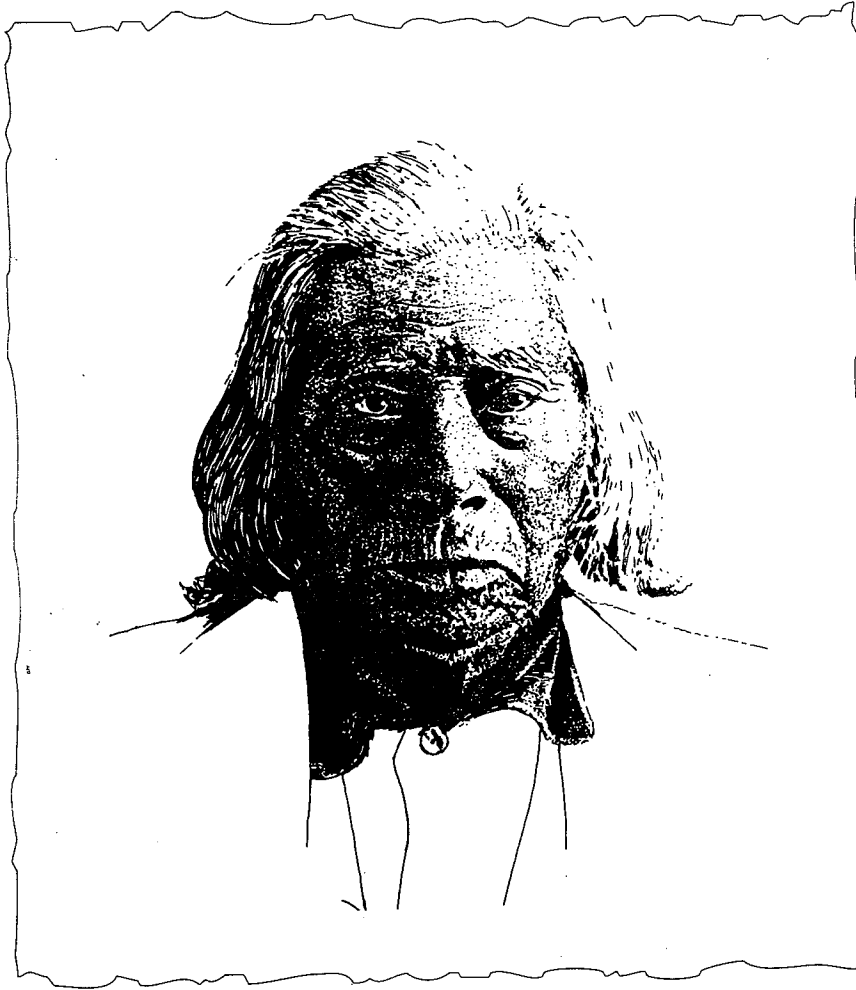


CHIEF GARRY PARK



Neighborhood Specific Plan

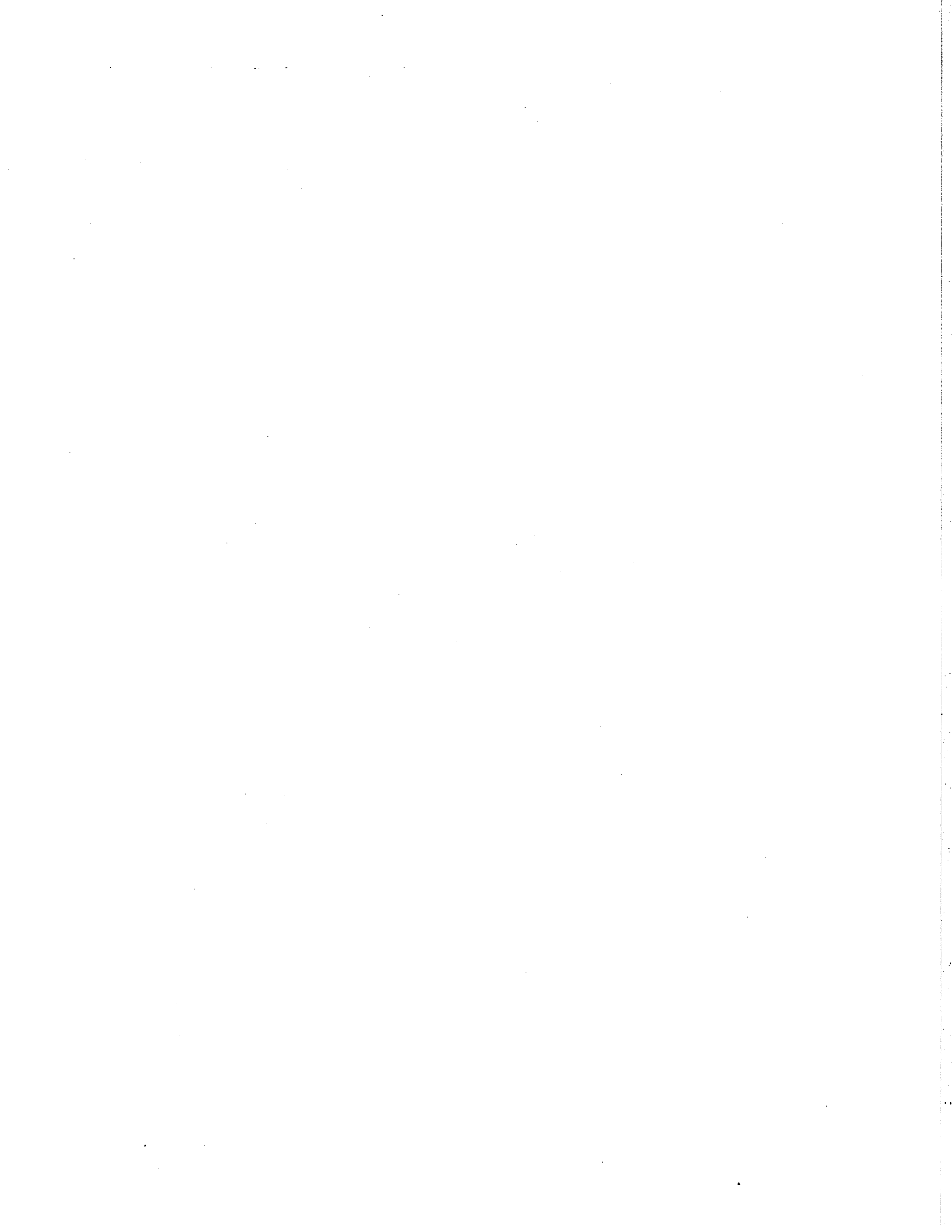


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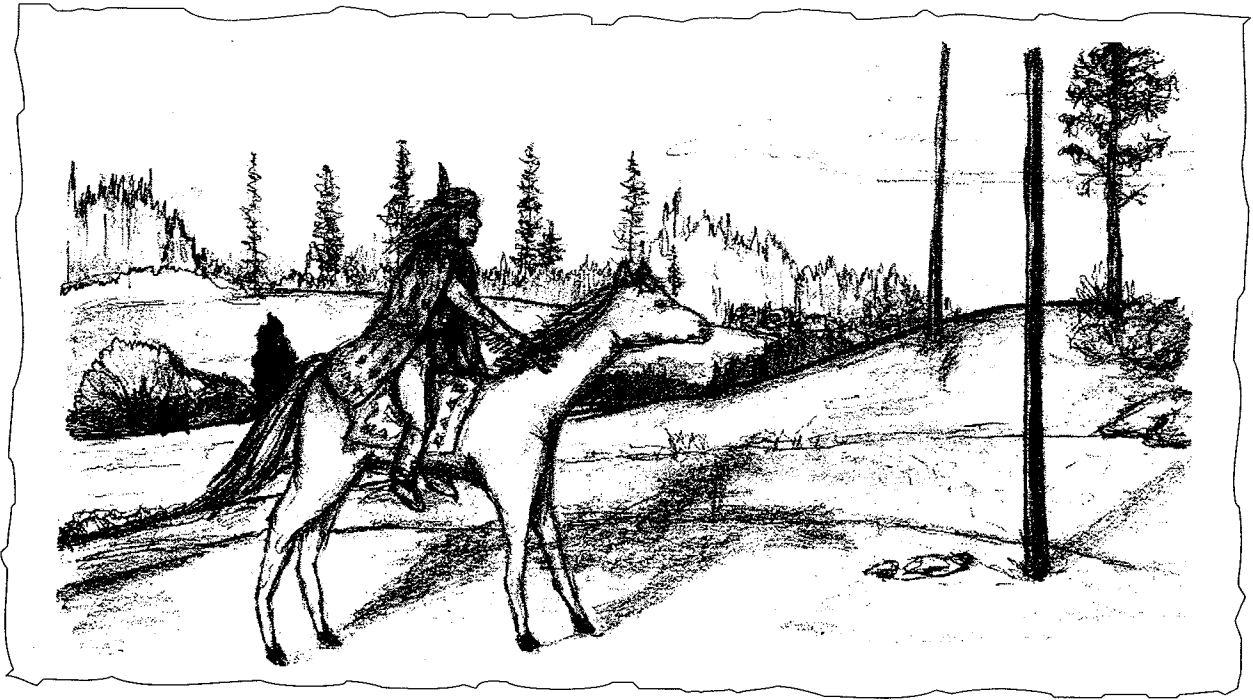
Introduction

The Chief Garry Park Neighborhood is the 11th Community Development Neighborhood in the City of Spokane to participate in the Neighborhood Planning Program. The first stage in this process is the preparation of a "Specific Plan" to provide greater detail to the general policy guidance of City-wide Plans such as the Generalized Land Use Plan and Arterial Street Plan. These plans are prepared with substantial citizen involvement, providing local residents and property and business owners with the opportunity for involvement in those decisions which effect the natural and built environment in which they live, work and play.

Once adopted by City Council, a Specific Plan becomes an element of the City's Comprehensive Plan, serving as the guide for both private and public decision-making at the neighborhood level. Policies within the Specific Plan which are at variance with those found in other City-wide documents take precedent as the most recent expression of the City's intent for future development in the area. This Plan should therefore be consulted for all development proposals being considered within the neighborhood's boundaries.

The Chief Garry Park Neighborhood Specific Plan covers the entire Community Development neighborhood, plus a small industrial area which has been added at the eastern end of Trent Avenue. After this Plan is adopted, the neighborhood can begin the second phase of the planning process: the preparation of a Neighborhood Improvement Program, which will guide the expenditure of an estimated \$336,000 of Community Development Funds. The third phase of the process will oversee the expenditure of these funds on identified physical improvement projects within the neighborhood.





Setting

The Chief Garry Park Neighborhood is located in the east central portion of Spokane, directly south of the Spokane River. It is a long and narrow area, being 3 miles in length east to west, yet no more than 1 mile in width, north to south. The Spokane River forms the western and northern boundaries of the neighborhood, with the east City limits (Fancher Rd.) forming the eastern boundary and Trent and Railroad Avenues forming the southern boundary. The dominant features in the area, besides the river, are Spokane Community College and the Trent Avenue corridor. In addition, Felts Field is located adjacent to the northeastern portion of the neighborhood.

Home to approximately 5000 residents, the neighborhood has remained relatively stable over the past decade. The majority of single family housing was constructed either prior to or immediately after World War II. The ensuing years have seen numerous multifamily dwellings constructed (duplexes, triplexes and apartment complexes), with the greatest construction activity occurring in the 1970s, when the majority of the apartments along South Riverton were built.

The area is somewhat isolated by the Spokane River, with only Greene St. providing access north to Hillyard and Mission Avenue providing a link to the west to the Logan Neighborhood.

