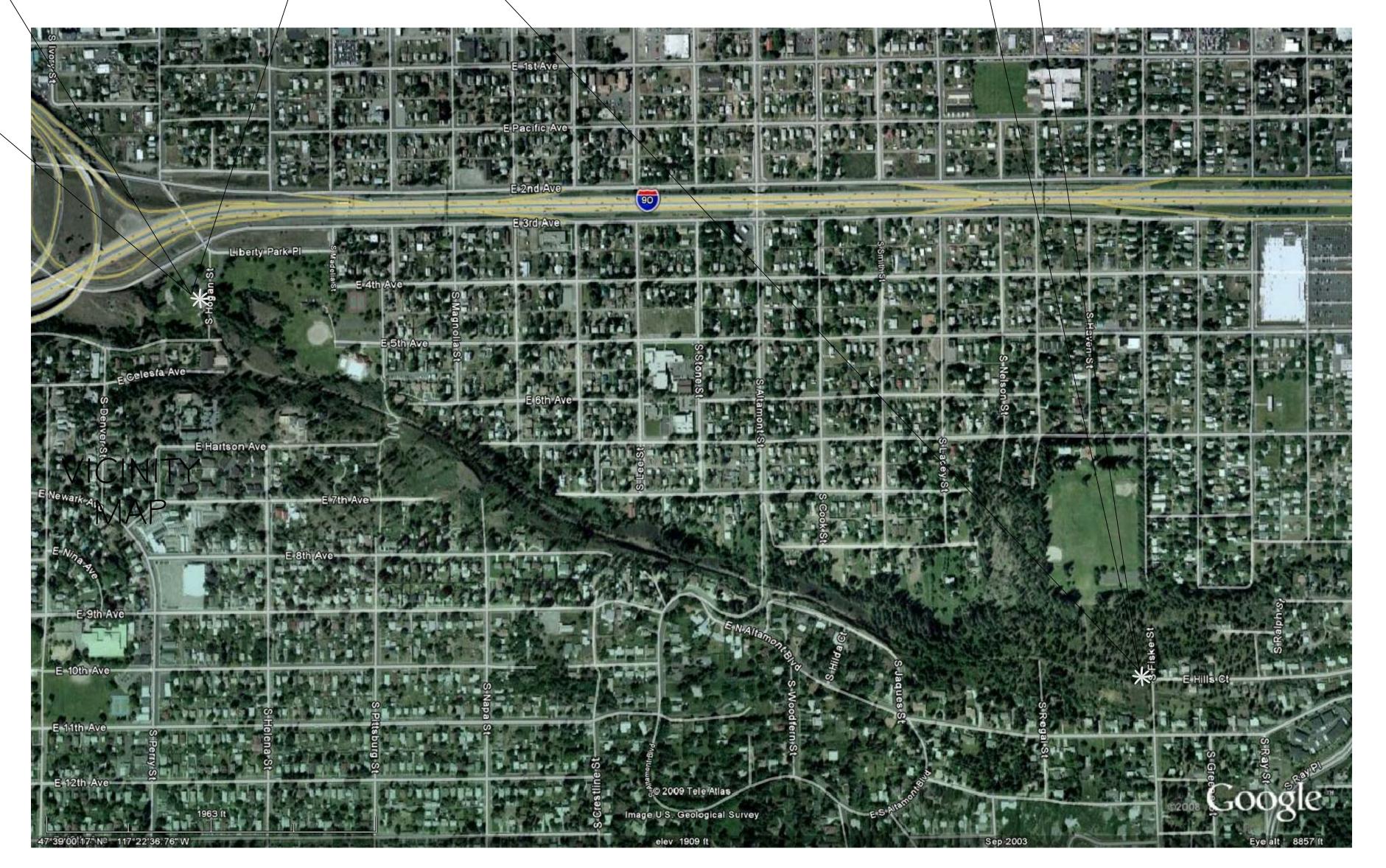


Potential Connections - Ben Burr Trail & Liberty Park
Draft - May 26, 2009

Existing Ben Burr Trail extension to Hills Court Trail acts The Fishe Avenue Pathway The Fishe Avenue Pathway The Fishe Avenue Pathway The Fishe Avenue Pathway

Potential Connections - Underhill Park & Ben Burr Trai



PROJECT LOCATION

BEN BURR TRAIL EAST AND WEST TRAIL HEADS

SPOKANE, WA





LANDSCAPE ARCHITECTS

SHERRY PRATT VAN VOORHIS

621 W. MALLON AVE. #306 SPOKANE, WA 99201 509-325-0511 509-325-0557 fax

SUMMER 2009

GENERAL NARRATIVE:

THE PROJECT SITE IS LOCATED WITH IN THE CITY OF OF SPOKANE AT LIBERTY PARK AND UNDERHILL PARK. THE PROJECT SITE IS LOCATED ON EAST AND WEST ENDS OF AN ABANDONED RAILROAD CORRIDOR KNOWN AS THE BEN BURR TRAIL. THE SITE IS CURRENTLY OWNED AND MANAGED BY THE SPOKANE PARKS DEPT. CONSTRUCTION SHALL CONSIST OF CLEAR AND GRUB EXISTING VEGETATION, ROUGH GRADING, SOIL EXPORT, SOIL IMPORT, SUB-BASE COMPACTION, FINAL GRADING, RECREATION TRAIL CONSTRUCTION, MINOR LITHITY ADJUSTMENTS, AND DISTURBED AREA RECLAMATION.

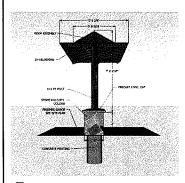
AND SHALL BE COORDINATED WITH THE SPOKANE PARKS DEPT. CONTRACTOR SHALL BE RESPONSIBLE CLEANING AND MAINTAINING CITY STREETS USED FOR ACCESS TO THE SITE.

EROSION CONTROL MEASURES SHALL FOLLOW BEST MANAGEMENT PRACTICES (BMP'S) FOR THIS TYPE OF CONSTRUCTION.

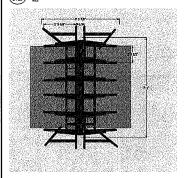
MAINTENANCE AND REPAIRS TO THE PERMANENT EROSION CONTROL ELEMENTS SHALL BE PERFORMED BY THE OWNER UPON ACCEPTANCE OF WORK.

