis <lmeuler@spokanecity.org>
Cc: Loren Schubring <loganspokanechair@gmail.com>; Tim Benn <chair.minnehaha@gmail.com>; Minnehaha Secretary <minnehaha.secretary@gmail.com>; Burke, Kate M. <kateburke@spokanecity.org>; Cathcart, Michael <mcathcart@spokanecity.org>; Kathryn Alexander (bemissneighborhood@gmail.com) <bemiss.neighborhood@gmail.com>; Charles Hansen <charles_hansen@prodigy.net>; Donna Fagan <donna34@gmail.com>; Karen Reichardt <dkreichardt@gmail.com>; District One <districtoneschair@gmail.com>; Gwinn, Nathan <ngwinn@spokanecity.org>

Subject: Hamilton Foothills proposed CCE Zoning Overlay

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Per request for comment, attached is a letter of comment submitted on behalf of the Bemiss Neighborhood Council.

Best,

Marlene Maurer & Donna Fagan, Co-Chairs

--

Marlene Maurer - 509-484-7389

Bemiss Co-Chair

Donna Fagan - 509-599-3035

Bemiss Co-Chair

Kathryn Alexander - 509-934-5930

Bemiss Community Assembly Representative

<http://bemiss.spokaneneighborhoods.org>

<http://facebook.com/BemissNC>

~"You never change things by fighting the existing reality. To change something, build a new model that makes the existing model obsolete." ~ *Buckminster Fuller*

From: [Black, Tirrell](#)
To: [Mowery, Kara](#)
Subject: FW: SEPA Request for Comments for N Foothills Area CC3 Overlay Zone Extension Proposal
Date: Wednesday, June 17, 2020 8:43:15 AM
Attachments: [image005.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)

Tirrell Black
Planner, Neighborhood & Planning Services
City of Spokane
509-625-6185
tblack@spokanecity.org

From: Van Gelder, Christopher <cvangelder@spokanecity.org>
Sent: Thursday, June 11, 2020 12:05 PM
To: Black, Tirrell <tblack@spokanecity.org>
Subject: RE: SEPA Request for Comments for N Foothills Area CC3 Overlay Zone Extension Proposal

Good afternoon,

I checked all of the parcels in the request and there are **no** LID's associated with any of the parcels.

Thanks!



Chris Van Gelder | Treasury Accounting Clerk
509.625.6091 | spokanecity.org

Emails and attachments sent to or from the City, including personal information, are presumptively public records that are subject to disclosure. - Chapter 42.56 RCW

From: Bishop, Stephanie <sbishop@spokanecity.org>
Sent: Tuesday, June 9, 2020 6:58 PM
To: 92CES.CEN.CommunityProjCoord@us.af.mil; Abrahamson, Randy <randya@spokanetribe.com>; Barlow, Lori <lbarlow@spokanevalley.org>; Basinger, Mike <mbasinger@spokanevalley.org>; Becker, Kris <kbecker@spokanecity.org>; Brown, Eldon <ebrown@spokanecity.org>; Buller, Dan <dbuller@spokanecity.org>; Byus, Dave <dave.byus@avistacorp.com>; Coster, Michael <mcoster@spokanecity.org>; Crago, Wes <wcrago@spokanecity.org>; Davis, Marcia <mdavis@spokanecity.org>; Dept. of Archaeology and Historic Preservation <sepa@dahp.wa.gov>; DNR Aquatics <dnrrealeasingrivers@dnr.wa.gov>; Duvall, Megan <mduvall@spokanecity.org>; Eliason, Joelle <jeliason@spokanecity.org>; Environmental Review <SEPAUNIT@ECY.WA.GOV>; Figg,

