

Southgate Neighborhood Plan

# **Parks and Open Space Element**

Fall 2010

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## I. Introduction

A vital component of an urbanized area is the amount of space devoted to satisfying active and passive community recreational needs. The Southgate Neighborhood recognizes the importance of parks and open space resources for use by its residents. In an issues identification workshop in 2008 Southgate residents identified parks and open space as a key issue. The stakeholders subsequently identified parks and open space as one of the first focus areas for their planning work on behalf of the neighborhood. The purpose of the Parks and Open Space Element of the Southgate Neighborhood Plan is to set a course of action to provide diversity of active and passive recreation opportunities and open space that is accessible to all residents of the neighborhood.

This Neighborhood Plan element provides a framework for the development and enhancement of parks and open spaces within the Southgate Neighborhood and is based on a discussion of existing conditions, residents' needs and interests, and the desire for parks facilities and open space. The plan not only addresses the neighborhood's current parks and open space needs, but also the changing needs of a growing neighborhood. The plan identifies gaps in the existing park and open space network and identifies services that can be provided to current and future Southgate residents.

This element is consistent with the City of Spokane's Comprehensive Plan and generally follows the Neighborhood Planning Guidebook.

The contents of this document include:

- Documentation of the Southgate Stakeholder's Planning Committee (SSPC) work in their planning process related to parks and open space (See Appendix A-D);
- Summary of policies and other plans from the City of Spokane and Spokane County that relate to parks and open space;
- The goals, policies, and objectives of the Southgate Neighborhood Parks and Open Space Element;
- An inventory of the Southgate Neighborhood Parks;
- The generation and selection of individual park concepts and alternatives; and
- Strategies for implementation, including prioritization of tasks, responsible parties and funding options.

*Disclaimer:* Endorsement of the Parks and Open Space Element does not amount to the City exercising any governmental authority outside of City limits. The Plan does not have any legal or regulatory effect on land located outside City limits. It is a planning document that is intended as a guide for the neighborhood as it moves forward to meet the park and open space needs of its residents. Voluntary participation of property owners is necessary when acquiring land or purchasing conservation easements. A key objective of the plan is to devise strategies that will not infringe upon the rights of property owners and will stress voluntary participation.

## II. Overview of Southgate Neighborhood Planning Process

This section presents the history and current planning work of the Southgate Neighborhood. It presents the findings from workshops that resulted in the current planning focus and the creation of this element of the Southgate Neighborhood Plan.



### ***A. Southgate Neighborhood Planning and Timeline***

The neighborhood charged the Southgate Stakeholders Planning Committee with the responsibility of following the planning process to create a Neighborhood Plan. The efforts of this Stakeholder group are outlined below:

- Aug 2007 Letter of Intent to City of Spokane
- Jan 2008 Memo of Understanding
- Jan 2008 Creation of the Stakeholder Team and Choosing a Manager
- Sept 2008 Planning Coordination and Support with Eastern Washington University
- Oct 2008 – Dec 2008 Neighborhood Workshops
- May 2009 Meeting with City Staff to discuss extent of planning
- May 2009 – Oct 2009 Draft Parks and Open Space, and Connectivity Elements
- February 2010 Approved by the Southgate Neighborhood Council
- Summer 2010 Review by City Planning and Parks staff
- TBA Neighborhood Open House

### ***B. Results of Neighborhood and Stakeholders Workshops***

Workshops were organized by the Southgate Stakeholders Planning Committee in conjunction with Eastern Washington University's Advanced Community Development Class taught by Richard Winchell (Southgate background Report p.36-39). These workshops documented the values and vision of the neighborhood. The Southgate Stakeholders Planning Committee (SPCC) created a mission statement based on the discussion at the workshops. The Mission of the Southgate Stakeholders Planning Committee is to "create a neighborhood plan that promotes a sustainable environment, social equity, a viable economy, and reflects the values and vision of the Southgate Community."

As shown in Table 1 below, the issue of protection for open space received the second highest number of mentions. Although the lack of community parks was not mentioned as often, the conversation of parks and open space often go hand in hand.

**Table 1 - Compilation of Neighborhood Workshop Findings - Source: Southgate Neighborhood Background Report**

<b>Operational and Planning Items</b>	<b>Tally</b>
Maintain and create connected trails, sidewalks, bike paths <sup>1</sup>	31
Improvement and protection of quality open space <sup>3</sup>	22
Maintaining access to amenities (proximities to schools, shopping, and other services) <sup>1</sup>	19
Maintaining good neighborhoods (safety/low crime, pride, active, livability) <sup>1</sup>	14
Address poor road maintenance (potholes, aging streets, unpaved streets) <sup>2</sup>	13
Address high traffic (Regal and other) <sup>3</sup>	12
Match and maintain unique local restaurants <sup>1</sup>	10
Create regulations limiting auto oriented retail (Big Box) <sup>1</sup>	9
Address traffic congestion and no traffic lights <sup>3</sup>	9
Stop Harlan Douglass dumping and clear-cutting <sup>2</sup>	7
Enhance good schools <sup>1</sup>	6
Use room to develop for mixed-use/sustainable development <sup>3</sup>	6
Avoid repetition of Shopko type developments <sup>1</sup>	6
Correct city staff and elected officials not following Comp. Plans <sup>2</sup>	6
Address Low neighborhood identity (caused by Regal?) <sup>1</sup>	5
Contribute to and enhance access to Transit <sup>3</sup>	5
Facilitate planned growth and good planning <sup>1</sup>	5
Address lack of community parks <sup>3</sup>	5
Seek improvements and open space for Hazel's Creek <sup>2</sup>	4
Address lack of small business mix <sup>1</sup>	4
Address evaporation ponds/drainage <sup>2</sup>	4
Address increased crime (includes theft and graffiti) <sup>2</sup>	4
Limit development of open space <sup>3</sup>	3
Improve street connections <sup>2</sup>	3
Limit loss of neighborhood character <sup>1</sup>	2
Locate and build neighborhood center <sup>2</sup>	2
Clean up trash <sup>2</sup>	1
Address Lack of speed enforcement <sup>2</sup>	1

**1 = Planning Item**

**2 = Operational Item**

**3 = Both Planning and Operational**

### III. Existing Policies and Plans Related to Parks and Open Space

As a neighborhood of Spokane, various plans and policies pertain to the Southgate Neighborhood and guide the enhancement and development of parks and open spaces. This section brings together the major points of these other plans to show how the efforts of the Southgate Neighborhood are supported by these current plans and policies.

#### A. City of Spokane's Comprehensive Plan

The City of Spokane's Comprehensive Plan Parks, Recreation, and Open Space Chapter is "intended to guide the public and private decisions that relate to the scope, quality, and location of leisure opportunities that meet the needs of the city's residents and visitors. It is not intended to be a blueprint for the acquisition and development of specific parks and recreation land or facilities. The Spokane Park Board, composed of eleven members appointed by the mayor, meets monthly and provides policy direction to the Spokane Parks and Recreation Department."

The Comprehensive Plan specifically supports the use of neighborhood groups for parks planning (N 5.1) efforts and defines several types of parks and their associated uses (Appendix A). The SSPC planning efforts focus on these Comprehensive Plan Policies:

## **Chapter 12, Parks, Recreation, and Open Spaces**

### **PRS 1.1 Open Space System**

*Provide an open space system within the urban growth boundary that connects with regional open space and maintains habitat for wildlife corridors.* Discussion: The city should work with other open space planners and providers to create a regional open space and green belt system. This may include coordination with local utilities for joint use of utility corridors for passive recreational uses.

### **PRS 2.1 Amenities Within Each Neighborhood**

*Provide open space and park amenities within each neighborhood that are appropriate to the natural and human environment of the neighborhood, as determined by the neighborhood and the Spokane Park Board.* Discussion: Amenities such as center plazas, playground equipment, restrooms, shelters, backstops, trails, trees, and plant materials.

### **PRS 2.2 Proximity to Open Space**

*Provide open space in each city neighborhood.* Discussion: To maintain the viability and health of the city, residents should have equitable proximity to open space.

## **Chapter 11, Neighborhoods**

### **N 5.1 Future Parks Planning**

*Utilize neighborhood groups to work with the City of Spokane Parks and Recreation Department to locate land and develop financing plans that meet the level of service standards for neighborhood parks and/or neighborhood squares.* Discussion: Parks, squares, or other open space within neighborhoods provide neighborhood families with areas for recreation and gives neighbors the opportunity to gather and socialize, reinforcing a sense of home and community. A public-private collaboration to find supplemental funding for parks on an individual neighborhood basis is a possible way to ensure that neighborhoods have adequate open space. Another possible use of open space is for the development of community gardens, which can also serve as a tool for developing a sense of community.

## **Chapter 3, Land Use**

### **LU 6.9 Shared Facilities**

*Continue the sharing of city and school facilities for neighborhood parks, recreation, and open space uses.*

## ***B. Spokane County Comprehensive Plan***

The Southgate Neighborhood's planning process is identified as a joint planning process with the Southgate Neighborhood (in the City of Spokane) and the Moran Prairie (within the Joint Planning Area of Spokane County). This document considers the joint planning area to be part of the neighborhood for the purposes of this plan. Therefore, selected principles from The Spokane County Comprehensive Plan are included below.

## **Chapter 7, Capital Facilities and Utilities**

### **Goal CF.1**

Establish appropriate Level of Service standards for public facilities and services

- **CF.1.1** Facilities and services should meet the minimum required Level of Service standards as adopted by the Steering Committee of Elected Officials. Full descriptions of Level of Service may be found in the Capital Facilities Plan.

## Chapter 9, Parks and Open Space

### Goal PO.2

*Acquire and develop parks and recreation facilities to meet the needs of the public within available resources.*

- **PO.2.1** Coordinate and cooperate with both public and private sector interests to further park and recreation opportunities.
- **PO.2.2** Park planning and land acquisition efforts should be coordinated across jurisdictional boundaries and consider existing and planned infrastructure, population served, environmental constraints, and available resources.
- **PO.2.5** Acquire and develop regional parks in rural areas as opportunities occur.

### *C. Spokane County Regional Trails Plan*

The Spokane County Regional Trails Plan Strategy 4 includes improvements to a trail which can serve as a linear park feature within the neighborhood. This trail improvement would connect the portion of the trail to other recreational trails in the region. This supports the goals of this element of the Southgate Neighborhood Plan by increasing access to parks and open space. Figure 1 is a map of the items in the plan. Item 4-A is shown as a black dashed line to the south and east of the Southgate Neighborhood.

#### **Strategy 4 – Rails to Trails (Figure 1 below)**

4-A. Preserve the abandoned Ben Burr rail right-of-way in SE Spokane County for trail use and make trail improvements to provide connections to south Spokane County communities and eventual connections to the John Wayne Trail, Idaho's Trail of the Coeur D' Alenes and the Cross State Trail.



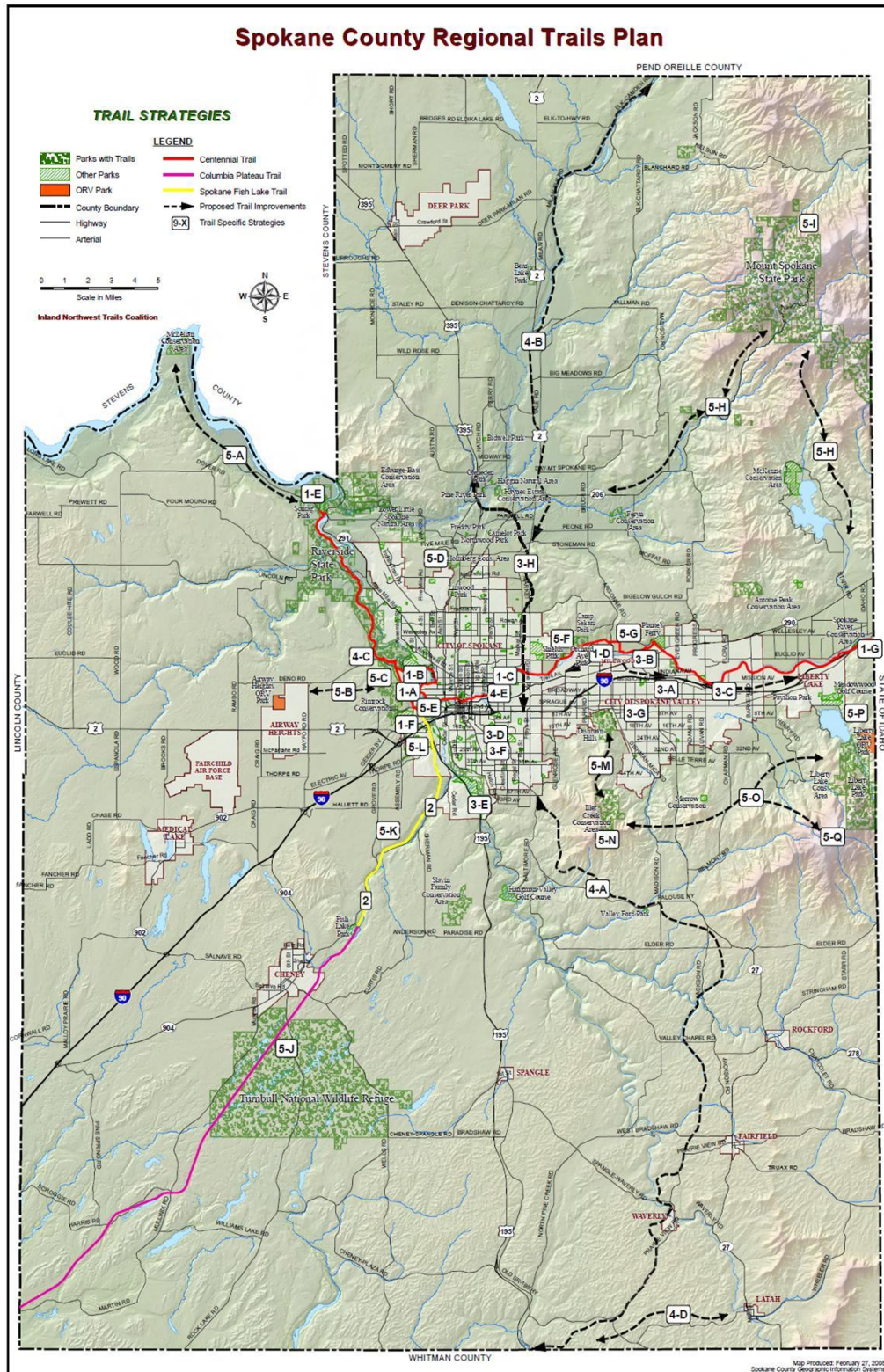
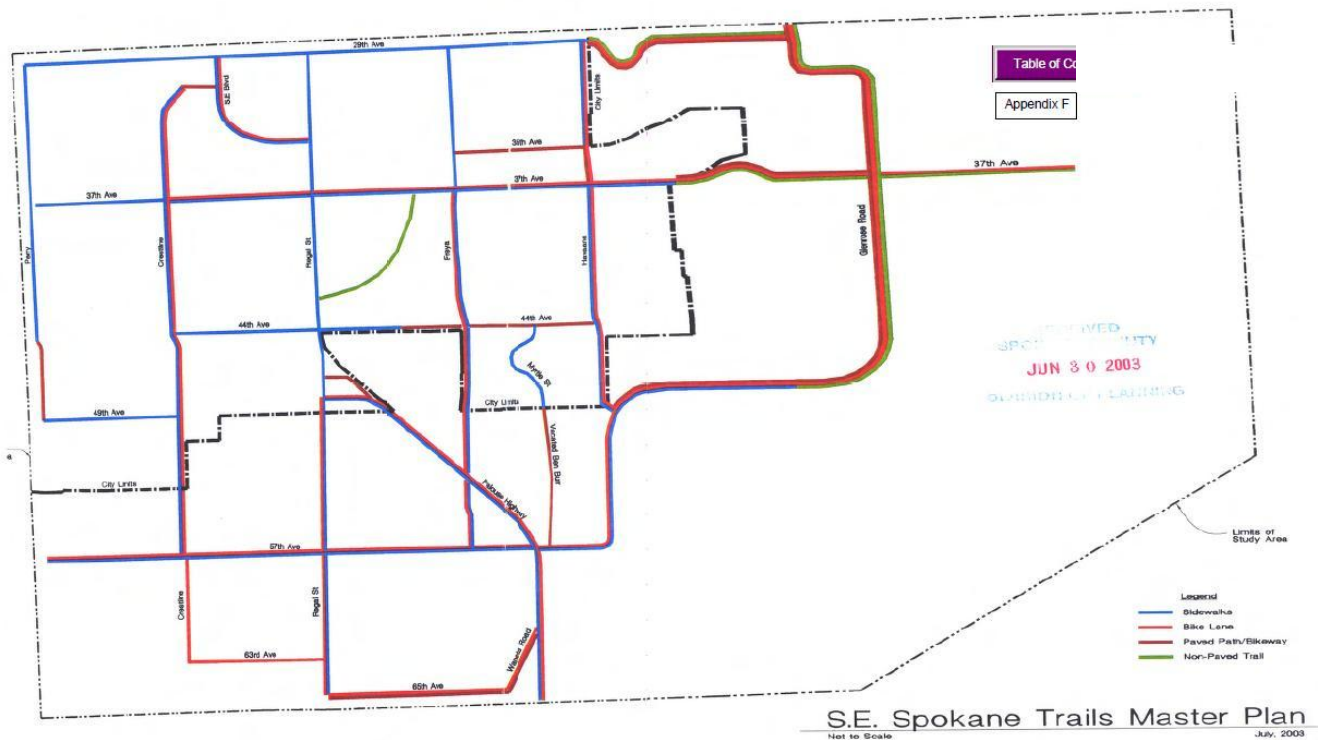


Figure 1 - Countywide Map of Planned Regional Trails – Source: Inland Northwest Trails Coalition [www.inlandnorthwesttrails.org](http://www.inlandnorthwesttrails.org)

### ***D. Spokane County Comprehensive Plan – Appendix F – S.E. Spokane Trails Master Plan***

The Southeast Spokane Trails Master Plan includes improvements to sidewalks, bike lanes, paved path/bikeways, and non-paved trails. Each of these improvements supports the goals of this element of the Southgate Neighborhood Plan by improving access to parks and open spaces. Figure 2 is a map of the improvements included in the plan.



