



Spokane Plan Commission Agenda

Wednesday, January 25, 2023

2:00 PM

Hybrid - Council Briefing Center /Chambers/ Webex
808 W Spokane Falls Blvd, Spokane, WA 99201

Virtual Meeting Link - See Below For Information

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Public Comment Period:

3 minutes each

Citizens are invited to address the Plan Commission on any topic not on the agenda.

Commission Briefing Session:

2:00 – 2:30

1. Approve [1/11/2023](#) meeting minutes
2. City Council Report
3. Community Assembly Liaison Report
4. President Report
5. Transportation Sub-Committee Report
6. Secretary Report
7. Approval of current agenda
8. Tentative upcoming agenda items

All
CM Zack Zappone
Mary Winkes
Greg Francis
Clifford Winger
Spencer Gardner

Workshops:

2:30 – 3:30

1. [Building Opportunity in Housing](#)

Kevin Freibott

3:30 – 3:45

2. [Bike Parking Code Update](#)
3. Transition to Chambers for Hearing

Tyler Kimbrell

Hearing:

4:00 – 5:00

1. [Cannon Streetcar Suburb Historic District Hearing](#)

Megan Duvall

Adjournment: The next PC meeting will be held on Wednesday, February 08, 2023

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

Username: COS Guest

Password: K8vCr44y

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

Plan Commission Meeting Information

Wednesday, January 25, 2023

Plan Commission will be held in a hybrid in-person / virtual format. Members of the public are welcome to attend in person at City Hall or online using the following information.

Meeting Password: PlanCommission	Join Webex Meeting Online: JOIN MEETING
Meeting Number (access code): 2490 846 0369	Tap to join from a mobile device (attendees only): +1-408-418-9388,,24908460369## United States Toll
	Join by phone: +1-408-418-9388 United States Toll
	Global call-in numbers: https://spokanecity.webex.com/spokanecity/globalcallin.php?MTID=m514c2d4fc1d4af7864559443420dee7b
	Join from a video system or application: Dial 24908460369@spokanecity.webex.com You can also dial 173.243.2.68 and enter your meeting number.

How to participate in virtual public testimony:

Sign up to give testimony by clicking on the button below. This will take you to an online google form where you can select the hearing item on which you wish to give testimony.

[SIGN UP](#)

The form will be **open until 1:00 p.m.** on January 25, 2023. Hearings begin at 4:00 p.m. When it is your turn to testify, Plan Commission President will call your name and you can begin your testimony.

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

plancommission@spokanecity.org

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

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Spokane Plan Commission - Draft Minutes

January 11, 2023

Webex Teleconference

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

Attendance:

- Board Members Present: Todd Beyreuther (President), Greg Francis (Vice President), Michael Baker, Jesse Bank, Ryan Patterson, Carole Shook, Clifford Winger, Christopher Britt, Kris Neely, Tim Williams
- Non-Voting Members Present: Mary Winkes (Community Assembly Liaison), Council Member Zack Zappone
- *Quorum Present: yes*
- Staff Members Present: Spencer Gardner, Tirrell Black, Jackie Churchill, KayCee Downey, Tim Thompson, Della Mutungi, Maren Murphy, Dean Gunderson, Brandon Whitmarsh, Ryan Shea

Public Comment: Citizens are invited to address the Plan Commission on any topic not on the agenda. 3 Minutes each.

Minutes: Minutes from 12/14/2022 approved unanimously

Current Agenda: The current agenda was approved unanimously.

Briefing Session:

- Kris Neely arrived 2:09
1. City Council Liaison Report -Zack Zappone
 - Council Member Zappone reported that Howard Street protected bike lane promenade pilot program has started.
 2. Community Assembly Liaison Report - Mary Winkes
 - None
 3. Commission President Report - Greg Francis
 - Greg Francis reported that he was involved in a bicycle parking review meeting which was about proposed bike parking requirements for new development. He also participated, along with Mary Winkes, in the 3rd meeting for the Transportation Impact Fee Review.
 4. Transportation Subcommittee Report - Clifford Winger
 - Clifford Winger reported that the PCTS met on January 3rd. Integrated Capital Management presented on the Safe Streets for All grant program, in which equity and safety are main concerns.
 5. Secretary Report - Spencer Gardner
 - Spencer Gardner presented certificates of appreciation to Todd Beyreuther and Greg Francis for their time as President and Vice President, and also thanked CM Kinnear for her time as Council Liaison.
 - Spencer Gardner stated that there is a virtual open house for South Logan Project on January 19, 6-7 PM, and the meeting link can be found on the city website.
 - He also introduced Della Mutungi as the newest Planner I in the Planning Department.

- Carole Shook arrived at 2:00pm.

Tentative Agenda Items:

Ryan Patterson proposed a workshop that would discuss the platting process in the city as well how addresses are assigned to units within a larger building.

Workshop(s):

1. Building Opportunity in Housing

- Presentation provided by Kevin Freibott
- Questions asked and answered
- Discussion ensued

2. Cannon Streetcar Suburb Historic District Adoption Procedures

- Presentation provided by Spencer Gardner
- Questions asked and answered
- Discussion ensued

3. Headshots of the Plan Commission members

Workshop portion and online portion of the Meeting Adjourned at 3:45 PM

Next Plan Commission Meeting scheduled for Wednesday, January 25, 2023



Building Opportunity for Housing Public Engagement Input and How Policy Leads to Development

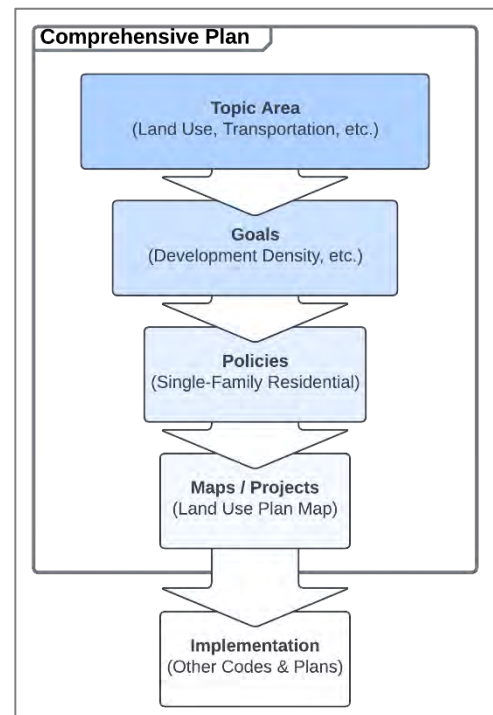
January 25, 2023

Our team would like to discuss two items with the Plan Commission at our next workshop with you. First, we would like to report back to Plan Commission on some of the results of our ongoing Public Engagement efforts, with an eye towards keeping the Plan Commission informed as to what we've been hearing lately, as we discuss the interim ordinance and Building Opportunity for Housing.

Second, we would love to have a conversation with you about how Comprehensive Plan policy, both the text of the plan and the Land Use Plan Map, flows from the vision for the City through policy and on to development regulations and physical construction in the City. For some of you this may be a useful refresher and for others we hope this conversation will help to build your understanding and comfort for these topics. Our hope is that this conversation will be useful as you consider the policy and map changes that may result from Phase I of this important project.

Before the meeting, you might find it helpful to review parts of Chapter 3, Land Use of the Comprehensive Plan. Chapter 3 can be found with the rest of the Plan at www.shapingspokane.org. We recommend you review policies LU 1.3, LU 1.4 as well as the description of various land uses included at the end of the chapter.

As always, please feel free to contact our team at developmentcode@spokanecity.org or by calling us at 509-625-6500 if you have any questions before or after the meeting on January 25.



City of Spokane Bicycle Parking Code Update

Plan Commission 1/25/2023

Tyler Kimbrell, Assistant Planner II

tkimbrell@spokanecity.org



Why Update the Bicycle Parking Requirements?

- Bicycle Master Plan
- Comprehensive Plan
- Leveraging the City's investment in new bike infrastructure
- Transit-oriented development



Bicycle Master Plan

- Policy 3: “Provide convenient and secure **short-term and long-term** bike parking to connect people to popular destinations and transit throughout Spokane”
- Action 2.1: “Design bicycle facilities and the network for all ages and abilities to attract the ‘**interested but concerned**’ riders”
- Action 3.3: “Increase the availability of bicycle parking **throughout the city**”



Overview of Short-term vs Long-term parking

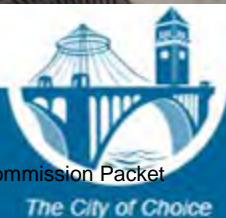
Short-term

- Typically, on the exterior of the building
- For visitors and customers
- U-rack preferred (see below), must have 2 points of contact with a bicycle



Long-term

- In a secured room, enclosure, or storage via bike locker
- Intended for employees and residents
- Both vertical and horizontal racks



Comprehensive Plan

- TR5: “Provide Secure parking for bicyclists at key destinations and ensure **future developments include bicycle parking on site** that adheres to city-established design and siting standards.”
- TR6: “Establish and maintain bicycle parking guidelines and standards for Centers and Corridors to **provide sufficient and appropriate short- and long-term bicycle parking.**”
- TR18: “Develop a system for reducing on-site parking supply requirements, whereby developers can instead adopt transportation demand management practices such as...provision of bicycle parking”



Bicycle Parking Code Currently and its Potential

SMC 17C.230.200- Now

- Bicycle parking requirements based on vehicle parking
 - Reduced/no vehicle parking requirements with TOD or in Downtown
- No differentiation between short- and long-term parking
- No design guidance



SMC 17C.230.200- Potential

- Clear requirements
 - Bicycle parking based on the floor area of a building
- Differentiation between short- and long-term parking
- More flexibility
 - Variation of use types
- Potential for more incentives
 - Increased vehicle parking substitution for bicycle parking
- Better guidance on what constitutes good bicycle parking



Tentative Meeting Schedule/ Process

- 6-Dec Plan Commission Transportation Subcommittee
- 12-Dec Urban Experience
- 17-Jan Bicycle Advisory Board
- ★ • 25-Jan Plan Commission #1
- 15-Feb Virtual Open House
- 22-Feb Plan Commission Potential Workshop
- 8-Mar SEPA Determination/ Public Notice
- 22-Mar Plan Commission #2- Hearing
- 10-Apr Urban Experience Presentation
- 24-Apr 1st reading
- 1-May 2nd reading- Hearing/ Adoption



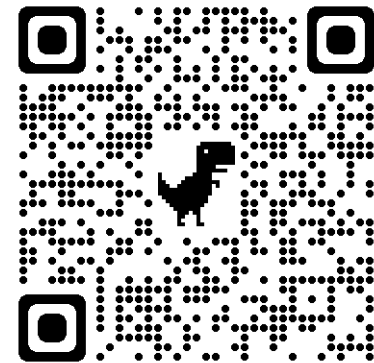
Bicycle Parking Code Update

<https://my.spokanecity.org/projects/bicycle-parking-code-update/>

Tyler Kimbrell

Assistant Planner II

tkimbrell@spokanecity.org



Best Practices

- Association of Pedestrian and Bicycle Professionals- Bicycle Parking Guidelines, 2nd Edition

Bicycle Parking Guidelines

2nd Edition

A Set of Recommendations from the
Association of Pedestrian and Bicycle Professionals (APBP)



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Chapter 17C.230 Parking and

Loading Section 17C.230.200

Bicycle Parking

A. Purpose.

Bicycle parking is required to encourage the use of bicycles by providing safe and convenient places to park bicycles.

~~((1. Bicycle parking facilities, either off street or in the street right of way, shall be provided in RMF, RHD, CC1, CC2, CC3, CC4, O, OR, NR, NMU, CB, GC, and industrial zones for any new use which requires twenty or more automobile parking spaces according to Table 17C.230-1 or Table 17C.230-2. All bicycle parking facilities in the street right of way shall conform to City engineering services department standards.~~

~~a. The number of required bicycle parking spaces shall be five percent of the number of required off street auto parking spaces.~~

~~b. When any covered automobile parking is provided, all bicycle parking shall be covered.~~

~~2. Within downtown and FBC CA1, CA2, CA3, zones bicycle parking facilities, either off street or in the street right of way, shall be provided. The number of spaces shall be the largest amount based on either subsections (a) or (b) below.~~

~~a. The number of required bicycle parking spaces shall be five percent of the number of off street auto parking spaces being provided, whether the auto parking spaces are required by code or not.~~

~~b. A minimum of one bicycle parking space shall be provided for every ten thousand square feet of building area. When a building is less than ten thousand square feet in building area at least one bicycle parking space shall be provided.~~

~~c. When any covered automobile parking is provided, all bicycle parking shall be covered.~~

~~d. All bicycle parking facilities in the street right of way shall conform to City engineering services department standards.~~

~~3. Bicycle parking facilities accessory to nonresidential uses shall be located on the lot or within eight hundred feet of the lot. Bicycle parking accessory to residential uses shall be located on-site. Bicycle parking facilities shared by more than one use are encouraged. Bicycle and automobile parking areas shall be separated by a barrier or painted lines.))~~

B. Applicability.

1. The baseline number of bicycle parking spaces required for uses identified in SMC 17C.190 is identified in Table 17C.230-3. If the calculated number of required bicycle parking spaces results in a decimal the required number of spaces is rounded up.

2. All uses under SMC 17C.190 shall provide at minimum two (2) short-term bicycle parking spaces and one (1) long-term bicycle parking space unless otherwise stated below.

a. No baseline short-term or long-term bicycle parking is required for the following uses.

Commented [KT1]: It has been suggested that there should be no baseline requirement for long-term bicycle parking. Please advise.

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- i. All uses under "Residential categories"
 - ii. Commercial parking
 - iii. Drive-through facilities
 - iv. All uses under "Other Categories"
- b. No baseline short-term bicycle parking is required for the following uses.
 - i. All uses under "Industrial Categories"
3. The minimum number of bicycle parking spaces required for allowed uses in Center and Corridor Zones is identified in Table 17C.230-4. If the calculated number of required bicycle parking spaces results in a decimal the required number of spaces is rounded up.
4. All allowed uses in Center and Corridor Zones shall provide, as a baseline, two (2) short-term bicycle parking spaces and one (1) long-term bicycle parking space unless otherwise stated below.
 - a. No baseline short-term or long-term bicycle parking is required for the following uses.
 - i. Residential
 - ii. Public parking lot
 - iii. Drive-through business on pedestrian streets
 - iv. Mobile food vending
 - b. No baseline short-term bicycle parking is required for the following uses.
 - i. Limited industrial
 - ii. Heavy Industrial
 - iii. Motor vehicle sales, rental, repair, or washing
 - iv. Automotive parts and tires (with exterior storage or display)
5. The provisions in this section do not apply to buildings less than one thousand (1,000) square feet.
6. Change of Use.
 - a. When the use of an existing building changes, bicycle parking shall be provided to meet the standards set forth in this section.
7. The bicycle parking requirements of this section do not retroactively apply to established uses; however:
 - a. When increasing the floor area or other measures of bicycle parking requirements by addition or alteration, spaces as required for the increase shall be provided; and
 - b. The site to which a building is relocated must provide the required spaces.
8. Uses Not Mentioned.
 - a. In the case of a use not specifically mentioned in Table 17C.230-3 or Table 17C.230-4, the requirements for bicycle parking shall be determined by the Planning Director.

C. Short-term bicycle parking standards

Short-term bicycle parking encourages shoppers, customers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles.

Commented [KT2]: It has been suggested that a 1,000 sq ft threshold is too low. The lowest rate of required bicycle parking is 1 per 5,000 sq ft. It could be suggested that the minimum threshold be 5,000 sq. ft., or lower. Please advise.

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1. Bicycle racks that are designed to accommodate two bicycles, such as an inverted-u rack, are considered two (2) bicycle parking spaces.
2. Short-term bicycle parking shall be placed on floor and ground surfaces that are stable, firm, and slip resistant, consistent with ADA requirements.
3. A bicycle rack must allow for the locking of the bicycle frame and one (1) wheel to the rack and shall support a bicycle in a stable position without damage to the wheels, frame, or components (see figure 1 for examples that meet and do not meet this requirement).
4. Short-term bicycle parking must be located:
 - a. Within 50 feet of a main entrance; and
 - b. On-site or within the adjacent public right-of-way.
 - i. If within the public right-of-way, bicycle racks must be entirely within the pedestrian buffer strip.
 - c. Outside of a building or enclosure.
 - d. As to not conflict with the opening of vehicle doors.
 - e. At the same grade as the sidewalk or at a location that can be reached by an accessible route.
 - f. Short-term bicycle parking where the number of required spaces is based on the provided vehicle parking (see Basic Utilities and Parks and Open Space in Table 17C.230-3) shall be grouped and located within or adjacent to the vehicle parking area.
 - i. If located within the vehicle parking area the bicycle racks shall be protected from vehicle interference such as the opening of car doors and potential collision by ensuring adequate space between vehicle parking stalls and bicycle parking.
5. Property owners and businesses located on the same side of the street and on the same block may establish a grouped bicycle parking area where short-term bicycle parking solutions may be implemented.
 - a. These areas shall be located no further than 200 feet from the main entrance of each business or property they intend to serve.
 - b. The racks shall be at a location that can be reached by an accessible route.
 - c. Bicycle parking shall meet all other relevant standards of this section.
6. If the development is unable to provide short-term bicycle parking as described, the developer may explore options such as:
 - a. On-site short-term bicycle parking beyond fifty (50) from the main entrance.
 - b. Bicycle parking located at the rear of the building.
 - c. Bicycle parking located within the building.
 - d. As agreed upon between the applicant and the Planning Director.

D. Long-term bicycle parking standards

Long-term bicycle parking provides employees, students, residents, commuters, and others who generally stay at a site for several hours with a secure and weather-protected place to park bicycles.

1. Long-term bicycle parking must be located:

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- a. Within a building.
 - b. On-site, including parking structures and garages; or
 - c. Within three hundred (300) feet of the site.
2. A garage dedicated exclusively to one or two housing units shall meet all long-term bicycling parking requirements for the associated units.
 3. Long-term bicycle parking must be provided in racks or lockers.
 - a. At least twenty-five percent (25%) of the racks must be horizontal to accommodate:
 - i. Those who cannot lift a bicycle into a vertical position; and
 - ii. Cargo, tandem, long-tailed or similar bicycles that do not fit into vertical bicycle racks.
 4. Long-term bicycle parking spacing requirements.
 - a. For horizontal racks such as the inverted-u rack (see figure 2):
 - i. A minimum of three (3) feet parallel spacing between each rack; and
 - ii. A minimum of five (5) feet perpendicular access aisle between rows of bicycle parking; and
 - iii. A minimum of two (2) feet six (6) inches of perpendicular spacing between bicycle racks and walls or obstructions; and
 - iv. A minimum of two (2) feet for user access between a wall or other obstruction and the side of the nearest parked bicycle.
 - b. For vertical wall-mounted racks (see figure 3):
 - i. A minimum of three (3) feet parallel spacing between each rack; or, A minimum of one (1) foot six (6) inches parallel spacing combined with a minimum of an eight (8) inch vertical off-set between each rack; and
 - ii. A minimum of five (5) feet perpendicular access aisle between rows of bicycle parking; and
 - iii. A minimum of one (1) foot six (6) inches for user access between a wall or other obstruction and the side of the nearest parked bicycle.
 5. Long-term bicycle parking must be covered. The cover must be.
 - a. Permanent; and
 - b. Impervious.
 6. Long-term bicycle parking shall be placed on floor and ground surfaces that are stable, firm, and slip resistant consistent with ADA requirements.
 7. Long-term bike rack or bike locker design details must be provided with site layouts in order to determine the number of bicycle parking spaces accommodated by each rack.
 8. To provide security the bicycle parking must be.
 - a. In a locked room; or
 - b. In an enclosure with a locked gate or door, the walls of the enclosure are to be at least eight (8) feet tall or be floor-to-ceiling; or

Commented [QHC3]: Based on feedback from the advisory committee, this was added to clarify that private garages meet all long-term bike parking requirements for residential developments when each garage serves a limited number of units.

Commented [QHC4]: Current practice is for applicants to submit rack details to permit staff for review to determine the number of bicycle parking spaces accommodated by each rack. This would formalize that practice.

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- c. In a permanently anchored, enclosed, and secured bike locker.
- 9. Property owners and businesses located on the same block may establish a grouped bicycle parking area where long-term bicycle parking solutions may be implemented.
 - a. These areas shall be located no further than 300 feet from each site they intend to serve.
 - b. Bicycle parking shall be at a location that can be reached by an accessible route.
 - c. Bicycle parking shall meet all other relevant standards of this section.
- 10. Up to fifty percent (50%) of long-term bicycle parking for residential uses may be located within a dwelling unit. Long-term bicycle parking in a residential dwelling unit shall be:
 - a. A designated bicycle storage closet; or
 - b. A private outdoor area where the bicycle can be secured to a vertical or horizontal rack.
 - i. The rack must be permanently affixed to the ground or wall; and
 - ii. The outdoor area must be covered to protect the bicycle from weather events.
- 11. If a development is unable to meet the standards of this section, the applicant may seek relief subject to the Planning Director's discretion.
 - a. The applicant shall provide reasonable evidence as to why they are unable to fulfill the requirements of this section.
 - b. The applicant and the Planning Director should first explore alternatives for locating bicycle parking prior to agreeing to full relief from the requirements of this section.

