



## THE LATAH VALLEY HANGMAN CREEK TRAIL CORRIDOR

trail concept study



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partnership between NPS and the American Society of Landscape Architects Washington Chapter (WASLA) to help communities plan,

design and manage their natural, cultural and recreational resources.

Over the last 20 years the NPS/WASLA partnership has assisted 16 community projects, including three in the Spokane area.



EXECUTIVE SUMMARY

Imagine an eight-plus river mile trail corridor, minutes from the downtown core that offers relief from the urban environment and connection with nature. A trail accessible for hikers, bird watchers, kayakers, and outdoor enthusiasts alike. A trail that tells a story of history and culture. A trail with community connections to six residential neighborhoods, six parklands and three other regional trails systems. A nature trail.

THE CORRIDOR CONCEPT STUDY

This document, the Latah Valley Hangman Creek Trail Concept Study was developed by the City of Spokane and the Inland Northwest Trails Coalition (INTC) following a design charrette marking the conclusion of conceptual planning for the trail. The purpose of this Concept Study is to compile the ideas and concepts generated during the Latah Valley Hangman Creek Trail Charrette and previous trail study work completed by INTC, into a cohesive document which can guide future design studies and the pursuit of funding.

The charrette was held on October 27 and 28 of 2017, with assistance from the National Park Service and American Society of Landscape Architects, Washington Chapter. The charrette marked the completion of the early planning process for the Latah Valley Hangman Creek Nature Trail and was attended by thirty-five professionals, agencies, and community members. The attendees were divided into four study groups that investigated the trail corridor. Three of these teams studied sections of the trail corridor, while the fourth team focused on interpretive storytelling and theming opportunities for the entire trail length. The two-day charrette included field investigation and an intensive design workshop session structured with the goal of generating ideas and alternatives for a nature trail connecting neighborhoods and public parks, as outlined by the City of Spokane Parks Department. The

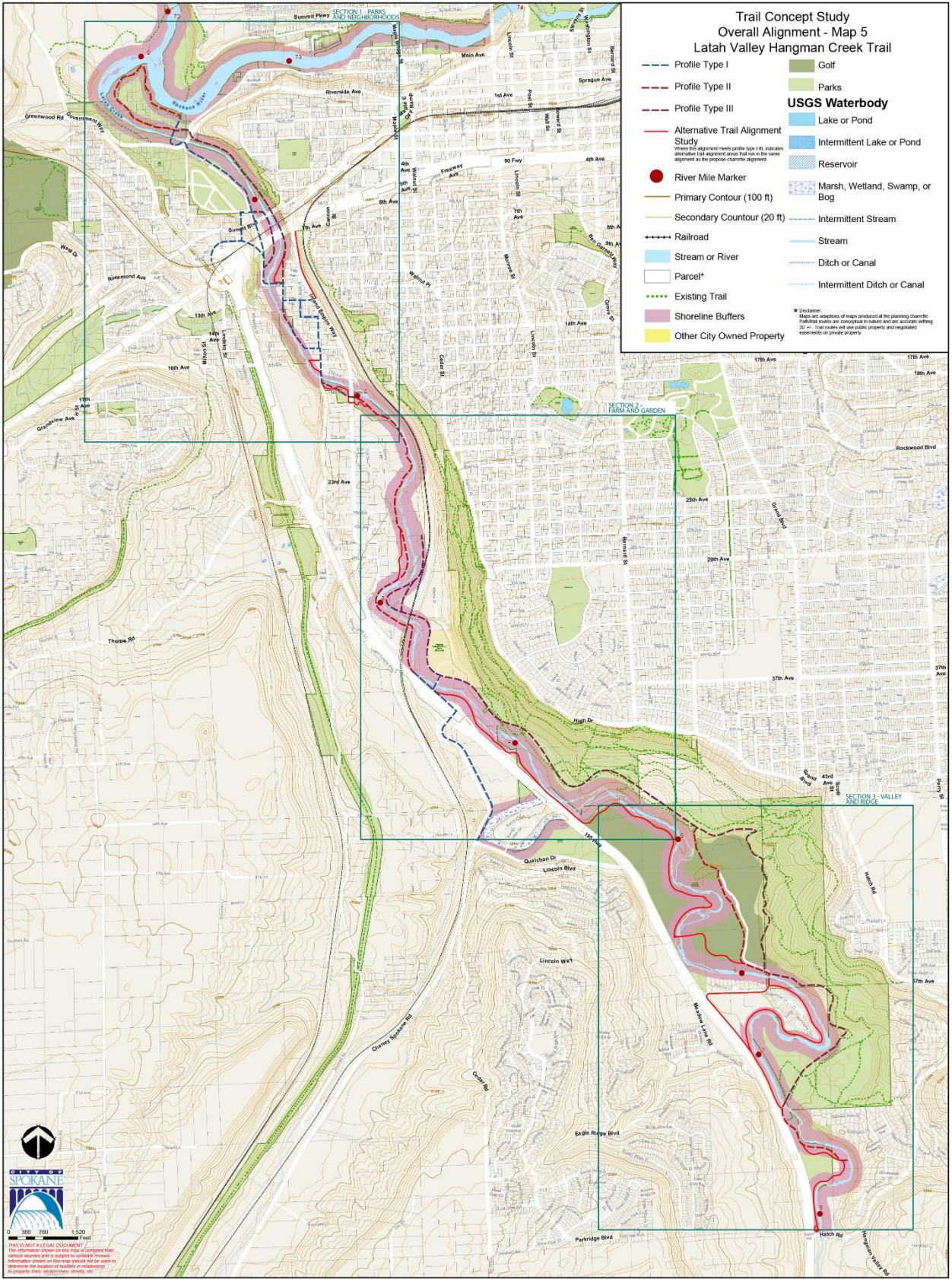


Fig. 1 – Overall Alignment – Map 5 – With Alternative Trail Alignment Established by INTC



charrette culminated in a public open house presentation. This document is a summary of those findings.

The project area for the Latah Valley Hangman Creek Trail includes both sides of the Hangman Creek through the Latah Valley, east of US 195, from the confluence of the creek with the Spokane River, to Hatch Road. The trail corridor connects local neighborhoods and existing city parks, enhancing access, the regional trail network, and offering new opportunities to recreate and connect with the nature and history in the Latah Valley.

The eight-plus river mile trail corridor was divided into three distinct sections relating to landscape character. These three sections, Section I, Section II, and Section III were studied by the Charrette team participants who recommended three trail profile types. Recommended profile types consisted of Type I, an 8’-12’ wide impervious surface trail, Type II a 4’-6’ wide pervious trail, and Type III a 24”-36” wide pervious trail for sensitive, steep or constrained areas. The charrette teams also recommended interpretive themes, signage opportunities, and nine workshop recommendation projects for the corridor. Themes suggested for the trail corridor include discussions on geology, geomorphology, natural resources, Native American History, non-native settlement, transportation, and railroads. The nine projects recommended for the trail corridor are: Project A Fish Lake Trail Connection, Project B High Bridge to People’s Park Connection, Project C Trail Alignment Connection, Project D Vegetation Restoration, Project E Land Acquisition and Development, Project F Trails at Qualchan, Project G Trailhead and Park Development, Project H Water Access at Campion Park and Project I Signage and Wayfinding. These recommendations provide foundation for the future design and planning efforts. This Study recommends trail routing based on the city’s goals and the corridor’s opportunities and constraints.

The Trail Concept Study overall alignment, shown on Map 5 (Figure 1), shows two trail alignments, the one identified during the charrette, and a trail alignment that inspired the Inland Northwest Trails Coalition (INTC). The charrette alignment is denoted with several differently colored dashed lines, delineating the type of trail profile. The orange dotted lines represent proposed trail routing that could cross private property where owners are supportive and negotiations for land acquisition or easements are made. Alternate routes are also shown to ensure a complete and connected trail. The INTC alternative alignment was completed under a separate study prior to the charrette and is shown as a solid red line on Map 5, distinguishing it from the charrette alignment proposal. The charrette alignment shown in this document reflects broad community input gathered from charrette attendees, an online survey, and previous data gathered by the INTC. Additional stakeholder and community engagement, through public meetings, will precede further detailed design.

**STUDY ORGANIZATION**

This Trail Concept Study has of five chapters: 1) Trail Planning and Development Strategy, 2) Introduction, 3) Trail Corridor Overview, 4) Trail Concept Study, and 5) Next Steps. The Study also includes seven appendices: A1) The Trail Concept Study Maps, A2) Charrette Documents: Key Concept Maps, A3) 2016-17 INTC Trail Alignment Scoping Study, A4) "Feeder Creek" - A profile by Jack Nisbet, A5) Latah Valley Hangman Creek Background, A6) Summary Results of Survey, A7) Charrette Primer.





CHAPTER 1: TRAIL PLANNING & DEVELOPMENT  
STRATEGY

1.1 VISION AND GOALS

a. The Vision

The Latah Valley Hangman Creek Trail is envisioned to be a soft-surface nature trail within a broader corridor of native vegetation. The primary goal for the trail development is increased pedestrian connectivity. It will connect a variety of neighborhoods, parks and trail systems from Hatch Road and Campion Park to the mouth of the Hangman Creek at the Spokane River. The Centennial Trail, Fish Lake Trail, Browne’s Addition path, and South Hill Bluff Trails would interconnect through completion of the Latah Valley Hangman Creek Trail. The trail experience would be one where users can connect to nature, history, culture, and community outside of the urban environment. There should be river sounds and views. Visitors can breathe deeply and rest. The Spokane region already has many developed trail systems with an emphasis on paved regional trails for biking and multi-modal use. The INTC has been a strong advocate for a secondary trail experience type, one that is more natural, proposing a 24”-36” width composed of soft surfaces. Primarily, the intent of the nature trail is to provide an opportunity to slow down and appreciate the birds, plants, fish, water, animals, geology, urban and agriculture life; all while enjoying three dimensional views. This corridor has that opportunity.

The Latah Valley Hangman Creek Trail as envisioned by charrette participants, suggests a non-motorized corridor which may have a variety of surfaces and widths, with pervious trail surfacing preferred in most locations. Due to natural topographical constraints and the natural riparian sensitivity concerns, not all portions of the trail may be handicap accessible. Provisions should be made for accessibility to key destinations and overlooks. To increase connectivity, portions of the trail corridor may be required to merge with the city’s

adjoining street and bicycle network. While the nature trail itself is not envisioned as a regional transportation corridor, the Charrette teams assessed potential pathways for regional connection in and around the nature trail to meet both needs.

b. Study Goals

The purpose of this document is to compile conceptual planning work to date, forming the basis for future planning by identifying preferred trail routes that represent the intent of the trail corridor vision and can be explored by further planning and design.

It is worth noting that the trail concept study proposes capitalizing on the unique cultural and natural aspects of the trail’s immediate landscape, offering a distinct trail experience for Spokane residents and visitors from Peaceful Valley to Hatch Road. Since larger scale, regional trail system needs have largely been met in the Spokane area, this study focuses on a secondary trail system, a nature trail, offering a different experience from existing regional trails. The trail may be a hybrid of sizes and surfaces to fit within the landscape



Fig. 1 - Natural Characteristics of Corridor - Charrette Tour

character, utilizing streets and sidewalks where practical based on land availability. An additional primary goal of the trail development is to foster a Community Stewardship Program for the conservation of the corridor through volunteers interested in simultaneously accessing and preserving the corridor.

CHAPTER 2 - INTRODUCTION

2.1 PROJECT BACKGROUND

a. Latah Valley Hangman Creek Trail Corridor:  
Connecting Nature, History, and People

The Latah Valley Hangman Creek Trail Corridor is an eight-plus river mile wildlife conservation and non-motorized trail project that could connect neighborhoods and parks from the Peaceful Valley to Hatch Road, at Campion Park, once implemented. The trail connectivity project is new, but the landscape and people of the Latah Valley area have existed for millennia. The Latah Valley is an area of Spokane currently experiencing increased development. Implementation of a trail through the valley would not only act as a recreation space and connection tool, but could also protect natural and historic elements of the Valley.

b. Community Connections

The Latah Valley Hangman Trail project was inspired by community connections. Connecting six Spokane neighborhoods, downtown Spokane (Riverside Neighborhood), and area parks, the trail would link residents from a spectrum of wealth and resources in the area, to the geology, geography and wildlife of the project corridor.

Using interpretive signage, trail users could experience an array of natural and cultural information along the trail, as well as local history from the prehistoric mammoths, pre-dam salmon runs, and traditional agricultural practices, including native plants still visible in some sections today.



The Latah Valley Hangman Creek Trail project is an opportunity among initiatives to connect the Centennial Trail with linear and loop linkages to adjacent landscapes, enabling access for a wide range of users to experience all that Spokane’s robust trail system already offers.

2.2 PLANNING PROCESS

a. Related Planning Documents

Several related planning efforts have been previously completed by various groups and agencies in the region. Past planning efforts by the City of Spokane, Spokane County, and Friends of the Falls are of importance to note when referencing the Latah Valley Hangman Creek Trail Concept Study. The Great Spokane River Gorge Strategic Master Plan recommends similar improvements to some of those recommend as a part of this study, solidifying their importance as part of the regional trail network and associated amenities. Related planning documents that continue to influence this planning effort are:

- 2005 The Great Spokane River Gorge Strategic Master Plan
- 2010 Parks and Recreation Roadmap to the Future
- 2014 Riverfront Park Master Plan
- 2014 Spokane County Regional Trail Plan
- 2015 Peaceful Valley Neighborhood Action Plan
- 2017 Spokane Comprehensive Plan

b. Planning Timeline

Prior to the charrette in October of 2017, the project had been explored extensively by the Inland Northwest Trail Conservation Coalition. The general project preliminary planning timeline leading to the charrette was:

- 2016 Agency Engagement
- 2016 Background Development of Landscape
- 2016 Engage Experts & Stakeholders
- 2017 Engage Neighborhood Groups

- 2017 Public Engagement

c. Preliminary Planning

Planning and consideration for a trail through The Latah Valley has been in progress for several years. Between August 2016 and March 2018 more than 100 planning meetings were held by the Inland Northwest Trails Coalition, 20 of which included a public engagement component. Outside of public engagement sessions, preliminary planning meetings typically focused on working with subject matter experts and gathering background information in order to provide a firm basis for moving forward with the Charrette. Some of the more significant, preliminary planning milestones include development of relationships with Spokane Tribal

Members, Heritage Resource Persons and Language/Culture Program Managers.

Additional planning efforts included engagement of the six neighborhoods directly adjacent the proposed corridor. Some of these neighborhood groups have teamed with the INTC to develop plans for volunteer engagement and stewardship plantings events. Ongoing conversations, particularly with private property owners with land located within the proposed corridor, are ongoing.

The INTC requested and won technical assistance from the National Park Service (NPS). With support from NPS, the City of Spokane Parks Department Staff, and other partners, planning relationships

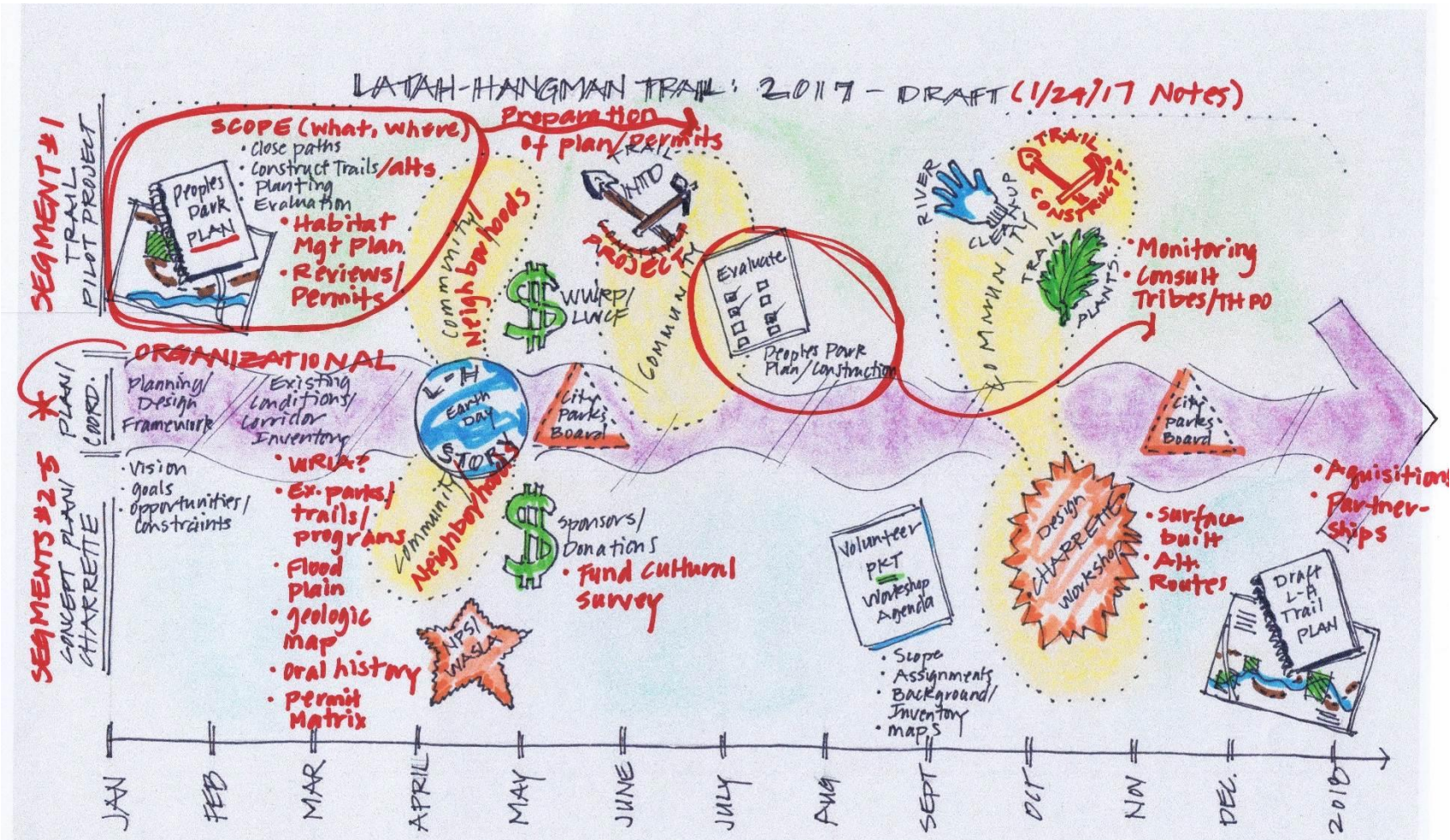


Fig. 2 – Early Planning Timeline Diagram



continued to grow. A unique and longstanding partnership between the National Park Service and the Washington Chapter of the American Society of Landscape Architects (ASLA), brought local landscape architects to volunteer their expertise and lead the charrette teams.

Prior to the charrette the INTC retained a trail design and ecological restoration consultant, Nicoterra Trails, to develop an initial alignment for the trail. Nicoterra’s background in trail construction and native plants, along with the proposed trail alignment, continued to move the project forward. For the purposes of this document, Nicoterra’s alignment is referred to as the “Alternative Trail Alignment” and is illustrated alongside the alignment developed at

the charrette in Map 5 (Figure 1). The original alignment maps developed by Nicoterra Trails are included as Appendix A3.

When planning first began for the trail, five study segments were established (Figure 3). These original five study segments were combined into three sections for the purposes of the charrette and this document. These three trail sections are identified as: Parks and Neighborhoods, Farm and Garden, and Valley and Ridge. These sections match the three study teams developed for the charrette, with a fourth study team assigned to develop an overall storytelling theme. The original five study segments from the previous planning effort are described in detail below.

SEGMENT I: Parks and Neighborhoods

Segment I began at People’s Park in Spokane’s Peaceful Valley neighborhood. This northern-most segment includes High Bridge Park, which straddles open stretches of Hangman Creek. There are multiple trail linkage points in this segment as well as open space for users and wildlife. A majority of the property in this area is city-owned, including a double-track right-of-way and utility easement that can be incorporated into a trail.

SEGMENT II: Vinegar Flats

Segment II links High Bridge and Wentel Grant Parks. This trail segment would lead users through the historic Vinegar Flats Neighborhood. This area is characterized by a mixture of residential and commercial areas with views of basalt bluffs across winding stretches of the creek. In one area, an armored wall for creek bank erosion control, consisting of salvaged concrete, limits access to the riparian area. This segment of trail could be linked by piecing together sidewalks, sewer utility corridors and private easements based on land-owner interest.

SEGMENT III: Farm and Garden

Segment III continues southward. Parcel sizes in this area become larger with limitations imposed by a lack of through roads. Across the creek, a steep and highly-erodible slope and BNSF right of way limits trail access. Public land ownership is also limited in this area. There are greenhouses, nurseries and a small amount of farming in this area. This Segment contains the City of Spokane’s only urban agricultural zone.

SEGMENT IV: Qualchan

Segment IV consists of long natural stretches of meandering creek, some of it under active restoration by The Land

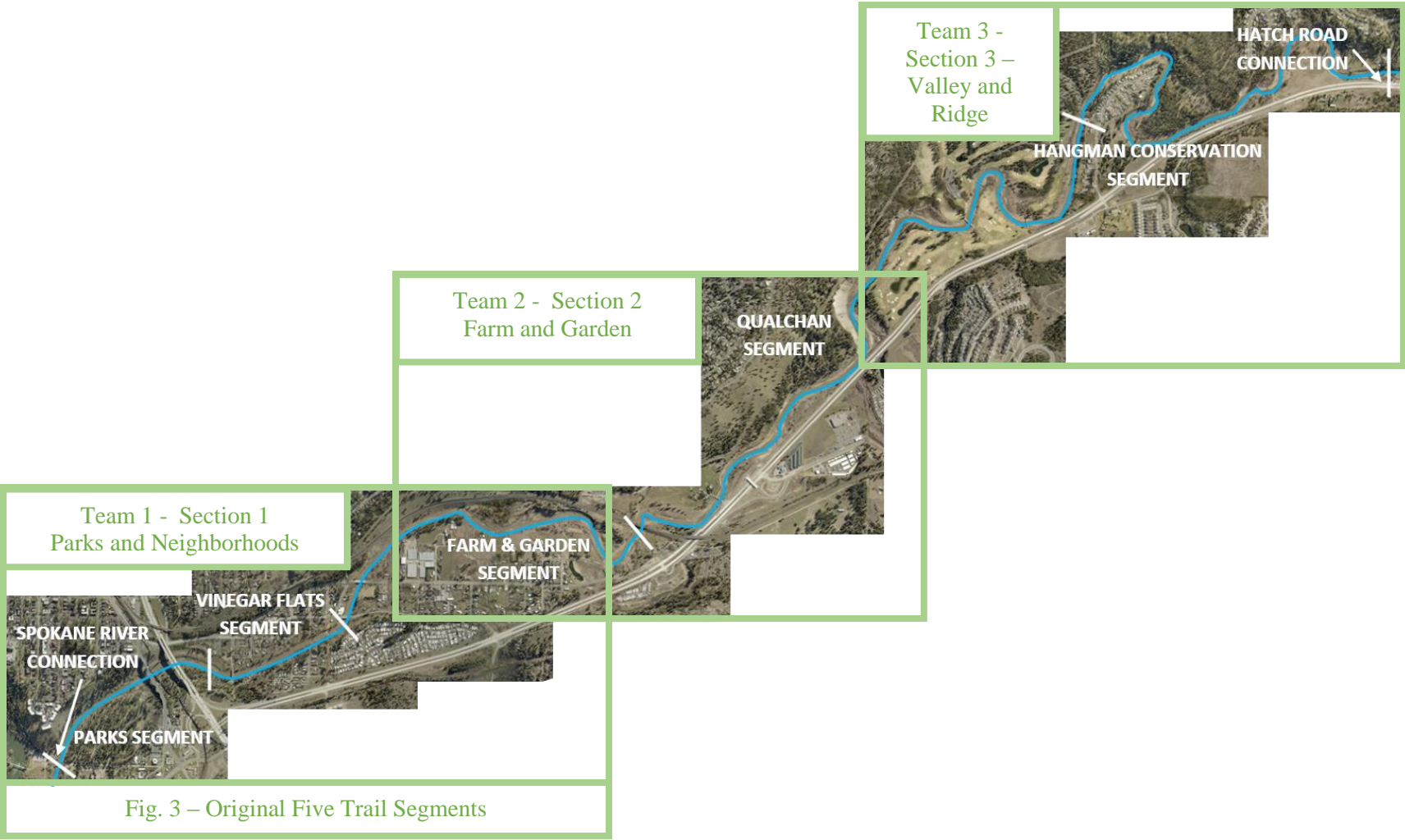


Fig. 3 – Original Five Trail Segments

Council. Eroding bluffs are a concern on the east side of the creek in this trail segment. Further south, the city-owned Qualchan Golf Course straddles the creek and presents an opportunity for shared recreation with its numerous paths and pedestrian bridges. Above the golf course is the South Hill Bluff Trail System, which offers potential linkages to public land with High Drive to the east. The Bluff Trails and corresponding landscapes are under the stewardship of Friends of the Bluff and feature views of the creek and small agricultural uses of the adjacent land. In some ways, the Latah Valley acts as a recreational back yard for Spokane’s South Hill.

#### SEGMENT V: Hangman Conservation

Segment V is the southern-most segment of the original five trail study area. Immediately south of the golf course, the creek nearly circumscribes the Bridlewood subdivision, with another residential area with access to High Drive from Hatch Road at the end of the trail segment. Additional bluff trails tie into the southern end of the Qualchan Golf Course. On the west side of the creek is the Hangman Conservation parcel. The landscape for this trail segment is mainly natural as it stretches between two residential developments.

#### d. The Charrette

The design charrette was a collaboration between the National Park Service, City of Spokane Parks, the Washington Chapter of the American Society of Landscape Architects, and the Inland Northwest Trails and Conservation Coalition, with participation by stakeholders, technical experts, and community members. The two-day planning event began with a tour of the corridor, followed by the design workshop. The event concluded with a public open house presentation and comment opportunity. At the presentation, the planning teams described trail routing options, potential amenities,



Fig. 4 - Charrette Teams Sketching Preferred Trail Alignment

physical and property ownership constraints, and storytelling and thematic ideas, among other considerations. Open house attendees provided the design team with comments, additional ideas, historical context and perspectives for consideration.

Four teams were established as working groups for the Design charrette. Team 1 explored Trail Section 1, Parks and Neighborhoods, from river mile 0.0 to 2.0. Team 2 studied Trail Section 2, Farm and Garden, from river mile 2.0 to 5.0. Team 3 explored Trail Section 3, Valley and Ridge, from 5.0 to river mile 8.0. Team 4 explored the thematic stories and interpretive opportunities of the entire trail length. Chapter four describes in detail the charrette findings, which are the basis for the Trail Concept Study presented in this document (Appendix A1).

#### e. The Trail Concept Study

Following the Charrette, the City of Spokane retained Bernardo|Wills Architects to compile the data and graphics for the trail corridor developed through the Charrette into a Concept Study

document. This document is the product of that compilation, design intent, thoughts, sketches and considerations produced during the charrette. Research and preparatory work completed prior to the charrette by the INTC is included in appendices and should be referenced in addition to the charrette outcomes. The two pieces together form the foundation of the Latah Valley Hangman Creek Trail Project.

## CHAPTER 3: TRAIL CORRIDOR OVERVIEW

### 3.1 REGIONAL CONTEXT

#### a. Historic, Cultural and Natural Context

Native American, geologic, industrial and neighborhood histories all provide a basis and background for storytelling opportunities along the Latah Valley Hangman Creek Trail Corridor. Among some of the most recent, notable, historic features of the built environment include foundations of the Vinegar Flats vinegar plant, the historic Lowell School, remaining train trestles and bridges.

Long before modern civilization brought railroads and vinegar distilleries, the Latah Valley was home to Native American Tribes. Hangman Creek was historically a travel route connecting lands of the Coeur d’Alene and Spokane Tribes. Fishing here was important to the tribes. In the creek, salmon and whitefish were abundant and would move up from the Spokane River to spawn. Native American settlement sites have also been noted along the corridor. It is thought that the original name of the creek, Latah, stems from the Nez Perce word for “pine and pestle.” Some think the creek was once called “nedwauld,” “grove of trees or jumping fish.” Following the 1858 tribal conflicts with Colonel George Wright, Qualchan and several other men were ordered to be hung south of the project area. The creek was renamed to Hangman Creek, in an effort to remember the tragedy that occurred there.



Introduction of the rail lines of Union Pacific (UP), Northern Pacific (NP), and Burlington Northern (BN) made a significant mark on the Spokane region bringing industry and people. Some rails lines are still in use today, while other decommissioned lines left a visible impact on the landscape. The first railroad in Spokane became a transcontinental line in 1883; this is still the alignment used by much of the rail traffic today. Unlike the Northern Pacific, the Union Pacific Railroad utilized high steel bridges to cross several major valleys, including crossing the Spokane River just downstream from the confluence of Hangman Creek and the Spokane River. This is how High Bridge Park got its name.

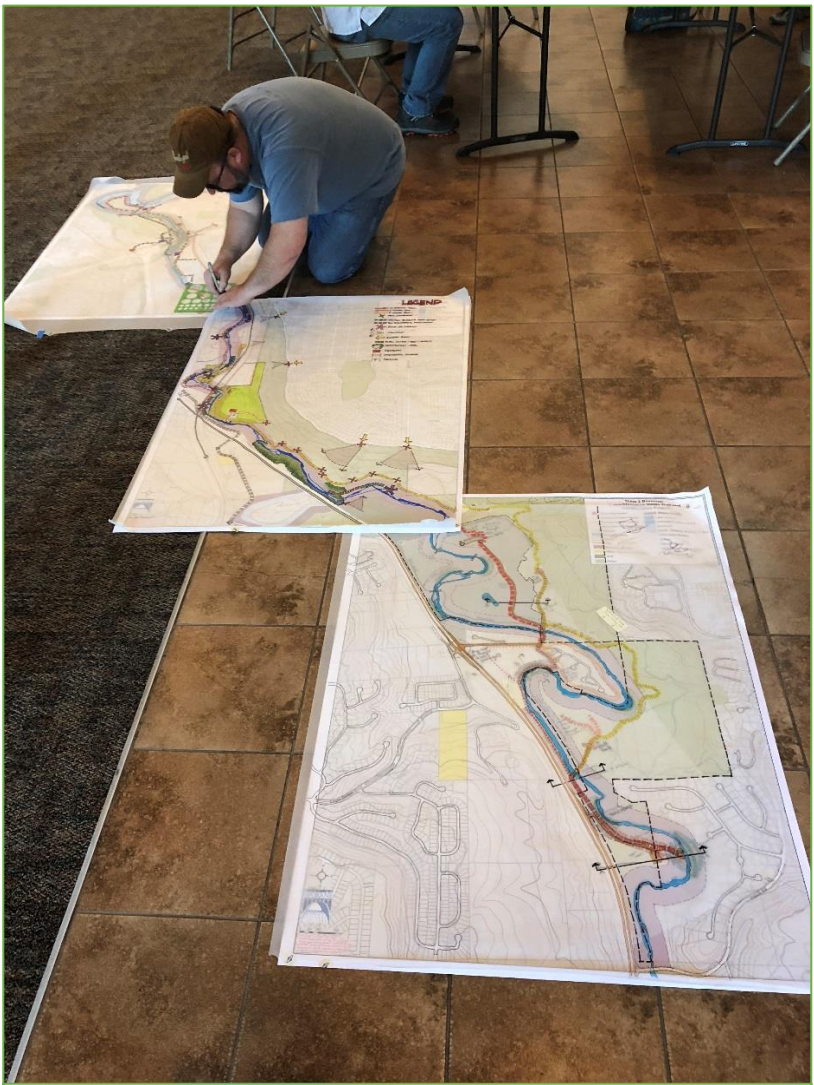


Fig. 6 - Combining the Three Teams Alignments at the Charrette

Natural geologic history and natural attributes, such as abundant native flora and fauna species make this corridor special. A majority of the existing, significant natural features include geomorphic examples in the Latah Valley, such as basalt cliffs, which are evidence of the famous ice-age flood of Glacial Lake Missoula. Hangman Creek has a meandering character providing evidence of much later geologic history. On lower portions of the creek, downstream from Hatch Road, there are segments of both meandering and straightened stretches of shoreline with its steep riprap walls of rock. Along its shoreline, Ponderosa Pine forests with native riparian plant communities can be found. The Latah Valley is home to mule deer, white tail deer, moose, elk and Townsend bats. This region’s riparian habitat supports emergent wetland plant species, rainbow trout, and gray wolf. Additionally, there are populations of muskrat, raccoons, beaver, other small critters and a variety of bird species which form a foundation for a healthy eco-system.