SHEET INDEX

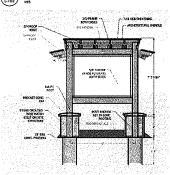
COVER SHEET
L-101 West End Trail Head
L-102 East End Trail Head



U 102 MTS KIOSK SIDE VIEW



2 KIOSK ROOF VIEW



3 K KIOSK FRONT VIEW



4 KIOSK PERSPECTIVE

GENERAL NOTES

2. VERBY LOCATION OF ALL EXISTING AND PROPOSED UTILITIES EITHER ABOVE OR BELOW GRADE PRIOR TO BEGINNING ANY WORK. COORDINATE WITH PARK DEPARTMENT TO AVOID CONFLICTS SETWEEN SITE UTILITIES AND EQUIPMENT AND TRAIL PLACEMENT.

3. VERIFY THAT SUB-GRADE PREPARATION HAS BEEN COMPLETED TO ACCEPTABLE TOLERANCES PRIOR TO PLACEMENT OF FINAL BASE COURSE.

4. ALL WORK COMPLETED SHALL BE GUARANTEED PER SPECIFICATIONS

7. COORDINATE WITH THE PARKS DEPARTMENT FOR THE PROTECTION AND WATERING OF EXISTING PARK AREA UNTIL THE EXISTING IRRIGATION SYSTEM IS OPERABLE.

6. LAWN AREAS SHALL BE EDGED IF EXSTING EDGING IS PRESENT. MATCH EXISTING LAWN EDGING DISTURBED BY CONSTRUCTION ACTIVITY.

9. SHRUB FLAYTING AREAS SHALL BE MULCHED WITH 3" OF APPROVED WOOD CHIP GRIROMGS UNLESS OTHERWISE NOTICE. GROUND COUTER AREAS SHALL BE DRESSED WITH 1" - 2" OF WOOD CHIP GRUNNINGS BURESS OTHERWISE NOTICE. THISHED GRADE OF MULCH SHALL HOT BE ABOVE OR MORE THAN 1" BELOW ADJOINING SURFACES.

IO, EXISTING SODDED LAWN AREAS SHALL BE RE-SODDED AS INDICATED ON PLANS AND SPECIFICATIONS.

III, ALL DRYLAND GRASS AREAS SHALL BE SEEDED AS PER SPECIFICATIONS.

12. PROVIDE APPROVED EXCAVATION WITHIN DRIP UNE OF EXISTING TREES, APPROVED EXCAVATION INCLUDES ARSPROSE, INDRO EXCAVATION AND OR HAND EXCAVATION IN THE PRESENCE OF OWNER OR OWNER REPRESENTATIVE.

REFERENCE NOTES SCHEDULE

SEEDED DRYLAND GRASS MD

SODDED TURE

4" CONCRETE WALK OVER 4" COMPACTED BASE COURSE,

3" COMPACTED RECYCLED ASPHALT OVER 6" COMPACTED BASE COURSE

RIBBON STYLE BIKE RACK, 5 SPACES

3'X3'X4' NATIVE BASALT BOULDER

TYPE I CURB RAMP PER CITY STD PLAN F-105

WOOD PARRICATED KIDSK, SEE DETAILS, THIS SHEET

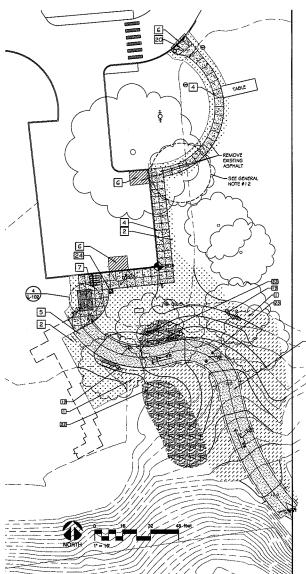
DISPOSE WOOD CHIPS FROM TREE REMOVAL AND GRINDING PROCESS IN THIS LOCATION COORDINATE WITH PARK DEPT REPRESENTATIVES

PARK DEPT. APPROVED TRASH RECEPTACLE

GRADING LEGEND

SYMBOL DESCRIPTION C SOLOPE SLOPE

- SPOT ELEVATION PG





LANDSCAPE ARCHITECTS



BEN BURR TRAIL WEST END

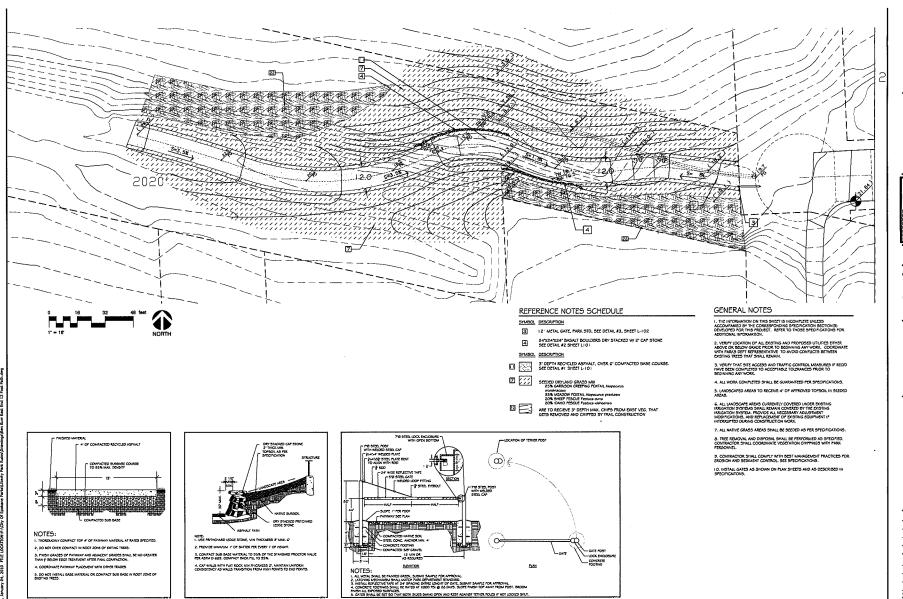
BEN BURR TRAIL EAST & WEST TRAILHEADS SPOKANE PARKS DEPT 808 W SYGWAFFILLS BLVD SPOKANE, WA 99201

1103 A107/09 κw Checked By:

L-102

NOTES: I. STAKE BOLLA 2. SLOPE CONCRETE POOTING FOR POS DIRECTED BY OWNER REPRESENTATIVE.