In 1989, the Chief Garry Park Neighborhood Steering Committee designated a portion of their fall allocation funds for the development of a neighborhood plan. In April of that year, an eleven member Specific Plan Task Force was appointed by the City Plan Commission and charged with preparing a draft Plan for review by the Commission. The Task Force consisted of a mixture of neighborhood residents and businessmen, interested property owners and individuals representing City-wide interests. The following individuals served on the Task Force:

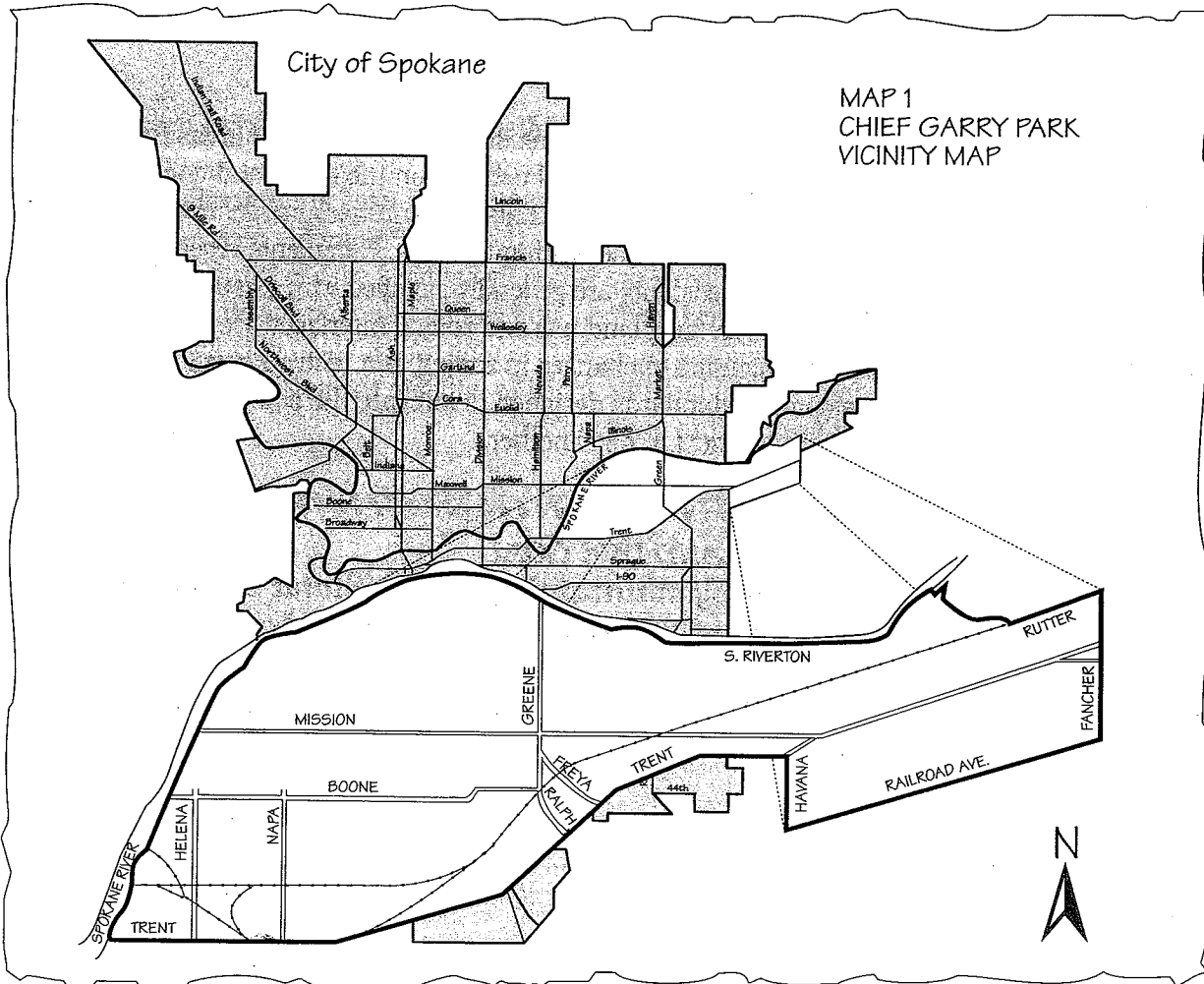
Pat Anderson, Chair	Neighborhood Resident
Jack Bunton, Vice-chair	Economic Development
Jenny Egly	Neighborhood Resident

Jessica Petrofski
Ed Moan
Jack Green
Bill Cooper
Duane Ellison
Debbie Davis
Bill Tombari, Jr.
George Nachtsheim
Clare Batchelor — (moved)

Neighborhood Resident
 Neighborhood Resident
 Neighborhood Businessman
 Neighborhood Industry
 Spokane Community College
 Blockwatch
 Commercial Property Owners
 City Plan Commission
 Neighborhood Resident

In June and July 1989, the Task Force hosted four neighborhood workshops to solicit public input on the desired direction and focus of the Plan. The Task Force also held a special meeting with neighborhood businessmen to listen to their concerns. In November, a survey was sent to property owners along the Trent Avenue corridor to elicit their opinions on specific zoning questions. All of this input was utilized by the Task Force in developing the Goals and Policies contained within this Plan.

The City Plan Commission began their study of the Plan in July 1990 and held a public hearing in September. The Commission then made necessary adjustments to the draft Plan and sent it to the City Council who gave final approval on January 21, 1991.



RESIDENTIAL

There are three distinctive residential areas within the neighborhood. The area north of Mission is almost totally built out, being dominated by single family homes with apartments constructed along South Riverton. Housing quality in this area is generally good.

The area south of Mission consists of a mixture of vacant lots, single family homes, duplexes and triplexes, with the latter being the most frequently constructed housing type during the past 10 years. Homes in this area are of more mixed quality, with many in need of rehabilitation efforts.

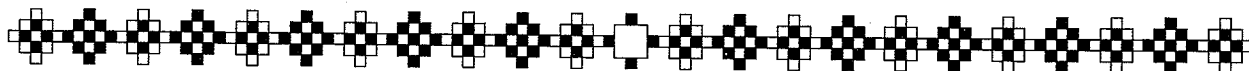
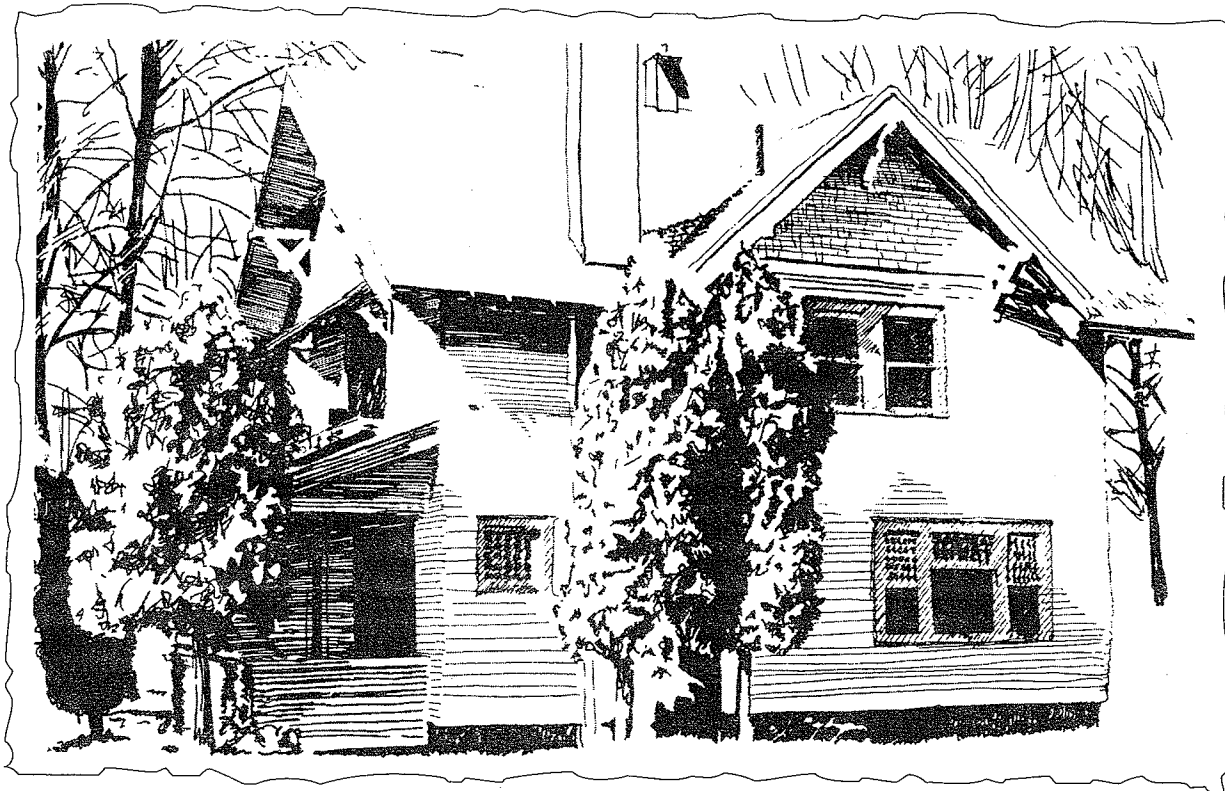
The Parkwater area at the far eastern end of the neighborhood constitutes the third residential area. Parkwater consists of a narrow (one and a half block) wide band of primarily single family homes. A public workshop held in the area indicated that the majority of residents want to see their neighborhood maintained for residential uses.

Area 1 (north of Mission)

❖ Policy #1

Maintain the primarily single family residential character of this area.

Discussion: This portion of the neighborhood consists predominantly of well-maintained single family residences. Few vacant lots exist. Through traffic is limited due to the existence of the Spokane River to the north and the availability of the Mission Avenue arterial on the south. Existing single family residential zoning should be maintained except as otherwise noted and efforts should be directed to maintaining those qualities which make this a desirable residential location.



❖ **Policy #2**

Allow duplexes along Mission Avenue and Greene Street to a depth of two lots as a buffer between these arterials and the single family area on the interior.

Discussion: Both Mission Avenue and Greene Street carry significant amounts of traffic through the neighborhood (approximately 15,000 and 31,500 vehicles per day, respectively, in 1988). These levels of traffic reduce the attractiveness of adjacent properties for single family homes. Duplex zoning currently exists along both sides of Mission and should be extended north along Greene Street to provide a reasonable development alternative which will not adversely impact the single family area to the interior.

Medium density apartments and condominiums should be developed along South Riverton and in other areas noted on the Land Use Plan Map.

South Riverton frontage properties are approximately 90% developed with medium density multifamily housing complexes, most which were constructed during the 1970's. These units provide higher density housing in the neighborhood with minimal impact to the single family area and also increase the number of individuals who have convenient visual and physical access to the Spokane River. This development pattern should be encouraged to continue.

Area 2 (south of Mission)

❖ **Policy #3**

Limit medium density residential development to currently zoned areas.

Discussion: The residential portion of this area consists predominantly of R3 zoning. There are still many vacant lots within the R3 area which are available for development before a need to expand the multifamily area is warranted. Apartment complexes should be expected to develop along South Riverton once the street is improved.

❖ **Policy #4**

Maintain the existing R2 zoned area.

Discussion: A 12 block area of duplex zoning exists within the north central portion of this area. Although relatively few duplexes have been constructed, neighborhood residents stated no objections to the potential of additional two family development. Maintaining the duplex zoning will also provide a reasonable residential use along heavily travelled Mission Avenue and increase the number of individuals with easy access to Chief Garry Park.

❖ **Policy #5**

Medium density apartments and condominiums should be limited to the area along South Riverton. Single family homes, duplexes, triplexes, and fourplexes are appropriate for the remainder of the area.

Discussion: Lot sizes within this area have resulted in most recent developments being triplexes on individual lots. There has been little evidence of developers purchasing a series of lots to build larger apartment complexes. Since the area still consists predominantly of single family homes, small scale, individual lot development activity should predominate. Larger, multi-story apartment complexes should be directed toward South Riverton (a future Minor Arterial street) where they may enjoy the views of the Spokane River.





Area 3 (Parkwater)

❖ Policy #6

Maintain the existing single family residential area.

Discussion: The 1983 Generalized Land Use Plan designated the entire Parkwater area as Light Industrial, even though approximately 125 homes are located along Commerce and Union Avenues. Although some of these structures are in need of rehabilitation, the owners of a majority of the homes exhibit a commitment to continued residential use. This Plan will amend the Generalized Land Use Plan to designate this residential area for single family residential uses. Existing non-residential zones within the Single Family Residential area shown on the Land Use Plan Map should be maintained.

