



SOUTH HILL COALITION Connectivity and Livability Strategic Plan



Final Plan
June 2014



Spokane, WA

A collaboration of the South Hill Coalition, the City of Spokane and MIG



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CONNECTIVITY AND LIVABILITY STRATEGIC PLAN

Final Plan

JUNE 2014



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A collaboration of the South Hill Coalition (South Hill Coalition members: Cliff Cannon, Comstock, Lincoln Heights, Manito/Cannon Hill, Rockwood), The City of Spokane and MIG

The South Hill Coalition Connectivity and Livability Strategic Plan won 'Best Plan or Project' from the Washington Chapter, Inland Empire Section of the American Planning Association in 2014.



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TABLE OF CONTENTS

Acknowledgments	3
Executive Summary	5
Chapter 1: Introduction and Background	7
Overview of the South Hill Coalition.....	7
South Hill Planning Area.....	8
Neighborhood Profiles.....	11
Planning Process.....	21
Plan Overview.....	23
Additional Planning Context.....	25
Chapter 2: Vision, Goals and Strategies	27
Introduction.....	27
Vision and Goals.....	29
Goals with Strategies.....	30
Chapter 3: Priority Projects	33
Priority Projects Overview.....	33
Priority Project Toolkit	35
Project Map.....	41
Project Matrix.....	43
Chapter 4: Supporting Strategies and Programs	47
Signage and Wayfinding.....	47
Tree Canopy Protection and Enhancement.....	47
Design Considerations.....	48
Communication and Education.....	51
Chapter 5: Next Steps	53

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ACKNOWLEDGMENTS

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EXECUTIVE SUMMARY

In 2012, five South Hill neighborhoods pooled their city neighborhood planning dollars to develop a coordinated plan for a large portion of the South Hill. The connection of neighborhood leaders and a commitment to working together toward a shared vision led to the establishment of the South Hill Coalition (SHC). The SHC's Steering Committee includes representatives from all five neighborhoods, a project lead and a staff liaison from the City of Spokane's Planning and Development Services.

The South Hill planning area is comprised of five neighborhoods in south Spokane, located south of I-90 and the Spokane River. The neighborhoods include Cliff Cannon, Comstock, Lincoln Heights, Manito/Cannon Hill, and Rockwood. Together the neighborhoods form a project area that includes much of Spokane's South Hill. Major streets that traverse or border the South Hill planning area include I-90, 14th Avenue, 29th Avenue, 37th Avenue, Lincoln, Bernard, Grove, Grand, Southeast, and Freya.

In June 2012, the Spokane South Hill Coalition began a two-year plan development process that engaged stakeholders, evaluated the South Hill's existing conditions, established a project vision and goals, and identified key projects that would help achieve better connectivity and livability in Spokane's South Hill neighborhoods. The highly collaborative effort has included hundreds of hours of volunteer time to promote and convene meetings, share information, conduct surveys and intercept events, develop plan elements and review plan content.

The major plan elements include a vision, goals, and strategic actions; a prioritized set of projects and accompanying map; and a project implementation toolkit. Two plan recommendations (Projects D and E) are built around a proposed greenway network that connects the neighborhoods, commercial nodes, parks and schools in the South Hill, and two additional recommendations (Projects I and J) support a vital business community in two of the neighborhood centers. The greenway network will be supported by crossing improvements, wayfinding signage, and several new connections to close gaps in the network. Other streetscape improvements to make Comprehensive Plan-designated centers more walkable and attractive to reinvestment were also a high priority for the SHC.

The South Hill Coalition Connectivity and Livability Strategic Plan is a long-range, 20-year visionary and conceptual document that will require further analysis and identification of funding sources for proposed capital improvement projects in order for them to be implemented.

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CHAPTER 1. INTRODUCTION & BACKGROUND

OVERVIEW OF THE SOUTH HILL COALITION

In 2012, five South Hill neighborhoods pooled their city neighborhood planning dollars to develop a coordinated plan for the entire South Hill area. The connection of neighborhood leaders and a commitment to working together toward a shared vision led to the establishment of the South Hill Coalition (SHC).

The SHC's Steering Committee includes representatives from all five neighborhoods:

Cliff Cannon - Judy Gardner, Mary Kirkpatrick

Comstock - Sally Fullmer, Jon Galow (SHC Treasurer), Chris Tornquist

Lincoln Heights - Colleen Dennis (SHC Secretary), Marilyn Lloyd, Sally Phillips

Manito/Cannon Hill - Ann Bergeman (SHC Project Manager)

Rockwood - Don Lamp, Dean Lynch, Terry Warrick

And also includes the following collaborators:

City of Spokane - Jo Anne Wright, Liaison

MIG, Inc. (consultant planners) - Jay Renkens, Lauren Schmitt, Rachel Edmonds, Madeline Carroll

SHC Project Lead - Deb Barnes

The Steering Committee members attended nearly 40 meetings over a two-year period, volunteering hundreds of hours. They were dedicated and faithfully represented the wishes and desires of their respective neighborhoods.

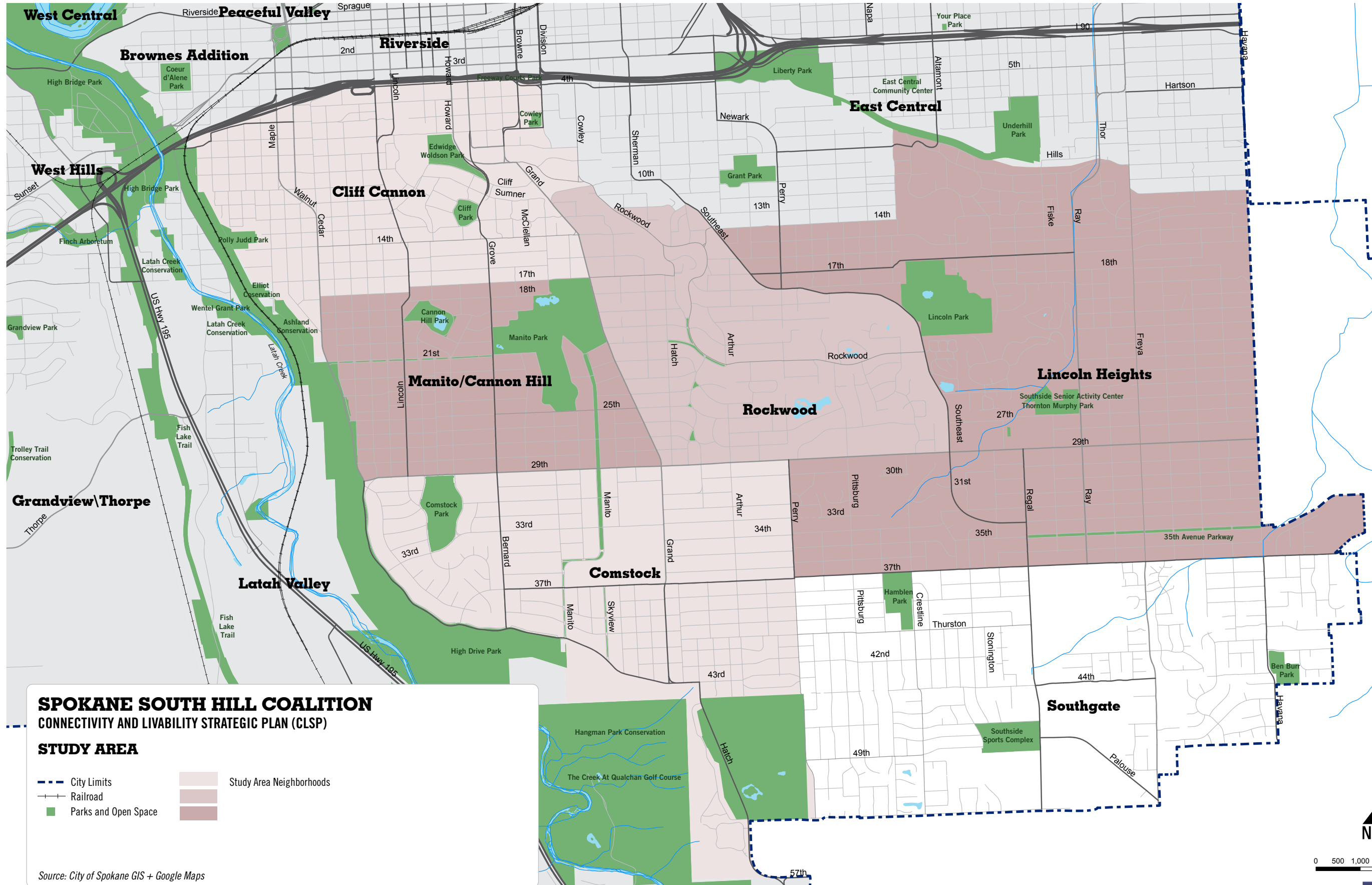
The South Hill Coalition Connectivity and Livability Strategic Plan is a long-range, 20-year visionary and conceptual document that will require further analysis and identification of funding sources for proposed capital improvement projects in order for them to be implemented.