5 6' STEEL REMOVABLE BOLLARD



Gate

Landscape Wall

1 Trail Cross Section

SHERRY PRATT VAN VOORHIS LANDSCAPE ALCHITECTS



PETER I WILLIAMS



CRITY SCALE I IS ONE INCH ON ISSUE DELVING

Use of the eformation contained in these distances and specifications, in whole or in part, for other than the specific purpose for which it was intended and for other than the clost for whom it was prepared in provided in places capitals written permission in advance to spracked by Sherry Prict Veri Voorhis. Turbor, Sherry Prict Veri Voorhis. Turbor, on Judy's for your of the time of birthing to you are of the time.

BEN BURR TRAIL EAST END

BEN BURR TRAIL EAST & WEST TRAILHEAD SPOKANE PARKS DEPT. 808 W SYGWINELLS BLUD SPOKANE, WA

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Sheet No

L-101



Liberty Park – Link to the past

October 30

2009

This report identifies future sustainable pathway extensions and enhancements to the Ben Burr Trail system. Included in this conceptual study are alternatives and probable costs of construction.



Prepared for East Central Neighborhood Steering Committee & Spokane Planning Services

Liberty Park – Link to the past

Introduction

Liberty Park was established in 1897 by the Spokane Parks & Recreation Department. Liberty Park is a direct result of the Parks Master Plan developed by the Olmsted Brothers Landscape Architectural Firm. This firm was commissioned by the city to prepare a park plan for this area. This plan used the natural topography and built features to create a unique park with many trails, ponds, gardens and an original one-of-a-kind pergola. The park was dramatically altered in the early 1906s by the introduction of Interstate 90. This infrastructure bisected the center of the existing park from the southwest running to the northeast. The majority of the park remained east of I-90 with a small parcel in tact on the northwest corner of the original property at 3rd Avenue and S. Arthur Street (commonly referred to as the "Liberty Park Ruins"). This northwest parcel contains the remnant's of the pergola, a wading pool, masonry stairs, paths, and garden areas.

To the south and east of the park was the Inland Empire Electric Railway right of way as well as a substation that supplied power for the electric line. This rail line was abandoned in the 1960's, allowing a linear trail system to become part of the park system. This linear park is commonly referred to as the Ben Burr Trail. The Ben Burr Trail links the upper Underhill Park area and the present day Liberty Park with a non-motorized trail.

In 2009 the firm of Sherry Pratt Van Voorhis was hired by the East Central Neighborhood Steering Committee and the City of Spokane Planning Services Departments to design trailheads for the Ben Burr Trail at the west end of Liberty Park and in the upper Underhill Park area, as well as a preliminary study of other potential future trail connections. The trailheads were designed for construction in the immediate future. This portion of the work has been completed and therefore further details shall not be presented in this report.

This report is a summary of the study of additional Ben Burr Trail connections to existing parks, trails, and neighborhood areas. This summary reflects citizens' desires to recognize the significance of the original Liberty Park and potential for additional non-motorized transportation links connecting points of interest in the East Central neighborhood. It is intuitively believed these connections shall provide physical and social benefits for citizens and businesses throughout the East Central neighborhood. (See Figure A 1 & A 2)



Figure A 1



Potential Connections - Underhill Park & Ben Burr Trail

Figure A 2

Approach to Sustainable Trails

Liberty Park, Ben Burr Trail, and Underhill Park collectively service the East Central neighborhood and the eastern portion of the South Hill. These three amenities share a physical connection that allows park users multiple passive and active recreation opportunities. This recreational diversity is a key asset of the larger non-motorized circulation system. Through a public process neighborhood stakeholders determined of pathways, trails and general circulation proposed should be configured in a fashion that meets the criteria for a sustainable trail system as defined by the National Recreation Trails Program. In general a successful trail system should be designed to:

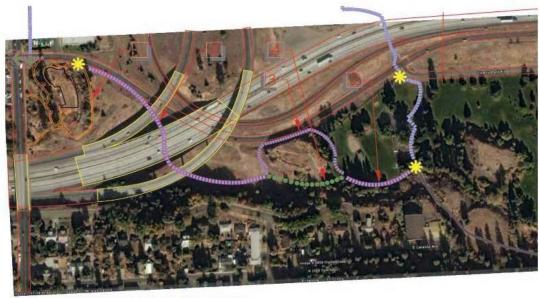
- Protect the environment
- Meets user needs and expectations
- Required little maintenance

These three considerations, along with the neighborhood input, guided the design development of the proposed trail extensions.

Proposed Trail Routes

One of the many missing connections is between the current Liberty Park and the Liberty Park Ruins. This connection alone would significantly add to the total length of non-interrupted, non-motorized circulation system in the East Central neighborhood. This reconnection would also stimulate an area at the west end of the current Liberty Park that was discarded during the building of the freeway as a construction waste storage area. The three alternatives for this reconnection presented here have been developed based upon the sustainable approach outlined above as well as the historical significance of the site. See Figure B showing the alternative routes.

Alternative 'A' is a sustainable approach that incorporates an understanding of the historic development that occurred in this location. Alternative 'B' is a sustainable approach with a reduced impact upon the current site conditions. (Both alternatives are conceptual in nature and further investigation must be completed prior to a final design. This information has been prepared as a concept and is only to be used in ascertaining or prioritizing additional consideration.)



REFERENCE NOTES SCHEDULE

SYMBOL DESCRIPTION

HISTORIC PATHWAYS

2 PEDESTRIAN LINK

3 ALTERNATIVE 'A'

ALTERNATIVE 'B'

Figure B

Alternative 'A'

East Tunnel Portal

Challenges: The following pictures represent current conditions at the areas identified in this alternative.





Alternative 'A': Alternative 'A' was prepared using historical Olmsted drawings as originally prepared in

the early 1900's, current GIS topography information and on site measurements. The intent of this design alternative is to provide a continuation of the Ben Burr Trail through the existing Liberty Park in the approximate location of the original trail system that was created by the Olmsted design. This proposed trail follows the natural topography to a large outcrop, at which point it descends into a tunnel that was previously a point of interest in the Olmsted design. (See Figure C)

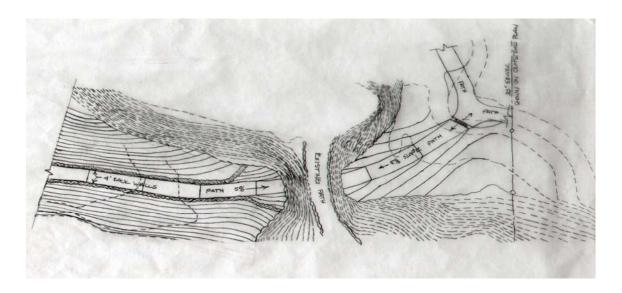


Figure C

Alternative 'B'

Challenges: The following pictures represent current conditions at the areas identified in this alternative.