Greg <FiggG@wsdot.wa.gov>; Graff, Joel <jgraff@spokanecity.org>; Greene, Barry <BGreene@spokanecounty.org>; Gunderson, Dean <dgunderson@spokanecity.org>; Halbig, Bobby <bhalbig@spokanecity.org>; Hanson, Tonilee <sajbinfo@gmail.com>; Harris, Clint E. <ceharris@spokanecity.org>; Harsh, Dave <dave.harsh@dnr.wa.gov>; Howell, Gordon <ghowell@spokanetransit.com>; Hughes, Rick <rhughes@spokanecity.org>; Istrate, David <dcistrate@spokanecounty.org>; Jeff Lawlor <jeffrey.lawlor@dfw.wa.gov>; jhacker-brumley@spokanelibrary.org; John Conklin <jconklin@spokanecleanair.org>; Johnson, Candy <CandyJ@spokaneschools.org>; Johnson, Erik D. <edjohnson@spokanecity.org>; Jones, Garrett <gjones@spokanecity.org>; Jordan, Jess <dale.j.jordan@usace.army.mil>; Kaehler, Gretchen <gretchen.kaehler@DAHP.wa.gov>; Kay, Char <kayc@wsdot.wa.gov>; Kegley, Daniel <dkegley@spokanecity.org>; Kells, Patty <pkells@spokanecity.org>; Kokot, Dave <dkokot@spokanecity.org>; Leslie King <leslie.king@dfw.wa.gov>; Limon, Tara <tlimon@spokanetransit.com>; Martin, Greg <gmartin@spokanecity.org>; McCann, Jacob <jmca461@ecy.wa.gov>; McClure, Jeff <jmcclure@cheneysd.org>; Melvin, Val <vmelvin@spokanecity.org>; Meyer, Eric <emeyer@srhd.org>; Miller, Katherine E <kemiller@spokanecity.org>; Moore, David <dmoo461@ecy.wa.gov>; Moore, Michael <michael.s.moore@williams.com>; Morris, Mike <mmorris@spokanecity.org>; Murphy, Dermott G. <dgmurphy@spokanecity.org>; Myhre, Randy <randy.myhre@avistacorp.com>; Neighborhood Services <Neigh.Svcs@SpokaneCity.org>; Nilsson, Mike <mnilsson@spokanecity.org>; Note, Inga <inote@spokanecity.org>; Nyberg, Gary <GNYBERG@spokanecounty.org>; Owen, Melissa <mowen@spokanecity.org>; Palmquist, Tami <tpalmquist@spokanecity.org>; Peacock, William <wpeacock@spokanecity.org>; Pederson, John <JPederson@spokanecounty.org>; Pruitt, Larissa <larissa.pruitt@avistacorp.com>; Quinn-Hurst, Colin <cquinnhurst@spokanecity.org>; Raymond, Amanda <arraymond@bpa.gov>; Reisenauer, Chuck <creisenauer@spokanepolice.org>; Renee Kinnick <Renee.Kinnick@dfw.wa.gov>; Richman, James <jrichman@spokanecity.org>; Robertson, Renee <rrobertson@spokanecity.org>; Sakamoto, James <jsakamoto@spokanecity.org>; Savage, Paul <psavage@srhd.org>; SEPA Center <sepacenter@dnr.wa.gov>; SEPA Register <separegister@ecy.wa.gov>; Sherve, Jon <jsherve@srhd.org>; Simmons, Scott M. <smsimmons@spokanecity.org>; Spokane Library <dtcirc@spokanelibrary.org>; Steele, David <dsteeler@spokanecity.org>; Stewart, Ryan <rstewart@srtc.org>; Treasury Accounting <treasuryaccounting@spokanecity.org>; Warfield, Paul <pwarfield@spokanecity.org>; Weinand, Kathleen <kweinand@spokanetransit.com>; Weingart, LuAnn <luann.weingart@avistacorp.com>; Wendle, Ned <ned.wendle@mead354.org>; Westby, April <awestby@spokanecleanair.org>; Windsor, Scott <swindsor@spokanecity.org>; Wright, Phil <philw@spokaneschools.org>

Cc: Mowery, Kara <kmowery@spokanecity.org>

Subject: SEPA Request for Comments for N Foothills Area CC3 Overlay Zone Extension Proposal

Good Evening,

Please find attached the Request for Comments, Environmental Checklist, and maps for the following proposal:

Project Name: North Foothills Area CC3 Overlay Zone Extension Proposal

Please direct any questions or comments to Principal Planner, Tirrell Black, at

tblack@spokanecity.org.

Thank you,



Stephanie N Bishop | Neighborhood & Planning Services | Clerk III
509.625.6244 | fax 509.625.6013 | sbishop@spokanecity.org



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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