3.2 Regulatory Considerations

a. Shoreline Jurisdiction

The current shoreline regulations along the Hangman Creek corridor are governed by Chapter 17E.060 of the Spokane Municipal Code and were established in 2009. The primary purpose of shoreline buffers is to filter pollutants and sediment from runoff, to prevent erosion, to preserve fish and wildlife habitat, to screen noise, to preserve aesthetical values, and help achieve “no net loss of shoreline ecological function.” Shoreline buffers are required along bodies of water qualifying as "shorelines of the state," including Hangman Creek. Shoreline buffer widths throughout the Hangman Creek corridor vary from 50 feet to 200 feet from the creek’s ordinary high-water mark. Any proposed improvements to the corridor along the creek, which falls within the shoreline buffers,

will need to comply with all applicable shoreline development standards.

Pedestrian and bicycle linkages are permitted within buffers when following the Spokane Municipal Code Shoreline Substantial Development guidelines. These shoreline jurisdiction requirements were considerations the teams identified during the Charrette. To see all guidelines for trail development, refer to the most current version of the Spokane Municipal Code.



Fig. 5 – Latah Valley Prior to Construction of US 195  
View Looking North from Latah Valley, 1910-120, City of Spokane, Lantern Slides,  
1900-1930, Washington State Archives, Digital Archives,  
<http://www.digitalarchives.wa.gov>, March 16, 2018

b. Washington Department of Transportation

The Washington Department of Transportation (WSDOT) is a key stakeholder in the Latah Valley Hangman Creek Trail project as they own critical property linkages along the proposed trail corridor. To develop a trail through WSDOT-owned parcels, a lease agreement with the agency would be required. WSDOT’s manual on leasing processes includes three applicable lease types, an Airspace Lease, Ground Lease and Trail Lease. For each, the agency requires an application submittal process followed by a full engineering review



prior to granting a lease for use of the property. Leases are typically granted with a set time allotment and it is atypical that the agency grants an easement. For trails, the applicant must show that the proposed trail is a part of a federal, state or local governments Comprehensive Trail Plan.

Figure 5 depicts the valley character prior to the development of US 195.

**c. Land Use and Ownership**

City of Spokane park property makes up a large percentage of the land ownership in the Latah Valley Hangman Trail Corridor. Other parcels along the corridor are held by a variety of owners, including Avista, WSDOT, Burlington Northern and other individual private ownerships, some of which require a lengthy lease agreement process to establish allowed use. Private land owners have expressed concerns regarding bisecting existing property and trespassing issues regarding future trail plans. Land acquisition and easement negotiation could be a critical component of the trail planning process.

**CHAPTER 4: THE TRAIL CONCEPT STUDY**

The Concept Study for the Latah Valley Hangman Creek Trail is a compilation of the work completed at the 2017 Design charrette and suggested trail alignment from the previously completed INTC work. The Concept Study is intended to be the basis for future planning work, design, funding and eventual construction.

**4.1 Establishing Community Input**

A community survey was conducted in the summer of 2017, preceding the charrette, asking Spokane residents a series of questions regarding development of the proposed trail. Of the 273 responses received, 50% of the respondents identified themselves as Latah Valley residents.

When asked how often community members would utilize this trail if it were implemented, 38% stated that they would use the trail 2-3 times a week, with 21% stating they would use the trail 3-5 times a week. Respondents representing 50% of the polls noted safety on trails as a definite need followed by 32% noting maintenance of trails, 31% mentioning trailhead access as a need and 34% denoting a need for restrooms. See Appendix A6 for a more detailed summary of survey results.

Some concerns identified by the community who responded to the survey included transient activity, poor access and connectivity, and the need for preservation of the natural environment.

**4.2 Establishing the Trail Profile Types**

Through thoughtful considerations in early planning meetings and at the charrette, it was clear that one trail profile type would not serve the entire trail corridor well. Three trail profile types have been recommended for use in various locations along the corridor. The different trail types are denoted with different colors on the Trail Concept Study Maps (Appendix A1 and this chapter). The proposed routes used in the charrette exceed the 24” width proposed by preliminary INTC concept work, and are intended to represent the character of the respective trail profile. Subsequent design work should provide specific recommendations for the trail widths and surfacing. Compliance with the statewide shoreline program, minimal site disturbance, and fulfillment of community needs should be considered in development of these trails standards.

**a. Profile Type I – 8’ to 12’ Wide Impervious Trail (Fig. 7)**

Similar to the Centennial Trail, this trail profile would consist of an 8’ to 12’ wide impervious surface. Type I would likely consist of asphalt surfacing but could also include concrete or compact gravel. Type I includes both standalone trails and trails that are conjoined with roadways and streets. This profile type serves as a local or

regional transportation connector, linking the Latah Valley Hangman Creek Trail to other nearby trail infrastructure where applicable. Type I, impervious regional trail sections would allow multi-modal use and ADA access where other profiles may allow access for only foot traffic due to existing slope and site conditions. Where space allows on trails separated from roadways, a two-foot shoulder should be included in the design, on both sides of the alignment. Type I profiles should be utilized on gentle slopes. Future design should consider NPS and American Association of State Highway Transportation Officials (AASHTO) trail standards.



Fig. 7 – Profile Type I

**b. Profile Type II – 4’ to 6’ Wide Nature Trail (Fig 8)**

Profile Type II would be approximately 4’ to 6’ wide and could be a combination of either pervious or impervious surfaces (asphalt or compact gravel surfacing). Where space allows, a minimum two-foot clear shoulder should be included in the design, on both sides of the alignment. Type II should be utilized where slopes are of a moderate grade and impacts on native landscapes are less of a concern. Future design should also consider NPS and AASHTO trail standards.





Fig. 8 – Profile Type II



Fig. 9 – Profile Type III

#### c. Profile Type III – 24” to 36” Wide Nature Trail (Fig. 9)

Profile Type III would be approximately 24 to 36 inches wide, and would consist of only pervious or soft trail surfaces such as compacted earth or gravel. This trail profile should be implemented where pinch points occur, impacts on native landscape are a concern, landscape character dictates, or steep terrain is prohibitive of wider profiles. Type III could allow for access through restrictive areas of the trail corridor that may not be handicap accessible. Where space allows, a minimum two-foot clear shoulder should be included in the design, on both sides of the alignment. Future design should consider NPS and AASTO trail standards.

#### 4.3 Section 1 (Team 1) - Parks and Neighborhoods (Figure 10)

Trail Section 1, the north trail section, spans from river mile 0.0 to 2.0 which includes People’s Park, High Bridge Park, Overlook Park, and Wentel Grant Park. The current trail Section 1 incorporates early

planning Segments I and II from the original five trail segments. Because this section includes four public parks and historic residential/commercial zones (including Vinegar Flats), it has increased potential for connectivity among adjacent areas, neighborhoods, and public lands.

For the purposes of the design charrette, design exploration tasks for Team 1 included the following:

1. List, discuss and identify places on a map that are opportunities, and how they relate to and can enhance the overall trail system and community (making enhanced and new connections and loop trails, small community parks and rest stops, outdoor classrooms on public/utility properties and corridors, areas suggested by private partners, and protected open space).
2. Develop a preferred route and look at opportunities for alternate alignments. The overall map should show connections including the Cliff/Cannon and West Hills neighborhoods, and to the Fish Lake Trail. Coordinate with other teams on access points.
3. Consider a new parking lot at People’s Park on Riverside.

4. Consider that communities in this section have the highest percentage of low-and moderate-income households in the corridor that may benefit the most from enhanced access to close-to-home and free outdoor recreation.
5. Integrate viewpoints and resting locations along the trail.
6. If possible, recommend techniques that could be used to help establishment of habitat and restoration plantings.

#### a. Overview and Alignment

Section 1 incorporates a variety of the trail profile types mentioned at the beginning of this chapter. Profile Type I, (8’-12’ asphalt trail) is the primary trail type that would lead users south from the trailhead at People’s Park. Further south, the trail alignment types vary, based on space, land availability and landscape character.

Inside People’s Park, Team 1 outlined a loop nature trail extending off the existing parking area. Implementation of trails in this area require careful consideration of impacts to natural environment and cultural sensitivity. A no-dig policy must be followed in People’s Park due to the high cultural sensitivity of the area. Trail sizes in the park should be explored to accommodate the type of use and traffic. Team 1 proposed trails in People’s Park that include Type II and Type III nature trails, constructed on existing decommissioned roads. Trail design through People’s Park must consider maintaining some vehicular easements, for servicing of existing infrastructure. Vehicular easements could serve a dual use as shared trail routes or run parallel where necessary. Some areas of the park should be identified for decommissioning and vegetative restoration of trails not contributing to the circulation within the park. At these locations, the trail should be built up from existing grade, not dug, and plantings should be clustered in bermed areas.

In High Bridge Park, Team 1 established two trail routes. A Profile Type III trail was outlined on the east bank of Hangman Creek which



would follow the existing sewer easement, and a Type I trail was outlined on the west bank. Additionally, an alternative Type III trail was noted within the riparian area of the west bank in the park, allowing users closer proximity to the Creek (See Figure 10). The east trail route could be an important connection to the Browne’s Addition neighborhood to the east and could also connect via 7<sup>th</sup> Avenue.

One of the primary trail routes through High Bridge Park (west side) would be a 22’ wide shared asphalt trail and roadway. This shared impervious surface trail would maintain the lower speeds through the park and provide bicyclists with a defined route to access the Hangman Creek Trail (Figure 12). Parking in High Bridge Park could also serve the trail. An important connection to the Fish Lake Trail should be explored between the Sunset and I-90 Bridges at 8<sup>th</sup> Avenue. This connection of the Hangman Creek Trail and Fish Lake Trails warrants additional study.

The paved Type I trail would continue south, on High Bridge Parkway, within the park, and cross the creek at 11<sup>th</sup> Avenue. The alignment then continues to Spruce and 15<sup>th</sup> streets. This section is best suited for pedestrian path with bikes diverted to the streets. At 15<sup>th</sup> there may not be enough public property for a trail without land acquisition or easement agreements in this area. The trail alignment would need to be diverted onto 15<sup>th</sup> Avenue, connecting along Chestnut Street. Finally, the workshop team recommended the trail continue across the bridge and turn east on an existing trail into Wentel Grant Park.

**b. Section 1 Opportunities**

The north section of the Latah Valley Hangman Creek Trail, between People’s Park and Wentel Grant Park, is a corridor that is rich in history, culture and opportunities bolstered by existing infrastructure improvements.

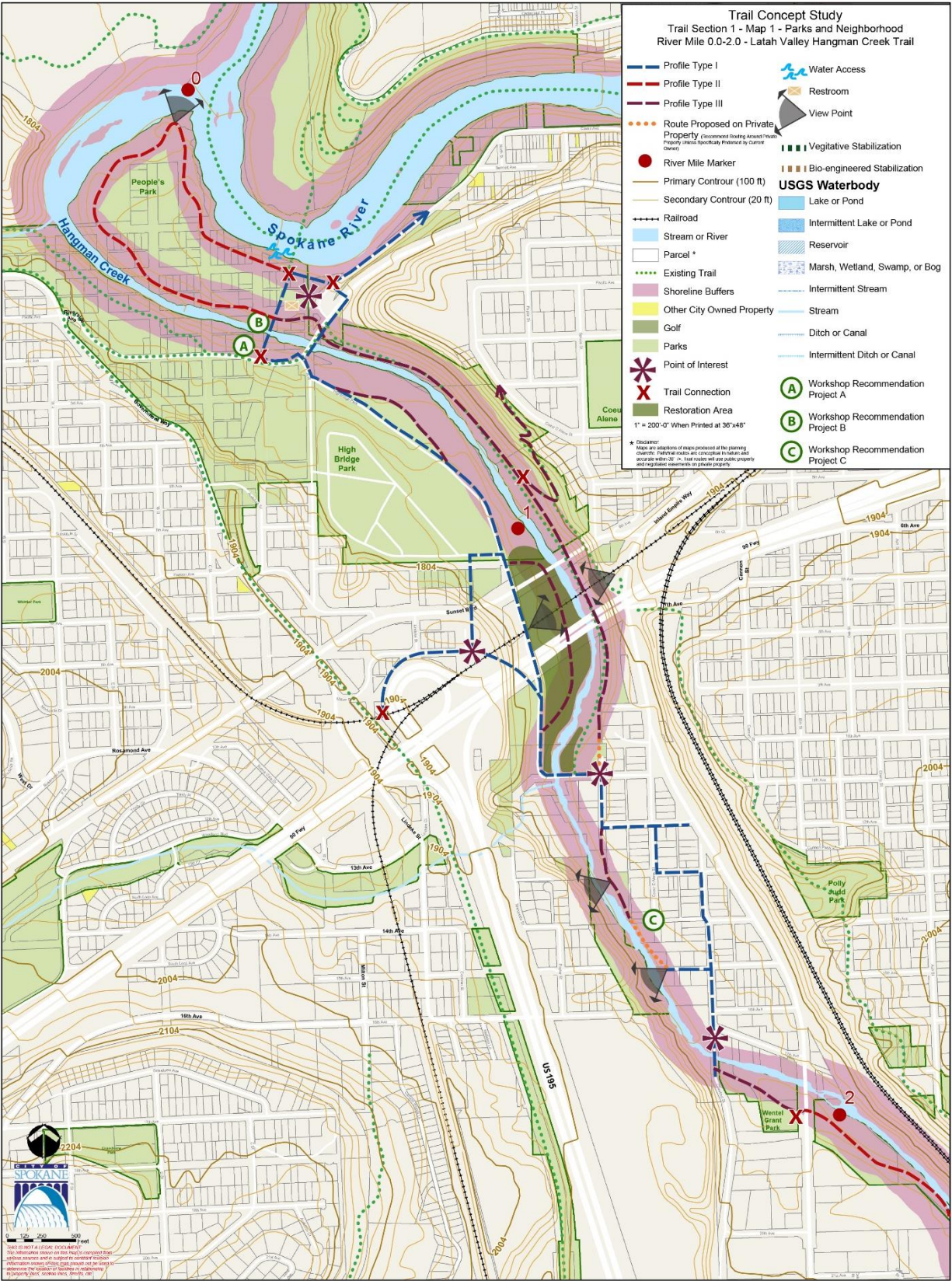


Fig. 10 – Trail Concept Study – Trail Section 1- Map 1



Team 1 established the most notable opportunity in their design exploration of river miles 0.0 to 2.0, in leveraging these existing improvements, facilities, pathways, utility easements and connections to access destinations such as People’s Park and Wentel Grant Park. A trail connection from People’s Park along Hangman Creek adds a trail connecting into the hub of trails radiating from People’s Park. These trails include connections to the Centennial Trail across the Sandifur Jr. Memorial Bridge, connections to the Fish Lake Trail and connections to the future South Gorge Trail in Peaceful Valley.

Another opportunity established by Team 1 was the history and cultural significance of the segment and how it could support outdoor education opportunities, particularly at People’s Park.

The third opportunity Team 1 identified was the opportunity to bridge Hangman Creek, between People’s Park and High Bridge Park. A new bridge could be constructed on the old High Bridge railroad bridge piers, still embedded in the creek. This location could reduce non-motorized conflict at the Riverside and the Hangman Creek Bridge. The trail connection through High Bridge Park would create a safe, formal connection for non-motorized travelers, with potential for pedestrian trail access to important overlooks along the creek. In the 2005 Great Spokane River Gorge Strategic Master Plan also studied this bridge crossing, opting to send traffic over the existing street bridge. However, the charrette teams determined that this alternate alignment is worthy of further investigation due to the narrow nature of the existing street bridge.

One of the most compelling segments of trail Section 1 is the connection to the east creek bank at Spruce Street, following the bank along the existing sewer easement. The character of the creek environment between Spruce and 15th is notable. The basalt cliffs, sound of the creek, and the relative solitude creates a unique location

along the corridor and provides an obvious opportunity for a bench or resting place. This area was labeled as a “Spiritual Vortex” on initial sketches (Figure 11).

**c. Section 1 Constraints and Challenges**

The constraints and challenges Team 1 identified during the charrette include: deconflicting the connection to 8th Avenue and the Fish Lake Trail, mitigating and managing challenges with illegal camping and other negative activities, navigating the crossing of bridges at 11th Avenue and Chestnut Street, coordination with adjacent property owners in Vinegar Flats and the neighborhood, and reducing conflict between trail users and vehicles at Riverside Avenue, south of People’s Park. See section (f) for additional

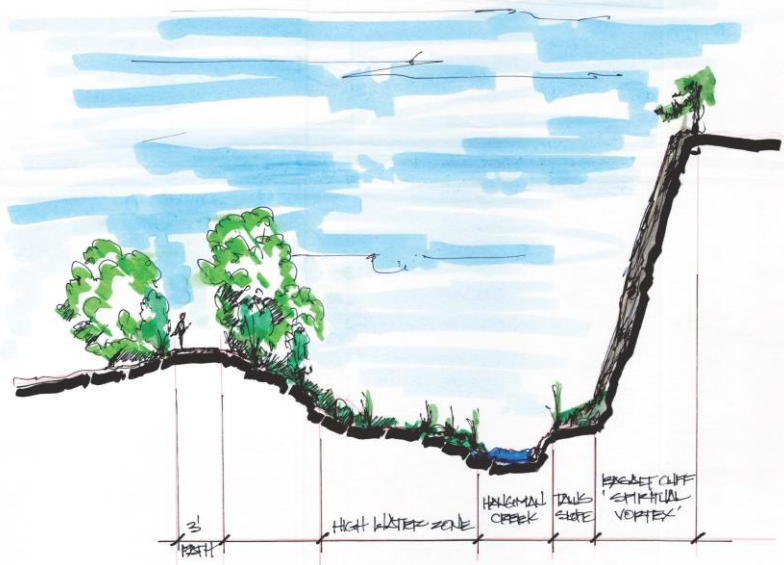


Fig. 11 – Charrette Sketch – “Spiritual Vortex” at Basalt Cliffs



Figure 12 – Charrette Sketch – Section Through High Bridge Park



thoughts on interpretative, wayfinding and signage opportunities.

**d. Transportation, Circulation and Parking**

In addition to the main trail route, Team 1 established another route along the east side of Hangman Creek along the base of Browne’s Addition, across from High Bridge Park. The alternative route is important to provide single-track circulation into the Browne’s Addition Neighborhood. Parking is identified at the existing People’s Park parking lot. Parking areas should also be considered at High Bridge Park. Additionally, parking at the Fish Lake Trailhead could be used if a trail connection is made to the trailhead. Connection of the Latah Valley Hangman Creek Trail to the Fish Lake Trail and the West Hills shared roadway bicycle network is an important component of trail Section I. This area was identified as the Southern Gateway Development Area priority project in the 2005 Great Spokane River Gorge Strategic Master Plan.

**e. Recreation**

Access to the Spokane River was noted by Team 1, in People’s Park, west of the Sandifur Memorial Bridge. Restrooms were sited near People’s Park as well, establishing the park as a trailhead. No other river access locations were noted along this trail section 1 by the charrette team however, it is worth noting that the sandy shoreline of the creek confluence, at the northwest end of People’s Park, is occasionally used as a take-out point for kayakers of the creek.

**f. Interpretation, Wayfinding and Signage**

The interpretive opportunities in Vinegar Flats include the Vinegar Distillery, creek habitat, and native plants, among others. Team 1 identified interpretive and wayfinding signage within People’s Park as critical to enhance the visitor experience and to improve circulation. Historical and cultural interpretive opportunities include tribal history and culture in the valley that includes cultural food sources, tribal gatherings and non-tribal culture including subsistence

farming. What the charrette team labeled, the “Spiritual Vortex,” occurs at the basalt cliffs behind the Kop Construction offices. See notes from Team 4’s exploration of theming for additional information on interpretation and wayfinding.

**g. Habitat Restoration and Preservation**

There are significant habitat restoration opportunities below High Bridge Way and the west shoreline of Hangman Creek. These opportunities include restoration of native plant communities and the shoreline to support plants that are culturally significant to the area and local tribes.

**h. Workshop Recommendation Projects**

Workshop recommendation projects were suggested by the Charrette teams and are listed by location - not in order of implementation priority.

- Workshop Recommendation Project A – Establish a connection from 8th Avenue and the Fish Lake Trailhead to High Bridge Park. This connection may require a switchback path down the side of High Bridge Park.
- Workshop Recommendation Project B – Establish a safe connection from People’s Park to High Bridge Park via a new pedestrian bridge, utilizing repurposed bridge piers.
- Workshop Recommendation Project C – Establish a trail connection along the Hangman Creek from Spruce to 15<sup>th</sup> Avenue.

**4.4 Section 2 (Team 2) – Farm and Garden (Figure 14)**

Trail Section 2, the central trail section, spans from river mile 2.0 to 5.0 and includes Washington Department of Transportation right-of-way, agricultural lands and local industry spaces. Section 2 incorporates Segments III and IV from the original five trail segments. This section is near the South Hill Bluff Trails and northern portion of Qualchan Golf Course.

For the purposes of the design charrette, design exploration tasks for Team 2 included the following:

1. List, discuss and identify places on a map that are opportunities, and how they relate to and can enhance the overall trail system and community (making enhanced and new connections and loop trails, small community parks and rest stops, outdoor classrooms on public/utility properties and corridors, areas suggested by private partners, and protected open space).
2. Develop a preferred trail route and look at opportunities for alternate alignments including a trail connection from sidewalks along South Inland Empire Way to the creek and further south where Inland Empire Way crosses into the Conservation Futures nominee site, and expanding trails in and around the golf course. Coordinating with other teams, the overall map will show connections and access points.
3. Connect Wentel Grant Park in the proposed trail system, consider park enhancements and provide parking.
4. Study routing of the trail in the vicinity of the BNSF truss and along US 195 where the Creek comes hard up to the highway embankment and identify ways to mitigate noise and visual impacts.
5. Explore both sides of the creek for trail alignments, considering the potential of the proposed Conservation Futures parcel, erosion on the eastside/bluffs and US 195 on the west.
6. Consider ways of creating more ecological function/aesthetic qualities on riprap walls to support the range of habitat in this wildlife corridor.
7. Recommend techniques that could be used to help the establishment of habitat and locations for restoration plantings.

**a. Overview and Alignment**

Team 2 identified one main, feasible, trail route that connects trail Sections 1 and 3. The main trail alignment is determined by the



constraints of the alignment, while also taking advantage of the opportunities along the corridor. Working from north to south, Team 2 established a Type II trail that gets as close to the creek bank as possible. This Type II trail continues through the urban farming zone and passes by the historic Lowell School. Connections and signage leading to this opportunity location should be prominent (see section f for additional information).

The Type II trail continues south until it reaches the existing railway bridge. Team 2 proposed the utilization of this existing infrastructure to create a pedestrian passage (Figure 13). By using the existing trusses, planks and handrails could be installed under the rails for safe access from the south side of the creek to the north. The views from this pedestrian bridge are notable.

After crossing the creek, to the east the trail narrows to a Type III trail which splits to the north, taking advantage of the natural spectacle of the bald eagle nest. This small loop trail is called out on the trail maps as the "Wildlife Viewing Area." The trail then loops back to the south where it continues through the potential Pilcher Conservation Futures Area. The future conservation area is currently private property and may not be able to be acquired. If crossing the creek is not feasible, trail users could continue to the paved asphalt



Fig. 13 – Charrette Sketch – Conversion of Railway Bridge to Trail Crossing

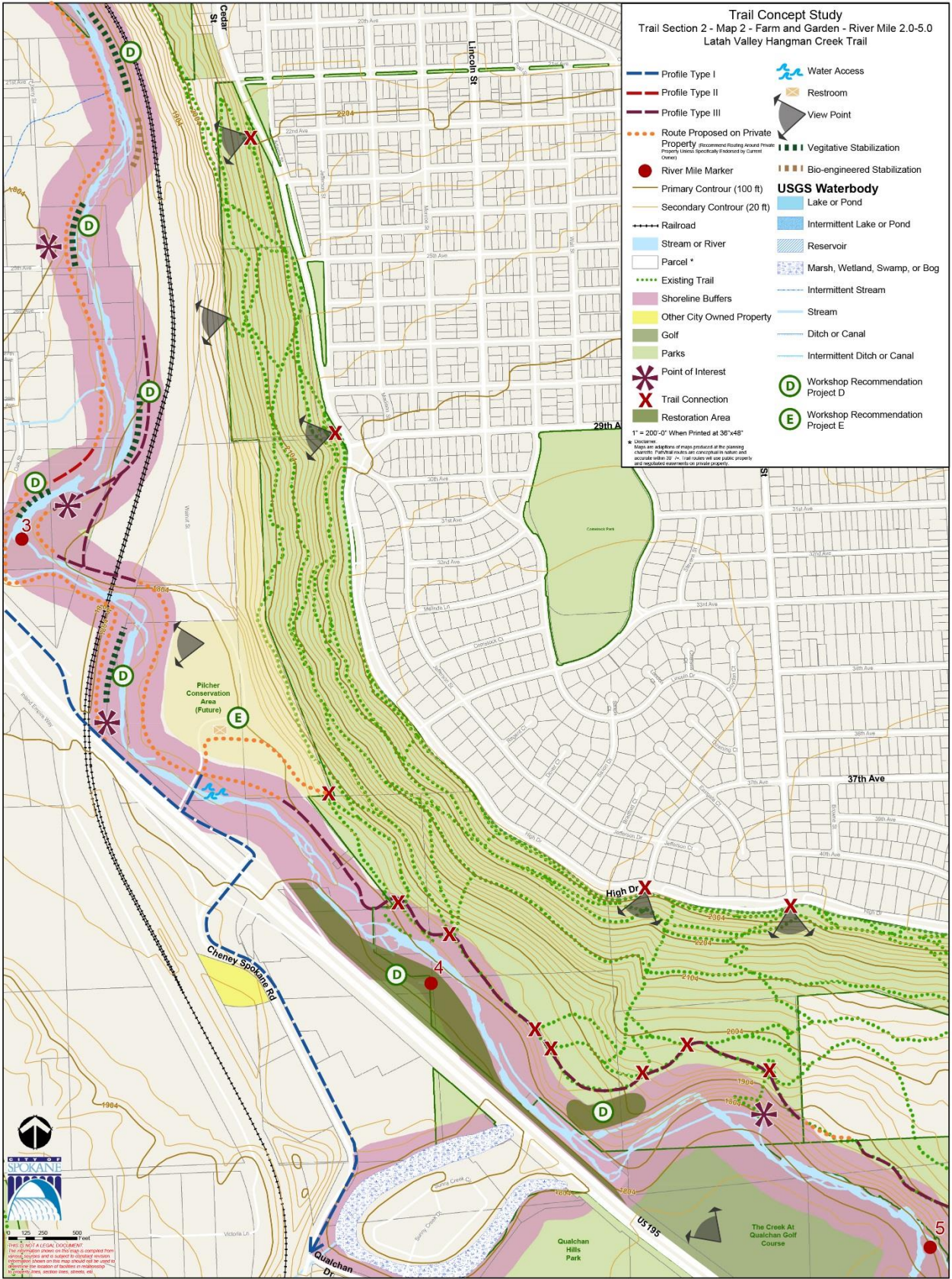


Fig. 14 – Trail Concept Study – Trail Section 2 - Map 2



trail which would parallel US 195 and connect to the Fish Lake Trail.

After the trail passes through the potential Pilcher Conservation Area, the existing South Hill Bluffs Trail System is utilized to connect trail Section 2 and 3. A trail crossing at the rail bridge, or at the Avista access drive, is necessary to make a continuation of the Section 2 trail alignment possible. Due to pinch points between Hangman Creek and US 195, the team determined the trail could not continue along the west side of the creek. The space constraints between the creek and the highway may be too narrow to safely fit a nature trail between them, thus a crossing would be necessary. It is also necessary to utilize the existing South Hill Bluff Trails on the east side of the creek because the slopes which abut the creek in this location are too steep to negotiate. An alternate path was noted to the west, via the Avista Bridge, extending along Cheney-Spokane Road. This route would require a use agreement or lease with WSDOT.

**b. Section 2 Opportunities**

Team 2 established several opportunities along the central portion of the of the proposed trail alignment. There are already strong connections to existing trails, such as the South Hill Bluff Trails and the asphalt paved trail on the north side of US 195 if the Pilcher Property does not become available for trail routing. There is also existing infrastructure in place that can be used for connections and crossings, such as the existing rail bridge and the existing Avista drive which crosses the creek at the proposed Pilcher Conservation Area. The Conservation Futures Program may assist with the trail alignment in this area. Additionally, there is an existing levee with smooth, accessible grades that could potentially be utilized.

Lastly, Team 2 thought that there are great points of interest along this portion of the trail, such as the Wentel Grant Park, Urban Eden

Farm, Vinegar Flats Community Farm, Blue Moon Garden and Nursery, and the historic Lowell School.

**c. Section 2 Constraints and Challenges**

The most challenging constraint Team 2 identified was the steep grade on the north bank of the creek. The existing slopes are causing severe erosion problems. Implementation of a handicap accessible path may not be feasible in this area due to the slope constraints, however, a narrow Type III trail is possible.

Private-property ownership is another constraint identified by Team 2. Trail routing for Section 2 would require many private property crossings. Use agreements would need to be established with property owners to make the trail routing feasible. An alternate option would be to locate the trail along the sidewalks and streets in the adjacent neighborhood, then work around the properties before tying back into the natural creek areas.

Rail lines cross and run parallel to this section of the trail. Wide railway easements create pinch points between easements and the creek in this segment and must be considered in future design exploration. Similar pinch points also occur on the west side of the creek, where US 195 abuts the creek.

**d. Transportation, Circulation and Parking**

Team 2 identified possible parking areas for trail Section 2, along Inland Empire Way and in the future Pilcher Conservation Area.

**e. Recreation**

Team 2 denoted the potential future Pilcher Conservation Area as a hub of activity and recreation. Restrooms could be located here along with picnic areas, shelters, and boat launch for water access. This area, as with many others south of the conservation area, has a high level of connectivity to the existing South Hill Bluff Trails.

**f. Interpretation, Wayfinding and Signage**

Team 2 identified several signage and wayfinding opportunities along Trail Section 2. Interpretive signage opportunities could include urban farming, the Lowell School, wildlife, the rubble zone and geology. Reference the original charrette maps and Trail Concept Study Maps for proposed signage locations. See Team 4’s considerations for further discussion on storytelling and interpretive signage opportunities (4.6).

**g. Habitat Restoration and Preservation**

Restoration areas are noted near the middle and south ends of trail Section 2 along the west side of the creek, between the creek and US 195, particularly at the pinch point between the creek and highway.