SOUTH HILL PLANNING AREA

The South Hill planning area is comprised of five neighborhoods in south Spokane, located south of I-90 and the Spokane River. The neighborhoods include Cliff Cannon, Comstock, Lincoln Heights, Manito/Cannon Hill and Rockwood. Together the neighborhoods form an 8.3 square mile project area. Major streets that traverse South Hill include I-90, 14th Avenue, 29th Avenue, 37th Avenue, Lincoln Street, Bernard Street, Grove Street, Grand Boulevard, Southeast Boulevard and Freya Street.

NEIGHBORHOOD PROFILES

Representatives from each of the five neighborhoods contributed profile information that generally includes a boundary description, basic history, characteristics, assets and priorities. The neighborhood profiles are intended to describe their individual and shared needs for improved connectivity and livability in the South Hill.



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Cliff Cannon

Characteristics

Cannon's Addition and Cliff Park form most of what is known as the Cliff Cannon Neighborhood. The northwest portion of the neighborhood is known as Cannon's Addition. It was named after and originally platted by Anthony McCue Cannon, Mayor of Spokane in 1885. Especially notable is Ninth Avenue, a National Register Historic District featuring large family homes with porches and mature trees that provide a shady canopy over the street in the summer. Cannon's Addition receives Community Development Block Grant funds due to the housing and income diversity found there.

History

The Cliff Park neighborhood grew up around a 4.5 acre park donated to the City by real estate developers Cook and Clarke in 1904. A 100 foot volcanic outcrop is the centerpiece of the park and affords 360 degree views of the City of Spokane. From its founding to present day, the area's residents have included the most prominent citizens of Spokane. Many of the homes were designed by Spokane's leading architects.

Assets

The area is graced by beautiful mature shade trees, many basalt outcroppings, rock walls and scenic overlooks on Cliff Drive and at the Bluff overlooking Latah Creek along the western boundary. Four parks are located in the neighborhood: Cliff, Polly Judd, Edwidge Woldson and Cowley. It is home to Deaconess and Sacred Heart Hospitals as well as Lewis and Clark High School, Roosevelt Elementary School and the Woman's Club of Spokane. There are two neighborhood business areas: one at Grand Boulevard between Sumner and 14th Avenue and another at Lincoln Street and 14th Avenue extending loosely north to 9th Avenue and Monroe Street.



Street trees in Cliff Cannon.
Photo credit: Cliff Cannon Neighborhood Association

Priorities

- Traffic Calming - The neighborhood is dissected by several fast-moving arterials leading south from downtown. These pose safety problems for pedestrians and cyclists trying to cross, especially where the arterials intersect with 14th Avenue which is a safe route to school and the only east-west connector. Noise and pollution are also problems associated with these arterials.
- Trees - The residents are dedicated to preserving, maintaining and planting trees and accommodating them with sidewalks and utility lines.
- Connections - Historic Cannon's Addition in the northwest corner of the neighborhood needs connections to commercial, medical, school and park sites via bike lanes, safe pedestrian routes and mini-bus/van/trolley service along 14th Avenue from the Bluff overlooking Latah Creek along the western boundary to Grand Boulevard.



Basalt outcropping in Cliff Cannon.
Photo credit: Cliff Cannon Neighborhood Association

Comstock

Boundary

- North: South side of 29th Avenue from High Drive to Perry Street
- South: 57th Avenue (west of Hatch Street), 53rd Avenue east of Hatch Street)
- East: West side of Perry Street from 29th Avenue to 53rd Avenue; from Perry Street to Hatch Street; Hatch Street south to 57th Avenue
- West: North side of High Drive from 29th Avenue to Manito Boulevard; south/west side of High Drive and Hatch Street to 57th Avenue

History

Although dominated by single-family residential housing, Comstock's history can be traced through some of its public facilities such as Jefferson Elementary, Hart Field and Comstock Park.

Jefferson Elementary began as a two-room school house at 38th Avenue and Hatch Street before moving to the two-story brick building at Grand and 37th in 1909, where Jefferson was located until 2013. A new building now houses the elementary school on 37th Avenue near Manito Boulevard.

Hart Field, the current site of outdoor athletic facilities for Lewis and Clark High School, was previously used as a golf course by the Spokane Country Club starting in 1903. The club moved to its current location along the Little Spokane River in 1910. Hart Field is named after former Lewis and Clark High School principal Henry Hart who secured the site for his high school and the community in 1925. Portions of the original site were eventually segregated to develop Sacajawea Middle School on 33rd Avenue.

Comstock Park, dedicated in 1938, was donated by Mr. and Mrs. E. A. Shadle in memory of Mrs. Shadle's father and former Spokane mayor, J. M. Comstock. The park was originally designed for recreation activities rather than contemplation. The park now routinely hosts the Spokane Symphony on Labor Day.



Comstock Park

Assets

The neighborhood is anchored by its namesake – Comstock Park. Manito Boulevard, graced by mature shade and pine trees, provides a linear park connecting High Drive Park along the neighborhood’s south side to the Hart Field playfields and Manito Park in the adjacent Manito/Cannon Hill neighborhood to the north. The Comstock neighborhood is home to Jefferson Elementary, Sacajawea Middle School, Hart Field facilities for Lewis and Clark High School, a Spokane Public Library branch, the Manito Golf Club and numerous religious institutions.

Comstock has diverse demographics and housing. Residential property values range from under \$100,000 to over \$2,000,000. Housing stock is dominated by mid to late 20th century low-density residential with limited multi-family residential areas.

The principal business areas providing services, most notably grocery stores, are located at 29th Avenue and Grand Boulevard and 37th Avenue and Grand Boulevard. Smaller local neighborhood businesses can be found at High Drive and Hatch Street. Comstock is a relatively short distance to downtown and the freeway, and public transportation is available.



Comstock Park. Photo credit: Comstock Neighborhood Council

Lincoln Heights

Characteristics

Lincoln Heights' native pine trees, wetland areas, rock outcroppings and diverse topography define its character and have shaped its development. Wetlands still exist in at least three locations. Pond frogs can be heard croaking from blocks away during the spring. Birds are abundant in wetland areas. It is common to see quail in the neighborhood and occasionally deer are spotted.

Boundary

Lincoln Heights is bounded by 11th, 13th and 14th Avenues on the north; generally by Havana Street on the east; Southeast Boulevard and Perry Street on the west, and 37th Street on the south.

History

The neighborhood was platted in 1909 and sidewalks were installed long before most homes were built. Lincoln Heights was primarily an agricultural area, perceived as being far from Spokane's core. Sewering and residential housing developed slowly. There is still much open land, inviting development and making neighborhood planning very timely. Lincoln Heights Shopping Center was constructed in 1954, expanded in 1979, and is undergoing renovation now (2014).

Assets

- Lincoln Heights has about 5,000 households and 13,500 residents. Of its residents, about 40 percent are renters. Rental units are concentrated around Lincoln Heights Shopping Center, 29th Avenue and the S. Regal Street corridor.
- The neighborhood has two parks, Lincoln Park and Thornton Murphy Park. It also has bonus greenspace in a six block 35th Avenue parkway. A five-acre natural stormwater drainage area - Froggy Pond - doubles as a recreational area for hikers and bird-lovers.
- The neighborhood retains many of its original natural features such as basalt outcroppings, mature pines, native birds and wetland ponds.



Pond at Lincoln Park.
Photo credit: Lincoln Heights Neighborhood Council

CHAPTER 1. INTRODUCTION & BACKGROUND

- Lincoln Heights has four schools and is adjacent to Ferris High School which is completing a two-year comprehensive renovation. There are also eleven churches, three parks (including the 50-acre Lincoln Park and the Ben Burr Trail), a Community Oriented Policing Services (COPS) shop, fire station and the Southside Senior & Community Center.
- The Lincoln Heights Shopping District is a walkable distance for many residents, especially those living in the large apartment clusters surrounding the business district.
- The Lincoln Heights District Center is being planned by the City at this time.



Field at Lincoln Park.
Photo credit: Lincoln Heights Neighborhood Council

Priorities

- Retaining trees and other natural features that make the Lincoln Heights area distinctive.
- Calming traffic through neighborhoods. Lincoln Heights has many high volume streets traversing it – 29th, Southeast Boulevard, Perry Street, Regal Street, Ray Street and Freya Street.
- Improving walkable access to Lincoln Heights Shopping Center and to nearby parks.
- Improving the interface between residential and business properties.