**Figure 2 - Map of Planned Trails in the Southgate Vicinity**  
**Source: Spokane County Comprehensive Plan**

## E. National Parks Standards

The National Recreation and Park Association (NRPA) created a set of standards for park lands within urban settings. Table 2 shows these guidelines. It defines park types and recommends needed acres of individual park types per 1,000 persons. These standards also indicate appropriate sizes and locations of each park by type.

**Table 2 - Definitions and Standards of Park Features**

<b>Parks and Open Space Classifications</b>				
<b>Classification</b>	<b>General Description</b>	<b>Location Criteria</b>	<b>Size Criteria</b>	<b>Application of LOS</b>
Mini-Park	Used to address limited, isolated, or unique recreational needs.	Less than a 1/4 mile distance in residential setting	Between 2,500 sq. ft. and one acre in size.	Yes
Neighborhood Park	Neighborhood park remains the basic unit of the park system and serves as the recreational and social focus of the neighborhood. Focus is on informal active and passive recreation.	1/4 to 1/2 mile distance and uninterrupted by non residential roads and other physical barriers.	5 acres is considered minimum size. 5 to 10 acres is optimal.	Yes
School-Park	Depending on circumstances, combining parks with school sites can fulfill the space requirements for other classes of park, such as neighborhood, community, sports complex, and special use.	Determined by location of school district property.	Variable - depends on function.	Yes - but should not count school only uses
Community Park	Serves broader purpose than neighborhood park. Focus is on meeting community-based recreation needs, as well as preserving unique landscapes and open space.	Determined by the quality and suitability of the site. Usually serves two or more neighborhoods and 1/2 to 3-mile distance.	As needed to accommodate desired uses. Usually between 30 and 50 acres.	Yes
Large Urban Park	Large urban parks serve a broader purpose than community parks and are used when community and neighborhood parks are not adequate to serve the needs of the community. Focus is on meeting community-based recreational needs, as well as preserving unique landscapes and open spaces.	Determined by the quality and suitability of the site. Usually serves the entire community.	As needed to accommodate desired uses. Usually a minimum of 50 acres, with 75 or more acres being optimal.	Yes
Natural Resource Areas	Lands set aside for preservation of significant natural resources, remnant landscapes, open space, and visual aesthetics/buffering.	Resource availability and opportunity.	Variable.	No
Greenways	Effectively tie park system components together to form a continuous park environment.	Resource availability and opportunity.	Variable.	No
Sports Complex	Consolidates heavily programmed athletic fields and associated facilities to larger and fewer sites strategically located throughout the community.	Strategically located community-wide facilities.	Determined by projected demand. Usually a minimum of 25 acres, with 40 to 80 acres being optimal.	Yes
Private Park/Recreation Facility	Parks and recreation facilities that are privately owned yet contribute to the public park and recreation system.	Variable - dependent on specific use.	Variable.	Depends on type of use.

Source: NRPA's Parks, Recreation, Open Space, and Greenway Guidelines (Taken from Planning for Parks, Recreation, and Open Space in Your Community a report from the Washington State Department of Community, Trade and Economic Development Interagency Committee for Outdoor Recreation)

## IV. Vision Statement

The Southgate neighborhood desires to preserve and enhance the parks and open space system and provide a range of diverse recreational experiences.

## V. Goals, Policies and Objectives

This section summarizes the goals, policies, and objectives developed by the SPCC, which reflect both the input received during the neighborhood workshops and the current status of parks and open space in the neighborhood.

1. Provide an open space system that preserves and enhances significant environmental resources and features to preserve habitat, agricultural lands, and protect water resources.
  - 1.1 Preserve open space and sensitive areas in the neighborhood
    - 1.1.1 Acquire the Bauer and Zier Agricultural Properties and preserve portions for open space or conservation land.
  - 1.2 Support projects that maintain and enhance natural drainage systems.
    - 1.2.1 Support implementation of Hazel's Creek Drainage Facility Master Plan, including both the main site and the trails and greenbelts.
2. Ensure there is adequate park land to meet Southgate's existing and future park needs.
  - 2.1. Identify and acquire new parks in underserved areas of the neighborhood.
    - 2.1.1 Acquire the Bauer and Zier Agricultural Properties and designate a portion as park land.
    - 2.1.2 Designate the City-owned properties north of the old Spokane City Dump property as a dog park, and design and construct appropriate facilities.
  - 2.2 Enhance existing parks with amenities that meet the needs of the neighborhood.
    - 2.2.1 Make enhancements to Ben Burr Park according to proposed actions in the Stakeholder's Ben Burr Park Concept (Figure 30) which are to include: a skate dot, community gardens, a sand volleyball court, and a completed pedestrian/bicycle connection on 44th Ave. right-of-way.
    - 2.2.2 Make enhancements to Hamblen Park according to proposed actions in the Stakeholder's Hamblen Park Concept (Figure 31) which are to include: improvements to the trail network, signage for the trail network, park signage at main entrances, entrance landscaping that would provide a transition from urban area to conservation land, bike racks along bike route, and restroom facilities.
    - 2.2.3 Make enhancements to the Southside Sports Complex according to proposed actions in the Stakeholder's Southside Sports Complex Concept (Figure 32) which are to include: sidewalks along 46th Ave. and Altamont St., road paving along 46th Ave., pedestrian connectivity through the complex, improved parking entrance, a cross-country ski trail in the park during the winter, a skate park, and, optionally, community center.
  - 2.3 Equalize park accessibility throughout the neighborhood.



- 2.3.1 Support initiatives that would increase access to parks and open space; such as: City of Spokane Bicycle Master Plan, The SE Trails Plan (Spokane County Comprehensive Plan), The Spokane County Recreational Trails, the SRTC Regional Pedestrian Plan.
  - 2.3.2 Increase connectivity throughout the neighborhood by any means necessary, for example paving paths through right-of-ways using Low Impact Development (LID) concepts, such as pervious surfaces, improving signage, linking with bike paths and trails that have been identified in other plans.
- 2.4 Continue to coordinate with the School District to utilize school lands as park land after hours and in summer months.
- 3. Coordinate with the City of Spokane Parks Department and Spokane County Parks, Recreation, and Golf Department to implement this plan.
- 4. Explore effective and efficient methods of acquiring, developing, operating and maintaining facilities and programs that accurately distribute costs and benefits to public and private interests.
  - 4.1 Investigate innovative available methods for the financing of maintenance and operating needs in order to reduce costs, retain financial flexibility, match user benefits and interests, and increase facility services.
  - 4.2 Advocate for the development of specific capital improvement projects to implement the objectives and policies of this plan.

## VI. Inventory of Existing Parks, Amenities and Open Spaces

This section includes maps, pictures, tables, and descriptions of parks and open spaces, first at a city-wide scale, then moving to a neighborhood system scale and finishes with individual park lands within the planning area. It includes explanations of lands which are considered parks based on definitions found in the City of Spokane's Comprehensive Plan. This section also includes the number of amenities and acreage for these lands as well as the location of areas served by parks within the neighborhood planning area. Maps show the official boundary of Spokane's Southgate Neighborhood as well as the Joint Planning Area—the outer boundary of which is also the urban growth boundary. These two distinct areas, the official Southgate Neighborhood and the adjacent Joint Planning area, are considered in this document as one study area and referred to as "the neighborhood." The terms "neighborhood," "neighborhood planning area," and other similar phrases are used interchangeably to refer to this study area.

### A. City of Spokane Park System

Southgate Neighborhood sits in the Southeast corner of the City of Spokane. Figure 3 shows the overall pattern of park placement within City of Spokane's park system.

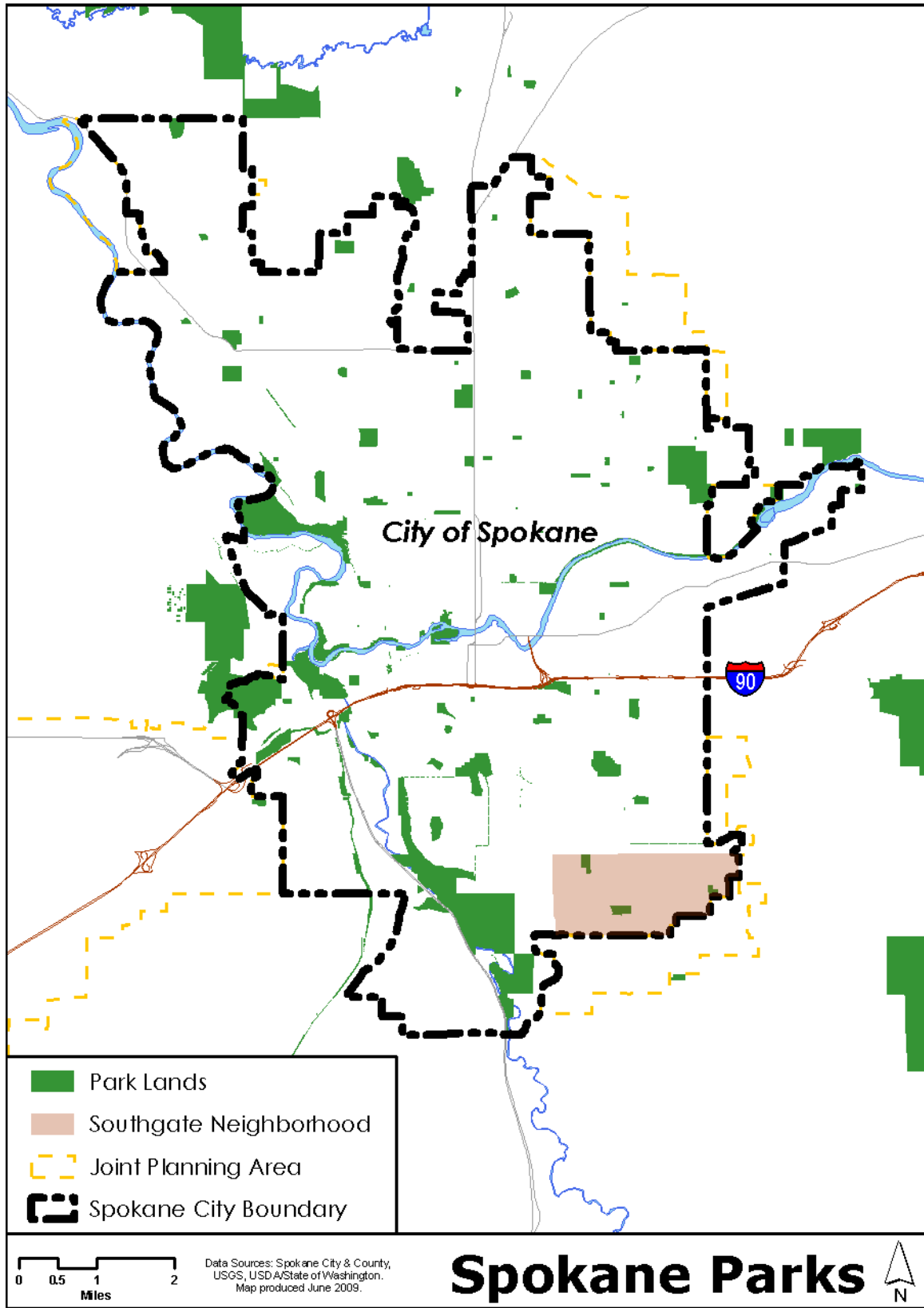


Figure 3 - City of Spokane Park System Map – Source: Southgate Neighborhood Background Report

## ***B. Southgate Neighborhood Park and Open Space System***

This section describes the existing parks open space resources in the neighborhood. This inventory also includes public recreation facilities not owned or operated by the City, but used by local residents. Parks and open space are generally classified based on their user type, facilities and experience provided, and overall size. Definitions for park and open space types can be found in Appendix A.

Open space areas tend to be set aside primarily for the preservation of natural/significant resources, remnant landscapes, or as visual buffers. These areas may also serve important ecological functions that would be lost in more highly developed park environments. While recreation use is not necessarily precluded in open space areas, appropriate uses tend to be limited to those activities that do not require highly developed facilities

Southgate currently does not have land designated as Open Space and, as shown in Figure 4, Southgate has little publicly owned land within its neighborhood boundaries. Therefore, the opportunity to increase open space is very limited.

Southgate wishes to pursue opportunities to acquire and expand open space when they arise, and explore other opportunities for expanding open space. There are a variety of ways in which Southgate can work to improve its open space resources, including the ongoing renovation of existing parks and playgrounds, the enhancement and protection of natural resource areas, and the enrichment of the entire public realm through streetscape improvements, landscaping, traffic calming, and the addition of small sitting areas or passive-use spaces. Open space resources can also be improved by incorporating new uses, such as community gardening plots and off-leash dog areas, to serve new and diverse community needs. These improvements are carefully planned, with community involvement, to provide benefits to all community members while also providing a diversity of park types and uses across the open space system to serve users of different ages, abilities and recreational interests.