Commented [KT5]: Cities have struggled with allowing long-term bicycle parking storage in units. Long-term bicycle storage is often an afterthought and leads to poor implementation of bicycle storage.

TABLE 17C.230-3 BICYCLE PARKING BY USE					
RESIDENTIAL CATEGORIES					
USE CATEGORIES	SPECIFIC USES	REQUIRED SHORT-TERM BICYCLE PARKING	BASELINE SHORT-TERM BICYCLE PARKING (1 RACK IS EQUIVALENT TO 2 SPACES)	REQUIRED LONG-TERM BICYCLE PARKING	BASELINE LONG-TERM BICYCLE PARKING
Group Living		None	0	1 per 10 residents	0
Residential Household Living	Five or more units	None	0	0.5 per unit	0
COMMERCIAL CATEGORIES					
USE CATEGORIES	SPECIFIC USES	REQUIRED SHORT-TERM BICYCLE PARKING	BASELINE SHORT-TERM BICYCLE PARKING (1 RACK IS EQUIVALENT TO 2 SPACES)	REQUIRED LONG-TERM BICYCLE PARKING	BASELINE LONG-TERM BICYCLE PARKING
Adult Business		1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Commercial Outdoor Recreation		1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Commercial Parking		None	0	None	0
Drive-through Facility		None	0	None	0
Major Event Entertainment		1 per 60 seats	2	1 per 24,000 sq. ft. of floor area	1
Office	General Office	1 per 20,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
	Medical/Dental Office	1 per 20,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
Quick Vehicle Servicing		1 per 20,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Retail Sales and Service	Retail, Personal Service, Repair-oriented	1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
	Restaurants and Bars	1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1

Commented [QHC6]: The number of parking spaces accommodated per rack is not noted for long-term parking, as the number of spaces accommodated by each long-term rack is dependent on rack design, ie wall-mounted versus floor-mounted/horizontal vs. vertical. See D.7.

Commented [KT7]: It has been suggested that this threshold is too low and that it becomes more economical to implement long-term bicycle storage between 12 and 20 units.

Commented [KT8]: It has been suggested that this rate of long-term storage is too high. Please advise.

	Health Clubs, Gyms, Lodges, Meeting Rooms and similar continuous entertainment, such as Arcades and Bowling Alleys	1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
	Temporary Lodging	1 per 30 rentable rooms	2	1 per 30 rentable rooms	1
	Theaters	1 per 30 seats	2	1 per 12,000 sq. ft.	1
	Retail sales and services of large items, such as appliances, furniture and equipment	1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Mini-storage Facilities		2 per development	2	None	0
Vehicle Repair		1 per 20,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
INDUSTRIAL CATEGORIES					
USE CATEGORIES	SPECIFIC USES	REQUIRED SHORT-TERM BICYCLE PARKING	BASELINE SHORT-TERM BICYCLE PARKING (1 RACK IS EQUIVALENT TO 2 SPACES)	REQUIRED LONG-TERM BICYCLE PARKING	BASELINE LONG-TERM BICYCLE PARKING
Industrial Services, Railroad Yards, Wholesale Sales		None	0	1 per 20,000 sq. ft. of floor area	1
Manufacturing and Production		None	0	1 per 20,000 sq. ft. of floor area	1
Warehouse and Freight Movement		None	0	1 per 20,000 sq. ft. of floor area	1
Waste-related		None	0	1 per 20,000 sq. ft. of floor area	1
INSTITUTIONAL CATEGORIES					
USE CATEGORIES	SPECIFIC USES	REQUIRED SHORT-TERM BICYCLE PARKING	BASELINE SHORT-TERM BICYCLE PARKING (1 RACK IS EQUIVALENT TO 2 SPACES)	REQUIRED LONG-TERM BICYCLE PARKING	BASELINE LONG-TERM BICYCLE PARKING
Basic Utilities		1 per 20 vehicle spaces (whether vehicle parking is	2	1 per 20 vehicle spaces (whether vehicle parking is	1

		required by code or not)		required by code or not)	
Colleges		1 per 20,000 sq. ft. of floor area associated with each building	2	1 per 30 staff/faculty	1
Community Service		1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Daycare		1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Medical Centers		1 per 30,000 sq. ft. of floor area	2	1 per 20,000 sq. ft. of floor area	1
Parks and Open Areas[1]		1-3 amenities= 4 spaces 4-7 amenities= 8 spaces 7-12 amenities= 16 spaces 12+ amenities= 24 spaces Additionally: 1 per 10 vehicle spaces (whether vehicle parking is required by code or not)	2	None	0
Religious Institutions		1 per 20,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Schools	Grade, Elementary, Junior High	1 per classroom	2	None	0
	High School	1 per classroom	2	None	0
OTHER CATEGORIES					
USE CATEGORIES	SPECIFIC USES	REQUIRED SHORT-TERM BICYCLE PARKING	BASELINE SHORT-TERM BICYCLE PARKING (1 RACK IS EQUIVALENT TO 2 SPACES)	REQUIRED LONG-TERM BICYCLE PARKING	BASELINE LONG-TERM BICYCLE PARKING
Agriculture		None	None	None	None

Commented [QHC9]: At the Bicycle Advisory Board, it was commented that this ratio is too low for Medical Centers.

Aviation and Surface Passenger Terminals	None	None	None	None
Detention Facilities	None	None	None	None
Essential Public Facilities	None	None	None	None
Wireless Communication Facilities	None	None	None	None
Rail Lines and Utility Corridors	None	None	None	None

[1] Parks and Open Space amenities, for the purpose of this section, are defined as park facilities such as playgrounds, ball fields, and splash pads. These do not include any natural area amenities such as habitat viewing station.

Commented [QHC10]: It was recommended at the Bicycle Advisory Board that a minimum number bike parking spaces should be required at airports.

TABLE 17C.230-4

CENTER AND CORRIDOR ZONE REQUIRED BICYCLE PARKING SPACE FOR ALLOWED USES

CENTERS AND CORRIDORS USE CATEGORIES	REQUIRED SHORT-TERM BICYCLE PARKING	BASELINE SHORT-TERM BICYCLE PARKING (1 RACK IS EQUIVALENT TO 2 SPACES)	REQUIRED LONG-TERM BICYCLE PARKING	BASELINE LONG-TERM BICYCLE PARKING
Residential	None	0	0.5 per unit	0
Hotels, including Bed and Breakfast Inns	1 per 30 rentable rooms	2	1 per 30 rentable rooms	1
Commercial, Financial, Retail, Personal Services	1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Eating and Drinking Establishments	1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Restaurants without Cocktail Lounges	1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Professional and Medical Offices	1 per 20,000 sq. ft. of floor area	2	1 per 10,000 sq. ft. of floor area	1
Entertainment, Museum and Cultural	1 per 60 seats, or 1 per 12,000 sq. ft. of floor area; whichever is lesser	2	1 per 24,000 sq. ft. of floor area	1
Government, Public Service or Utility Structures, Social Services and Education	1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Religious Institutions	1 per 20,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1

Commented [KT11]: Center and Corridor requirements are similar to the general use category requirements. Should Centers and Corridors provide more bicycle parking? Please advise.

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Parks and Open Space	1-3 amenities= 4 spaces 4-7 amenities= 8 spaces 7-12 amenities= 16 spaces 12+ amenities= 24 spaces Additionally: 1 per 10 vehicle spaces (whether vehicle parking is required by code or not)	2	None	0
Structured Parking	1 per 10 vehicle parking spaces [1]	2	None	0
Public Parking Lot	None	0	None	0
Limited Industrial (if entirely within a building)	None	0	1 per 20,000 sq. ft. of floor area	1
Heavy Industrial	None	0	1 per 20,000 sq. ft. of floor area	1
Drive-through Businesses on Pedestrian Streets	None	0	None	0
Motor Vehicles Sales, Rental, Repair or Washing	None	0	1 per 12,000 sq. ft. of floor area	1
Automotive Parts and Tires (with exterior storage or display)	None	0	1 per 12,000 sq. ft. of floor area	1
Gasoline Sales (serving more than six vehicles)	1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Gasoline Sale (serving six vehicles or less)	1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Self-storage or Warehouse	None	0	None	0
Adult Business (subject to chapter 17C.305 SMC special provisions)	1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Winery and Microbreweries	1 per 5,000 sq. ft. of floor area	2	1 per 12,000 sq. ft. of floor area	1
Mobile Food Vending	None	0	None	0

[1] Short-term parking within structured vehicle parking facilities must be on the ground floor and within the building. There is no requirement for the parking to be in a secured enclosure.

STAFF REPORT

City of Spokane Plan Commission Hearing: Cannon Streetcar Suburb Historic District Overlay Zone (SMC 17D.100.290) January 25, 2023

Subject

Adoption of the Cannon Streetcar Suburb Historic District Overlay Zone (includes Cannon Streetcar Suburb Design Standards and Guidelines), SMC 17D.100.290

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-defining features of the neighborhood that a listing on the Spokane Register would. The CCNC decided 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* (SMC 17D.100.280) was recommended for passage by the Spokane Plan Commission and subsequently passed by the Spokane City Council. The process followed in the Browne's Addition effort was closely followed for the district in lower Cliff-Cannon.

The HPO received a grant in June of 2019 to fund the creation of the Cannon Streetcar Suburb Historic District. The grant funded the work to produce the three documents necessary for the formation of a local historic district in the lower South Hill neighborhood of Cliff-Cannon – a nomination form, resource forms for each property within the district, and design standards and guidelines for the district. Those documents were created internally by HPO staff. The documents have been reviewed and approved by a unanimous vote of the Spokane Historic Landmarks Commission at a public hearing (12/21/22):

- [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](#)

The Cannon Streetcar Suburb Design Standards and Guidelines are not development regulations but are instead used to assist the historic preservation officer and commission in 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

For further information contact: Megan Duvall, Historic Preservation Officer, 625-6543 or mduvall@spokanecity.org.

of Interior Standards for Rehabilitation (Department of Interior regulations, 36 CFR 67). The 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 ensure the long-term preservation of a property's significance through the preservation of historic materials and features.

Balloting Process and Results:

On September 14, 2022, the HPO mailed out 577 ballots to 493 property owners within the proposed boundaries of the Cannon Streetcar Suburb Historic District (some property owners own more than one parcel and are provided a vote for each developable parcel, as well as a ballot for all condominium owners). The ballot and letter are included in the attachments. Balloting closed on November 14, 2022. The results of the ballot were presented to the SHLC at their November 16, 2022 meeting where a public hearing was opened for the review of the Cannon Streetcar Suburb Historic District. The results are as follows:

- **391** total ballots were returned to the HPO
- **324 YES** votes to form the district
- **67 NO** votes to not form the historic district
- **186** votes *were not returned* and are counted as *NO* votes
- **Overall, 56.1% of the TOTAL property owners were in favor of the creation of the Cannon Streetcar Suburb Historic District** (exceeding the 50% + 1 required by SMC 17D.100.100)
- **68%** of the ballots were returned (391 of 577)
- Of those returning ballots, **82.8%** were in favor of the district creation (324 of 391)

District Creation Process:

<u>Date</u>	<u>Action</u>	<u>Code</u>
8-Jul-20	Commerce Notification to Adopt	per SMC 17G.025.010 D
22-Jul-20	Plan Commission Workshop #1	per 17G.025.010
12-Aug-20	Plan Commission Workshop #2	per 17G.025.010
21-Sep-22	SHLC Preliminary Approval of Documents (Nomination and Design Standards and Guidelines)	per SMC 17D.100.030 C
14-Sep-22 to 14-Nov-22	Property owner vote	per SMC 17D.100.100
13-Oct-22	Notice sign posted	per SMC 17D.100.040
14-Oct-22 for the 16-Nov-22 Hearing	Notice in S-R; Gazette; Library	per SMC 17D.100.040 (30 days notice for historic districts)
16-Nov-22	SHLC Hearing for district opened	per SMC 17D.100.040
21-Nov-22 for the 21-Dec-22 Hearing	Notice in S-R; Gazette; Library	per SMC 17D.100.040 (30 days notice for historic districts)
18-Nov-22	SEPA Checklist - Agency Comment	per SMC 17G.025.010 D
14-Dec-22	Plan Commission Workshop #3	per 17G.025.010
21-Dec-22	SHLC Final Hearing (approved 7-0)	per SMC 17D.100.040

For further information contact: Megan Duvall, Historic Preservation Officer, 625-6543 or mduvall@spokanecity.org.

3-Jan-23	Plan Commission Hearing Notice/SEPA Determination mailed	per 17G.025.010 E 2
25-Jan-23	Plan Commission Hearing	per 17G.025.010 F
February/ March 2023	City Council Process - First Reading, Final Reading, Hearing	per 17G.025.010 H
Mar-23	Commerce Final Notification	Follows City Council action within 10 days per SMC 17G.025.010 I

Outreach Efforts:

October 7, 2016:	Met with concerned neighbors about protection provisions in Cliff-Cannon's Ninth Ave National Register District
April 11, 2017:	Meeting with city staff and neighborhood concerning demolitions of 1021, 1025 and 1029 W 9th
September 5, 2017:	Met with City Council Representatives and Neighborhood concerning demolitions within the Ninth Ave NR District
February 5, 2019:	Presentation on local historic districts to Cliff-Cannon Neighborhood Council
April 16, 2019:	Met with Neighborhood Council Chair and possible neighborhood liaison
March 26, 2019 - April 26, 2019	Online survey to elicit feedback on whether a district was of interest to the neighborhood in advance of grant application (32 responses)
August 27, 2019:	Met with new neighborhood liaison to discuss the district
September 19, 2019:	Project website created - www.historicspokane.org/cannon
September 21, 2019:	Lower South Hill Block Party
January 7, 2020:	Neighborhood Council Meeting
January 23, 2020:	Executive Committee/CCNC Meeting
February 3, 2020:	Neighborhood Team Kickoff Meeting
February 4, 2020:	Neighborhood Council Meeting Presentation
April 22, 2020:	Filmed first Neighborhood Workshop
June 26-27, 2020:	Staffed "Historic Preservation Pop-Up Table" in the neighborhood to continue outreach efforts
July 22, 2020:	First Plan Commission Workshop
August 12, 2020:	Second Plan Commission Workshop
December, 2020:	Mailed postcards to all property owners with upcoming online workshop dates
January 28, 2021:	Held first Cannon Streetcar Suburb Historic District online workshop (see below for presentation and video)
Major PAUSE for COVID	
April 5, 2022:	Attend first Cliff-Cannon Neighborhood Council meeting since the start of the pandemic to update on historic district
May 3, 2022:	Attend first in-person CCNC meeting to present on upcoming meetings for the district
May 5, 2022:	Property owner mailing completed with information on the district as well as workshop dates

For further information contact: Megan Duvall, Historic Preservation Officer, 625-6543 or mduvall@spokanecity.org.

May 12, 2022:	First workshop – What does it mean to live in a historic district?
June 14, 2022:	Second workshop – Tailoring Design Guidelines for Cannon Streetcar Suburb Historic District
July 22, 2022 - September 10, 2022	Solicited feedback on questions re: design standards and guidelines from property owners via Google Form (6 responses in addition to in-person discussion from Workshop #2)
July 28, 2022:	Third workshop – Overview and Discussion of Documents/Process
August/September 2022:	Neighborhood Committee formed and begins weekly meetings
September 14, 2022:	Ballots mailed to property owners within the proposed district. Ballots were out for 60 day period ending November 14, 2022
November 14, 2022:	56% of property owners within the district vote in favor of the creation of the local historic district (324 Yes votes; 67 No votes, 186 ballots not returned counted as “no”)
November 16, 2022:	SHLC opens public hearing
November 17, 2022:	HP staff presents to City Council in Study Session on historic district
December 14, 2022:	HP staff presents workshop to Plan Commission
December 21, 2022:	SHLC meeting – hearing on Cannon Streetcar Suburb Historic District with final vote in favor 7-0
January 25, 2023:	Hearing by Plan Commission on recommendation to City Council

Alignment with the City's Comprehensive Plan

This proposal touches on multiple chapters of the Comprehensive Plan. Pertinent Goals and Policies, in order of appearance in the Plan:

Chapter 2: Implementation

2.1 Carrying Out the Plan

Historic Preservation

The Comprehensive Plan recognizes the high value that citizens place on historic resources in Spokane. Policies express public desires regarding their preservation and how to manage changes to these resources as they are impacted by new development. Historic properties can range from individually listed commercial, governmental, or residential buildings to historic districts in both neighborhood and commercial areas. A number of implementation tools are already in place. The Spokane Register of Historic Places lists significant properties over 50 years old that meet specific criteria, with the consent of the owner. Following designation on the register, through a contract with the owner, properties are subject to design review by the Spokane Historic Landmarks Commission using federal rehabilitation standards, known as the Secretary of the Interior's Standards for Rehabilitation.

To encourage compliance, incentives are available for privately owned historic properties. Those incentives include the Federal Investment Tax Credit, which provides an income tax reduction for National Register listed, income-producing properties that have undergone a substantial

rehabilitation; local Special Valuation, which reduces property tax; local Building Code Relief, which may allow deviation from building code requirements that directly impact important historic features of listed buildings; and the option of the donation of a Facade Easement, which may provide a one-time Federal Income Tax deduction based on the value of the donation.

A database of information of identified and potentially historic properties is also available and can be used as a planning tool by local government, developers, and elected officials to make informed decisions about actions that could affect historic resources.

Chapter 3: Land Use

LU 1.3 Single-Family Residential Areas

Protect the character of single-family residential neighborhoods by focusing higher intensity land uses in designated Centers and Corridors.

Discussion: The city's residential neighborhoods are one of its most valuable assets. They are worthy of protection from the intrusion of incompatible land uses. Centers and Corridors provide opportunities for complementary types of development and a greater diversity of residential densities. Complementary types of development may include places for neighborhood residents to work, shop, eat, and recreate. Development of these uses in a manner that avoids negative impacts to surroundings is essential. Creative mechanisms, including design standards, must be implemented to address these impacts so that potential conflicts are avoided.

LU 2.2 Performance Standards

Employ performance and design standards with sufficient flexibility and appropriate incentives to ensure that development is compatible with surrounding land uses.

Discussion: Performance and design standards should address, among other items, traffic and parking/loading control, structural mass, open space, green areas, landscaping, and buffering.

In addition, they should address safety of persons and property, as well as the impacts of noise, vibration, dust, and odors. An incentive system should be devised that grants bonuses, such as increased building height, reduced parking, and increased density, in exchange for development that enhances the public realm.

LU 5.5 Compatible Development

Ensure that infill and redevelopment projects are well-designed and compatible with surrounding uses and building types

LU 7.3 Historic Reuse

Allow compatible residential or commercial use of historic properties when necessary to promote preservation of these resources.

Discussion: Preservation of historic properties is encouraged by allowing a practical economic use, such as the conversion of a historic single-family residence to a higher density residential or commercial use. A public review process should be required for conversions to a use not allowed in the underlying zoning district. Special attention should be given to assuring that the converted use is compatible with surrounding properties and the zone in which the property is located. Recommendations from the Historic Landmarks Commission and the Historic Preservation Officer should be received by any decision-maker before a decision is made regarding the appropriateness of a conversion of a historic property.

Chapter 6: Housing

H 2.3. Housing Preservation

Encourage preservation of viable housing.

Discussion: Housing that is susceptible to redevelopment is often serving lower income households and is an important part of the housing mix within the city. Future sub-area plans should preserve existing viable housing outside of designated center or corridor environments where redevelopment and intensification are encouraged. Often the housing that is destroyed cannot be replaced by new housing elsewhere at the same cost level. Sub-area plans should permit the transfer of unused development rights from low-income housing to eligible sites elsewhere in the planning area or the city as a preservation strategy.

Information about soon-to-be-demolished housing should be made available to the public, such as on the internet, so that concerned housing-related groups can determine if there are alternatives to demolition when the structure is worth preserving. Options might include purchase of the property or relocation of the housing.

Chapter 8: Urban Design and Historic Preservation

DP 1.1: Landmark Structures, Buildings, and Sites

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

Discussion: Landmarks are structures or sites that provide focal points of historic or cultural interest. Preservation of them, even when not located within historic districts, celebrates the uniqueness of the particular area. Development that is compatible with and respects these landmarks enhances the richness and diversity of the built and natural environments while reinforcing the landmark structures 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.

Discussion: New development should be compatible with the context of the area and result in an improvement to the surrounding 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.

Discussion: Designated historic districts are unique areas that play a special role in preserving Spokane's character. Each tells a particular story which is illustrated by a set of identified, contributing historic resources. These areas are often catalysts for redevelopment and revitalization. The character of historic districts is fragile and can be lost through large scale change or the cumulative effects of smaller changes. The relationship between historic buildings, streetscapes, and landscape features within historic districts helps define the historic character and should be considered when planning or permitting development or infill. Those areas that have been designated as local historical districts and sub-areas or special areas, such as centers and corridors and downtown Spokane, may need specific guidelines that supplement and augment the citywide general guidelines if it is determined that this is feasible or desired. Local input and the existing characteristics of an historic district or sub-area are the basis for design guidelines used for the evaluation of specific projects in that particular area.