Manito/Cannon Hill

Characteristics

The neighborhood is populated mostly by middle-class families and features homes from many eras, from Mid-Century Modern to Victorian to Arts & Crafts bungalow-style homes. Manito and Cannon Hill Parks both have a boulevard running nearby which features many of the remaining Craftsman bungalow-style homes built, in some cases, as early as 1904.

Boundary

Just over 2500 residents call the Manito/Cannon Hill neighborhood home. Bounded by the tree canopy along Grand Avenue to the east; Cedar Street (or High Drive) to the west; 29th Avenue to the south; and 17th Avenue to the north, there is much to experience in this part of Spokane.

History

This neighborhood boasts two parks, each with a rich history.

Cannon Hill Park

Originally called “Adams Park” (the land was owned by John Quincy Adams’ grandson), Cannon Hill Park’s 13 acres is surrounded by fully grown trees and historic homes, complete with a duck pond and enchanting stone bridges. The name was changed in honor of A. M. Cannon, a local banker and real estate developer.

Manito Park

Originally called “Montrose Park,” Manito Park originally played host to a zoo with a number of exotic animals calling it home. Montrose Park became Manito (“spirit of nature”) Park in 1903 and is a shining jewel in Spokane with over 150,000 visitors each year. This park offers 90 acres of wonderment including five gardens, a greenhouse conservatory, duck pond, walking and biking paths and playgrounds.



Duncan Gardens at Manito Park. Photo credit: Deb Barnes

Assets

The Manito/Cannon Hill area reflects a traditional, urban residential character: relatively small lot sizes, tree-lined streets and alleys with small, neighborhood-serving stores and services.

The neighborhood feeds many local elementary schools including Wilson, Roosevelt, Hutton and Jefferson. There is also the Cataldo Catholic School one block north of Cannon Hill Park.

Priorities

Looking ahead, Manito/Cannon Hill will continue to work on the following projects:

- Preserve and enhance its tree canopies and support its two parks.
- Encourage and foster growth and services compatible with the historic urban residential character of the neighborhood.
- Ensure adequate pedestrian and bike linkages to residential, school and business locations.



Pedestrian crossing flags at S. Manito Blvd. and E. 29th Ave.
Photo credit: Manito/Cannon Hill Neighborhood Council

Rockwood

Characteristics

The Rockwood Neighborhood is comprised of approximately 1,771 households. Rockwood is so named because Rockwood Boulevard winds in and around many houses, parks and lush wooded areas.

Boundary

Beginning at the corner of Grand Boulevard and Sumner Street, proceeding East along Sumner Street, then South and East along Rockwood Boulevard to 12th Avenue to Ballou Road, and following Ballou Road East to Southeast Boulevard; proceeding East and South along Southeast Boulevard to 29th to Grand Boulevard; proceeding northwest along Grand Boulevard to the point of beginning at Sumner Street.

History

In 1913, the city of Spokane entered into a contract with the Olmsted brothers, John and Frederick Jr., to work out a master plan for Spokane. The brothers were carrying on the work of their father, Frederick Law Olmsted, who designed Central Park in New York City. In a report to the Board of Park Commissioners of Spokane, the Olmsted brothers recommended including a winding drive through the neighborhood with planting of deciduous trees, particularly on the borders. What followed was a design for the Rockwood area that embodied Frederick Law Olmsted's theories of landscape architecture. One can see in the Rockwood neighborhood Olmsted's desire to link a city together in a way that people could travel about and always be on or near parkways and boulevards; areas of promenades with curving walks and illusions of incredible vistas. In 1996 Rockwood Boulevard was designated a historic district on the National Register of Historic Places.



Highland Blvd. at Hatch. Photo credit: Rockwood Neighborhood Council

Assets

There are two parks adjacent to our neighborhood: Manito Park is located on the West boundary, and Lincoln Park is located on the East boundary. Three business districts border the neighborhood:

- South Grand Business District to the Northwest and within the neighborhood
- Manito Shopping Center to the South
- Lincoln Heights Shopping Center to the East

The following Spokane Public Schools serve the Rockwood Neighborhood: Hutton Elementary School, Roosevelt Elementary School, Grant Elementary School, Sacajawea Middle School and Lewis & Clark High School. There are also several private and/or parochial schools that educate neighborhood youth.

Priorities

Traffic-calming, traffic cut-throughs, pedestrian safety, neighborhood cleanup, and maintaining the aesthetic character of the neighborhood are high priority issues for Rockwood.



Rockwood Bakery

PLANNING PROCESS

After the formation of the South Hill Coalition (SHC), the five neighborhoods worked with the City to develop a survey that was distributed to each household in all five neighborhoods and to hold stakeholder kickoff meetings on June 6 and 7, 2012 to discuss neighborhood issues and resolutions.

Phase I

Consultant planner Tom Beckwith of Beckwith Consulting assisted the SHC Steering Committee to review the results of the survey and meetings and helped develop what would become the foundational planning format.

Phase II

The planning consultant for Phase II of the planning process, MIG's Portland office, was then hired to assist the SHC in the creation of a *South Hill Coalition Connectivity and Livability Strategic Plan* (www.SouthHillCoalition.org). The highly collaborative effort has included hundreds of hours of volunteer time to promote and convene meetings, share information, conduct surveys and intercept events, develop plan elements and review other plan content.

South Hill Coalition Steering Committee Meetings

The SHC Steering Committee met nearly 40 times over a two-year period. The committee met regularly, sometimes as often as once a week, to work on and address planning details.

The committee had many responsibilities outside of the work that the consultant performed. The Steering Committee meetings were held to work on public outreach, communication pieces (including the development of surveys, website, social media and newsletter), media and other key areas. Agendas for these meetings were developed by the Steering Committee including planning for and organizing them. The Steering Committee was responsible for reviewing, editing and approving all work and input from the planning consultant and City liaison.

In addition, the SHC Project Lead worked with the City liaison and planning consultant to coordinate the process and represent the SHC Steering Committee.

Stakeholder Meetings and Public Involvement

Stakeholder meetings were held along key points in the planning process to keep the Stakeholders informed and to gather input and comments. The following summarizes the public involvement meetings and activities:

April/May 2012

South Hill Coalition Survey - The SHC Steering Committee sent out 16,805 surveys to its residents, property owners and businesses. Nearly 700 stakeholders responded. These results were added to the information that came from the Issues and Resolutions meetings.

June 6-7, 2012

Issues and Resolutions Meetings - These meetings were organized and facilitated by the SHC Steering Committee members to gather the issues facing the five member neighborhoods and to discuss possible resolutions for them. These issues and resolutions became the guide for the planning process.

October 24, 2012

Stakeholder Meeting - During this meeting, Tom Beckwith of Beckwith Consulting outlined and discussed Phase I steps.

June 18, 2013

Stakeholder Meeting - During this meeting, the preliminary goals and framework map were reviewed and MIG presented relevant case studies. Meeting participants engaged in a discussion about high priority issues and opportunities with a focus on connectivity and livability issues.

June 19, 2013

Intercept Event at Summer Parkways - Members of the public attending a closed-street neighborhood bicycle event were invited to 1) share information about where they live and how they travel through the South Hill, and 2) provide visual preference information on a variety of potential neighborhood improvements and streetscape treatment ideas.

September/October 2013

Neighborhood Outreach - Each of the five member neighborhood councils held intercept events at their planned meetings. An additional intercept event was held by the Lower South Hill Blockwatch at its annual community event.

October 3, 2013

Online Questionnaire - The questionnaire went live in October 2013 for approximately six weeks at the project's website (www.southhillcoalition.org). The questionnaire included questions about residence, place of employment, demographics, vision statement preference, goals preferences, and a visual preference survey of various neighborhood improvements. The questionnaire received 272 responses.

December 11, 2013

Stakeholder Meeting - MIG presented meeting participants with the results of the online questionnaire, and small groups convened to identify locations for specific treatments and began prioritizing improvements.

March 13-14, 2014

Agency Briefings and Check-Ins - The SHC Project Lead, consultant and staff liaison met with a representative from Spokane Transit Authority and several City of Spokane departments to provide them with an overview of major plan elements. Agency partners were provided an opportunity to give input that was then considered and integrated into the preferred plan recommendations.

May 8, 2014

Open House - The SHC Steering Committee hosted an open house to provide neighborhood residents an opportunity to review the major plan elements, including: vision, goals and strategies; prioritized projects on a map and described in narrative form; and a toolkit of potential improvements. The Open House included an informal portion with display boards and a more formal presentation and facilitated discussion.