**h. Workshop Recommendation Projects**

Workshop recommendation projects were suggested by the Charrette teams and are listed by location - not in order of implementation priority

- Workshop Recommendation Project D – Vegetation restoration and slope bio-engineering stabilization along steep creek banks.
- Workshop Recommendation Project E - If the Pilcher Conservation Area is purchased, it would be appropriate to build amenities such as a boat access launch, some parking, and a restroom. This area was identified as a hub of activity which could also be a critical link to the South Hill Bluff Trails. See the charrette maps for reference to these, and additional projects outlined in the sketches with corresponding symbols as defined in the legend. Again, this area is currently privately-owned and may not be able to be secured.



4.5 Section 3 (Team 3) – Valley and Ridge (Figure 17)

Trail Section 3, the southernmost trail section, spans from river mile 5.0 to 8.0+, incorporating access to Qualchan Golf Course and ends at Campion Park. Trail Section 3 incorporates portions of Segments IV and V from the original five trail segments. Washington Department of Transportation right-of-way creates a pinch point in some locations along this section of the corridor.

For the purposes of the design charrette, design exploration tasks for Team 3 included the following:

1. List, discuss and identify places on a map that are opportunities, and how they relate to and can enhance the overall trail system and community (making enhanced and new connections and loop trails, small community parks and rest stops, outdoor classrooms on public/utility properties and corridors, areas suggested by private partners, and protected open space).
2. Develop a preferred route and look at opportunities for alternate alignments, including connections with the northern half of the Qualchan Golf Course and South Hill Bluff Trails. Look at existing trails, recreational facilities and range of difficulty/skill levels. Coordinate with other teams on access points.
3. Explore how to connect the Qualchan Golf Course with other public lands, integrate trails and expand year-round recreational use.
4. Locate and design the southern terminus of the trail, with attention to traffic speeds, turn around, parking for cars and trail amenities.
5. Recommend techniques that could be used to help the establishment of habitat and locations for restoration plantings.

a. Overview and Alignment

At the northern most portion of Section 3, a trail connection corresponds with Team 2’s trail terminus. Splitting in two directions, a Profile Type II trail continues south through Qualchan Golf Course and a secondary, Type III trail runs east along the base of the bluff.

Team 3 provided alternative trails that would run along the steeper cliffs. This east route would provide an alternate route for mountain bikers and hikers who wanted to avoid the golf course, and the creek (during high water flows, or deep snow conditions).

The two trail routes meet again at Meadowood Lane at the south end of the golf course. From here, a Type III trail continues south along the east side of the creek at the base of the adjacent bluffs and cliffs. At the north end of Campion Park, the trail again transitions to a Type II profile, where it terminates. The southern-most trail terminus, at Campion Park was determined as the most logical place for a trailhead, as it can accommodate parking, restroom and picnic facilities.

b. Section 3 Opportunities

Team 3 identified the most significant opportunity for trail Section 3 as the possible repurposing of the “lower” nine holes of the Qualchan Golf Course for alternative recreation opportunities. If conversion of the nine holes is not feasible, the City may consider allowing, and/or

programming, for winter activities on this portion of the golf course which is vulnerable to flooding. Allowing winter activities, such as cross-country skiing that provides a maximum return on community investment. The development of trails which could bisect portions of the golf course without impacting traditional operations was identified as an additional opportunity.

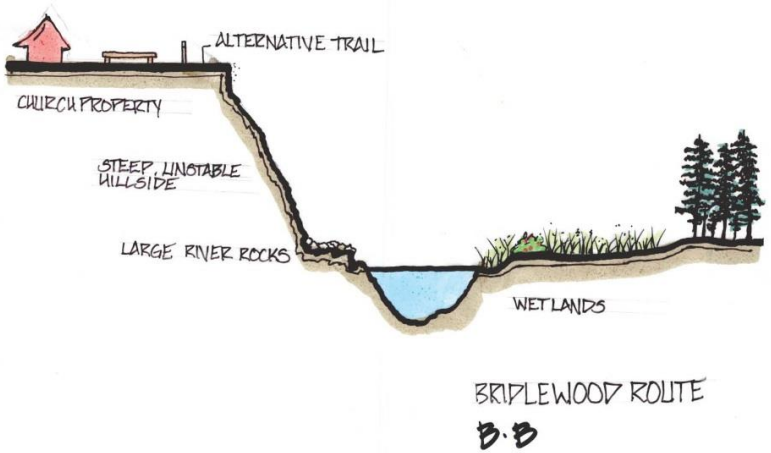


Fig. 15 – Charrette Sketch – Section of Creek at Bridlewood Neighborhood

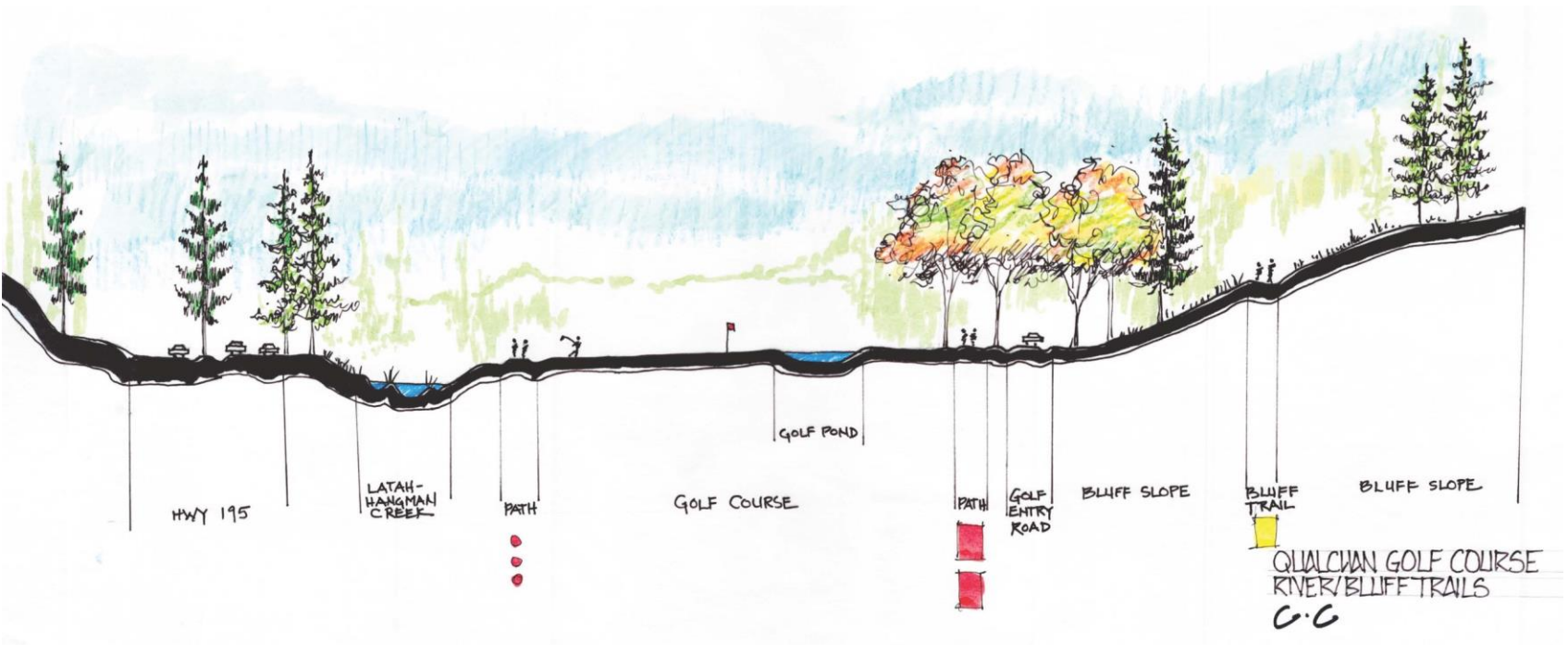


Fig. 16 – Charrette Sketch – Section at Qualchan Golf Course



c. Section 3 Constraints and Challenges

The most significant constraint for Section 3 is a physical one. Highly erosive portions of the creek’s embankment present challenges for trail construction in Section 3. To ensure continuous trail connectivity nearest the creek, a pedestrian creek crossing must occur. This crossing is increasingly important if the golf course remains a full 18-hole course. Proposed bridge crossings in this section may prove cost prohibitive or take considerable time for implementation.

d. Transportation, Circulation and Parking

Team 3 recommends the use of existing parking at Qualchan Golf Course and new parking located at the proposed south trailhead in Campion Park. Pedestrian circulation connections are made at a variety of locations to the east of the proposed route, tying into the South Hill Bluff Trail System.

e. Recreation

Recreation opportunities are primarily denoted at Campion Park which has space for adequate parking, restrooms and implementation of a boat launch or other water access. In order for this to occur, land use agreements between the Highlands Park Neighborhood and the City would need to occur. Highlands Park owns parcels directly east of Campion Park, nearest the creek. To date, no other creek access locations have been identified for trail Section 3. Team 3 also identified a small loop trail, particularly useful for visitors with limited mobility or cognitive impairments that prevent long distance walking, at Campion Park.

f. Interpretation, Wayfinding and Signage

Team 3 did not identify specific locations for interpretive signage or wayfinding, however, several locations for viewpoints were established. These viewpoints could serve as sites for storytelling

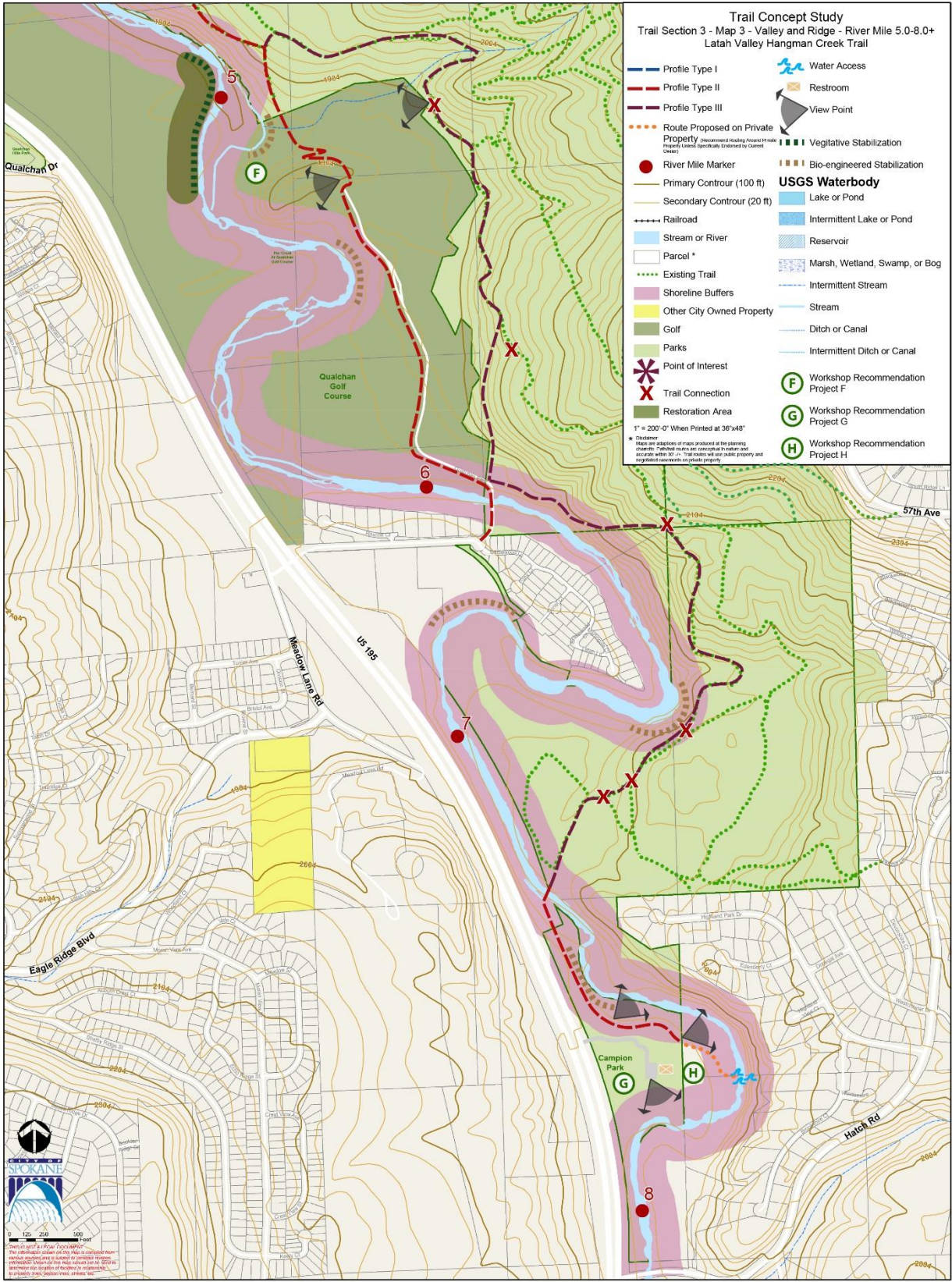


Fig. 17 – Trail Concept Study – Map #3 – Trail Section 3



with topics including past floods, development of the golf course, restoration efforts, native vegetation, and others.

**g. Habitat restoration and Preservation**

Team 3 identified a small section of vegetation and habitat restoration area at the north end of the trail segment, located on the west side of the creek. Bio-engineered bank stabilization is noted at sharp creek bank turns in four locations throughout Section 3. Reference the Trail Concept Study maps for these areas (Figure 17).

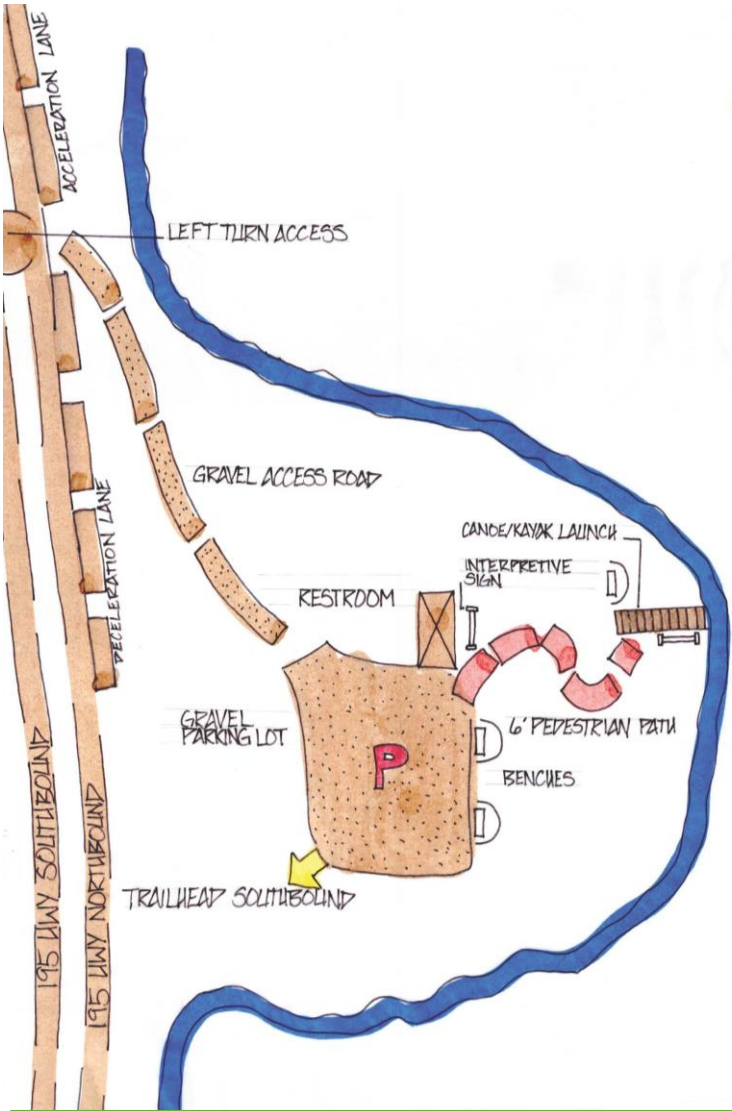


Fig. 18 – Charrette Sketch – Campion Park Trailhead

**h. Workshop Recommendation Projects**

Workshop recommendation projects were suggested by the Charrette teams and are listed by location - not in order of implementation priority.

- Workshop Recommendation Project F – Establish an alternative use for the most vulnerable portions of the golf course. Some locations have been damaged by floods more than once. FEMA declared that no further reconstruction funds will be made available at any future flood/damage event for this area.
- Workshop Recommendation Project G - Establishment of a well-provisioned trailhead at Campion Park, to serve as a reasonable anchor for the southernmost portion of the trail.
- Workshop Recommendation Project H - Provide water access at Campion Park. This recommendation project was explored further in chapter 5 of the Concept Study, through a character sketch (See Figure 23).

**4.6 Team 4: Telling the Story – Wayfinding and Interpretation**

Charrette Team 4, also known as the “storytelling” team, developed a strategy for interpreting the natural and cultural history of the eight-plus river mile, Latah Valley Hangman Creek Trail Corridor. Team 4 studied the opportunities, themes, and methods for wayfinding along the length of the trail. They collaborated and coordinated with the three other Charrette teams on the location of access points, interpretation locations, wayfinding, and signage.

For the purposes of the Design charrette, design exploration tasks for Team 4 included the following:

1. List, discuss and identify ways to integrate the natural, cultural and historical resources and community interests and issues.
2. Identify on a map the historical/natural stories of the area.
3. Consider parks and natural areas and develop interpretive approaches and activities that fit into the trail system.

4. Address access to these locations and their visual fit with the environment.
5. Explore alternative themes and related stories for interpretive elements (interpretive/education routes, environmental learning center, signage/kiosk) and offer alternative models for interpretation (signage, self-guided map, etc.).
6. Find opportunities for interpretation about habitat and streambank restoration.
7. Develop detailed sketches for how interpretative stories could be displayed throughout the trail corridor (elevations of signs, character/construction)
8. Consider site furnishings, such as garbage cans, benches, lamp posts, etc. and how they fit and can enhance the story.

**a. Overview**

Team 4 identified the need to move beyond wayside interpretation and use the whole experience of the trail to tell its stories. For example, the ground plane, surrounding vegetation, public art, wayfinding, digital tools, and programs could all be incorporated to educate visitors and create a sense of place.

Additionally, interpretation for the trail could embrace a variety of approaches, including ecosystem restoration, native place names and languages, urban agriculture, pathway inscriptions, interactive public art and wayfinding markers, digital history and mapping, and educational and recreational programs. See Figure 20 for opportunity locations and Appendix A2 for drawings original Charrette concepts.

Team 4 also explored situational opportunities for the interpretation of historic and natural areas. To address historic preservation, Team 4 identified the need to adapt characteristic materials and features for given areas. Items such as salvaged railroad materials could be used for railroad interpretation, etc. For ecological restoration, preference should be given to selecting native plants of significance to tribes;



these areas could be used to support stewardship, education and learning about native foods and lifeways. Ecological restoration efforts should be pursued with consultation by local Native American tribes. Four specific storytelling themes were identified by the team for the trail corridor, Flow, Culture, Landscape and a combination theme, Flow and Life. Signage opportunities are identified as either interpretative (I-#) or as wayfinding (W-#). Signage locations with these notations can be found in Figure 20.

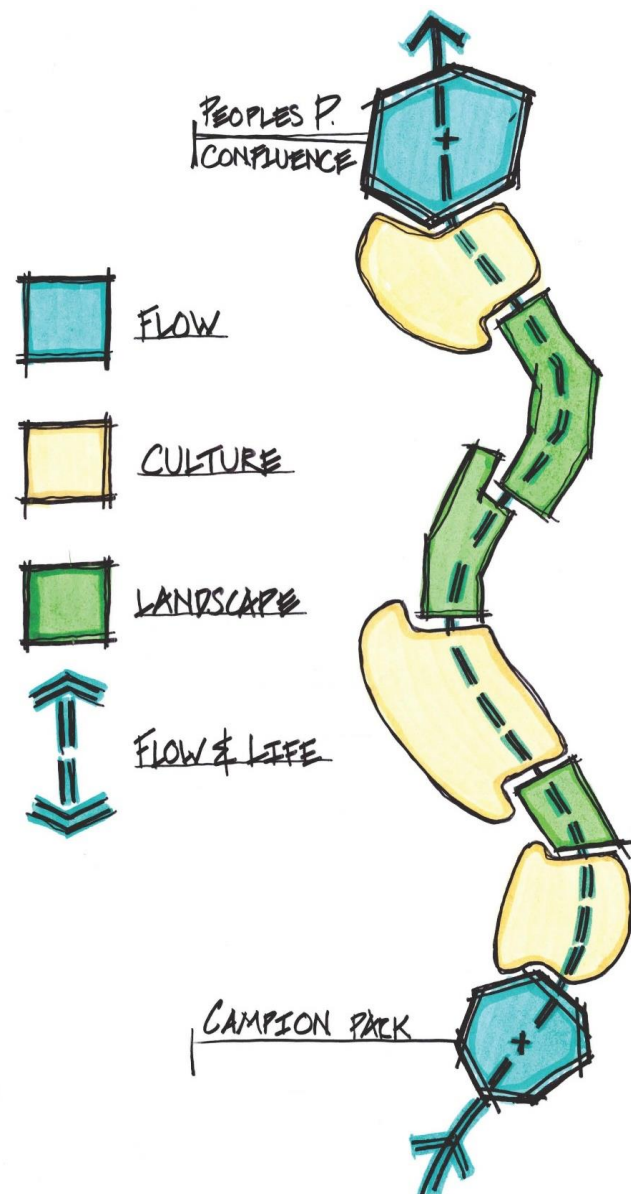


Fig. 19 – Charrette Sketch – Storytelling Theme Diagram

**b. Geology and Geomorphology**

Theme (Landscape): For millions of years, volcanic flows, sediment, floods, and faults have shaped the pattern and orientation of the Latah Valley and Hangman Creek corridor. The ancient and enduring tendency is revealed by the evolving pattern of the present-day muddy flow. Team 4 identified several sites for interpreting the corridor landscape. Reference Figure 20 for the location of the interpretive sites identified by Team 4.

- I-1: At the confluence of the Hangman Creek with the Spokane River, interpretive opportunities include interpretive displays of Palouse soils and discussions of the human influence on water quality.
- I-7: Near the Kop Construction office, Team 4 noted the opportunity for interpreting the geological history of the site and region, in particular Spokane’s basalt.
- I-13: Near the Marshall Creek Oxbow there is an opportunity to interpret the bluffs and the geologic story of the valley. In addition to signage along the trail alignment, signage should also be considered opposite this location, from a viewpoint west of US 195 at the Sunny Creek neighborhood.

**c. Natural Resources - Water, Flora and Fauna**

Theme (Flow): Transitioning earth, people, plants and animals through the Hangman corridor allows a daily to seasonal exchange of energy.

Theme (Life): The lower Hangman watershed hosts a multitude of life forms that flourished for millennia, thriving, adapting and passing away as conditions evolved; from mammoth to salmon to Ponderosa pines. Flow and life connect all other themes, similar to the way the trail connects neighborhoods and recreation opportunities. See Figure 20 for the location of flow and life, interpretive sites proposed by Team 4.

- I-1: Near the confluence with the Spokane River explain the idea of “river miles” using a sign post.
- I-2: Near the confluence with the Spokane River an interpretive display explaining Native American fish traps could occur (also connects to culture).
- I-7 and I-16: Habitat restoration areas along creek (see drawing): near confluence with Spokane, Vinegar Flats area, “shoreline forest” above Hatch Road.
- I-15: Near Qualchan Golf Course: interpret Native American fish trap
- I-16: Above Hatch Road: install digital water quality measuring devices that can be accessed from smartphones, online. At the same location, consideration for a “Hug a Tree” installation was suggested. The installation’s goal is to provide visitors with an understanding on the age of the area’s forest.

**d. Native American History:**

Theme (Culture): From the first arrival of human-kind thousands of years ago to the most recent house built in the valley, Native Americans have relied upon the river for food, spiritual sustenance, and a source of identity. Reference Figure 20 for the location of the following cultural interpretive sites proposed by Team 4.

- I-1: Confluence with the Spokane River, display native language and place names (in consultation with tribes), e.g., “sntutualewh” (“suckers in the water”).
- I-2 and I-15: Near the confluence with the Spokane River and at Qualchan Golf Course, explain the use of Native American fish traps.
- Not numbered because it is outside of the trail corridor, Team 4 also suggested an opportunity along the Spokane River to tell the coyote story, “Splashing Water.”



e. **Non-Native Settlement, Transportation, Railroads**

Theme (Culture): From the first arrival of human-kind thousands of years ago to the most recent house built in the valley, people have relied upon the river for food, spiritual sustenance, and a source of identity. The ever-changing built environment is prevalent along the corridor through foundations, bridges and abandoned concrete piers. See Figure 20 for the location of the following cultural interpretive sites.

- I-3: At People’s Park Team 4 noted an opportunity for telling the story of the historic railroad crossing. Interpretation signage for this location could be paired with workshop recommendation project B.
- I-4: At Highbridge Park Team 4 noted the opportunity to highlight the historic Autopark.
- I-5: At the Sunset Bridge signage the view looking towards High Bridge is a noteworthy opportunity to develop interpretative signage for architectural, engineering achievements of early 20th century, specifically as it relates to bridge construction at this location.
- I-6: In Vinegar Flats the area around Inland Empire Way and 21<sup>st</sup> presents the opportunity to tell the story of agricultural history in the Valley.

f. **Additional Signage Opportunities**

Wayfinding is important for trail users, specifically at connections and decision points along the trail alignment. Proposed wayfinding locations and additional recommendations for interpretative opportunities can be found on Map 4 (See Figure 20).

g. **Workshop Recommendation Projects**

Workshop recommendation projects were suggested by the Charrette teams and are listed by location - not in order of implementation priority.

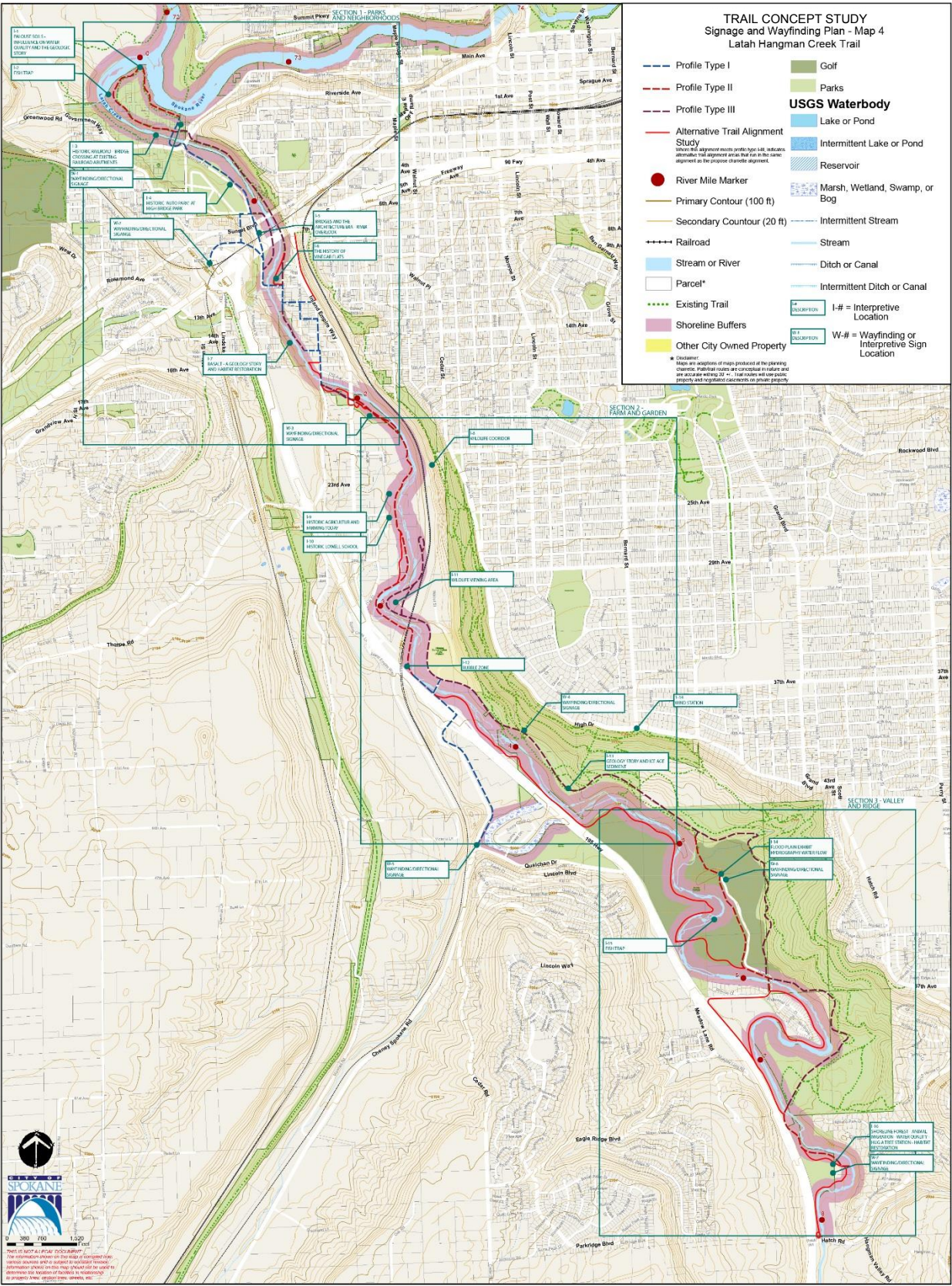


Fig. 20 – Trail Concept Study – Map #4 – Signage and Wayfinding Plan



- Workshop Recommendation Project I – Team 4 proposed one overarching project, namely providing interpretive signage, directional signage and mile markers along the entire trail alignment facilitate wayfinding and storytelling.

CHAPTER 5: NEXT STEPS

As the trail planning effort moves forward, this document will be presented to the City of Spokane Parks Board for its consideration and support. Following presentation to the Board, next steps in trail planning include public outreach, recommendation project vetting, preparation of a phasing plan for project implementation, developing a project cost evaluation, securing funding for project components, and adopting the project into the City’s Capital Plan.

5.1 Outreach

Nine recommendation projects were established by the four charrette teams, which studied the three trail sections. The workshop recommendation projects are numbered in order of their development and not in order of implementation priority. The next step for the projects should consider further public outreach, including, but not limited to, public assembly, community survey, and neighborhood council presentations to gather additional feedback on project goals and next steps. The recommendations projects should also be vetted through additional public process.

5.2 Vetting

The nine recommendation projects are listed in the matrix below paired with additional analysis on which projects are primary and should be considered key to the trail implementation. In addition, a short, medium and long-term time frame is associated with each project. The time frames reflect a preliminary analysis on how long each project could take to implement. Short time frames are associated with approximately 0-2 years for implementation,

medium time frames are associated with approximately 2-5 years and long-term time frames are estimated at 5-10 years.

a. Trail Development Projects

- **Workshop Recommendation Project A: Fish Lake Trail Connection** - Development of Sunset Boulevard, allowing for safe pedestrian and bicycle circulation near the Fish Lake Trail, is a priority project outline in the 2005 Great Spokane River Gorge Specific Area Plan, highlighting not only this connection’s importance for the Hangman Creek Trail, but continued connectivity of the region. This area warrants further study and phased implementation options are feasible

for connection of the two trails.