❖ Policy #7

Direct additional medium density residential development to the area along future South Riverton, east of Spokane Community College.

Discussion: The long-range arterial plan for the neighborhood calls for the extension of South Riverton along the northern boundary of the Spokane Community College campus to connect with existing right-of-way at Havana St. South Riverton is to be eventually extended eastward to Felts Field as an arterial parkway.

The majority of land in this area is undeveloped and consists of large ownerships. The portion closest to the river is currently zoned Residential Suburban, while the southern half is zoned for light industrial uses. Access into the area is currently undeveloped and development options remain open.

Medium density residential development in this area will provide a reasonable shoreline use and create additional housing opportunities for S.C.C. students. Residential development in this area will also help to integrate the Parkwater area with the western portion of the neighborhood. The riverfront area north of South Riverton should be enhanced for passive recreational use as this area develops.



COMMERCIAL

The majority of retail and service businesses within the neighborhood are those which serve the daily convenience needs of its residents. There are three business centers, all characterized by old structures and small stores. Major purchasing needs are satisfied at locations outside the neighborhood.

The "isolation" of the neighborhood by the Spokane River and the Trent Avenue industrial corridor limits the possibility of major commercial development. Future development will most likely be in the area of minor expansion of existing centers or reconstruction within the boundaries of those centers.

❖ Policy #8

Business and professional offices should develop in the vicinity of existing shopping areas or at the intersections of arterial streets.

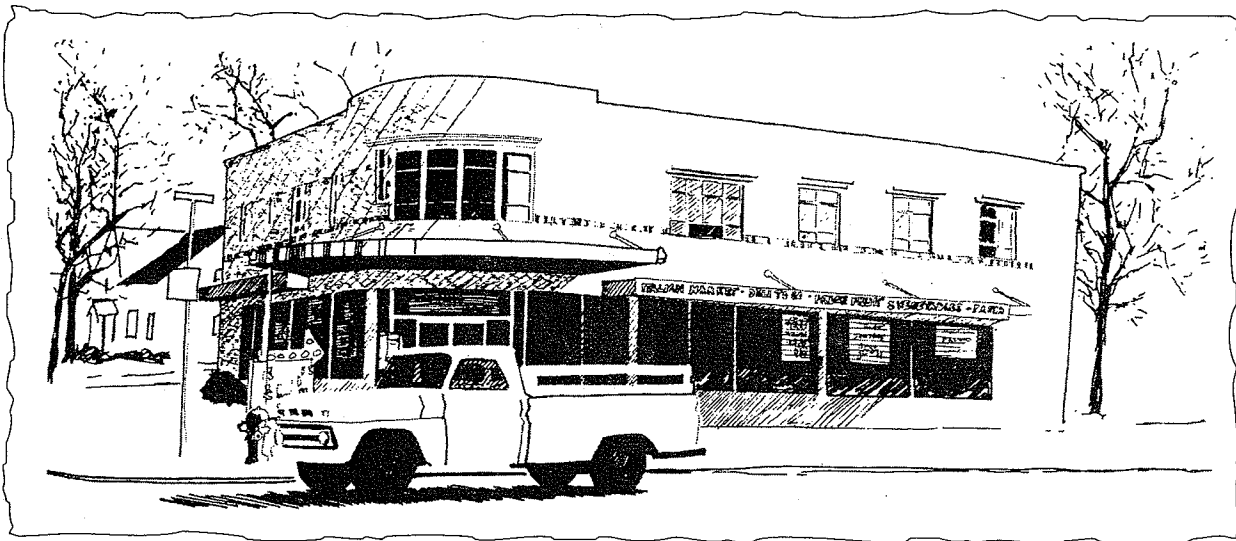
Discussion: Neighborhood residents desire easier access to professional services. Currently, there are relatively few medical or other offices in the area, perhaps due to the neighborhood's close proximity to downtown. Additional office uses should be directed to the area on north Napa between the two neighborhood business districts, or utilized as transitional uses between shopping and residential areas, or develop at busy arterial intersections.

❖ Policy #9

Allow the neighborhood business districts at Napa and Mission, and Napa and Boone, to expand to the limits shown on the Land Use Plan Map.

Discussion: The Mission and Napa business district is the primary convenience shopping area for the neighborhood. Additional land is needed on the southern boundary of the area in order to provide room for new businesses or expansion/redevelopment of existing stores.

Existing uses within the Boone and Napa district are not necessarily neighborhood-related. However, this intersection is centrally located to the southern portion of the neighborhood and access will be enhanced by the upgrading of Boone Avenue to Neighborhood Collector Arterial status. Minor expansion of this district is needed to allow new businesses adequate room and site design flexibility.



❖ **Policy #10**

Allow the expansion of the business district located on the northwest corner of the Mission and Greene intersection. Uses within this area should be community services oriented.

Discussion: This is the busiest intersection within the neighborhood and one of the most heavily travelled within the City. Commercial development currently exists on the northwest and southwest corners. In order to minimize the possibility of increased traffic congestion, additional commercial development should be confined to the northwest quadrant of the intersection. Community-scale retail and service activities are appropriate; general commercial uses should be located within the Trent Avenue corridor. Expansion of this area could occur to the half block north of Augusta, and favorable consideration should be given to vacating this street between Fiske and Greene.

❖ **Policy #11**

Commercial development should provide landscape buffers where they abut residential zones and landscape strips along all street frontages.

Discussion: The commercial areas within the neighborhood generally consist of old buildings constructed before current landscaping and "208" drainage requirements came into effect. The attractiveness of these areas and the neighborhood at large would be improved by the addition of landscaping either when redevelopment occurs or as part of neighborhood-funded improvement projects.

INDUSTRIAL

Industrially-zoned lands dominate the southern and central portions of the neighborhood, with a significant amount of vacant industrial land being located east of Nelson St. and also east of Spokane Community College. Although the majority of industrial lands are zoned for "heavy" manufacturing, most uses tend to be of a "light" industrial character, e.g., service, distribution and wholesale type businesses which benefit from the area's central location to the metropolitan marketplace. There are also several retail and office activities located within the industrial corridor.

The new Heavy Industrial zone contained within the draft Zone Code will prohibit retail and service uses, whereas a Light Industrial zone will not. In order to avoid creating numerous nonconformities, the plan recommends designating the Trent Avenue corridor properties as Light Industrial. This will provide the necessary flexibility to the majority of businesses within the area.

❖ **Policy #12**

Industrial developments should provide landscape buffers and screening where they abut residential uses or zones, and landscape strips along all street frontages.

Discussion: The majority of industrial properties within the neighborhood have been developed with little or no landscaping. Providing landscaping will improve the overall appearance of the neighborhood.

There are also numerous residences located within the Trent Avenue corridor. Many of these homes will remain during the plan period unless there is a marked upswing in demand for indus-

trial properties. As new development occurs, landscaping should be provided to mitigate the impact of new industries on remaining residential uses.

❖ **Policy #13**

Encourage the development of large parcels under unified ownership.

Discussion: The areas south of Mission and west of Greene St., and east of the S.C.C. campus, are characterized by large parcel sizes which lend themselves to industrial developments. There is a scarcity of large industrial sites available within the City limits and these areas provide unique opportunities for meeting future demand with planned developments.

Future development proposals for all or any portion of properties within this area should be accompanied by an overall site development plan which indicates how the entire site will be developed over time as an integrated project.

❖ **Policy #14**

Limit industrial development to existing zoned areas.

Discussion: There is an abundance of vacant land within the neighborhood which is designated for industrial uses. Development should be directed to those areas rather than allowing non-residential uses to expand into residential areas.

❖ **Policy #15**

Designate the Trent Avenue corridor for Light Industrial and commercial uses.

Discussion: The Trent Avenue corridor is currently zoned M2, Heavy Industrial. With the transition to the new Zone Code for the City of Spokane, this area will be zoned HI, Heavy Industrial. Properties along Trent are primarily developed with wholesale businesses, distribution and retail/service uses. Only a few activities require the M2/HI zone in order to maintain zoning conformance.

Under the new Zone Code, the Heavy Industrial zone will be utilized exclusively for industrial activities, with retail businesses not being permitted. However, many businesses within the corridor are either exclusively or predominantly retail in character, meaning they would become non-conforming if the new HI zone is applied to the area. A survey of business and property owners within the area indicated that the majority would prefer a Light Industrial zone and the attendant ability to conduct retail activities. The Plan therefore recommends that the entire corridor be designated Light Industrial and that all properties (except those currently requiring a M2/HI zone) be subsequently rezoned to a LI classification.

The intent of this policy is to minimize the potential of zoning problems being created when land uses become non-conforming due to new regulations; there is no intention of limiting the ability of existing uses to grow and expand. Therefore, those uses which require a M2/HI zone should be encouraged to remain in the corridor, by giving favorable consideration to requests to rezone adjacent properties for the purpose of expansion.

❖ **Policy #16**

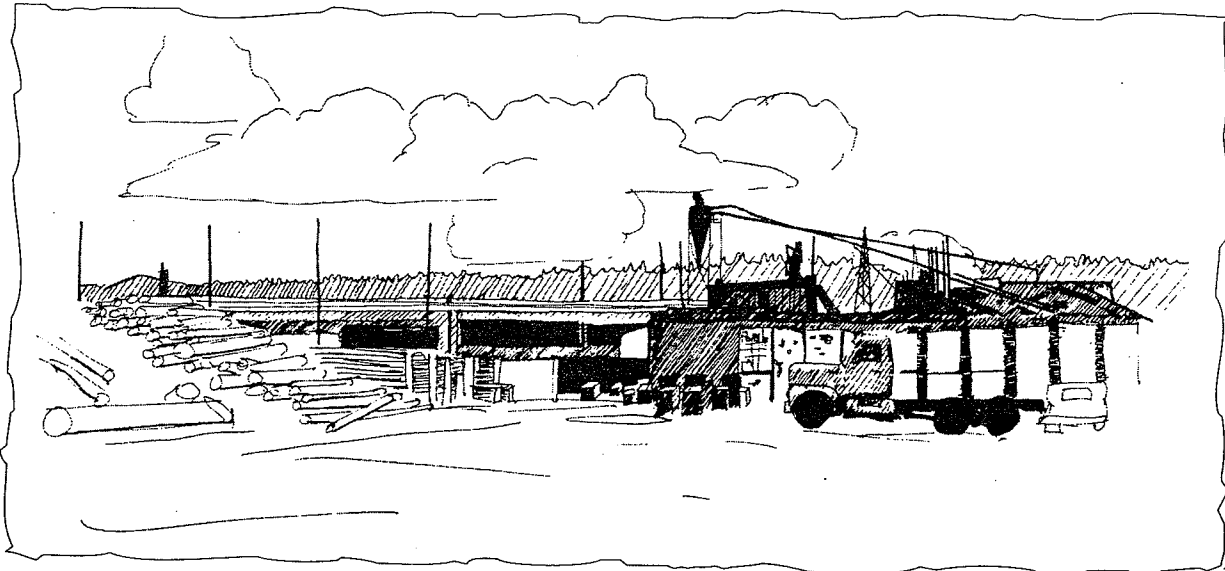
Maintain the non-conforming status of W-I Forest Products. Allow the lumber



mill to rebuild/expand in accordance to regulations pertaining to non-conforming uses and the following criteria:

- a. a development plan for the entire site should be submitted for review and approval. At a minimum, plans should include the following elements; proposed street vacations; security fencing; dust control measures; landscaping.
- b. plans should be developed and implemented to route truck traffic south to Trent Avenue, avoiding local residential streets.

Discussion: The lumber mill operation has been a consistent source of concern for the neighborhood. Issues include lumber trucks travelling on residential streets; dust problems; and a lack of security which allows children's access to the lumber yard. However, the industry is recognized as an important element of the neighborhood and should be encouraged to remain. The criteria outlined above provides a framework wherein the mill is encouraged to continue and even expand, provided steps are taken to address the concerns of the neighborhood.