DP 2.8 Design Review Process

Apply design guidelines through a review process that relies on the expertise of design professionals and other community representatives to achieve design performance that meets or exceeds citizens' quality of life expectations.

Discussion: The Design Review process is an opportunity for board members, citizens and staff to identify the valued features of the surrounding district or neighborhood. Board discussion and recommendations should help ensure that new developments will be sensitively designed to protect these characteristics. In addition, the Design Review process should reference any adopted district plans in order to help

ensure that new development can be designed to benefit from, and contribute to, the district's potential. Design guidelines provide the direction needed to reach design solutions that meet the intent of the Comprehensive Plan, adopted plans, and adopted codes.

DP 2.12 Infill Development

Encourage infill construction and area redevelopment that complement and reinforce positive commercial and residential character.

Discussion: Infill construction can benefit the community when done in a manner that improves and does not detract from the livability of the neighborhood and the desirable design character of the area.

DP 3.1 Historic Preservation

Establish historic preservation as a high priority within city programs.

Discussion: Historic preservation has traditionally received less funding and fewer resources than any other city department. An increase in funding and an accompanying increase in connecting preservation with city functions of economic development and planning ensures that these policies are enacted. Well-funded and staffed historic preservation programs result in measurable economic development and community revitalization.

DP 3.3 Identification and Protection of Resources

Identify historic resources to guide decision making in planning.

Discussion: Historic inventories and registers are the foundation of good community planning. Maintain an inventory of historic properties and the Spokane Register of Historic Places and continue to nominate historic properties to the local, state, and national historic registers.

DP 3.4 Reflect Spokane's Diversity

Encourage awareness and recognition of the many cultures that are an important and integral aspect of Spokane's heritage.

Discussion: Historic preservation must reflect the diversity of Spokane's past. The city must be proactive in including the many cultures and traditions of Spokane's heritage in historic preservation planning and activities.

DP 3.5 Landmarks Commission

Maintain and utilize the expertise of the Landmarks Commission in decision making by the City Council, City Plan Commission, City Parks Board, and other city agencies in matters of historic preservation.

Discussion: The City of Spokane and Spokane County established the Landmarks Commission in 1981 to advise them in matters of historic preservation. Their link with other government processes needs to be strengthened. More effort is needed to seek the counsel of the Landmarks Commission before decisions are made.

DP 3.9 Redevelopment Incentives

Provide incentives to property owners to encourage historic preservation.

Discussion: Incentives play an important role in encouraging the preservation and reuse of historic buildings, and maximizing substantial economic and quality of life benefits. The city should retain existing local incentives (historic designation, specialized technical Design Review assistance, Special Valuation, a historic marker program, conditional use permits, and fee waivers) and look for new ways to encourage preservation with incentives.

DP 3.10 Zoning Provisions and Building Regulations

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

Discussion: Regulations are tools that can and should be used to promote preservation and renovation rather than demolition. City Departments such as Building, Planning and Development, Engineering, Parks and Recreation, and Streets should include Historic Preservation in their plans, policies, regulations, and City of Spokane Comprehensive Plan operations. Examples include retaining favorable zoning options (Historic Conditional Use Permits and Historic District Overlay Zones) and encouraging the use of form-based codes and special building codes like the historic building sections of the International Building Code (IBC) and International Existing Building Code (IEBC) in development projects involving historic properties and historic districts.

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.

Discussion: Identifying the social and cultural resources of an area is necessary for protection and guides decision making in resource planning and management, and environmental review. The conservation of neighborhoods of historic character, preservation of historically significant resources, and their inclusion into historic districts are encouraged. Outstanding historic structures should be preserved when neighborhoods are redeveloped and rehabilitated.

DP 5.1 Neighborhood Participation

Encourage resident participation in planning and development processes that will shape or re-shape the physical character of their neighborhood.

Discussion: It is in the best interest of the broader community to maximize the desirability and stability of the city's individual neighborhoods. Neighborhood residents are the best equipped to determine what neighborhood design details and elements represent the particular characteristics of their specific area. As an example, residents are able to

identify neighborhood features that are valued so they can be protected or enhanced as changes occur. This might include new development subject to review by the Design Review Board or updates to codes and policies that may affect a neighborhood.

Chapter 11: Neighborhoods

N 2.4 Neighborhood Improvement

Encourage revitalization and improvement programs to conserve and upgrade existing properties and buildings.

N 6.1 Environmental Planning

Protect the natural and built environment within neighborhoods.

Discussion: Efforts must continue to be made to preserve the environment when introducing new projects into established neighborhoods, when developing new neighborhoods, and as a daily exercise in maintaining a clean living environment for health, safety, and aesthetic purposes.

(Staff comment: Additionally, the maintenance and refurbishment of existing historic buildings decreases overall negative impacts to the natural environment by limiting embodied carbon emissions)

Chapter 13: Local Government and Citizenship

N 2.4 Neighborhood Improvement

Encourage revitalization and improvement programs to conserve and upgrade existing properties and buildings.

Action:

The Plan Commission reviews changes to development regulations implementing the Comprehensive Plan which includes Chapter 17D.100 of the Spokane Municipal Code: Historic Preservation. The creation of the Cannon Streetcar Suburb Historic District Overlay Zone in SMC 17D.100.290 requires a recommendation from Plan Commission to City Council.

17G.025.010 F: Plan Commission Recommendation – Procedure.

Following the public hearing, the plan commission shall consider the proposal and shall prepare and forward a recommendation to the city council. The plan commission shall take one of the following actions:

1. If the plan commission determines that the proposal should be adopted, it may, by a majority vote, recommend that the city council adopt the proposal. The plan commission may make modifications to any proposal prior to recommending the proposal to city council for adoption. If the modifications proposed by the plan commission are significant, the plan commission shall accept testimony on the modifications before voting on the modified proposal, unless the proposed modifications are within the scope of alternatives available for public comment ahead of the hearing;
2. If the plan commission determines that the proposal should not be adopted, it may, by a majority vote, recommend that the city council not adopt the proposal; or

3. If the plan commission is unable to take either of the actions specified in subsection (E)(1) or (2) of this section, the proposal will be sent to city council with the notation that the plan commission makes no recommendation.

17G.025.010 G. Approval Criteria.

The City may approve amendments to this code if it finds that:

1. The proposed amendment is consistent with the applicable provisions of the comprehensive plan; and
2. The proposed amendment bears a substantial relation to public health, safety, welfare, and protection of the environment.

Staff commentary:

Under the Growth Management Act (GMA), development regulations must be consistent with and implement comprehensive plans. WAC 365-196-800. In this context, “implement” connotes that the regulations must be of sufficient scope to fully carry out the goals, policies, standards and directions contained in the comprehensive plan. *Id.*

Staff believes that the proposed amendment to the City’s development regulations is consistent with and will implement the Comprehensive Plan goals and policies referred to in the “Alignment with Comprehensive Plan” section included above.

Further, the proposed amendment *bears a substantial relation to...the protection of the environment* – in this case, the historic character of a neighborhood or district would fall under the environment. Historic and Cultural Preservation is included as one of the “Environmental Elements” in the SEPA Checklist – in this case, question #13.

In SMC 17E.050.220 we adopt the state’s definition of “environment.” The code provides a reference to the state code WAC 197-11-740 which directs you to WAC 197-11-444 for a list of elements that make up the environment. One of those elements is (2)(b)(vi) “historic and cultural preservation.”

Packet includes:

1. SMC 17D.100.290 Ordinance (Cannon Streetcar Suburb Historic District Overlay Zone)
2. Property owner letter with ballot
3. Notice of Plan Commission Hearing - mailing information
4. SEPA Checklist
5. SEPA Determination
6. Public Comments
7. Staff Report to SHLC on Cannon Streetcar Suburb Historic District
8. DRAFT Minutes of December 21, 2022 SHLC meeting

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

WHEREAS, the Historic Preservation Office applied for and received a grant from the Department of Archaeology and Historic Preservation to create the documents required to form the Cannon Streetcar Suburb Historic District including the nomination document detailing the history and characteristics of the district, resource forms including specific information and photographs of every property within the district, and design standards and guidelines specific to the district; and

WHEREAS, the Spokane City/ County Historic Preservation Office conducted outreach efforts including a regularly updated website with all documents and information about the district, multiple presentations, three workshops, a survey, and direct feedback from property owners; and

WHEREAS, a committee of engaged property owners within the boundaries of the district came together to strategize their own outreach efforts, determined when the ballots should be sent to property owners, planned door-knocking campaigns, stayed in close contact with the Historic Preservation Office about the status of returned ballots, and led to the ultimate success of the property owner vote; and

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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 as well as access to a Façade Improvement Grant available through the Historic Preservation Office without the requirement of having to individually list their home or building; and

WHEREAS, 56.1% 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 (324 “YES” votes out of 577 possible votes which exceeds the 50% +1 required by SMC17D.100.100B); and

The City of Spokane does ordain:

Section 1. That there is adopted a new section 17D.100.290 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.
2. 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

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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 ensure 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 to make 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

FINAL DRAFT 11-18-2022

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

FINAL DRAFT 11-18-2022

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 _____, 2023.

Council President

Attest:

Approved as to form:

City Clerk

Assistant City Attorney

Mayor

Date

Effective Date



SPOKANE CITY/COUNTY
HISTORIC PRESERVATION OFFICE
Protecting Spokane's historic resources for the future.

Official Ballot

Cannon Streetcar Suburb Local Historic District Petition

Dear Property Owner,

You are receiving this ballot because you are the registered owner of the property listed below, which is a developable parcel within the proposed Cannon Streetcar Suburb Local Historic District. The district is proposed pursuant to SMC Section 17D.100.100. To learn more about the proposed district and its impact, please visit this webpage for more information: <http://www.historyspokane.org/cannon>. Your signed ballot must be returned to the Spokane Historic Preservation Office, 3rd Floor City Hall, 808 W. Spokane Falls Blvd., Spokane, WA 99201-3333 by November 14, 2022. If mailed, the envelope must be postmarked no later than November 11, 2022. A pre-addressed and postage-paid envelope is enclosed with this ballot.

Each developable parcel within the district receives one vote, as required in SMC Section 17D.100.030. Please vote by clearly marking one of the boxes below and signing your name on the signature line. If your ballot is not returned, it will be counted as a "DO NOT APPROVE" vote.

PARCEL

ADDRESS

- ☐ YES, I approve the creation of the Cannon Streetcar Suburb Local Historic District
- ☐ No, I do not approve of the creation of the Cannon Streetcar Suburb Local Historic District

Signature of owner/agent: _____ Date: _____

Printed name of owner/agent: _____

Email Address: (Optional) _____

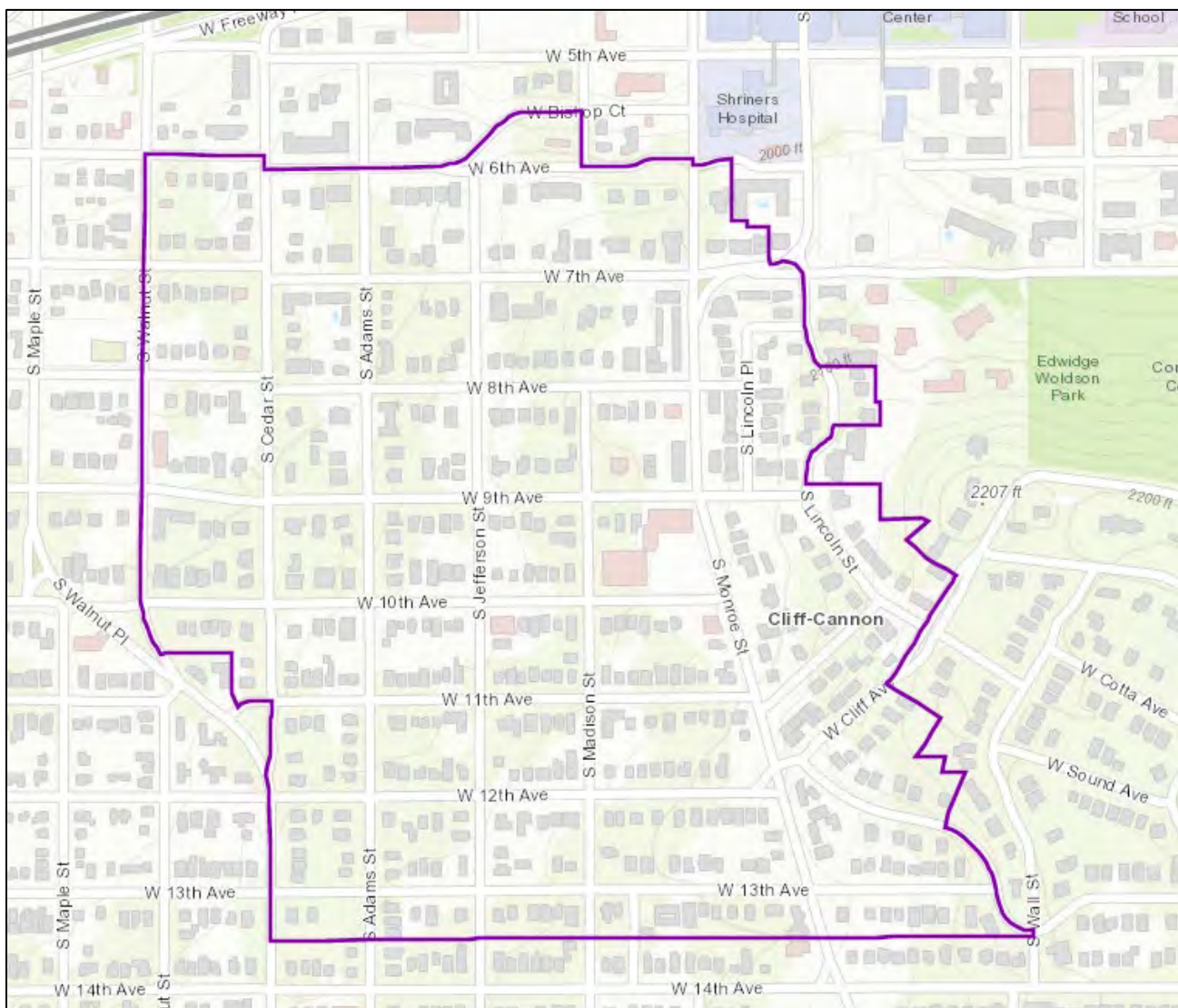
What Happens Next?

The voting period will remain open for sixty (60) days after the vote has opened. After the completion of voting, a public hearing of the Spokane Historic Landmarks Commission will be held to present the results of the vote, to hear public comment, and for the Commission to take action:

November 16, 2022, 3:00PM
City Council Briefing Chambers, basement level, Spokane City Hall
808 W. Spokane Falls Blvd., Spokane, WA 99201-3333

If the proposed district receives enough **“YES”** votes to move forward along with a recommendation from Plan Commission and Landmarks Commission, the formation of the district will be heard by City Council for final action at a public meeting.

Map Showing Proposed Boundaries for Cannon Streetcar Suburb Local Historic District Overlay Zone:



(For a larger interactive map, please visit the project webpage listed on page 1.)

**NOTICE OF SEPA DETERMINATION & NOTICE OF PUBLIC HEARING BEFORE THE CITY PLAN
COMMISSION**
**A PROPOSED AMENDMENT TO THE UNIFIED DEVELOPMENT CODE FORMING A LOCAL
HISTORIC DISTRICT, OVERLAY ZONE, AND ADOPTING DESIGN STANDARDS AND GUIDELINES IN
THE CITY OF SPOKANE**

Notice is hereby given that a SEPA Determination has been made and that there will be a public hearing before the City of Spokane Plan Commission on Wednesday, January 25, 2023 at 4 pm in the City Council Chambers, Lower Level of City Hall at 808 West Spokane Falls Boulevard, Spokane, Washington (this hearing may be continued to a later date). This SEPA Determination and public hearing is for an application by the City of Spokane for the formation of the Cannon Streetcar Suburb Local Historic District and Overlay Zone, which would be adopted by ordinance of the Spokane City Council and added to the city's official zoning map. The ordinance would also adopt design standards and guidelines applicable to the alteration or demolition of historic resources and all new construction within the district. Any person may testify at the Public Hearing or provide written comments to the Plan Commission.

The affected geographic area is within the Cliff-Cannon Neighborhood and is focused on the area of the neighborhood most impacted by historic public transportation. A project map and full project details can be found at: <https://www.historicspokane.org/cannon>.

Any person may submit written comments on the proposed action or call for additional information at:

Information:

Historic Preservation Office
Attn: Logan Camporeale, Historic Preservation Specialist
808 West Spokane Falls Boulevard, 3rd Floor
Spokane, WA 99201-3333
Phone (509) 625-6634
preservation@spokanecity.org

APPLICATION INFORMATION

SUBJECT: Proposed amendments to the Unified Development Code forming Cannon Streetcar Suburb Local Historic District and Overlay Zone

AGENT: City of Spokane Historic Preservation Office
Logan Camporeale
808 W. Spokane Falls Blvd
Spokane, WA 99201
preservation@spokanecity.org
(509) 625-6634

APPLICANT/

OWNER: Multiple properties affected in project area, see attached map

File Number: An ordinance adopting new SMC section 17D.100.290.

Location: The proposed 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. Please see attached project area map or visit <https://www.historicspokane.org/cannon> for a project map.

SEPA: SEPA Checklist for this non-project action has been submitted. A Determination of Non Significance (DNS) was issued on January 3, 2023 under WAC 197-11-340(2); the lead agency will not act on this proposal for at least 14 days. Comments regarding this DNS must be submitted no later than 4 pm, January 25, 2023 if they are intended to alter the DNS.

Description of Proposal:

This proposal is adopting a new section 17D.100.290 Cannon Streetcar Suburb Local Historic District Overlay Zone to 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. The intent of the proposed Historic District and Overlay Zone is to keep the historic character of the district intact by adopting standards and guidelines for reviewing changes to historic properties, demolitions, and new construction within the district.

The project file is available for public review during regular business hours at the City-County of Spokane Historic Preservation Office, City Hall 3rd Floor, 808 W Spokane Falls Blvd., Spokane, WA 99201-3329. For additional information please visit the project webpage: <https://www.historicspokane.org/cannon>.

Legal Description:

A full legal description of the subject properties is available in the Historic Preservation Office, located on the 3rd Floor of City Hall, 808 West Spokane Falls Blvd., Spokane, WA 99201-3329.

How to attend the meeting:

The Hearing will be held in-person in the City Council Chambers at 4 pm. You can also attend online using the WebEx Meetings platform. Public testimony will be taken during the hearing in-person or via the online platform or over the phone. Connection information will be posted at least one week in advance here: <https://my.spokanecity.org/bcc/commissions/plan-commission/>
Click the "Join Meeting" button on the webpage or use the meeting link information provided on page 2 of the agenda, which can be found under the 'agendas' tab.

Written Comments and Public Testimony:

Written comments may be submitted on this application by 4pm, January 25, 2023 and will be forwarded to the Plan Commission and Landmarks Commission. Written comments should be sent to the Historic Preservation Office address or email listed above. **At the Plan Commission Public Hearing, any person may testify on this application.**

Public Hearing Process:

This Notice of Public Hearing and SEPA Determination will be posted at the main City Library, published in the newspaper, published in the Official Gazette and mailed to all **property owners** and **taxpayers** of record, as shown by the most recent Spokane County Assessor's record, and **occupants** of addresses of properties located within the boundary of the proposed district. After the Plan Commission hearing staff will obtain a public hearing date for City Council consideration. Written comments and oral testimony at the public hearing for this proposed action will be made part of the public record. **Only the applicant, persons submitting written comments and persons testifying at a hearing may appeal the decision of the Plan Commission and City Council.**

This proposal will come before Plan Commission and the Spokane Historic Landmarks Commission who will both send recommendations to the City Council. The City Council will vote on this matter. Additionally, affected property owners have voted and approved this proposal as outlined in SMC 17D.100 Historic Preservation.

AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION: The City of Spokane is committed to providing equal access to its facilities, programs and services for persons with disabilities. The Spokane City Council Chamber in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., is wheelchair accessible and also is equipped with an infrared assistive listening system for persons with hearing loss. Headsets may be checked out (upon presentation of picture I.D.) at the City Cable 5 Production Booth located on the First Floor of the Municipal Building, directly above the Chase Gallery or through the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Human Resources at 509.625.6363, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or msteinolfson@spokanecity.org. Persons who are deaf or hard of hearing may contact Human Resources through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.

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:
November 17, 2022
5. Agency requesting checklist:
Spokane City | County Historic Preservation Office
6. Proposed timing or schedule:
September 14, 2022 – Voting begins for 60-day period
November 14, 2022 – 60-day voting period ends
November 16, 2022 – Spokane Historic Landmarks Commission hearing open
December 14, 2022 – Spokane City Plan Commission workshop
December 21, 2022 – Spokane Historic Landmarks Commission hearing close
January 25, 2023 – Spokane Plan Commission Hearing
February 2023 – City Council action
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 proposed district.
(b) Do you own or have options on land nearby or adjacent to this proposal?
No.
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.