The Southgate Neighborhood's existing parks and open space lands are shown in Figure 5, and include:

- Public Parks: Ben Burr, Hamblen, Southside Sports Complex, Southside Family Aquatic Facility, and Prairie View Park
- Private Parks: Bellerive Mini-Park and Laurelhurst Place Mini-Park
- Public School Lands: Adams Elementary, Chase Middle School, Ferris High School, Hamblen Elementary, Moran Prairie Elementary, and Mullan Road Elementary

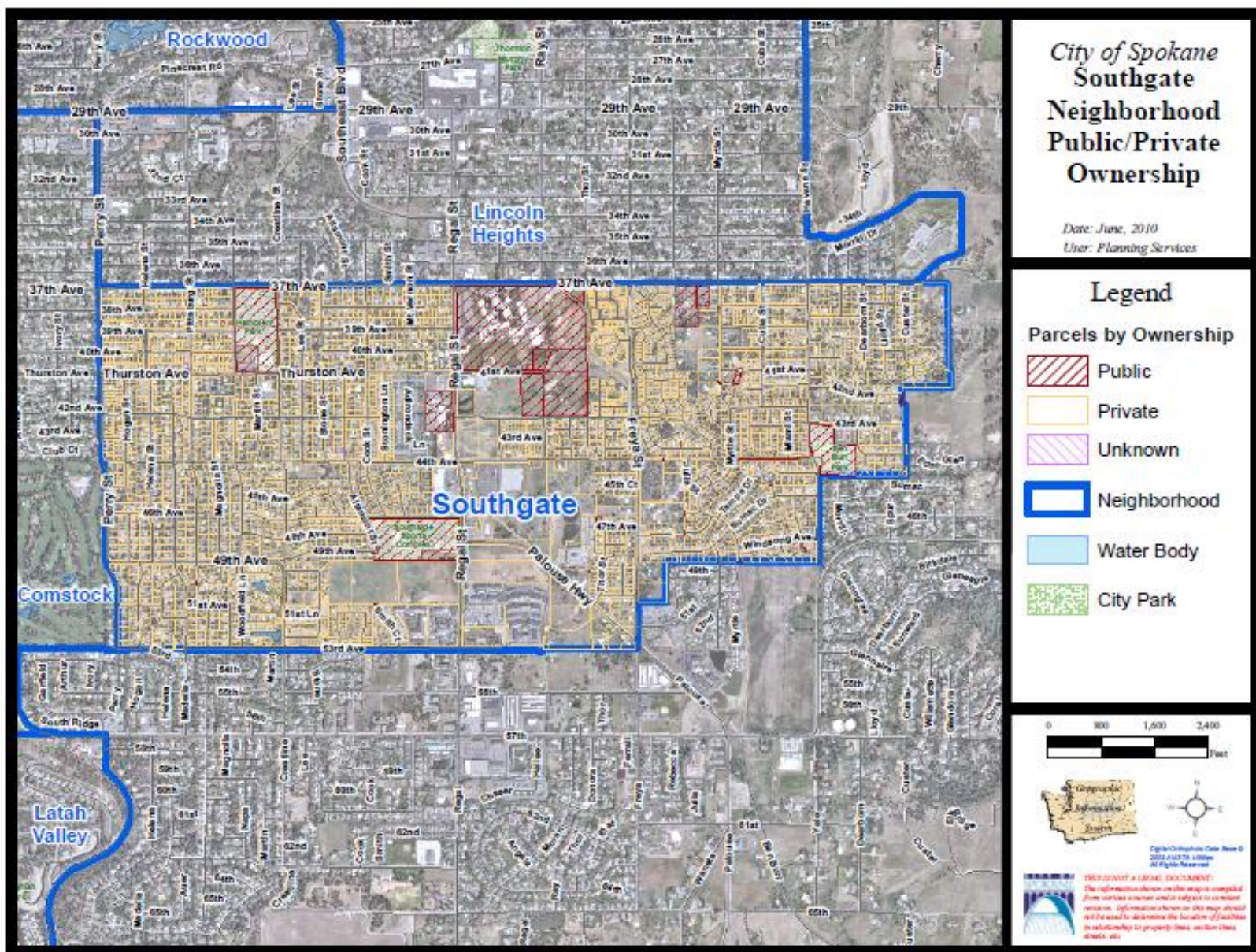


Figure 4 - Map of Public and Private Ownership in Southgate – Source: City of Spokane



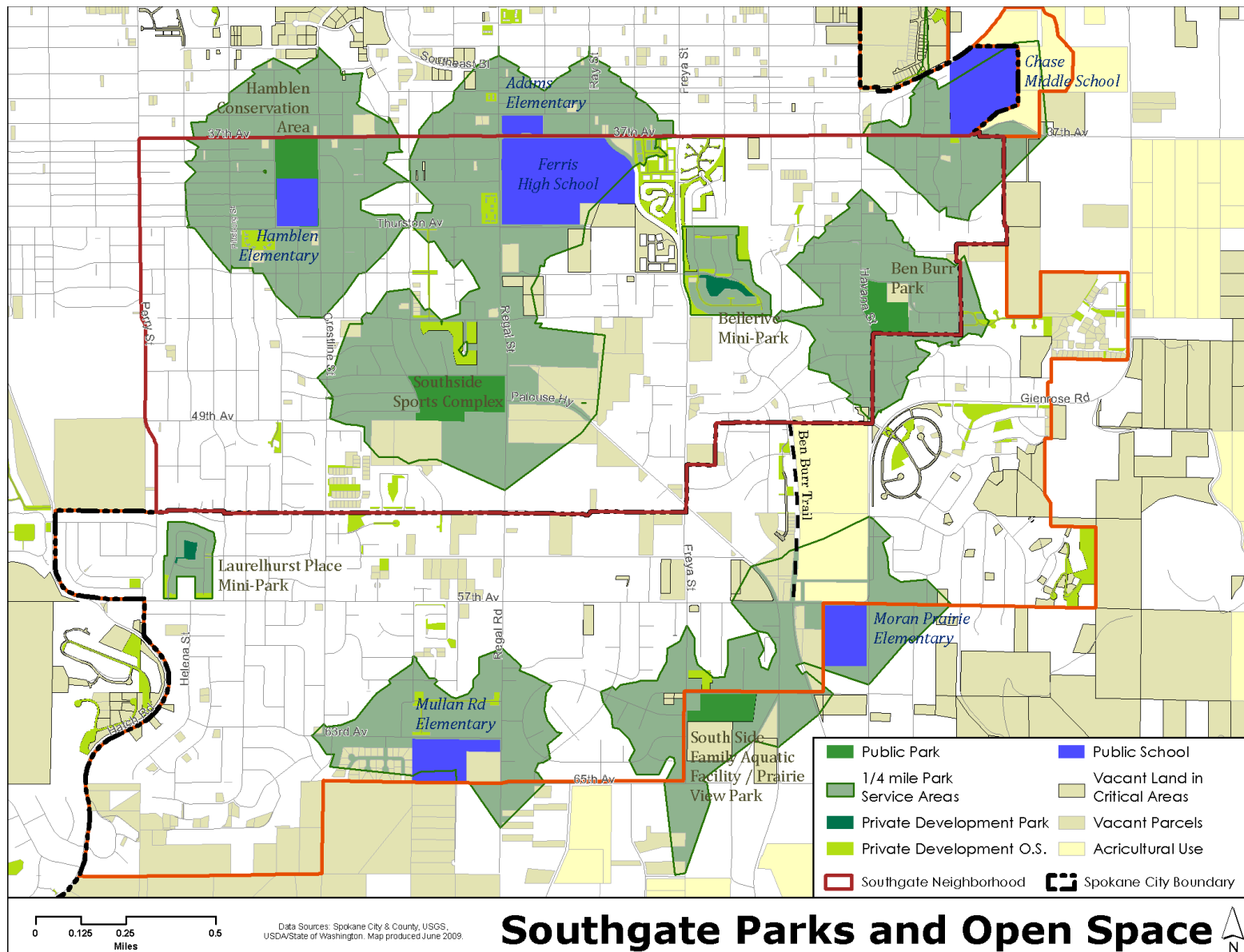


Figure 5 - Map of Existing Park Lands and their Service Areas – Source: Southgate Neighborhood Background Report

Amenities of the current park lands in the neighborhood are shown in Table 3. Based on information from the Spokane Parks and Recreation website as well as a field inventory, this table gives the park type, location, amenities, condition, and recreational use of each park land in the neighborhood. The overall condition of existing parks and open space was based on multiple factors, including the age of equipment and materials, visual appearance, functionality of equipment, the health of landscaping, and accessibility. These condition ratings helped to set priorities for future investments into park maintenance and renovation.

**Table 3 - Inventory of park lands within 1/4 mile of the neighborhood – Source: Field inventory and Spokane Parks and Recreation website**

Name	Category	Location	Park Acres	Undeveloped Acres	School Acres	Shelter	Play Equipment	Restroom	ADA Access	Picnic Area	Spray pad or Pool	On site Parking Spaces	Sport facilities	Condition	Recreational Usage
Adams Elementary	School	2909 E 37th Ave.	1.91	0	1.91	N	Y	N	Y	N	N	38	Basketball	Good	Active
Bellerive Mini-Park	Private		2.75	0	0	N	Y	N	?	?	N	0	None	Good	Active
Ben Burr Park	Neighborhood	4401 S. Havana St.	8.44	3.16	0	Y	Y	Y	Y	Y	N	11	Basketball	Good	Active/Passive
Chase Middle School	School	4747 E. 37th Ave.	7.61	0	7.61	N	N	N	Y	N	N	209	Softball, Frisbee Golf	Good	Active
Ferris High School	School	3020 E. 37th Ave.	32.73	3.98	32.73	N	N	?	?	N	N	300+	Softball, Soccer, Tennis, Track	Good	Active
Hamblen Elementary	School	2103 E 37th Ave.	7.06		7.06	N	N	N	N	Y	N	45	Softball, Tennis, Basketball	Good	Active/Passive
Hamblen Park	Conservation	2103 E 37th Ave.	7.99	0	0	Y	N	N	N	N	N	45		Fair-Good	Passive
Laurelhurst Place Mini-Park	Private		1.16	0	0	Y	N	N	?	Y	N	5		Good	Passive
Moran Prairie Elementary	School	4224 E. 57th Ave.	8.54	0	8.54	N	Y	N	Y	N	N	84	Basketball	Good	Active
Mullan Road Elementary	School	2616 E. 63rd Ave.	8.85	0	8.85	N	Y	N	Y	N	N	59	Track	Good	Active
Southside Sports Complex	Community	46th & Regal St.	16.58	0	0	N	Y	Y	N	Y	N	116	Softball, Soccer	Poor-Fair	Active
Southside Family Aquatic Facility	Community	3724 E. 61st Ave	5.26	0	0	Y	Y	Y	Y	Y	Y	186	Community	Good	Active
Prairie View Park	Neighborhood	3724 E. 61st Ave	2.79	0	0	N	N	N	Y	Y	N	Shared	Neighborhood	Good	Active/Passive

The acreage of parkland in the neighborhood planning area is shown in Figure 5. This map also shows color coded park types. The total acreage of park by type is listed in Table 5; including 11.23 acres of Neighborhood Park and 5.26 acres of Community Park. Acreage (Tables 3 and 4 and Figure 6) was obtained from Geographic Information Systems Data derived from Spokane County Assessor Parcels and Aerial imagery.

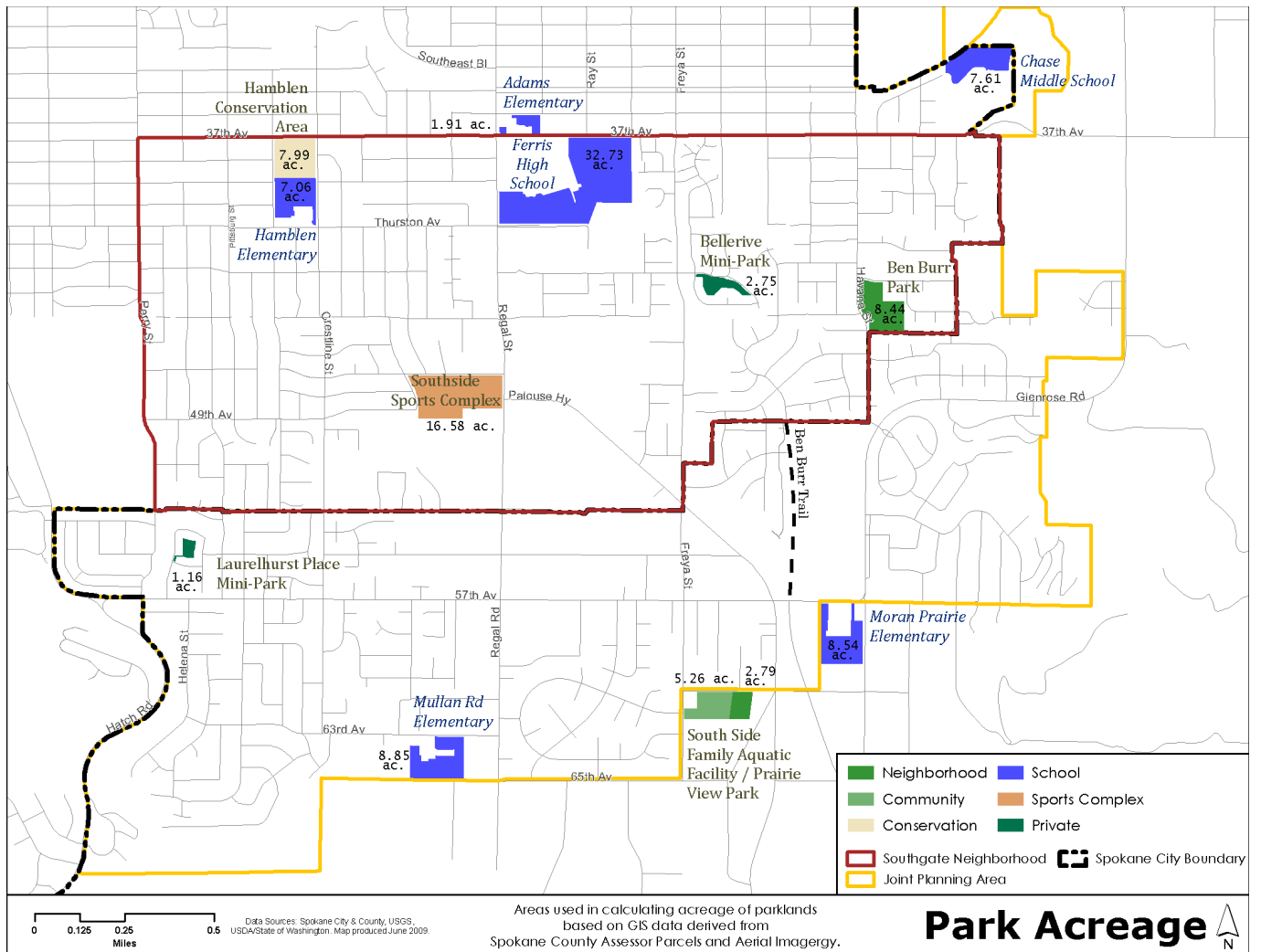


Figure 6 - Map of park lands and their acreage

Table 4 - Total Acreage by Type of Park Land

	Park Acreage
Total Neighborhood	11.23
Total Community	5.26
Total Conservation	7.99
Total Sports Complex	16.58
Total School	66.7
Total Private	3.91

### ***C. Individual Parks in the Neighborhood***

This section contains the inventory of each of the three official park lands within the neighborhood planning area: Ben Burr Park, Hamblen Park, and the Southside Sports Complex. A field inventory during the summer of 2009 accounted for amenities and uses of the current parks. It includes photos (taken in July, 2009), tables and maps of the current parks and their amenities. It also includes demographic information within ½ mile of each park which was obtained through the Spokane Regional Site Selector ([www.selectspokane.com](http://www.selectspokane.com)). This demographic information was used in analysis later performed by the SSPC.

#### **Ben Burr Park**

Ben Burr Park is the only Neighborhood Park (see definition in Appendix A) in the Southgate Neighborhood. Table 5 lists amenities in the park. It has the most amenities of any park within the planning area. It is also in great condition. The park is accessible only from Havana St. and Dearborn Rd. Figures 7-12 show the location and features of Ben Burr Park.

**Table 5 - Ben Burr Park Data – Source: Field Inventory, Spokane Parks and Recreation and Spokane Regional Site Selector**

<b>Park Information</b>	
<b>Category</b>	Neighborhood
<b>Location</b>	4401 S. Havana St.
<b>Park Acres</b>	8.44
<b>Undeveloped Acres</b>	3.16
<b>School Acres</b>	0
<b>Shelter</b>	Y
<b>Play Equipment</b>	Y
<b>Restroom</b>	Y
<b>ADA Access</b>	Y
<b>Picnic Area</b>	Y
<b>Spray pad or Pool</b>	N
<b>On site Parking Spaces</b>	11
<b>Sport facilities</b>	Basketball
<b>Condition</b>	Good
<b>Recreational Usage</b>	Active/Passive





Figure 7 - Ben Burr Park Existing Features – Source: 2007 Aerial Imagery



Figure 8 – Unfinished portion of 44<sup>th</sup> Ave. directly West of the Park  
Photo: Doug Green



Figure 9 - Paved trail with benches running through natural area  
Photo: Doug Green





Figure 10 – Shelter, basketball court, play equipment and restroom  
Photo: Doug Green



Figure 11 - Paved trail surrounding open grass area  
Photo: Doug Green



Figure 12 - Park sign, basketball court and shelter – Photo: Doug Green



## Hamblen Park

Hamblen Park is designated as Conservation Land (see definition in [Appendix A](#)) but maintained by the City Parks. Table 6 lists amenities of the park and indicates that the entire property is undeveloped and has a network of undeveloped trails throughout. It does host a picnic shelter on site. It sits adjacent to the North of Hamblen Elementary School. The park is in Fair to Good condition and is used for passive recreation. Figures 13-16 show the location and features of Hamblen Park.