- **Workshop Recommendation Project B: High Bridge to People’s Park Connection** - The Hangman Trail convergence with Riverside Avenue, near People’s Park, is one of the most prominent pedestrian and motor-vehicle conflict points along the trail route. Figure 21 portrays the possibility of a pedestrian bridge over Hangman Creek as recommended by Team 1 during the Charrette. This bridge would alleviate the existing requirement for motorists, pedestrians and bicyclists to share the existing, narrow street bridge. Team 1 proposed use of the existing train trestle piers

Workshop Recommendation Item	Description	Trail Section	Improvement Type	Time Frame
Workshop Recommendation Project A	Fish Lake Trail Connection	Section 1	TD	Medium
Workshop Recommendation Project B	High Bridge to People's Park Connection (See Figure 21 for Sketch)	Section 1	TD	Medium
Workshop Recommendation Project C	Trail Alignment Connection	Section 1	TD	Long
Workshop Recommendation Project D	Vegetation Restoration	Section 2	R	Short
Workshop Recommendation Project E	Land Acquisition and Development	Section 2	LA	Long
Workshop Recommendation Project F	Trails at Qualchan Golf Course (See Figure 22 for Sketch)	Section 3	TD/R	Long
Workshop Recommendation Project G	Trailhead and Park Development	Section 3	TD	Long
Workshop Recommendation Project H	Water Access at Campion Park (See Figure 23 for Sketch)	Section 3	TD	Long
Workshop Recommendation Project I	Signage and Wayfinding (See Figure 24 for Sketches)	All	TD	Short
Trail / Park Development = TD				
Land Aquisition or Public Access Easement = LA				
Restoration Effort = R				





Fig. 21 – Trail Concept Study – Project B – High Bridge to People’s Park Connection - Conceptual Sketch



Fig. 22 – Trail Concept Study – Project F – Trails at Qualchan Golf Course - Conceptual Sketch

located within the creek in recognition of this historical component of the corridor. It is also important to note the potential for access to transit in this area.

The Great Spokane River Gorge Specific Area Plan also studied this connection, ultimately opting for a route that would use the existing street bridge. This would serve as an alternative phasing option until a bridge crossing the creek could feasibly be constructed.

- **Workshop Recommendation Project C: Trail Alignment Connection** - Team 1 specifically outlines a need for the establishment of a trail alignment connection along Spruce Street to 15<sup>th</sup> Avenue. As mentioned previously in the document, this area has significant challenges with lack of public land ownership. Future development of this project must include continued communication with the land owners in this section of the alignment for public access easement agreements, or land acquisition. Additionally, future study should consider trail routing alternatives if neither easement or acquisition becomes feasible.

- **Workshop Recommendation Project F: Trails at Qualchan Golf Course** - Redevelopment of the lower nine holes of the Qualchan Golf Course was proposed by charrette Team 3. This project suggests a significant change of use. Catalyst for this change may be present if future flooding continues to occur. Although redevelopment of the golf course may be possible, further study of this priority project should include proposals for co-existence of a nature trail and the golf course (See Figure 22). Trail routing could be considered through the course rough areas avoiding primary areas of play. Shared use of the parking lot for recreational purposes could also be considered with the



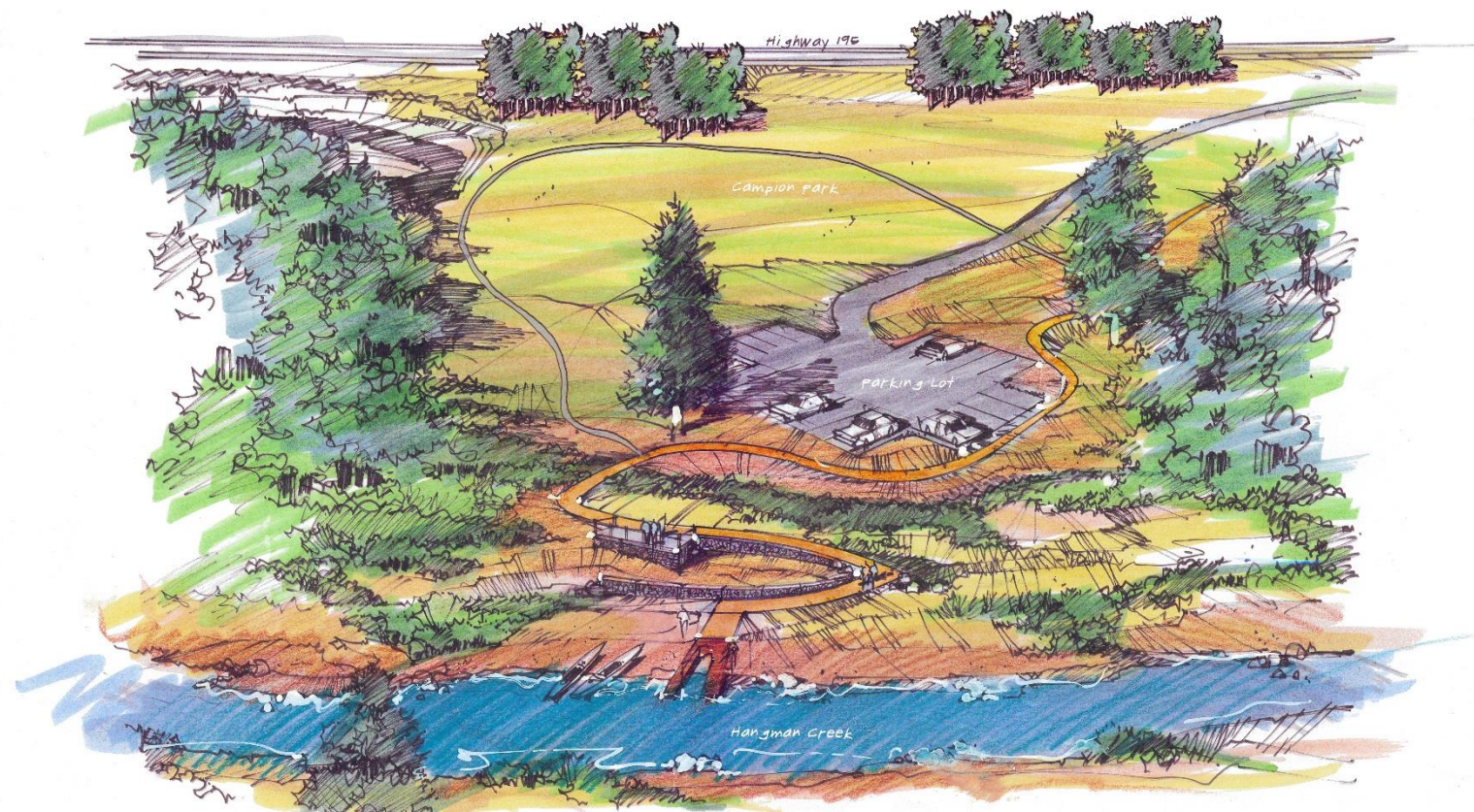


Fig. 23 – Trail Concept Study – Project H – Water Access at Campion Park - Conceptual Sketch

possibility for designation of a specific number of stalls for trail users.

- **Workshop Recommendation Project G: Trailhead & Park Development** - Several locations along the trail alignment have been identified by the teams for trailhead development. Primarily the charrette teams denoted a well-established trailhead at Campion Park. Because this land is already publicly-owned and used for recreational purposes, development of a trailhead could occur without the additional hurdle of land acquisition. Future development and planning for a trailhead should consider defined parking, wayfinding signage and mapping and site amenities typical for trailheads.

- **Workshop Recommendation Project H: Water Access at Campion Park** - Due to the variable depth and flow of the Hangman Creek, developed water access should not include a dock or concrete structure that could be undermined by the creek. Future study and design of water access at Campion Park should consider boat tie up locations, the potential for a small wood rail launch system and signage with a defined path to the creek's edge. Refer to Figure 23 for a conceptual character sketch of the water access area. Parcel ownership should be carefully considered in defining the launch location.
- **Workshop Recommendation Project I: Signage and Wayfinding** - Charrette Team 4 identified a series of signage and wayfinding opportunities for the trail (See map page 22). Two types of signage were defined, W-# are

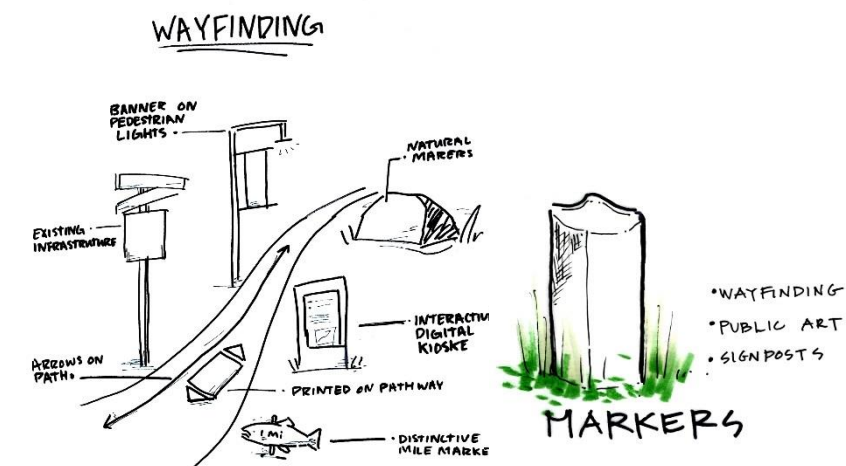


Fig. 24 – Charrette Sketch – Signage Concepts

wayfinding signage locations along the corridor and I-# are interpretive locations. Interpretive signage could be located at trailheads, viewpoints and overlooks along the alignment. As Team 4 suggested, signage should use cultural, natural or historical materials where possible and could take many forms such as kiosks, rock carvings, or fish trail mile markers.

#### b. Land Acquisition Projects

- **Workshop Recommendation Project E: Land Acquisition and Development** - The Charrette teams primarily defined land acquisition at the future Pilcher Conservation Area, land along the WSDOT right of way, and at the Spruce to 15<sup>th</sup> Avenue connection. Acquisition of the Pilcher Conservation area in trail section 2 would provide a significant hub for the central portion of the trail alignment at its connection with the South Hill Bluff Trails. If developed this location could act as an additional trailhead and provide another water access point. However, since there are alternate routes around the Pilcher Conservation Area, future planning should consider focusing efforts on establishing leasing



agreements with WSDOT and easement agreements with private land owners along Spruce and 15<sup>th</sup> Avenue.

**c. Restoration Efforts**

- **Workshop Recommendation Project D: Vegetation Restoration** - Vegetation Restoration is one of the easiest recommended projects to implement and could occur at any time within publicly owned land, pending permitting and approvals from public agencies. Vegetation and bio-engineered restoration locations are defined on the maps in Appendix A1. Wherever possible, native plant species should be used over other species. This recommendation project provides the opportunity to engage volunteer groups and could be considered as a goodwill project during milestones such as Earth Day, Arbor Day or Spokane Gives Week

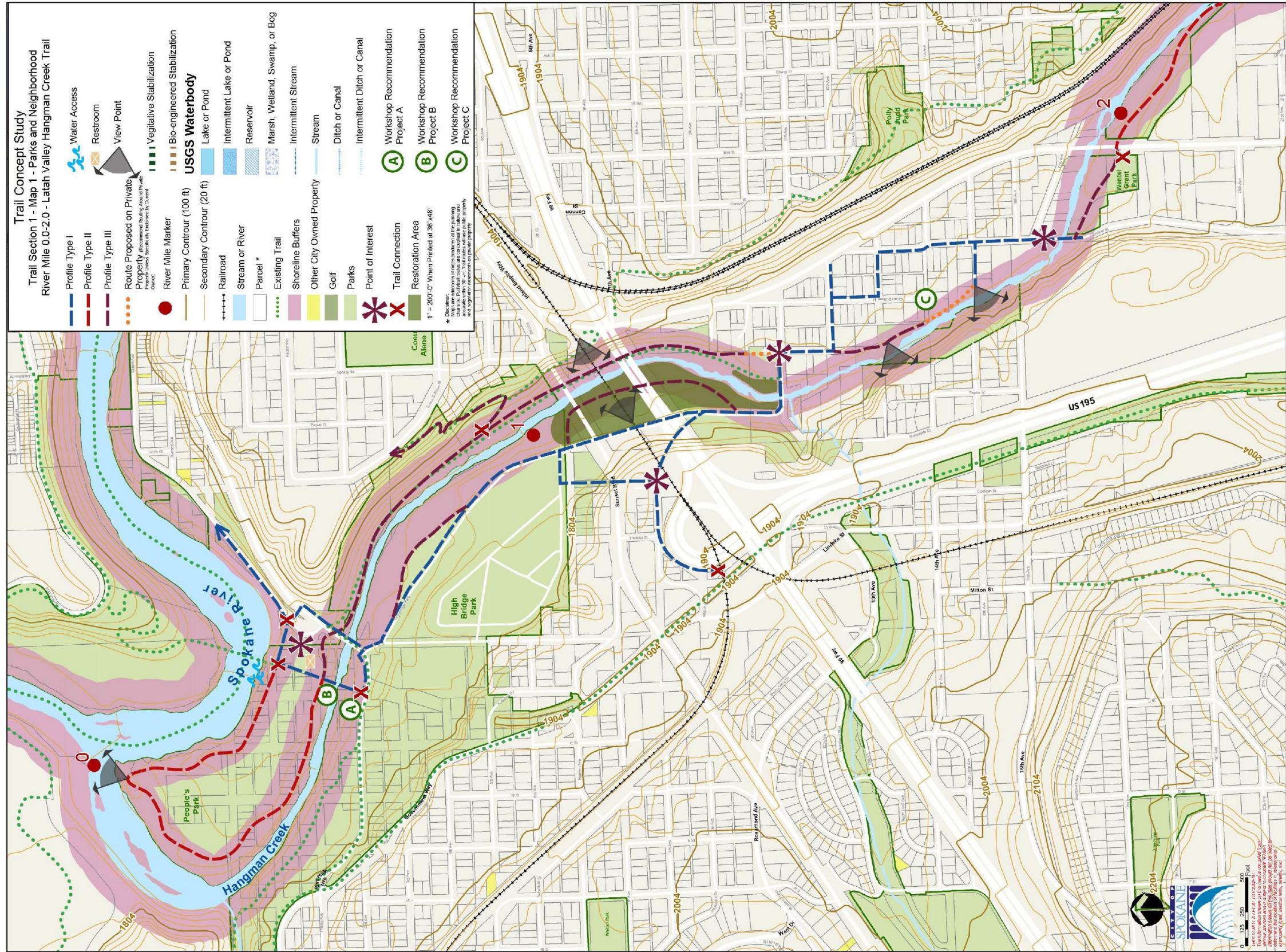


# APPENDIX A1

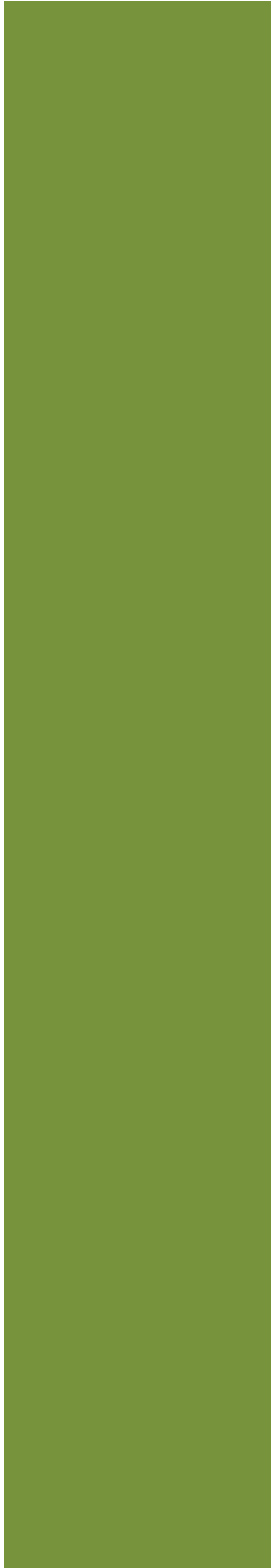
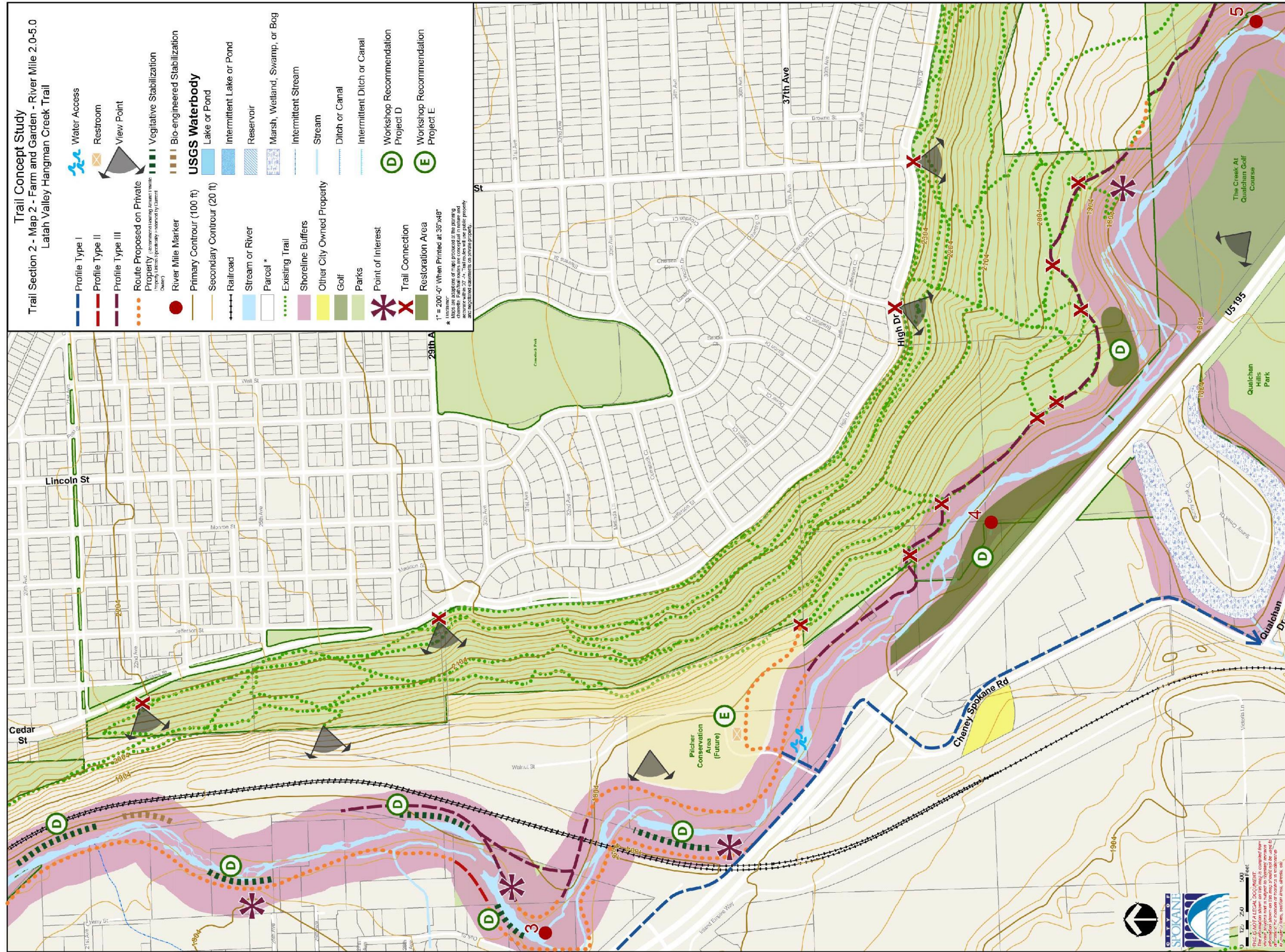
## THE TRAIL CONCEPT STUDY

The Trail Concept Study maps are included in Appendix A1, in addition to the body of the document, so they can be viewed at a larger size and be easily printed separate of the text. Five trail maps were developed as part of the Concept Study, which include some adaption of routing and symbology from the original Charrette maps. Maps are only to scale when printed at 36" x 48". Full sized maps are available through the City of Spokane Parks Department.

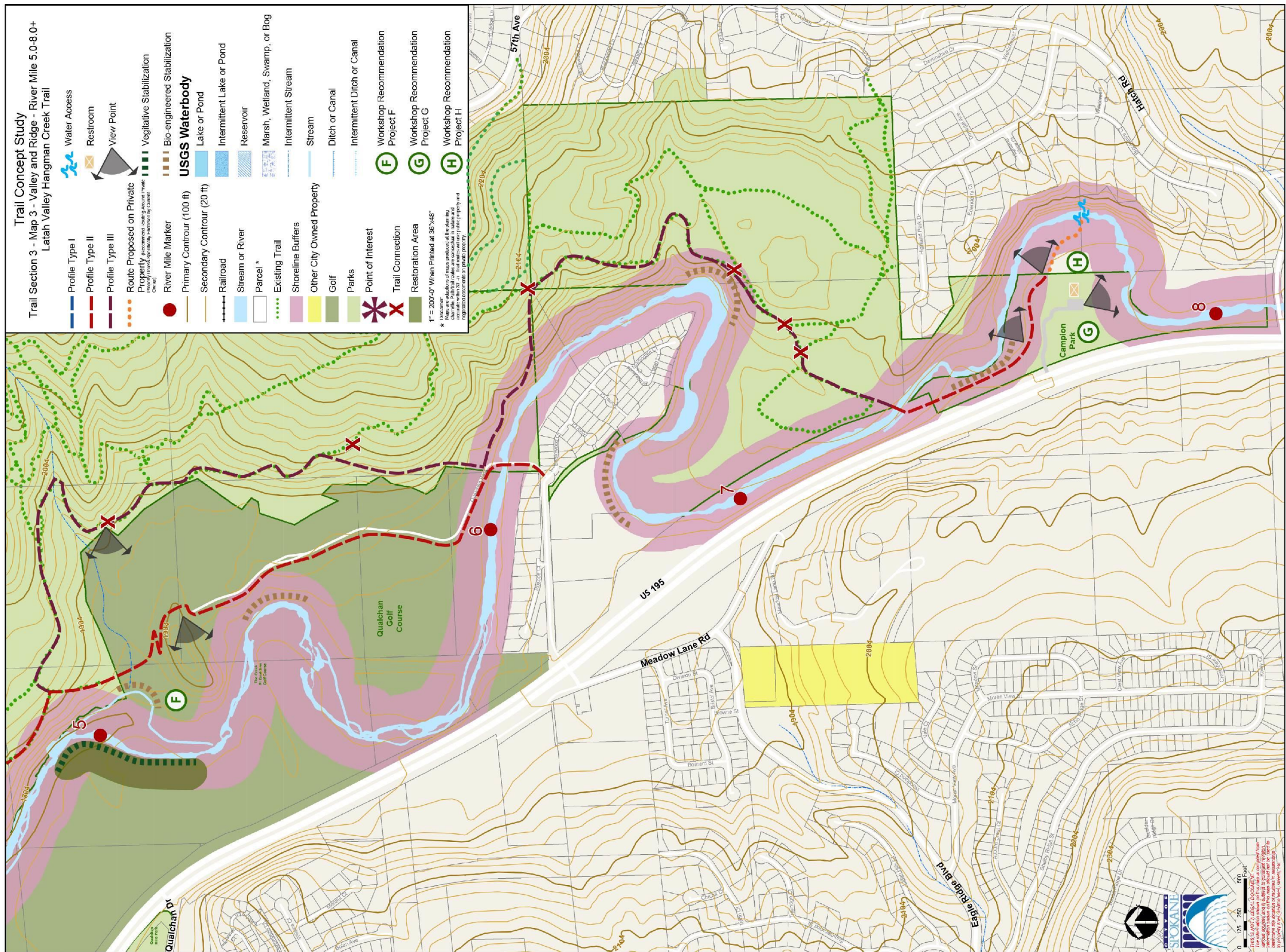






















# APPENDIX A2

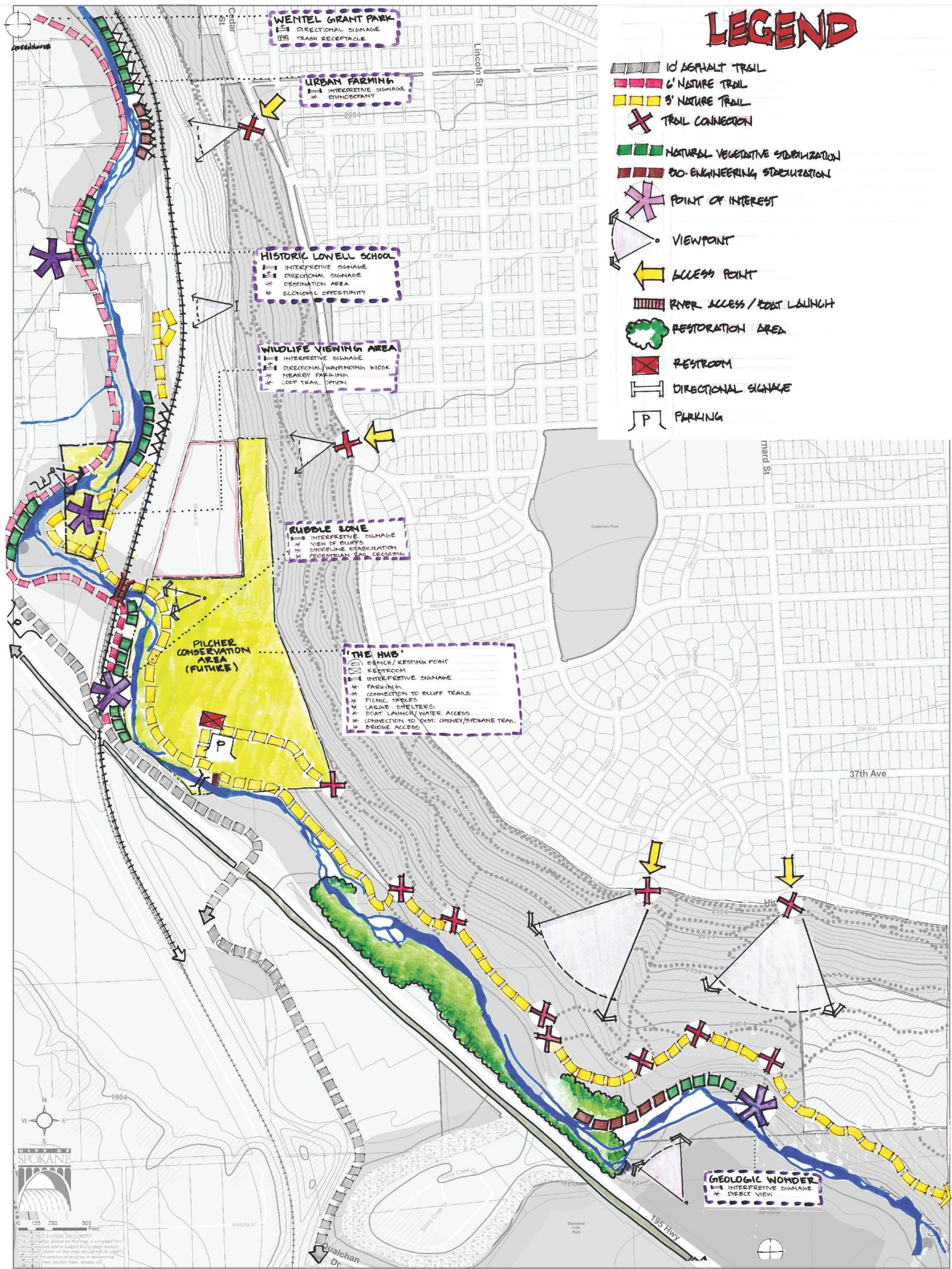
## CHARETTE DOCUMENTS: KEY CONCEPT MAPS

During the Charrette held in the Fall of 2017, several trail maps and character sketches were created by the study teams to portray design ideas and trail routing recommendations. This appendix includes some of those original drawings, which were the basis for developing the Trail Concept Study maps. Contact the INTC for original maps and additional sketches not included in this document.