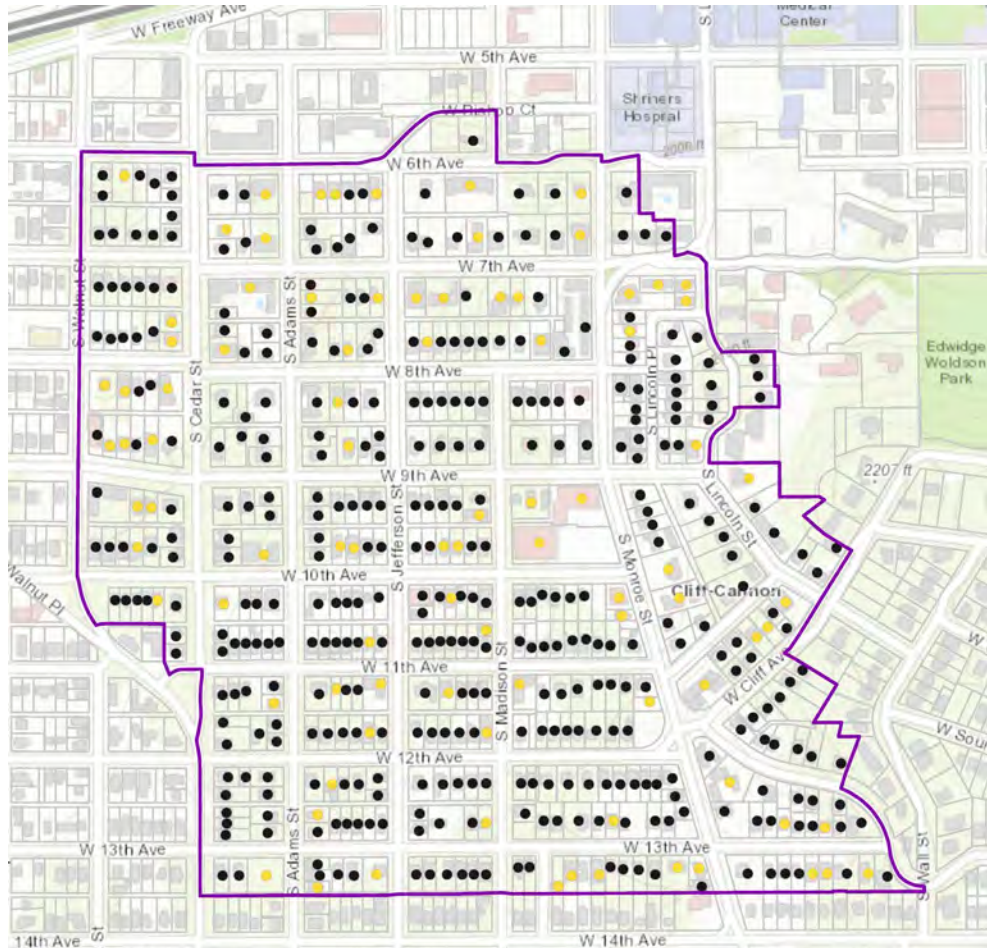
- 11.** Give brief, complete description of your proposal, including the proposed uses and the size of the project and site.

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 (January 2022).

- 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. A portion of the area has been a National Register Historic District since designation in 1994. The national register nomination is available at <http://www.properties.historicspokane.org>.

- 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: _____ 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, materials 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. This adage seems appropriate here: "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 historic resources.

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: 11-17-2022 Signature:  Logan Camporeale

Please Print or Type:

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

Phone: 509-625-6634 Spokane, WA 99201

Person completing
form (if different
from proponent): _____ Address: _____

Phone: _____

FOR STAFF USE ONLY

Staff member(s) reviewing checklist: _____

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

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

Attachments:

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

SPOKANE ENVIRONMENTAL DECISION

File No. N/A

DETERMINATION OF NON-SIGNIFICANCE (DNS)

Date of Issuance: 1/3/2023

Proponent:

City of Spokane - Historic Preservation Office
808 West Spokane Falls Boulevard
Spokane, WA 99201-3343

Location of proposal: The proposed district is roughly bounded 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 the property line between 13th and 14th Avenue on the south. A map of the project area can be found at <https://www.historicspokane.org/cannon>.

Description of proposal: This is a **non-project action**. The proposal would form the Cannon Streetcar Suburb Local Historic District and Overlay Zone. This proposal is adopting a new section **17D.100.290 Cannon Streetcar Suburb Local Historic District Overlay Zone** to the Spokane Municipal Code which would form the Cannon Streetcar Suburb Local Historic District and Overlay Zone in a portion of the Cliff-Cannon Neighborhood of Spokane, Washington. The intent of the proposed Historic District and Overlay Zone is to keep the historic character of the district intact by adopting standards and guidelines for reviewing changes to historic properties, demolitions, and new construction within the district.

The project file is available for public review during regular business hours at the City-County of Spokane Historic Preservation Office, City Hall 3rd Floor, 808 W Spokane Falls Blvd., Spokane, WA 99201-3329. For additional information please visit the project webpage: <https://www.historicspokane.org/cannon>.

Lead agency: City of Spokane, Spokane Historic Preservation Office

Reviewer: Logan Camporeale

The City of Spokane has determined that this proposal will 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). We have reviewed the attached Environmental Checklist and agency comments.

This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 14 days from the date this DNS was issued. Comments must be submitted by January 25th at 4:00PM.

Responsible official: Spencer Gardner

Position/Title: Planning Director

Address: City of Spokane – Planning Department
808 West Spokane Falls Boulevard
Spokane, WA 99201-3343
Phone: (509) 625-6634

Signature: 

Print Name: Spencer Gardner

You may appeal this determination in writing to the Hearing Examiner, City of Spokane, 808 West Spokane Falls Boulevard, Spokane WA 99201-3343, no later than 14 days from the date of decision. Be prepared to make specific objections. Information on SEPA appeal procedures can be provided at the Planning and Development Department

Comments Received on the Cannon Streetcar Suburb Historic District Proposal between 9/1/2022 and 1/18/2023

(additional comments received after 1/18/23 and 1/25/2023 will be provided to
the Plan Commission)

April & Baran Thompson - Nine Mile Falls, WA
Lincoln View Apartments
814 S. Lincoln Street
Spokane, Wash. 99204

We both support the historic district where we currently own a rental property. We moved to Spokane in 1992. I, April, personally have lived on the lower S. Hill, Browne's Addition, and near G.U. District. We made Spokane our home and decided it was time to invest in our community, so we bought a rental property. Our property is a house built in 1910, converted to a 7-unit apartment house in the 1950's, and we are currently in the process of rebuilding after a fire in 2021. We have tried our best to replicate and replace 'like build' of our units. Yes, this is a rental, but we believe it is our job to be stewards of this home, of history, by maintaining and preserving a house that represents Spokane's history. Preserving historic homes and neighborhoods is also preserving a form of art through craftsmanship and architecture.

We have friends that live on Tekoa Street and have had to watch a beautiful home be torn down along Manito Blvd. Many people moving to Spokane may not appreciate the beauty as many of us locals, it is important to protect these neighborhoods. Protecting them not only protects the homes but also helps build community and preserve a sense of place. Please approve the Cannon Streetcar Suburb Historic District.

-April Thompson 12/20/22

Camporeale, Logan

From: Natalie Marr <natalietmarr@gmail.com>
Sent: Monday, October 24, 2022 9:06 AM
To: Historic Preservation
Subject: Cliff Cannon Historic District Registration

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

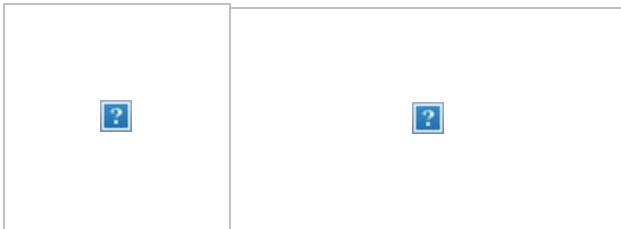
I've noticed the Cliff Cannon Historic Preservation Signs around our neighborhood and looked up the boundaries of the district and saw that our house is not included. Just wondering if it could be? Our address is 519 S Madison St Spokane 99204. Our house is over 100 years old and is one of the historic craftsman style homes.

Thanks!

Natalie Marr

From: [Duvall, Megan](#)
To: [Camporeale, Logan](#)
Subject: FW: Historic District Overlay-Cannon Street car Historic District
Date: Wednesday, December 21, 2022 10:48:17 AM
Attachments: [image001.png](#)
[image002.jpg](#)
[image003.png](#)

Cannon comment.



Megan Duvall

Historic Preservation Officer
City/County of Spokane
808 W. Spokane Falls Boulevard
Spokane, WA 99201-3329
509.625.6543 Office Cell Phone: 509.435.8260
mduvall@spokanecity.org | www.historicspokane.org

From: Loveland, Carla <Carla.Loveland@sysco.com>
Sent: Wednesday, December 21, 2022 10:45 AM
To: Duvall, Megan <mduvall@spokanecity.org>; Ian.d.white@shell.com
Subject: Historic District Overlay-Cannon Street car Historic District

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Landmarks Commission,

As a resident of the Cannon Streetcar Historic District, I am writing to show my support for the preservation of our community on the South Hill. I am asking that you would align with the voters and adopt the Historic District Overlay. I live at 824 s Lincoln Street in a house that was built in 1912 and the reason purchased the house in 2018 was because I love living in a historic community. The community on the South Hill and the historic neighborhoods is the draw to the area and it's what makes everyone who lives here feel like they are part of that community. The preservation of these homes and the area is vital to the heritage of Spokane and its history. I feel like we must do everything possible to prevent what has happened in communities like the Sander's Beach Area in Coeur d' Alene as well as Bend, Oregon where developers have bought up houses only to tear them down and replace them with garish, modern, multiunit complexes.

Funding these essential historic preservation programs represents a true investment in America's legacy multiplied many times over.

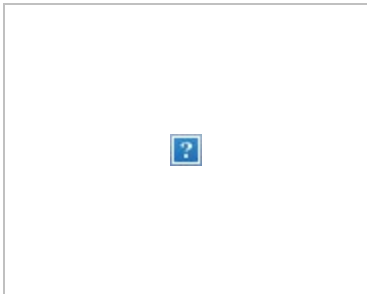
Carla Loveland | New Business Developer

Sysco - Pacific Northwest

22820 54th Ave S, Kent, WA 98032, USA

c. 208.786.2205

carla.loveland@sysco.com



From: [Steve Blaska](#)
To: [Steve Blaska](#); machinemanjr@gmail.com; abil.bradshaw@gmail.com; tmwiseman@earthlink.net; rogertak@earthlink.net; wailandry@msn.com; glenlandry888@msn.com; [Melissa Flynn](#); [Nicholas Reynolds](#); Judy_madden@hotmail.com
Cc: [Duvall, Megan](#); [Camporeale, Logan](#)
Subject: My Draft Public Comments for Landmark Council Meeting
Date: Monday, December 19, 2022 4:13:49 PM
Attachments: [Historic District Testimony.docx](#)

[CAUTION - EXTERNAL EMAIL - Verify Sender]

See my attached script for my personal testimony during public comment at this week's meeting. I'll hopefully be able to talk fast enough to get it in 3 minutes.
I am testing a couple points which might also work for the Plan Commission testimony.

Clearly the Plan Commission got off track at the workshop by questioning the overall rationale for the existing historic district ordinance. That is not our fight. If the Plan Commission wants to change the current City ordinance passed by Council and Mayor, then that is a much bigger issue than our nomination. Megan and Logan can do battle on the value of historic districts (in general) and the logic of current City policy going forward.. However..... our position is that we have complied and surpassed all requirements under the existing ordinance. Plan Commission is to make a recommendation on our specific request based on the current law.

What I heard as the biggest valid concern is whether our specific district would somehow sidetrack other City initiatives for affordable housing and increased density. I believe our strongest argument is that our neighborhood is already the second most dense neighborhood in the entire City. We have a large number of multi-family and apartment residences. In many respects we already achieved what they want other parts of the city to strive to replicate. (see the zip code analysis link in my remarks for some interesting data).

A second Plan Commission concern was whether the design standards would disincentivize further infill/development. I argue that decisions on the marketability of properties for development are best made by the people who own those properties. That is why we had a vote. Clearly, our property owners (investors and home-owners) are advocating that the design standards will not adversely affect their ability to develop THEIR properties. A Plan Commission no-vote would in effect say, "We disagree with the assessment of the property owners of this neighborhood and think our non-concurrence will support new, less regulated infill that is more desirable than development that retains the character of the neighborhood" (*Personal view: Seems like bureaucratic, government overreach to me*)

At least a couple of the Plan Commissioners seemed to have the right idea and were focused on the decision at hand and not reopening the whole idea of historic districts in general.

Fodder for discussion at our meeting after the New Year

Merry Christmas if I don't see you at Wed meeting.

Steve.

(comments follow)

Two points

Historic Office makes the case as to why this project qualifies for a historic designation. I have two points to provide insight as a resident of the neighborhood. First some observations from neighborhood outreach and second – personal view of why this is important to be recognized as a historic district

First -- Neighborhood Outreach

- Lessons learned.
 - o The outreach effort took some analysis of the neighborhood. Most folks were surprised that 283 of the 577 properties were investor owned rather than owner occupied. There are a large number of apartments and multi-family residences that count as one property. This is consistent with the distribution in the zip code that approx. 63% of households are renters. (<https://www.unitedstateszipcodes.org/99204/>)
 - o Both renters and owners overwhelmingly shared that they live here because of the character of the neighborhood.
- Neighborhood outreach. In addition to the mailer and ballot sent by Spokane Historic Preservation Office, Neighbors did the following Spokane Preservation Assoc.
 - o Distributed 100 yard signs and delivered door hangers to individual owner-occupied residences (using Spokane Preservation Association contribution and personal funds)
 - o Hosted two community information open houses
 - o Staffed an information booth at annual Neighborhood Fair
 - o Sent follow up mailings to all investor owners (twice)
 - o Sent follow up mailings to all condominium owners
 - o Door knocking campaign to all residences that did not respond to initial mailings or first door hanger outreach
 - o During my 14 years, and many public information efforts at Spokane Transit... the effort of these neighbors was the most intense I have witnessed. Literally no one in the neighborhood has an excuse that they did not know about this important neighborhood decision.
- Overwhelming response, surpassed Yes vote objective. Received insight from some investors -- Karl Zacher -- once its gone, its gone forever

Second -- Personal view of why this is important to the neighborhood and the City to recognize this historic neighborhood

- Alluded to by including streetcar in the title. This neighborhood was a turn of the century urban planning success.
- For the first 50 years of the last century, Spokane faced a growing population and need for housing, this neighborhood was a solution
- Created a neighborhood with a sense of place. Most of it has survived for over a century.
- High density was needed then.... and it continues to contribute today ... Today it is the second highest density neighborhood in Spokane
- As we look to the future, replicate the successes of the past. As we look for how we contribute to our great city, we need to do it intelligently. The historic district design standards do not conflict with our need for opportunities for growth, the standards simply shape that

development to retain the sense of place and recognize the wisdom and craftsmanship of the past.

Please support the voice of these neighbors who feel it is not only our privilege to live here, but also of property owners who accept the responsibility to be good stewards of what we inherited so the next generations will also have that privilege. This district will serve as an example of how a community can grow without sacrificing its identity.

Spokane Historic Preservation Office
Spokane City Hall
808 West Spokane Falls Blvd.
Spokane, WA 99201

Ian White & Dustin Hall
808 S. Lincoln Street
Spokane, WA 99204

20 December 2022

PO Box 8545
Spokane, WA 99203

Support the Cannon Streetcar Suburb Local Historic District overlay

To Whom It May Concern:

My partner and I own the Dr. Hans and Rosaleen Moldenhauer house within the proposed Cannon Streetcar Suburb Historic District. In 2016, we sought out this house, in this neighborhood on purpose—Cannon is diverse, dense, has green space and a wide variety of architectural styles. Naturally, being the history geeks we both are, we volunteered alongside other neighbors to inform our friends and neighbors in Cannon about the opportunity for property owners to advise, via a vote, whether the historic district designation – with its plusses and minuses, was of interest.

The results of the public vote—where 58% percent of all property owners voted in the affirmative—demonstrates there is widespread support for the historic district while following established procedure under the Spokane City Code. *Res ipsa loquitur*.

We believe designation effectively balances preserving the unique personality of the Cannon neighborhood with efforts to promote development and increase density. These concepts are not at odds; rather the designation can support and enhance the neighborhood while increasing density. In addition, the proposed overlay has a light touch: --paint colors are not subject to review, --detached structures/garages are not subject to review, --fences, landscaping etc. are not subject to review, and finally auxiliary dwelling units (ADUs) are not subject to review. Of the 485 properties in the district, 182 (38%) are non-contributing structures which can easily be demolished, thus allowing construction of denser infill. It is disingenuous to suggest this effort would block infill – it will not; instead, adopting the overlay will enhance infill by providing a unique sense of place.

In the words Karl Zacher, a supporter of the Cannon Historic District designation and local real estate investor – “once it’s gone, it’s gone”. We respectfully request regulators follow the will of the neighborhood by approving the Cannon Streetcar Suburb Historic District overlay.

Respectfully,



Ian D White

Camporeale, Logan

From: James Bergdahl <jcbergdahl@gmail.com>
Sent: Monday, November 14, 2022 12:11 AM
To: Duvall, Megan; Camporeale, Logan; Ian White; Nicholas Reynolds; cannonhistoric@gmail.com; Melissa Flynn; Spokane Preservation
Subject: Cannon StreetCar Neighborhood_Landmark Commission public hearing

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Dear Megan and Logan,

Is the public hearing with the Spokane Historic Landmarks Commission regarding the final public vote of the Cannon StreetCar Suburb Local Historic District still scheduled for 3pm on 16 Nov 2022?

Apparently, there are enough votes now to pass the Petition. Therefore, I will postmarking my ballot tomorrow for my two properties in the Neighborhood *against* the petition.

I have expressed my specific objections against various line items in the proposed Code at many public hearings that both of you have attended. As you will recall, my objections focus on and suggest changes to make the property tax and other financial benefits more equitable for the poor, low and middle income, and elderly homeowners in the proposed District. I have not been able to get any of them changed by your office, nor the Cliff-Cannon Neighborhood Council board members have been ineffectual in this regard, over many years the proposal has been under consideration

The Landmark Commission public hearing is apparently my next, perhaps the last, opportunity to express *support.....with objections* to certain Codes that are basically an exclusive tax subsidy for those "privileged few with access to big investment capital". My experience on this has been refreshed by three, 2022 home mortgages refinance events. My list of objectives includes five items. What is the best way for me to formally present them to the Commission?

As you are aware, the Code regarding the "Special Valuation" property tax subsidy was written many decades ago and is due for an adjustment.

I have many examples of this. For instance, why have my neighbors been able write off the cost of a new crystal chandeliers in the kitchen in their Listed Historic home towards to Special Property tax subsidy, but City of Spokane does not require them to repair the decrepit 110 yr old sidewalks in front of their house (which they are required by law maintain to a basic standard)?

--

James Bergdahl
Conservation Biology Center
919 S. Adams St.
Spokane, WA, USA, 99204
jcbergdahl@gmail.com
Office: 509.835.5233 (no texts)
Some recent, online, open-access (free) publications -

Carabid beetles of Puget Sound lowland *Sphagnum* bogs:
http://odonata.bogfoot.net/oes/OES_Bulletin_2020_Winter.pdf
Review of geography and ecology of *Scaphinotus* subgenus
Pseudonomareetus, and the Clearwater Refugium (pp. 8-26):

http://odonata.bogfoot.net/oes/OES_Bulletin_2020_Winter.pdf

Grylloblatta, ice crawlers *species incognitus*

http://odonata.bogfoot.net/oes/OES_Bulletin_2013_Winter.pdf

Nebria gouleti (Carabidae): significant range extension into Montana,

with comments about Canada:

http://odonata.bogfoot.net/oes/OES_Bulletin_2019_Winter.pdf
Two new *Pterostichus* (Coleoptera, Carabidae) species from Idaho (click on "pdf"):
<http://www.pensoft.net/journals/zookeys/issue/104/>

Carabid beetles of Oregon (pp. 1-4):

http://odonata.bogfoot.net/oes/OES_Bulletin_2012_Winter.pdf
Carabid beetles of the Pacific Northwest: *Scaphinotus mannii* (pp. 1-12):
http://odonata.bogfoot.net/oes/OES_Bulletin_2014_Winter.pdf

Reward, wanted: *Pterostichus (Orsonjohnsonus) johnsoni* (p. 3)
http://odonata.bogfoot.net/oes/OES_Bulletin_2013_Spring.pdf

Systematic account and bibliography of Notoptera:
http://odonata.bogfoot.net/oes/OES_Spring_2014_Bergdahl.pdf
Pacific Northwest inland temperate rainforest biogeography:

<http://wetbelt.unbc.ca/2008-conference.html>

Bergdahl insect boxes and metal cabinets (go to page 61):

<http://esc-sec.ca/wp/wp-content/uploads/2017/03/Bulletin-Volume41-number2-june2009.pdf>

Bergdahl 2021. Cracking ice crawler myths: first discovery of *Grylloblatta* in the Canadian Alps—one of North America's most famous bugs. (*in review*)

Bergdahl & McIntyre 2021. Seven new flightless carabid beetle species (Carabidae) from the Inland Temperate Rainforest region of Idaho. (*in review*)

Schoville et al. 2015. Conserved and narrow temperature limits in alpine insects: thermal tolerance and supercooling of the ice-crawlers, *Grylloblatta* (Insecta: Grylloblattodea: Grylloblattidae). *Journal of Insect Physiology* 2015: 55-61.