**Table 6 - Hamblen Park Data – Source: Field Inventory and Spokane Parks and Recreation**

Park Information	
Category	Conservation
Location	2103 E 37th Ave.
Park Acres	7.99
Undeveloped Acres	7.99
School Acres	0
Shelter	Y
Play Equipment	N
Restroom	N
ADA Access	N
Picnic Area	N
Spray pad or Pool	N
On site Parking Spaces	45
Sport facilities	
Condition	Fair-Good
Recreational Usage	Passive



Figure 13 - Shelter with Picnic Tables - Photo: Doug Green



Figure 14 – Hamblen Park is adjacent to Hamblen Elementary School – Photo: Doug Green





Figure 15 - Hamblen Park Existing Features – Source: 2007 aerial imagery.



Figure 16 – Hamblen Park is an undeveloped Conservation Area – Photo: Doug Green  
Photo: Doug Green



## Southside Sports Complex

Southside Sports Complex is Spokane City Park land that has been leased by the Spokane Youth Sports Association (SYSA) for at least 33 years. The association heavily schedules the facility during months that allow outdoor use. Table 7 lists amenities of the park including 3 Baseball/Softball fields and several Soccer fields. There is a small area on the northwest corner that has play equipment and picnic tables. The facility is in poor to fair condition and is for active recreational use. Figures 17-20 show the location and features of the complex.

Table 7 - Southside Sports Complex Data – Source: Field Inventory and Spokane Parks

Park Information	
Category	Community
Location	46th & Regal St.
Park Acres	16.58
Undeveloped Acres	0
School Acres	0
Shelter	N
Play Equipment	Y
Restroom	Y
ADA Access	N
Picnic Area	Y
Spray pad or Pool	N
On site Parking Spaces	116
Sport facilities	Softball, Soccer
Condition	Poor-Fair
Recreational Usage	Active



Figure 17 – Soccer and Softball/Baseball Fields – Photo: Doug Green



Figure 18 – Play equipment and picnic area – Photo: Doug Green



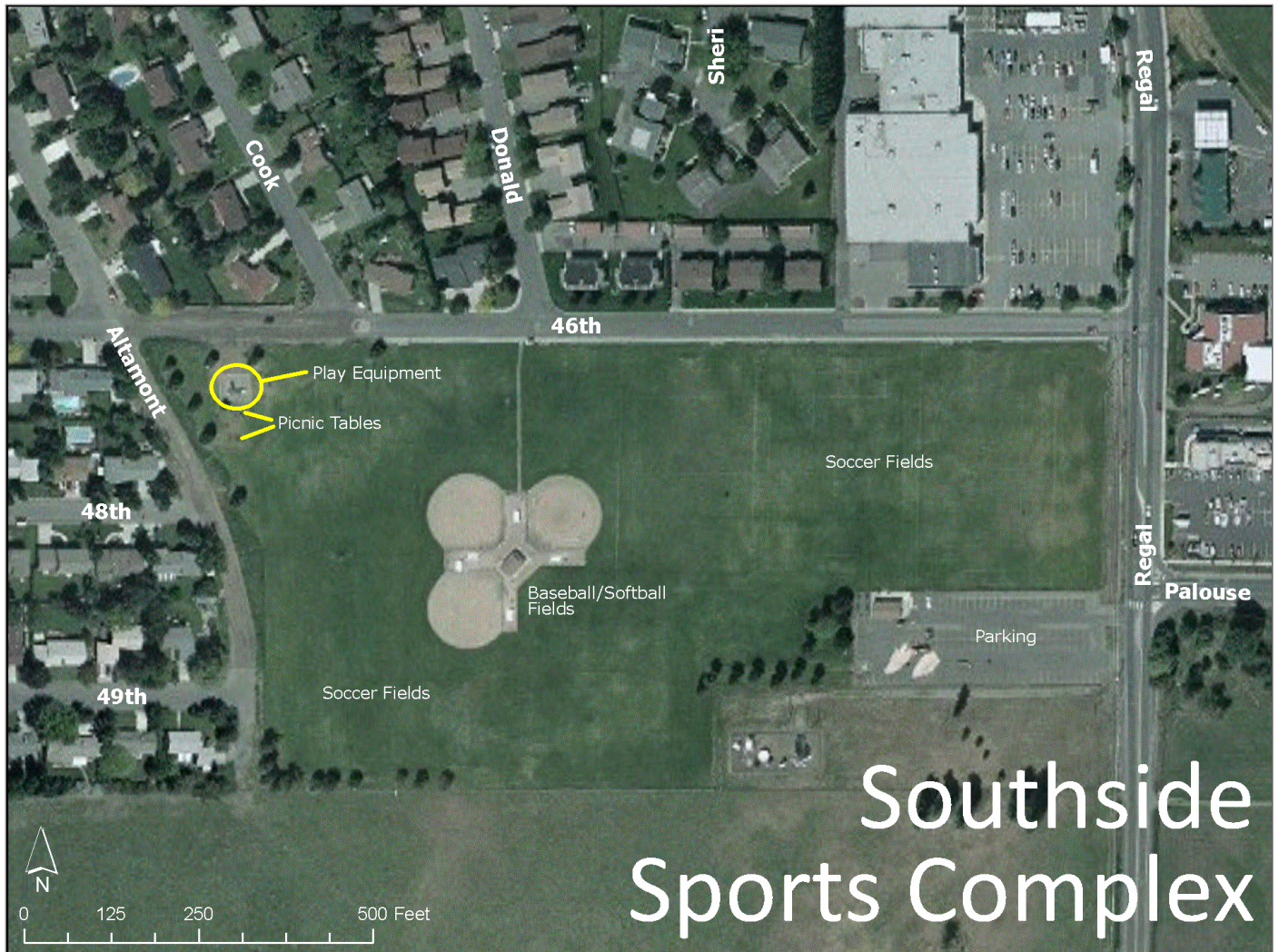


Figure 19 - Southside Sports Complex Existing Features – Source: 2007 aerial imagery



Figure 20 - Unpaved portion of 46<sup>th</sup> Ave running along the northwest portion near Play Equipment and Picnic Tables – Photo: Doug Green

## VII. Recommendations for Additions and Improvements

This section documents the work of the SSPC. The following is a summary of the stakeholder's recommendations for additions and improvements to the existing park and open space system in the Southgate Neighborhood. Figure 21 illustrates on a map the same recommendations.

- Add Skate Dot feature to all parks: small enough to fit in geography of many parks or open space areas throughout neighborhood, and provide recreational opportunities for younger residents of the neighborhood.
- Acquire the City-owned properties north of old dump site already-being used as a dog park. Provide official access, including signage and appropriate facilities like "poo-bag" stations.
- Acquire Bauer and Zier Property that is currently agricultural land.
- The Bauer Barn could be a community center.
- Where there are gaps in service area and no vacant land to turn into parks, use enhanced connectivity to expand service area to enable easier access, specifically connecting east to west on 44<sup>th</sup> Avenue with Pedestrian/Bicycle paths and connecting Ben Burr Trail to 44<sup>th</sup> Avenue.
- Make a policy or goal to encourage unused sections of open land/developments to be used as Community Gardens.
- Use signage and policy to make the school park lands more recognized and useable as park lands.



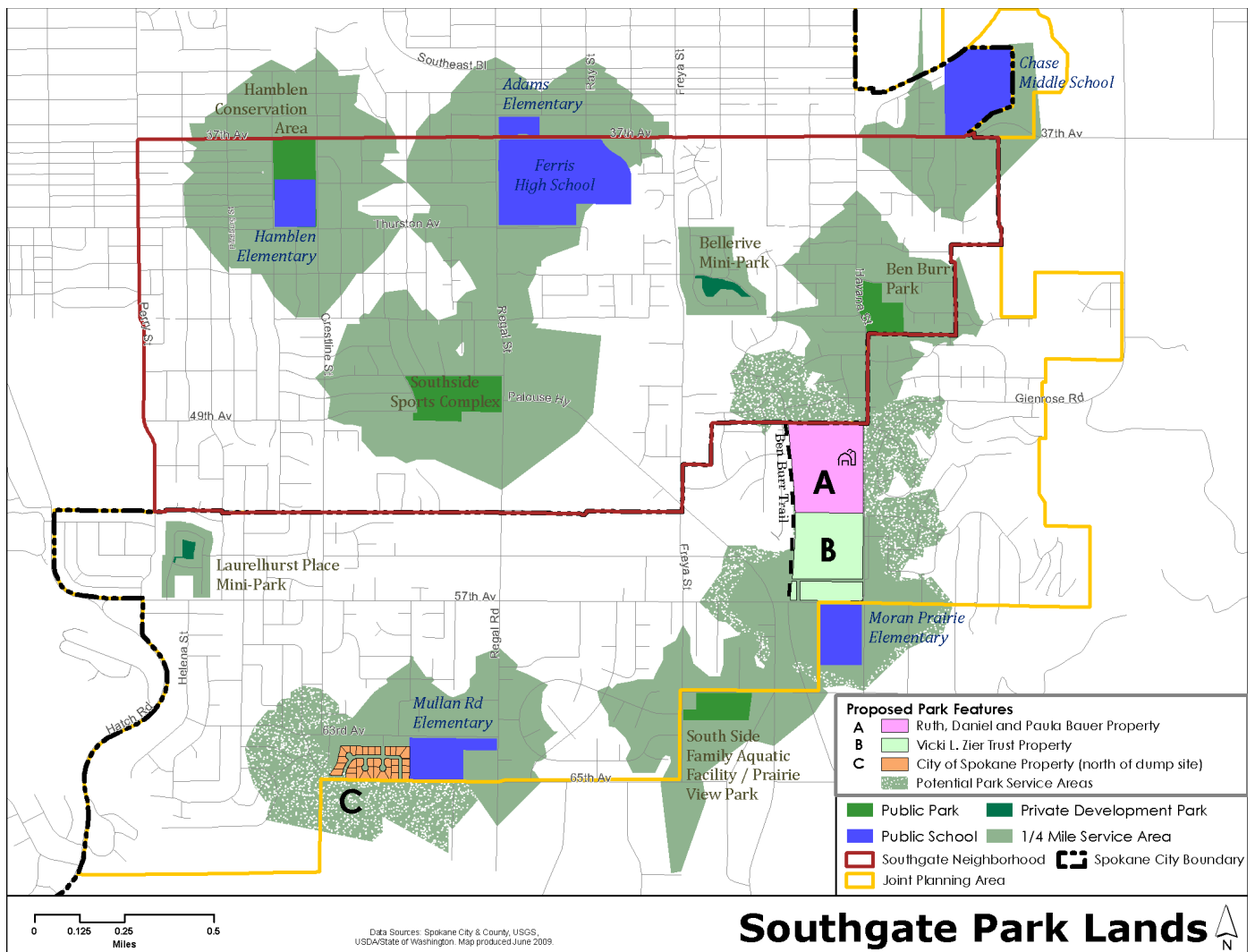


Figure 21 - Map showing proposed park acquisition and improvements – Source: City of Spokane GIS and Spokane County Parcel Data



Figure 22 - Bauer Barn and property from Glenrose – Photo: Doug Green





Figure 23 - Zier Property from 57th Ave. and Ben Burr Trail  
Photo: Doug Green



Figure 24 - Bauer Barn from the South  
Photo: Doug Green



Figure 25- Dog Watering Station in the unofficial “Dog Park” – Photo: Doug Green



Figure 26 - Dog Park entrance from S. Crestline St. and users cars  
Photo: Doug Green



Figure 27 - Dog Park Entrance from S Altamont St  
Photo: Doug Green



Figure 28 - Both Official Entrances have pedestrian gates  
Photo: Doug Green



Figure 29 – The site is well used  
Photo: Doug Green

## VIII. Individual Park and Open Space Concepts

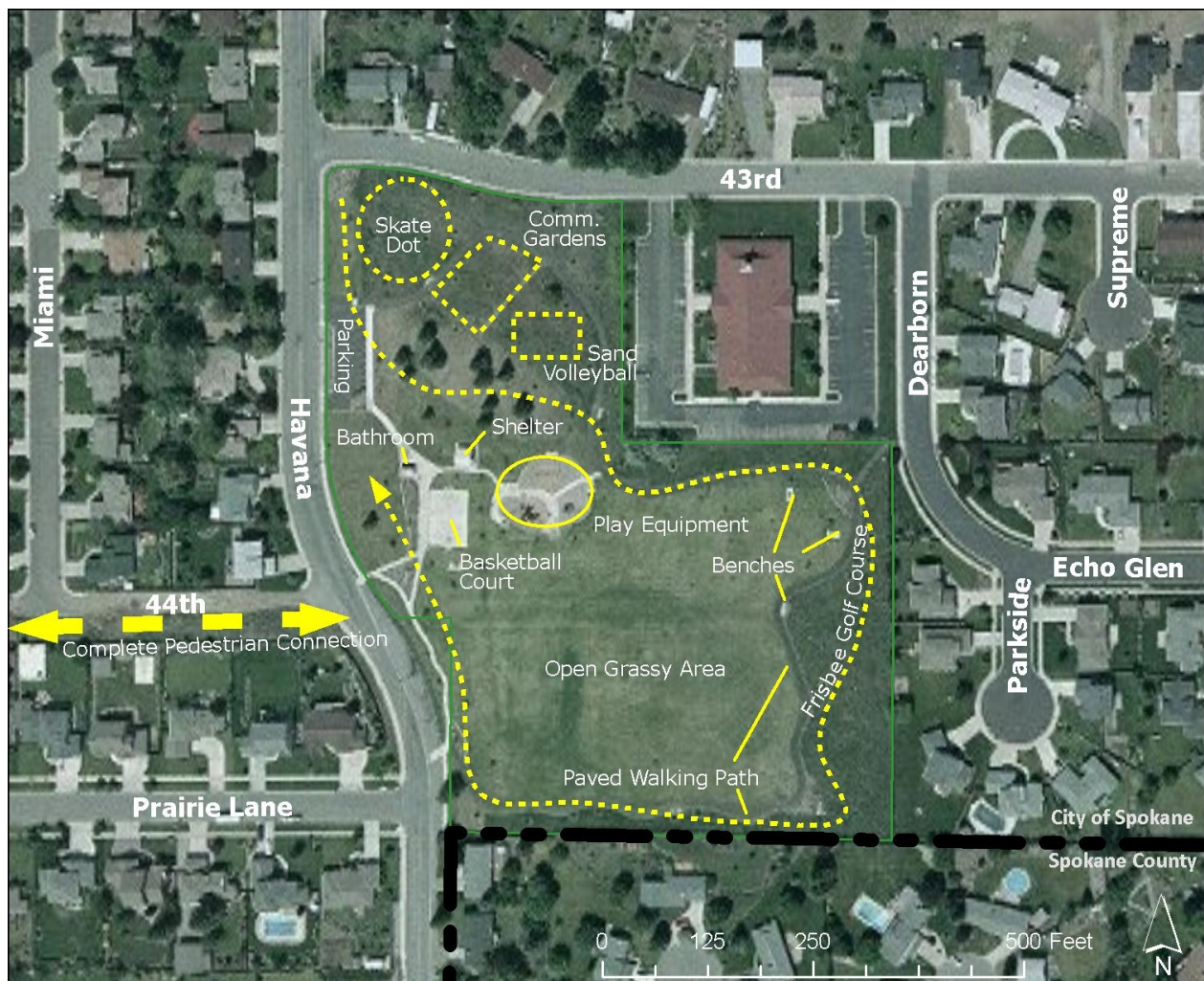
Individual park concepts were drafted based on stakeholder comments and obtained during several stakeholder meetings. Alternatives were generated based on Stakeholder comments and alternatives were then presented back to the Stakeholders to gain consensus and finalize ideas. The discussions of alternatives can be found in Appendix C. The individual park concepts and preferred alternative are presented below.