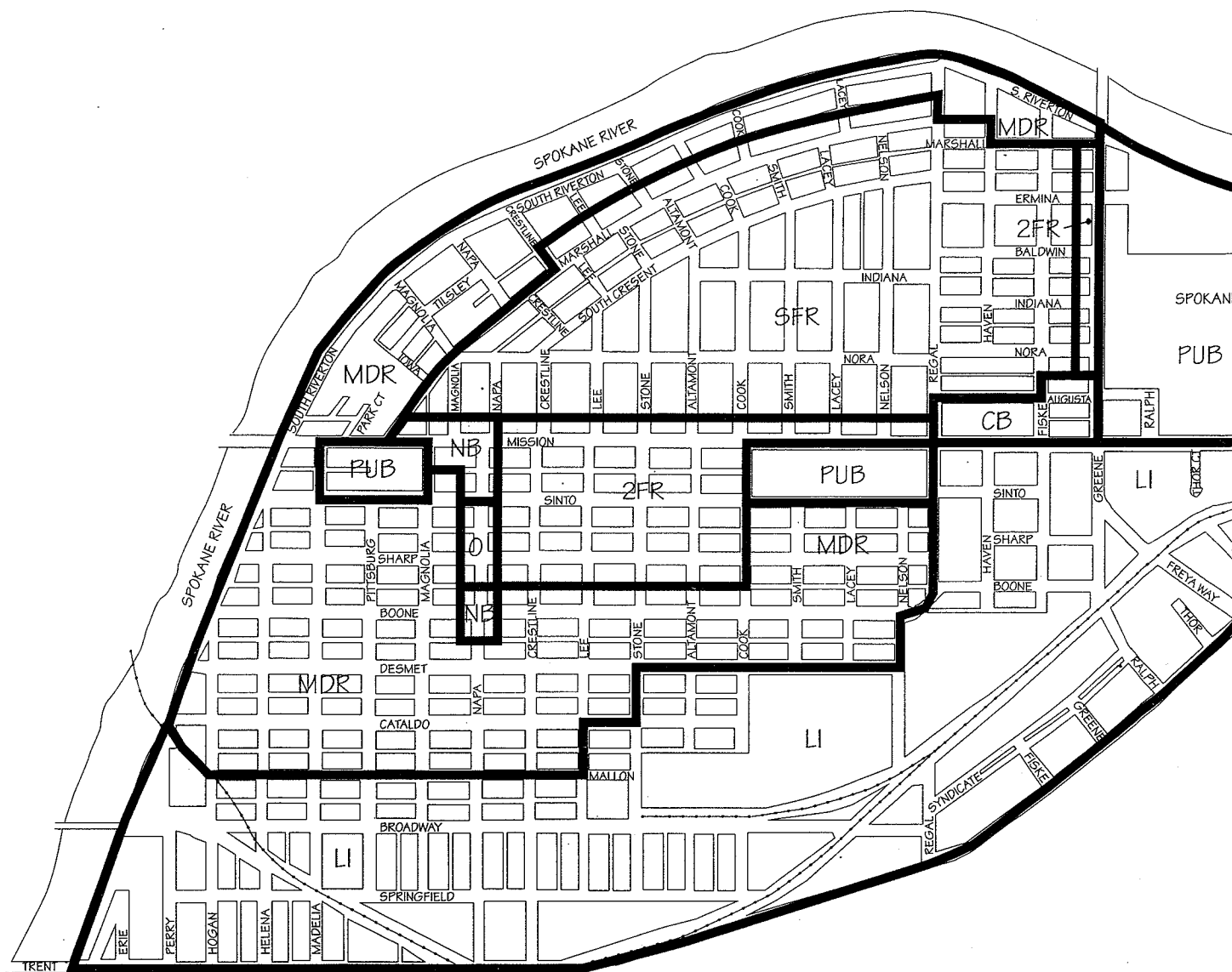
GENERAL

❖ Policy #17

Employ a rigorous program of zoning and nuisance code enforcement throughout the neighborhood.

Discussion: A key ingredient to improving the image of the area is to effectively enforce zoning and nuisance codes. Many areas of the neighborhood are plagued by what appears to be illegal home occupations, storage of inoperable vehicles and unkempt vacant lots. Enforcement priority should be focused on these locations to assist in the improvement of the overall quality of life in the neighborhood.





- NB NEIGHBORHOOD BUSINESS
- CB COMMUNITY BUSINESS
- O OFFICES
- LI LIGHT INDUSTRIAL
- HI HEAVY INDUSTRIAL

routes of Greene St. and Mission and Trent Avenues. A balance should be achieved along these routes between ease of traffic flow and safety for neighborhood residents. The construction of a North-South Freeway along the Greene St. corridor is one possible means of addressing this concern.

The neighborhood is also characterized by numerous interfaces between commercial/industrial developments and residential areas. Unfortunately, the result of these relationships has often resulted in commercial truck traffic travelling down residential streets. Truck routes should be established to minimize conflicts between the enjoyment of residential areas and the needs of access to non-residential properties.

❖ Policy #1

Promote the paving of all unpaved streets in the neighborhood except those planned for vacation.

Discussion: There are approximately 8 miles of unpaved and unimproved streets within the neighborhood. They are found in both residential and commercial /industrial areas. Besides detracting from the visual appearance of the area, these streets also contribute to dust in the air and reduce traffic safety. Unpaved streets in commercial and industrial areas typically feature large depressions and holes which fill with water and freeze in fall and winter. In early spring, some of these streets turn into muddy quagmires which become nearly impassable. By summer, these streets dry out and become a source of dust particulates which contribute to air pollution problems. Unpaved streets in residential areas exhibit similar characteristics and also appear to contribute to an image of the neighborhood by residents that leads to poor home maintenance in those areas exhibiting the greatest need for home rehabilitation.

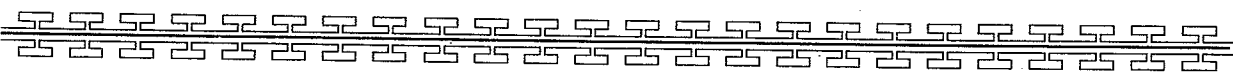
Due to the extent of unpaved streets, it is not feasible that all streets eventually be paved. Some "streets" currently exist only as right-of-ways on City maps and are not visible on the ground. These right-of-ways should be vacated if not needed to serve proposed developments. If they are needed to serve traffic circulation needs, street construction should be a required condition of development approval.

The portion of the neighborhood south of Mission Ave. is characterized by a "tight" street grid; that is, blocks are small, with cross streets occurring every 300 feet. It may not be necessary to maintain all of these streets as public right-of-ways, particularly within the commercial/industrial portions of this area. Unpaved streets not necessary for individual property access should be considered for vacation.

Objective 1a: Use Community Development monies as matching funds to reduce the cost of L.I.D.s to private property owners.

Discussion: The Chief Garry Park neighborhood has traditionally spent a good portion of its yearly "fall allocation" funds on street paving projects. Through 1988, 36% of these funds had been spent on street paving projects. This Plan recommends that the practice of funding street paving projects continue as part of the Neighborhood Improvement Program for the neighborhood.

Due to the magnitude of unpaved streets, it is recommended that Community Development funds be utilized as a percentage match to "leverage" participation from adjoining property owners. The amount of Community Development participation should be based



upon the importance of the paving project, the beneficial aspect to the entire neighborhood, and the financial willingness of adjoining property owners to participate.

❖ **Policy #2**

Provide sidewalks where currently lacking throughout the neighborhood.

Discussion: Sidewalks are needed throughout the neighborhood to provide safe walkways for pedestrians. Besides the many streets in the area which are not paved (and thus lack sidewalks), many improved streets are lacking sidewalks. On other streets which do have sidewalks, it is not uncommon to find them in need of repair. A sidewalk inventory needs to be conducted and priorities established to begin a program of sidewalk construction and repair. Community Development funds should be used to construct or repair sidewalks in the areas of highest pedestrian traffic.

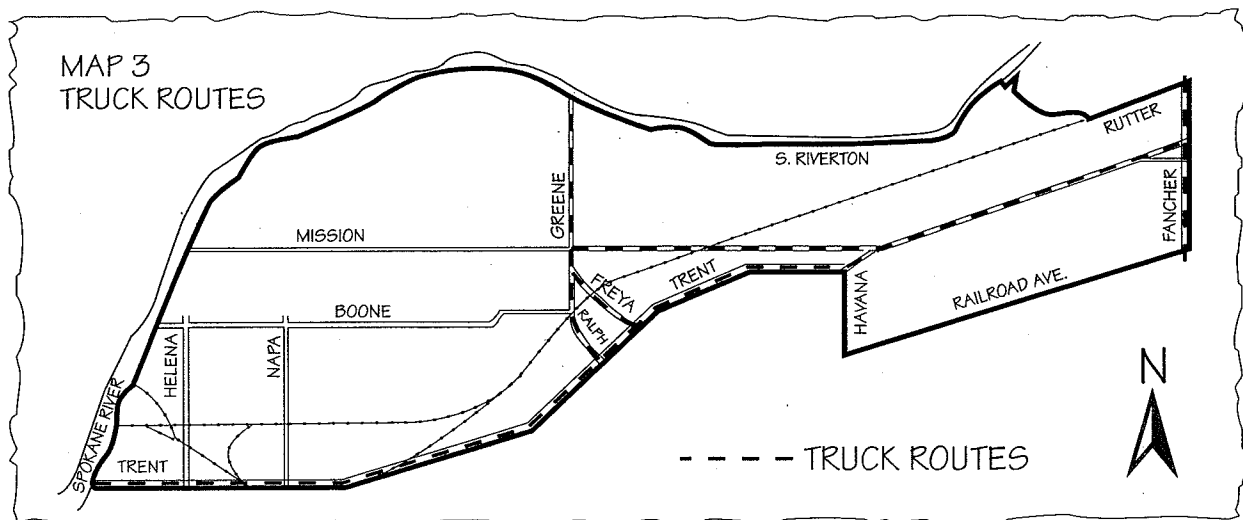
❖ **Policy #3**

Support the construction of a North-South freeway along the Freya-Greene corridor.

Discussion: The 1986 City-wide Arterial Street Plan identifies two possible routes for a "Limited Access High Capacity Facility" (i.e., freeway) to serve north Spokane. The Freya-Greene-Market corridor is the eastern route and apparently favored by the majority of transportation planners.

The Chief Garry Park neighborhood does not oppose the Freya-Greene-Market route, as it would have minimal impact on the residential portions of the neighborhood. It is possible that an elevated viaduct may be utilized from the Freya overpass north to Hillyard. An off-ramp into the neighborhood at either Trent Ave. or Mission Ave. may also be provided.

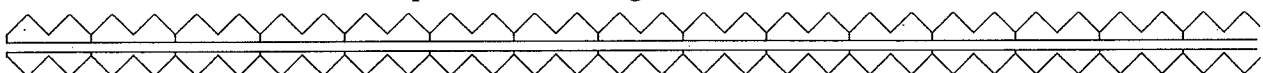
Final design of the project may not occur for 5-10 years, depending on State legislative funding. This Specific Plan will need to be re-evaluated and possibly amended at whatever time a final route and design decision is made.



❖ **Policy #4**

Establish truck routes to keep truck traffic off residential streets.

Discussion: The residential portion of the neighborhood south of Mission and the Parkwater



residential area are both plagued by problems of non-delivery truck traffic using local access streets. This truck traffic not only disturbs a quiet residential life-style, but it also poses a threat to the safety of young children playing in these areas. In addition, heavy truck traffic hastens the deterioration of these streets and the need for frequent repair.

The City Traffic Engineering Department has recognized the need to develop a City-wide Truck Route Ordinance to regulate truck traffic. This could provide some relief to these portions of the neighborhood. However, a firm timeline for completing this task has not been established. The following truck routes are recommended for the Chief Garry Park neighborhood: **Freya-Greene Streets., Fancher Rd., Greene-Ralph Streets., Mission Ave. (Trent to Greene), and Trent Ave.**

❖ **Policy #5**

Improve circulation within the southern portion of the neighborhood.

Discussion: The southern portion of the neighborhood is defined by Mission Avenue on the north and Trent Avenue on the south, both which are Principal Arterial streets. However, there is no east-west arterial serving to distribute traffic within the area.

Objective 5a: Designate Boone Ave. as a Collector Arterial from South Riverton to Greene St.