Bergdahl 1990. Nori (*Porphyra* C. Ag.: Rhodophyta) mariculture research and technology transfer along the northeast Pacific Coast. In Akatsuka, I. (ed.), *Introduction to Applied Phycology*. SPB Academic Press, The Hague: 519-551.

20 December 2022

Support Cannon Streetcar Suburb Local Historic District

To whom it may concern:

Respecting the past while allowing room for community enhancements is a delicate balance. I support the local historic district designation because I believe that balance has been found.

Jason Stratton
801 S Lincoln Street
Spokane, WA 99204

From: [Duvall, Megan](#)
To: [Churchill, Jackie](#)
Cc: [Camporeale, Logan](#)
Subject: Re: Cliff / Cannon historic district
Date: Thursday, August 13, 2020 8:25:34 AM

Thanks, Jackie - we'll keep this in our record of comments.

> On Aug 13, 2020, at 8:11 AM, Churchill, Jackie <jchurchill@spokanecity.org> wrote:

>

>

> -----Original Message-----

> From: Robert Horrocks <bhorrocks065@gmail.com>

> Sent: Wednesday, August 12, 2020 4:33 PM

> To: Plan Commission <eraplanc@spokanecity.org>

> Cc: Robert Horrocks <bhorrocks065@gmail.com>

> Subject: Cliff / Cannon historic district

>

> [CAUTION - EXTERNAL EMAIL - Verify Sender]

>

> My concern to the proposed historic district is the reduction in property taxes.

> The South Hill is a wealthy section of the city, and the citizens living there that decide to remodel, etc can also afford to pay the increased taxes from their improvements. Reducing property taxes is another example of the rich getting richer and the poor getting poorer. The wealthy can lobby for these advantages under the guise of historic preservation.

> How about reducing property taxes city wide for anyone improving their homes, except then there won't be enough tax revenue for local government.

> Create a historic area if you want but no to reducing the property taxes.

> Sincerely,

> Bob Horrocks

>

> Sent from my iPhone

To Whom It May Concern:

I believe we need to save our historic homes, structures and areas. The architecture present in our neighborhood is unique and represents different eras of Spokane history. I am fortunate my home is listed on the historic register as it could not be replicated. Please approve the historic district given the results of the vote neighborhood property owners.

Joan Reuthinger

731 S Lincoln Street
Spokane, WA 99204

Camporeale, Logan

From: James Bergdahl <jcbergdahl@gmail.com>
Sent: Wednesday, December 21, 2022 10:52 AM
To: Duvall, Megan; Camporeale, Logan; Benzie, Ryan
Cc: Spokane Preservation
Subject: Landmarks Commission meeting today

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Dear Megn and Logan,

I was hoping to have finished a letter by yesterday to the Landmarks Commission about my general support, **but with some significant objections**, for the Cannon Streetcar Neighborhood designation, but unfortunately other work obligations have prevented me from doing so.

Since I have outlined in some detail to you two previously my objection to the 25% threshold for the Special Valuation Incentive, will you please mention my concern to the Commission today?

The Special Valuation Property Tax Incentive in its current form substantially favors the wealthy or financially well-connected, and works against the low and middle income people. It is therefore a regressive property tax subsidy that is quite clearly socially inequitable. Furthermore, many low- and middle-income people in the Cliff streetcar Neighborhood own contributing houses than have just as high a need for substantial restoration as wealthy homeowners.

A progressive, socially equitable, Special Valuation Tax Incentive should be focused on the contributing homeowners who need it the most. As it is now, it is basically a property tax loophole that significantly benefits wealthy, or financially well connected, homeowners, the one who need it the least.

Background: am a 69 year old Spokane native who has actively participated in historic preservation of historic homes on the South Hill since 2000 – as both a homeowner and as a journeyman carpenter. I own a small 1910, Kirtland Cutter craftsman "bungalow" (Jasper House), the 1905 Reba Hurn House, and a 1923 Pacific Ready-Cut craftsman bungalow....all on Spokane's South Hill. During much of this period I have also supported the Spokane Preservation

Advocates in a number of ways. I also attended almost every public meeting about the Cannon Streetcar historic designation before the actual vote, where I regularly expressed my concerns. However, the only significant change in the rules and regulation regarding formal designation is that now, apparently, the Landmark Commission will **not** be required to approve of the colors a homeowner decides to paint their house.

Thank you

Sincerely,

James

--

James Bergdahl
Conservation Biology Center
919 S. Adams St.
Spokane, WA, USA, 99204
jcbergdahl@gmail.com
Office: 509.835.5233 (no texts)

Phil and Rosemary Small
1412 W 7th Avenue
Spokane, WA 99204

12/21/2022

Comments in support of adopting the Cannon Streetcar Suburb Local Historic District overlay

Members of the Spokane Historic Landmarks Commission, Planning Commission and City Council:

I am fascinated by the history of my block, which is where the first house was built in the neighborhood in 1895, with its own well and outhouse. My house was next in 1903, connected to water, sewer, gas, and electricity! One home on my block has the seventh generation of the same family living in it. Our house (1412 W 7th) was owned by Gladys Hays from 1916-1998. She was the first female real estate appraiser in Washington State. I recommend adoption of the historic district overlay.

Rosemary Small

Camporeale, Logan

From: Patricia Hansen <patricia@pahansen.com>
Sent: Wednesday, December 21, 2022 12:37 AM
To: Duvall, Megan
Cc: Camporeale, Logan; Ian White
Subject: Re: Cannon Streetcar Suburb Historic District

Importance: High

[CAUTION - EXTERNAL EMAIL - Verify Sender]

To whom it may concern,

As property owner of 1104 W. 8th Avenue, I support the public process to establish the Cannon Streetcar Suburb Historic District per SMC 17D.100.100

I was informed of the number of affirmative votes needed from property owners within the proposed Historic District as required by SMC 17D.100.100. The proposed boundaries were drawn by the Office of Historic Preservation in consultation with the Neighborhood. November 14 marked the end of the 60-day voting period. Property owners within the proposed Historic District boundaries exceeded the requirement of 50% + 1 votes in the affirmative.

SMC 17D.100.100 was passed on Monday, September 16, 2019 with an effective date of Friday, November 1, 2019. There are no amendments. Therefore, as a property owner, I can find no reason that the Cannon Streetcar Suburb Historic District should not be recommended by the Spokane Historic Landmarks Commission to the Plan Commission and, ultimately, to the City Council for final approval.

For reference, SMC 17D.100.100

- B. *In the case of a historic district, the proposed design standards and guidelines shall only be effective if a majority of the owners of properties located within the boundaries of the proposed historic district sign a petition, on a form prescribed by the HPO, seeking the formation of the proposed historic district, under the management standards applicable to the district as a whole, within the sixty (60) day consideration period. Following the expiration of the sixty (60) day consideration period, the HPO shall report to the commission concerning the number of properties within the proposed district and the number of signatures contained on the petition. If the HPO determines that the petition contains the requisite number of signatures, the commission shall set the property management and design standards for the district. For purposes of this requirement, "owners of property" includes owners of units within a condominium association.*
- C. *If the commission finds that both the requisite number of signatures are present on the petition and that the design standards and guidelines should be set for the district, the historic district shall be designated as such on the official City zoning map by the use of an historic district overlay zone. The Commission shall, pursuant to SMC 17D.100.050, forward its findings to the City Council for*

adoption of the appropriate legislation to adopt the historic district overlay zone as part of the official zoning map. Non-contributing resources within the overlay zone are subject to administrative or commission review for significant alterations and demolition, including the resulting replacement structures, consistent with the requirements of the design standards and guidelines. No less than every five (5) years, the commission shall review and consider amendments to the design standards and guidelines for each district established under this section and forward its findings and recommendations to the City Council for adoption.

Respectfully.

Patricia Hansen, Ed.D.

Patricia Hansen, Ed.D.

208-755-1925 cell

patricia@pahansen.com

From: [Nicholas Reynolds](#)
To: [Duvall, Megan](#); [Camporeale, Logan](#)
Subject: Request to Add Attachments to the Public Comment Section and Historic Record in Support of Cannon Streetcar Suburb Historic District
Date: Wednesday, November 16, 2022 8:40:17 PM
Attachments: [2022.09.27, Neighbors want to designate the Cannon Streetcar Suburb - The Spokesman-Review.pdf](#)
[2022.09.28, Spokane neighborhood could become new historical district - KREM2.pdf](#)
[2022.10.13, The Cliff-Cannon neighborhood on Spokane's lower South Hill could get historic protections - if homeowners want it - Inlander.pdf](#)

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Megan and Logan,

My name is Nick Reynolds and I live at 1220 W 11th AVE, within the proposed Cannon Streetcar Suburb Historic District.

I would like to submit the attached PDF items that I would like to have added to the public comment section and historic record in support of the proposed historic district:

- 2022.09.27, Neighbors want to designate the Cannon Streetcar Suburb as a historic district, with ballots due Nov 11 - The Spokesman-Review
- 2022.09.28, Spokane neighborhood could become new historical district - KREM2
- 2022.10.13, The Cliff-Cannon neighborhood on Spokane's lower South Hill could get historic protections - if homeowners want it - Inlander

Thanks,

Nick Reynolds
509-863-7520

From: [Nicholas Reynolds](#)
To: [Duvall, Megan](#); [Camporeale, Logan](#)
Subject: Request to Include Additional Attachments to the Public Comment Section and Historic Record in Support of Cannon Streetcar Suburb Historic District
Date: Tuesday, December 13, 2022 10:41:26 PM
Attachments: [2022.09.19, Same feeling when they walk through the neighborhood - Cannon Hill neighbors to vote on historic district - KXLY.pdf](#)
[2022.11.29, Neighbors vote in favor of Cannon Streetcar Historic District - The Spokesman-Review.pdf](#)

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Megan and Logan,

My name is Nick Reynolds and I live at 1220 W 11th AVE, within the proposed Cannon Streetcar Suburb Historic District.

I would like to submit the attached PDF items that I would like to have added to the public comment section and historic record in support of the proposed historic district:

- 2022.09.19, Same feeling when they walk through the neighborhood - Cannon Hill neighbors to vote on historic district - KXLY
- 2022.11.29, Neighbors vote in favor of Cannon Streetcar Historic District

Thanks,

Nick Reynolds
509-863-7520

From: [Camporeale, Logan](#)
To: "Kris Hansen"
Cc: [Benzie, Ryan](#); [Duvall, Megan](#)
Subject: RE: "Education and advocacy" for the Cannon Streetcar District
Date: Tuesday, October 18, 2022 3:03:00 PM
Attachments: [image010.png](#)
[image011.jpg](#)
[image012.png](#)
[Cannon Master Sheet 9-8-22.xlsx](#)
[image002.jpg](#)
[image004.png](#)

Good afternoon Kris,

Sorry to be delayed in responding to your follow up questions. Hopefully Megan's answers helped. Here is the vote status info you asked for:

As of 10/18/2022:

206 yes votes

51 no votes

6 improperly completed votes

I have also attached the spreadsheet that we use for tracking which ballots have been returned to our office.

Best,

Logan Camporeale

Historic Preservation Specialist
City/County of Spokane
808 W. Spokane Falls Boulevard
Spokane, WA 99201-3329
509-625-6634

lcamporeale@spokanecity.org | www.historicspokane.org

HPO Logo SMALL

FB graphic



From: Duvall, Megan <mduvall@spokanecity.org>
Sent: Monday, October 17, 2022 4:06 PM
To: 'Kris Hansen' <hansenmba@hotmail.com>
Cc: Benzie, Ryan <rbenzie@spokanecity.org>; Camporeale, Logan <lcamporeale@spokanecity.org>
Subject: RE: 'Education and advocacy' for the Cannon Streetcar District

Hello Mr. Hansen,

I apologize for the delay in responding. Logan was on vacation last week. I will answer your questions below.



Megan Duvall

Historic Preservation Officer
City/County of Spokane
808 W. Spokane Falls Boulevard
Spokane, WA 99201-3329
509.625.6543 Office Cell Phone: 509.435.8260
mduvall@spokanecity.org | www.historicspokane.org

From: Kris Hansen <hansenmba@hotmail.com>
Sent: Monday, October 17, 2022 3:39 PM
To: My 311 <my311@spokanecity.org>
Cc: Duvall, Megan <mduvall@spokanecity.org>; Benzie, Ryan <rbenzie@spokanecity.org>; Camporeale, Logan <lcamporeale@spokanecity.org>
Subject: Re: 'Education and advocacy' for the Cannon Streetcar District

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Good afternoon, 311,

Please document the questions submitted last week. I look forward to a response to the questions and voting summary.

Thank you,

Kris Hansen

Sent from my T-Mobile 5G Device
Get [Outlook for Android](#)

From: Kris Hansen <hansenmba@hotmail.com>
Sent: Monday, October 10, 2022, 9:57 PM
To: Camporeale, Logan <lcamporeale@spokanecity.org>
Cc: Duvall, Megan <mduvall@spokanecity.org>; Benzie, Ryan <rbenzie@spokanecity.org>
Subject: Re: 'Education and advocacy' for the Cannon Streetcar District

Thank you, Logan,

Confirming that if this passes, the 81% of homes do not have to pay the \$250+ fee for the Spokane historic home registry, do not have a public review and do not need to hire a historic consultant for the application because you

have already completed the nomination process for them.

That is correct.

Since this is taxpayer funded, once the Federal money runs out, how is this program funded? Since there is no assessment for this district, does it fall on local residents to pay for the review and management of shutters, gutters and shingles for these private homes? Certainly, the certificate of approval fees do not cover the City and County costs of the program.

The federal money was only for preparation of the documents needed for the creation of the district. That money has been spent. Residents who apply for building permits within the district will have to pay either a \$25 (administrative) or \$75 (full Landmarks Commission) review when they seek a building permit. The Historic Preservation Office has always been funded by the general fund as well as county funding (currently \$40,000/year).

What is the current fee structure for the district certificate of approval for alterations, new front doors, etc? What is the timeline for approvals of homeowner submissions for certificates of approvals? Will your department be expanding to cover the additional time needed to manage new historic districts?

See above for fees. Administrative review is generally no more than 1 day. CoAs that need to go to the full Commission will be heard at the next monthly meeting being held (3rd Wednesday of every month). We don't anticipate needing additional staff.

Why do the streetcar signs mention managing growth and density? The district area is predominantly RSF – the historic district doesn't change that. Any house in that district could be converted to apartments and this historic district does not limit this. The whole vote about the façade of the home and there are zero zoning changes in the documents I saw.

There are no changes to zoning. The Historic Preservation Office did not create the yard signs, but our interpretation of that language is that there will be review of the design of new construction (ie: growth).

I appreciate your help in finding the facts.

Best,

Kris Hansen

From: Camporeale, Logan <lcamporeale@spokanecity.org>

Sent: Wednesday, October 5, 2022, 2:45 PM

To: Kris Hansen <HansenMBA@hotmail.com>

Cc: Duvall, Megan <mduvall@spokanecity.org>; Benzie, Ryan <rbenzie@spokanecity.org>

Subject: RE: 'Education and advocacy' for the Cannon Streetcar District

Kris,

Please see some responses and answers to your questions/comments in blue text below. Don't hesitate to follow up with any additional questions.

Best,

Logan Camporeale

Historic Preservation Specialist
City/County of Spokane
808 W. Spokane Falls Boulevard
Spokane, WA 99201-3329
509-625-6634

lcamporeale@spokanecity.org | www.historicspokane.org

HPO Logo SMALL

FB graphic



From: Kris Hansen <HansenMBA@hotmail.com>

Sent: Wednesday, October 5, 2022 11:49 AM

To: Duvall, Megan <mduvall@spokanecity.org>

Cc: Bishop, Stephanie <sbishop@spokanecity.org>; Camporeale, Logan <lcamporeale@spokanecity.org>

Subject: 'Education and advocacy' for the Cannon Streetcar District

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Good morning,

At last night's Cannon neighborhood meeting, two presenters provided what they considered education and advocacy for the Cannon Streetcar District proposal. The sales pitch included automatic eligibility for facade grants, property tax reductions and Spokane Historic home registration for all homes built before 1955.

What these 'educators' are not saying is that the facade and property tax incentives are available to anyone who obtains a Spokane Historic home designation. They also don't have information on how to register a home for Spokane's Historic designation. Apparently, you have to vote YES for the newly created brand, 'Cannon Streetcar District', or you don't get a Spokane Historic home designation.

If the proposed district receives the required number of votes, the way any individual property owner voted will have no bearing on their eligibility to take advantage of the incentives or on their ability to individually list their property on the Spokane Register of Historic Places.

It's this style of partial information that has finally encouraged me to reach out to the community with facts. Please confirm the following to ensure I provide actual, truthful information:

*The two reps marketing the brand name 'Cannon Streetcar District' did not know the Cannon streetcar went down 10th just short of Cannon, through an area this brand does not include. Confirming the route of the actual Cannon Streetcar turnaround at W 10th Ave and S Elm.

The first streetcar to service the neighborhood was the Spokane Cable Railway which opened in 1890 and went up Monroe Street to 14th Avenue. The second streetcar line, the 1899 Cannon Hill Line went up Bishop Court and 6th Avenue to Adams Street before turning south and heading to 10th Avenue where it turned west and headed down 10th until it terminated at 10th and Elm. I don't know if there was some sort

of turnaround infrastructure at that intersection or if the car just began moving the opposite direction. The Spokane Traction Company and another WWP line also went through the proposed district. I have attached a map which shows the different streetcar lines and the boundary of the proposed district. As you can see, we endeavored to draw the boundary in a way that would include the vast majority of streets that contained streetcar lines in the neighborhood. In the proposed district there were streetcar lines on Walnut, Cedar, Adams, Jefferson, Madison, Monroe, 6th, 9th, 10th, and 12th. Comparatively, the area to the west of the proposed district only contained street car lines on Maple and 10th. Don't get me wrong, the streetcar had some impact on the development of the area to the west of the proposed district, but it is clear that development within the boundary of the proposed district was more impacted by the presence of the streetcar.

*The reps from last night seemed confused; I am confirming the Spokane Historic homes list does NOT include all current Nationally recognized contributing homes. The Spokane Historic homes list is another layer of government that requires a separate application process and no Nationally recognized contributing properties were grandfathered into Spokane Historic home designation.

The Spokane Register of Historic Places (SRHP) only includes properties that are individually listed on the local register or that are contributing properties to a local district. Our office does keep track of the properties within Spokane that are listed on the National Register of Historic Places individually or as part of a district, but we have only limited review over demolition to those properties and we cannot offer them local incentive programs unless they are also listed on the SRHP. I am not sure what you mean by grandfathered in. The SRHP was formed in 1981 and only a handful of properties had been listed on the NRHP when the SRHP was created. They are two different registers with two different focuses. When the Ninth Avenue National Register Historic District was formed in 1994 the proponents could have pursued a local designation like their counterparts in Corbin Park did in 1991-1992, but for some reason they chose not to. (Also, it is relevant to note that the National Park Service advises that local governments should limit their review over NRHP properties since their listing is honorary.)

*Homes built before 1955 AND are within the boundaries of marketed 'Cannon Streetcar District' or the Brown Addition District are automatically registered as Spokane Historic properties.

Properties built in 1955 or earlier and within the boundary of the proposed district are deemed contributing properties to the district **only if** they retain sufficient integrity to convey their historic character. Approximately 81% of the properties within the proposed district are considered contributing. Contributing properties in a local historic district are treated similarly to properties that are individually listed on the SRHP, they are subject to design review and are eligible for local incentives.

To ensure I provide accurate information;

* Please provide details as to the cost and application process for registering a home on the Spokane Historic homes list for regular homeowners (those outside of the special Browns District and 'Cannon Streetcar District').

The application fee to list a property individually on the SRHP is as follows:

Residential property: \$50 Nomination Fee + \$203.50 County Auditor Filing Fee = \$253.50 Total Due

Commercial property: \$100 Nomination Fee + \$203.50 County Auditor Filing Fee = \$303.50 Total Due

Property owners may prepare the nomination themselves or they may hire a consultant to do that work which may incur additional costs. That is between the property owner and consultant. You can learn more about the nomination process [on our website](#).

*Please confirm the costs for operating the potential Cannon Streetcar District are not funded via a 'District' assessment. Services of reviewing shutters and gutter placement are paid for by all taxpayers in perpetuity.

There is no assessment that will be charged to all property owners in the district to administer the proposed Cannon Historic District and federal grant funds were used to help cover the costs of preparing the district nomination and other documents. Review of changes to properties in the proposed district will be conducted by the Historic Preservation Office and the Landmarks Commission. There is a design review fee charged at the time of application for a Certificate of Appropriateness for any proposed changes. Those fees, paid by the applicant for work on their property, help to offset the cost of staff time to conduct design review.

*At the neighborhood meeting I attended several months ago, either you or Logan, had said addresses that had not voted were available to the public. Please include the current list of non-responding addresses.

I have not yet updated the list of returned ballots with the most recently returned, but I will follow up with you in the next week with that information.