Walkway to Third Ave.

Alternative 'B': was prepared using Parks Depasrtment GIS information, site observations, and field measurements. This alternative would take advantage of an existing sidewalk along 3rd avenue. This alternative also provides additional opportunities for way finding and education through the placement of standard park kiosks at highly visible locations near the street. Construction of either alternatice would require coordination between multiple agencies, such as the Parks and Recreation and Street Departments of the City of Spokane, plus the Washington Department of Transportation, which will be working on a reconfiguration of the freeway interchange in conjunction with the future development of the North Spokane Corridor. (See Figure D)

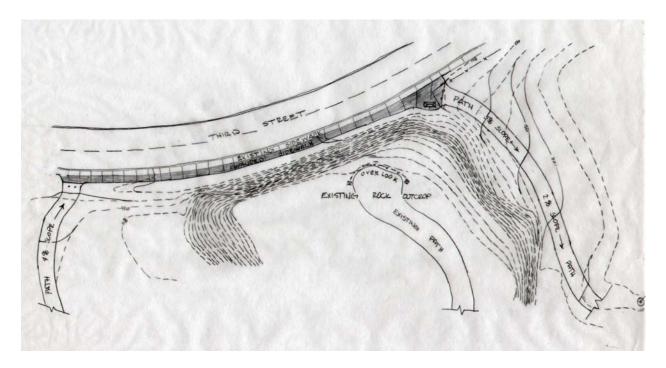


Figure D

Once the trail has navigated around the rock outcrop using these alternatives, the trail would continue along a north westerly path meandering across the existing slope to address accessibility issues. This meandering path would continue to a junction that would tie into the original park's historic trail system. It is felt that the trail system that still exists around the original pergola complex could be rejuvenated with minimal efforts to the level of a sustainable type trail. See the proposed schematic layout Figure B.

Challenges: The following pictures represent current conditions at the areas identified in this route.



Liberty Park Ruins Pathways

The current Liberty Park Ruins area is the remnants' of a glorious time and place for this park. The following path system is based upon the original pathways from the 1911 plans, site observations, and field measurements. The colored clouded areas represent small to large planting designations that illustrate the general planting layout from the past and a suggested adaptation for the current layout.

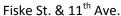
This conceptual plan would not be considered historically accurate; however it provides the basis for rejuvenation of this unique park. See Figure E



Fiske Street Alternative

Challenges: The following pictures represent current conditions at the areas identified in this route.



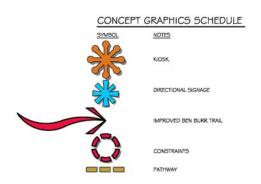




Fiske St. & Hills Ct.

The Fiske Street alternative was prepared using limited current GIS topography information, on site measurements and field observations. The intent of this alternative is to provide a continuation of the Ben Burr Trail along the existing Fiske Street right of way as a connection greater connection to the

Cities South East area this trail shall cross the right of way to negotiate the grade change. Steps may be configured into this route to minimize switch backs as long as an accessible parking area is provided at Hills Ct. See Fig F



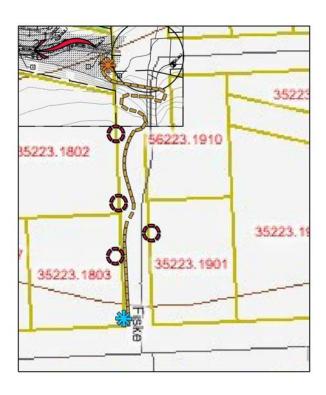


Figure F

Probable cost of construction

The probable cost of construction (PCC) for this project is difficult to predict. The information required to narrow the probable cost to a specific dollar amount cannot be obtained at this stage because of the many variables involved. Therefore we have selected to provide probable range for the specific components. This information should be used only as a basis for evaluating and prioritizing the possible trail projects. The following predictions are based upon a simplified understanding of probable construction costs, estimated conditions that maybe encountered and a general knowledge of the current bidding climate.

Alternative 'A': The probable cost of construction for this alternative includes the development of a pathway from the existing parking lot to the east, as indicated by option "2" figure C, and the development of a continuous pathway to the west near the ruins area, as indicated by point "4" in Figure C. We believe the cost for a pathway along this route may be in the range of \$245,000.00 to \$275,000.00. This estimate excludes the following; tax, turf, irrigation and other site furnishings that would be required immediately adjacent to the proposed route.

Alternative 'B': The probable cost of construction for this alternative includes the development of a pathway from the existing parking lot to the east, as by point "2" Figure C, and the development of a continuous pathway to the west near the ruins area, as indicated by point "2" Figure C. We believe the cost for a pathway along this route may be in the range of \$157,000.00 to \$170,000. This estimate excludes the following; tax, turf, irrigation and other site furnishings that may be required immediately adjacent to the proposed route.

Liberty Park Ruins Pathway: The probable cost of construction for this pathway system includes the development of sustainable pathways, generalized plant groupings and general site cleanup. We believe the cost for this area as indicated may be in the range of \$85,000-\$95,000. This estimate excludes the following; tax, turf, irrigation and other site furnishings that may be required immediately adjacent to the proposed route.

Fiske St. Pathway: The probable cost of construction for this pathway system includes the development of a sustainable meandering pathway, grading, retaining walls and other site furnishings We believe the cost for this area as indicated may be in the range of \$33,000-\$40,000. This estimate excludes the following; tax, turf and irrigation that may be required immediately adjacent to the proposed route.

Recommendations

The Liberty Park area has been influenced by geologic events as well as modern man. Both processes have shaped the park area as we see it today. This unique area provides the users with a window into the past while providing an opportunity for current and future generations of users to see the results of the area's natural and human history. It is believed that these recommendations in this report provide a balance between natural preservation and a correction of man's negative forces. These thoughts are the culmination of a one year review of past efforts, current desires and future needs.

This designer believes that for this area to be successful both as an open space and a non-motorized route of travel there needs to be a champion that can see the whole from the sum of the parts. It is of my professional opinion that a pathway system connecting the Liberty Park Ruins with the main Liberty Park area is a key component in a greater non-motorized circulation system. (By making this connection a south east Spokane user may have the opportunity to access the new University District and the future Centennial Trail expansion via the Riverside Avenue extension.) This critical link also helps bridge the physical barrier that Interstate 90 has created between the East Central neighborhood and the businesses of East Central and the University District.