Discussion: Boone St. has the greatest continuity and is most appropriately located to distribute east-west traffic throughout this area. It is wide, paved, includes sidewalks and provides access to a small neighborhood business district at its intersection with Napa. Boone also interconnects with all north-south arterials serving the area.

Designating Boone a Neighborhood Collector will enhance safety by controlling access from intersecting streets, while helping to distribute traffic throughout this area.

Objective 5b: Designate Greene/Ralph Streets from Mission to Trent as a Collector Arterial.

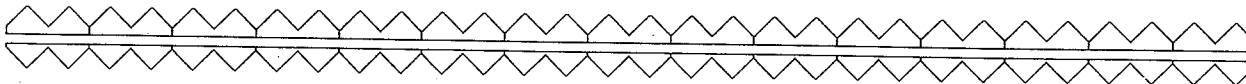
Discussion: The Greene/Ralph route provides an eastern terminus for the Boone Ave. arterial and also arterial access to the small industrial area in the northeast portion of this area. Although Ralph St. is currently unpaved where it crosses the railroad tracks south of Boone, its intersection with Trent Ave. is signalized. Paving of Ralph should be completed to encourage use of the street for access to the businesses located in this area.

❖ **Policy #6**

Improve pedestrian access to Chief Garry Park for residents living north of Mission.

Discussion: Chief Garry Park is the primary park resource for the neighborhood. However, heavy traffic on Mission and a lack of traffic controls make access to the park from the areas north of Mission difficult. Comments at neighborhood workshops indicated that the difficulties in pedestrian access is leading to decreased use of the park by residents.

Objective 6a: Install a pedestrian-activated traffic signal at the intersection of Cook and Mission.



Discussion: Cook St. forms the western boundary of Chief Garry Park. The western portion of the park is where playground equipment and picnic shelters are located. It is also the end most centrally located to the surrounding residential population.

To ensure use of the Cook St. intersection by pedestrians, the northern boundary of the park along Mission should be fenced in its entirety to prevent access into the park from other streets on the north side of Mission.

❖ **Policy #7**

Improve pedestrian and vehicular safety at identified points.

Discussion: The high traffic volumes on Mission Ave. make both vehicular and pedestrian access onto and across the arterial difficult. This is especially true in the western end of the neighborhood where topography and activity associated with Stevens Elementary School contribute to traffic hazards.

Objective 7a: Realign the intersection of South Riverton and Mission Avenue to improve driver visibility.

Discussion: South Riverton currently intersects Mission at an acute angle at a low point between the arching Mission Ave. bridge and the crest of a hill at Mission and Pittsburg. Visibility in either direction is limited by the combination of topography and the angle of the intersection.

The Mission Avenue bridge may be rebuilt in the next 10-20 years. At that time, an underpass for South Riverton should be provided. In the interim, the street should be realigned to intersect Mission at right angles.

Objective 7b: Provide additional signs at Mission and Napa to emphasize "No Right Turn on Red."

Discussion: Northbound Napa St. essentially "dead ends" into Mission at a signalized intersection. Three stores are located at this intersection and Stevens Elementary School is only one block to the west. A free right turn (eastbound) onto Mission is not allowed, but this restriction is frequently ignored by motorists, possibly due to the location of the "No Right Turn" sign.

In terms of pedestrian use, this is probably the busiest intersection in the neighborhood, as the three stores attract significant foot traffic. The proximity of Stevens Elementary School results in numerous school-aged children coming to this area. The school does not provide crossing guards at this location, which contributes to the possibility of an accident.

Prohibiting right turns during red light phases is essential to ensuring pedestrian safety at this intersection. An additional "No Right Turn on Red" sign should be provided on the north side of Mission, plainly visible to waiting automobiles on Napa.

Objective 7c: Install a traffic signal at the intersection of Waterworks Street and Trent Avenue.

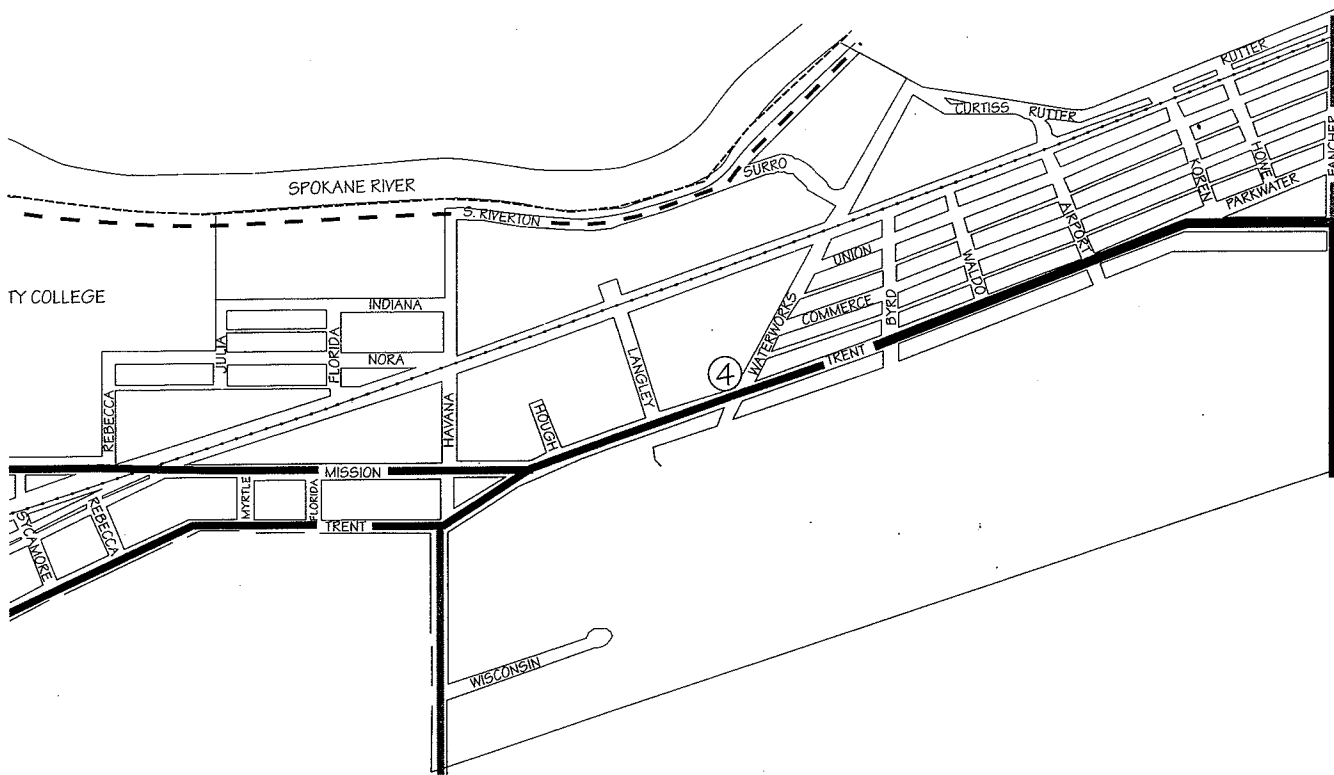
Discussion: Waterworks St. provides the most direct route of access for eastbound Trent



Avenue motorists into the Parkwater industrial area, the Spokane Police Academy and Upriver Dam. Trent Avenue at this location is carrying approximately 22,000 vehicles per day, making left turn (eastbound) from Waterworks onto Trent difficult, especially for truck traffic. Because of this difficulty, many truckers head east to Fancher Rd. to utilize the signal at its intersection with Trent. Since Commerce Street is the only paved street within the Parkwater area, it is the favored route of travel, even though it passes directly through the heart of the residential area.

Installation of a traffic signal at Waterworks and Trent will allow for easier, more direct access into the industrial area, while at the same time protecting the residential portion of Parkwater.





CHIEF GARRY PARK CIRCULATION PLAN



- ① REALIGN SOUTH RIVERTON AND MISSION INTERSECTION
- ② INSTALL ADDITIONAL SIGNS AT MISSION
- ③ INSTALL PEDESTRIAN SIGNAL AT COOK AND MISSION
- ④ INSTALL TRAFFIC SIGNAL AT WATERWORKS AND TRENT

nately, both of these facilities are located on the south side of Mission Avenue, a principal arterial street experiencing high traffic volumes. The traffic signal at Napa and Mission provides an opportunity for safe crossing of the street within one block of the school. However, there are currently no traffic controls at Chief Garry Park.

Objective 1a: Provide a controlled crosswalk at Cook St. and Mission Ave. to access Chief Garry Park.

Discussion: Chief Garry Park is the primary recreational resource for the community, as it is the only public park located within the neighborhood's boundaries. Pedestrian access for residents north of Mission is difficult due to the speed and volumes of traffic on Mission. Traffic control at the northwest corner of the park will enhance access for the individuals living north of Mission at the location which is most central to that population. Installation of a pedestrian-activated traffic signal at this location is recommended (see Circulation Objective #6a).

Objective 1b: Construct a "mini-park" to serve the Parkwater area.

Discussion: The Parkwater neighborhood contains approximately 125 homes and is devoid of any formal recreational opportunities. In accordance with other policies of this plan which encourage the preservation and enhancement of this residential area, a small park/playground of 1-2 acres in size is recommended for construction. A specific site has not been identified at this time, but attempts should be made to secure a location that is central to the resident population.

❖ Policy #2

Focus on Chief Garry Park as the primary recreational resource for the neighborhood.

Discussion: Chief Garry Park is the only park serving the western portion of the neighborhood and it will continue to meet the majority of the area's recreational needs. The park's playing fields also serve a City-wide function as sites for organized softball, baseball and soccer games. Since new park sites are not proposed for this portion of the neighborhood (which contains the vast majority of its overall population), it is expected that Chief Garry Park will continue to be the focus of outdoor recreation activities.

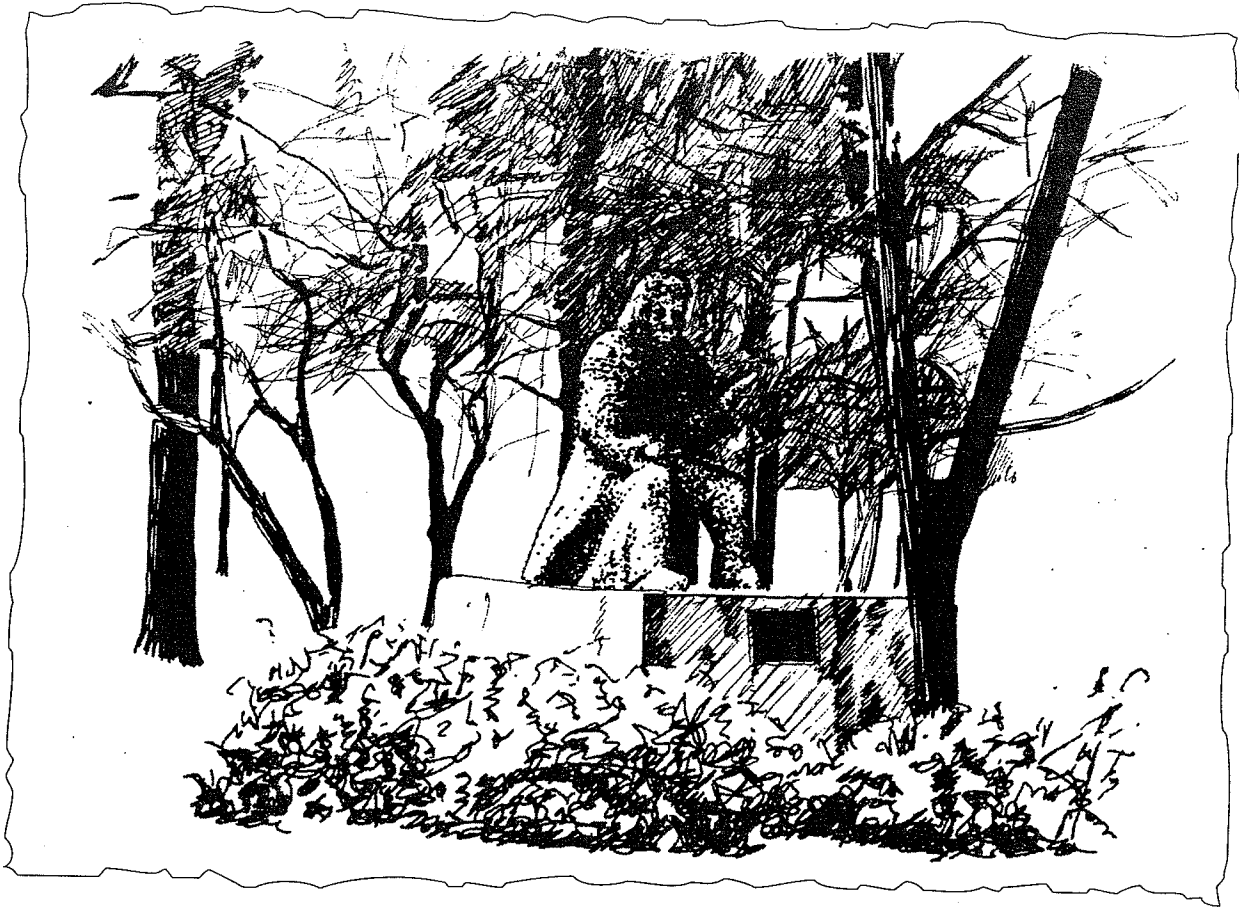
Objective 2a: Install additional benches and picnic tables at the park.