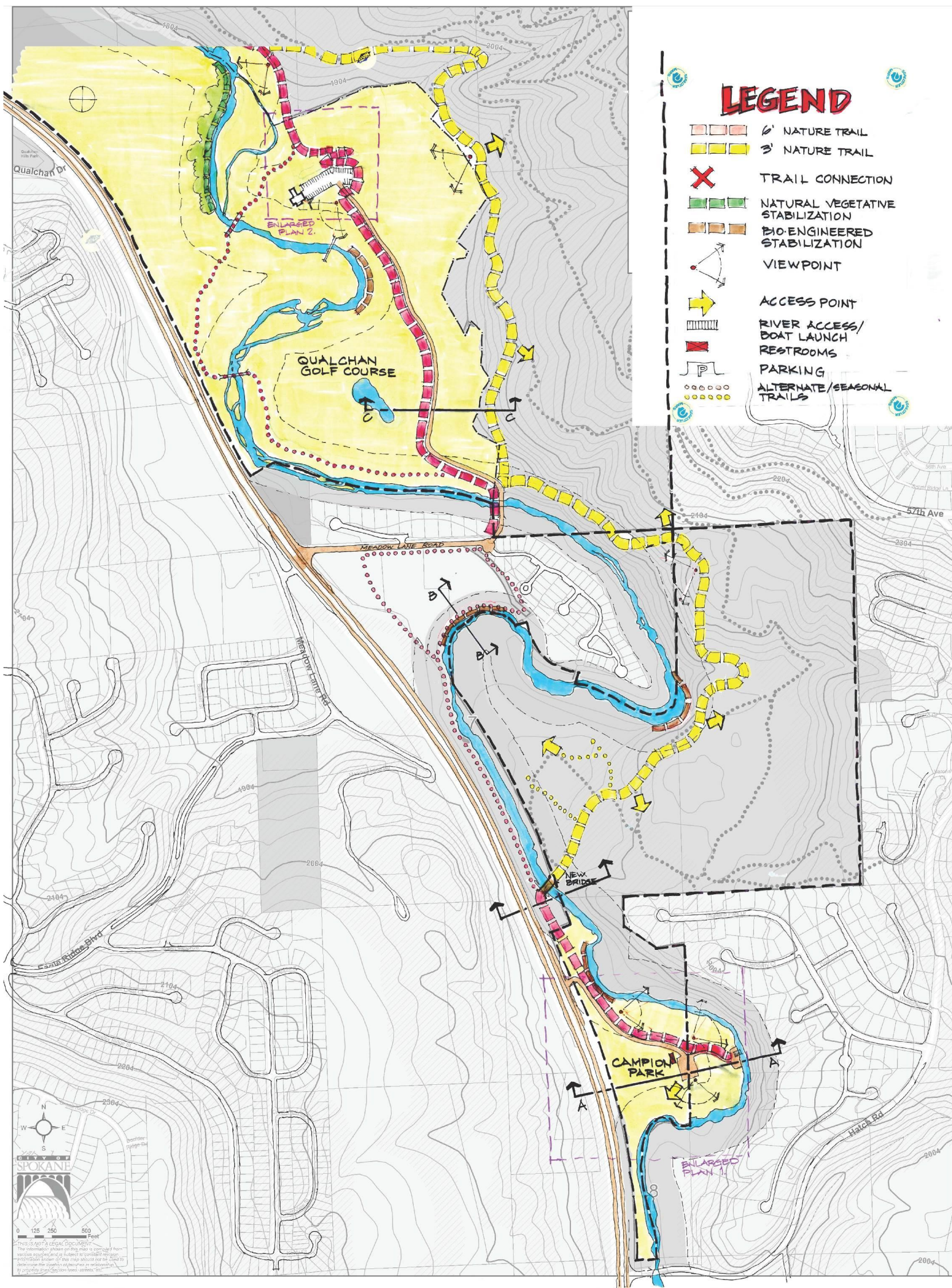








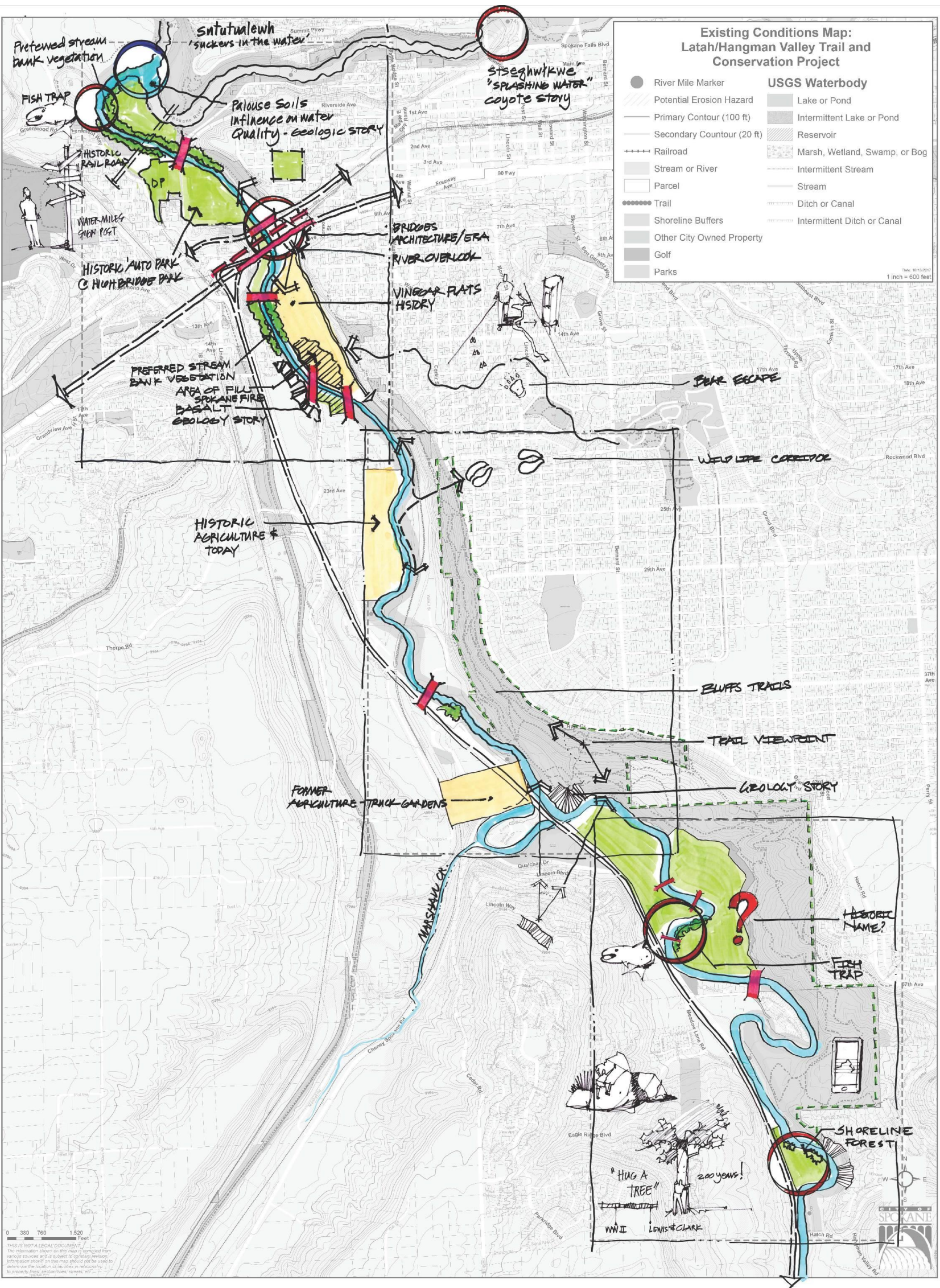














# APPENDIX A3

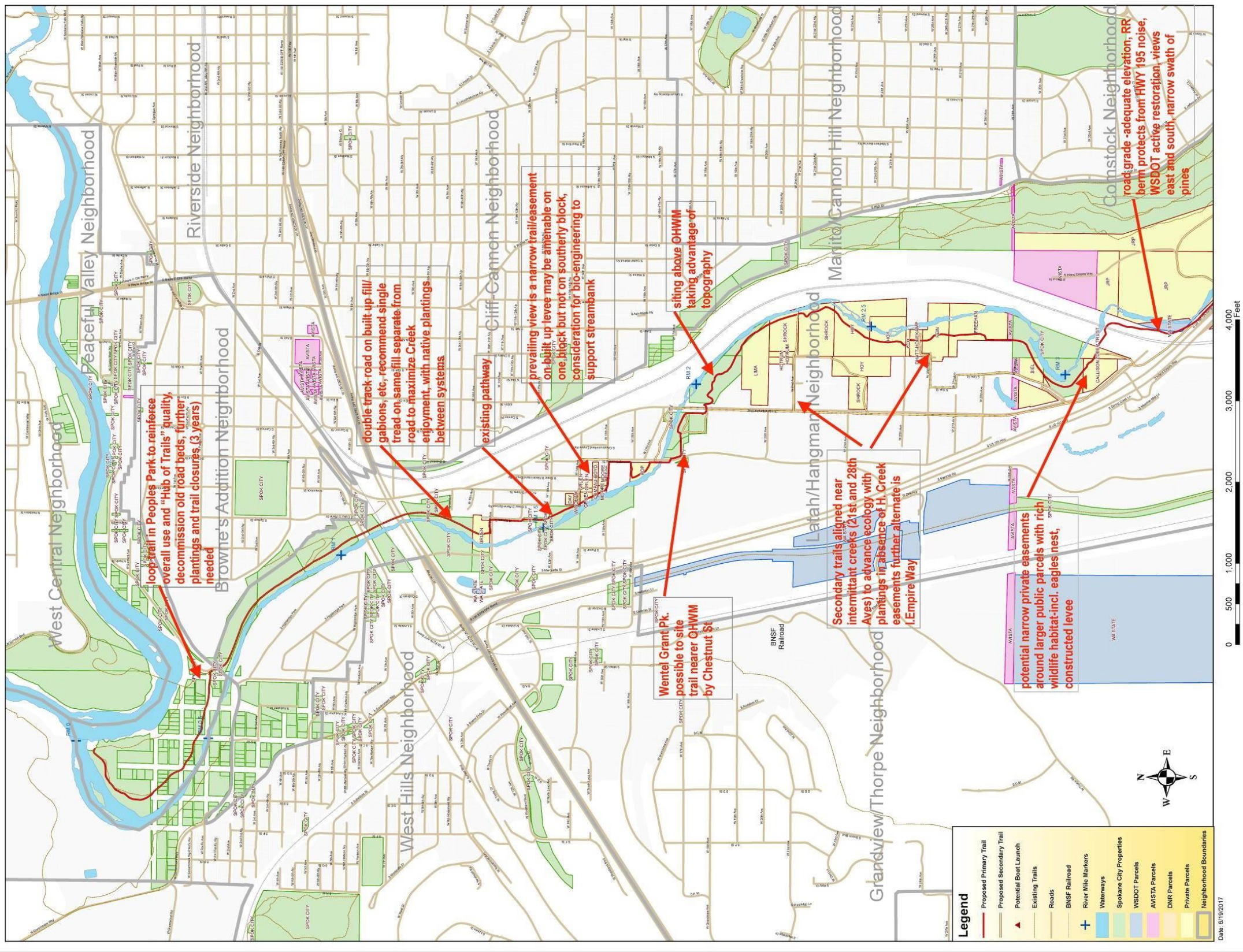
## 2016-17 INTC TRAIL ALIGNMENT SCOPING STUDY

In preparing to present to the community a nature trail and land stewardship initiative for Hangman Creek, the Inland Northwest Trails and Conservation Coalition (INTC) retained Daniel Collins of Nicoterra Trails from 2016 to mid-2017 to study the Latah Valley corridor and document an optimum alignment for a 2' to 3' wide soft-surface trail located immediately upland of the Hangman Creek's riparian zone. The intent was to identify an easy to moderate grade, continuous trail route that would afford both significant stewardship opportunities for the benefit of the creek and its nearby landscape, and reasonable recreational access to the creek itself. A deliberate constraint on the study was that the alignment be specified without regard for land use or ownership considerations in order to portray the widest scope of conservation and stewardship opportunities along Hangman Creek for all land holders, both public and private, consistent with shoreline protections.

Appendix A3 includes low resolution versions of INTC's 2016-17 trail alignment scoping maps. The 2016-17 scoping alignment was tested against additional design exploration during the October 2017 Charrette. A mapping of both alignments together can be found in the Executive Summary. The scoping study high resolution source files are available from INTC. See [inlandnorthwesttrails.org](http://inlandnorthwesttrails.org) for contact information.

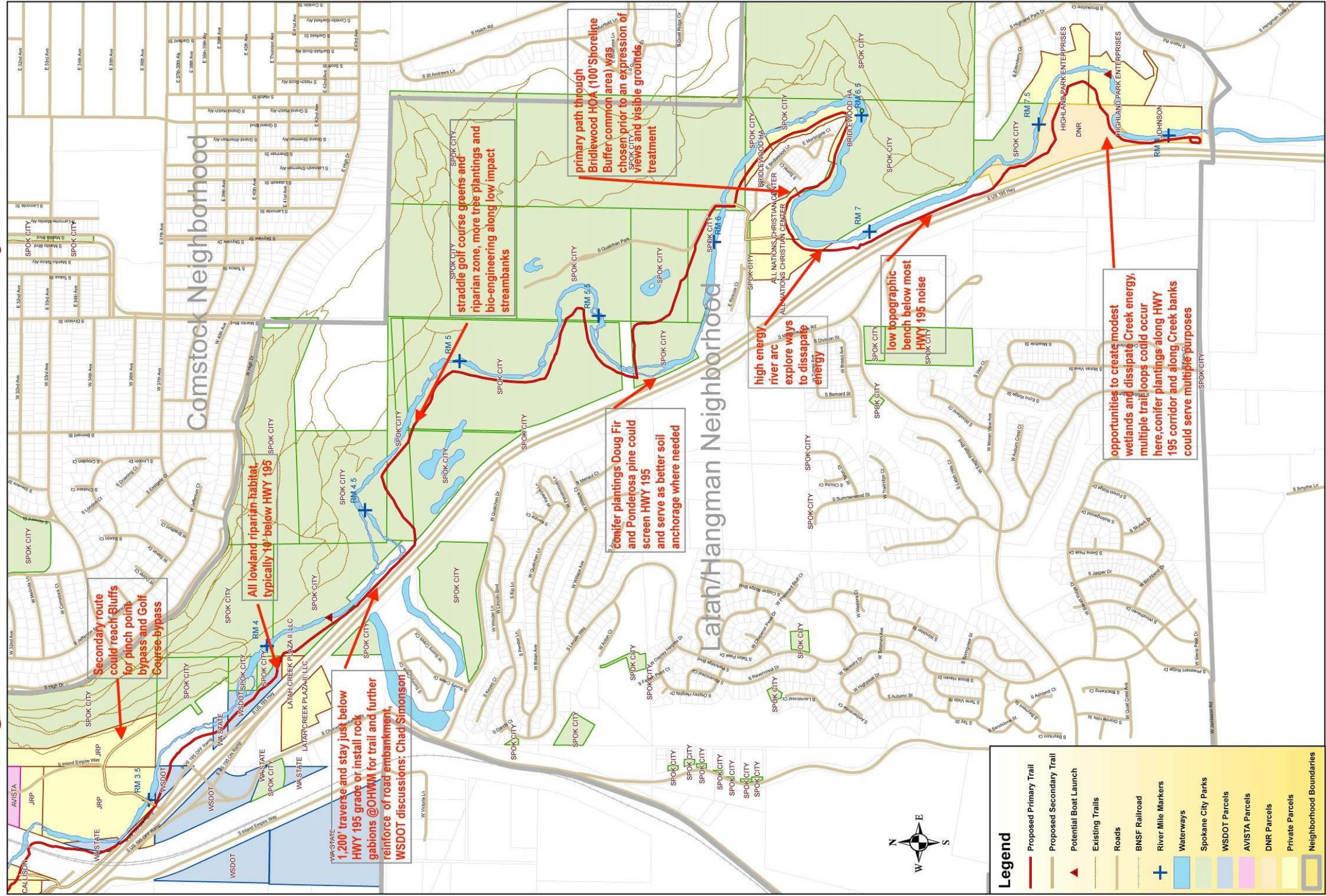


## Hangman / Latah Creek Corridor Trail Project - North





## Hangman / Latah Creek Corridor Trail Project - South





# APPENDIX A4

## "FEEDER CREEK"

This article by Jack Nisbet, writer and historian, was published in the North Columbia Monthly in January of 2018. It provides a concise account of Hangman Creek's place in the landscape and history of eastern Washington and of its role in "feeding" the populations— past and present—surrounding its shores. This article is included in Appendix A4.



FEEDER CREEK by Jack Nisbet

(c) North Columbia Monthly, January 2018

Hangman Creek, also known as Latah Creek, is a significant stream about 60 miles long that rises near Moses Mountain above the Coeur d’Alene Indian Reservation in the Idaho Panhandle. The upper creek braids its way across what once were extensive camas-gathering grounds around DeSmet, then crosses the Washington State line to drain the northeast corner of the Palouse Hills. After being joined by Rock Creek, Hangman ducks between wheat fields and basalt scablands exposed by the Ice Age Floods, with its last few miles carving the bluffs that back Spokane’s South Hill. It meets the Spokane River just downstream from the city’s central falls, in a parkland and fishing site that has buzzed with activity since those last great Pleistocene floods receded. Full of contrasts and surprises, the tributary has provided the setting for some of our region’s most contentious news.

It starts with the name itself. The Lewis and Clark Expedition never traveled anywhere close to Hangman Creek, but they did hear about a drainage north of the Palouse River with a name they rendered as “Lau-taw,” which might derive from a Nez

Perce or Sahaptin word. When Captain John Mullan passed through the area in the 1850s, his “Lah too” Creek may also reflect the thoughts of a Sahaptin translator. Neither term appears to have any connection with the Interior Salish languages spoken by resident Coeur d’Alene or Spokane tribal members. The camas fields on upper Hangman provided the “Camas Prairie Creek” name on the 1854 Pacific Region Railroad Survey map. Another word applied by Salish people appears in documents as [ital] *Sin-too-too-olley*, [end ital] translated as “river of small fish.”

All these names became irrelevant in 1858, when U.S. Army Colonel George Wright was dispatched to eastern Washington with orders to subdue angry Plateau tribes. After several skirmishes in Spokane country and an infamous order to slaughter hundreds of captured Indian horses, Wright’s campaign culminated with the hanging of more than a dozen men who had come into his military camp along the creek under a white flag.

Although Latah Creek appeared on some maps and reports over the next century, local usage, especially among tribal members, tended toward Hangman, and the United States Board on Geographic Names officially sanctioned the latter name in 1959. When the state of Washington tried to reclaim the gentler Latah tag at the turn of the 21<sup>st</sup> century, Coeur d’Alene tribal member Cliff SiJohn famously stood up and declared words to the affect of “We

don’t care what you call it. We know what happened there, and will call it Hangman Creek forever so that no one can forget.” That visceral connection is based on a considerable body of oral knowledge about what the creek was like before white people arrived, and how the drainage has changed in the two centuries since.

In 1934, anthropologist Verne Ray went out on Hangman Creek with Spokane elder Thomas Garry, 75 years old at the time, to record some of the traditional tribal uses of the drainage. Garry identified one Upper Spokane encampment a mile above the present High Bridge over the creek as [ital] *qu’yu* [end ital]--“place where Oregon grape grows,” and described it to Ray as “a populous permanent settlement valued as a salmon and trout fishing grounds and for the abundant game, including deer, antelope, and beaver, which the surrounding territory provided.” About ten miles further upstream, Garry identified another camp known as “place where many woodpeckers are found.” This was also a fishing and hunting site, that in the winter served as a base for large communal deer drives.

Recently deceased Coeur d’Alene elder Felix Aripa, agreed with Thomas Garry’s assessment of the richness of the place. Aripa’s ancestors told him that in the early 1800s the creek valley supported good bunchgrass, large pine trees, both sharp-tailed and



ruffed grouse, and snowshoe hare. Salmon, trout, and whitefish ascended the creek and provided the people with food for the winter months.

The fish were always a focal point. In 1935, anthropologist W.W. Elmendorf, working with Spokane tribal elders, described a fishing trap of unknown type at the very mouth of Hangman Creek. According to one source, the volume of chinook salmon during their peak run was so great that for a period of thirty days the Spokanes took about 1000 fish a day from the trap. Elmendorf also commented on a well-preserved weir foundation located just around the corner, abutted to the west bank of the Spokane River. It was almost forty feet long, and the line of boulders that anchored the wooden weir was still clearly visible.

Traditional runs of food fish extended upstream into Coeur d’Alene territory along the Idaho border. Around the time of Elmendorf’s work, Herman Seltice said “My grandmother told me that in the 1870s they went down to Hangman Creek near Tekoa and caught salmon by spearing. Salmon were not the only fish that came up the creek, we also had whitefish and trout.” Donald George recalled the “Salmon were reported at Hangman Creek near Tekoa WA in 1907, shortly after the reservation was open to settlement.” Margaret Stensgar, granddaughter of Joseph Seltice, testified that “Grandpa Joseph told me that salmon used to come up Hangman Creek to spawn until they built that Little Falls dam (1908). Cutting all the trees down also affected the creek.”

Joseph Seltice’s words agree with the writings of plant surveyor John Leiberg, who camped beneath the Hangman Creek Bluffs during the summer of 1893. Leiberg described gardens along the creek there that provided vegetables for the growing population of Spokane. He also noted several abandoned sawmills that testified to the cutting of prime ponderosa pine from the shoreline.

During the time of Leiberg’s survey, the major portion of Hangman Creek flowed through open Palouse Praire, often in the form of braided streams that crossed wet meadows. Beginning around 1910, several sections of the creek were channelized to facilitate agricultural use. This resulted in increased erosion and turbidity that was hard on the fish, as well as significant loss of habitat and water quality that continued for decades. A 2014 report from the Spokane County Conservation District admitted that "Washington State water quality standards for temperature, dissolved oxygen, pH, and fecal coliforms are routinely violated" along the state’s portion of Hangman Creek.

With a clear understanding of such problems, these days every tribe, conservation group, and government agency in the region is pondering the viability of re-introducing native fish into the upper Columbia system. Al Scholtz, a retired EWU professor and frequent consultant for any group with a stake in a living stream, has explored Hangman Creek with those ends in mind.

In his thorough report on historic fisheries on the upper Columbia, Scholtz concluded that since commercial agriculture arrived in the Palouse there could only have been limited egg production in Hangman Creek because of its traditionally muddy water. Today, many miles of its course have been so degraded that re-introduced hatchery fish would be hard-pressed to survive, much less successfully reproduce. But there is a swelling public interest in restoring little bits of Hangman Creek habitat all along its length, from those former wetlands within the boundaries of the Coeur d’Alene Reservation to shallow gravel bars winding beneath the bluffs. The recent success of salmon in the Elwha, Rogue, and Okanogan drainages has provided new insights into the remarkable resilience of the fish. Over the long run, it might not be smart to bet against the regenerative power of Hangman Creek as well.

Thanks to Al Scholtz and associates for [ital] *Compilation of information on salmon and steelhead ...in the Upper Columbia River Basin above Grand Coulee Dam.* [end ital] Technical Report No 2, Upper Columbia United Tribes Fisheries Center, EWU.



# APPENDIX A5

## LATAH VALLEY HANGMAN CREEK BACKGROUND

Prior to the design charrette in the Fall of 2017, Lunell Haught of the Inland Northwest Trails and Conservation Coalition compiled a background document to brief charrette participants on the unique geologic, ecologic, and botanical characteristics of the study area, as well as its historic and current populations and uses. The planning team provided the background document to the charrette participants in advance of the charrette. Appendix A5 includes this background document in its entirety.





**Latah Valley Hangman Creek Background**  
Spokane, Washington October 27-28, 2017 Charrette

**Latah Valley Hangman Creek Background**

Spokane, Washington October 27-28, 2017 Charrette

Compiled by Lunell Haught

**Project Sponsors**

Inland Northwest Trails and Conservation Coalition, National Park Service, Spokane Parks and Recreation Planning Department, Spokane Mountaineers, The Washington Chapter of Landscape Architects

Special Thanks to Spokane Transit Authority, St. Johns Lutheran Church, and Spokane Mountaineers

**Introduction**

To condense the story of a landscape formed millennia ago sculpted by water, wind, and fire; inhabited by long gone flora and fauna, fish and fowl; and now host to people and artifacts is (almost) a fool's effort. That said, the following collection of writing will give charrette participants a sense of the place, creatures, and concerns of the Latah Valley and Hangman Creek area from the mouth of the creek at the Spokane River south to the intersection of Hatch Road and highway US-195. A concept plan informed by this material will be used to guide decisions for the future of a nature path and plantings along the creek.

**An Overview**

**BLUFFS CALLING** by [Jack Nisbet](#) and [Doug Nadvornick](#) | The Inlander, June 27, 2007

It's Friday noon and retired physician Bob Dickson parks his SUV along the side of the road where Bernard and High Drive meet on Spokane's South Hill. This is where Dickson starts his frequent forays down the steep hill into what is officially known as the city of Spokane's High Drive Park. Others call this area "The Bluffs."

From the top, Dickson looks out and sees forested hillsides, the lush, green Creek at Qualchan Golf Course on the floor of the Latah Valley, Highway 195 winding south toward the Palouse and hundreds of homes on the hills across the highway. It's a stunning view, but after a minute of drinking it all in, Dickson wants to start down the path he has hiked for more than 40 years. "This is a civic treasure," he says as he points with his walking stick to an extensive network of trails that crisscross the hill and lead down to Latah (or Hangman, if you prefer) Creek.

"When I first moved here in 1963, there was nothing [no trails] here," Dickson says. He points to one trail he says he put in himself, "just with a shovel and a rake. It's not hard to make one."

Now his one pathway has been supplemented by a complex network of pathways, many created in the last few years by bicyclists, "the real trail blazers," Dickson calls them. He refers to a two-trail system on the hill, steeper paths for walkers, gradual trails for mountain bikers. The two groups co-exist on this hill and they take care of it. The trails are amazingly free of litter. "The people who use these really appreciate what they have," he says. Like others who enjoy the Bluffs, Dickson has adopted an attitude

**Latah Valley Hangman Creek Background** Spokane, Washington October 27-28, 2017 Charrette 2



of stewardship toward the trails. Sometimes he comes down with a set of shears and lops off branches that hang low over trails. "By pruning these trees up, you can really open some vistas and enhance the experience as you hike down here," says Dickson.

At this time of year, the Bluffs, from Polly Judd Park on 14th Avenue all the way around to Hatch Road on the south end of Moran Prairie, are well-used by the neighbors and by people who drive in from other areas. Much of the land is owned by the city and designated as parkland or open space, putting it off limits to development. Some, though, is privately owned. One steep parcel, just over the top of the hill from 57th and Hatch, was recently approved by the city hearing examiner for a condo development (although that decision has been appealed). Another parcel on 17th that was proposed for a housing development a few years ago may soon have a different function.

Like the Dishman Hills or Riverside State Park, the Bluffs hide a deeply evocative past. Because of their narrow shape, steep vertical expanse, and the uncertain status of their periphery, the Bluffs serve as a laboratory for whatever interactions between civilization and wilderness happen to be going on inside the Spokane city limits. Their future seems to be evolving by the moment.

Latah Time

More than 10 million years ago, when a warm, wet climate caressed western North America, lush deciduous forest blanketed the Spokane country. The flora along Latah Creek at that time combined the richness of present-day Asian forests with those of southern Appalachia. Vegetation included ancient ginkgo trees; sequoia, cypress, and incense cedar; chestnut and elm; laurel and magnolia; sweetgum and locust; redbud and hydrangea; fig, cherry, blueberry and persimmon; four kinds of maples, six willows and nine different oaks.

During this same period, vents opened up over a tectonic hot spot south of the Snake River, spewing molten rock that oozed toward Spokane. The lava flows slowed down at the hills around Cheney, Marshall and Medical Lake, but continued north far enough to gradually obstruct the drainage outlet of Latah Creek. Silt sifted down through the fresh water to settle on granite and schistose rocks. Falling leaves were trapped in this silt, squeezed dry by the layers of sediment on top of them, and fossilized. Over time, hundreds of feet of clay and shale accumulated, all of it riddled with evidence of the ancient greenery.

Geologist J.T. Pardee called the silt layers "Latah Clay," and the Miocene Epoch that created them "Latah Time." In the 1920s, Pardee described how the molten flows from the south piled up until rim rock lava intruded into these Latah sediments, deforming some, cutting into others, burying most of the clay under layers of basalt. The bedded clay and invading lava flows of Latah Time set the stage for the much more recent Ice Age Floods that shaped the landscape we see today.

At the tail end of the Pleistocene Epoch, around 20,000 to 15,000 years ago, warming weather eroded an ice dam at the mouth of the Clark Fork River on Lake Pend Oreille and sent the contents of Glacial Lake Missoula rushing south and west. The great wall of water that swept down the Spokane River backed up Latah Creek from its mouth, just below our present downtown. The powerful flood waters stripped away basalt and re-exposed layers of Latah Clay. At its height, the deluge also crashed over the top of the Glenrose-Moran Prairies and poured into Latah Creek upstream.

The meeting of opposite flows created eddies and side pools that allowed tons of debris to settle out of the maelstrom. Undulating layers of silt, sand, gravel, rocks and clay pockets remain plainly visible today in the exposed cuts of the Latah Creek Bluffs, and geologists still study them to interpret the story of the deluge. In fact, the exposed layers below High Drive provided the first convincing evidence used by several scientists (including Dale Stradling and Eugene Kiver of EWU) to make the case that not one but numerous Ice Age floods from Lake Missoula combed across the region.

People who walk the lower bluffs above Latah Creek today are treading the end result of the last of those Pleistocene floods, between 13,000 and 14,000 years ago. In the millennia since, many blocks of Latah Clay have tumbled out of the sheer walls and rolled down to the creek, splitting open on their bedded layers to reveal leaf fossils from the Miocene forest. As soon as the leaf impressions are exposed to open air, dry winds begin to blow them to dust.

The floods gushing out of Lake Missoula also inundated whatever living things lay in their path. There is no way to know how much life the floods destroyed, but in recent years scientists like George Last of Pacific Northwest Laboratories in Richland have begun to realize that the remains of some Ice Age mammals drifted into quiet backwaters and were preserved in settling mud. More than 40 Eastern Washington mammoth recovery sites fit this description, including the bones of several mammoths found in 1876 on an upper Latah Creek homestead. Some of those Latah bones were eventually restored into a single mammoth mount and remain on display at Chicago's Field Museum of Natural History.

Hangman Time

At some undetermined point after ages of leafy hardwood forests and fiery basalt flows, of elephants and outsized floods, people came on the scene. In time, Latah Creek connected homelands and resources of the Coeur d'Alene and Spokane tribes. Coeur d'Alene tribal historian Felix Aripa describes the valuable runs of trout, whitefish and salmon that would ascend the creek from the Spokane River. "The whitefish was more abundant and was easier to dry and kept longer than the salmon," says Aripa. "But the salmon was very important." These fish all wriggled their redds and laid their eggs among gravels laid down by the Ice Age floods, sorted by flow strength to the perfect size and shape for the individual species.

Other tribes associated with the Spokane and Coeur d'Alene peoples also used Latah Creek as a route between the Clearwater Range and the Spokane country, utilizing the fish, roots, upland game birds and animals that thrived in the valley. Elders from different local bands would gather to discuss setting fires to clear underbrush so berry bushes could flourish and game could run. When fur agent David Thompson walked along the Spokane River in 1811, his vision of the place was muted by smoke from local blazes that may have been started by Spokane people to manage the land.

There are several versions of the origin for the name of this creek. In their book about the history of the Spokane Tribe, Robert Ruby and John A. Brown say that "Latah" stems from a Nez Perce word for "pine and pestle." Although that fits with this early history, Colonel George Wright's actions during the bitter tribal conflicts of 1858 forever altered the identity of the drainage. After Wright ordered Qualchan and six Palouse men to be hung not far upstream from the Bluffs, all locals, regardless of race, called the creek by one name. Only five years after the incident, U.S. Army surveyor Captain John Mullan published a traveler's guide to his famous road from Fort Benton to Fort Walla Walla, and on it he clearly marked the stream as "Hangman Creek." Periodic attempts to change the name back to Latah have failed, in part



because, as Spokane tribal archaeologist Randy Abrahamson says, "We always want to remember what happened there."

Modern Times

Time stood still for a few years after the turmoil of 1858, but by the early 1870s, the flow of white settlers had resumed. One of the first businessmen to arrive at the new village of Spokane Falls was Oregon resident James N. Glover, who made the journey from Portland to Lewiston via steamboat in early spring 1873, then rode overland through the Palouse Hills till he found the creek.

"Hangman Creek was bank full when we reached it," Glover later wrote, "and we set about to find a place to cross. I saw an Indian, lying face down on the ground, warming himself in the sun, as I thought. I found that he was digging sunflower roots..." When Glover reached the Spokane Valley he said it was "filled with sunflowers, and looked like a field of gold. I was charmed by the entire country."

What charmed James Glover still holds sway today when early every spring great swaths of arrowleaf balsamroot carpet the Bluffs with big downy leaves and bright yellow sunflowers. In the time of yellow blooms, they come after the buttercups and yellow bells, and are followed in turn by several kinds of desert parsleys or biscuitroot, which supplied food for the local tribes in the form of roots, shoots and seeds. Blue flowers with familiar common names such as bluebells, larkspur, wild hyacinth and lupine spring up after the balsamroot, mirrored in wetter places by occasional blue camas. As long as the cool weather lingers, a continuous run of showy wildflowers decorates the open slopes, with each new turn of the trail holding some surprise: fields of foamy northern buckwheat; dense clumps of yellow Oregon sunshine; confusing varieties of penstemons and locoweed. Fusing them all together are luxurious stands of bluebunch wheatgrass, the gold standard of grazing fodder for early horsemen whether they were tribal or white.

During hot summer weather, many walkers quit using the dusty, treacherous trails because feet slip, and mouths go fuzzy during the long climb out. But more scattered wildflowers continue to bloom in this oven, and some of the most exotic, such as mauve mariposa lilies and greenish-white rein orchids, wait for the dry weather to appear. It's high summer before true Indian hemp, an important source of cordage for all the surrounding tribes, shows its bright red stems, before blazing star unfolds its white petals at dawn and dusk.

But the Bluffs do not belong to native wildflowers alone. By the late 19th century, many familiar weeds had arrived in Spokane as seeds hidden in imported hay or as garden transplants from homesick emigrants. Large-scale disturbances, such as the railroad filling up a huge gully below 14th Avenue with rubble of all descriptions, helped to spread the exotics. These days, dry summer weather alters the look of the Bluffs because that's when weeds begin to dominate the native vegetation. Cheatgrass, quickly ripening to seed, shows its distinctive pink-purple color. Blue cornflowers, a world traveler with several different common names, line the High Drive running trails. Every Bluffs traveler seems to view one particular weed species with special disdain, and several of the least favorites look to be increasing every year.

Fire traditionally encourages the growth of several weed species; natural or human-set, summer flames continue to shape the Bluffs' landscape. Three years ago (2004), several fingers from a spot fire that started down on the creek ran straight up the bunchgrass slopes to High Drive below 29th Avenue,

threatening its line of comfortable homes. Fire crews unrolled hoses and sawed charred ponderosa pines out of the way in a few hours, but the Bluffs' recovery will take much longer to sort out. In some places, the bunchgrass has responded to the jolt of heat, and northern buckwheat, one of our most beautiful herbs, blooms in profusion across what were blackened streaks. On other slopes, where perhaps the flames ran a little hotter, cheatgrass and rush skeletonweed seem to be the winners.

The Bluffs will certainly feel such heat again. If you drive along Highway 195 from Vinegar Flats toward the bottom of Hatch Road, you can watch the variation from open slopes with well-spaced pines change to overgrown dog-hair stands. It's not difficult to guess what conditions might make the difference between a brush-thinning ground fire and a conflagration.