PLAN OVERVIEW

The Spokane South Hill Connectivity and Livability Strategic Plan is the result of five South Hill neighborhoods pooling resources with the goal of crafting a shared vision and goals, defining strategies to accomplish those goals, and laying out an implementation plan for the future of one of Spokane's most well-known residential districts. The planning process itself is unique in that five neighborhoods developed one communal plan, rather than developing five individual neighborhood plans. The outcome of this successful collaboration is a plan that greatly benefits the community as a whole. The process also demonstrates that exceptional leadership at the neighborhood level encourages and fosters successful partnerships and good planning.

The plan clearly implements the goals and policies of the City of Spokane Comprehensive Plan through an emphasis on improving the pedestrian/bicycle/transit modes of transportation within and between all five neighborhoods while also improving the connections to downtown Spokane and other South Hill neighborhoods. The plan is also consistent with and implements many other Comprehensive Plan goals and policies – maintaining the South Hill's tree canopy and open spaces, traffic safety, and promoting long-term and ongoing neighborhood outreach. South Hill citizens, as well as City of Spokane residents, will enjoy the benefits of this plan through an improved quality of life.

CHAPTER 1. INTRODUCTION & BACKGROUND

The major plan elements include a vision, goals and strategic actions; a prioritized set of projects and accompanying map; and a project implementation toolkit. Two plan recommendations (Projects D and E) are built around a proposed greenway network that connects the neighborhoods, commercial nodes, parks and schools on the South Hill, and two additional recommendations (Projects I and J) support a vital business community in two of the neighborhood centers.

The greenway network will be supported by crossing improvements, wayfinding signage, and several new connections to close gaps in the network. Other streetscape improvements to make Comprehensive Plan-designated centers more walkable and attractive to reinvestment were also a high priority for the SHC.

The plan is comprised of five chapters. Chapter 1, here, provides context for the plan and an analysis of issues affecting connectivity and livability in the South Hill's neighborhoods today.

Chapter 2 describes the vision for the plan and the goals that are linked to that vision. Goals are paired with clear strategies that make them achievable in a variety of ways with a variety of partners and available resources.

Chapter 3 outlines a number of priority projects identified during the planning process which fit into one of several categories including greenways, bike routes, arterial streetscape improvements and potential gap closures. All projects are classified by one of the following: top priority, higher priority and lower priority.

Chapter 4 outlines supporting strategies and programs that will achieve goals stated within the Plan. These include commissioning a Signage & Wayfinding Plan and Program, a Tree Canopy Protection and Enhancement Plan, and other Design Considerations such as Multi-modal Access Design and using a design approach that uses 'Crime Prevention Through Environmental Design' (CPTED) concepts. Development of a comprehensive streetscape furnishing palette to improve the pedestrian environment will also be something to consider. Lastly, a Communication and Education component will continue outreach and participation across and within the South Hill's five neighborhoods.

Chapter 5 presents the project implementation strategy that includes an action plan, prioritization and phasing guidelines. With this is a clear description of roles and responsibilities for the project's partners.

ADDITIONAL PLANNING CONTEXT

At the onset of the plan development process, MIG worked with the SHC to map and better understand the issues and opportunities facing the South Hill. These maps included an existing and proposed transportation infrastructure map, neighborhood destinations map, zoning map, land use classifications map, and an Issues and Opportunities map that provided direction for the planning team when identifying improved routes and new linkages to better connect the South Hill.

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CHAPTER 2. VISION, GOALS & STRATEGIES

INTRODUCTION

This chapter provides a summary of the vision, goals and strategies that were developed for the South Hill throughout the plan development process.

The Vision, Goals and Strategies Framework includes a series of elements that reflect the community's desires and provided the foundation for plan development. These include:

Vision

The vision puts into words how the community envisions the character and future pattern of physical and social development for the South Hill;

Goals

The goals articulate the direction for future policies, projects and programs to fulfill the vision; and

Strategies

The strategies are associated with a single goal, but frequently help to achieve two or more goals. The strategies summarize specific actions that will help move the South Hill closer to realizing one or more goals.

In addition, Chapter 3 summarizes a set of priority projects that will also help the South Hill realize the vision and goals articulated in this chapter.

VISION

The South Hill neighborhoods, streets, parks and community destinations are safe, livable, well-connected and contribute to healthy communities and a high quality of life for residents and visitors of all ages and abilities.

GOALS

Nine goals in five thematic categories were identified for the Spokane South Hill Connectivity and Livability Strategic Plan. They include:



Active Downtown Linkages. Better connect to and from downtown Spokane via bikeways and pedestrian pathways and transit.

Complete Neighborhoods. Ensure access to and between South Hill destinations including residential areas, schools, shopping, restaurants, parks and recreation facilities.



Urban Forest. Preserve and enhance the tree canopy throughout the South Hill.

Smooth Travel. Advocate for paving and maintenance of streets and sidewalks.



Crime Prevention. Identify ways to make our neighborhoods safer.

Traffic Safety. Work with the City to explore ways to make the streets and rights-of-ways safer and with Spokane Public Schools to identify Safe Routes to Schools.



Unique Neighborhoods, Unified District. Develop and maintain individual neighborhood identities with wayfinding and interpretive features that also communicate how the South Hill is a unified and special place within Spokane.



Centralized Information. Establish and maintain a communications hub.

Continued Learning. Develop an ongoing education mechanism to inform neighbors and neighborhoods on various City processes.

GOALS WITH STRATEGIES

Active Downtown Linkages. Better connect to and from downtown Spokane via bikeways and pedestrian pathways and transit.

Strategies:

- ADL-1** Develop greenways.
- ADL-2** Create additional bike routes to close network gaps.
- ADL-3** Extend biking and walking trips with safe and convenient access to transit.
- ADL-4** Support the creation of a frequent N. Monroe/S. Regal transit line and South Commuter Express service to connect the South Hill neighborhoods with Downtown Spokane.

Complete Neighborhoods. Ensure access to and between South Hill destinations including residential areas, schools, shopping, restaurants, parks and recreation facilities.

Strategies:

- CN-1** Improve east-west access.
- CN-2** Where business centers are being developed, encourage multi-modal access from all directions by planning for street and path connectivity.
- CN-3** Explore opportunities to enhance arterials. Examples include addition of bike lanes, bulbouts, raised crossings, planted medians, bus shelters, street furnishings, trash cans, bike racks, etc.

Urban Forest. Preserve and enhance the tree canopy throughout the South Hill.

Strategies:

- UF-1** Educate neighbors on Spokane's street tree ordinance.
- UF-2** Work with non-profits and agencies to increase tree canopy and promote understory where appropriate.

Smooth Travel. Advocate for paving and maintenance of streets and sidewalks.

Strategies:

- ST-1** Attend City meetings regarding public right-of-way capital improvement and maintenance plans.
- ST-2** Work with City staff to identify funding sources for paving and maintenance.
- ST-3** Stay involved with local and regional transportation issues and planning efforts.

Crime Prevention. Identify ways to make our neighborhoods safer.

Strategies:

- CP-1** Encourage Block Watches.
- CP-2** Design for crime prevention. [e.g. Crime Prevention Through Environmental Design (CPTED)]
- CP-3** Install appropriate lighting.
- CP-4** Aid neighbors in quick removal of graffiti with education, paint and volunteers.
- CP-5** Encourage foot traffic in public places. Add paths, landscaping, community gardens and activity spaces.

GOALS WITH STRATEGIES

Traffic Safety. Work with the City to explore ways to make the streets and rights-of-ways safer and with Spokane Public Schools to identify Safe Routes to Schools.

Examples may be and are not limited to the following:

Curb Extensions	Enhanced Crosswalks	Bike Lanes
Trees	Right Sized Streets	Striping/Marks
Bulbouts	Roundabouts	Signage and Lighting

Strategies:

- TS-1** Work with the City to address level of service and traffic flows in the South Hill in order to review speed limits on arterials to improve pedestrian and bicycle safety and reduce noise.
- TS-2** Improve safety for pedestrians at crossings of high-volume and/or high speed streets.
- TS-3** Identify and develop safer routes to school for walking and biking.

Unique Neighborhoods, Unified District. Develop and maintain individual neighborhood identities with wayfinding and interpretive features that also communicate how the South Hill is a unified and special place within Spokane.

Strategies:

- UD-1** Identify a multi-modal loop for neighbors and visitors that connects, promotes and showcases the South Hill's parks.
- UD-2** Develop and implement a signage and wayfinding program for the South Hill.

Centralized Information. Establish and maintain a communications hub.

Strategies:

- CI-1** Further develop and update website with current information.
- CI-2** Continue and expand use of social media to make and maintain contact with community members.
- CI-3** Utilize coalition framework to distribute information to neighborhood associations in a timely manner.

Continued Learning. Develop an ongoing education mechanism to inform neighbors and neighborhoods on various City processes.