Discussion: The western end of the park, centrally located to the surrounding residential area, contains both active and passive facilities which are utilized frequently by neighborhood residents. To enhance enjoyment of this area, additional benches and picnic tables should be installed.

Objective 2b: Improve safety at the park by providing additional lighting and continuous fencing along Mission Avenue.

Discussion: The western end of the park is the area used most frequently by children for play and by other neighborhood residents for picnicking and general relaxation. It also





contains the only portion of the park frontage on Mission Ave. which is not fenced. Continuing the existing fencing west to the northwest corner of the park will increase safety in two ways:

- 1) keeping errant balls from entering Mission Ave. traffic and
- 2) directing foot traffic to and from the park to the controlled intersection of Cook and Mission.

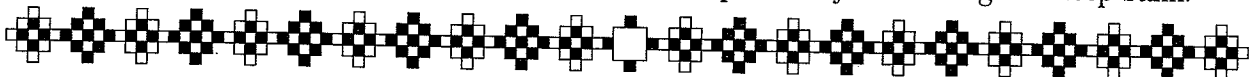
❖ **Policy #3**

Improve public access to the Spokane River.

Discussion: The Spokane River is the premier natural feature of the city and forms the western and northern boundaries of the neighborhood. Access to the river enhances the quality of life for both neighborhood residents and those outside the area. Continuing to improve public access will help stimulate property development and maintenance.

Objective 3a: Provide additional points of access to Tuffy's Trail.

Discussion: Tuffy's Trail provides an enjoyable walking and jogging trail along the banks of the river between the Mission and Greene St. bridges. For the majority of its length, topography is such that the trail is located down a steep slope and is not visible from the grade of adjacent South Riverton. The primary point of access onto the trail is at its southwestern terminus, where the trail rises to the same grade as South Riverton. Access to the trail at other points is not defined, but may be accomplished by descending the steep bank.



Additional defined points of access to the trail should be developed intermittently along its length. These accesses should include stairs and/or ramps to enhance accessibility to individuals of varying physical abilities.

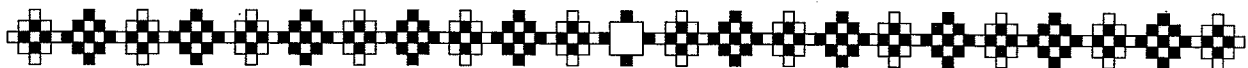
Objective 3b: Create a direct pedestrian connection between Tuffy's Trail and the Greene Street Bridge.

Discussion: Tuffy's Trail exists on both north and south sides of the river between the Mission Ave. and Greene St. bridges. The trail ascends to road grade at the Mission Ave. bridge and thus has a well-defined pedestrian linkage between north and south sides. However, the Greene St. bridge is elevated over the trail and adjacent streets and no clear connection is evident. In order to facilitate the potential "loop" aspect of the trail, a pedestrian linkage between the trail and the Greene St. bridge needs to be developed. This connection should include both stairways and signs to clearly identify the location of the trail.



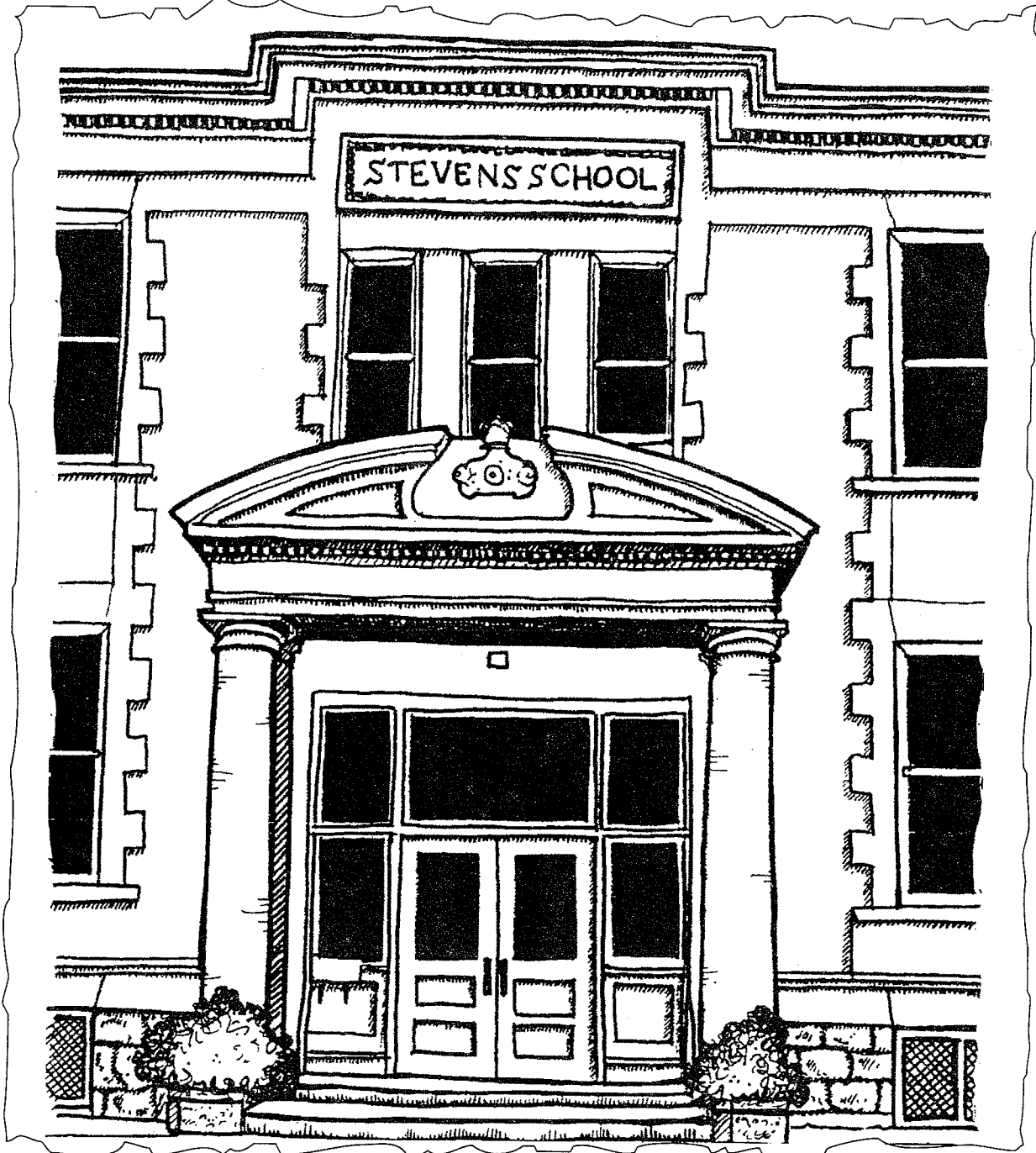
Objective 3c: Using existing right-of-way, develop pedestrian access to the river in the Parkwater area.

Discussion: The Parkwater residential area is located within one half mile of the river, yet a means of public access is not clearly defined. Waterworks, Surro Ave. and South Riverton are existing right-of-ways which can be utilized for a pedestrian trail/path to the river. (Land between South Riverton and the river is owned by the City). This "trail" could be in the form of a sidewalk along Waterworks (which is currently paved) or as a more informal walking path along Surro and South Riverton, neither which is developed.



Objective 3d: Extend Tuffy's Trail south of Mission Avenue to Trent and east of Greene to Upriver Dam to provide a continuous riverfront trail throughout the neighborhood.

Discussion: Tuffy's Trail currently extends along the Spokane River between the Mission Ave. and Greene St. bridges, providing a pleasant walking/jogging route for area residents. The trail has been "unofficially" extended east to the Upriver Dam area. In addition, the trail should be extended south of Mission Avenue to Trent to provide for a trail amenity in the southern portion of the neighborhood.



❖ **Policy #4**

Encourage public input into any plans to redevelop the Stevens Elementary School site.

Discussion: School District 81 intends to construct a new building to house Stevens Elementary School on the existing school site, probably within the next 5-10 years. The district has already acquired a full block of property to the west of the existing site, removed houses and vacated intervening Pittsburg St.

In the past 10 years, the neighborhood has spent over \$44,000 of Community Development funds on site improvements at Stevens Elementary. This is evidence of the importance of the school to the community. Although the neighborhood is supportive of the school district's intentions, it wishes to ensure an opportunity for public input on future development plans.

Objective 4a: Consider retaining the gymnasium for use as a community/senior center.

Discussion: The neighborhood lacks any structure other than the school which it could potentially utilize for frequent meetings or senior and youth activities. The closest neighborhood centers (East Central and Northeast) are not conveniently located to meet neighborhood needs, particularly for young people. The gymnasium is located close to the eastern end of the school site and access could be provided from Magnolia St. The structure lends itself to both active and passive activities. School District 81 is encouraged to explore options for retaining this structure for neighborhood use.

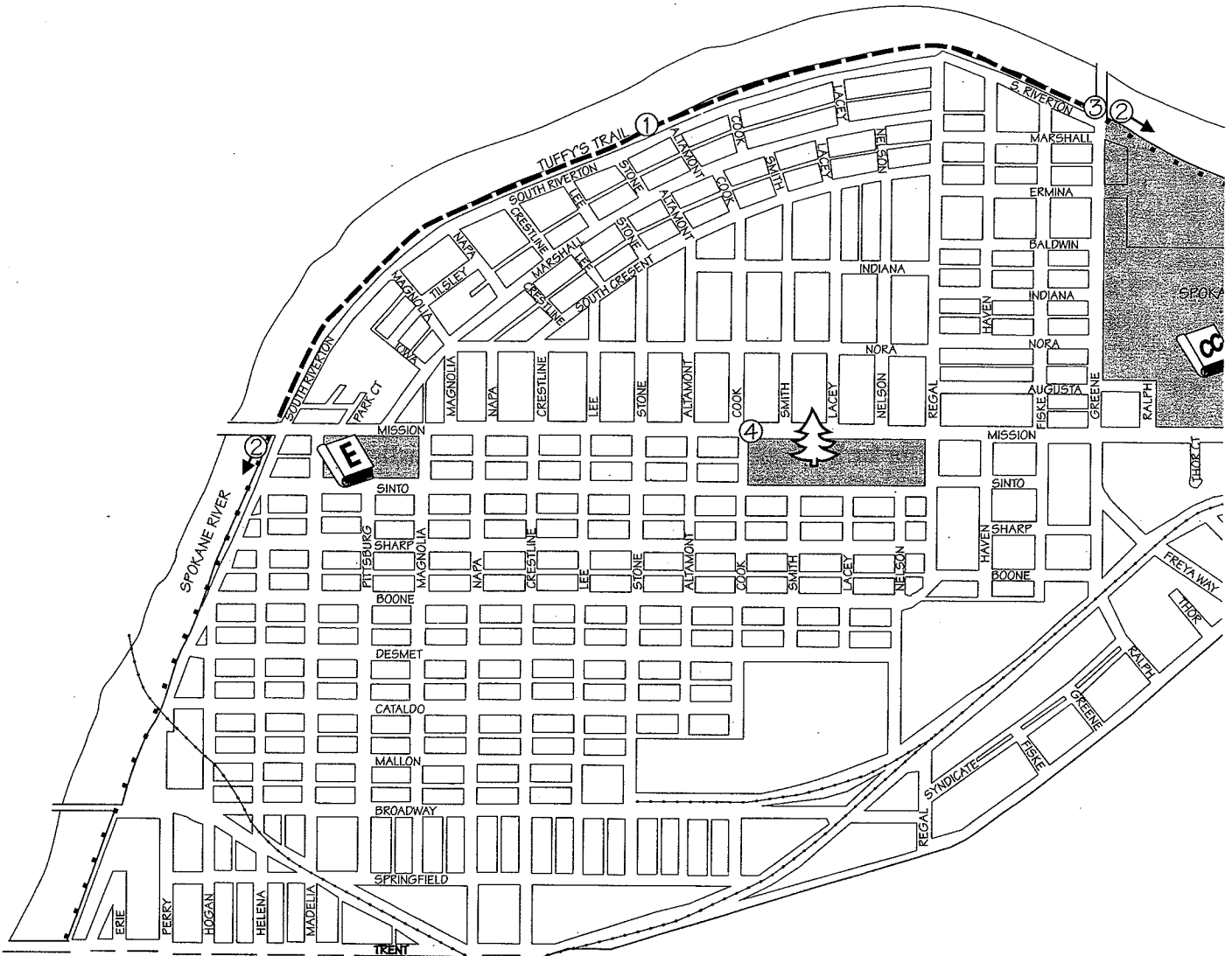
Objective 4b: Locate the school playground on the southern side of the school site.