As for specific recommendations for the route of the future pathways, I believe that a more detailed review of the historic tunnel (Alternative 'A') route should be performed. Included in this review should be an actual topographic survey with specific control points, a geotechnical study to determine the condition of existing basalt outcrops, and any issues pertaining to groundwater. Alternative 'B' requires the least amount of future research. However, it also provides the least amount of historic and cultural value. This route will need to be further studied to determine its viability with future traffic plans, drainage issues, and general desire of the citizens. In closing I believe that a sustainable pathway system linking the existing Liberty Park with the ruins would benefit the East Central neighborhood not only as a route of travel but also as a way to reclaim this forgotten asset. (Other recommendations include the continued effort for the reclamation of the Liberty Parks ruins.) Site visits and review of historic

information confirm that the historic and cultural significance of the Ruins area is important enough that resources should be allocate to its preservation and/or rejuvenation.

Resources

Google Earth: version Google Earth Pro 4.7; © 2009 Google, Image © 2009 Digital Globe

Washington State Dept. of Transportation; US 395 North Spokane Corridor, Liberty Park Interchange 2-26-03.

City of Spokane Parks Dept. GIS contours, 12-5-2008

Liberty Park Grading and Planting Plans, dated 1909 by the Olmsted Brothers Landscape Architects, Brookline, Mass



(Bemiss, Hillyard and Whitman Neighborhoods)

Draft of Final Proposals From the 2009-2010 Neighborhood Planning Activities

Date of Draft: July 8, 2010

Index of Proposals in this Draft Document

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Strategy 1: Improving Parks and Trails

<u>Goal:</u> To develop and improve parks and trails making them useful and safe for community and family gatherings and activities.

1.1 Objective: Gatherings for strengthened sense of community. Actions:

- **1.1.1.** Develop a series of community-wide events in the parks; create ways to get to know neighbors including a neighborhood concert series and neighborhood picnics/ potlucks
- **1.1.2.** Family safe parks- organize residents around a campaign to make the neighborhood parks safe for children and families both day and night. (Strategy 4).
- **1.1.3.** Do information sessions on resources and services available to neighborhoods and its citizens.
- **1.1.4.** Assistance from such sources as civic organizations, parks dept. police, steering committee, churches, seed money sources, etc. (strategy 7, strategy 10)

1.2 Objective: Increase awareness and attendance of neighborhood events. (Strategy 7, Strategy 10)

Actions:

- **1.2.1.** Encourage neighborhood networking sources and reactivate such programs as block watch that encourage community togetherness (ie block watch, emergency management programs, Mc Gruff House etc.(Strategy 4).
- **1.2.2.** Make use of both currently in place web sites and networking sites to create a system of resources and people such as a commercially-viable or self-supporting newsletter (i.e., the Hobo Newsletter) available in electronic and print format.
- **1.2.3.** Find a "home" for local P.R. and while GHBA has an existing system that works find a way to make this sustainable.
- **1.2.4.** Take advantage of school publications and newsletters to promote neighborhood events.
- Have TV/ radio public service announcements for free activities especially for youth
- **1.2.5.** Have an annual meeting of organizations and churches to encourage partnering. (see Strategy 10)
- **1.2.6.** Create a neighborhood directory of businesses and organizations. Provide public instructions as to what and how to use businesses and resources available.

1.3 Objective: Improve parks and paths and increase their use. Actions:

- **1.3.1.** Neighborhood Stewardship of neighborhood parks. Neighborhoods allowed the initiative to clean up and maintain parks in their area, rather then wait for city to do it.
- **1.3.2.** Potentially use CDBG funds to manage and maintain parks. *Create accountability system from parks to neighborhoods.
- **1.3.3.** Have a coloring or art contest to involve youth in stating their needs and wants in regard to park planning. Involving youth will help create ownership. Promote special awards to those designs that allow for accessibility for elderly and disabled.
- **1.3.4.** Plan and develop infrastructure in parks to include amphitheatre and electricity
- **1.3.5.** Link parks and community gardens by walking paths with signage

1.4 Objective: Use school buildings and grounds for events Actions:

- **1.4.1.** Obtain assistance from schools for some of the above events.
- **1.4.2.** Coordinate with students regarding projects for input and assistance.
- **1.4.3.** Request that schools allowed participation as part of student required service projects.
- **1.4.4.** Request use of school facilities as back up spot for community events in case of bad weather.

Strategy 2: Improved Housing & Commercial Buildings

Goal for Residential Housing: To support efforts to upgrade the quality of housing stock throughout Hillyard's residential environments, encouraging current residents to participate in programs to improve their homes and surrounding properties, creating more opportunities for current and future residents to cooperate in continuing to develop a more vibrant community and in promoting Hillyard's housing market as a good investment.

2.1 Objective: Improve Maintenance, Upkeep, new improvements and Values of Residences Actions

- 2.1.1 GHBA Economic Development Committee and the GHBA Education/Training and Research Committee develop the following projects & processes:.
 - **2.1.1.1.** Lists of types of products and services needed for home maintenance;
 - **2.1.1.1.** Identify gaps in local providers or types of products (project)
 - **2.1.1.1.2.** Identify and recruit separate business operations to supply them; (process)
 - **2.1.1.1.3.** Help market these businesses in a concerted community effort (process)

- **2.1.1.2**. Identify local needs for, and encourage development of local sustainable, "green" businesses. (Project, leading to ongoing process)
- 2.1.1.3. Confer with Skills Center construction trades educators to
 - 2.1.1.3.1. Explore current curriculum, (project) and
 - **2.1.1.3.2**. Propose additions to recruit, train and assist young adults to become employed in neighborhood green businesses (project, leading to ongoing process)
- **2.1.1.4.** Encourage the Skills Center and other relevant agencies to develop training projects that would accomplish actual building improvements in the community (ongoing process)
- **2.1.1.5**. Identify federal, state and local programs (project) that: provide residents:
 - **2.1.1.5.1.** Maintenance assistance in the forms of local grants or services.
 - **2.1.1.5.2**. Low interest loans,
 - **2.1.1.5.3**. Rebates on equipment and services and /or lowered energy bills, and
- **2.1.1.6.** Regularly disseminate information on the above to residents (process)