Examples may be and are not limited to the following:

Street Trees	Noise	Graffiti	Tax Parcel Splits
Zoning and Land Use	Code Enforcement	Garbage Cans	Lot Line Adjustments
Urban Farming	Trash	Vehicles (Storage/ Abandoned)	LID Process for Alleys
Animals	Etiquette		

Strategies:

- CL-1** Hold neighborhood educational workshops on key City processes.
- CL-2** Organize and host presentations by City staff and other relevant speakers.

CHAPTER 3. PRIORITY PROJECTS

PRIORITY PROJECTS OVERVIEW

The South Hill Coalition developed a list of needed physical improvements for the five neighborhoods through an iterative and collaborative process. Several types of projects emerged including the following:

- **Greenways** - In an urban setting such as the South Hill, greenways are low-speed, low-volume streets that are optimized for pedestrian and bicycle use, but also accommodate vehicle traffic. Greenways provide access to community destinations such as schools, employment centers, parks and residential areas. Facilities along greenways benefit businesses, homeowners and the general public by providing comfortable routes for pedestrians and bicyclists that are well-connected and feature amenities that improve safety, visibility, convenience and aesthetics.
- **Streetscape Improvements** - Along busier roads with pedestrian presence, streetscape improvements include better crossings/crosswalks, medians, sidewalks and planting strips. Pedestrians, bicyclists, drivers, and business owners benefit by making commercial areas more easily navigable, walkable, and safe for customers.
- **Bike Routes** - Bike routes are designated shared streets for bicycles and vehicles and may be bike lanes or sharrows within the right-of-way.
- **Potential Pedestrian/Bicycle Linkage** - Where roads don't go through and create gaps in the road and greenway network, ped/bike linkage can improve connectivity and include items such as a paved path extensions, pathway lighting, and stairway bike runnels to connect areas separated by grade changes.
- **Transit Improvements** - Transit improvements can include distinctive bus shelters, real-time bus arrival informational signs, and off-board fare kiosks, etc. These features benefit pedestrians who are also transit riders, nearby businesses, and allow the transit system to operate more efficiently.



Example of an urban greenway along a tree-lined street



Example of a pedestrian refuge streetscape improvement



Example of a distinctive bus shelter

A total of 24 projects were identified. 'Priority' status was assigned simply to be able to drill down on some of the projects for a closer look at them. Based on stakeholder feedback, the Steering Committee identified these 'priority projects' - ten of which were categorized as 'higher priority', four were categorized as 'top priority', and three projects were noted but not shown on the proposed Project Map. A summary of all the potential projects are found within the proposed Project Matrix.

PRIORITY PROJECT TOOLKIT

A Priority Project Toolkit was developed as a means to implement the priority project list. The toolkit includes a variety of potential treatments and new facility suggestions that can improve connectivity and livability throughout the South Hill neighborhoods.

The toolkit is organized using the project types identified above:

- Greenways
- Streetscape Improvements
- Bike Routes
- Potential Pedestrian/Bicycle Linkage
- Transit Improvements

The toolkit includes between three and nine individual elements/features described and illustrated for each project type.

PROJECT MAP AND MATRIX

The Project Map and Matrix summarize a range of location-specific solutions and pull from elements in the Priority Project Toolkit. The projects address issues and opportunities identified by the community and strive to improve connectivity and livability within the South Hill and beyond.

The Project Map spatially locates each project within the South Hill and likewise shows how they connect to and enhance existing and proposed pedestrian, bicycle and transit plans. Projects are arranged into three tiers - top priority, higher priority and lower priority.

The Project Matrix describes each project's purpose, affected streets, and provides notes on possible treatment approaches. A map identification number is also provided that corresponds to the Project Map.

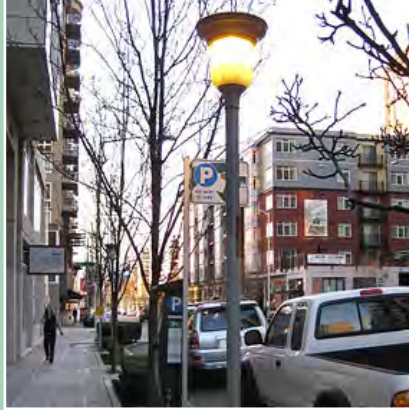
PRIORITY PROJECT TOOLKIT

Potential Arterial Streetscape Improvements



LANDSCAPE PLANTERS

Streetside planters provide a needed buffer between pedestrians on the sidewalk and arterial street traffic. Street trees can be incorporated within the planter system.



PEDESTRIAN LIGHTING

Pedestrian-scaled lighting along arterial streets increases the perception of safety and encourages use of the street after dark. Like other street furniture, lighting also alerts drivers to the presence of pedestrians in an area.



SIDEWALK IMPROVEMENTS

Widened sidewalks help pedestrians feel less exposed to vehicular traffic, revitalize commercial corridors by encouraging pedestrian use, and improve overall street safety.



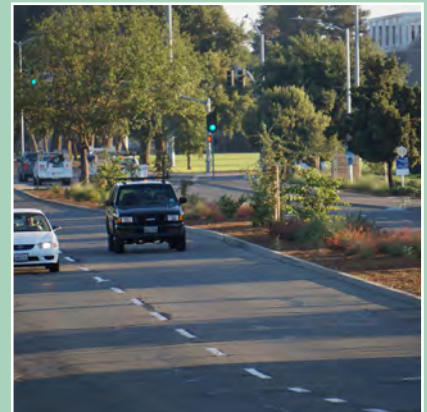
FURNISHINGS ZONE

The street furnishings zone should include a range of elements to make the street more livable, vibrant and inviting to pedestrians. Elements such as benches and seating, bicycle racks/corrals, bollards, kiosks, public art, signage, transit shelters and waste bins are found in the furnishings zone. Elements should be located at predictable places such as at corner locations on short blocks, and at mid-block locations on longer blocks.



PARKLETS

Reconfiguration of several parking spaces into dedicated pedestrian gathering spaces can offer respite and diversity of seating along South Hill's busier arterial streets.



LANDSCAPED MEDIANS & PEDESTRIAN REFUGE ISLANDS

Medians planted with drought-tolerant perennial species and street trees collect and store stormwater, provide mid-block crossing refuge for pedestrians, humanize the scale of a wide street, encourage vehicles to use appropriate speeds, reduce the urban heat island effect, and beautify the streetscape environment.

PRIORITY PROJECT TOOLKIT

Potential Greenway Elements



STORMWATER FACILITIES

Swales and rain gardens are landscaped areas that collect stormwater and filter it as it flows through plants and soil. Native plantings used in them also function as urban habitat for birds and insects.



SIGNAGE

Directional signage along urban greenways can aid pedestrian navigation through neighborhoods and districts.



INTERSECTION TREATMENT

Neighborhood intersections with high pedestrian volumes can benefit from bold interventions like on-pavement mural paintings to slow vehicle and bicycle traffic through the area, while adding visual interest and identity.



STREET TREES

The pedestrian experience along urban greenways is vastly improved under the shade and shelter of deciduous street trees. Street tree presence also slows vehicle traffic to appropriate speeds.



INTERPRETATION

Special signage helps educate and engage passersby on the benefits and features of urban greenways.



SHARROWS

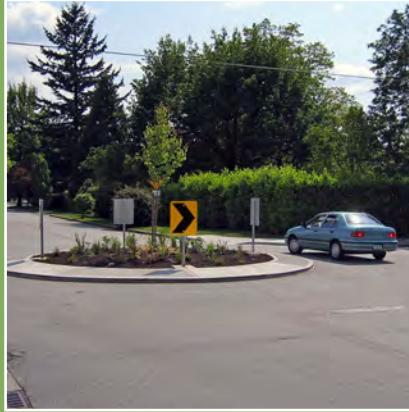
Painted 'sharrows' - or shared lane pavement markings - are bicycle symbols that are placed in the roadway lane indicating that motorists should expect to share the lane with bicycles and vice-versa.

PRIORITY PROJECT TOOLKIT

Potential Greenway Elements (con't)



BIKE CUT-THROUGHS
 Bikeways through neighborhood streets can diverge from vehicle routes to make more direct connections for bicyclists.



TRAFFIC CIRCLES
 Residential traffic circles require approaching traffic to enter at a slow speed and yield to any vehicle (including bicyclists) already in the circle. The raised circle should be planted with drought tolerant species.



SHARED USE PATH
 Off road gravel paths can be designed to meet accessibility requirements and provide a safe and comfortable surface for use by runners, walkers, bicyclists and others.

Potential Bike Route Elements



SHARROWS
 Painted 'sharrows' - or shared lane pavement markings - are bicycle symbols that are placed in the roadway lane indicating that motorists should expect to share the lane with bicycles and vice-versa.