Discussion: Currently, the school playground is located adjacent to busy Mission Avenue, a noisy environment which also requires a tall chain-link fence to ensure the safety of school children. Locating the playground on the south side of a newly-constructed school will provide a safer, more pleasant environment and also improve site aesthetics by eliminating the need for a tall fence.

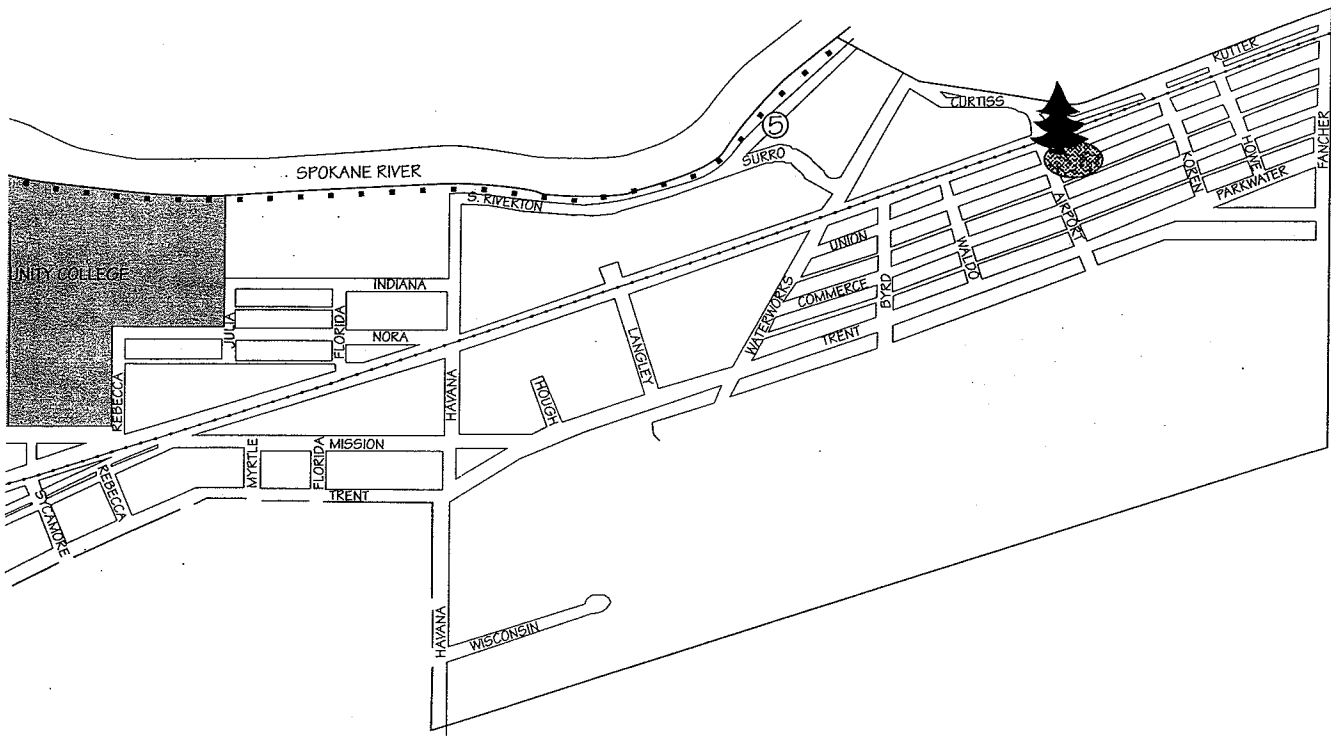
Objective 4c: Retain significant architectural features and/or some physical evidence of the existing school building should a new school be constructed and the existing building be demolished.

Discussion: Stevens Elementary has been a fixture in the neighborhood since 1909 and as such, is an important link to the area's past. For several years, the school's service area boundary has included the majority of the neighborhood (all areas except Parkwater). Preserving a physical relic of this focal point can serve to maintain a sense of history for future students and neighborhood residents.

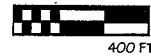




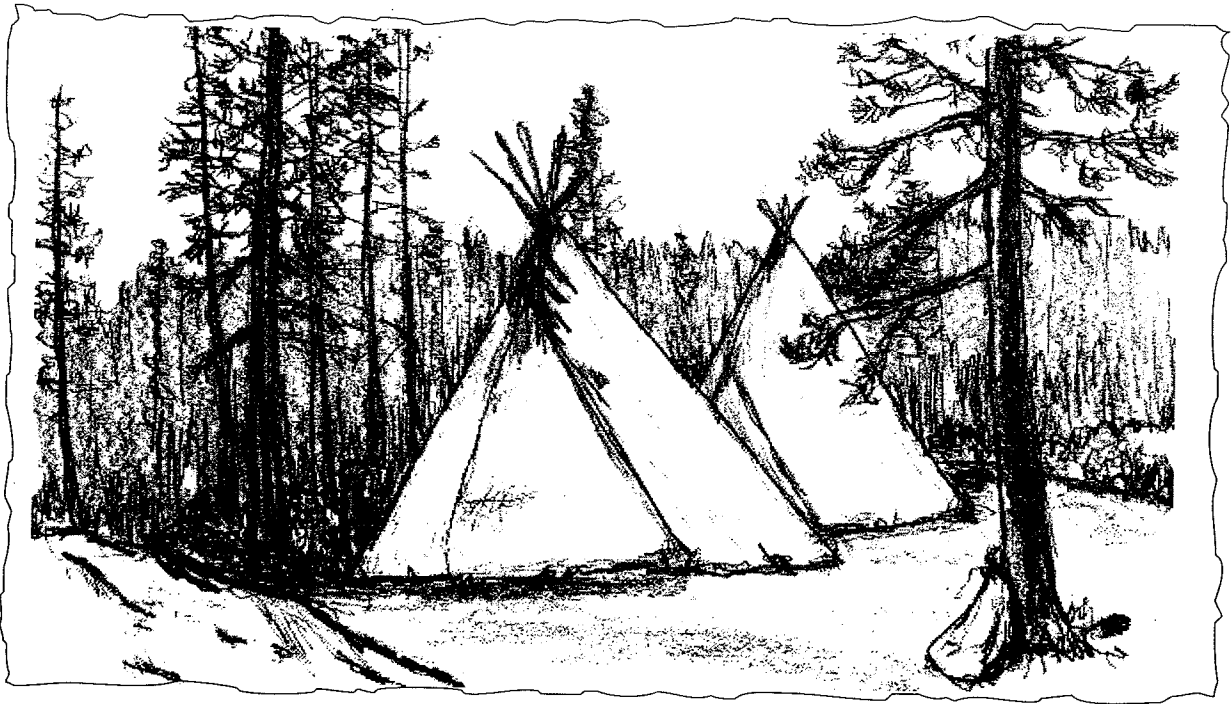
-  STEVENS ELEMENTARY
-  SPOKANE COMMUNITY COLLEGE
-  CHIEF GARRY PARK
-  CONSTRUCT MINI PARK
-  TUFFY'S TRAIL
-  TUFFY'S TRAIL EXTENSION



CHIEF GARRY PARK COMMUNITY FACILITIES



- ① PROVIDE ADDITIONAL POINTS OF ACCESS
- ② EXTEND TUFFY'S TRAIL
- ③ CREATE PEDESTRIAN LINK BETWEEN TRAIL & BRIDGE
- ④ PROVIDE CONTROLLED CROSSWALK
- ⑤ DEVELOP PEDESTRIAN ACCESS TO RIVER



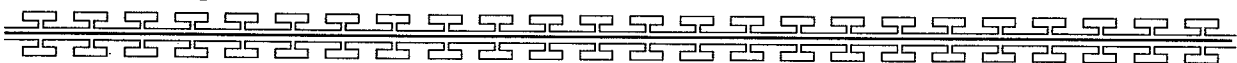
Housing

Chief Garry Park is a congenial neighborhood of modest homes and apartments with a subdued atmosphere that this Plan seeks to preserve.

Housing in the neighborhood belongs to three distinct vintages: the period of 1900-1930, when the majority of homes along and south of Mission Avenue and in the Parkwater area were built; the decade after World War II, when following the breakup and subdivision of two large homesteads, most of the homes north of Mission were constructed; and the period of 1970-1980, when the multi-family structures along South Riverton appeared. Single family homes predominate in the older areas, but numerous duplexes and triplexes have infilled south of Mission in recent decades, and many infill opportunities remain.

Although the condition of the older homes in the residential area south of Mission is as good or better than the average for housing of comparable age in Spokane, rehabilitation needs are evident, and it is in this area that public rehabilitation investments are likely to bring the greatest returns. The postwar homes north of Mission, by comparison, though consisting mostly of two-bedroom and small three-bedroom units, are quite well maintained, except for a pocket of older homes along the east 1700 block of Tilsley Place. On the other hand, the few homes remaining south of Mallon will likely be displaced in due course by nonresidential uses.

A confined strip of older homes can also be found in the Parkwater area along East Commerce and Union Avenues, wedged between Felts Field airport and the East Trent commercial/industrial strip. Zoning in this area is single family residential, although the 1983 Generalized Land Use Plan has designated the entire area for light industrial use. Uncertainty as to the future land use of the area has probably fostered a reluctance to invest, and many of the homes exhibit signs of neglect. However, this Plan reaffirms the residential character of the Parkwater district and seeks to build upon its existing assets.



Nonconforming land uses are perhaps as significant as housing deterioration as a source of blight in several areas of the neighborhood. Automobile storage and repair operations and other "backyard industries" can be found within residential zones at several locations in the south central area. Along with rehabilitation and new investment, zoning enforcement should be emphasized to help the neighborhood maintain its low-key ambience.



HOUSING GOAL

Maintain existing sound housing and encourage the development of new, compatible structures.



Discussion: The majority of housing in the neighborhood, although modest, is in good condition. Those rehabilitation needs that do exist can be effectively addressed by the expenditure of some Concentrated Construction funds on home rehabilitation efforts. Neighborhood clean-up efforts, a street paving program and continued, vigorous enforcement of zoning and nuisance laws will go far to encouraging home maintenance by area residents.

The residential area south of Mission is planned for continued duplex and medium density residential use. The latter has usually occurred through the construction of single-story triplexes on individual lots. These development patterns appear to be compatible with existing single family structures. Larger scale medium density apartment developments should be directed to the South Riverton area.