2.1.2 Support and enforce community appearance and pride by

- **2.1.2.1.** Developing a data base of residential (and commercial?) buildings (project, leading to recurring process) described by
 - 2.1.2.1.1. address, property owner,
 - 2.1.2.1.2. outward appearance/condition of buildings
- **2.1.2.2.** Working with the C.O.P.S. shop (and City Code Enforcement Branch of Neighborhood Services Office) (process) to
 - **2.1.2.2.1.** Aid in enforcing notification of landlords when police are called to their properties.
 - 2.1.2.2. Help identify landlords using publicly-available tax rolls
 - **2.1.2.2.3**. Keep a 'quick list' current to quickly identify repeat offenses

2.1.3. The **GHNEPA Image Committee arrange for design and printing** of: (recurring process)

- **2.1.3.1.** Brochures with graphics, statistics and general information about the Greater Hillyard community that make its housing market a good investment
- **2.1.3.2.** Establish criteria and institute an annual recognition program for residents improving and maintaining their properties, providing
 - **2.1.3.2.1**. Certificates of commendation for achievements under the criteria/guidelines, and
 - **2.1.3.2.2.** Gift certificates for outstanding achievements, of related supplies.

Goal for Commercial and Businesses Buildings: To promote the upkeep, improvement, compatibility, and renovation of commercial buildings in the area consistent with district identity and expansion of design coordinated commercial development.

2.2 Objective: To improve maintenance, upkeep, new improvements and to increase Values of commercial structures in the GHNEPA area. Actions:

- **2.2.1.** Neighborhood Councils separately and/or jointly develop a structure to effectively work with the Departments of Planning, Building, and Neighborhood Business Centers in improving the commercial properties in the area.
- **2.2.2.** Neighborhood Councils develop building and zoning standards subcommittees to assist in the City-mandated reviews of new construction projects to include (precedent City Code 17G.040.020):
 - **2.2.2.1**. extended terms of service to justify City training for subcommittee members,
 - **2.2.2.2.** local review criteria for design and use by the review subcommittees, and
 - **2.2.2.3.** mandatory completion of subcommittee recommendations for City consideration.
- **2.2.3.** Neighborhood Councils to work with City departments to achieve the status of a "Main Street" program in order to qualify for the additional federal funding.
- **2.2.4.** Encourage all neighborhood organizations to expand district wide participation among firms in the GHNEPA neighborhoods to establish commercial branding and consistent area development.

Strategy 3: Clean and Green GHNEPA Neighborhoods

Goal: To clean up and then green up the neighborhoods making them more appealing and healthier for residents.

- 3.1 Objective: To implement cleaning and greening projects and processes that are currently workable and important.

 Actions:
 - **3.1.1. Continue and expand the popular and effective Spring Clean-up Campaign** in the Hillyard, Whitman and Bemiss neighborhoods.
 - **3.1.2. Pursue Graffiti Education**, developing and using a widespread program through organizations reaching individuals in the neighborhoods. This is an area-wide as well as a neighborhood problem, so many groups will have to work together to eliminate the tags as well as the causes.
 - 3.1.3. Neighborhood Councils should partner with City of Spokane on code enforcement regarding abandoned vehicles and unsightly lots and vards.
 - 3.1.4. Establish and expand Community Food Gardens. The popular

- Rypien Field program managed by the NE Community Center has expanded to a second, the Pumphouse Garden at Crestline and Hoffman. Using this expertise and other available city assets, create an organization to create and support more community garden programs.
- **3.1.5.** Establish and support a plant exchange and free seedlings program for the GHNEPA neighborhoods. Many people and businesses have excess plants particularly early in the year. They could help residents and businesses fill flower beds, yards and possibly vacant lots with flowers rather than weeds.
- 3.1.6. Neighborhood Councils should work with City departments and grassroots neighborhood groups to eliminate noxious weeds in Hillyard. Many areas around the neighborhoods have noxious and nuisance weeds that are not only unattractive but costly. In addition to expense of removing weeds is the concern of pollution from chemical weed killers used both privately and commercially, that would not be needed if weed-elimination steps are established.
- 3.2. Objective: To leverage the benefits to the community to achieve broader objectives by teaming with other community efforts to improve the community's appearance and health status.

 Actions:
 - **3.2.1 Cleanup campaign.** This popular program is working well. We can increase its impact by combining with Team 4 Public Safety improvement and Team 7- Changing the Image
 - **3.2.2 Graffiti Education.** Teams 4 (Public Safety) and 7 (Image Improvement) could partner with us in this effort. One team has made some strides already. In addition, this program could be emphasized at block level if emphasized through the rejuvenation of the COPS Block Watch Program.
 - **3.2.3. Code enforcement.** We could work with team 7 (Image Improvement) and the City on this item.
 - **3.2.4. Community Gardens.** This continuing project seems to be working well. Support through the neighborhood councils and other community organizations should be continued and emphasized where possible. We would encourage recruiting or forming gardening clubs or similar in the area (3.2.5.).
 - **3.2.5. Plant exchange.** There has been a lot of local interest in this item. Several sources have been recommended to help including Fresh Abundance, an organization we hope to coordinate with to develop a flea market to include information tables to help residents in the neighborhood plant and care for their gardens.
 - **3.2.6. Eliminating noxious weeds.** Spokane County has a board that addresses this issue. Weeds in general in vacant lots and elsewhere are a significant problem; Team 2- Improved housing and commercial buildings and Team 7 seem like logical interest groups to include in this item.

Strategy 4: Public Safety

<u>Goal:</u> To promote safety in the neighborhoods. The basics of a safe neighborhood are already in place with the police and fire departments. The main disconnect is educating the people in the neighborhoods of how to get the most from what is available and how to improve in the areas that are not already in place.

Objectives: To identify and recommend means to improve Public Safety in the GHNEPA Neighborhoods.

4.1 Objective: To advocate precinct policing for following: Community-Oriented policing (COPS) Stations is a highly desired form of policing. This was in the works in 2009 but was cut short by budget constraints. The people today have no idea of who will show up when they call 911.