RESIDENTIAL BIKE LANES
 Bike lanes through residential areas should connect to "sharrow" routes that have less vehicular traffic.

ADVISORY BIKE LANES
 Advisory bike lanes give bicyclists space to ride, but are also available to turning or passing cars. They are used on low-volume, narrow streets.



BIKE ACTIVATED SIGNAL
 These signals are located curbside for easy access to bicyclists. They can be used at street crossings that lack traffic signals.

NON-MOTORIZED CROSSING
 A raised median with cut-outs that allow bicyclists to pass through and restricts vehicles to right turn only.

PRIORITY PROJECT TOOLKIT

Potential Intersection Improvements



FLAG CROSSWALK

The addition of orange or yellow flags at marked crosswalks helps pedestrians gain the attention of drivers.



RECTANGULAR RAPID FLASHING BEACON (RRFB)

These pedestrian-initiated signals can enhance safety by reducing conflicts between vehicles and pedestrians at unsignalized intersections and mid-block crossings. Design can include bulbouts to improve visibility of pedestrians.



PEDESTRIAN REFUGE ISLAND

Refuge islands provide pedestrians a safe area to stop before finishing crossing a road. They also reduce the average crossing time and make drivers more aware of pedestrians. The refuge area can include planting materials, signage, and lighting.

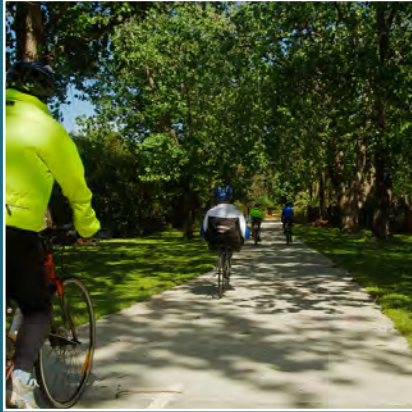


BULB-OUT CROSSWALK

Bulb-outs, also known as curb extensions, enhance pedestrian safety by increasing pedestrian visibility, shortening crossing distances, slowing turning vehicles, and visually narrowing the roadway.

PRIORITY PROJECT TOOLKIT

Potential Pedestrian/Bicycle Linkage



PAVED PATH LINK

Multi-use trail segments provide pedestrian and bicycle connections through unimproved right-of-ways, alleys, etc.



PATHWAY LIGHTING

Pathway lighting should be considered for safety and visibility purposes along new pathway links.



STAIR WITH BIKE RUNNEL

Stairs within South Hill's pedestrian network should be designed with features that facilitate easier bicycle handling. A bike runnel is a track on a staircase that allows you to roll your bicycle up with you as you walk.

Potential Transit Amenities



DISTINCTIVE SHELTERS

Shelters with distinct branding and design can protect transit customers from the elements, communicate an improved level of transit service along the corridor, enhance the built environment, and act as an impetus for other public and private investments nearby.



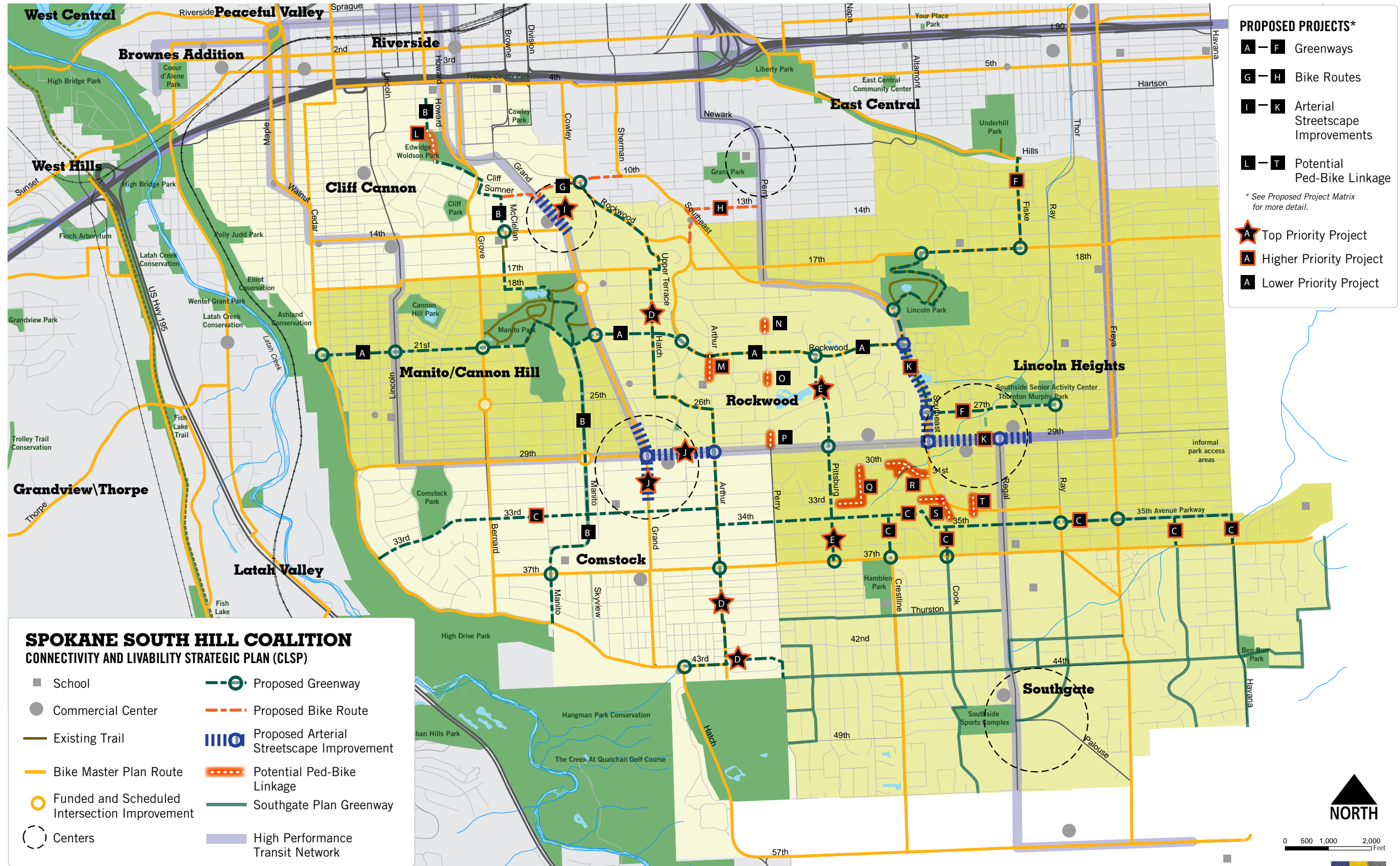
REAL-TIME INFO SIGNS

Real-time arrival information, accessible through a website, smart phone, telephone, or signs at a bus stop, can help travelers make informed travel decisions and alleviate some of the stress about worrying when the bus is going to arrive.

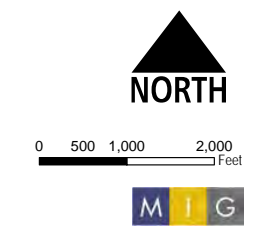


OFF-BOARD FARE KIOSKS

Off-board fare collection enables all-door boarding, speeds up the boarding and alighting process and saves valuable time for all passengers aboard.



Sources: Online Questionnaire, Stakeholder Meetings, City of Spokane GIS, Southgate Neighborhood Plan and Google Maps