As in tribal times, such blazes affect wildlife distribution, but these days flames are far from the only factor. Anyone who steps off the edge of the Bluffs notices a dramatic change in bird noise, from hoarse house sparrow gasps and wolfish starling whistles to the manic chatter of pygmy nuthatches and sharp, metallic red crossbill kips. You might be startled by a sharp-shinned hawk chasing pine siskins, or hear a chipping sparrow unwind its dry trill, over and over, from a low pine branch. Over the past 10 years, a dramatic increase in human and dog activity has thinned out some birds that used to be dependable singers, especially ground nesters such as ruffed grouse. Several springs ago, some walkers watched a red-breasted merganser, long-necked and awkward, investigate a potential nesting hole in a ponderosa pine snag only a couple of hundred yards below High Drive. Since a self-appointed trail maintenance crewman chainsawed several of the best such snags available, there are a lot fewer cavities for nesting, and no mergansers in sight.

Mammals present a similar story line -- some critters slink away from the increased human use of the Bluffs -- while others learn how to deal with it. Deer do not like dogs, but each year a wayward moose manages to negotiate its way upslope to spend a few days crashing through people's back yards. Cougar have been known to use the Bluffs as a staging area for small pet-hunting expeditions. Skunks and raccoons thrive on both paved streets and mountain bike trails, and porcupines still chew bark in dripping rings from young pines down low. The coyotes that denned for several years running on the flats opposite the Creek at Qualchan Golf Course seem to have retreated for now, and it's unclear exactly where they could find an expanse of woods protected enough to whelp a litter of pups. River otters, heavily trapped during the fur trade era, apparently have been able to adjust to the human presence and have occasionally been seen surfing down Latah Creek past Qualchan Golf Course during hard spring runoffs. They remain an ephemeral presence, however, and it's hard to figure out how much space, in the water and on the land, they need.

Preserving The Bluffs

In May 1912, the city of Spokane bought an unnamed plot of land below 29th Avenue for \$45,000. In its story covering the transaction, the Spokesman-Review noted that the tract adjoined parcels owned by the Boulevard Company "said to contain between 60 and 80 acres, extending down the Hangman creek slope," and that Boulevard had already indicated they were going to donate their piece to the city for parkland.

Back then, the Bluffs had also caught the attention of John Charles Olmsted and Frederick Law Olmsted, the landscape architects from Brookline, Mass., who advised the city's Board of Park Commissioners in 1913 that "Latah Park" should be set aside as one of the city's four signature parks. "It includes the wooded bluffs and a sufficient area of nearly level land above the bluffs for baseball and other field



sports. Much of the plateau portion is wooded and suitable for rambling grounds and picnicking," the Olmsteds wrote. "The bluff drive will command beautiful and extensive views from south to northwest across the valley of Latah Creek and over an extensive reach of picturesque country beyond. In the larger ravine a drive would descend to the valley of Latah Creek... The total area of this park as planned is 2,286 acres, of which 657 acres are on practically level land above the bluff, 557 acres are on very steep and almost valueless land, and the rest slopes moderately steeply and irreguary [sic] down to the creek."

Of course, "Latah Park" never came to pass, but some of the Olmsteds' vision was implemented. "It was part of the City Beautiful movement," says Taylor Bressler, the city parks department's manager of planning and development. "The city, fortunately, bought a lot of land then and aggressively preserved that area."

It created High Drive, which provides marvelous views at the western and southern edges of the Bluffs; turnouts allow people to stop and peer down several hundred feet into the valley. Hatch Road, a two-lane twisting drive, was built to allow drivers to descend the southern side of the prairie into the valley. Other publicly owned sections of the Bluffs have been bought and either left in their natural state or turned into parks (Hangman, Latah Valley and High Drive, among them). In its most recent Comprehensive Plan, the city has designated most of those areas as open space, making it difficult, if not impossible, to legally develop them. (Adapted from Kevin Taylor, The Inlander)

<b>BIRDS</b>	Peregrine Hawk (there use to be a nesting pair under the Sunset Hwy, but the female got driven away by an escaped falconer’s bird several years ago, and none have been seen recently.)
Black-headed Grosbeak	
Gray Catbird	
Yellow Warbler	
Willow Flycatcher,	
Western Wood-Pewee	Bird of note:
Song Sparrow	
Violet-Green Swallows	White-throated Swifts
Cliff Swallows	They nest on the underside of highest train trestle (more easily seen from the view point as you enter the valley from Sunset Highway just after you pass Rosauers heading west).
Bullock’s Oriole	
Cedar Waxwings	
Bewick’s Wren	
Near the confluence with the Spokane River are more dry land birds as well including:	(Lindell Haggin, Audubon)
Chipping Sparrow	
House Finch	
House Wren	
Raptors:	
Bald Eagle	
Red-tailed Hawk	
Cooper’s Hawk	
Osprey	
Sharp-shinned Hawk	

FISH AND WILDLIFE

There is a contiguous habitat range of Mule Deer within the lower Hangman Valley extending east up into the Bluffs, this is coupled with Northwest White Tail Deer habitat near the mouth of the Creek. As it joins with the Spokane River, additional Priority Habitat Species include Moose and Townsend bats. Traveling upstream from the proposed trail area, additional species include Rocky Mountain Elk as the geographic scope expands west and east at the Spokane margins to support a herd. This region also includes better riparian habitat to support emergent wetland plant species, Rainbow Trout, and Gray Wolf; the latter species being a climax predator is known to inhabit land near the Dishman Hills area and south toward Mica peak. ([wdfw.wa.gov/mapping/phs](http://wdfw.wa.gov/mapping/phs)) There are populations of muskrat, raccoons, beaver and other small critters which form a foundation for a healthy eco-system. (Conversation with Ken Bevis Wildlife Biologist DNR) “Shade restoration and flow augmentation, if combined, could yield the biggest improvement in the amount of habitat suitable for salmonids in Hangman Creek.” (Spokane Conservation District 2005 WRIA 56 Watershed Planning: Hangman-Creek-Watershed-Managment-Plan.pdf p. 119)

English and Coeur d’Alene (Salish) names

Mule Deer	<i>st'un̓ts'e'</i>	White tail deer	<i>wishu's</i>
Moose	<i>qh̓si'qs</i>	Townsend bats	<i>chde'lpdi'llp</i>
Rocky Mountain Elk	<i>sp̓jts'e'</i>	Rainbow trout	<i>spt'aswel</i>
Gray Wolf	<i>hnt''l̓ane'</i>	Muskrat	<i>chelekhw</i>
Raccoons	<i>tq'wdq'wg̓dus</i>	Trout (in general)	<i>ett̓umish</i>
Salmon	<i>smt̓ich</i>		

PLANT INVENTORY OF THE LOWER HANGMAN CREEK 6/30/2016

English and Coeur d’Alene (Salish) names

Chokecherry Prunus virginiana	<i>taqhwt̓uqhw</i>
Vine Maple Acer circinatum	<i>sqwakht</i>
Mock Orange <u>Philadelphius lewisiwhoa</u>	<i>wq̓hi'4p</i>
Serviceberry <u>Amelanchier alnifolia</u>	<i>st̓aq'</i>
Pacific Ninebark <u>Physocarpus capitatus</u>	no name
Willow <u>Salix spp Philidelphius</u>	<i>q'olsalqw</i>
Ponderosa Pine <u>Pinus ponderosa</u>	<i>'yat̓qwe4p</i>
Douglas Fir <u>Pseudotsuga menziesii</u>	<i>ts'aq'a4p</i>
Blue Grass <u>Poa secunda</u>	no name
Golden Currant <u>Ribes aureum</u>	<i>sts'erus</i>
Creeping Oregon grape <u>Mahonia repens</u>	
(Oregon grape <u>Berberis, Mahonia aquifolium</u> )	<i>sqweyu'</i>
Box Elder <u>Acer negundo</u>	no name
Common Yarrow <u>Achillea millefolium</u>	<i>dmdmu'qeyni'</i>
Black locust <u>Robinia psueudoacacia</u>	no name
Woods Rose Rosa woodsia	<i>qa'laqhe4p</i>



PLANTS LIKELY in area

Snowberry <u>Symphoricarpos albus</u>	<i>stichtskhw</i>
Spirea <u>Douglas spirea</u>	
Birch-leaved Spirea <u>Spiraea betulifolia</u>	<i>chkw'lkwi'lqw</i>

NATIVE PLANTS that could be used to improve diversity, soil binding, habitat, and shading qualities, these must be correctly sited to the micro-climate, soil type, and degree of moisture available.

Willow - live staking (season dependent) Salix scouleriana - most desired

Willow Salix spp.	Salix sp.	<i>q'olsalqw</i>
Rose Rosa <u>ssp.</u> , <u>Rosa gymnocarpa</u>	- most desired	<i>qg'lqhe+p</i>
Black Hawthorne <u>Crataegis suksdorfii</u>	(Douglas)	<i>sqhu'nech</i>
Ocean spray <u>Holodiscus discolor</u>		<i>mtsmts'i'e+p</i>
Western larch <u>Larix occidentalis</u>		<i>tseqwlsh</i>
Kinnickinnick - <u>Arctostaphylos uva ursi</u>		<i>alcha+palaqw</i>
Oregon grape - <u>Mahonia nervosa</u>		<i>sqweyu'</i>
Black Cottonwood - <u>Populus balsamifera</u>		<i>mulsh</i>
Aspen - <u>Populus tremuloides</u>		<i>dare+du+du+p</i>
Lupine - <u>Lupinus ssp.</u>		no name
Idaho fescue - <u>Festuca idahoensis</u>		no name
Tall Cinquefoil - <u>Potentilla argute</u>		no name
Vine Maple <u>Acer circinatum</u>		
Mock Orange <u>Philadelphius lewisii</u>		
Serviceberry <u>Amelanchier alnifolia</u>		
Pacific Ninebark <u>Physocarpus capitatus</u>		

Native uses for plants included food, medicine, clothing, and technology. Willow, chokecherry, snowberry, penstemon, ponderosa sap and cambium, and sedges are frequently noted as useful plants. (See The Spokan Indians, 2011 by John Ross for native uses of plants.)

COLUMBIAN MAMMOTH



Several types of mammoths walked the earth during the Pleistocene epoch. (NPS Photo)

The Columbian mammoth (*Mammuthus columbi*) first showed up in North America

about one million years ago. It evolved from an earlier mammoth species that had crossed into North America early in the Pleistocene epoch. Just who exactly this ancestor was is still debated; different sources report southern, imperial, or steppe mammoths as the possible culprit. Regardless of its family history, the Columbian mammoth quickly established itself in North America, migrating throughout almost the entire continent. Its range stretched from Canada all the way down to Nicaragua and Honduras.

The Columbian mammoth did not look quite like the long-haired woolly mammoth that most people are familiar with. It was actually bigger, standing several feet taller than the woolly mammoth.

The Columbian mammoth did share some similarities with modern elephants. They may have lived in herds like elephants, as some fossil sites suggest. Both mammoths and elephants also share similar ridged teeth, good for chewing plants. These teeth grow in sets, with more sets of teeth growing in as the elephant or mammoth ages. From this scientists have estimated the Columbian mammoth could live up to 70 or 80 years old. The ridged teeth also fit with the mammoth’s diet, which appears to have been grasses, sedges, and brush with some trees and woody plants. Like modern elephants, mammoths would have had to eat a lot of this food each day to fuel their enormous bodies. Columbian mammoths likely spent up to 16 to 18 hours a day eating, consuming up to 150,000 calories and hundreds of pounds a food each day!

The Columbian mammoth went extinct between 13,000 and 10,000 years ago, yet today they are still admired and imagined by both scientists and creative minds. There is oral history by indigenous of seeing mammoths – called the animals with ‘no knees’. The mammoth skeleton in the entrance of the Field Museum in Chicago was found in a swampy area in Latah, 60 miles south of Spokane. (Adapted from <https://www.nps.gov/whsa/learn/nature/mammoth.htm>)



COEUR D’ALENE TRIBE

The Homeland is still home. The place "where the old ones walked" includes almost 5,000,000 acres of what is now north Idaho, eastern Washington and western Montana. The "old ones" were extremely wealthy from an Indian perspective, with everything they needed close at hand. Unlike the tribes of the plains, the Coeur d'Alene's and their neighbors, the Spokane's, the Kootenai, the Kalispel, the bands of the Colville Confederated Tribes and the Kootenai-Salish, or Flatheads, were not nomadic. Coeur d'Alene Indian villages were established along the Coeur d'Alene, St. Joe, Clark Fork and Spokane Rivers. The homeland included numerous and permanent sites on the shores of Lake Coeur d'Alene, Lake Pend Orielle and Hayden Lake.

These tribes traded among themselves and with dozens of tribes far away on the Pacific coast. Ancient trade routes connected the Coeur d'Alene's with the Nez Perce, the Shoshones and the Bannocks to the south and southeast. To the east were the tribes of the Great Plains and the vast herds of buffalo. With the coming of horses, young Coeur d'Alene men journeyed east to hunt buffalo. These journeys, however, were not necessary for survival. They were viewed as adventures, and even rites of passage, for youth who would emerge into manhood and into leadership roles.

All ancient tribal trade routes and paths remain today. In fact, those very same routes are still used all across the country. Today, however, we call those tribal routes "Interstate highways."

The first white people to encounter the Coeur d'Alene's were French trappers and traders. It was one of these Frenchmen who found the tribe to be vastly experienced and skilled at trading, thus the name "Coeur d'Alene," meaning "heart of the awl." The nickname stuck. One Frenchman described the tribe as "the greatest traders in the world."

The name, "Coeur d'Alene" was given to the tribe in the late 18th or early 19th century by French traders and trappers. In French, it means "Heart of the Awl," referring to the sharpness of the trading skills exhibited by tribal members in their dealings with visitors.

In the ancient tribal language, members call themselves, "Schitsu'umsh," meaning "The Discovered People" or "Those Who Are Found Here." (<http://www.cdatribe-nsn.gov/>)

FARMING

Currently there are several farming and garden operations in vinegar flats. Agricultural practices are allowed in the City of Spokane. Catholic Charities’ Food for All program, Urban Eden (<http://urbanedenfarm.com/>), Lima Greenhouses, Blue Moon Nursery are a few of the growing operations in vinegar flats.

Spokane Japanese Farms

In the first half of the twentieth century small Japanese farms peppered the outskirts of the city. The produce from their farms in Bigelow Gulch, Nine Mile Falls, Spokane Valley, and Latah Creek Valley prompted the formation of the Spokane Vegetable Growers Association in 1925 which was essential to the economic structure of Spokane’s Japanese community.

Prior to WWII, it was estimated that twenty farms in the region were owned or operated by Japanese residents. With immigration to the region increasing, concerns over Japanese influence in the U.S. grew. Exclusionary acts (Washington’s Alien Land Law) restricted Japanese-immigrants from owning land. Despite a brief and unsuccessful campaign to evict several Japanese farmers from their lands on Latah Creek, Japanese farming efforts expanded as part of the war effort. Washington farming was essential to the war effort’s need for food production. As Japanese resettled in Spokane from internment camps, many took jobs as farm hands. (Anna Harbine <http://www.spokanehistorical.org/items/show/563>)

See Vinegar Flats

GEOLOGY

Campion Park: The Hangman Fault Line and Its Relations



Most would not expect an inland location such as Spokane to have a fault line, let alone multiple. But that seems to potentially be the case. The Spokane fault line has been proposed to exist (Wicks et al., 2013), and evidence suggest that others exist within relation to it. Specifically the Latah fault and the Hangman fault (Daley et al., 2014; Derkey and Hamilton, 2001). The existence of this fault is indicated due to evidence in the natural geology of the area being exposed. A cut bank from river erosion has created a display of natural folding of the local geology. Although there is speculation that points to the folding along Hangman Creek to potentially only be present due to a landslide rather than a fold along a fault line, evidence

appears to point to the contrary. The Hangman Creek folding most likely occurred due to a drag fold along the fault, creating the folded visual in the area as previously deposited sediment is dragged and uplifted accordingly. This sediment would have most likely have been deposited during glacial lake outburst flooding, meaning the sediment would be soft and ductile, lending credence to the folding of the geology occurring due to fault movements.

If these faults do indeed exist, then the existence of these fault lines potentially points to a future where earthquakes within the Spokane area become very likely, rather than a slight possibility. As, the stress from the movements of the fault lines are incredibly likely to trigger an earthquake. The question becomes when, rather than if it will happen at all. Considering that the city is not built with earthquakes in mind, as opposed to high danger areas like Japan; if a strong enough earthquake were to occur the results could be incredibly high damages. (Megan Ostby <http://www.floodexplorer.org/items/show/54> also see <http://www.floodexplorer.org/items/show/53>)



The Ice Age Floods Story – Briefly

During the most recent episode of major ice-sheet expansion, between about 18,000 and 13,000 years ago, a lobe of the Cordilleran ice sheet advanced into the Idaho Panhandle to the area that is now occupied by Lake Pend Oreille, thus blocking the Clark Fork River drainage and causing Glacial Lake Missoula to form. At its largest, the lake was deeper than 2,000 feet deep at the dam and held over 500 cubic miles of water—as much as Lake Erie and Lake Ontario combined. The ice dam, however, was subject to repeated failure.

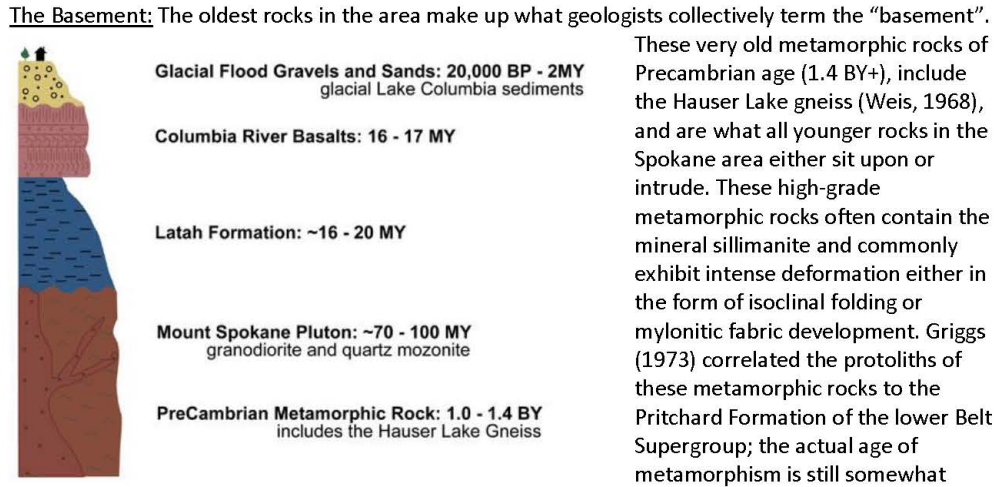


When the dam broke, a towering mass of water and ice was released and swept across parts of Idaho, Washington, and Oregon on its way to the ocean. The peak rate of flow was ten times the combined flow of all the rivers of the world. The huge lake may have emptied in as little as two or three days. Over a period of years the glacier would advance, once again blocking the river, and the dam and the lake would form again. This process was repeated scores of times, until the ice sheet ceased its advance and receded to the north at the end of the Ice Age. It is assumed that the same processes would have

occurred earlier during other glacial advances throughout the Ice Age, although most of the evidence for the earlier events may have been removed by the flooding that occurred during the last glacial advance. (<http://iafi.org/about-the-ice-age-floods/introduction/>)

Major Rock Types of the Spokane Area

Here is a generalized stratigraphic diagram illustrating the major geologic units of the Spokane region:



problematic.

**Plutonic Rocks:** Abundant plutonic rocks ranging from quartz monzonite to granite in composition can be seen from the west side of Mt. Spokane through the Mead and Dartford areas (Weissenborn & Weis, 1976, Derkey, et al., 1998). The plutonic rocks contain large crystals of quartz, feldspar and mica, with some of the associated pegmatite dikes containing abundant red garnets. These rocks range from Cretaceous to Eocene in age (Derkey, et al., 1998).

**Latah Formation:** Sitting uncomfortably upon the crystalline basement rocks are the weakly lithified sedimentary rocks of the Miocene-aged Latah Formation. The Latah is easily identifiable by the presence of locally kaolinite clay-rich layers and abundant plant fossils (Pardee & Kirk, 1926). Some of the better fossil collecting localities are found within Deep Creek of Riverside State Park near the 7-Mile area north of Spokane. Patient attempts can yield nearly complete sequoia, maple and cypress fossils suggesting that Miocene climates of the Spokane region were indeed different than the present. Studies of the Latah sediments and flora indicate a shallow lake-type depositional environment.

**Columbia River Basalts:** Lava flows of the Columbia River Basalt Group occur throughout the Spokane region. These fine-grained basalt lavas were the result of voluminous outpourings of lava from fissures south of Spokane and Cheney from approximately 17 Ma to 6 Ma (Hooper & Swanson, 1987). The “CRB’s”, as they are often termed, typically sit on top of the Latah Formation but in some localities occur as invasive flows into the Latah (Robinson, 1991). An excellent locality to view an invasive flow is along the abandoned rail line just south of Thorpe Road in the SW1/4 of S25, T25N, 42E.

**Missoula Flood Deposits:** Unconsolidated Pleistocene-aged (approx. 10-20,000 years) gravel and sand deposits underlie much of the Rathdrum Prairie (east of the Spokane Valley), Spokane Valley and the Little Spokane River basin to the north. The Spokane aquifer, the sole source of drinking water for Spokane, is composed of these deposits. The flood deposits are also the major source for construction aggregate materials in the region. The great Missoula Floods were the result of numerous catastrophic outbursts of water from ancient Lake Missoula to the east. Volume of the peak floods has been estimated at approximately 10 times all of the world’s rivers combined flow! These floods inundated the Spokane Valley with huge torrents of water that ultimately flowed west across eastern Washington eroding the famous Scablands channels. For an excellent discussion on the Missoula Floods and the formation of the Spokane aquifer, see Molenaar, 1988.

Latah Valley Hangman Creek Background Spokane, Washington October 27-28, 2017 Charrette 13

Latah Valley Hangman Creek Background Spokane, Washington October 27-28, 2017 Charrette 14



RAILROADS

The rail routes to Spokane have changed over time since the arrival of the Northern Pacific Railroad in the summer of 1881. New carriers have come to the city, and alignments have been changed over time. The first route into Spokane from the west remains in use to the present.

**Northern Pacific Railroad** (Later Northern Pacific Railway, Burlington Northern, and now Burlington Northern – Santa Fe)

The first railroad arrived in Spokane in 1881 and became a transcontinental line in 1883. It merged into Burlington Northern in 1970. The NP line ran eastward from Cheney, downgrade into the valley draining into Fish Lake, which it skirted on the south. The line went east and south, through Marshall, to the point where it crossed Hangman Creek, just east of where current US 195 crosses under the railroad. The line turned north and climbed out of the valley, curving east at the point where the grade reached the open flat terrain on the south side of the Spokane River in what is now Browne’s Addition. This is still the alignment used by much of the train traffic.

Union Pacific Railroad

The original route came in from the southeast, reaching Spokane from Palouse farm communities from Walla Walla. The current UP line was completed in 1914, running east and north from Wallula, across the Snake River near the site of Lyons Ferry, through Cheney, and into Spokane through the Marshall Creek and Hangman Creek valleys. Unlike the NP, the UP utilized high steel bridges to cross several major valleys, including crossing the Spokane River just downstream from the confluence of Hangman Creek and the Spokane River. This is why High Bridge Park got its name – the bridge spanned the valley, keeping the tracks more or less level from Marshall into Spokane Union Station. Since 1972 the UP has used the BN (former NP and SP&S) between Fish Lake and Napa Street in Spokane. This allowed the abandonment of the trackage through the Union Station in downtown to make way for Expo ’74.

Burlington Northern

This company was formed in 1970 by merger of the Chicago Burlington & Quincy, Great Northern, Northern Pacific, and Spokane Portland & Seattle railroads. To allow for removing the railroads from downtown, the BN began routing all through trains off the GN over the former NP at Sandpoint, Idaho. A new bridge and track from the edge of the Hangman Creek valley in Browne’s Addition carries the trains bound for the former GN and SP&S lines out of Spokane. The new line connects with the former SP&S immediately south of Interstate 90 in Spokane, and with the former GN between Spokane and Fairchild. This track was completed in 1972, and remains in use by BNSF. To simplify operations on the former NP lines, and to allow the abandonment of the former SP&S line between Fish Lake and Ainsworth, a connection was built between the former SP&S and NP lines east of Fish Lake. (from Spokane Railroad History, Southwest Approaches to the City 2017 by Charles V. Mutschler, PhD)

SPOKANE CITY NEIGHBORHOODS

Browne’s Addition

One of the oldest Spokane neighborhoods, home of the Museum of Arts and Culture, the Overlook Park has a natural path (unpaved) connecting the neighborhood to Hangman Creek in Highbridge Park. Riverside Avenue is another way to access Highbridge and People’s park.  
(<https://static.spokanecity.org/documents/shapingspokane/neighborhood-profiles/brownes-addition-neighborhood-profile.pdf>)

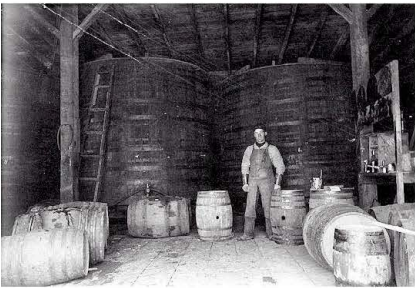
Cliff Cannon

This neighborhood connects to the creek corridor through the South Hill Bluff Trails. Views of Hangman are visible from the trail head that begins in Polly Judd Park (West Cannon Place Lane, between 13<sup>th</sup> and 14th). One can also enter Vinegar Flats from 7<sup>th</sup> Avenue onto Inland Empire Way.  
(<https://static.spokanecity.org/documents/shapingspokane/neighborhood-profiles/cliff-cannon-neighborhood-profile.pdf>)

Grandview Thorpe

Residents like to exercise on the Fish Lake (paved) Trail, the Reimer Trolley Trail (an an unpaved neighborhood trail also within an abandoned rail line) according to neighborhood characteristics on file with the City of Spokane. (<https://static.spokanecity.org/documents/shapingspokane/neighborhood-profiles/grandview-thorpe-neighborhood-profile.pdf>)

Latah Hangman (Vinegar Flats and Eagle Ridge)



Eagle Ridge is a newer development west of Highway 195, while Vinegar Flats is an older neighborhood through which Hangman Creek flows. In the late 19<sup>th</sup> and early 20<sup>th</sup> century local apple farmers delivered their produce to the vinegar plant, there was also a brewery and a pickle factory.

(<https://static.spokanecity.org/documents/shapingspokane/neighborhood-profiles/latah-hangman-neighborhood-profile.pdf>)

See Farming



After World War II, many Japanese produce farmers relocated around the valley. As more homes were built in the area property taxes began to rise and many nuisance lawsuits over dust, noise, and pollution were filed against the area farmers. In the late 1980s, city water and sewer was extended through the valley (utility easement). Larger housing developments appeared in areas that were once single family farms in both vinegar flats and where Eagle Ridge is now. As farmers saw their property values and taxes increasing and their profits declining, they sold out to developers. Today, a handful of working farms exist.



Immediately to the north of the neighborhood are the high bridges over the creek of I-90, Sunset Boulevard, and the BNSF railroad - High Bridge Park. The park is mostly undeveloped along the hillside and creek, with native plants throughout, a picnic shelter, maintained grass area, and a disc golf course. Across Riverside Avenue is a parking area to be improved in 2018, along with a connection from High Bridge to People's Park.

(<https://maps.spokanecity.org/> see planning in drop down menu, the click zoning for RA zone to see agricultural zone for farms particularly in vinegar flats).

**Peaceful Valley**

Peaceful Valley is bordered by the Spokane River to the north and the confluence of the Spokane river and Hangman Creek to the west in People's Park. Main Avenue feeds directly uphill into Downtown Spokane to the east boundary at Monroe Street. This area was a traditional gathering place for Native Americans as a trading center for bartered goods and the abundant salmon which were harvested from the Spokane River and Latah-Hangman Creek.

Among the settlers here were many Finns, who brought with them their sauna tradition, some unique architectural features, and a talent for labor organizing. The Finnish Social Hall, long gone, was a focus of music and dancing, political meetings, and other community events. There were also community saunas and livery stables.

(<https://static.spokanecity.org/documents/shapingspokane/neighborhood-profiles/peaceful-valley-neighborhood-profile.pdf>)

Peaceful Valley: South Gorge Plan <https://my.spokanecity.org/news/stories/2015/12/08/south-gorge-trail-project-is-in-the-works-for-peaceful-valley/>

**West Central**

West Central neighborhood is connected to the paths in People's Park and a soon to be paved extension of the Centennial Trail spur the Paul Sandifur Jr. Memorial Bridge. It also accesses High Bridge Park. This neighborhood has looked forward to the completion of the Centennial Trail running through the neighborhood along the fairly recent Kendall Yards development.

(<https://static.spokanecity.org/documents/shapingspokane/neighborhood-profiles/west-central-neighborhood-profile.pdf>)  
(<https://static.spokanecity.org/documents/projects/westcentral/west-central-action-plan-05-2012.pdf>)

**West Hills**

The Spokane Tribe camped near Garden Springs Creek for its water source and close proximity to Spokane Falls. In the 1880s, Chinese gardeners used the land along the length of Garden Springs Creek for planting vegetables. This creek runs through Finch Arboretum. Also in this neighborhood is the Fish Lake Trail which goes from the town of Marshall to Spokane. It will eventually connect to Cheney and the Centennial Trail through High Bridge Park. This neighborhood also claims People's Park, the sandy beach at the confluence of Latah creek and the Spokane River, and proximity to Riverside State Park making it an 'outdoorsy' urban area.

(<https://static.spokanecity.org/documents/shapingspokane/neighborhood-profiles/west-hills-neighborhood-profile.pdf>)

**Spokane City Parks and the Olmsted Brothers**

Over several visits in 1907 and 1908, John Charles Olmsted (one of the son of Fredrick law Olmsted) and his associate, James Frederick Dawson, toured all over the city of Spokane — to the river gorge, to Manito Park, to Indian Canyon, to Corbin Park.

They reported to the city the basics of the Olmsted philosophy:

- every home, from humble to grand, should be within easy walking distance of a neighborhood park.
  - the more parks, the better.
- The Olmsteds believed that "city life ... has a decidedly depressing effect on the general health and stamina" (Olmsted). The city dweller has to put up with noise, factories, crowds and constant bustle. "Even to the well, this is tiring to the nerves," said the report. "But to those who are delicate, it often becomes a torture. After all, it is to those whose nerves are tired — and they are a large proportion of the dwellers in a city — that the parks are most immediately beneficial" (Olmsted).
- a great deal of parkland should be left natural and undeveloped, especially large parks on the edges of the city. The report said that large "reservations of country scenery" become more and more necessary as cities grow. Large, natural parks "offer inducements for the people to walk reasonable distances amid agreeable, nerve-resting surroundings" (Olmsted).



The Olmsteds recognized early that this gorge “is a tremendous feature of the landscape and one which is rarer in a large city than river, lake, bay or mountain” (Olmsted).

(<http://www.spokesman.com/guides/olmsted-brothers-and-power-public-spaces/stop-55/>)

**High Bridge/People’s Park Camp history**



This camp site along Hangman creek in High Bridge Park was a tourist destination from the early 1920s until the 1950s. Featured in the December 1946 trailer topics magazine, Westward Ho, the article praises Spokane for its reasonable rates (\$4.50 a week), space, fine shady spots and ice delivery.