❖ Policy #1

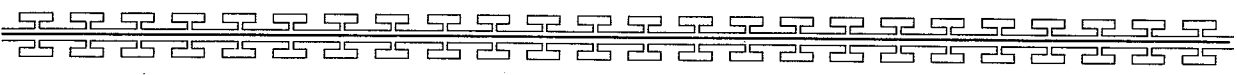
Focus public rehabilitation efforts in the southern portion of the neighborhood.

Discussion: Homes in the residential area south of Mission are older than those in the northern half of the neighborhood. Deterioration is visible, but not so advanced that a reversal cannot be reasonably expected with the resources likely to be available. To achieve maximum impact, particular blocks or block groups should be designated for concentrated attention.

❖ Policy #2

Make rehabilitation funds available to the Nash House and other homes of historic significance.

Discussion: The neighborhood does not contain a large number of homes of architectural or historic significance. However, the Nash Home is a house which has both architectural and historic significance to the entire City. This Queen Anne mansion near the intersection of Tilsley Place and Iowa Street was built in 1886 at a cost of \$50,000 by then U.S. District Court Judge Lucias B. Nash. The structure is the oldest completely original home in the City and features 24 rooms. It is one of the first homes in Spokane which utilized indoor plumbing. After being owned by the Nash family, it was subsequently utilized as a sanitarium and later as a St. Vincent de Paul "men's club." The original estate was broken up after World War II; the home itself has since suffered



serious deterioration. (New owners have recently purchased the home).

Restoring this elegant home and the surrounding area is a neighborhood priority. A rehabilitation project should include the small neighboring homes along the 1700 block of East Tilsley Place. Nomination of the Nash Home to the various historic registers should be encouraged.



❖ **Policy #3**

Revitalize the Parkwater residential district.

Discussion: With a distinct identity and a developed sense of community, this isolated pocket of approximately 125 homes near Felts Field could become an attractive neighborhood enclave. Projects should be explored that build the area's image as well as rehabilitate the housing stock. In addition to home rehabilitation projects, street paving and curb and sidewalk installation projects should be considered as a means of stimulating homeowner investment.

❖ **Policy #4**

Encourage medium density apartment development along South Riverton south of Mission.

Discussion: The Spokane River is Chief Garry Park's premier natural feature. Unlike the stretch of the river lying north and east of Mission, new developments have not appeared along the southerly section, an area offering pleasing vistas up and down the river. This could be due to the



unpaved condition of the street, the odd shape of many properties in this area, or the many east-west streets which intersect South Riverton. Access to the river is also difficult due to the unimproved state of the river bank.

In addition to the land use policies of the Plan, apartment developments should be encouraged by making public funds available to assist in the paving of South Riverton; by supporting necessary street vacations; and by developing a riverbank improvement project.

❖ **Policy #5**

A variety of living options for the elderly should be encouraged, ranging from independent living to total care facilities.

Discussion: The Chief Garry Park neighborhood offers several amenities which should make the area attractive for a variety of elderly housing projects. Principal among these is the Spokane River and the amount of land available for development both north and south of Mission along South Riverton. Other advantages to the neighborhood include its proximity to parks and the City Center, and good transit service. In order to foster development and increase the diversity of its citizenry, the neighborhood wishes to attract elderly housing projects of all types.





Design

Urban design focuses on the visual character of an area, the interrelationships between the built and natural environments and the social fabric of the community. The construction of certain features such as signs, parks and street features can help create a design "theme" for a neighborhood and also enhance its livability. The design policies of this Plan are directed toward these ends.

The Chief Garry Park Neighborhood lacks a strong visual identity, even though geographically it is well defined by the Spokane River, major arterials and the Spokane Community College campus. The neighborhood also lacks a strong sense of community — participation at Steering Committee activities is routinely low, as was turnout at the Task Force sponsored workshops in June 1989. The following goal and policies are intended to help create a sense of "community," both visually and socially, for the neighborhood, and improve the overall quality of life.



DESIGN GOAL

Enhance those features which contribute to the distinct character of the Chief Garry Park Neighborhood.



Discussion: The Spokane River defines the western and northern boundaries of the neighborhood and is its predominate natural feature. Easy public access to the river is primarily limited to the portion between the Mission Avenue and Greene Street bridges. Greater use of this outstanding natural feature as a unifying element for the area is encouraged.

The neighborhood also has the benefit of a quiet, residential atmosphere which can be fostered through a variety of improvement and code enforcement actions. Efforts to improve the built



environment should produce significant returns in enhancing the quality of life within the Chief Garry Park neighborhood.

❖ **Policy #1**

Foster a sense of identity or “place” for the neighborhood.

Discussion: The neighborhood is lacking a strong sense of identity or focus. Many people within the City of Spokane have no concept of where the neighborhood is located, perhaps due to its geographic isolation by the Spokane River and Trent Avenue commercial corridor. Residents living within the neighborhood also lack a sense of their area as a separate and distinct place.

Objective 1a: Erect neighborhood entrance signs at major entries to the residential portions of the neighborhood.

Discussion: The pronounced geographic boundaries of the area make the installation of neighborhood entrance signs a potentially effective and low cost method of emphasizing the distinctive quality of the area from the rest of Spokane. These signs should be erected on the major routes leading into the residential core of the neighborhood. The following locations should be considered: **Mission at South Riverton, Mission and Green, and Napa and Broadway.**

These signs should be constructed of appropriate durable materials and landscaped to provide a positive image for the neighborhood.

The Parkwater residential area is separated from the rest of the neighborhood by the Spokane Community College campus and both vacant and developed industrial lands. As such, the area warrants its own distinctive entrance sign. A sign or signs should be located at Trent and Waterworks and/ Trent and Fancher Rd.

❖ **Policy #2**

Improve the aesthetic quality of the neighborhood.

Discussion: The Chief Garry Park neighborhood consists primarily of modest homes on small lots with typical residential landscaping. Large trees on both private property and within street right-of-ways do not occur with enough frequency to create an overall image of tree-lined streets and stately yards. A street tree planting program could go far towards improving the quality of the area.

What does occur with some frequency, particularly in the area south of Mission and in Parkwater, are poorly-maintained yards, unmaintained vacant lots and numerous abandoned or “junk” vehicles. Greater emphasis needs to be placed on improving the visual character of the neighborhood through diligent enforcement of zoning and nuisance codes.

Objective 2a: Sponsor regular “clean-up” activities to encourage property maintenance.

Discussion: The neighborhood Steering Committee usually allocates a portion of its annual allocation of Community Development funds to sponsor a yearly “clean-up” activity. This event consists of placing a City garbage dumpster in a local store’s parking lot and advising the neighborhood that it is available for dumping of household and yard wastes, free of charge.

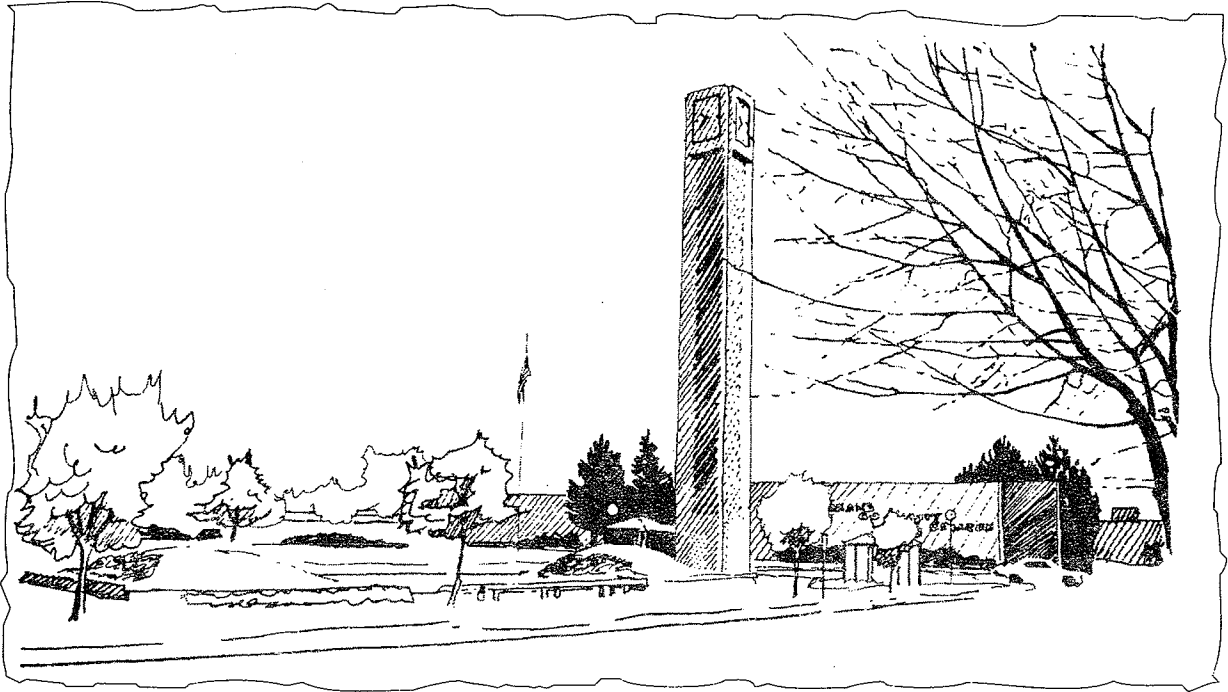


Although this activity has been well-received by the neighborhood, the persistence of the problem of outdoor clutter indicates that even greater effort is needed. In addition, special attention needs to be given to clean-up vacant lots.

Neighborhood clean-up activities should occur at least twice a year to provide for both fall and spring clean-ups. The possibility of curb-side pick-up or at least additional drop-box locations should be explored. Volunteer organizations such as Boy Scouts, etc., should be enlisted to help in the clean-up.

Objective 2b: Enforce laws regarding abandoned vehicles, vacant homes, unmaintained vacant lots, etc.

Discussion: During neighborhood workshops, numerous residents expressed concern about the visual blight created by abandoned vehicles, vacant homes and unmaintained vacant lots. Various departments of the City of Spokane are responsible for enforcing nuisance and zoning laws which address these problems. This Plan serves as a collective "complaint" in emphasizing the importance of property maintenance to improving the visual quality of the neighborhood.



❖ Policy #3

Ensure that arterial street improvements include the provision of street trees.

Discussion: Street trees along arterials are important for a number of reasons. They improve the visual quality of the traffic corridor while at the same time providing a limited buffer to adjacent land uses. Trees also help in reducing temperature by providing shade. Trees can also have a minor positive impact on air pollution by "trapping" airborne particulates and filtering burnt hydrocarbons from motor vehicles.

The City's Arterial Street Plan states that street trees should be included along all arterial streets. Unfortunately, the reality is that landscaping within the public right-of-way often is the first item to be deleted from limited construction budgets. This Plan supports the provision of street trees for all arterial road improvements and suggests that a street tree planting program be considered as a priority project in the development of the Neighborhood Improvement Program for the area.

❖ **Policy #4**

Enhance access and views of the Spokane River.

Discussion: The Spokane River is the primary natural and visual amenity of the neighborhood, forming its western and northern boundaries. Public access to the river needs to be enhanced for both pedestrian and vehicular traffic.

South Riverton is designated as a parkway by the circulation element of this Plan. The location of the road is such that the land between it and the river is of insufficient width for development, making views from the roadway feasible. Vehicle turnouts and bike paths/lanes need to be provided, both in existing and undeveloped portions of this street.

The Community Facilities element of the Plan addresses the need for enhanced pedestrian accessibility to the river.

❖ **Policy #5**

Enforce and monitor dust control measures throughout the area.

Discussion: The neighborhood is subject to dusty conditions during dry seasons for a variety of reasons. Miles of unpaved streets and alleys contribute to dust problems. In addition, many commercial and industrial activities have unpaved or only partially paved work yards. While the problems of unpaved right-of-ways can best be solved by public or joint public-private paving efforts, mitigating the problems on private properties requires the enforcement of air pollution regulations by the Spokane County Air Pollution Control Agency. Landowners should be encouraged to pave unpaved workyards or provide suitable dust control measures.



Acknowledgments

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Chief Garry Park Neighborhood Specific Plan Task Force

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George Nachtsheim	City Plan Commission

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