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Map ID Number	Proposed Project Type	Purpose	Affected Streets	Notes
A	Greenway	East-west connectivity	Cedar/High Drive on 21st, through park access road, along Manito Place to Grand Blvd, continue on 21st which becomes Highland Blvd, then Rockwood Blvd to Southeast	Treatment may include sharrows, signage, channelization islands (to restrict through auto traffic), bulbouts, etc.
B	Greenway	North-south bike and ped thoroughfare. Connect Lewis and Clark High School, Pioneer Park, Roosevelt Elementary, Manito Park, S Manito Blvd, Sacajawea Middle School (peripheral) and Jefferson Elementary School as a north-south connection from downtown to High Drive	S Howard St, W Cliff Drive, S Grove St, W Sumner Ave, S McClellan St, W 18th Ave, S Manito Blvd	Treatment may include sharrows, signage, channelization islands (to restrict through auto traffic), bulbouts, etc. Treatments along Manito Blvd should not include pathway or trail in the center median parkway. Greenway development does not require ADA compliant pedestrian ways. If sidewalks, ramps, crosswalks, etc. are included in the preferred design, then those improvements must be ADA compliant.
C	Greenway*	East-west bike and ped thoroughfare, with north-south connections to Southgate. Connects High Drive Park, Comstock Park, Sacajawea Middle School, Spokane Public Library, Adams Elementary (peripheral) and Ferris High School (peripheral) and extends through Lincoln Heights	W 33rd Ave, S Arthur St, E 34th Ave, E 34th Ct, E 35th Ave, S Crestline St, S Havannah, Cook St, Myrtle St	Treatment may include sharrows, signage, channelization islands (to restrict through auto traffic), bulbouts, etc.
D	Greenway*	North-south and east-west bike and ped thoroughfare. Connect to Southgate	E Rockwood Blvd, S Upper Terrace Rd, E 17th Ave, S Hatch St, E 25th/26th Ave, S Arthur St and E 43rd Ave (between Hatch and Perry)	Treatment may include sharrows, signage, channelization islands (to restrict through auto traffic), bulbouts, etc.
E	Greenway*	North-south and bike and pedestrian thoroughfare. Connect to Southgate	Pittsburg (between Rockwood and 37th)	Treatment may include sharrows, signage, channelization islands (to restrict through auto traffic), bulbouts, etc.
F	Greenway	Bike and ped thoroughfare. Connect Lincoln Heights DC and Thorton Murphy Park to Lincoln Park to Ben Burr Trail and Underhill Park	27th Ave, South East Blvd, Lincoln Park access road, 17th, Fiske, Ben Burr Trail	Treatment may include sharrows, signage, channelization islands (to restrict through auto traffic), bulbouts, etc.
G	Bike Route	East-west bike infrastructure connection	W Sumner Ave, E Sumner Ave, E 10th Ave (Potential alternative route dependent on Grand Ave improvements: W. Sumner Ave, S. Division, 13th Ave, Grand Ave, E. Sumner Ave, E. 10th Ave)	Not currently identified as part of Bike Master Plan; SHC designated route
H	Bike Route	East-west bike infrastructure connection	E Rockwood Blvd, S Conklin St, S Southeast Blvd, E 13th Ave	Not currently identified as part of Bike Master Plan; SHC designated route
I	Arterial Streetscape Improvement	Improve overall safety of vehicular circulation (especially turning movements); slow traffic; improve pedestrian and bicycle crossings; consolidate driveways; maintain or improve parking situation; support economic development and neighborhood center; improve aesthetics	S Grand Blvd (between 12th and 14th)	Sight lines are a challenge due to topography and angle of streets; important destination and crossroads
J	Arterial Streetscape Improvement	Improve overall safety of vehicular circulation (especially turning movements); consolidate driveways; improve pedestrian/bicycle crossings; improve aesthetics	E 29th Ave (between Grand Blvd and Arthur) Grand Blvd (between 27th and 32nd Aves)	Few crossing opportunities; left turn channelization medians are difficult to navigate for some; median artwork/plantings is poorly maintained; opportunities for driveway consolidation
K	Arterial Streetscape Improvement	Improve vehicular circulation (especially turning movements) and pedestrian/bicycle crossings; improve aesthetics	E 29th Ave (between Southeast and Fiske) Southeast Blvd (between Rockwood Blvd and 29th Ave)	Very few pedestrian amenities; mid-block crossing would benefit from additional improvements; opportunities for driveway consolidation

Legend:

Top Priority project
Higher priority project
Lower priority project

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PROJECT MATRIX (CONTINUED)

Map ID Number	Proposed Project Type	Purpose	Affected Streets	Notes
L	Potential Ped-Bike Linkage	Pedestrian (and possibly bike) connection, to improve neighborhood grid connectivity	Tiger Trail (between Cliff Drive and 7th Ave)	Existing very steep unpaved walking trail; replace historic staircase; consider bike enhancement/facility
M	Potential Ped-Bike Linkage	Ped/bike connection to improve neighborhood grid connectivity	Undeveloped Arthur Street right of way, between Rockwood Boulevard and 24th	Public right of way exists, undeveloped. Sufficient space could be incorporated into a community garden with school as well as bike/ped connection
N	Potential Ped-Bike Linkage	Ped/bike connection to improve neighborhood grid connectivity	Perry Street right of way from Overbluff Road to 20th Avenue	Public right of way exists, developed into what is known as Perry Street steps; very steep stairs may benefit from bike trough
O	Potential Ped-Bike Linkage	Ped/bike connection to improve neighborhood grid connectivity	Undeveloped Perry St right of way from E Woodcliff Road to 26th Ave with informal ped/bike trail; not conducive to vehicle traffic	Public right of way exists, but is not developed
P	Potential Ped-Bike Linkage	Ped/bike connection to improve neighborhood grid connectivity	Undeveloped Perry St right of way from 28th Ave to 29th Ave with informal ped/bike trail; steep terrain not conducive to vehicle traffic	Public right of way exists, but is not developed. The last two blocks are graveled streets without curb and other normal city amenities
Q	Potential Ped-Bike Linkage	Ped/bike connection to improve neighborhood grid connectivity	E 33rd Ave, S Napa St, E 30th Ave	Public right of way exists, but is not developed. The last two blocks are graveled streets without curb and other normal city amenities
R	Potential Ped-Bike Linkage	Ped/bike connection to improve neighborhood grid connectivity	E 30th Ave/31st Ave, Crestline, S Southeast Blvd	Public right of way exists, but is not developed
S	Potential Ped-Bike Linkage	Ped/bike connection to improve neighborhood grid connectivity	S Altamont St, S Cook St, S Southeast Blvd, E 33rd Ave	Public right of way exists, but is not developed
T	Potential Ped-Bike Linkage	Ped/bike connection to improve neighborhood grid connectivity	E 33rd Ave, E 35th Ave, S Southeast Blvd, S Mt Vernon St	Public right of way exists, but is not developed
Not Shown on Map – “Of Note”	Potential Ped-Bike Linkage	Paving unfinished streets in the South Hill Coalition neighborhoods to enhance connectivity and increase air quality	All unpaved streets as identified by member neighborhoods of the South Hill Coalition	Addresses connectivity issue
Not Shown on Map – “Of Note”	Additional Intersection and Crossing Improvements	As redevelopment and new development occurs and traffic patterns change, new neighborhoods may identify the need for additional intersection and crossing improvements	Intersections and crossings as identified by member neighborhoods of the South Hill Coalition	Addresses safety issues
Not Shown on Map – “Of Note”	Transit Improvement	Improve transit service and connectivity within the residential and activity centers of Lincoln Heights, Comstock, Rockwood, Manito\Cannon Hill, Cliff\Cannon, and Southgate neighborhoods while enhancing South Hill transit connections with the rest of the Spokane region by creating the N. Monroe\S. Regal Transit Line.	57th Ave, Regal St, 29th Ave, Grand Blvd	This route is identified as a part of Spokane Transit Authority's High Performance Transit Network

*Suggested alignment influenced by the Transportation and Connectivity Element of the Southgate Neighborhood Plan (September 2010)

Legend:

Top Priority project
Higher priority project
Lower priority project

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CHAPTER 4. SUPPORTING STRATEGIES & PROGRAMS

SIGNAGE & WAYFINDING

The South Hill Coalition's (SHC) neighborhoods articulated a desire to develop wayfinding and interpretive features that highlight the neighborhoods' unique identities while also unifying the district as a whole. This goal can be accomplished with the design and implementation of a unified signage and wayfinding program for the South Hill.

Elements of a signage and wayfinding plan can include the following types of signs:

- Gateway and neighborhood identification
- Pedestrian wayfinding
- Vehicular wayfinding
- Greenway and bike network wayfinding and identity
- Destination identity (schools, libraries, shopping districts, parks, etc.)

Getting a signage and wayfinding process launched will require the participation of many groups including stakeholders both local and city-wide, government officials, community leaders as well as the general public. These groups will provide critical input to the design team in terms of signage aesthetics, materials preference, placement, content, legibility, and readability.

The plan process can generally be described in a series of six steps: pre-planning and financing, planning, design, fabrication, installation, and maintenance, which will be an ongoing task. Another issue that must be addressed is finding an appropriate sign fabricator that can work with the SHC.

TREE CANOPY PROTECTION & ENHANCEMENT

Many cities across the U.S. now recognize the importance of a healthy, urban tree canopy toward the effort to achieve sustainability and beautification goals. While the South Hill can boast an enviable canopy coverage within its established neighborhoods - and even along its commercial corridors - a successful urban forestry management program will identify policies and strategies to proactively manage and expand the urban forest.