(By Tracy Rebstock <http://www.spokanehistorical.org/items/show/117>)



En Plein Air sketcher sketch of a sketcher 10/1/17

**Latah Valley Hangman Creek Background** *Spokane, Washington October 27-28, 2017 Charrette 19*

**People’s Park and Expo ‘74**

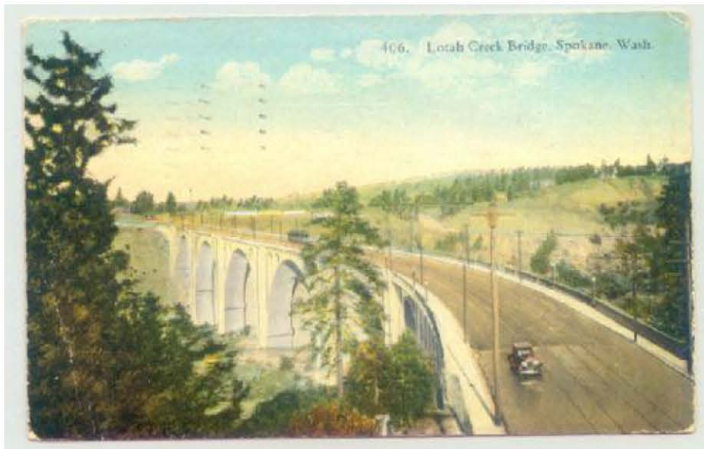
Once an Indian winter camp, this area where Hangman Creek (Latah Creek) and the Spokane River merge has been a popular site for campers, transients, and picnickers. According to Curly Jim, from the Spokane Tribe and early friend of the whites who settled in Spokane. Until recently there was a salmon trap on Latah Creek.

Housing was built on parts of the property throughout the history of Spokane. The West Grove Addition (1910), federal housing for veterans (1940s and 1950s), and the Northern Pacific Railroad Bridge all were a part of the history of this area.

The land was used as an illegal dumping site until planning for the World’s Fair in 1974. The City of Spokane wanted a space for young people and families who could not afford hotel fare but wanted to come to Expo ‘74, thus People’s Park was born. Part of the planning for Expo included the removal of several railroads. The Northern Pacific Rail Bridge was partially removed in preparation for Expo and the remainder was removed in 1979.

The city designated the High Bridge Park peninsula (People’s Park) as a free campsite for low-budget Expo ‘74 visitors and installed toilets, showers, and a mobile home police headquarters. The park’s population peaked at 5,500 in August 1974 and a full time nurse is brought in to handle assorted medical issues. Campers did not stay away from People’s Park. In fact, the park became infamous for the nude beach and nude sunbathing. Hippies, yippees, drug users, nudists, and communal living all became part of the story of People’s Park. (By Tracy L. Rebstock adapted <http://www.spokanehistorical.org/items/show/107>)

**Sunset Bridge over High Bridge Park**



(High Bridge Park) Originally named the Hangman Creek Bridge, this span was constructed in 1911. The creek below was known as Hangman Creek since 1854, when Colonel George Wright hanged a group of American Indians, who had entered his camp under a flag of truce, along the creek. In the 20th century the original native name for the creek, Latah Creek, was restored.

The Sunset Bridge served as the entrance to Spokane for years. The road coming down Sunset Hill to the west had various names and route numbers over the years, including the Glacier Highway, the Three Flags Highway, and today, State Route 2. The completion of Interstate 90 in the 1960s rerouted traffic away from this area, but the

**Latah Valley Hangman Creek Background** *Spokane, Washington October 27-28, 2017 Charrette 20*



many hotels and old motor courts nearby testify to its long history. (By Jesse Roberts <http://www.spokanehistorical.org/items/show/271>)

Sunset Bridge

Built 1911-14.  
Historic Bridges and Tunnels in Washington TR National Register of Historic Places 1982  
<https://npgallery.nps.gov/AssetDetail/NRIS/82004293>



Overlook Park in Browne’s Addition

Sitting roughly 500 feet above Hangman Creek, Overlook Park serves as a trailhead, which traverses the valley wall to terminate at Hangman Creek. The trail is well groomed and leads to another trail that parallels the creek. (By Zachary Wnek <http://www.spokanehistorical.org/items/show/316>)



Spokane Falls Creation

Tribal stories about how the falls were created (a monster or a rejected coyote suitor), includes photos.

(<http://spokanehistorical.org/items/show/94> and <http://spokanehistorical.org/items/show/94#&gid=1&pid=2>)

Latah Valley Hangman Creek Background Spokane, Washington October 27-28, 2017 Charrette 21

Spokane Parental School (now a private residence near Bridalwood)

Built not to imprison or punish, but to educate, the Spokane Parental School was an innovation in education and corrections. In 1907, the city board of education authorized the construction of a school for wayward or delinquent boys between the ages of six and fifteen. Before then, there was no such facility for discipline-challenged youths, and many were likely to end up in a prison cell. The site of the school was chosen along peaceful Latah Creek. Famous local architect Albert Held offered his services for free, providing a Dutch Colonial revival plan for the building itself. Donations were received from all around the city, and in 1908 the school was completed.

Students of the school took advantage of natural features of the area. Canoeing, fishing, and farming all competed for the attention of the students. The troubled youths were even given animals to raise, and land to work. The school was touted as a success for many years. But by 1940, its costs had ballooned, causing some to wish for its closure. In 1943 the school was victim of wartime financial scarcity, and was closed. (By Lee Nilsen <http://www.spokanehistorical.org/items/show/267>)

SPOKANE TRIBE sl'x l'axt

ʔa ɣest sɣlɣalt Hello, good day

The Spokane Tribe of Indians are of the Interior Salish Group, which has inhabited northeast Washington, northern Idaho and western Montana for many centuries.

The Spokane Tribe of Indians and the Spokane Tribal Headquarters is now located in Wellpinit, Washington. Wellpinit is approximately 50 miles northwest of Spokane, Washington on the Spokane Indian Reservation.

In earlier times, the Spokane Tribe lived on, protected, and respected over 3 million acres of land. Tribal members fished the Spokane River, the Columbia River, and utilized the grand Spokane Falls as a gathering place of family and friends. The Spokanes lived along the river in three bands known as the Upper, Middle and Lower Spokane Indians. Traditional campsites were lived in depending upon the seasons of the year.

In January 1881, President Rutherford B. Hayes formally declared the Spokane Indian Reservation the new and smaller home of the Spokane Indians. The three bands of Indians were split up and some found new homes, which are now known as the Coeur d'Alene Indian Reservation, the Flathead Indian Reservation, and the Colville Indian Reservation. Today the Spokane Indian Reservation is 157,376 acres in size. As of May 2017, tribal membership includes 2879 people; we are strong and growing.

Qualchan Hanging Site is not in the corridor, information at: <http://spokanehistorical.org/items/show/370?tour=13&index=2>

George Wright, in charge of the hanging, information at <http://www.spokanehistorical.org/items/show/178>

Latah Valley Hangman Creek Background Spokane, Washington October 27-28, 2017 Charrette 22



Water Trail



On Lower Hangman Creek from Hatch Road downstream, there are fine segments of natural river meanders among the straightened stretches of shoreline with its steep riprap walls of rock. The meanders often have a ponderosa pine forest at the riparian edge and give a glimpse to how naturalizing plant communities could assert their place in this landscape. Summer paddling involves many portages over shallow creek waters and is best attempted with good footwear and a light boat or tube. “Most of the year, especially in summer, the flows are too low for paddling. The exceptions are during midwinter thaws, late-winter runoff, and the occasional soaking rainstorm of summer and fall. Flows sufficient for paddling can develop in hours, and disappear nearly as fast. In these brief moments

of opportunity, the creek is a standout paddle trip, complete with scenic rock and sand cliffs, wildlife, and playful rapids.” (Verne Huser, Rich Landers, Dan Hansen, and Doug North in [Paddling Washington: Routes in Washington State & the Inland Northwest](#): The Mountaineers Books)

USGS Name Information

Name: Feature Detail Report for Hangman Creek ID: 1505370

Feature Detail Report for Hangman Valley ID: 1505371 Name: Hangman Valley Class: Valley

Name: Hangman Valley Class: Valley

Citation: U.S. Geological Survey. Geographic Names Phase I data compilation (1976-1981). 31-Dec-1981. Primarily from U.S. Geological Survey 1:24,000-scale topographic maps (or 1:25K, Puerto Rico 1:20K) and from U.S. Board on Geographic Names files. In some instances, from 1:62,500 scale or 1:250,000 scale maps.

Entry Date: 10-Sep-1979

\*Elevation: 1791/546

\*Elevations in feet/meters from the National Elevation Dataset

Latah Valley search results: no data found - Latah Creek search results are located in the in the Hangman Creek information Latah Valley: no data found

POINTS OF INTEREST AND HISTORY

A	B	C	D
Points Of Interest	Description	Dates	Citation or Link
Artists	Vinegar Flats was an artist's haven in the 70s and 80s tucked away in this quiet corner and with affordable homes - some notable artists include: Steve Adams, Tom Quinn, Tom Holt, Shani Marchant, Vern Windham, Sue Windham, Libby Moore, Peggy Gruen, Trish Heck, Tom Lande	1985-	"Vinegar Flats is rich in color, form & texture" The Spokesman Review Aug 29, 1985
Brickyard/Brickmakers	First businesses in Vinegar Flats	1880s	
Chinese railroad workers	Worked in brickyard and vinegar factory	1880s	
Civilian Conservation Corp (CCC)	Helped straighten the creek for agricultural improvement.	1930s	"Muddy Waters: Hangman Creek Cleanup..." The Spokesman Review, Jun 12, 2016
Coyotes	Bluffs and surrounding areas		
Farming	There's always been good soil in the Latah Valley, and there's been farming there since the 1880s. In the early 1900s, it was one of the only sites in the state where Japanese farmers had their own land.		http://www.inlander.com/spokane/latah-hangman-valley/Content?oid=2840441
Footbridge	11th Ave Bridge? Built in 1927		see photo *
Gauge Station	This is the oldest continuously operating USGS gage in Washington State; it has been in operation since April 1891.	1891	http://waterdata.usgs.gov/nwis/uv?site_no=12422500
Geology	Missoula Ice Dam		April Morrow, "Palouse Falls: The Receding Falls," Ice Age Floods Explorer, accessed November 26, 2016, http://floodexplorer.org/items/show/35.
Ghost Signs	Big Loaf Flour' 1602 S Chestnut		see photo *
Hangman Creek/Latah Creek	fishing, baths, agriculture		"Muddy Waters: Hangman Creek Cleanup..." The Spokesman Review, Jun 12, 2016

Latah Valley Hangman Creek Background Spokane, Washington October 27-28, 2017 Charrette 24

Latah Valley Hangman Creek Background Spokane, Washington October 27-28, 2017 Charrette 23



	A	B	C	D
13	Heiber Brewery	Opened in 1888 in Vinegar Flats	1888-1890	High Bridge Park - Park Files, City of Spokane Parks and Recreation Department, City Hall, Spokane. "Vinegar Flats" The Spokesman Review, Aug 29, 1985
14	High Bridge Park	See SH story	1910-	
15	Horse Trough	Located on Chestnut St. & 20th (see photo)	1890-	
16	Japanese Farmers	In the early 1900s, Vinegar Flats was one of the only sites in the state where Japanese farmers had their own land.	1900s	<a href="http://www.inlander.com/spokane/latah-hangman-valley/Content?oid=2840441">http://www.inlander.com/spokane/latah-hangman-valley/Content?oid=2840441</a>
17	Native American sites of interest	This site was recorded in 1987 above the south bank of the Spokane River and above the east bank of Latah Creek as consisting of seven Native American burial sites. EWU identified four individuals as adult females ranging in age from 25-45 years old, one adult male 33-45 years old, one infant 6 months to one and a half year, and one sub-adult 16-18 years old. Prehistoric artifacts were also identified.	1987	Technical Memo: Latah Bridge Rehabilitation Project. Prepared for the City of Spokane, Nov 17,2011 - <a href="https://static.spokanecity.org/documents/projects/latahbridgestudy/latah-bridge-study-cultural-resource.pdf">https://static.spokanecity.org/documents/projects/latahbridgestudy/latah-bridge-study-cultural-resource.pdf</a>
18	Keller-Lorenz Vinegar Factory	Opened in 1890 and produced malt and cider vinegar	1890-1958	"Vinegar Flats" The Spokesman Review, Jul 17, 2000. 1, <a href="https://news.google.com/newspapers">https://news.google.com/newspapers</a> (accessed 11/2/2016)
19	Latah origin	A Nez Perce name meaning 'place of fish' or similar		
20	Lowell School	See listed building in SHPO	1899-1954	<a href="http://www.historicspokane.org/">http://www.historicspokane.org/</a>
21	Mill & millpond	Located near old highway		
22	Mural	Tom Quinn	2006	"Outdoor Art" The Spokesman Review Nov 16, 2006
23	Native wildlife	Bunchgrass, Biscuitroot, Arrowleaf Balsamroot, sunflowers, buttercups etc.		"Bluffs Calling" By Jack Nisbet & Doug Nadvornick: The Inlander Jun 27, 2007 - <a href="http://www.inlander.com/spokane/bluffs-calling/Content?oid=2129174">http://www.inlander.com/spokane/bluffs-calling/Content?oid=2129174</a>
24	The Odell House	Commissioned in 1898 by George and Ada Odell, of architect Loren Rand (Lewis and Clark High school, The First Presbyterian		<a href="http://www.spokesman.com/stories/2010/may/27/vinegar-flats-area-ready-for-revitalization/">http://www.spokesman.com/stories/2010/may/27/vinegar-flats-area-ready-for-revitalization/</a>

Latah Valley Hangman Creek Background Spokane, Washington October 27-28, 2017 Charrette 25

	A	B	C	D
		Church, among others) and completed in 1899, making it just over a century old when it opened for use by out of town visitors		
25	Railroad	Railroad and bridge crosses through Vinegar Flats		
26	Salmon	Creek fishing		"Muddy Waters: Hangman Creek Cleanup..." The Spokesman Review, Jun 12, 2016
27	Spokane Parental School	See listed building in SHPO	1908-1942	<a href="http://www.historicspokane.org/">http://www.historicspokane.org/</a>
28	Stafford, Joshua, R.	Pioneer - platted the original area then known as Stafford's Addition	1881-	
29	Sunset Blvd/Latah Bridge camp	This was documented in 1909 as an Indian camp site below the old Sunset Highway Bridge. The site was in Latah Creek occupied by the Upper Spokane Indian band. Keller (1978) reported the site was located on a bench just north of Sunset Highway (Latah) Bridge near the confluence of Hangman Creek and the Spokane River. Verne Ray noted the village of Qu"yu located about one mile above the point where the highway bridge crossed Hangman Creek. It was a permanent settlement used for salmon and trout fishing with abundant game. There may have been a burial ground to the west of the creek near its mouth		Technical Memo: Latah Bridge Rehabilitation Project. Prepared for the City of Spokane, Nov 17,2011 - <a href="https://static.spokanecity.org/documents/projects/latahbridgestudy/latah-bridge-study-cultural-resource.pdf">https://static.spokanecity.org/documents/projects/latahbridgestudy/latah-bridge-study-cultural-resource.pdf</a>
30	Sunset Blvd/Latah Bridge	Constructed in 1911	1911	Technical Memo: Latah Bridge Rehabilitation Project. Prepared for the City of Spokane, Nov 17,2011 - <a href="https://static.spokanecity.org/documents/projects/latahbridgestudy/latah-bridge-study-cultural-resource.pdf">https://static.spokanecity.org/documents/projects/latahbridgestudy/latah-bridge-study-cultural-resource.pdf</a>

Latah Valley Hangman Creek Background Spokane, Washington October 27-28, 2017 Charrette 26

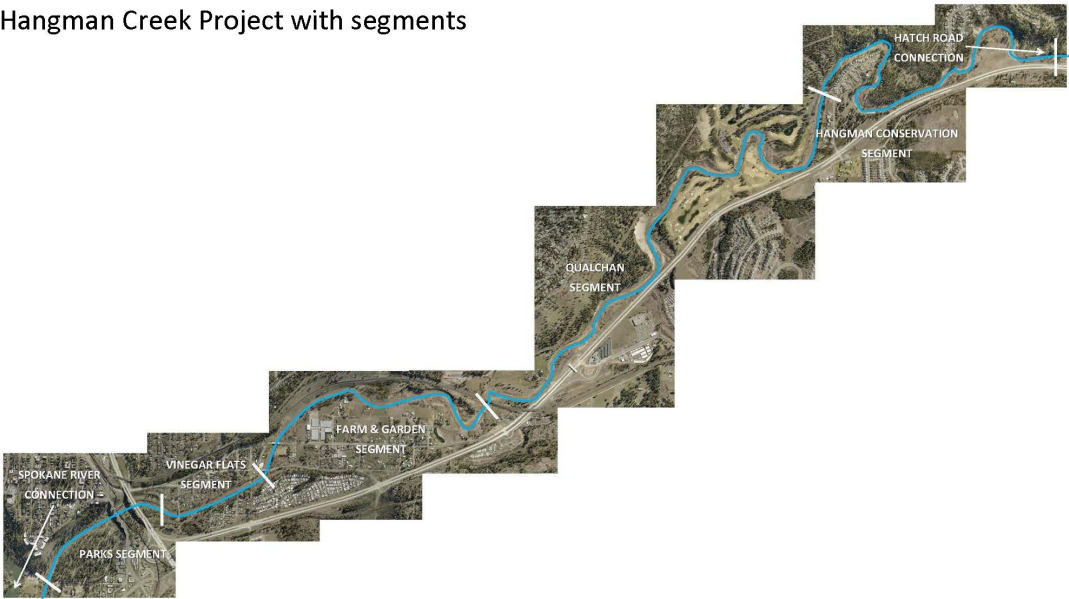


	A	B	C	D
31	Trout	Creek fishing		"Muddy Waters: Hangman Creek Cleanup..." The Spokesman Review, Jun 12, 2016
32	Qualchan hanging	1858 - Hanging of Qualchan, his father and several other tribal members by Col. George Wright	1858	http://spokanehistorical.org/items/show/370
33				
34				

\* Photos are not in this document Also see [https://en.wikipedia.org/wiki/Latah\\_Creek](https://en.wikipedia.org/wiki/Latah_Creek)

Front Photo: David Chui © 2016 INTC

Hangman Creek Project with segments





## APPENDIX A6

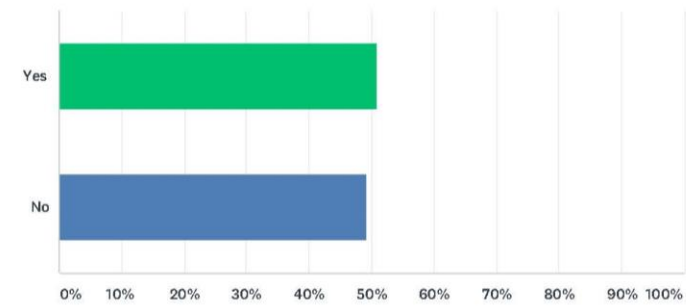
### SUMMARY RESULTS OF SURVEY

Prior to the design Charrette held in the Fall of 2017, the City of Spokane hosted a community survey, allowing the planning team to gather data on community interests regarding the future trail in the Latah Valley. The survey offered 16 questions and 273 responses were received. Appendix A5 includes a summary of those survey questions and responses, excluding responses to open ended questions. Full survey results are available through the Spokane Parks Department.



Q1 Do you live in the Latah-Hangman Valley area?

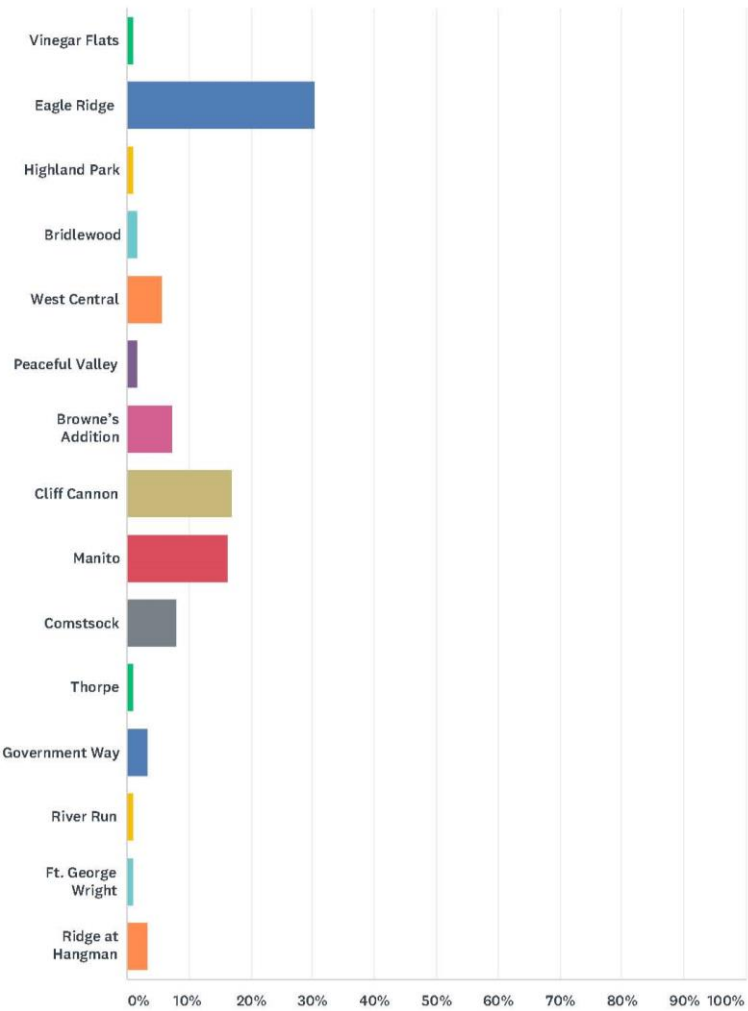
Answered: 273 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	50.92%	139
No	49.08%	134
TOTAL		273

Q2 If so, where?

Answered: 178 Skipped: 95

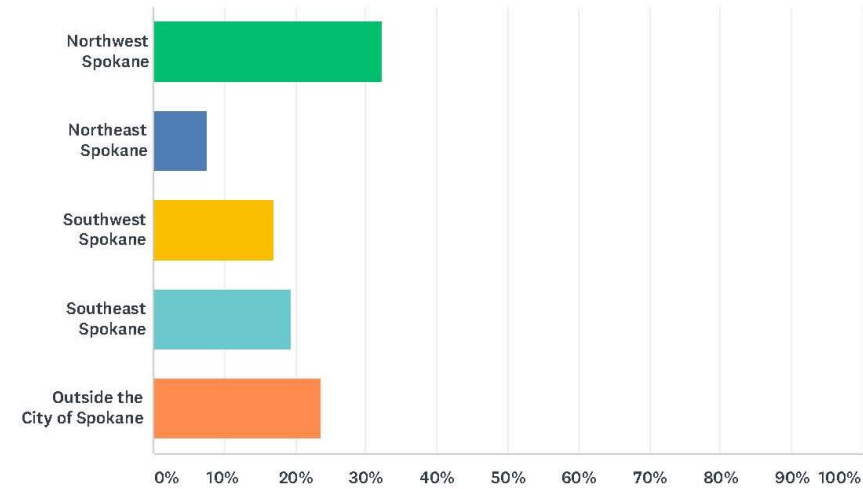


ANSWER CHOICES	RESPONSES	
Vinegar Flats	1.12%	2
Eagle Ridge	30.34%	54
Highland Park	1.12%	2
Bridlewood	1.69%	3
West Central	5.62%	10
Peaceful Valley	1.69%	3
Browne's Addition	7.30%	13
Cliff Cannon	16.85%	30
Manito	16.29%	29
Comstock	7.87%	14
Thorpe	1.12%	2
Government Way	3.37%	6
River Run	1.12%	2
Ft. George Wright	1.12%	2
Ridge at Hangman	3.37%	6
TOTAL		178



Q3 If not, where do you live?

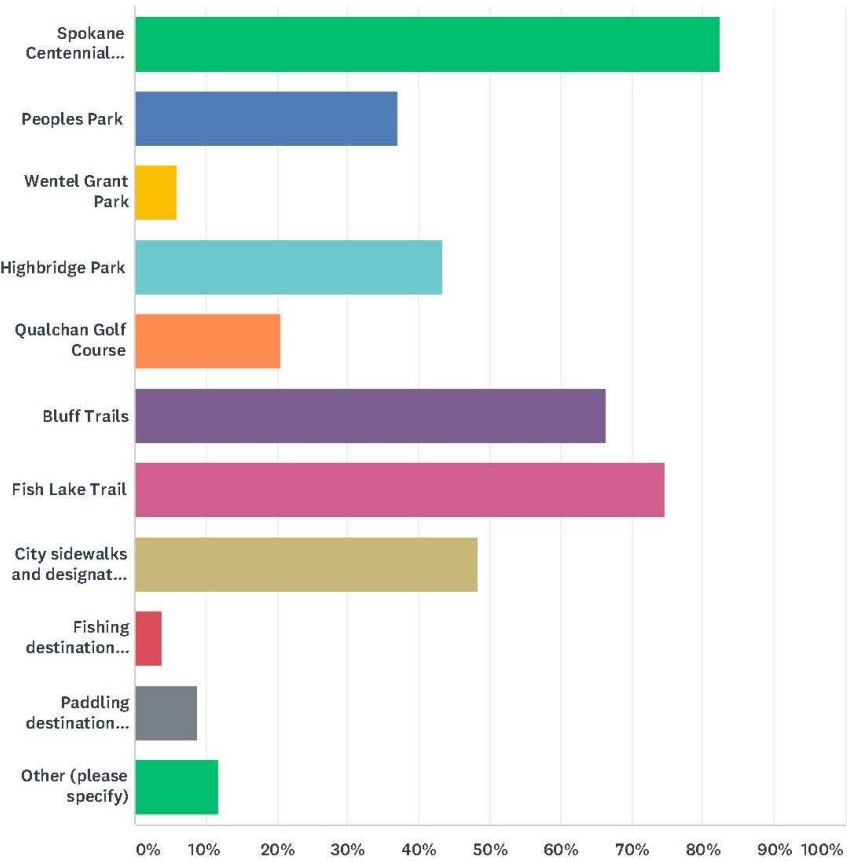
Answered: 118 Skipped: 155



ANSWER CHOICES	RESPONSES	
Northwest Spokane	32.20%	38
Northeast Spokane	7.63%	9
Southwest Spokane	16.95%	20
Southeast Spokane	19.49%	23
Outside the City of Spokane	23.73%	28
TOTAL		118

Q4 Do you recreate in the Latah-Hangman valley? If so, where do you go to play, enjoy nature, exercise and recreate? (select all that apply)

Answered: 238 Skipped: 35



ANSWER CHOICES	RESPONSES	
Spokane Centennial Trail	82.35%	196
Peoples Park	36.97%	88
Wentel Grant Park	5.88%	14
Highbridge Park	43.28%	103
Qualchan Golf Course	20.59%	49
Bluff Trails	66.39%	158
Fish Lake Trail	74.79%	178
City sidewalks and designated routes	48.32%	115
Fishing destination park	3.78%	9
Paddling destination park	8.82%	21
Other (please specify)	11.76%	28
Total Respondents: 238		

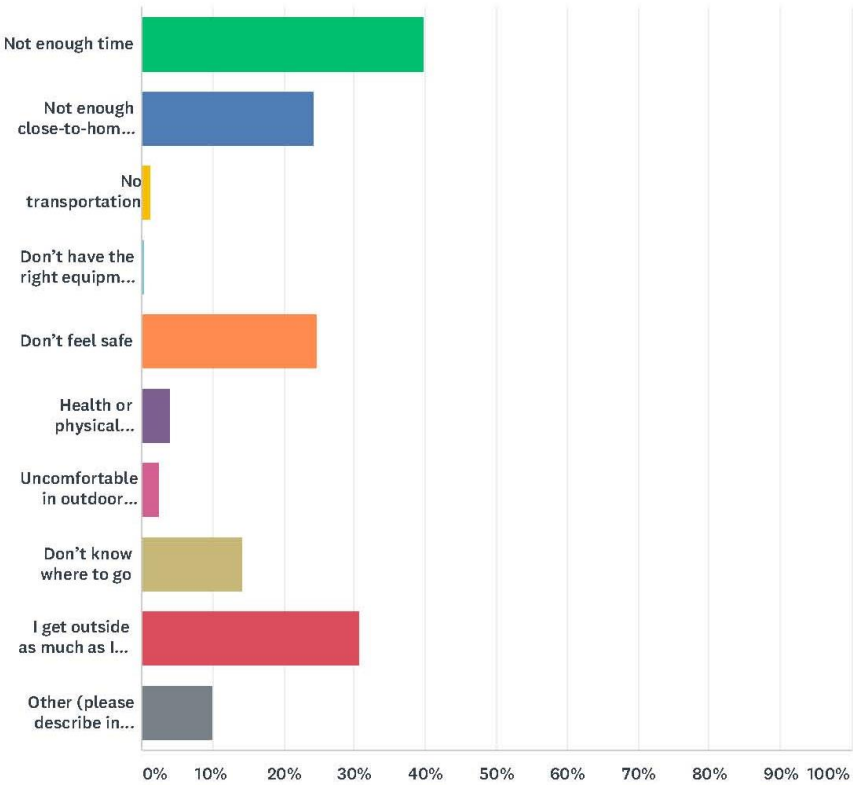


Q5 What other parks and trails do you use and why (walking in nature, paved trail, commuting)?

Answered: 199 Skipped: 74

Q7 What prevents you from doing outdoor activities more? (select all that apply)

Answered: 231 Skipped: 42



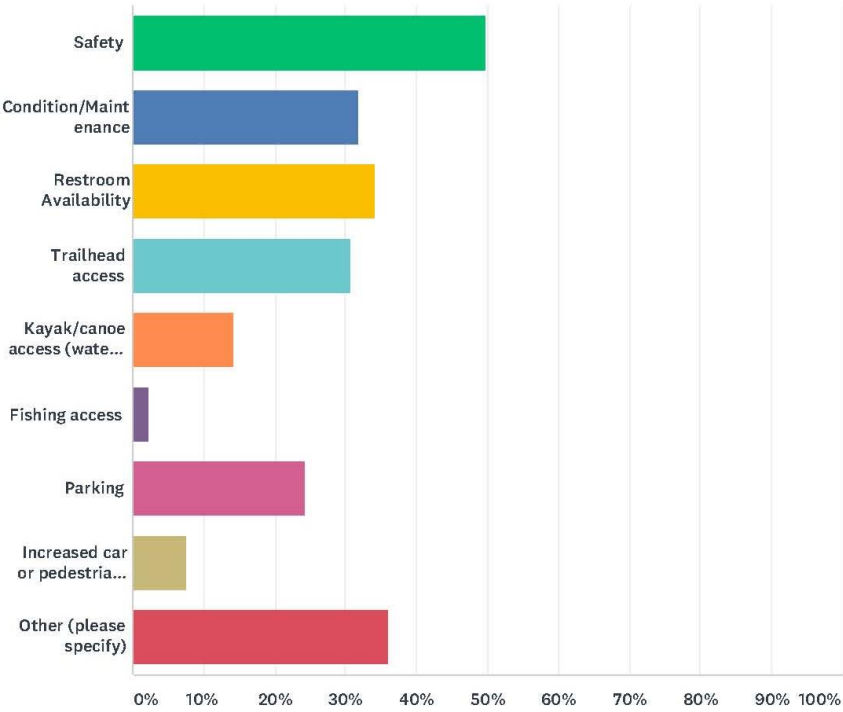
ANSWER CHOICES	RESPONSES	
Not enough time	39.83%	92
Not enough close-to-home destinations	24.24%	56
No transportation	1.30%	3
Don't have the right equipment (Please explain in comment box)	0.43%	1
Don't feel safe	24.68%	57
Health or physical impairment	3.90%	9
Uncomfortable in outdoor situations (What would make you more comfortable? Please explain in comment box)	2.60%	6
Don't know where to go	14.29%	33
I get outside as much as I want	30.74%	71
Other (please describe in comment box)	9.96%	23
Total Respondents: 231		

Q6 In the Latah-Hangman valley, where do you enter or access your favorite parks, trails and the creek (cross streets, intersection, or landmark)?