The purpose of these concepts is to make parks more appealing to users and provide additional facilities. However, there are constraints to what development can occur at each park because of physical attributes, land availability, or environmental regulations. When identifying parcels for park acquisition, the preference is on obtaining properties that are within the City of Spokane. However, land constraints make it necessary to look outside of the city limits. There may be times when the type and size of parcels which are sought to provide specific park services are not available within the City because of previous development. For these reasons, several opportunities exist for the City and County to partner in an effort to obtain the best outdoor experience for all residents.

The concepts below are for general purposes only. Actual acquisition and/or development of a park site will depend on several factors. These can include any community-based goals or needs for a given area, usually defined through a community process, or site-specific context such as topography, sensitive areas, access, zoning regulations, etc. that may limit the use of a given site.

The dotted lines in each of these concepts show ideas for proposed improvements. The Ben Burr Park Concept is shown in Figure 30. The Hamblen Park Concept is shown in Figure 31. The Southside Sports Complex Concept is shown in Figure 32. The proposed Dog Park Concept is shown in Figure 33. The proposed Bauer/Zier Property Concept is shown in Figure 34. Proposed actions seek to add amenities and enhance the features of a parks based on adjacent or linked uses, such as bike routes or trails. Proposed park concepts show a rough idea of the types of amenities desired by the neighborhood and possible locations of uses.





## Ben Burr Park - Concept

### Existing

Basketball court  
Bathroom  
Parking  
Park benches  
Paved path  
Play Equipment  
Shelter

### Proposed

Skate dot  
Community gardens  
Sand volleyball  
Frisbee golf course  
Completed pedestrian/  
bicycle connection  
on 44th Ave. ROW

Type	Neighborhood
Location	4401 S. Havana St.
Park Acres	8.44
Undeveloped Acres	3.16
Condition	Good
Recreational Usage	Active/Passive

Demographic Report		
Center:	35356.0002	
Distance:	.5 miles	
Age Distribution (2008)	Total	%
0-19	1273	31.79%
65+	360	9.00%
2008 Total Households	Total	%
Households	1461	
Families	1101	75.40%
2008 Household Income Distribution	Total	%
	4	0.30%
\$10-\$20K	77	5.30%
\$20-\$30K	65	4.40%
\$30-\$40K	70	4.80%
\$40-\$50K	84	5.70%
\$50-\$60K	107	7.30%
\$60-\$75K	142	9.70%
\$75-\$100K	268	18.30%
> \$100K	644	44.10%
2008 Total Number of Housing	Total	%
Owner-Occupied Dwellings	1296	88.70%
Renter-Occupied Dwellings	165	11.30%
2008 Size of Household	Total	%
1 Person	298	20.40%
2 Person	501	34.30%
3 Person	237	16.20%
4 Person	250	17.10%
5 Person	125	8.60%
6+ Person	38	2.60%

Source: Applied Geographic Solutions, Thousand Oaks, CA  
Spokane Regional Site Selector

Figure 30 – Many users on the site throughout the day - Source: Spokane Regional Site Selector and Spokane Parks and Recreation





## Hamblen Park - Concept

### Existing

Shelter  
Unimproved trail  
network

Type	Conservation
Location	2103 E 37th Ave.
Park Acres	7.99
Undeveloped Acres	7.99
Condition	Fair-Good
Recreational Usage	Passive

### Proposed

Improvements to trail network  
Signage for trail network  
Park signage  
Entrance landscaping  
for transition from  
urban area to  
conservation land  
Bike racks along bike route  
Restroom facilities

Demographic Report		
Center:	35333.0003	
Distance:	.5 miles	
Age Distribution (2008)	Total	%
0-19	1037	0.23
65+	1022	0.23
2008 Total Households	Total	%
Households	2032	
Families	1195	0.59
2008 Household Income Distribution	Total	%
	103	0.05
\$10-\$20K	238	0.12
\$20-\$30K	157	0.08
\$30-\$40K	251	0.12
\$40-\$50K	220	0.11
\$50-\$60K	180	0.09
\$60-\$75K	166	0.08
\$75-\$100K	224	0.11
> \$100K	493	0.24
2008 Total Number of Housing	Total	%
Owner-Occupied Dwellings	1282	0.63
Renter-Occupied Dwellings	750	0.37
2008 Size of Household	Total	%
1 Person	733	0.36
2 Person	714	0.35
3 Person	264	0.13
4 Person	199	0.10
5 Person	80	0.04
6+ Person	28	0.01
Source: Applied Geographic Solutions, Thousand Oaks, CA Spokane Regional Site Selector		

Figure 31 – Hamblen Park Improvement Concept - Source: Spokane Regional Site Selector and Spokane Parks and Recreation





## Southside Sports Complex - Concept

### Existing

Play equipment  
Picnic tables  
Softball/baseball fields  
Soccer fields

### Proposed

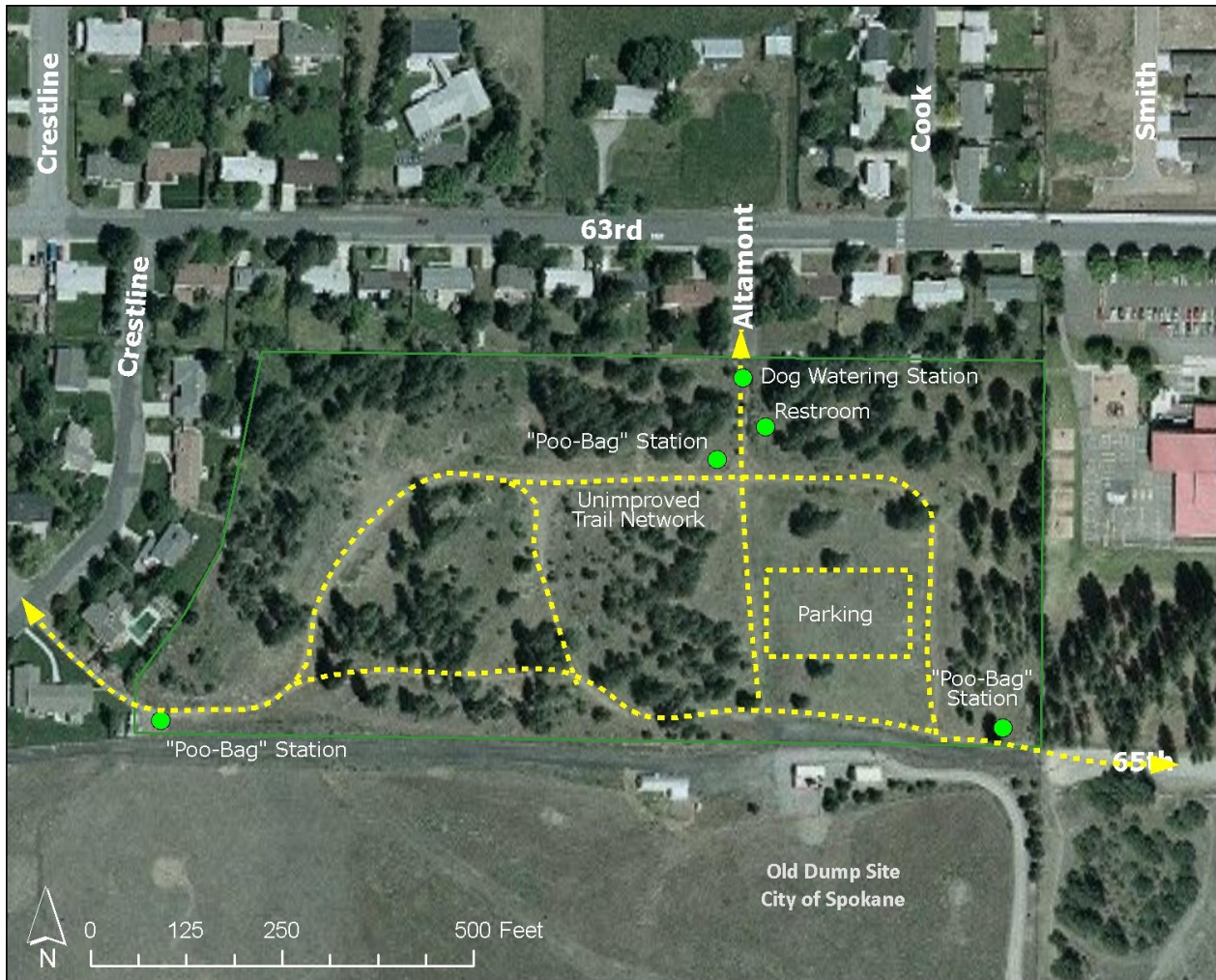
Sidewalks and paving  
Through connectivity  
Improved parking  
entrance  
XC-Ski trail  
Skate Park  
Community center

Type	Community
Location	46th & Regal St.
Park Acres	16.58
Undeveloped Acres	0
Condition	Poor-Fair
Recreational Usage	Active

Demographic Report		
Center:	34041.0037	
Distance:	.5 miles	
Age Distribution (2008)	Total	%
0-19	947	24.51%
65+	561	14.50%
2008 Total Households	Total	%
Households	1695	
Families	1007	59.40%
2008 Household Income Distribution	Total	%
	68	4.00%
\$10-\$20K	132	7.80%
\$20-\$30K	147	8.70%
\$30-\$40K	183	10.80%
\$40-\$50K	148	8.70%
\$50-\$60K	170	10.00%
\$60-\$75K	206	12.20%
\$75-\$100K	177	10.40%
> \$100K	464	27.40%
2008 Total Number of Housing	Total	%
Owner-Occupied Dwellings	1022	60.30%
Renter-Occupied Dwellings	673	39.70%
2008 Size of Household	Total	%
1 Person	522	30.80%
2 Person	610	36.00%
3 Person	265	15.60%
4 Person	206	12.20%
5 Person	61	3.60%
6+ Person	20	1.20%
Source: Applied Geographic Solutions, Thousand Oaks, CA Spokane Regional Site Selector		

Figure 32 – Southside Sports Complex Improvement Concept - Source: Spokane Regional Site Selector and Spokane Parks and Recreation





## Dog Park - Concept

### Proposed Actions

- Seek to designate city owned parcels north of old City Dump as park land
- Install "poo-bag" stations
- Install dog watering station
- Install restroom
- Designate parking
- Ensure the site be maintained as the current use:
  - Dog walking park
  - No leash law
  - Current accessibility

Increase LOS by	0.83
to TOTAL LOS of	1.93
Spokane Comprehensive Plan LOS	2.69

Type	Neighborhood
Location	63rd and Altamont
Park Acres	12.45
Undeveloped Acres	12.45
Condition	Fair
Recreational Usage	Active/Passive

Demographic Report		
Center:	35356.0002	
Distance:	.5 miles	
Age Distribution (2008)	Total	%
0-19	288	22.14%
65+	360	9.00%
2008 Total Households	Total	%
Households	522	
Families	355	68.00%
2008 Household Income Distribution	Total	%
\$10-\$20K	10	1.90%
\$20-\$30K	26	5.00%
\$30-\$40K	49	9.40%
\$40-\$50K	30	5.70%
\$50-\$60K	60	11.50%
\$60-\$75K	33	6.30%
\$75-\$100K	36	6.90%
> \$100K	114	21.80%
2008 Total Number of Housing	164	31.40%
Owner-Occupied Dwellings	Total	%
Renter-Occupied Dwellings	386	73.90%
2008 Size of Household	136	26.10%
1 Person	Total	%
2 Person	137	26.20%
3 Person	194	37.20%
4 Person	68	13.00%
5 Person	73	14.00%
6+ Person	31	5.90%
	10	1.90%

Source: Applied Geographic Solutions, Thousand Oaks, CA  
Spokane Regional Site Selector

Figure 33 – Dog Park Improvement Concept - Source: Spokane Regional Site Selector and Spokane Parks and Recreation





## Bauer/Zier Property - Concept

### Proposed Actions

- Maintain a good portion of the site as agriculture or natural vegetation to preserve the historic character of the neighborhood
- Use portions of the site for a new neighborhood park
- Preserve the wetland area
- Include an educational nature walk for use by Moran Prairie Elementary School
- Connect the neighborhood park with Ben Burr Trail
- Convert the Bauer Barn into a community center

Increase LOS by	3.85
to TOTAL LOS of	4.95
Spokane Comprehensive Plan LOS	2.69

Type	Neighborhood/Community
Location	57th and Glenrose
Park Acres	57.76
Undeveloped Acres	57.76
Condition	Good
Recreational Usage	Active/Passive

Demographic Report		
Center:	35356.0002	
Distance:	.5 miles	
Age Distribution (2008)	Total	%
0-19	710	30.78%
65+	360	9.00%
2008 Total Households	Total	%
Households	831	
Families	626	75.30%
2008 Household Income Distribution	Total	%
	0	0.00%
\$10-\$20K	64	7.70%
\$20-\$30K	34	4.10%
\$30-\$40K	41	4.90%
\$40-\$50K	36	4.30%
\$50-\$60K	65	7.80%
\$60-\$75K	91	11.00%
\$75-\$100K	180	21.70%
> \$100K	320	38.50%
2008 Total Number of Housing	Total	%
Owner-Occupied Dwellings	689	82.90%
Renter-Occupied Dwellings	142	17.10%
2008 Size of Household	Total	%
1 Person	167	20.10%
2 Person	263	31.60%
3 Person	133	16.00%
4 Person	165	19.90%
5 Person	70	8.40%
6+ Person	27	3.20%
Source: Applied Geographic Solutions, Thousand Oaks, CA Spokane Regional Site Selector		

Figure 34 – Bauer/Zier Property Improvement Concept - Source: Spokane Regional Site Selector and Spokane Parks and Recreation



## IX. Neighborhood Park System Preferred Alternative

Five alternatives for additions and improvements were presented to the Stakeholders and consisted of several suggested improvements packaged into similar themes. Stakeholders reviewed the alternatives and selected portions of each that they preferred. This resulted in the creation of an acceptable or “Preferred Alternative” which is a combination of selected portions of all the alternatives. Ideas identified to be most important by the stakeholders are listed below, in order of preference. The full list of alternatives is located in Appendix D.

1. Support implementation of Hazel’s Creek Drainage Facility master plan, including both the main site and the trails and greenbelts.
2. Acquire the Bauer and Zier Agricultural Properties for park lands (City of Spokane’s Comprehensive Plan 5.9 and CFU 1; Spokane County Comprehensive Plan CF.1 and PO.2).
3. Acquire property and construct a community center
4. Designate the City-owned properties north of the old Spokane City Dump property as a dog park, and design and construct appropriate facilities (City of Spokane’s Comprehensive Plan 5.9 and CFU 1; Spokane County Comprehensive Plan CF.1 and PO.2).
5. Equalize park accessibility throughout neighborhood by increasing connectivity by various means, for example paving paths through right-of-ways, improving signage, linking with other plans for bikes and trails, and using Low Impact Development (LID) concepts (City of Spokane’s Comprehensive Plan LU 1.1).
  - a. Linear Park features on East-West connections.
  - b. Linear Park elements such as Greenways and paved paths.
6. Implement all identified enhancements to existing parks based on Stakeholder’s analysis and concepts (Figures 30 through 34; City of Spokane’s Comprehensive Plan PRS 2.1).