Actions

- **4.1.1** Drug dealing is rampant in some of the parks at night. Officers should check parks during normal driving with their spot lights during hours of darkness. Consider the possibility of:
 - **4.1.1.1.** Closing parks after a set hour, or
 - **4.1.1.2.** Adjusting watering times to evening hours, to discourage park use late at night
- **4.1.2.** Educate the public about why things like record keeping of events is important to stopping further events from happening. Educate the public that they need to take their neighborhoods back.
- **4.1.3.** A criminal rehabilitation and mentoring program to reduce reoccurrence of criminal activity should be considered by neighborhoods.
- **4.1.4.** *Increase Block Watch participation.* We join other strategy committees in making this one of the highest community priorities.
- **4.2.** Objective: To create a crime free environment. Actions
 - **4.2.1. Add lighting to the parks.** Hillyard has used the low wattage LED lights in downtown; these lights could be moved to some of the parks like Kehoe and Harmon Sharply parks. Others parks could be added later as more money becomes available.
 - **4.2.2. Have more activities** in the parks such as; Artists, Vendors and Musicians in the park being able to charge for their services or ask for donations. Try to create "Lawyer in the Park" as happens in Riverfront park.
 - **4.2.3. Have the shop keepers stay open longer_**to keep more eyes on the street to reduce criminal activity.
- **4.3. Objective:** To support existing Fire and Emergency Services. We received no stakeholder inputs for specific improvements to fire and emergency services which apparently reflects satisfaction with these services. However fire station manning at a bare minimum needs to be improved. Community

organizations can support this by informing their memberships about these programs and by forging partnerships where possible.

4.4. Objective: To Advocate for Adults as Stewards of Children. Actions

- **4.4.1. Make more availability for kids to talk 1 to 1 with police officers.** This is normally accomplished at school but maybe there can be an alternate program set up such as Chalk Art Walk, the Hispanic Festival and Hillyard Festival.
- **4.4.2.** Have an officer ride on different school bus routes so the kids get to feel comfortable around them.
- **4.4.3.** Improve community awareness by promoting an "officers on bikes" program in the summertime.
- **4.4.4. Make more Safe Houses** in the neighborhood which would work with the Project Safe Place program.

4.5. Objective: To enhance Public Health efforts in the area. Actions

- **4.5.1. Minor emergency clinic in a central area_**Stakeholders identified this need, recommending working with regional health care systems to promote and establish such a facility.
- **4.5.2.** Improve food quality and security in our neighborhoods. GHNEPA discussions in this and other strategy committees identified general issue with poor or inadequate nutrition and potential food shortages as a real concern for low income neighborhoods. Recommend the new planning organizations work with regional health agencies to promote nutrition education, food production, food preservation and food economics practices in the community.
- **4.5.3. Neighborhood sanitation is a basic issue**, identified from GHNEPA members' observations and stakeholder input, specifically garbage and vermin control. Recommend the new planning organizations (Strategy 10) work with regional health agencies to address these problems as part of neighborhood improvements recommended by other strategy committees.
- **4.6. Other Stakeholder Comments for Long Term Planning.** Our strategy team did not have the experience to propose solutions to all of the public safety suggestions offered by stakeholders. However Strategy Team 10 proposes a community planning organization and process to address these longer term propositions. We offer the following stakeholder comments as priority topics for this organization to work with city agencies.
 - 4.6.1.Safe, user friendly parks, to include provisions for
 - **4.6.1.1.** Public safety patrols,
 - **4.6.1.2.** Additional lighting for at least Kehoe and Sharpley-Harmon parks (especially the skate board facility).

- **4.6.1.3.** Include in this discussion watering policy to facilitate day use and discourage illegal night uses of parks.
- **4.6.2. Ridding neighborhoods of drugs, drug dealers, drunks and hard core criminals** is a high neighborhood priority, according to stakeholders. There are economic, cultural and health components contributing to an overall illegal situation. Priority must be placed on future neighborhood interaction with appropriate agencies to resolve this complex problem.
- **4.6.3. Stakeholder comments reflect that they do not feel safe in their homes or neighborhood**. In part this stems from a relatively high incidence of crime; but another part appears to be perceptual.
 - **4.6.3.1.** Recommend a return to community based policing as soon as possible (see recommendations at 4.1 above),
 - **4.6.3.2.** Include security components in improved community communications and activities. Neighborhoods need opportunities to actively participate in security issues.
 - **4.6.3.3.** Stakeholders identified noise violations (boom boxes, parties and loud auto stereo systems) as irritations and that non-enforcement contributes to the sense of a lack of public safety. The neighborhood needs to work with Code Enforcement and the police department to change this perception.

Strategy 5. Business & Job Development

<u>Goal:</u> To promote, develop, and recruit retail, commercial, and industrial businesses in the Greater Hillyard-Northeast Spokane Area that serve residents and attract customers from outside the area in order to create new business and job opportunities resulting in increased wealth for the entire community.

5.1. Objective: To promote, develop, and recruit <u>retail businesses</u> in the GHNEPA area. Actions

- **5.1.1. Perform a marketing study based on gaps** between needed and provided: products and experienced/skilled workers to identify businesses it fit the needs illustrated below. [Project, ongoing process]
- **5.1.2. Recruit/develop retail businesses:** [Process]
 - **5.1.2.1.** To take advantage of existing markets (i.e. items people go out of Hillyard to shop for). The City has information about these potential markets. They could also potentially supplement existing businesses That would serve as "meeting places;" coffee shops, cafes or eateries.
 - **5.1.2.2.** Get people to linger in the neighborhood and provide meeting space for community groups.
 - **5.1.2.3.** Take advantage of other market demands (from outside Hillyard) and bring them to Hillyard.

5.1.3. Within the Historic Hillyard Business District:

- **5.1.3.1.** Create a taxing / funding mechanism (BID, TIF, etc.) to support paying for lighting, maintenance, security, etc.
- **5.1.3.2.** Develop consensus agreement on visual design standards (facades, signage, etc.) to "brand" the neighborhood business district. [Project]
- **5.1.3.3.** Encourage owners to keep businesses open later [Process] Increase parking. Explore angled street parking, Greene St. parking, municipally owned land reserved for parking, etc. [Project(s)]
- **5.1.4.** Utilize grassroots/localized/guerilla marketing to promote neighborhood businesses. (i.e. Hobo Bulletin, Social Networks, text messaging, etc.)[Project, ongoing process]
- **5.1.5.** Develop residential/mixed use condos; employee housing. [Project] (Link: Strategy 2)
- **5.1.6.** Create small neighborhood retail center on Beacon Hill (after development build out). [Project]
- 5.2. Objective: To promote, develop, and recruit <u>Commercial/Services</u> businesses in the GHNEPA area (Professional, Residential, Business to Business, etc.).
 Actions
 - **5.2.1 Perform a business opportunity and leakage business study** based on gaps between needed and provided goods & services for the NE areas of Spokane that can be satisfied in NE Spokane neighborhoods. [Project, ongoing process]
 - **5.2.2 Recruit/develop commercial/service businesses:** [Process]

To take advantage of existing markets (i.e. products/services people go out of Hillyard for).