I choose to live in South Hill because I love the old architecture. I love the true history of the neighborhood and support Spokane's historical homes. Spokane historic homes are not located in a small District- property owners throughout Spokane should receive accurate information on the Spokane Historic homes registry process.

Information on the listing process, the design review process, and our incentive programs are detailed [on our website](#). All nominations that come before the Spokane Historic Landmarks Commission are presented in a PUBLIC HEARING at city hall where public comment is accepted. All properties that have been listed on the SRHP have a landing page on our website with information about the property and the documents related to the listing.

As for sharing information on the proposed Cannon Historic District. We have had a project webpage since early 2020. We have presented at no less than three Cliff-Cannon Neighborhood Council meetings starting in 2020. We have conducted at least 3 in-person workshops specifically focused on the district and hosted at a location within the proposed district. We have conducted at least one virtual workshop. We held a popup information table over two days in multiple different locations of the neighborhood where we provided information and answered questions. And, we have spoken to the press about the project. We have been endeavoring to share accurate information on the project since its inception, but we are open to ideas on how we might reach more people with our outreach efforts.

Thank you for your assistance in helping advance facts.

Best,

Kris Hansen

Sent from phone ~ please forgive spelling errors

From: [tina](#)
To: [Historic Preservation](#)
Subject: Cannon Streetcar Suburb Historic Dist support letter
Date: Wednesday, January 18, 2023 12:39:07 PM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

January 18, 2023

To Whom It May Concern:

I want to start off by saying how proud I am to live in a city and neighborhood that honors historic homes/buildings. This was proven with receiving the amount of votes we received from the neighborhood, many owners are for this.

Growing up in Spokane's Indian Trail neighborhood, I always loved the neighborhood, which we now own a house in, the Cliff Cannon Neighborhood.

I left Spokane in 1979 after graduating high school, during a huge recession; I got a job in Alaska. I then stayed away for 35 years. Seattle was my home for close to 20 years, after that I called San Francisco my home.

In 2011 we bought a historic house built in 1907 in the Cliff Cannon neighborhood moving back to Spokane to be closer to friends and aging family. We love the house, the neighborhood, and our neighbors. There is a real sense of pride and community amongst our neighbors. We look out for each other, we help each other, and we know we can ask for help at anytime.

I go back to Seattle or San Francisco now not recognizing it. The cities I once loved have changed so much. Tearing down beautiful houses and buildings to replace them with new cookie cutter apartments and office buildings that are proving to not stand up to the test of time. Many times we do not realize what we want until it is too late and everything has changed. These are the things we do not give a thought about until we are older, seeing all the changes, and longing for the memories. The sense that Spokane hadn't change that much over the thirty-five years I was away, was reassuring for me. One new area that I love is Kendall Yards. I'm glad they are doing something there because nothing was there.

I am for adding density to any existing neighborhood. Two homes in our neighborhood have recently added new garages with second floors. These neighbors have kept the same look as their house and hence the neighborhood. They are attractive and fit in. Another neighbor/builder built a brand new house that is beautiful and fits in with the feel of the neighborhood. This isn't the cheapest way but it is the right way to maintain the feel and pride of the neighborhood.

Instead of following the trend of so many other cities, why don't we set a precedent that the old and new can coexist? Let's be the model for other cities to follow. These historic homes have stood the test of time.

I hope that the people involved, at the city level, will realize this and pass our status as a historic neighborhood.

Thank you for listening,
Tina Wiseman
1129 W 9th Ave
Spokane, WA 99204
415-279-3063

From: [eileen_martin2002](#)
To: [Historic Preservation](#)
Subject: Yes
Date: Thursday, January 12, 2023 5:45:09 PM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

I live on 10th Avenue on South Hill and I want to see it become historic district thank you
Eileen Martin

Sent from my T-Mobile 5G Device

From: [melissa.flynn](#)
To: [Duvall, Megan](#)
Subject: Yes for the Cannon Street Car Suburb Historic District
Date: Tuesday, January 17, 2023 2:29:03 PM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Dear Ms. Duvall,

Thank you for all you do to respect, educate and help preserve historic Spokane. I live in the Cliff-Cannon neighborhood. The Cannon Streetcar Suburb Historic District vote was tallied on November 15, 2022 and the neighborhood voted yes with a super majority. Hurrah! My wife and I were voters and very pleased with the positive outcome. Now we join other existing historic districts including Browne's Addition, Corbin Park, Hillyard, Comstock-Shadle and Boogie's Addition. What an honor. This opportunity allows our neighborhood to preserve a look and feel of yesterday, a hundred plus years ago, and also today, with various modern mainstays and diverse domiciles. We love the eclectic, historic look and feel of our unique area.

My wife and I got the keys to our home in this neighborhood on February 1, 2020. We were so excited to buy a house that was 117 years old! We didn't know it then, but we bought a vintage beauty that was destined to shine. We carefully restored and remodeled the 1909 Queen Anne Freestyle home to follow the original character and also support our modern lifestyle. Recently we nominated and achieved Spokane historic designation and preservation in perpetuity of the "Marcus and Augusta Elias Home". We know we are doing our part in preserving the character of the neighborhood with our historic home investment.

Historic district designation encourages some people to buy and rehabilitate properties because they know their investment is protected over time. The Special Valuation Program is an important benefit of owning and rehabilitating a contributing property. The Cannon Streetcar Suburb Historic District has 588 properties and more than half are more than 100 years old. For those property owners who participate, the beneficial program provides a means to reduce property taxes for 10 years after rehabilitation work has been completed. We just completed that program, as well. We know many neighbors in contributing properties could also benefit. We see no down sides to this historic district designation. We support it 100%.

Finally, another important aspect of our neighborhood is the beautiful tree canopy that has matured over 100 years. It is a stunning part of what makes the neighborhood special. Our corner property has the distinction of being framed by seven mature maple trees. The trees belong to the city, but we care for them. In our first year of ownership we paid a tree surgeon and crew to prune, shape and stabilize them for their longevity. It was important to us as stewards of our property and the trees who are our in our care, by default. This too, is a benefit for all neighbors who enjoy their beauty and shade. Property owners invest in more than just the homes and foot prints of their property. Yet one more positive outcome by encouragement for care and restoration.

We hope the city will follow through on this proposal and pass it to help us preserve this beautiful and unique part of Spokane's history.

Thank you, Melissa Flynn

Melissa Flynn, Costumer/Consultant/Private Chef
"Friday Night Date"
206-708-3526

"One cannot think well, love well, sleep well, if one has not dined well." –Virginia Woolf

From: [Donna Ballou](#)
To: [Duvall, Megan](#)
Cc: balloudj@comcast.net
Subject: Support of Cannon Street Initiative
Date: Monday, January 9, 2023 10:57:21 AM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Greetings Spokane Historic Preservation Society

This letter is in support of the Cannon Streetcar Initiative. I have been a resident of this area for 47 years and a property owner for 23 years.

The architecture, history and beauty are priceless. This neighborhood is witness to the aesthetic and cultural history of Spokane and provides a unique connection to the past. These gifts of beauty, history and knowledge provide citizens a strong sense of belonging and pride. These are the traits that will support the growth and development of Spokane.

We are truly blessed to live in a city with a rich and colorful past. It is our responsibility to protect the treasures that bless our lives and protect these important gifts for future generations. As Joni sang "Don't it always seem to go that you don't know what you've got till it's gone".

This initiative allows for growth but also has the needed guidelines to protect the wonderful treasures of this neighborhood.

I encourage the continued support of the protection of our priceless gifts.

Sincerely yours
Donna Ballou

Sent from my iPad

From: [Jake Mouser](#)
To: [Historic Preservation](#)
Subject: Cannon Street Car Historic District
Date: Monday, January 16, 2023 6:36:31 PM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello Spokane Historic Preservation Commission,

I am Jacob Mouser, the landowner at 1307 S Adams St, Spokane, WA 99204 with my wife Madison Silver. I am writing to echo my support for the recommendation to approve my neighborhood as a historic district! I am proud of my neighborhood for mobilising an overwhelming vote in support of this, this fall!

Thank you for continuing to support this recommendation to the Mayor!

Best regards,

--

-Jake Mouser
jwmouser@gmail.com

From: [Scott Herrick](#)
To: [Duvall, Megan](#)
Subject: Re: A modest proposal
Date: Monday, January 9, 2023 9:45:25 AM
Attachments: [image001.jpg](#)
[image002.png](#)

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Thanks for the quick reply! I'm heartened by the thoughtfulness and thoroughness of your response—it makes more sense now. Hopefully at some point the powers that be might consider extending the southern boundary a few blocks but again, thanks for your work on this and please keep me on the mailing list for updates and such.

Thanks again!
Scott

On Mon, Jan 9, 2023 at 9:36 AM Duvall, Megan <mduvall@spokanecity.org> wrote:

Good morning, Scott –

Thanks for reaching out about the boundaries of the Cannon Streetcar Suburb Historic District. Obviously, we had to create boundaries that made sense in terms of the Period of Significance for the district which are associated with early transportation in the area. As you probably know, the streetcars went much further up the South Hill too. The reason that we had to make the decision to cut off the boundary at 13th was two-fold. One – our office is very small – only two full-time people. As such, we had a rather small grant (in the scheme of things) to work with in terms of creating a local historic district and everything that goes with it. Our grant application was supported by the state agency who administers those grants due mainly to the development pressures and variety of zoning that is in place within the boundaries that were drawn for this grant/project. As you extend further south in the neighborhood, there is less development pressure and therefore less protection needed for the neighborhood. We, as a small department, had to also consider how we would be able to adequately manage the district in the future – keeping design review times as short as possible for the bulk of reviews which would be administered by staff. If we had added another 100-200 properties, it would really push the limits of our capacity to have gotten this project as far as it is now. As it is, the district includes almost 500 properties. Along with the 300 or so properties that were included in the Browne's Addition effort in 2019 and the existing nearly 550 individually and smaller districts we already have on the Spokane Register, we have more than doubled the amount of properties listed on the Register in a short time (if the Cannon Streetcar District passes City Council).

If there is a desire in the future to expand the district, that is something that can be considered. The wonderful folks who staffed the table at the neighborhood block party were owners who volunteered to help get the word out about the vote, so I can see why they would not have been able to answer the questions about the boundaries and what went into setting those originally.

I hope that explains where we were at in terms of having to create both a manageable size and boundaries that made sense for the transportation history that made it significant.

Here is the boundary justification from the nomination itself:

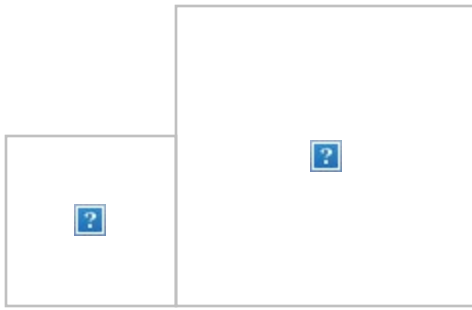
Cannon Streetcar Suburb Historic District Boundary Justification

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 recognized as historic through individual listing 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.
- 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.



Megan Duvall

Historic Preservation Officer

City/[County of Spokane](#)

[808 W. Spokane Falls Boulevard](#)

[Spokane, WA 99201-3329](#)

509.625.6543 Office Cell Phone: 509.435.8260

mduvall@spokanecity.org | www.historicspokane.org

From: Scott Herrick <scottherrick36@gmail.com>

Sent: Sunday, January 8, 2023 5:25 PM

To: Historic Preservation <preservation@spokanecity.org>

Subject: A modest proposal

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Looking at the proposed boundaries of the Cannon Streetcar Historic District, I am struck by the omission of 14th Ave West which is crossed by existing streetcar tracks going south on Madison! Why exclude 14th? The corner of Adams and 14th has a Kirtland Cutter home, and the homes immediately south of 14th on Jefferson, Madison, Monroe and Adams are of the same vintage of those on 13th and north.... It seems arbitrary, without logic or sense to bisect the EXISTING old streetcar track itself (on 14th, 15th and 16th ...!) I asked about this earlier this summer at your information booth at the neighborhood street fair and nobody could explain this. A boon for the neighborhood would be to include the Rocket Bakery location on 14th and Adams (the gathering place for locals) and by moving the southern boundary just 2-3 blocks further south would encourage neighborhood support, collaboration, enthusiasm and just make a lot more sense! Maybe someone can explain any downside to this idea—I'd be curious. It's an absolutely wonderful idea, don't get me wrong, to designate the neighborhood as historically significant and worth preserving but by very modestly extending the boundary a couple blocks further south, there are several obvious advantages and I'm stuck trying to imagine a downside. I'd love to hear back from someone regarding this!! Thanks very much.

From: [Duvall, Megan](#)
To: ["Melissa Flynn"](#)
Cc: [Historic Preservation](#)
Subject: RE: Homeowner wants the historic district
Date: Tuesday, January 17, 2023 10:03:47 AM
Attachments: [image002.png](#)

Thanks so much for your comments, Abil – we will include it in our packet of information provided to the Plan Commission and City Council for upcoming hearings.



Megan Duvall

Historic Preservation Officer
City/County of Spokane
808 W. Spokane Falls Boulevard
Spokane, WA 99201-3329
509.625.6543 Office Cell Phone: 509.435.8260
mduvall@spokanecity.org | www.historicspokane.org

From: Melissa Flynn <bedbakedandbeyond@gmail.com>
Sent: Saturday, January 14, 2023 7:57 PM
To: Duvall, Megan <mduvall@spokanecity.org>; Camporeale, Logan <lcamporeale@spokanecity.org>
Subject: Homeowner wants the historic district

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Dear SHPO,

My wife and I moved to Spokane for a few important reasons. One of them was for its historic architecture. Whenever we visited Spokane, we loved walking downtown, stopping to appreciate the beautiful old buildings, still intact and still full of businesses and people. We moved here from Seattle, so we know the difference between a city that embraces its past and one that doesn't. This love of historic architecture extends to Spokane's historic neighborhoods, which are stunning and tell the stories, not only of the people who lived in these houses, but also about the people who live in them now. I am one of these people, and I want all the stories to be remembered and told and learned from. When these houses are gone, we lose more than an Arts and Crafts beauty, we lose our own context.

The Cannon Streetcar Suburb Historic District is a neighborhood full of historic homes, as well as some multi-family buildings that are not aging well. This neighborhood feels fragile. It is ripe for the picking by developers who might not have the interests of the people who live here at heart. Already, houses are being sold and bought. We, currently, have no control over what might be built to replace them. It could be a beautiful, well-constructed house or a cheap, quick apartment building that will not age well. This neighborhood needs to have oversight in building practices, and as soon as possible.

Please approve this important city ordinance.

Sincerely,

Abil Bradshaw

Glen & Wai Landry
1011 S Jefferson St
Spokane WA 99204
509-455-5924

January 11, 2023

Plan Commission
City Council
City of Spokane

RE: Cannon Streetcar Historic District

Dear Council Members,

We have lived in the proposed Cannon Streetcar Historic District for over 30 years. We have worked toward and voted for the new designation as did the majority of the property owners. We would like to see the Cannon Streetcar Historic District become a reality.

As with most of our neighbors, we like the look and feel of the neighborhood, with quaint turn-of-the-century to mid-century homes along tree lined streets. We have seen incredible investment into the existing homes in this area. This is a testament to the way people feel about this neighborhood.

With new developments around the city, the Cannon Streetcar neighborhood has become a rarity and we must preserve it or risk losing it forever.

We believe the property owners have spoken with the majority "yes" votes. We want to preserve the Cannon Streetcar neighborhood so we can continue to live in a truly special place.

Respectfully,

Glen & Wai Landry

Agency Comments
Received on the SEPA
Checklist Cannon Streetcar
Suburb Historic District
Proposal

Benzie, Ryan

From: Johnson, Erik D.
Sent: Wednesday, November 23, 2022 3:33 PM
To: Benzie, Ryan
Cc: Nilsson, Mike
Subject: RE: Cannon Streetcar Suburb Historic District SEPA - REVISED Request for Comments DUE December 2, 2022

No Engineering concerns.

Thanks,
Erik

From: Benzie, Ryan <rbenzie@spokanecity.org>
Sent: Friday, November 18, 2022 11:53 AM
To: Cortright, Carly <XXXccortright@spokanecity.org>; Melvin, Val <XXXvmelvin@spokanecity.org>; Abrahamson, Randy <randya@spokanetribe.com>; Development Services Center Addressing <eradsca@spokanecity.org>; Allenton, Steven <sallenton@spokanecity.org>; Anderson, Cindy <CYAN461@ECY.WA.GOV>; Tagnani, Angela <atagnani@spokanecity.org>; Averyt, Chris <caveryt@spokanecity.org>; Ibarlow <lbarlow@spokanevalley.org>; mbasinger <mbasinger@spokanevalley.org>; zbecker <zbecker@cawh.org>; Black, Tirrell <tblack@spokanecity.org>; Brecto, Jason <jason.brecto@us.af.mil>; Brown, Eldon <ebrown@spokanecity.org>; Buller, Dan <dbuller@spokanecity.org>; Byus, Dave <dave.byus@avistacorp.com>; Cannon, Mike <mcannon@spokanecity.org>; Carson, Barb <BarbCa@spokaneschools.org>; Chanse, Andrew <achanse@spokanelibrary.org>; Chesney, Scott <schesney@spokanecounty.org>; Chouinard, Sonya <SonyaC@spokaneschools.org>; David Moore <David.J.Moore@usace.army.mil>; Davis, Marcia <mdavis@spokanecity.org>; Deatrich, Kerry <kdeatrich@spokanecity.org>; Dept. of Archaeology and Historic Preservation <sepa@dahp.wa.gov>; distrate (dcistrate@spokanecounty.org) <dcistrate@spokanecounty.org>; DNR Aquatics <dnrreaqualeasingrivers@dnr.wa.gov>; Duvall, Megan <mduvall@spokanecity.org>; Eliason, Joelie <jeliason@spokanecity.org>; Engineering Admin <eraea@spokanecity.org>; Eugene Aushev <Eugene.Aushev@avistacorp.com>; Eveland, Marcus <meveland@spokanecity.org>; Feist, Marlene <mfeist@spokanecity.org>; Figg, Greg <figgg@wsdot.wa.gov>; Fisher, Matt <MFIS461@ecy.wa.gov>; Forsyth, Greg <GregoryF@spokaneschools.org>; Gardner, Spencer <sgardner@spokanecity.org>; Gennett, Raylene <rgennett@spokanecity.org>; Graff, Joel <jgraff@spokanecity.org>; Greene, Barry <BGreene@spokanecounty.org>; Halbig, Bobby <bhalbig@spokanecity.org>; Hamad, Nicholas <nhamad@spokanecity.org>; Hanson, Rich <rahanson@spokanecity.org>; Hanson, Tonilee <sajbinfo@gmail.com>; Harris, Clint E. <ceharris@spokanecity.org>; Harshman, Shauna <XXXsharshman@spokanecity.org>; Hayden, Adam <ahayden@spokanecity.org>; Hughes, Rick <rhughes@spokanecity.org>; Jeff Lawlor <jeffrey.lawlor@dfw.wa.gov>; John Conklin <jconklin@spokanecleanair.org>; Johnson, Erik D. <edjohnson@spokanecity.org>; Johnson, Jeffrey <jeffrey.johnson.64@us.af.mil>; Jones, Garrett <gjones@spokanecity.org>; Jones, Tammy <TMJones@spokanecounty.org>; Jordan, Jess <dale.j.jordan@usace.army.mil>; kayc <kayc@wsdot.wa.gov>; Keller, Kevin <kkeller@spokanepolice.org>; Kells, Patty <pkells@spokanecity.org>; Kincheloe, Melanie <meki461@ecy.wa.gov>; Kokot, Dave <dkokot@spokanecity.org>; tlimon <tlimon@spokanetransit.com>; Lisa Corcoran <lcorcoran@spokaneairports.net>; Main, Steve <smain@srhd.org>; Marsh, Denise <Denise.Marsh@avistacorp.com>; McClure, Jeff <Jmccclure@cheneysd.org>; Meyer, Eric <emeyer@srhd.org>; Miller, Katherine E <kemiller@spokanecity.org>; Moore, James <JMOORE@spokanecounty.org>; Moore, Michael <michael.s.moore@williams.com>; Morris, Mike <mmorris@spokanecity.org>; Murphy, Dermott G. <dgmurphy@spokanecity.org>; Neighborhood Services <Neigh.Svcs@SpokaneCity.org>; Neiman, Saegen M <SNeiman@SpokaneCounty.org>; Nelson, Connie <connien@inlandpower.com>; Nilsson, Mike <mnilsson@spokanecity.org>; Note, Inga <inote@spokanecity.org>; Nyberg, Gary <GNYBERG@spokanecounty.org>; Okihara, Gerald <gokihara@spokanecity.org>; Owen, Melissa <mowen@spokanecity.org>; Palmquist, Tami

<tpalmquist@spokanecity.org>; Perkins, Johnnie <jperkins@spokanecity.org>; Development Services Center Planning Plan Review <eradscppr@spokanecity.org>; Pruitt, Larissa <larissa.pruitt@avistacorp.com>; Quinn-Hurst, Colin <cquinnhurst@spokanecity.org>; Raymond, Amanda <arraymond@bpa.gov>; Rehfeldt, Melissa <mrehfeldt@spokanetransit.com>; Renee Kinnick <Renee.Kinnick@dfw.wa.gov>; Richman, James <jrichman@spokanecity.org>; Robertson, Renee <rrobertson@spokanecity.org>; Ryan Sheehan, COO Spokane Airports <rshsheehan@spokaneairports.net>; Sakamoto, James <jsakamoto@spokanecity.org>; Saywers, John <jsaywers@spokanecity.org>; Searl, Loren <lsearl@spokanecity.org>; Steele, David <dsteale@spokanecity.org>; Ryan Stewart <rstewart@srtc.org>; Studer, Duane <dstuder@spokanecity.org>; Taylor, Dannette <Dannette.a.taylor@usps.gov>; Taylor, Joel <jtaylor@spokanecity.org>; htrautman <htrautman@cawh.org>; Treasury Accounting <treasuryaccounting@spokanecity.org>; Turner, Bob <RobertTu@spokaneschools.org>; Weinand, Kathleen <kweinand@spokanetransit.com>; Weingart, LuAnn <luann.weingart@avistacorp.com>; Wendle, Ned <ned.wendle@mead354.org>; Westby, April <awestby@spokanecleanair.org>; Westerman, Kile <Kile.Westerman@dfw.wa.gov>; White, Jerry <jerry@spokaneriverkeeper.org>

Subject: Cannon Streetcar Suburb Historic District SEPA - REVISED Request for Comments DUE December 2, 2022

Good morning,

Please find the attached SEPA checklist, request for comments, and **revised** draft ordinance for the Cannon Streetcar Suburb Historic District proposed non-project action.