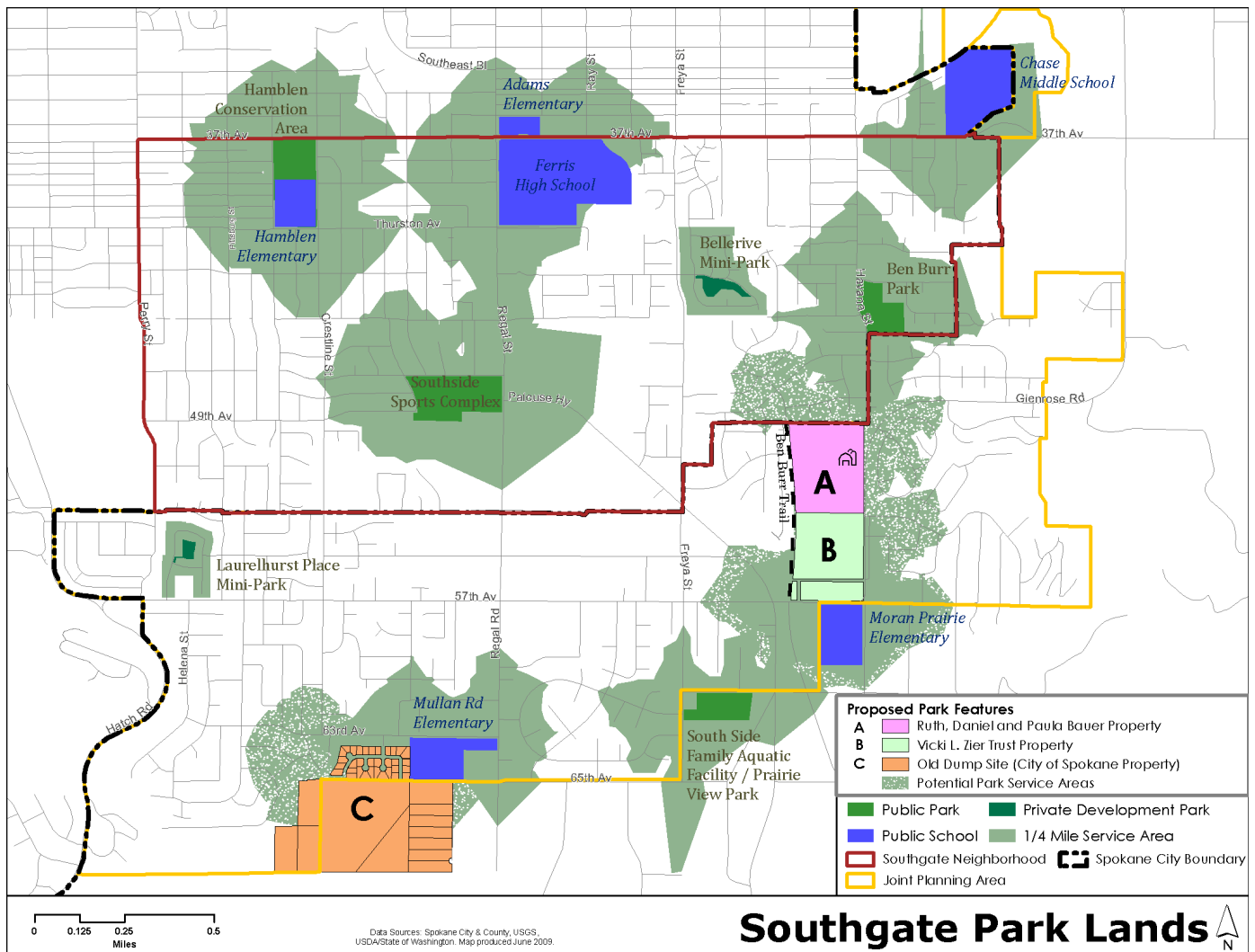


Figure 35 - Southgate Park System and Proposed Features – Source: City of Spokane GIS Data and Spokane County Parcel Data

## X. Implementation Strategy

### A. Overall Project Priority

1. Support implementation of Hazel's Creek Drainage Facility master plan, including both the main site and the 'trails' and 'greenbelts.'
2. Acquire the Bauer and Zier Agricultural Properties for park and open space lands.
3. Implement all identified enhancements to existing parks based on Stakeholder's analysis and concepts.
4. Designate the City-owned properties north of the old Spokane City Dump property as a dog park, and design and construct appropriate facilities.
5. Support other initiatives that would increase access to parks and open space; such as: City of Spokane Bicycle Master Plan, The SE Trails Plan (Spokane County Comprehensive Plan), The Spokane County Recreational Trails, the SRTC Regional Pedestrian Plan.

6. Equalize park accessibility throughout the neighborhood by increasing connectivity by any means necessary; for example paving paths through right-of-ways, improving signage, linking with other plans for bikes and trails, and using Low Impact Development (LID) concepts.
7. Strengthen policy and agreements that encourage Public School facilities to be available as park and recreation resources after school hours and throughout the summer.
8. Acquire property and construct a community center.

## ***B. Responsible Parties***

The Southgate Neighborhood Council accepts their responsibility to be a full and active partner in representing the neighborhood through the implementation of this plan.

Responsibility for aspects of the projects and proposals of this parks and open space element would be delegated to many departments within the City of Spokane. Items in the project priority section that "support" other city projects and initiatives involve specific coordination of the Southgate Neighborhood with the appropriate departments. The neighborhood will form subcommittees targeted at each priority project that requires support.

The neighborhood will use these subcommittees to work closely with the City of Spokane Planning Services to complete important actions needed to seek the approval of this plan and include the projects therein in the capital improvements program. The City of Spokane Parks and Recreation Department would be a key player in the purchase and designation of the specified parks, open spaces, and conservation lands. The neighborhood would also need to coordinate with Spokane County Parks, Recreation and Golf Department to acquire and maintain properties outside of the city limits. City of Spokane Engineering Services is responsible for the improvement of right-of-ways, paving, and installation of sidewalks specified in the enhancements.

## ***C. Funding***

Grants and other funding will be needed to implement this plan. The list below outlines federal, state and local funding options that could be utilized in implementation efforts.

### **Federal Funding**

- Environmental Protection Agency (EPA) – Environmental Education Grants
  - The Grants Program sponsored by EPA's Environmental Education Division (EED), Office of Children's Health Protection and Environmental Education, supports environmental education projects that enhance the public's awareness, knowledge, and skills to help people make informed decisions that affect environmental quality. EPA awards grants each year based on funding appropriated by Congress. Annual funding for the program ranges between \$2 and \$3 million. Most grants will be in the \$15,000 to \$25,000 range. SOURCE: <http://www.epa.gov/enviroed/grants.html>

### **State Funding**

- Washington State Department of Transportation – Safe Routes to School
  - Washington's Safe Routes to School program provides technical assistance and resources to cities, counties, schools, school districts and state agencies for improvements that get more children walking and bicycling to school safely, reduce congestion around schools, and improve air quality.
  - In 2005, the Governor and Washington State Legislature made a 16 year commitment to this program by providing state funding. SAFETEA-LU, the federal transportation act, re-enforced

Washington's Law by providing funding for States to address safe walking and biking to and from school.

- Funding for the Safe Routes to School Program is administered through a competitive application process. The criteria used to prioritize applications for funding is designed to address need and ensure a comprehensive approach that addresses all of the components of the program. SOURCE: <http://www.wsdot.wa.gov/LocalPrograms/SafeRoutes/>
- The purpose of the Safe Routes to Schools program is to provide children a safe, healthy alternative to riding the bus or being driven to school. Funding from this program is for projects within two-miles of primary and middle schools (K-8) and will be targeted to address all of the following: Engineering, Improvements, Education and Encouragement Activities, Enforcement. SOURCE: <http://www.wsdot.wa.gov/LocalPrograms/SafeRoutes/funding.htm>
- Washington State Parks – No Child Left Inside
  - A grant program administered by the Washington State Parks and Recreation Commission. The program has \$1.5 million available to Washington state outdoor education and recreation youth programs to help get our children back outside to learn about and enjoy nature.
  - Washington is the second state in the nation to grant state funds to outdoor education and recreation programs. This grant program was provided by the Washington State Legislature. Program participation and support are critical to ensure future funds and a successful program that will serve as a model for states throughout the country.
  - No Child Left Inside focuses on ecological, environmental, educational and recreation programs. Any public or private program that meets the following goals of No Child Left Inside is encouraged to apply for a grant. The main goals of No Child Left Inside are to:
    - Provide a large number of underserved students with quality opportunities to directly experience the natural world.
    - Improve the student's overall academic performance, life skills, self-esteem, personal responsibility, community involvement, personal health and understanding of nature.
    - Empower local communities to engage students in outdoor education and recreation experiences.
  - Due to Budget concerns, this program has not been funded for 2009-2011 but this does not mean it may not become available within the time frame of this plans projects. SOURCE: <http://www.parks.wa.gov/NoChildLeftInside/>

## **Local Funding**

- City of Spokane's Comprehensive Plan Recommendations
  - PRS 2.4 Park Funding
    - Consider all potential funding sources to maintain the adopted level of service for parks. Discussion: Potential funding sources include: impact fees, Park budget, General Fund, gifts, dedications, LIDs, bonds, Community Development funds, Conservation Futures funds, and grants.
- Conservation Futures

- The 1994 adoption of the Spokane County Conservation Futures program began with a property tax assessed for each home in the county. This (up-to) 6-cent tax is levied per \$1000 of property value, subject to the levy-lid of 1% per year; a home assessed at \$100,000 would generate a tax of \$6.00 at this levy rate. This tax money is earmarked solely for the acquisition of property and development rights. These funds acquire lands or future development rights on lands for public use and enjoyment. In 2005, state legislation recognized the need to allow monies for maintenance and operations of the Conservation Futures properties. Fifteen percent of the Conservation Futures money is used toward maintaining, protecting and enhancing the property over the long-term.
- The Conservation Areas, the term used in Spokane County, defines areas of generally undeveloped land primarily left in or restored to its natural condition. These areas may be used for passive recreational purposes, to create secluded areas, or as buffers in urban areas. SOURCE: <http://www.spokanecounty.org/parks/content.aspx?c=1839>
- Park Districts – Spokane County Comprehensive Plan
  - PO.3.2 – Offer neighborhoods and communities within the unincorporated county the ability to increase park and recreation opportunities through the formation of self-taxing park service areas. Neighborhoods may include this option within their individual neighborhood plans.
- Donations
  - Donations include park system land and improvements received by the city from private individuals as well as other agencies or organizations.

# Appendix

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## Southgate Neighborhood Parks and Open Space Element



## Appendix A: Park and Open Space Classifications

### Chapter 5, Capital Facilities and Utilities

#### 5.9 Parks, Recreation, and Open Space Facilities - Park Descriptions

**Neighborhood Mini-Parks** - Mini-parks are developed to serve a concentrated or specific group, such as children or senior citizens. Mini-parks have often been developed in areas where land is not readily available for neighborhood parks.

**Neighborhood Parks** - Neighborhood parks are intended to provide both active and passive recreation for residents enjoying short daily leisure periods but should provide for most intensive use by children, family groups, and senior citizens. These parks are centrally located in neighborhoods with safe walking and bicycle access.

**Community Parks** - Community parks offer diverse recreational opportunities. These parks may include areas suited for facilities, such as athletic complexes and large swimming pools. Natural areas for walking, viewing, and picnicking are often available in community parks. Water bodies are present in many of these parks.

**Major Parks** - A major park is a large expanse of open land designed to provide natural scenery and unique features of citywide and regional interest as well as affording a pleasant environment and open space in which to engage in active and passive recreation.

**Conservation Area** - Conservation areas are open space areas designed to protect environmentally sensitive features, such as steep slopes, unstable soils, and shorelines. These areas are generally maintained in their natural state and help preserve significant views and wildlife habitats and corridors.

**Trails** - Trails are paved or unpaved surfaces that are ideally separated from streets and are within an open space corridor. Trails are typically used for running, biking, walking, and skating. Although many unmarked, undesignated trails exist, there are three official trails in the city: Ben Burr, Fish Lake, and Centennial.

### Chapter 3, Land Use

#### 3.5 Description of Land Use Designations

The City of Spokane Comprehensive Plan identifies three types of *open space* land uses:

- **Conservation Open Space:** Areas that are publicly owned, not developed, and designated to remain in a natural state. The purpose of this category is to protect areas with high scenic value, environmentally sensitive conditions, historic or cultural values, priority animal habitat, and/or passive recreational features. It is expected that improvements would be limited to those supporting preservation or some passive recreation activities, like soft trails and wildlife viewpoints
- **Potential Open Space:** Areas that are not currently publicly owned, not developed, and expected to remain in a natural state. The purpose and types of improvements in this category are the same as the Conservation Open Space category.
- **Open Space:** Major publicly or privately owned open space areas such as golf courses, major parks and open space areas, and cemeteries. These areas usually have facilities for active and passive recreation and include paved and unpaved roads, parking lots, hard surface trails, and buildings and facilities that support activities occurring in the open space area.

## Appendix B. Southgate Stakeholder Discussion of Parks and Open Space – September 2, 2009

The Southgate Stakeholders Planning Committee met to analyze the inventory of Parks and Open Space. They discussed individual parks and the neighborhood park system as a whole. They also discussed possible additions and improvements to the system. They came to agreements on aspects they would like to maintain, change or add to existing individual parks based on demographics within ½ mile of each park. They also proposed system wide changes including the acquisition or designation of additional park lands to meet the LOS for park lands.

### Ben Burr Park

The neighborhood started the discussion with how nice the park was. They noted that it was always being used. They did mention how there was even junior soccer practice and similar types of activities going on there on some evenings which generated a number of cars parked on the street and un-designated parking. The discussion went for a moment on the amount of young families that live close to the park and the demographic that roughly 31% of the population was younger than 19 and only 9% were over 65 years old. They considered options of a more active theme to this park. Many comments were made about the undeveloped open space in the park and thought it could be put to better use. They made several documented suggestions shown in the list below.

- Maintain
  - Open grassy area as open space without lines painted for sports
  - Multi-use for all ages
  - Trees
- Change
  - Undeveloped Area
    - Community Garden Space in undeveloped part/natural area
      - Is this an actual function of a park?
- Add
  - Activities that appeal to young user based on the age demographic within ½ mile
    - Frisbee golf
    - Skate Dot
    - Sand Volleyball

### Hamblen Park

The neighborhood started the discussion on the topic of the sharp contrast between urban area and this undeveloped portion of land. The ensuing comments related to the fact that it was not very easy to tell what this area was from the street or many of the access points. There are only one or two small signs indicating that this area is a conservation or park area. They made mention that if you were not from the area, you would not realize that you could recreate on the property. There was general consensus that there should be improvements made to the signage and trail networks. This led to the discussion of possible improvements in design and landscaping of entryways into the park. Other comments and notes are listed below.

- Maintain
  - Undeveloped
  - Shelter
  - School Facilities (Tennis Courts, Basketball Courts)
  - Honor Conservation area regulations and status with whatever is added or changed

- Change
  - Make Trail Improvements.
- Add
  - Clear and Visible entry way into park on 37<sup>th</sup>
  - Signage for interpretation.
  - Entry on Crestline to coincide with Bike Boulevard and add bike racks (considering that Crestline is designated bike route).
  - Restroom.

### **Southside Sports Complex**

The discussion about this park area immediately jumped to the idea of starting from scratch and redesigning the entire park. There was conversation of ownership and lease agreements with Spokane Youth Sports Association (SYSA). The Stakeholders were shown pictures of the lack of sidewalks and paved streets on the Northwest portion of the park where there is play equipment and picnic tables. They noted that this and the poor maintenance and aesthetics of the whole thing deter use from nearby residents. They felt that the park should be a connecting feature with trail access to and through it because of its central location in the neighborhood. Other issues and ideas they suggested for improvements are listed below.

- Maintain
  - See following comments under the Change and Add sections.
- Change
  - Make improvements to existing playground.
  - Relocate parking off of regal or change entrance to parking lot.
  - Leasers must upgrade grass, buildings, parking lot.
- Add
  - Groomed cross-country ski track in winter for alternating seasonal use.
  - Access
    - Pave 46<sup>th</sup> Ave.
    - Add pedestrian right of way along Altamont.
    - Crosswalks across 46<sup>th</sup> Ave. and Altamont.
  - Pedestrian connectivity through park.
  - Track or walking trail around the park.
  - Big skate park because this is a central location in the neighborhood.
  - Community plaza for district center could be located in or adjacent to this area.