Answered: 197 Skipped: 76

Q8 Do you have concerns about the trail/s or park/s you use now? (select all that apply)

Answered: 211 Skipped: 62

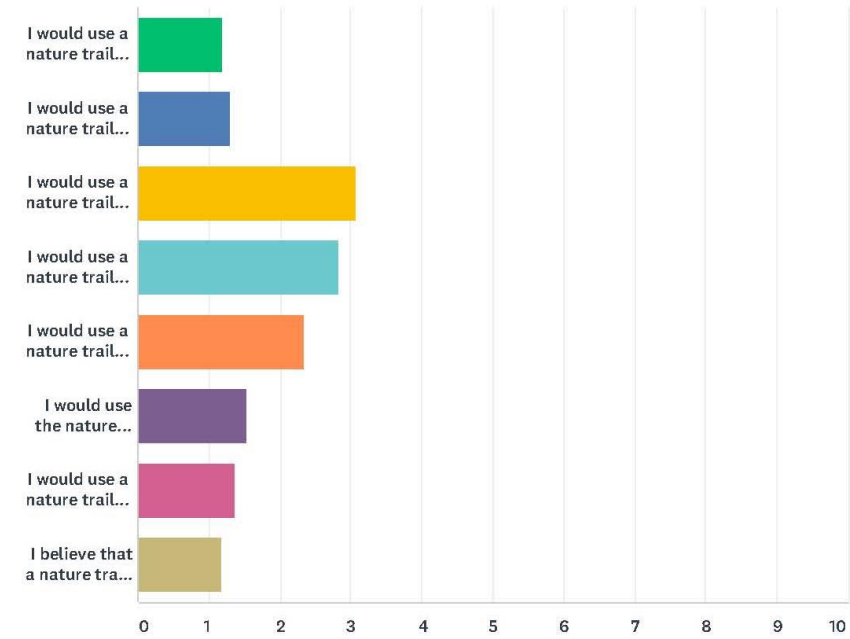


ANSWER CHOICES	RESPONSES	
Safety	49.76%	105
Condition/Maintenance	31.75%	67
Restroom Availability	34.12%	72
Trailhead access	30.81%	65
Kayak/canoe access (water trail)	14.22%	30
Fishing access	2.37%	5
Parking	24.17%	51
Increased car or pedestrian traffic in my neighborhood	7.58%	16
Other (please specify)	36.02%	76
Total Respondents: 211		



Q9 Tell us how you feel about a nature trail and how you would use it.

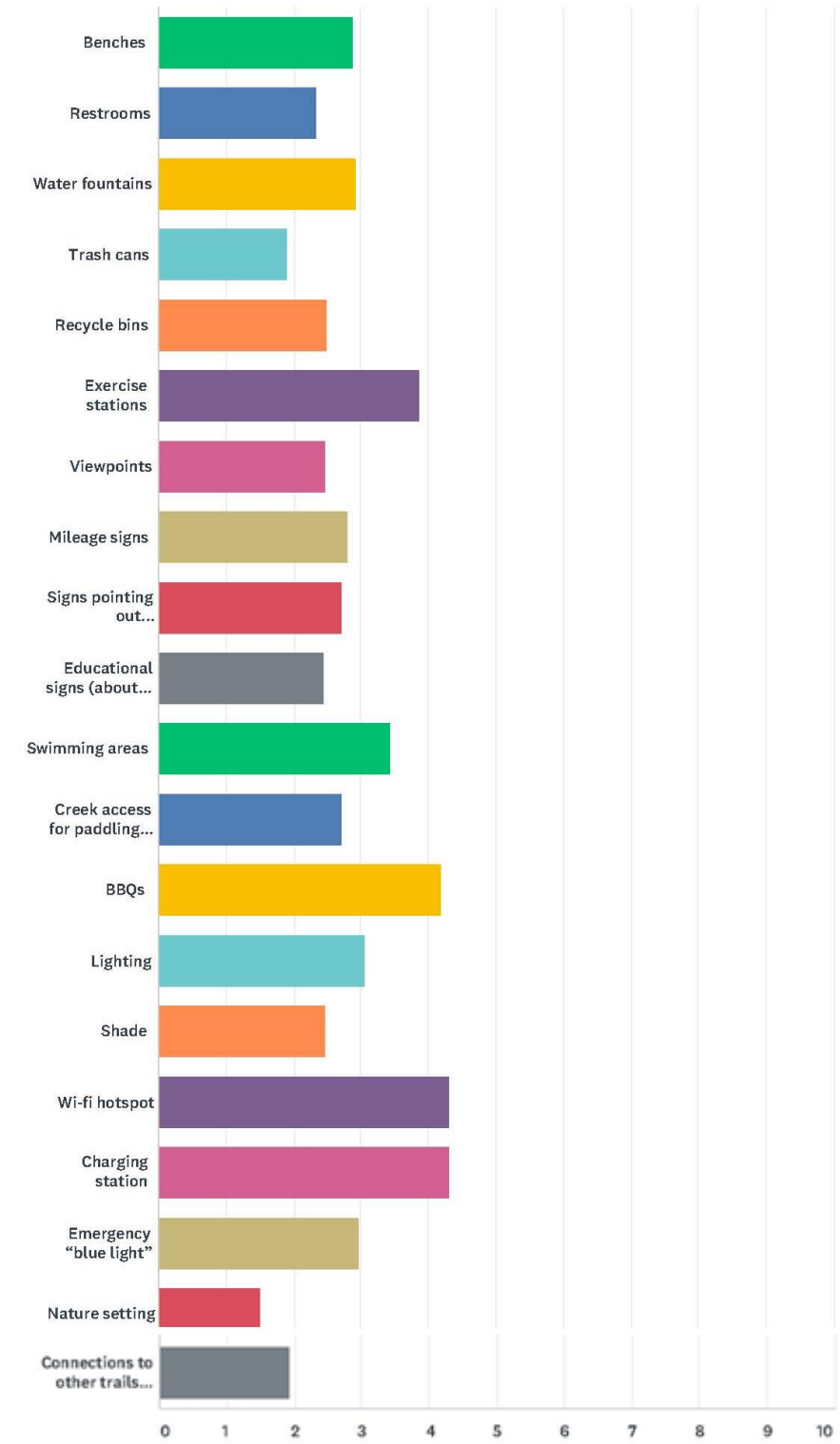
Answered: 233 Skipped: 40



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
I would use a nature trail if one were built in my community.	87.12% 203	9.01% 21	2.58% 6	0.00% 0	1.29% 3	233	1.19
I would use a nature trail to exercise more.	78.54% 183	15.88% 37	4.29% 10	0.43% 1	0.86% 2	233	1.29
I would use a nature trail to reach public transit.	15.52% 36	10.34% 24	39.22% 91	20.69% 48	14.22% 33	232	3.08
I would use a nature trail as part of my trip to and from work or school.	22.51% 52	16.45% 38	30.30% 70	16.88% 39	13.85% 32	231	2.83
I would use a nature trail to get to stores, restaurants and other businesses.	28.14% 65	30.30% 70	27.27% 63	7.36% 17	6.93% 16	231	2.35
I would use the nature trail for family time and to learn more about the area	63.52% 148	26.61% 62	6.87% 16	0.86% 2	2.15% 5	233	1.52
I would use a nature trail for tranquility and self-reflection	74.57% 173	18.53% 43	4.31% 10	1.29% 3	1.29% 3	232	1.36
I believe that a nature trail is important to the quality of life in the region.	90.99% 212	5.15% 12	1.72% 4	0.43% 1	1.72% 4	233	1.17

Q10 How important is it to you for a trail to have . . . ?

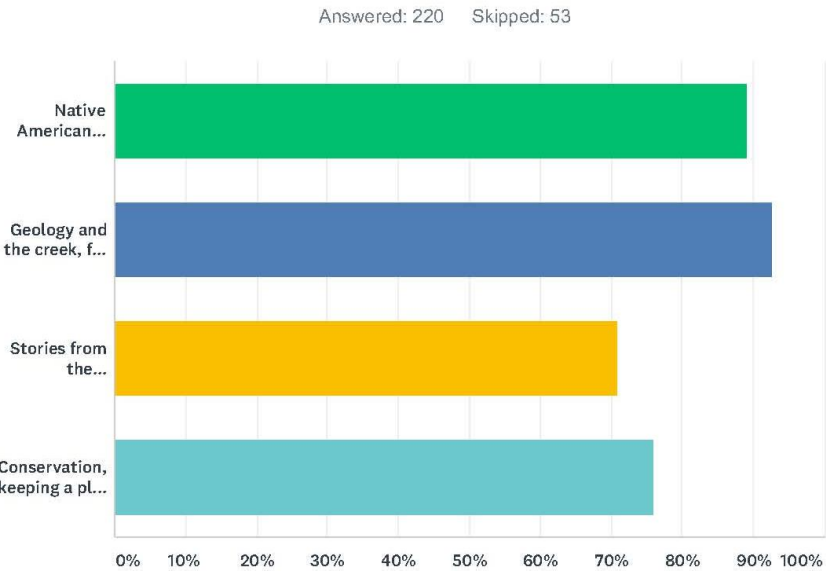
Answered: 232 Skipped: 41





	NECESSARY	VERY IMPORTANT	SOMEWHAT IMPORTANT	NOT IMPORTANT	SHOULD NOT HAVE	TOTAL	WEIGHTED AVERAGE
Benches	14.35% 33	13.04% 30	43.48% 100	27.39% 63	1.74% 4	230	2.89
Restrooms	25.54% 59	25.54% 59	37.23% 86	11.26% 26	0.43% 1	231	2.35
Water fountains	13.79% 32	14.22% 33	40.95% 95	27.59% 64	3.45% 8	232	2.93
Trash cans	41.81% 97	31.03% 72	22.84% 53	3.88% 9	0.43% 1	232	1.90
Recycle bins	23.38% 54	24.24% 56	35.06% 81	13.85% 32	3.46% 8	231	2.50
Exercise stations	0.87% 2	3.03% 7	19.05% 44	63.20% 146	13.85% 32	231	3.86
Viewpoints	14.29% 33	35.50% 82	40.26% 93	9.09% 21	0.87% 2	231	2.47
Mileage signs	11.21% 26	21.12% 49	45.69% 106	19.83% 46	2.16% 5	232	2.81
Signs pointing out destinations like parks and local businesses	10.39% 24	28.57% 66	44.16% 102	12.55% 29	4.33% 10	231	2.72
Educational signs (about local history, the environment, etc.)	15.09% 35	35.34% 82	39.66% 92	9.48% 22	0.43% 1	232	2.45
Swimming areas	3.46% 8	12.55% 29	31.60% 73	41.56% 96	10.82% 25	231	3.44
Creek access for paddling or fishing	9.13% 21	31.74% 73	39.13% 90	17.83% 41	2.17% 5	230	2.72
BBQs	0.43% 1	2.61% 6	14.78% 34	41.74% 96	40.43% 93	230	4.19
Lighting	10.09% 23	18.42% 42	36.84% 84	25.44% 58	9.21% 21	228	3.05
Shade	16.52% 38	33.48% 77	37.83% 87	10.43% 24	1.74% 4	230	2.47
Wi-fi hotspot	0.44% 1	3.49% 8	8.30% 19	41.05% 94	46.72% 107	229	4.30
Charging station	0.88% 2	0.44% 1	9.73% 22	45.58% 103	43.36% 98	226	4.30
Emergency "blue light"	13.22% 30	16.30% 37	38.33% 87	24.23% 55	7.93% 18	227	2.97
Nature setting	62.01% 142	27.51% 63	8.73% 20	1.31% 3	0.44% 1	229	1.51
Connections to other trails and parks (which parks and trails?)	36.52% 84	40.00% 92	19.13% 44	3.48% 8	0.87% 2	230	1.92

Q11 What stories and information about history and life in the corridor should be provided? (select all that apply)

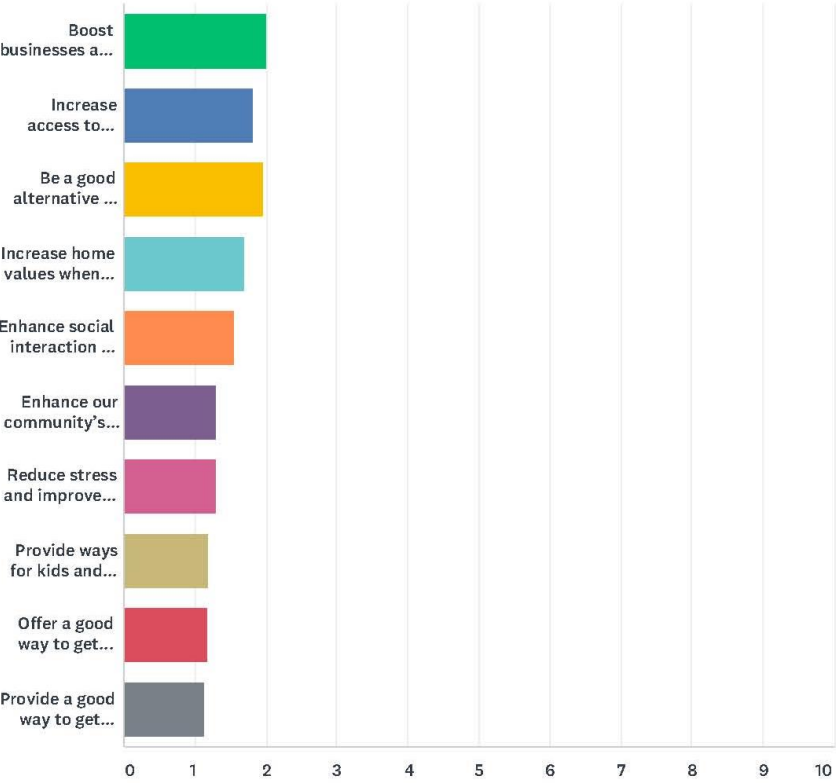


ANSWER CHOICES	RESPONSES	
Native American knowledge and history	89.09%	196
Geology and the creek, from the headwaters to the confluence with the Spokane River, the valley, and bluffs	92.73%	204
Stories from the neighborhoods (Peaceful Valley, Vinegar Flats, Farm & Garden, Qualchan)	70.91%	156
Conservation, keeping a place for fish and wildlife in the city	75.91%	167
Total Respondents: 220		



Q12 A nature trail in our area could . . . (please rate the following statements):

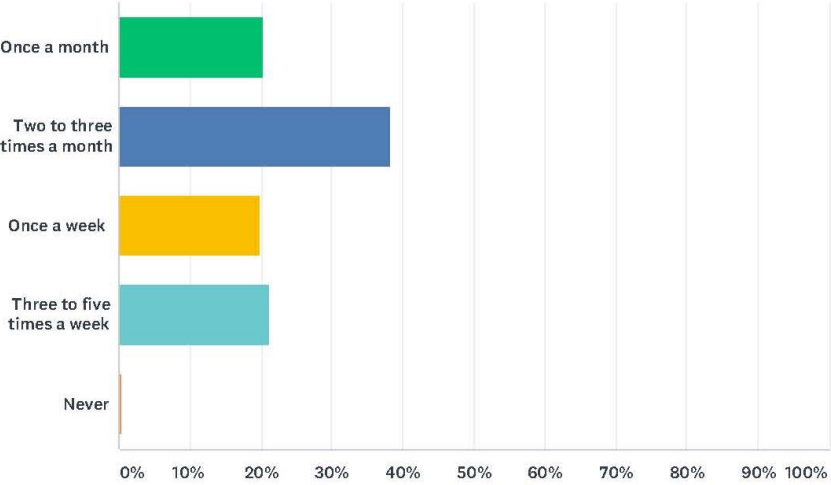
Answered: 232 Skipped: 41



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Boost businesses and economic development	32.33% 75	39.22% 91	24.14% 56	3.88% 9	0.43% 1	232	2.01
Increase access to community destinations	37.66% 87	45.89% 106	13.85% 32	2.16% 5	0.43% 1	231	1.82
Be a good alternative to car trips	40.95% 95	28.88% 67	25.00% 58	3.88% 9	1.29% 3	232	1.96
Increase home values when located in neighborhoods and near residential areas.	47.84% 111	37.50% 87	13.36% 31	0.86% 2	0.43% 1	232	1.69
Enhance social interaction and community building	58.44% 135	30.30% 70	10.39% 24	0.87% 2	0.00% 0	231	1.54
Enhance our community's overall health	74.57% 173	21.98% 51	3.45% 8	0.00% 0	0.00% 0	232	1.29
Reduce stress and improve mental well-being	75.00% 174	21.98% 51	2.16% 5	0.86% 2	0.00% 0	232	1.29
Provide ways for kids and families to be active	81.82% 189	17.32% 40	0.87% 2	0.00% 0	0.00% 0	231	1.19
Offer a good way to get outside and have a dose of nature	83.62% 194	15.95% 37	0.43% 1	0.00% 0	0.00% 0	232	1.17
Provide a good way to get exercise	87.07% 202	12.50% 29	0.43% 1	0.00% 0	0.00% 0	232	1.13

Q13 If a nature trail was established in the Latah-Hangman corridor, how frequently would you use it?

Answered: 232 Skipped: 41



ANSWER CHOICES	RESPONSES	
Once a month	20.26%	47
Two to three times a month	38.36%	89
Once a week	19.83%	46
Three to five times a week	21.12%	49
Never	0.43%	1
TOTAL		232



Q14 What conservation efforts are needed in the Latah-  
Hangman Valley and along the creek, and where?

Answered: 131    Skipped: 142

Q15 Do you have additional comments, concerns or questions?

Answered: 92    Skipped: 181

Q16 Would you like to stay informed about trail and conservation planning in the Latah Valley AND/OR would you like to be added to the list of volunteers for activities and events? If yes, please provide your name and contact information (your survey answers will remain confidential)

Answered: 124    Skipped: 149

ANSWER CHOICES	RESPONSES	
Name	98.39%	122
Email	98.39%	122
Phone	55.65%	69



# APPENDIX A7

## CHARRETTE PRIMER

Prior to the design Charrette held in the Fall of 2017, the planning team released the Charrette Primer to participants, outlining goals and team assignments. Appendix A6 includes this primer.



DESIGN CHARRETTE PRIMER

OVERVIEW AND GOALS

The purpose of a charrette, a design workshop, is to generate ideas and alternatives. The objective is high creativity and productivity. This charrette brings stakeholders, design and resource experts and the community together to explore alternative routes for a nature trail connecting historic neighborhoods and public parks and to recommend conservation and interpretation opportunities in the Latah Valley. The valley is important to the Spokane Tribe and a culturally sensitive area; a no-dig approach is the rule and alternative routes will be considered as may be required at the building stage.

City of Spokane Parks & Recreation: Goals for the Latah-Hangman Trail Project

- 1. Broad, **open exploration** of opportunities for a nature trail, habitat conservation and interpretation of natural and cultural history in the Latah-Hangman Creek Valley
- 2. Alternative trail **alignments** and **access** points that
  - a. provide connectivity, alternative transportation choices and an unique experience of place.
  - b. integrate with the regional and local trail and pedestrian/bicycle network
  - c. increase opportunities for access to the water, visually and physically, including water trail (canoe/kayak use), and establish ADA access where feasible.
  - d. enhances year-round use and outdoor recreation
- 3. Trail **cross-sections** that
  - a. serve the functional (e.g. local and regional connectivity, transportation, avoids digging) and experiential (e.g. views and sounds of nature) purposes of the trail
  - b. may vary along the length of the trail in response to localized function and experience (e.g. varying width or surfaces,)
- 4. **Connections** to existing and future park and trail facilities
  - a. Fish Lake, Bluff & South Gorge trails; Peoples Park, High Bridge Park, WG Park, Campion Park, Qualchan Golf Course, and adjacent residential development.
  - b. Potential Conservation Futures acquisitions and easements, and access for the neighborhoods on the west side of Hwy 195
- 5. Artfully integrate **interpretation and wayfinding** to inform and direct people and to create a distinct and memorable sense of place
- 6. Vision encourages and supports **other future park improvements and developments** in the area (e.g. signage, programs, parking, art)
- 7. Protect, enhance and celebrate **nature in the city**
  - a. Control trail impacts by concentrating use on selected and designated trails and areas
  - b. Adapt design to respond to the channel migration zone, riparian habitat, critical areas, and shoreline buffers
- 8. Study special **challenges** in the corridor
  - a. How to connect the Qualchan Golf Course with other public lands, integrate trails and expand year-round recreational use
  - b. Locations where easements, other agreements or acquisitions could be important for achieving connectivity, access points and habitat improvements.
  - c. River crossing opportunities to support additional access from west bank of the river.

The final concept plan will be presented to the Spokane Parks Board for adoption, and then be incorporated into the 6-year capital plan for construction. The 'Latah Valley Trail' is identified in Spokane County's 2014 Regional Trail Plan and the trail will continue to be listed among the regional strategies for "Urban Connections" (#2-D) until it is fully achieved.

GENERAL DESIGN PROGRAM & TEAM ASSIGNMENTS

Four teams will address the project goals, with three that each focus on a nature trail and habitat conservation for different sections of the valley and one team concentrating on interpretation and telling the story of the Latah-Hangman Valley. The separate "Latah Valley History" provides important background to inform all teams.

- Trails and habitat conservation (teams 1, 2, and 3)
  - Regional and local connectivity, with consideration of different types of trail users (recreational, commuters, school children)
  - Multiple alternatives for trail alignment, with consideration for how the trail connects neighborhoods, services, and other locations and provides key access points, and concern for separation from highway noise and visual impacts
  - Access to and enhancements for recreational opportunities, including visual and physical access to the creek and for hand-launching boats, and short loops
  - Protect and enhance the creek and habitat, and consider impacts on wildlife
  - Design for the safety of all users
- Interpretation of history and culture (Team 4)
  - Promote appreciation for the Latah Valley landscape, history, culture, geology, and flora and fauna
  - Theme(s) and narratives
  - Locations
  - Kiosks, signage and wayfinding
  - Other options for interpretation and trail information
- Attention by all teams
  - Varied trail and conservation environment with memorable and distinct design features that creates a stimulating user experience
  - Capitalize on expansive or unique views and scenic vistas
  - Recommend several easy, early-action projects that can create functional connectivity and a unified sense of place.

*Note: Final work products should include conceptual sketches, diagrams, rendered drawings (in plan, section and perspective), maps and written summary and/or Power Point presentations.*



**ORDERED FRAMEWORK: HELPING THE TEAM WORK**

We'll use an "ordered framework" to guide us through the work process. To make the most of a short time, efforts should be focused, aiming towards a resolution. To achieve this, the focus of the group will be:

- Engaging all participants
- Encouraging and focusing discussion
- Seeking resolution
- Developing, organizing & recording ideas as a *physical manifestation* of the group's values (**DRAW, DRAW, DRAW!**)
- Taking notes on your process and on solutions

The following is a step-by-step method to help organize your team's discussion and work:

**Friday**

- 1) Site tour – take notes of your observations and information provided on the tour
- 2) Team Breakout Sessions
  - a) **Introductions** and "personal vision, bias, and issues and concerns" for each group member, including facilitators.
  - b) List, annotate, and agree upon site and program **constraints and opportunities** to frame discussion; diagram.
  - c) Continue **field exploration** if needed
  - d) Address the **general design program and team assignment** through plan, section, sketch and narrative studies
  - e) Prepare a 10-minute **summary of work** and progress for the Team Reports, and identify presenter
- 3) Team Reports – make note of feedback, and locations and ideas for follow-up with other teams
- 4) Wrap up for the day – recap **next steps** and starting time for the next morning

**Saturday**

1. Teamwork and Finalize Concepts
  - a. Continue **design work and collaborate with other teams** as needed, dividing work among team members as appropriate
  - b. Contribute team's design elements to the group consolidating a **master plan** graphic
  - c. Organize **material for open house** and 10-minute presentation (display panels, PowerPoint, speakers notes, and agree on team presenter)
2. Open House and Presentations
  - a. Offer short overview and **answer questions** during the open house
  - b. Teams **introduce members** at the start of their presentation

In finalizing your work, your team might:

- Discuss and refine the character of the design improvements based on values, culture and history, education, economics and emotional responses
- Incorporation of land managers and private landowner concerns—illegal dumping, motorized use, vandalism, light pollution, noise pollution, maintenance, disruptions to wildlife. Brainstorm ways to address these concerns.
- Revisit issues and concerns. Are they addressed? If not, refine concept
- Discuss purpose and activities, management and maintenance. Does the concept support goals for each? If not, refine concept.

Additional Tools for Teams: A couple of keys tools to remember if the team bogs down:

- Try to find the real nature of a concern. Look for underlying issues.
- Where conflicts arise, suggest solutions/compromises to address underlying concerns.
- If resistance arises based on broad values or ideas, try to focus on specific, tangible ways to manifest these ideas in the design.
- If you get stuck on an issue, try focusing on something else or approaching from another angle or technique.
- Have fun!

**TEAM DESCRIPTIONS & TASKS**

Each team explores and details different sub-areas or themes. Following are descriptions of each team's geographic area and tasks for completion over the course of the charrette.

**Team 1: River Miles 0-2 -- North Trail Section**

North Trail Section Area Description: The Spokane Parks Department would like to take a fresh look at People's Park, river miles 0.0-0.5. Although there have been improvements to People's Park and nearby High Bridge Park, both suffer from some of the same undesirable social behaviors. Wentel Grant Park is located at the south end of this section at river mile 2.0. Because this segment includes three public parks and historical residential/commercial zones (including Vinegar Flats), this team should focus on connectivity to adjacent areas and between neighborhoods and public lands. Consider how recreational needs may change in these parks with the introduction of the "Latah-Hangman Creek Trail," (i.e. facilities, user- orientation, and access points to the creek). Team 1 should consider issues with rip-rap in sections where the streambank is armored, and present ways of creating more ecological function/aesthetic qualities to support the range of habitat in this corridor.

Team 1 Tasks:

- List, discuss and identify places on a map that are opportunities, and how they relate to and can enhance the overall trail system and community (making enhanced and new



Latah Valley Hangman Creek Trail & Conservation Project

- connections and loop trails, small community parks and rest stops, outdoor classrooms on public/utility properties and corridors, areas suggested by private partners, and protected open space)
- Develop a preferred route and look at opportunities for alternate alignments. The overall map should show connections including with the Cliff/Cannon and West Hills neighborhoods, and to the Fish Lake Trail. Coordinate with other teams on access points.
  - Consider new parking lot at People’s Park on Riverside
  - Consider that communities in this section have the highest percentage of low-and moderate income households in the corridor and may benefit the most from enhanced access to close-to-home and free outdoor recreation.
  - Integrate viewpoints and resting locations along the trail
  - If possible, recommend techniques that could be used to help establishment of habitat and restoration plantings.

Team 2: River Miles 2-5 -- Central Trail Section

Team 2 Area Description: This area has been called the “Farm and Garden” segment of the corridor, as agriculture continues as a local industry here and is supported by the City’s Agriculture land use designation and associated zoning. There are nurseries, greenhouses and urban farming as well as residential uses in this area. This section includes Washington Department of Transportation (WSDOT) public right-of-way at river mile 4, with active ecological restoration underway by WSDOT. In the vicinity of the WSDOT parcels, there is property that ranked high for possible future acquisition through Conservation Futures. Spokane Parks is interested in looking at increasing recreational access and year-round uses at Qualchan Golf Course. This central section involves connections to the Bluff Trails and possibly integrating trails in the golf course and a secondary trail alignment to skirt the golf course. On the east side of the valley there are geologically unstable slopes and design should anticipate ongoing change. Agriculture was important in the history of this area and many in the community care about its continued role in this valley; team 2 may want to collaborate with Team 4/Interpretation on ways to promote and embellish the urban agricultural component of this segment.

Team 2 Tasks:

- List, discuss and identify places on a map that are opportunities, and how they relate to and can enhance the overall trail system and community (making enhanced and new connections and loop trails, small community parks and rest stops, outdoor classrooms on public/utility properties and corridors, areas suggested by private partners, and protected open space).
- Develop a preferred trail route and look at opportunities for alternate alignments including a trail connection from sidewalks along South Inland Empire Way to the creek and further south where Inland Empire Way crosses into the Conservation Futures nominee site, and

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- expanding trails in/around the golf course. Coordinating with other teams, the overall map will show connections and access points.
- Connect Wentle Grant Park in the proposed trail system, consider park enhancements and provide parking
  - Study routing of the trail in the vicinity of the BNSF truss and along Highway 195 where the Creek comes hard up to the highway embankment, and identify ways to mitigate noise and visual impacts.
  - Explore both sides of the creek for trail alignments, considering the potential of the proposed Conservation Futures parcel, erosion on the eastside/Bluffs and Highway 195 on the west.
  - Consider ways of creating more ecological function / aesthetic qualities on rip-rap walls to support the range of habitat in this wildlife corridor.
  - Recommend techniques that could be used to help the establishment of habitat and locations for restoration plantings.

Team 3: River Miles 5-8 -- South Section

Team 3 Area Description: This segment of trail spans from river mile 5 to river mile 8+ at Hatch Road. It is 3+ miles and includes the southerly access to the Qualchan Golf Course. This team will want to pay careful attention to access through or around the Bridle Wood community, other private residences and the golf course. This area has a pinch point created by the WSDOT right of way and the Department of Natural Resources’ Campion Park lands. Safe connections off of Highway 195, and potential access to the Bluffs should be explored. Similar to other sections of the corridor, the south section also has issues with rip-rap, where designs creating more ecological function/aesthetic qualities could be explored.

Team 3 Tasks:

- List, discuss and identify places on a map that are opportunities, and how they relate to and can enhance the overall trail system and community (making enhanced and new connections and loop trails, small community parks and rest stops, outdoor classrooms on public/utility properties and corridors, areas suggested by private partners, and protected open space)
- Develop a preferred route and look at opportunities for alternate alignments, including connections with the northern half of the Qualchan Golf Course and Bluff Trails. Look at existing trails, recreational facilities and range of difficulty/skill levels. Coordinate with other teams on access points.
- Explore how to connect the Qualchan Golf Course with other public lands, integrate trails and expand year-round recreational use
- Locate and design the southern terminus of the trail, with attention to traffic speeds, turnaround, parking for cars and trail amenities
- Recommend techniques that could be used to help the establishment of habitat and locations for restoration plantings.



*Team 4: Telling the Story of the Latah Hangman Corridor*

Team 4 Description: The “storytelling” team will create a plan for interpreting the natural and cultural history of the lower 8+ mile section of the Latah-Hangman Valley, and look at related needs and methods for wayfinding and other information along the length of the trail. Collaborate and coordinate with the three trail teams on the location of access points, interpretation and wayfinding, signage.

Team 4 Tasks:

- List, discuss and identify ways to integrate the natural, cultural and historical resources and community interests and issues
- Identify on a map the historical/natural stories of the area
- Consider parks and natural areas and develop interpretive approaches and activities that fit into the trail system
- Address access to these locations and their visual fit with the environment
- Explore alternative themes and related stories for interpretive elements (interpretive/education routes, environmental learning center, signage/kiosk) and offer alternative models for interpretation (signage, self-guided map, etc.)
- Find opportunities for interpretation about habitat and streambank restoration.
- Develop detailed sketches for how interpretative stories could be displayed throughout the trail corridor (elevations of signs, character/construction)
- Consider site furnishings, such as garbage cans, benches, lamp posts, etc. and how they fit and can enhance the story.