Proposal: This proposed ordinance would form the Cannon Streetcar Suburb Local Historic District and Overlay Zone. This proposal is adopting a new chapter 17D.100.290 Cannon Streetcar Suburb Local Historic District Overlay Zone to Title 17 of the Spokane Municipal Code which would form the Cannon Streetcar Suburb Local Historic District Overlay Zone in the Cliff-Cannon neighborhood of Spokane, Washington.

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

Please direct any comments or questions to Ryan Benzie at rbenzie@spokanecity.org by **December 2, 2022 at 5PM**.

Thank you,



Ryan Benzie | Clerk III | Planning & Economic Development
509.625.6863 | my.spokanecity.org





Spokane Tribe of Indians
Tribal Historic Preservation Office
PO Box 100 Wellpinit WA 99040

November 21, 2022

To: Ryan Benzie City Dept.

RE: Ordinance 17.D.100.290

Mr. Benzie,

Thank you for contacting the Tribe's Historic Preservation Office, we appreciate the opportunity to provide a cultural consult for your project. The intent of this process is to preserve and protect all cultural resources whenever protection is feasible.

As you already know this area is sacred, religious and cultural significance to the Spokane Tribe, these sites are very limited and irreplaceable.

While surface evidence or artifacts and human remains may be sparse after years of no-Indian occupation and development, evidence below the surface may still be in place and artifacts and human remains may be entering the site through hydrological processes and other means.

RE: Case by case review on each project and may require cultural surveys and monitoring on these projects

We are looking forward to working with you and your staff.

Again, thank you for this opportunity to comment and consider this a positive action that will assist in protecting our shared heritage.

If questions arise, please contact me at (509) 258 4222.

Sincerely,

Randy Abrahamson
Tribal Historic Preservation Officer (T.H.P.O.)



December 2, 2022

Ryan Benzie
City of Spokane
808 W Spokane Falls Boulevard
Spokane, WA 99201

**RE: SEPA DNS – CANNON STREETCAR SUBURB LOCAL HISTORIC DISTRICT AND OVERLAY ZONE SMC
CHAPTER 17D.100.020**

Dear Mr. Benzie,

Spokane Transit is in receipt of the SEPA checklist and associated documents for the above referenced project. Spokane Transit commends the City of Spokane on their efforts to distinguish this neighborhood and recognize the historical presence of transit service in the neighborhood.

As you know, Spokane Transit provides transit service to the Cannon neighborhood, providing amenities at busy stops such as passenger shelters, trash cans, benches, and signage.

In October 2017, Spokane Transit coordinated with the City of Spokane on proposed chapter 17D.100 Historic Preservation related to the Browne's Addition historical district. At the time, Spokane Transit was assured the historical design standards established by the Historic Landmarks Commission and agreed to by the property owners of the proposed district only apply to properties in the district. Objects in the right-of-way would not be governed by these design standards (please see attached email).

Consistent with previous determinations, Spokane Transit requests such items placed in the right of way or placed adjacent to the right of way for transit use, are not subject to the Cannon Streetcar Suburb Local Historic District Overlay Zone and Design Standards and Guidelines.

Thank you for considering STA's feedback in finalizing the proposed ordinance.

Regards,

A handwritten signature in blue ink, appearing to read 'K. Otterstrom', written over a blue circular stamp.

Karl Otterstrom, AICP
Chief Planning and Development Officer

cc:

E. Susan Meyer, CEO, Spokane Transit
Megan Duvall, City of Spokane

Comments Received on the Cannon Streetcar Suburb Historic District Proposal before 9/1/2022

From: [Donna Ballou](#)
To: [Camporeale, Logan](#)
Subject: 1016 S Cedar St. 1889
Date: Saturday, July 30, 2022 5:14:03 PM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi Logan

First of all...thanks for the information and history share during the Cannon Historical District meeting at the Womens Club- Thursday. You both are so knowledgeable and organized. It was the first time I was able to attend and plan on support of this very worthwhile project.

I have lived at 1016 S Cedar since 1979. I spend leisure time with history and research and have enjoyed learning about my house and the other neighboring properties in this area. My house is the Rugge house, 1889 and I have quite a file on the Henry Rugge family. My sources have been ancestry, newspaper.com, the Ferris Room at the MAC and the NW Room at the public library.

My earliest picture of the house is around late 1930's. I do know that Henry Rugge owned the 2 lots on Cedar St between 10th/11th.

An early structure was built on the N lot soon after 1889....then he sold the 11th/Cedar lot (which became the Ellis House) and built next door at 1016 S Cedar. He also opened a small business on N Howard St at this time.

My neighbor was able to attend one of your earlier meetings and shared with me that there was a picture in the presentation that showed this early (barn like structure) which I believe was the first build of Henry Rugge before he sold the lot.

Is there a possibility that I might view that picture? How complete that would be!

I was fascinated with the content of history that you shared. In your busy schedule...do you ever have time to take a visit to discuss yours and my findings of this neighborhood?

Thank you for taking the time with my lengthy email. Thank you both for your enthusiasm with this Cannon Historic Project.

Donna Ballou
1016 S Cedar
Balloudj@comcast.net

Sent from my iPad

Camporeale, Logan

From: Dustin Hall <dustin.e.hall@gmail.com>
Sent: Wednesday, June 22, 2022 10:09 AM
To: Duvall, Megan; Camporeale, Logan
Subject: Cannon Streetcar Suburb Historic District

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello,

My husband and I live at 808 S Lincoln St, Spokane, WA 99204, and are interested in knowing what we might be able to do to get out the vote for the coming historic district decision?

Do you have any events coming up and when is the ballot going to be going to homeowners?

I haven't seen any yard or window signs or things along those lines, so I was wondering if I could help with getting those designed? Or Maybe a flyer or door hanger?

I talked with a couple of neighbors in our area who are very interested. One of them owns 12 properties and plans on voting yes, but wasn't sure how the ballot works for them. The other couple is interested in doing door-knocking or other volunteer work to help spread the word.

Thanks,

Dustin Hall

Camporeale, Logan

From: Jenna Borovansky <jsb1708@gmail.com>
Sent: Saturday, May 21, 2022 4:17 PM
To: Historic Preservation
Subject: Cliff-Cannon Neighborhood historic district

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Dear Ms. Duvall:

As a homeowner at 1019 W 6th Ave, I recently received an informational mailing from the City regarding the proposed Cannon Streetcar Suburb Historic District area. I am familiar with the purpose of historic districts and am very concerned that the City is supporting the boundary as proposed. We purchased our home on 6th specifically because it was within the OR-150 zoning classification. This is an urban area bordering the hospital complex, and it is not residential; the current zoning is designed to support increased growth and density. Application of historic design standards targeted at preserving historic residential characteristics would be in direct conflict with the underlying zoning on our parcel, and at the very least would create an unnecessary additional burden for any remodel of our 1910 home or additional new construction on the parcel.

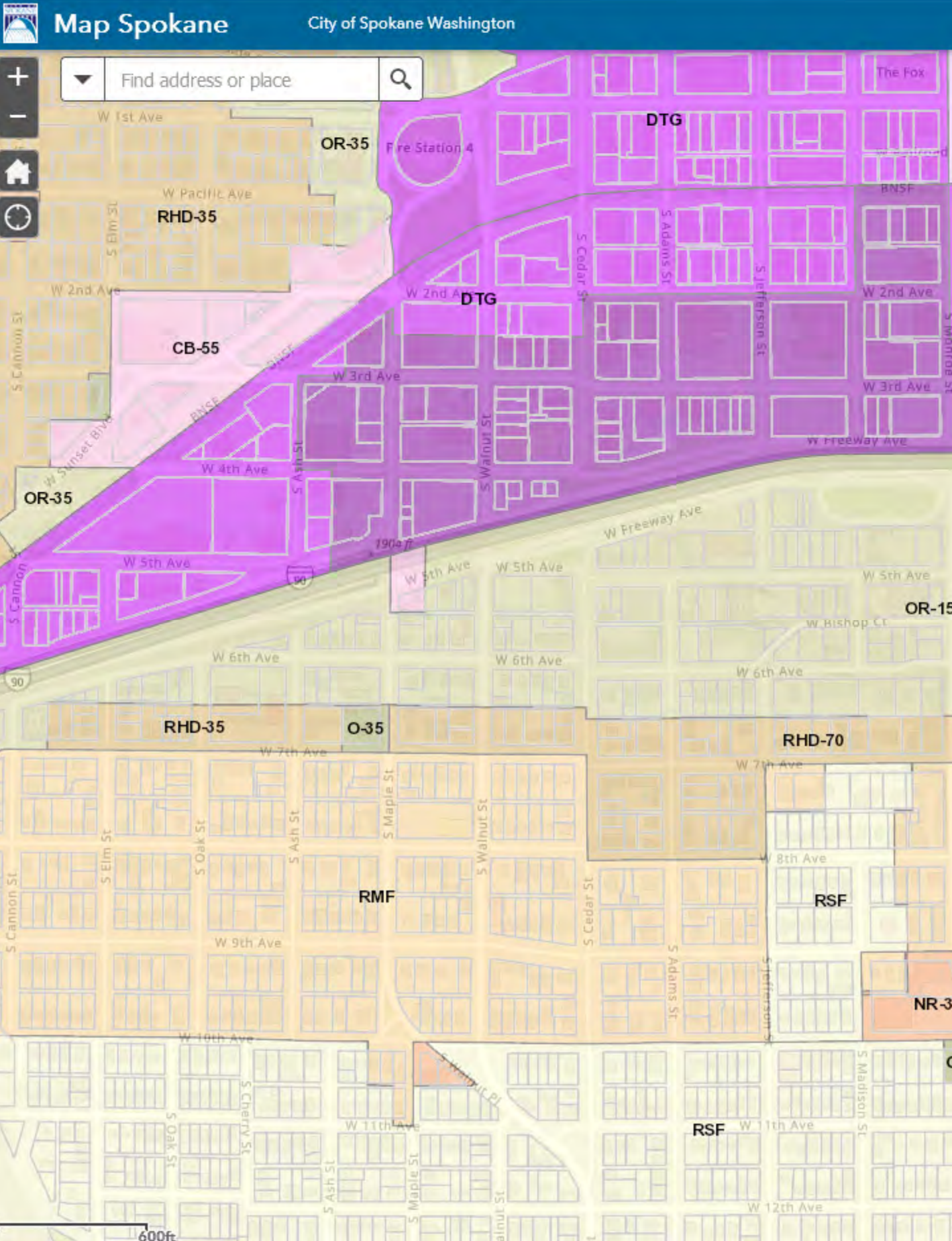
If the boundaries remain as proposed, I will vote no, and encourage my neighbors along 6th Avenue to do the same as it is incompatible with current zoning.

I highly recommend that the City review the proposed boundaries related to its existing zoning, and reduce the boundaries of the proposed Historic District to exclude OR-150, and high density residential zoning (e.g., RHD-70), as well as other non-residential zoned areas. I have included a screenshot from the City's zoning map.

I also recommend that during the continued public planning process much more legible maps, inclusive of existing zoning, be provided so that the neighborhood is fully informed.

Thank you, Jenna Borovansky

<https://spokane.maps.arcgis.com/apps/webappviewer/index.html?id=3bd21df38df54be58870e0d66c80d6ae>



Camporeale, Logan

From: Melissa Flynn <bedbakedandbeyond@gmail.com>
Sent: Saturday, May 14, 2022 11:17 AM
To: Camporeale, Logan
Cc: Duvall, Megan
Subject: Re: Cannon Local Historic District

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello Logan,

Sorry we had a conflicting meeting with this last Historic District meeting. We are all in support of this endeavor and really want to do all possible to help it pass. Please keep us in the loop and let me know how I might also involve the Woman's Club in the effort. We are both new members and consider the relic building a wonderful assets and jewel in our Cannon Neighborhood.

Best,

Melissa Flynn and Abil Bradshaw
925 South Cedar St.

On Thu, May 12, 2022 at 3:01 PM Camporeale, Logan <lcamporeale@spokanecity.org> wrote:

Good afternoon!

We are looking forward to the first Cannon Local Historic District workshop tonight. The workshop will take place on the main floor of the Woman's Club in the Northwest Room and it will start at 6:30PM. To access the room, please use the main entrance on Ninth Avenue. Walk through the ballroom to the double doors, stay to the left, and continue to the end of the hallway to the Northwest room.

Please let me know if you have any questions!

Best,

Logan Camporeale

Historic Preservation Specialist

City/[County of Spokane](#)

[808 W. Spokane Falls Boulevard](#)

[Spokane, WA 99201-3329](#)

509-625-6634

lcamporeale@spokanecity.org | www.historicspokane.org



From: Camporeale, Logan
Sent: Friday, April 1, 2022 6:10 PM
To: Camporeale, Logan <lcamporeale@spokanecity.org>
Cc: Duvall, Megan <mduvall@spokanecity.org>
Subject: Cannon Local Historic District

Good afternoon and happy Friday!

As we return to some semblance of normalcy, the Spokane Historic Preservation Office is eager to resume work on the Cannon Streetcar Suburb Local Historic District! Our office will provide a brief update on the status of the project and answer any questions at the April Cliff-Cannon Neighborhood Council Meeting on April 5th at 7:00pm. Then we are planning to pick up where we left off when the pandemic started by scheduling a series of **in-person** workshops starting in May to share the district documents and seek feedback. We look forward to seeing you on April 5th!

We have not yet received a Zoom link for the council meeting, so watch out for an email from the neighborhood council or reach out the council officers for more information.

Check out this then and now of 911 S Monroe Street! 2021 on the left and 1950 on the right.



Please do not hesitate to follow up with any questions!

Best,

Logan Camporeale

Historic Preservation Specialist

City/[County of Spokane](#)

[808 W. Spokane Falls Boulevard](#)

[Spokane, WA 99201-3329](#)

509-625-6634

lcamporeale@spokanecity.org | www.historicspokane.org



Camporeale, Logan

From: Steve Blaska <blaskas6@gmail.com>
Sent: Saturday, May 7, 2022 9:20 PM
To: Historic Preservation
Subject: Canon Historic District Meetings

[CAUTION - EXTERNAL EMAIL - Verify Sender]

We live in the proposed boundary of the historic district. We fully support the project. Unfortunately we will be out of town for the June and July meetings and we have Hamilton tickets for the night of the May meeting. We attended several of the meetings prior to Covid, so we are aware of much of the information. Please put us on an email or contact list as we would like to help with this process.

Steve & Dianna Blaska
1211 W 13th Ave, Spokane, WA 99204
509 710 9474.

From: [lsan](#)
To: [Camporeale, Logan](#)
Cc: [Duvall, Megan](#)
Subject: Re: Local Historic District
Date: Tuesday, July 21, 2020 5:00:12 PM
Attachments: [image002.png](#)

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi Logan-- thanks for the update. Is the name of the district completely settled? the word suburb is a modern term and seems out of sorts with a historic district. **Cannon Streetcar Historic District** would be easier to say and more authentic. Just a thought...

Lynda Sanders
Strategic Marketing Solutions
713 820 8010
lsan@att.net

On Tuesday, July 21, 2020, 03:40:00 PM PDT, Camporeale, Logan <lcamporeale@spokanecity.org> wrote:

Good afternoon residents and property owners,

The Historic Preservation Office is close to completing drafts of the documents for the local historic district! We have posted a draft of the district nomination and the proposed historic district ordinance on [the project webpage](#). On Wednesday we reviewed the draft nomination with the Spokane Historic Landmarks Commission Nominations Committee, and with their guidance we choose an expanded formal name for the local historic district, the **Cannon Streetcar Suburb Historic District** (or Cannon Historic District for short). This name effectively describes the area as the residential suburb that rapidly developed outside downtown Spokane in the early 1900s along the newly constructed Cannon Hill Streetcar Line which travelled through the proposed district along Bishop Court, 6th Avenue, Adams Street, Jefferson Street, and 10th Ave.

We are also moving forward with our first Plan Commission workshop which will be held tomorrow, Wednesday, July 22nd at 2:00PM. I will be giving a presentation to the Plan Commission about the district and the process going forward. It is a virtual public meeting and you are [welcome to attend](#), although there will not be public comment on the district proposal during this workshop. Public comment will be taken on the district when we have a Plan Commission hearing, likely sometime in September. I will let you know once the date is scheduled.

We made another decision, again with the consultation of the nominations committee, to delay the beginning of the voting period (originally scheduled to begin in late August) until we can more meaningfully engage with the neighborhood to incorporate feedback and listen. We do not want to short the neighborhood on engagement opportunities because of the COVID-19 situation. We are hopeful that

in the next few months we might be able to resume in-person meetings. So, our plan is to complete all drafts of the documents and make them available for review. We also want to complete as much of the other process like Plan Commission and SEPA requirements. Then we plan to send another direct mailing to all property owners to announce a series of workshops, hopefully in-person but if that still is not possible we will schedule a series of interactive Zoom style meetings. We will not begin the voting period until those workshops have happened.

We hope that you understand our reasoning behind these decisions. Please don't hesitate to reach out with any questions.

Best,

Logan Camporeale

Historic Preservation Specialist

City/County of Spokane

808 W. Spokane Falls Boulevard

Spokane, WA 99201-3329

509-625-6634

lcamporeale@spokanecity.org | www.historicspokane.org



Camporeale, Logan

From: Carmela Conroy <carmelaconroy@yahoo.com>
Sent: Friday, January 1, 2021 2:50 PM
To: Historic Preservation
Subject: Re: Interest in Cannon Historic District

[CAUTION - EXTERNAL EMAIL - Verify Sender]

P.S. I just took a closer look at the map and realized that I'm on the wrong side of Cedar St to make it into the district. Darn! I imagine that that rules out participation, but do let me know if there's a way to ask to be included.

best regards,
Carmela

Carmela Conroy
1-571-276-4238

On Friday, January 1, 2021, 02:44:36 PM PST, Carmela Conroy <carmelaconroy@yahoo.com> wrote:

Dear Neighbors:
Happy new year! I came across Megan and Lucas's presentation about the new Cannon Historic District. I'm interested in the effort. Please add me to your distribution list, if I'm not too late.

very best regards,
Carmela

Carmela Conroy
1-571-276-4238

Camporeale, Logan

From: Mitch Swenson <mswenson@naiblack.com>
Sent: Monday, March 2, 2020 8:49 AM
To: Historic Preservation
Subject: Fwd: W 1016 and W 1026 6th Ave , Spokane WA

[CAUTION - EXTERNAL EMAIL - Verify Sender]

----- Forwarded message -----

From: **Mitch Swenson** <mswenson@naiblack.com>
Date: Mon, Mar 2, 2020 at 8:46 AM
Subject: W 1016 and W 1026 6th Ave , Spokane WA
To: <presevation@spokanecity.org>

Dear Megan

I just received the notice of the proposed Cannon Historic District.

I would like to formally request that my 2 properties be excluded from this district. I would propose that the north boundary be 6th Ave.

THANK YOU

Mitch

Mitch Swenson, CCIM
NAI Black Commercial Real Estate
Senior Apartment Managing Broker
Investment Sales Division
801 W Riverside
Suite 300
Spokane, WA 99201
509-623-1000
509-622-3500 fax

--
THANK YOU

Mitch

Mitch Swenson, CCIM
NAI Black Commercial Real Estate
Senior Apartment Managing Broker
Investment Sales Division
801 W Riverside
Suite 300
Spokane, WA 99201
509-623-1000
509-622-3500 fax

From: [Patricia Hansen](#)
To: [Duvall, Megan](#)
Subject: Re: comments on proposed Cliff-Cannon LHD
Date: Wednesday, February 6, 2019 9:00:00 PM

Hi Megan,

Thank you again for presenting at our Neighborhood meeting last night. Your information was so valuable for Cliff Cannon to understand the support they'd receive and how much work is involved. Now that they understand the structure, there were several who signed up at the end of the evening.