## Appendix C. Neighborhood Park System and Alternatives

### Neighborhood Park System

When the discussions of individual parks had finished, the neighborhood gathered around a large map of the neighborhood showing all of the parks and open space lands. The first topic discussed was the possibility of acquiring the Bauer agricultural land between Ben Burr Trail, 57<sup>th</sup> Ave. and Glenrose Rd. (actually speaking of Bauer and Zier Trust Properties according to Spokane County Assessor parcel data). There was talk of how portions of the site should remain either undeveloped or agricultural land to preserve a remnant of the area's character and history—it was part of Moran Prairie which was primarily agriculture land. They discussed cooperative opportunities by creating educational trails for Moran Prairie Elementary School directly to the south. The idea of the Bauer Barn being renovated and used as a community center was discussed. The discussion then moved to the Old City Dump property just Southwest of Mullan Road Elementary. According to parcel information, they were referring to City-owned properties to the north of the old dump site. They all had heard it referred to as a “Dog Park” and they felt this was a fitting use and the properties should be designated as official park land. They talked about possible improvements in connectivity, signage and facilities that the park would need. Other sites for acquisition were discussed but not agreed upon. They noted the large gap in service area through the middle of the neighborhood and entire underserved area on the Southwest. This Southwest area was examined and found to be mostly built-out, leaving almost no opportunities to add park lands. At this point, the Stakeholders considered using increased East-West connectivity to provide for the areas outside existing service areas where there were no available lands to add parks.

Five alternatives were presented to the Stakeholders at a meeting on October 7<sup>th</sup>, 2009. These alternatives consisted of several suggested improvements packaged into similar themes. Several suggested improvements or principles were important enough that they were included in all of the alternatives. These important improvements and principles are listed below. The alternatives are listed in the “Alternatives Explored” section below.

### Important Principles

- Support implementation of Hazel's Creek Drainage Facility master plan, including both the main site and the trails and greenbelts.
- Policy and agreements would encourage Public School facilities to be used as park and recreation resources after school hours and throughout the summer (City of Spokane's Comprehensive Plan LU6.9).
- Support other initiatives: City of Spokane Bicycle Master Plan, The SE Trails Plan (Spokane County Comprehensive Plan), The Spokane County Recreational Trails, the SRTC Regional Pedestrian Plan.
- Coordinate with City and Developers to ensure the implementation of the following features in the Regal Palouse District Center in accordance with the Developer agreements. These would include:
  - A Community Plaza to serve as a central gathering place.
  - Bike and Pedestrian connectivity to and through the District Center.
  - Opportunities based on other features specified in the Developer Agreements and the Land Use Ordinances, including that the Center is a storm water innovation area.

### Alternatives Explored

#### Alternative 1A – Enhance Existing Facilities and Acquire Additional Park and Open Space Lands -- “Basic”

This Alternative combines all of the major suggestions made by the neighborhood but focuses on the less expensive options of those suggestions. It includes the following:

- Acquire the Bauer and Zier Agricultural Properties for park lands.
- Convert the existing Bauer Barn into a community center.
- Designate the City-owned properties north of the old Spokane City Dump property as a dog park, but the land and facilities would remain as is.
- Address gaps in current park service areas through increased East-West connectivity. Achieve this by improving current rights of way and signage. Focus only on areas that are in the park service area gaps – in the west part of the neighborhood.
- Implement the low cost portions of enhancements to existing parks based on the Stakeholder’s analysis and concepts,
- Develop Community Gardens in unused sections of open park land throughout neighborhood.

#### **Alternative 1B – Enhance Existing Facilities and Acquire Additional Park and Open Space Lands – “Deluxe”**

This alternative encompasses the same suggested improvements as Alternative 1A except this would include the more preferred but expensive options for each. It includes the following:

- Acquire the Bauer and Zier Agricultural Properties for park lands.
- Acquire property and construct a community center either near the Hazel’s Creek Drainage Facility site or near the Community Plaza in the district center.
- Designate the City-owned properties north of the old Spokane City Dump property as a dog park, and design and construct appropriate facilities.
- Equalize park accessibility throughout neighborhood by increasing connectivity by any means necessary, for example paving paths through right-of-ways, improving signage, linking with other plans for bikes and trails, and using Low Impact Development (LID) concepts.
  - Linear Park features on East-West connections.
  - Linear Park elements such as Greenways and paved paths.
- Implement all identified enhancements to existing parks based on Stakeholder’s analysis and concepts.
- Install any needed signage or other facilities to fully implement use of schools for parks and recreation.
- Acquire and build mini-parks in the areas of the neighborhood that lack them, for use as Community Gardens, Skate-Dots, Tot-Lots, Chess Parks, etc., based on surrounding demographics.

#### **Alternative 2A – Enhance Current Facilities “Basic”**

The second alternative makes improvements to the park system without requiring the purchase of additional park lands. It includes the following:

- Designate the City-owned properties north of the old Spokane City Dump property as a dog park, but the land and facilities would remain as is.
- Fill gaps in current park service areas by increasing East-West connectivity; and improving current right-of-ways and signage.
- Implement the low cost portions of enhancements to existing parks based on the Stakeholder’s analysis and concepts.
- Community Gardens developed (by the community) in unused sections of open park land throughout neighborhood.

#### **Alternative 2B – Enhance Current Facilities “Deluxe”**

This alternative encompasses the same suggested improvements as Alternative 2A except this would include the more preferred but expensive options for each. It includes the following:

- Designate the City-owned properties north of the old Spokane City Dump property as a dog park, and design and construct appropriate facilities.

- Equalize park accessibility throughout neighborhood by increasing East-West connectivity by paving paths through right-of-ways, improving signage and linking with other plans for bikes and trails.
- Implement all identified enhancements to existing parks based on Stakeholder's concepts.
- Install any needed signage or other facilities to fully implement use of schools for parks and recreation.

### **Alternative 3 – Least Cost**

The final Alternative seeks the least cost methods of improving the park system by not advocating any direct expenditures in Parks and Open space by the Parks Board, but instead 'simply' supporting in all possible ways implementation of ongoing and potential plans and projects. These are the items described in Section One above:

- Support implementation of Hazel's Creek Drainage Facility master plan, including both the main site and the 'trails' and 'greenbelts.'
- Policy and agreements to encourage Public School facilities to be used as park and recreation resources after school hours and throughout the summer.
- Support other initiatives: City of Spokane Bicycle Master Plan, The SE Trails Plan (Spokane County Comprehensive Plan), The Spokane County Recreational Trails, the SRTC Regional Pedestrian Plan.

### **Preferred Alternative**

Each Stakeholder was given four stickers to place on alternatives and select portions of each that they preferred. This resulted in the creation of an acceptable or "Preferred Alternative" which is a combination of selected portions of all the alternatives. Ideas identified to be most important by the stakeholders are listed below.

- Support implementation of Hazel's Creek Drainage Facility master plan, including both the main site and the 'trails' and 'greenbelts.'
- Acquire the Bauer and Zier Agricultural Properties for park lands (City of Spokane's Comprehensive Plan 5.9 and CFU 1; Spokane County Comprehensive Plan CF.1 and PO.2).
- Acquire property and construct a community center
- Designate the City-owned properties north of the old Spokane City Dump property as a dog park, and design and construct appropriate facilities (City of Spokane's Comprehensive Plan 5.9 and CFU 1; Spokane County Comprehensive Plan CF.1 and PO.2).
- Equalize park accessibility throughout neighborhood by increasing connectivity by various means, for example paving paths through right-of-ways, improving signage, linking with other plans for bikes and trails, and using Low Impact Development (LID) concepts (City of Spokane's Comprehensive Plan LU 1.1).
  - Linear Park features on East-West connections.
  - Linear Park elements such as Greenways and paved paths.
- Implement all identified enhancements to existing parks based on Stakeholder's analysis and concepts: City of Spokane's Comprehensive Plan PRS 2.1).



## Appendix D. South Hill Literature and Demographic Review

The South Hill of Spokane is growing. With the growth comes increased traffic congestion. The congestion has continued to grow and will likely do so in the coming years. Many studies and plans have been commenced to determine the best course of action to relieve congestion and provide a more complete transportation network. This paper outlines some of the commonalities and conflicts between the known plans or studies and provides limited general demographics to illustrate trends for the South Hill.

### Spokane Regional Transportation Council – Southside Transportation Study (2004)

The study conducted by SRTC was very inclusive and thorough. The study analyzes 13 project scenarios including 11 individual projects and two combinations of projects. The proposed projects were ranked by the public and a technical committee. The only criterion was to rank based upon which project the groups would most like to have studied further. Ultimately, the study analyzed projects using traffic demand forecasting. The projects were described in detail including potential impacts both positive and negative. The study stopped short of any consensus or cost estimates. The two committees ranked the projects nearly opposite of each other. The following is a list of the proposed projects and how they ranked by committee:

#### SRTC Project List Comparison

Citizen		Technical	
Rank		Rank	
1	New Carnahan to 8th Route	1	Ray Street X-Over
2	Pittsburg/29th, Pittsburg/Rockwood Signals	2	3 Lane 37th Street Glenrose to Grand
3	3 Lane 37th Street Glenrose to Grand	3	44th Ave Extension
4	New Hatch Road Route	4	New Hatch Road Route
5	Improved Havana, Glenrose to 57th	5	4 Lane Southeast Blvd.
6	4 Lane Southeast Blvd.	6	Extend 17th East to Park
7	Ray Street X-Over	7	No Action
8	44th Ave Extension	8	Improved Havana, Glenrose to 57th
9	No Action	9	Pittsburg/29th, Pittsburg/Rockwood Signals
10	Extend 17th East to Park	10	New Carnahan to 8th Route

### City of Spokane- Comprehensive Plan (2007)

#### Transportation

The comprehensive nature of the Transportation Chapter is undeniable. The plan begins with several sections discussing the benefits and desire for a multi-modal approach. Certainly the placement of these sections at the beginning of the chapter suggests the desire to stray from traditional auto-oriented transportation solutions.

Section 4.6 describes the traffic volumes, design, and specification on roadways organized by area classification. A disconnect in this sections is that the area classifications do not match the land use description in the land use chapter. For example, the tables use phrases such as “focused growth areas” and “urbanized areas” where the land use chapter describes “district” and “employment centers”.

A Capital Improvement Plan is included in the Transportation Chapter. The details are included in the attached section to this document. The following discrepancies were found:

- The 37<sup>th</sup> street project included in the SRTC document is not entirely included in the CIP. The CIP calls for a reconstruction to an “urban standard” to Stone St. but does not extend to Grand like the SRTC study calls for.
- The CIP does not specify intersection projects. The SRTC document calls for installation of signals at the intersections of Pittsburg and Rockwood as well as Pittsburg and 29<sup>th</sup> Street.
- 44<sup>th</sup> Ave, Regal to Freya extension found in the SRTC study is not in the CIP.
- Southeast Blvd. capacity project found in the SRTC study is not found in the CIP.
- New Hatch Road route found in SRTC study not found in CIP.
- The additional turn lane to Carnahan found in the SRTC study is not found in the CIP.

The South Hill projects found in the CIP are categorized in the following table:

Boulevard/Parkway Improvements: <b>\$9,400,000 (3 projects)</b>
Capacity Improvements: <b>\$0 (0 projects)</b>
Complete Sidewalks: <b>\$1,556,000 (15 projects)</b>
New Routes: <b>\$9,931,000 (5 projects)</b>
Reconstruct to Urban Standard: <b>\$14,318,000 (17 projects)</b>
Widen to Meet Standards: <b>\$645,000 (1 project)</b>
<b>Total \$37,494,000 (41 projects)</b>

### *Land Use*

In the Land Use Chapter of the plan, a description of a District Center is given. In the center of the District will be up to 44 dwelling units per acre, with an overall area made up of 30-50 blocks. However, the three designated locations where District's are the goal are located far less than the 30-50 block requirement. The locations are 29<sup>th</sup> and Regal, 57<sup>th</sup> and Regal, and the Grand District, which appears to be centered at 29<sup>th</sup> and Grand. The goals of the District and the locations identified contradict each other. Additionally, no location on the South Hill was selected for an Employment Center, Neighborhood Center, nor Corridor. If the centers described in the plan come to be, the transportation network impact will be substantial. Regal Avenue and parallel routes will likely need added capacity, as well as result in significant impacts to 29<sup>th</sup>, 57<sup>th</sup>, Southeast, Grand, Ray, and 37<sup>th</sup> streets respectfully.

What is crystal clear in the plan however, is the nexus between land use and transportation; specifically the notion that proper land use design will encourage all modes of transportation.

### *GMA*

The GMA chapter includes discussions regarding traffic circulation. Language is incorporated which describes capacity projects as negative, and arterials as having a very negative effect on existing neighborhoods. The notion underscores the impacts likely to occur if a District land use pattern is established at the intersections described in the previous section. The negatives associated with the arterial could also suggest an improper design issue rather than the arterial itself. The hostility towards arterials could be based on street construction in years past that didn't include aspects of calming or beautification. Additional language demonstrates the desire to include these features. The chapter states a desire to promote the reconstruction of roads to include

street trees, parking strips, sidewalks, pad and bike paths, pedestrian malls, landscaping, traffic calming devices, and other tools.

### **City of Spokane- 6 Year Street Plan (2009-2014)**

The 6 year plan is updated each year. The update requires completed projects be removed and remaining projects from the CIP be added. The 2009-2014 plans include just over \$2,000,000 worth of projects and maintenance on the South Hill. The 6 year plan is broken down in the following table:

2009- \$615,176 (7 projects)
2010- \$108,626 (2 projects)
2011- \$7595 (1 project)
2012- \$1,063,001 (6 projects)
2013- \$6096 (1 project)
2014- \$295,053 (3 projects)

However, if examined closer, the South Hill is receiving \$1,726,952 of the total in maintenance programs. Of the remaining funds only one project is actually being constructed. That single project is the bike/ped improvements along Hatch Road. Aside from this project, two design projects are included, but neither is funded for construction with the 6 year plan. This means no construction will take place on the South Hill street network until at least 2015. The situation will continue unless funding or other external conditions change.

### **Spokane Regional Transportation Council- Regional Bike Plan (2008)**

The bicycle plan is a regional plan with specific recommendations to bicycle facility applications on the Spokane street network. The plan calls for applications such as shared use paths, dedicated bike lanes, signed shared roadways, and other similar treatments. Specific priorities with regard to the South Hill, are to create improved route to and from the South Hill, as well as improve Hatch Road from 57<sup>th</sup> St. to SR 195. Found further in the document is the desire to “incorporate biking improvement on 37<sup>th</sup> Ave.” The plan states the specific desire for 37<sup>th</sup> is a shared use lane. Although not written within the plan, the bicycle plan map also shows street segments with bike lanes added. The segments of road include the following:

- 57<sup>th</sup>- Hatch Rd, to Palouse HWY
- 37<sup>th</sup>- Regal, to Ray
- Southeast BLVD- 29<sup>th</sup>, to Regal and 17<sup>th</sup>, to 25<sup>th</sup>

One additional point in the plan is the desire for a true grid network and an avoidance of cul-de-sac development. The plan states the supportive nature of a grid network for bicyclists. The plan does go into great detail as to the proper design of bicycle facilities such as bike lanes widths, sharrows, bike boulevards, grate placement, signage, and a thorough discussion over proper maintenance practices.

The final chapter of the plan demonstrates an insight to bicycle related issues throughout the South Hill. The comments were made by participating citizens and presumably avid bike riders. Many of the comments are location specific and give a clear illustration to the issue at hand.