Friends of Trees (Portland) informational label on a newly planted tree. Photo credit: OMSI flickr



Susie Forest Tree Dedication
Photo credit: Marilyn Lloyd, Lincoln Heights

In order to preserve, maintain and expand the number of trees along and within the South Hill's streets, parks and open spaces, the City must allocate sufficient resources, staff time, and recruit community and non-profit partners to address needs and issues such as:

- Street and median tree planting, maintenance and removal standards
- Parking lot canopy standards
- Heritage tree designation and removal standards
- Hazard evaluations
- Adoption of a preferred street and lawn tree list
- Tree planting programs and grants with a non-profit partner organization
- Establishment of an urban forestry tree fund
- Comprehensive tree inventory

Many of the listed issues are addressed through the recent adoption of the *City of Spokane Urban Forestry Stewardship Guide* (December 2013), which functions as a citizen-focused guide to tree care, identification and basic planting techniques, and the *Resource Analysis of Inventoried Street Trees* (June 2013), which provides information on the structure, function and value of Spokane's tree resources. The City of Spokane employs an Urban Forester.

DESIGN CONSIDERATIONS

In looking at the range of options that use design to improve connectivity and livability in the South Hill neighborhoods, several considerations should be made before the implementation of design-based strategies. The SHC identified three such considerations: multi-modal access design, using design as a means to improve safety and deter crime, and overall pedestrian environment improvements.

Multi-modal Access Design

The South Hill will be comprised of a mix of motorized and non-motorized uses. Part of the Complete Neighborhoods goal is to make the South Hill neighborhoods truly “multi-modal.” All travel mode users are to be accommodated through a mix of relevant transportation facilities where streets and paths come together. It will be important to identify the potential corridors and districts in South Hill where multi-modal approaches should be pursued, and determine the modes which are to be emphasized in design.

Future planning efforts and implementation strategies should recognize all travel modes and incorporate their needs accordingly while also accounting for the adjacent building context zone.

Where new development is planned for business and commercial uses, several considerations should be made to support a multi-modal environment, such as:

- Incorporating transportation infrastructure assessments into master plan efforts for specific sites;
- Encouraging development that provides a blend of complimentary land uses consisting of residential, commercial and retail facilities to reduce the number of vehicle trips;
- Improving the quality of travel in a community; and
- Identifying an appropriate palette of street furnishings to be used in the pedestrian, planting, bicycle, parking and vehicle zones of multi-modal corridors and districts.

A Safer South Hill Through Design

The Crime Prevention goal aims to make neighborhoods safer by incorporating design principles of CPTED - Crime Prevention Through Environmental Design. This design approach emphasizes surveillance, access control, territorial reinforcement, and maintenance as means of crime prevention.

- *Surveillance* refers to the overall visibility in the public realm. Design should consider sight-lines, minimizing glare from overhead lighting, increasing pedestrian and bicycle traffic, and buildings that include windows over sidewalks and parking lots to emphasize 'eyes on the street'. The idea behind surveillance is that people are less likely to commit criminal acts if people can see them.
- *Access control* refers to the deliberate placement of fencing materials, gates, entry and exit points lighting and planting to encourage pedestrian movement in designated places and discourage it in others.
- *Territorial reinforcement* refers to the clear delineation of private and public spaces from one another. Design elements that help do this include fences, pavement, signs, lighting and landscape to express ownership and define public, semi-public and private space. The idea behind territorial reinforcement is that physical signs of ownership sends a 'hands off' message to would-be offenders.
- *Maintenance* refers to activities that need to be performed routinely to encourage use of space for the intended purpose and discourage abnormal or criminal misuse. It includes cleaning, repairing, trash pickup and landscape upkeep. Maintenance sends a clear signal that someone cares about the space and is likely to defend it against intruders or vandals.

Pedestrian Environment Improvements

A major consideration for design in the South Hill is overall improvement of the pedestrian environment. A quality pedestrian environment considers the following factors and includes elements such as:

- Crosswalks
- Intersection lighting, pedestrian scaled lighting
- Traffic control
- Pedestrian/ countdown signal
- Wait times
- Pedestrian refuge islands
- Curb ramps
- Intersection traffic calming features
- Number of vehicle lanes
- Posted speed limit
- Traffic volume
- Street traffic calming features
- Continuous sidewalk
- Width of sidewalk
- Sidewalk obstructions, impediments
- Driveway cuts
- Planters/ garden/planting strip buffers/trees
- Public seating
- Public art/ historic sites
- Parking lot siting
- Retail use and public places

Given that every person is a pedestrian at some point in the day, it follows that improvements to the pedestrian environment serve the public equitably. Awareness of these factors and elements is critical during the planning and design process in order to accomplish stated goals in the *Connectivity and Livability Strategic Plan*.

COMMUNICATION AND EDUCATION

Continued Learning

The SHC member neighborhoods will develop an ongoing education mechanism to inform neighbors and neighborhoods on various City processes.

Each neighborhood will be responsible for topic approval, securing speakers, communication to neighbors, and participation/organization on an as-needed basis.

Hosted presentations and workshops will be held but not limited to the following example topics:

- Street Trees
- Zoning and Land Use
- Urban Farm Animals
- Noise
- Code Enforcement/Trash
- Etiquette
- Graffiti
- Garbage Cans
- Vehicles (Storage/Abandoned)
- Tax Parcel Splits
- Lot Line Adjustments
- Low Impact Development Process for Alleys

Centralized Information

The South Hill Coalition will collaborate to produce and establish a communication hub including and not limited to a centralized web site, newsletter, combined news sharing, social media, hash tags, and media releases as needed.

This centralized information hub is not to replace any neighborhood council, it's merely to serve as a conduit for a blended outreach into the South Hill.

This synthesized approach to information sharing will enhance contact with community members and distribute information in a timely manner with the outcome being educated neighborhoods, unified messaging, and a collaborative approach to issue resolution.

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CHAPTER 5. NEXT STEPS

Implementation of the South Hill Coalition Connectivity and Livability Strategic Plan will require the continued commitment of volunteers, neighborhood councils, non-profits and public agencies. To focus efforts in the short term, the following initiatives have been identified as essential to maintaining momentum moving forward.

ESTABLISH AN ONGOING MISSION AND ORGANIZATION FOR THE SOUTH HILL COALITION MOVING FORWARD

The planning process has benefited greatly from the collaboration of the five participating neighborhoods. The strategies and projects outlined in the plan are dependent upon the ongoing coordination of the neighborhoods and the Coalition is the best mechanism for ensuring consistent coordination and communication. A key intention for the Coalition is whether to invite Southgate into the Coalition. They were not included initially because they already had started their own neighborhood planning process.

Additional considerations include the following:

1. **The number of representatives** from each neighborhood and whether there should be an alternate(s).
2. **The frequency of SHC meetings** and timing in relation to existing neighborhood council meetings.
3. **The level of formality of the group.** Other neighborhood coalitions have attained non-profit status and/or engaged in a Memorandum of Understanding that clearly outlines the goals and protocols of the group.
4. **A method of stewarding the Connectivity and Livability Strategic Plan.** This may include establishing an annual work plan or list of priorities that can continue to guide the work of the Coalition after the four priority projects are implemented. Another important component of plan stewardship is ensuring SCH representation at important meetings of the City, Spokane Transit Authority and Spokane Public Schools.
5. **The breadth of the Coalition's scope and mission beyond plan stewardship and communication.** Other neighborhood coalitions provide support and technical assistance to the volunteer-based neighborhood groups, community groups, individuals, and business associations.
6. **Self-evaluation of the Coalition** in six months or in one year in to determine whether the initial parameters are meeting the ongoing needs of the organization and the participating neighborhoods.

DEVELOP AND SUSTAIN A STRATEGY TO IDENTIFY AND PURSUE FUNDING FOR PRIORITY PROJECTS AND PROGRAMS.

There are several funding and implementation opportunities available through the City of Spokane, including the regular Capital Improvement Program and several small project grant programs. The Coalition should continue to track and pursue these opportunities and focus on coordinating efforts so as to avoid competition among participating neighborhoods and to move closer to Plan implementation. Coordinating City-sponsored funding opportunities should be a critical piece of the SHC mission. In addition, it will be important for the Coalition to begin identifying and pursuing additional funding sources. These may include but are not limited to grants from Safe Routes to School, Federal Emergency Management Agency (FEMA), Washington State Department of Commerce, and United States Department of Housing and Urban Development (HUD). Recruiting one or more volunteer grant writers to participate in the Coalition efforts will be important to pursuing these alternative funding options.

ESTABLISH COMMITTEES TO CHAMPION THE IMPLEMENTATION OF SUPPORTING STRATEGIES AND PROGRAMS.

To accomplish everything that is recommended in the Plan, the Coalition should create a number of standing and ad hoc committees to champion certain aspects of the supporting strategies and programs.

The committees that should be considered include:

1. Signage & Wayfinding;
2. Tree Canopy Protection and Enhancement;
3. Design Considerations; and
4. Communication and Education.