Thank you also for bringing Logan. It helps people become more comfortable when they start a new project. I hope the grant funding is received so we'll be able to work with Logan.

This morning, I received the following email from James Bergdahl who lives in Cliff Cannon. The questions seemed more appropriate for your Office because of program policy implications. Please let me know if your answers should also be shared with the Neighborhood.

Stay warm,

Patricia

Patricia Hansen, Ed.D.
208-755-1925 cell
patricia@pahansen.com

From: James Bergdahl <jcbergdahl@gmail.com>
Sent: Wednesday, February 6, 2019 12:27 PM
To: cclocalhistdist@aol.com; Patricia Hansen; mduvall@spokanecity.org; annp62@gmail.com
Subject: comments on proposed Cliff-Cannon LHD

After last night's meeting, I offer the following comments about a local historic district in Cliff Cannon neighborhood:

1. The new district under discussion needs a name besides "9th Ave." or "Cliff Cannon", because, presumably, it will be much larger than 9th Ave. and much smaller than the Cliff-Cannon area. The only one I can think of now is "Northwest Cliff-Cannon" LHD.

2. Megan's map of the 9th Ave. Natn. Hist. Dist. showed the 12th & Adams cluster of

4 historically-listed homes (Putney/True/Mack homes). This outlier could easily be connected with the 9th Ave NHD because most of the homes between the two are old and fairly original. However, it begs the questions: May a historic district be slightly fragmented (not continuous)?, and: If not, why not? If some fragmentation was allowed, the cost of getting new LHDs officially listed could be easier and cheaper by reducing some paperwork and fees. Can the City Council modify this requirement via CODE changes, or is it a requirement dictated by Federal agencies? I myself do not see any obvious physical reason why a HD needs to be 100% contiguous.

James Bergdahl

Conservation Biology Center

Spokane, WA, USA, 99204

Office: 509-835-5233

jcbergdahl@gmail.com

From: [Duvall, Megan](#)
To: ["Houser, Michael \(DAHP\)"](#)
Subject: FW: From Dan and Angie Freerksen/ More information.
Date: Wednesday, August 30, 2017 11:17:36 AM
Attachments: [image001.jpg](#)
[image002.png](#)



Megan Duvall

Historic Preservation Officer
City/County of Spokane
808 W. Spokane Falls Boulevard
Spokane, WA 99201-3329
509.625.6543
mduvall@spokanecity.org | www.historicspokane.org

From: Dan Freerksen [mailto:Morningstar.42@hotmail.com]
Sent: Monday, August 28, 2017 1:13 PM
To: Kinnear, Lori; Duvall, Megan; Beggs, Breean; Stuckart, Ben; Glenn Tanner; Patricia Hansen; lindayeomans@comcast.net; terrynteri@yahoo.com; allyson.Brooks@dahp.wa.gov; Greg.Griffith@dahp.wa.gov; Nicholas.Vann@dahp.wa.gov
Subject: Re: From Dan and Angie Freerksen/ More information.

Dear Councilperson Kinnear:

Thank you for your hard work on the up-dated demolition Ordinance.

We want to talk to you (in this e-mail) about the Ninth Avenue National Historic District, and the changes to the "National Historic Preservation Act/ as amended on December 16th, 2016 and codified in title 54 of the United States Code."

We are referring to Section 1 of the National Historic Preservation Act, PUB. p NO. 89-665. This addresses many of the issues facing our Nation with regards to losing our historic buildings and landmarks to

development.

That the United States Congress finds and declares that:

" In the face of ever increasing extensions of urban centers, highways, and residential, commercial, and industrial developments, the present governmental and nongovernmental historic preservation programs and activities are inadequate to insure future generations a genuine opportunity to appreciate and enjoy the rich heritage of our Nation."

§ 300305. Historic District

In this division, the term "historic district" means an area that contains.

- 1) Historic property.
- 2) Buildings having similar or related architectural characteristics
- 3) Culture cohesiveness.
- 4) Any combination of the above.

§ 302108. Review of threats to historic property

At least once every 4 years, the Secretary, in consultation with the Council and with State Historic

Preservation Officers , shall review significant threats to historic property to:

- 1) determine the kinds of historic property that may be threatened;
- 2) ascertain the causes of the threats ;

3) **Develop and submit to the President and Congress recommendations for appropriate action.**

The National Historic Preservation Act recognizes that Historic Properties are being destroyed by the ever increasing demand for available land to develop Residential housing and re-develop property

for commercial use. Within the Act is a "Protection Clause" that stop this from happening, with reviews and accountability standards set by Congress.

These Three Properties that are being threatened with demolition are Historically Significant, and are named properties in the National Registered Ninth Avenue Historic District.

The House at 1021 West Ninth is called the Morton/Graybill house, Vernacular Craftsman 1906

The House at 1025 West Ninth is called the Hollway house, Bungalow 1907

The house at 1029 West Ninth is called the Fisher house, Dutch Colonial 1906

Each of these houses represent a time in our history that not only needs our protection, but under the National Preservation Act, as amended on December 16th, 2016, requires that the City of Spokane and the Historic Preservation office use whatever means is necessary to protect and preserve for all future generations these Historic properties, intact.

National Historic Districts use to be mere plaques of recognition , until Congress reviewed last year that this was not enough and change the Act to protect and preserve for all future generations National registered properties within Historic Districts. The is your Job to Protect and fulfill these requirements, and/or find people who will.

Thank you,

**Dan and Angie Freerksen
509-270-7806**

From: Kinnear, Lori <lkinnear@spokanecity.org>

Sent: Friday, August 25, 2017 3:45 PM

To: Dan Freerksen

Cc: Stuckart, Ben; Beggs, Breean; Glenn Tanner

Subject: RE: From Dan and Angie Freerksen/ More information.

I am aware of some of the history of these houses. I know that the land they are on is zoned multifamily. I have been on council a little over a year and a half and started working on an updated demolition ordinance late last year. It is a complicated update requiring lots of public process and input from a variety of stakeholders. It also has federal requirements of notification which stretch out the process even more.

I understand that for the neighborhood this is a stressful and frustrating situation.

I will continue to work with CM Beggs and CP Stuckart on this.

Lori Kinnear

From: Dan Freerksen [Morningstar.42@hotmail.com]

Sent: Thursday, August 24, 2017 10:52 PM

To: Kinnear, Lori

Cc: Christine Belfiori; Glenn Tanner; Beggs, Breean; Stuckart, Ben

Subject: From Dan and Angie Freerksen/ More information.

Dear Councilperson Kinnear:

Angie and I are writing a response to your letter to Glenn, as we are retired and Glenn's caseload is heavy.

These 3 houses are in sub-standard condition because the owner, Robyn Rosauers made that choice. He vacated them 8 years ago and has tried many times to replace them with a commercial parking lot. He was stopped from doing so because of their Historic designation. The actual loss of rental income for the last eight years is about \$288,000. We do not understand how there could be any claim of economic hardship, the Rosauer's family does not seem to be lacking in monetary funds.

Over a year ago, Wag Architecture was hired by the Rosauer's family to design replacement, comparable structures that would be historically correct to the period of the three houses, time built (1906) and the neighborhood. We had a community meeting held at the Woman's Club, where Russ Wolfe presented his drawings for three townhouses, which were to replace the three historic 1906 houses. The Townhouses all looked the same, no backyards, 100 % paved, and the appearance was a re-make of Kendall Yards. At this meeting, attended by about 40 neighbors, we were SHOCKED by how inappropriate and insensitive to the Ninth Avenue Historic District the design of these buildings were. Well, as Russ said, the owners do not live in Spokane any more, and this is what they have to offer. He also stated that money was no object for them and that he was confident that they would build them.

Russ Wolfe still applied for a building permit, it was approved, and a demo permit was issued. We waited...

Now, over a year has gone by, Demo permit expired, no townhouses, no parking lot, historic houses in tougher shape, and Russ Wolfe is at it again. Now with a Nine unit Apartment Building, and a Commercial Parking lot behind the apartment building. He has stated that he will have no further contact with the neighbors, so we are unable to discuss his plans with him.

You, and all the Counsel members are hearing from the neighborhood because we are tired of being taken advantage of by outside financial investors who do not live in our community and are not effected by the decisions they make. If Robyn Rosauers had this neighborhoods best interest at heart, these three darling bungalow homes would be in pristine condition. Especially since they back up to the property line of Huckleberrys and the Ace Hardware business, of which he owns the land and the buildings. We feel that a switch up has occurred as our understanding was for the townhouses and not a 9 unit apartment. This all started over a premise of wearing down the neighborhood to get the parking lot he desired. This is not new news. Our city has known about these issues for a long time. Where is the supposed new demolition ordinance? This protection has been too long in the works. We would not be facing these issues currently if this ordinance had been placed in an expedited fashion.

We do not want a Moratorium on just these three homes, but on the whole of the Ninth Avenue Historic District, and we would encourage a Moratorium on all The Historic Districts in Spokane. When we did a brief survey of some of the neighbors, all thought the Historic Districts protected this type of carnage. Neighbors moved and bought homes in the Historic Districts because of this protection. Everyone we talked to were in disbelief that there really is none. We encourage you to ask around yourself, you will be surprised.

We would ask you to put yourself in our shoes, what other recourse is there to prevent this from happening? Would you want to sit on your front porch and look at a 9 unit apartment building? Honestly? We ask again, please put the rhetoric aside, place an urgent moratorium on all the historic districts in Spokane until you can finish the demolition ordinance. Lets get protection to the areas where it is needed, before it is too late.

Sincerely,

Dan and Angie Freerksen

From: Glenn Tanner <getlaw2001@yahoo.com>
Sent: Thursday, August 24, 2017 8:14 PM
To: Dan Freerksen
Cc: Christine Belfiori
Subject: More from Kinnear

see below-glenn

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Spokane Washington Attorney Collaborative and Traditional ...<<http://www.thecollaborativedivorce.com/>>
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Glenn Tanner has successfully completed hundreds of family law and civil cases with extensive experience in both traditional and collaborative law methods.

Attorney at Law

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Seattle telephone: (206) 937-3699

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Accordingly, the IRS regulations require us to advise you that any tax advice in this communication is not intended or written to be used, and cannot be used by you, to avoid penalties that the IRS might attempt to impose on you.

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From: "Kinnear, Lori" <lkinnear@spokanecity.org>
To: Glenn Tanner <getlaw2001@yahoo.com>
Cc: "Fraley, Jacob" <jfraley@spokanecity.org>; "Beggs, Breean" <bbeggs@spokanecity.org>
Sent: Thursday, August 24, 2017 4:45 PM
Subject: RE: 9th Ave Houses

Hi Glenn,

Some of the assumptions are not accurate. The national registry has almost no teeth or standing and according to Megan is a little more than a plaque. Some historic buildings on the national register have been gone for years!

We indeed would want to preserve homes in a neighborhood that are eligible for City classification. An emergency moratorium is not something that is done often. We had a commitment by the NC of Browne's Addition that they would be going through a process to survey homes prior to applying for a historic overlay. The moratorium is based on the assumption that they will meet or exceed their deadline. A certain percentage of homes were surveyed per

Megan's instructions. I think there might be confusion that a moratorium was part of the survey of home owners. This is not the case.

What is the 9th Ave. district neighborhood's plan and what is the expected outcome of a moratorium especially given that the houses in question are in the Building Official process for substandard buildings and an economic hardship clause in the demolition ordinance is a likely outcome for the developer to argue?

The letters I have received from neighbors don't say what the neighborhood plan is only that they want a moratorium.

These three homes have been an issue long before I was on Council. No one seemed too concerned about the eventual outcome. That is confusing to me given the urgency expressed in the letters I have been receiving.

I would be happy to further discuss this so that we can reach an agreement.

Sincerely,

Lori Kinnear

Spokane City Council

District Two

509-625-6261

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From: Glenn Tanner [getlaw2001@yahoo.com<<mailto:getlaw2001@yahoo.com>>]
Sent: Thursday, August 24, 2017 10:55 AM
To: Kinnear, Lori; Beggs, Breean; Mumm, Candace; Stuckart, Ben; Waldref, Amber
Cc: Dan Freerksen; Christine Belfiori
Subject: Re: 9th AVE Houses

Thanks Councilperson Kinnear;

However, I would add that the historic significance of the three homes is already established: they are "contributing" homes to the national Ninth Avenue Historic District. See the attached map of that district.

It was clear from our phone call that the national designation is not the same thing as a City historic district, but if the city wishes to maximize resources, can it not assume the national district is not an insignificant fantasy? If that assumption is made, and the assumption that the neighborhood would at least by a majority prefer to preserve historic single family homes vs. who-knows-what-looking nine unit apartment building, then I think the City has a duty to protect the neighborhood and that this does warrant an emergency moratorium. The city and neighborhood are not ready to act along the same protocols as occurred in Browne's addition. However, it is a safe assumption it will. It is also safe to assume the 9th ave. house deal is closing, financing is not an obstacle (or else it wouldn't close), and destruction of the homes will occur as soon as possible -if for no other reason than to escape your revised demolition ordinance. If it is easier to convince five council votes if the entire national 9th street historic district is included, why not do it? I had assumed the opposite would be easier.

As for the process in Browne's addition, ironically, the owner of the historic home most impacted by the destruction of the 9th ave. houses, Dan and Angie Freerkseen, own an historic property in Brownes Addition and assume they are in the historic overlay and they never received notice of the inventory or consented to the designation. If their assumptions are correct, the process was not perfect and unanimous in the Browne's addition.

If these homes are destroyed it will be deeply disappointing to the neighborhood. It will be even more disappointing when the neighborhood learns a moratorium could have been attempted but wasn't, that the National 9th Avenue Historic District was treated as insignificant, and that the safe assumption that most residents and owners in the district would prefer to retain its historic feel and not see more apartments was ignored. In part the city's lack of resources has contributed to the problem. The destruction is imminent. The damage is irreparable. The solution should be attempted. Thanks.- Glenn

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From: "Kinnear, Lori" <lkinnear@spokanecity.org<mailto:lkinnear@spokanecity.org>>>
To: "getlaw2001@yahoo.com<mailto:getlaw2001@yahoo.com>"
<getlaw2001@yahoo.com<mailto:getlaw2001@yahoo.com>>>
Cc: "Beggs, Breean" <bbeggs@spokanecity.org<mailto:bbeggs@spokanecity.org>>>; "Stuckart, Ben"
<bstuckart@spokanecity.org<mailto:bstuckart@spokanecity.org>>>; "McDaniel, Adam"
<amcdaniel@spokanecity.org<mailto:amcdaniel@spokanecity.org>>>; "Allers, Hannahlee"
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<christinebelfio@yahoo.com<mailto:christinebelfio@yahoo.com>>>; "Fraley, Jacob"
<jfraley@spokanecity.org<mailto:jfraley@spokanecity.org>>>; "ttrent@efulcrum.net<mailto:ttrent@efulcrum.net>"
<ttrent@efulcrum.net<mailto:ttrent@efulcrum.net>>>;
"patricia@phahansen.com<mailto:patricia@phahansen.com>"
<patricia@phahansen.com<mailto:patricia@phahansen.com>>>; "McClatchey, Brian"
<bmccclatchey@spokanecity.org<mailto:bmccclatchey@spokanecity.org>>>
Sent: Tuesday, August 22, 2017 5:10 PM
Subject: 9th Ave Houses

Hi Glenn,

I wanted to take the chance to recap our conversation and add some additional information. As we discussed, passing an emergency demolition moratorium for a small area like the three parcels you are concerned about is a difficult task. For starters, this is unlike the situation in Browne's Addition, in which concerned neighbors coordinated their efforts with their neighborhood council members and our Historic Preservation Officer to create a historic overlay for the entire neighborhood. In doing that, the neighbors began an inventory of the historic properties in that neighborhood. That action, in conjunction with a request for a moratorium by the Neighborhood Council, made it possible for our historic preservation officer to apply for a grant to move the survey process along quicker.

Additionally, the Browne's Addition process involved the entire neighborhood, rather than just a handful of parcels as you are proposing. In my view, historic preservation issues like demolition moratoria need to be addressed at a larger scale, so that we can take a full assessment of the entire fabric of the proposed historic district and be efficient with the use of our city resources, which includes staffing time and possible outside consultant work.

Finally, we do not know whether the properties you are concerned about are historically significant. Again – this is a resource allocation issue, and our historic preservation staff is fully utilized at this time.

Council Member Beggs, Council President Stuckart and I have been discussing the issue you raised with other council members regarding a three-parcel moratorium, but we believe we would need to get support for an entire neighborhood in order to take a fairly drastic step like an emergency moratorium.

At the same time, I am working on an overall demolition and historic preservation ordinance update which would apply city-wide and that would likely address the concern you have. I hope to have the demolition ordinance update before council for a vote by the end of November. Once that is done, I would be happy to work with you to get Cliff Cannon on the same track as the Browne's Addition neighborhood's process.

Thank you for talking with me. We can discuss further at any time at your request.

Lori Kinnear

Spokane City Council District Two

To: Dan Freerksen
Cc: Christine Belfiori
Subject: More from Kinnear

see below-glenn

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To: Glenn Tanner <getlaw2001@yahoo.com>
Cc: "Fraleley, Jacob" <jfraley@spokanecity.org>; "Beggs, Breean" <bbeggs@spokanecity.org>
Sent: Thursday, August 24, 2017 4:45 PM
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Sincerely,

Lori Kinnear

Spokane City Council

District Two

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Sent: Thursday, August 24, 2017 10:55 AM

To: Kinnear, Lori; Beggs, Breean; Mumm, Candace; Stuckart, Ben; Waldref, Amber

Cc: Dan Freerksen; Christine Belfiori

Subject: Re: 9th AVE Houses

Thanks Councilperson Kinnear;

However, I would add that the historic significance of the three homes is already established: they are "contributing" homes to the national Ninth Avenue Historic District. See the attached map of that district.

It was clear from our phone call that the national designation is not the same thing as a City historic district, but if the city wishes to maximize resources, can it not assume the national district is not an insignificant fantasy? If that assumption is made, and the assumption that the neighborhood would at least by a majority prefer to preserve historic single family homes vs. who-knows-what-looking nine unit apartment building, then I think the City has a duty to protect the neighborhood and that this does warrant an emergency moratorium. The city and neighborhood are not ready to act along the same protocols as occurred in Browne's addition. However, it is a safe assumption it will. It is also safe to assume the 9th ave. house deal is closing, financing is not an obstacle (or else it wouldn't close), and destruction of the homes will occur as soon as possible -if for no other reason than to escape your revised demolition ordinance. If it is easier to convince five council votes if the entire national 9th street historic district is included, why not do it? I had assumed the opposite would be easier.

As for the process in Browne's addition, ironically, the owner of the historic home most impacted by the destruction of the 9th ave. houses, Dan and Angie Freerkseen, own an historic property in Brownes Addition and assume they are in the historic overlay and they never received notice of the inventory or consented to the designation. If their assumptions are correct, the process was not perfect and unanimous in the Browne's addition.

If these homes are destroyed it will be deeply disappointing to the neighborhood. It will be even more disappointing when the neighborhood learns a moratorium could have been attempted but wasn't, that the National 9th Avenue Historic District was treated as insignificant, and that the safe assumption that most residents and owners in the district would prefer to retain its historic feel and not see more apartments was ignored. In part the city's lack of resources has contributed to the problem. The destruction is imminent. The damage is irreparable. The solution should be attempted. Thanks.- Glenn

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Sent: Tuesday, August 22, 2017 5:10 PM

Subject: 9th AVE Houses

Hi Glenn,

I wanted to take the chance to recap our conversation and add some additional information. As we discussed, passing an emergency demolition moratorium for a small area like the three parcels you are concerned about is a difficult task. For starters, this is unlike the situation in Browne's Addition, in which concerned neighbors coordinated their efforts with their neighborhood council members and our Historic Preservation Officer to create a historic overlay for the entire neighborhood. In doing that, the neighbors began an inventory of the historic properties in that neighborhood. That action, in conjunction with a request for a moratorium by the Neighborhood Council, made it possible for our historic preservation officer to apply for a grant to move the survey process along quicker.

Additionally, the Browne's Addition process involved the entire neighborhood, rather than just a handful of parcels as you are proposing. In my view, historic preservation issues like demolition moratoria need to be addressed at a larger scale, so that we can take a full assessment of the entire fabric of the proposed historic district and be efficient with the use of our city resources, which includes staffing time and possible outside consultant work.

Finally, we do not know whether the properties you are concerned about are historically significant. Again – this is a resource allocation issue, and our historic preservation staff is fully utilized at this time.

Council Member Beggs, Council President Stuckart and I have been discussing the issue you raised with other council members regarding a three-parcel moratorium, but we believe we would need to get support for an entire neighborhood in order to take a fairly drastic step like an emergency moratorium.

At the same time, I am working on an overall demolition and historic preservation ordinance update which would apply city-wide and that would likely address the concern you have. I hope to have the demolition ordinance update before council for a vote by the end of November. Once that is done, I would be happy to work with you to get Cliff Cannon on the same track as the Browne's Addition neighborhood's process.

Thank you for talking with me. We can discuss further at any time at your request.

Lori Kinnear

Spokane City Council District Two

Comments Received on the Cannon Streetcar Suburb Historic District Proposal after 1/18/2023