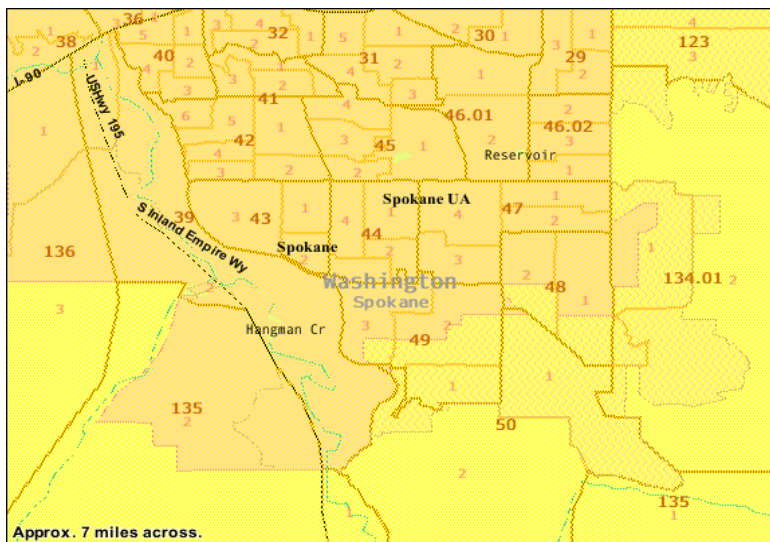


## Demographic and Transportation Analysis Zones Data (Census & SRTC)

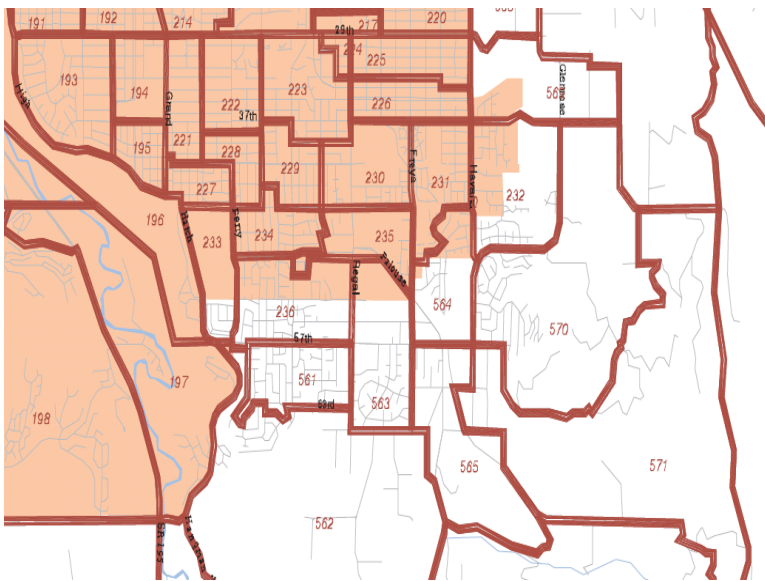
### Overview

The US Census conducted its last official review in 2000. Estimates are available for the year 2007. The South Hill currently has 11 census tracts. From 1990 to the year 2000, four tracts were added and two combined into one. The next official census will be in 2010, with results likely by the end of 2011.

As for the TAZ's, an update was performed in 2006 for the forecast and model update. The revisions allowed the forecasts to end in the year 2030. The report includes forecasts for all Transportation Analysis Zones (TAZ's) and had reporting points for the years 2015 and 2030. The data included information for the employment sector, housing, general populations and changes within each for all areas of the South Hill.



**South Hill census tracts include: 42,43,44,45,46.01,46.02,47,48,49,50 and 134.01.**



**The South Hill TAZ's include: 191-195, 214-217, 220-236, 561-565, and 569-571.**

## Population and Forecasts

According to the US Census, the South Hill overall population grew from 29,408 in 1990, to 35,972 in 2000. The South Hill's percentage of total Spokane city population in 1990 was 16.6% while in the year 2000, the proportion was 18.4%. The growth was equal to a 1.8% difference. The 2007 official census population estimates for Spokane was 205,559 people. Assuming the estimate was correct and a South Hill share rose to 18.8%, the population on the South Hill would be approximately 38,645. According to SRTC, the total 2030 forecasts for South Hill TAZ's show approximately 48,350 in population.

	1990	2000	2007	2030
<b>Spokane</b>	177,196	195,619	205,559*	255,000*
<b>South Hill</b>	29,408	35,972	38,645**	48,350*
<b>% of Total</b>	16.6%	18.4%	18.8**	19.0%**

\*Estimates from SRTC \*\*Estimates from McMillen Eng.

## Housing Units and Forecasts

According the SRTC TAZ data, in the year 2005 single family housing units totaled 11,256. By the year 2030, the forecast for single family units is projected to reach 12,494. For multi-family housing the total units for 2005 was 3,585. The forecast for the 2030 horizon year is still 3,585. The TAZ's don't show a single unit of multi-family housing being added to the South Hill by 2030. The important aspect of these forecasts is what they don't say directly. Much of the land use section of the comprehensive plan discusses the desire for a more compact urban form. The plan suggests centers with dwelling units of 24-44 units per acre. However, the TAZ's used in the report give no indication that many of the desired land use goals in the comprehensive plan have made it into the actual TAZ structure. The lack of common vision demonstrates the disconnect between the future growth plan and the comprehensive land use plan. The other alternative is that the TAZ's were purposefully adjusted without the comp plan information in order to reduce the transportation and air quality impacts in the model. The motivation for this action may be to either demonstrate air quality conformance or lessen the impacts for the needed infrastructure that would be required to accommodate such growth. In terms of traffic generation, since most residential units average approximately 10 trips per day, the average traffic generation for the South Hill is likely near 148,000 total daily trips. By 2030, the daily trips will be in the range of 160,000.

## Employment and Forecasts Data

Another aspect of traffic generation is employment. According to the US Department of Labor, the city as a whole had 163,809 jobs in 1990. By July of 2008, the city employment base swelled to 216,348 total jobs. The change translated into a 32% increase overall. The change reflects a .5% annual increase. For the South Hill, employment data available in the TAZ report for 2005 showed approximately 7,582 jobs. The total represents about 4% of Spokane's total employment. The forecasted jobs on the South Hill are 8,810 by 2030 or a total increase of 14%, or .56% annually.

The industry with the most positions for the South Hill is Retail, Non-CBD. Retail establishments may have hours that extend beyond the PM peak and into weekends. Additionally, stores could open during early to mid morning, on holidays, and receive shipments after hours. The point here is that the more popular jobs on the South Hill have hours difficult to use for forecasting traditional peak and non-peak periods.

## Metropolitan Transportation Plan (SRTC)

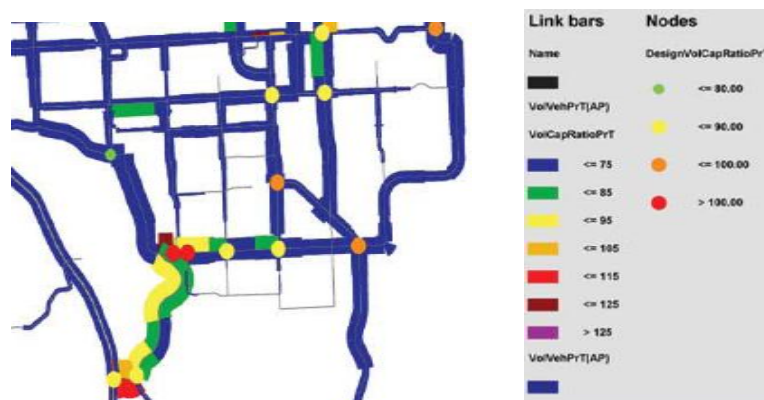
The Metropolitan Transportation Plan was updated in 2008 by Spokane Regional Transportation Council. The plan is supposed to be updated every three years so that transportation and land use plans are in sync. The idea is for a dynamic plan that evolves to meet the demands of changing policy and financial situations on a regular basis. From the beginning, the document states emphatically that “Local jurisdictions shall develop and adopt land use plans that have been coordinated through the Spokane Regional Transportation Council (SRTC) to ensure that they preserve and enhance the regional transportation system.”

A demographic chapter is included to give an idea for future conditions. The estimate describes an area primarily comprised of Spokane County. The Spokane area is forecasted to grow to a population of 563,767. Using the figures from the 2006 TAZ report, the upper South Hill will grow to 48,350 people or nearly 9% of the entire Spokane region. Jobs for the region are expected to grow to approximately 225,000 by 2030.

With regard to travel demand, a statement was included that deserves further clarification. The plan states “Highway performance monitoring data collected by electronic sensors along the heavily used streets and highways indicate that Spokane area residents drive nearly 12 million vehicle miles per day. This is twice the number of miles motorists drove in 1999.” The statement seems highly unlikely and was likely an oversight or drafted with improper statistics.

In terms of measuring the impacts of daily trips, SRTC uses a 0.75 volume to capacity ratio as a threshold for evaluation of existing and future deficiencies. Roads in blue are at or above .75. The thicker the blue line, the closer the road is to reaching .80, or the next LOS category.

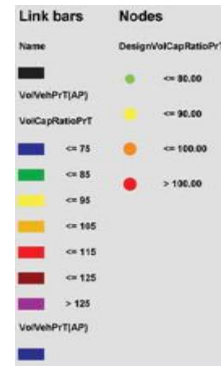
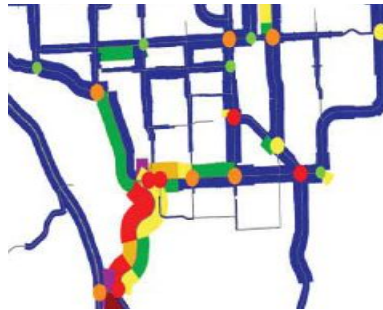
**2015 No Build Scenario:** As can be gathered from the model scenario several corridors and intersections demonstrate needs. However, most of the significant congestion occurs near the Hatch/High Dr./57th intersections.





### 2030 No Build Scenario:

The 2030 model shows a little more pressure on intersections but a tremendous increase in congestion around the Hatch and High Drive area of the South Hill. The results indicate the importance of the proposed Hatch bypass and demonstrate the potential impacts if the project is not constructed in the coming years. According to the model results for the 2015 build scenario virtually all roads show a .75 v/c and a few intersections with higher v/c ratios. The scenario includes the funded projects currently in the TIP. The intersections still seeing congestion include:



### 2015 Build Scenario Deficiencies:

Regal/37<sup>th</sup>- <=.80 v/c  
 Freya/37<sup>th</sup>- <=.80 v/c  
 Regal/57<sup>th</sup>- <=.80 v/c  
 Ray/Freya- <=.80 v/c  
 Freya/Palouse- <=.80 v/c  
 Regal/Palouse- <=.90 v/c  
 57<sup>th</sup>/Palouse- <=1.00 v/c  
 Hatch/57<sup>th</sup>- >1.00 v/c  
 57<sup>th</sup>/High Dr - >1.00 v/c



By 2030, the South Hill network shows less strain on the corridors, and a little more on intersections. The only two corridors that do show congestion are Freya, from 37<sup>th</sup> street to the areas north, and High Drive from 57<sup>th</sup> to Bernard. The scenario assumes all projects included in the TIP have been constructed, including the Hatch Road bypass. The bypass project clearly demonstrates a significant relief of travel demand off the South Hill towards Hangman Valley. The project estimated cost is approximately \$288,764,324. If an average of the 2009 and 2010 6 year programs is used and forecasted, the total 6 year program would equal nearly \$188,000,000, or 65% of the bypass estimated costs. As for intersections, the following intersections demonstrate higher v/c ratios:

### 2030 Build Scenario Deficiencies:

37<sup>th</sup> & Glenrose- <=.80 v/c  
 Freya/37<sup>th</sup>- <=.90 v/c  
 Regal/Palouse - <=.90 v/c  
 57<sup>th</sup>/Glenrose- <=.90 v/c  
 57<sup>th</sup>/Freya- <=.90 v/c  
 Freya/63<sup>rd</sup>- <=.90 v/c  
 Hatch/57<sup>th</sup>- <=.90 v/c  
 Hatch/ High Dr - <=1.0 v/c



The South Hill has many projects contained within the Metropolitan Transportation Plan. However, most of the projects included in the long term list are currently unfunded with only a few exceptions. The unfunded project lists are similar to the city of Spokane CIP list, and indicate the back loading of projects that will likely cause a lack of implementation due to a shortage of funds.

#### 2015 Funded Projects:

37<sup>th</sup> Avenue from Regal to Custer- \$5,309,589

Ray/Freya Crossover w/44<sup>th</sup>- \$4,405,000

Glenrose/Moran Prairie Park and Ride- \$932,002

#### 2015 Un-Funded Projects:

##### Roadway

37<sup>th</sup> Ave. from Grand to Ivory

Ray St. from 30<sup>th</sup> Ave. to the Ray Street

##### Crossover

##### Hatch Rd Bypass

57<sup>th</sup> Ave. from Regal St. to Cook/Napa to Hatch

Glenrose Rd. from Carnahan Rd. to 25<sup>th</sup> Ave.

#### Intersections

Freya St. & 17<sup>th</sup>

Freya St. & 18<sup>th</sup>

Freya St. & 29<sup>th</sup>

Freya St. & 37<sup>th</sup>

Freya & Ray St. X-over

Ray St. & 37<sup>th</sup> Ave,

57<sup>th</sup> Ave. & Helena

57<sup>th</sup> Ave. & Perry

57<sup>th</sup> & Regal

Carnahan & Glenrose

#### 2030 Un-Funded Projects:

##### Roadway

Crestline and Lincoln Roundabout

Freya St. from 42<sup>nd</sup> to Ray St.

Grand Blvd Offset

High Dr. from Cedar to 29<sup>t</sup>

Ray from 30<sup>th</sup> to 37<sup>th</sup> Ave.

Southeast Blvd. from 27<sup>th</sup> Ave. to Rockcliff Blvd.

57<sup>th</sup> from Perry St. to Hatch

Glenrose from Carnahan to 29th

#### 2030 Long Term Projects, Unfunded

Hatch Road Bypass

21<sup>st</sup> & High Dr.

Freya St. & 17<sup>th</sup> Ave.

Freya St. & 18<sup>th</sup> Ave.

Grand & High Drive

High Dr. & 25<sup>th</sup>

High Dr. & 29<sup>th</sup>

Perry & 57<sup>th</sup>

Ray St. & 17<sup>th</sup>

Glenrose & 29<sup>th</sup>

Glenrose & 57<sup>th</sup>

Carnahan & Glenrose

The projects contained within the Metropolitan Transportation Plan are abundant. The problem is that despite identified and sufficient funding, congestion will grow on the South Hill. For the price of the Hatch Bypass alone, the City and County could virtually fund every other project for the South Hill. If each project were to cost roughly \$5 million dollars, the total project list would total roughly \$150,000,000. For virtually half the cost of one Hatch Road Bypass local agencies could possibly fund every other project currently in the 2008 MTP.

## **Transportation Improvement Plan (TIP), State Transportation Improvement Plan (STIP) 2008**

Presently, the 2009-2012 TIP does not contain any projects within the South Hill geographic area. The TIP does contain VMT information that contradicts what was written in the MTP. The TIP states that as of 2009, the local VMT for the Spokane TIP Network will be 6,609,617. After evaluating the “TIP Network” it appears as though the entire county is represented. The plan states that by 2030, the VMT will be approximately 8,799,455. The difference over 21 years is approximately 25%. Undoubtedly a disconnect exists between what the MTP suggests for VMT, (roughly 12 million) and the TIP (6.6 million).

Both plans have virtually the same geographic area yet report drastically different results. It is the consultants’ belief that the MTP is incorrect or was somehow reported incorrectly. As of the 2007 census estimates, the County contained 456,175 people. If 2.5 people per home is used, total housing units would equal 182,470. With a 10 trip per household average the county would see approximately 1.8 million trips. According to the 2009 TIP estimates, just over 2 million trips per day will be taken. If the average trip is about 3 miles, than average daily vehicle miles traveled would be nearly 6,000,000. These two figures are close and seem to be much more aligned than with the 12 million VMT per day suggested by the MTP.

## **Recommendations**

After conducting the Literature Review the consultant team has developed several recommendations:

1. Determine how the Spokane Comprehensive Plan and the SRTC TAZ’s were vetted.
2. Determine exactly what the current and forecasted VMT is for the South Hill.
3. Evaluate the cost estimates and planning efforts used for the creation of the Hatch Road Bypass.
4. Establish a prioritization for the South Hill TIP projects using a variety of technical and programming criteria.
5. Examine the financial practicality and technical possibility of initiating a city wide chip seal program.
6. Attempt to establish cost estimates for each of the South Hill TIP projects.

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