To meet other market demands (from outside Hillyard) and bring them to Hillyard.

Services that will be required as our neighborhood develops; encourage/support development with associated services. Utilizing commercial condo business spaces.

- **5.2.3 Further develop existing internet service infrastructure.** Pool businesses to maximize value. Explore FM repeater and Wi-Fi. [Project] (Link: Strategies 6 & 7)
- **5.2.4 Recruit/develop a lodging/multipurpose center** (e.g. Hilton Garden Inn) with hotel/motel rooms and multipurpose facilities for meetings, events, etc. to serve truckers/travelers and businesses who need overnight and meeting facilities. Locate adjacent to NSC at Wellesley or Francis. [Project]
- 5.3. Objective: To promote, develop, and recruit <u>Industrial/Manufacturing</u> in the GHNEPA area, particularly in the East Hillyard industrial zone. Actions

- 5.3.1. Create a Master Plan (via economic development planning) for East Hillyard's Industrial Park (HIP) including: [Long term project, ongoing process]
 - **5.3.1.1.** Tax funding mechanism (BID/TIF, etc.). Hire a professional, qualified staff person to specifically manage HIP Tax Funding Organization.
 - **5.3.1.2.** Infrastructure improvements (Link: Strategy 6): power, roads, transportation mode transfer points, communications, water, sewer, walkability, etc.
 - **5.3.1.3.** Branding: focus (e.g., "green" and/or jobs-producing, primary industry or intermediate go-betweens, manufacture or distribution or marketing), design elements & standards needed/desirable in an industrial area, signage, etc.
 - **5.3.1.4.** Marketing: existing businesses and opportunities for new businesses/transplants, advantages (tax deferments, HUB Zone, etc.), etc.
 - **5.3.1.5.** Integrate inventory of available and needed resources/raw materials below.
- **5.3.2.** Identify/Inventory available and needed resources and/or raw materials readily available to Hillyard industry. [Project, ongoing process, part of master plan]
- **5.3.3. Recruit & Develop: New manufacturing businesses**, businesses identified by the master plan and needs study and businesses that support manufacturing (transportation, raw materials, infrastructure, distribution, marketing, etc.)[Processes]
- **5.3.4. Establish the Manufacturing Development Center (MDC).** MDC would include light manufacturing incubator, skills training, product development center, manufacturing process and management development, commercialization support to develop companies and skilled workers for the HIP. Mann Hall would be the preferable location, but the properties across Market that are to be vacated by WSDOT during the NSC construction may be another possibility. [Project, ongoing process to support above HIP businesses]
- 5.4. Objective: To develop general mechanisms and programs that will support all three objectives above.
 - **5.4.1. Create a new business support organization** (or other entity with similar functions), with strong local community ties (e.g. Hillyard Commerce Club, Booster Club, Business Alliance, Chamber-of-Commerce-likefunctions): [Project]
 - **5.4.1.1.** Hire professional qualified staff person to support businesses & business organization.
 - **5.4.1.2.** Provide assistance-in-business planning to existing and new businesses. Consider funding methods to make this available on a permanent basis.

- **5.4.1.3.** Encourage multipurpose incubator buildings small or start-up businesses working together to take advantage of large facilities; synergize businesses, similar to what the Spokane Valley Chamber of Commerce is currently doing.
- **5.4.1.4.** Develop a business communication strategy similar to the "one voice" concept utilized by our community organizations to spread information and unite feedback.
- **5.4.1.5.** Develop reciprocal agreements with other Chamber of Commerce organizations (Valley Chamber, West Plains Chamber, Hispanic Chamber of Commerce, Community Minded Enterprises, etc.) **5.4.1.6.** Execute existing plans for a business "welcome
- wagon"/"ambassadors" committee to welcome in new businesses, giving them a single point of contact for their information about the Hillyard business community.
- **5.4.1.7.** Organize and bring together all sources of available business funding/ create a financial roundtable. Assist both start up businesses or growing existing businesses.

5.4.2. Marketing/Promoting of Hillyard: [Process]

- **5.4.2.1.** Promote existing businesses and services.
- **5.4.2.2.** Recruit entrepreneurs to Hillyard by promoting opportunities: businesses that can locate anywhere and businesses to fit local needs
- **5.4.2.3**. Utilize the Business Association to promote the neighborhood's history and current business opportunities.
- **5.4.2.4.** Promote Hillyard's HUB Zone status. Recruit/develop businesses that would benefit from it. (Construction, architects, engineers, lawyers, service providers, manufacturers, etc.)
- **5.4.2.5**. Promote Hillyard (especially Historic District) via tourism vectors (chamber of commerce, Wash State Tourism Board, etc.)
- **5.4.2.6.** Improve the community image through branding: Historic Hillyard theme in the retail district, creation of the Hillyard Industrial Park, enhanced PR for community achievements, etc.
- **5.4.3. Recruit/develop vertically linked/cluster businesses** (co-op contractors, manufacture products using apprentice/trainee labor, provide good employee benefits, and have a storefront to sell the products and/or provide plant tours to attract tourists.) Produce from East Hillyard Master plan and other studies above. [Processes]
- **5.4.4. Take advantage of local education training (**i.e. SCC hydraulic systems) and encourage businesses utilizing those skills. [Process] (Link: Strategy 8)

Strategy 6. Transportation & Infrastructure Improvement

Goal: To develop and maintain a fully-coordinated transportation and infrastructure concept that serves identified needs of neighborhood residents, area businesses & industry clusters, and interfaces with the plans of surrounding communities.

Objectives: To continue to identify Transportation and Infrastructure considerations that permit realistic neighborhood assessments and achievement of future development and infrastructure needs.

6.1 Objective: Sidewalks, Alleys, and Roads - to establish priorities for intra-district transportation routes and funding for improvements when and where identified.

Actions:

- **6.1.1 Establish network of neighborhood contacts** to work with residents of specific blocks and streets to get support for better and safer community uses. (<u>Process, ongoing,</u> with these outputs)
 - **6.1.1.1** Support rejuvenation and expansion of the Neighborhood Block Watch System as the primary intra-community communication network for community improvement and development. Establish grassroots links between the Block Watch network and the Neighborhood Councils.
 - **6.1.1. 2.** Establish this network's input to the processes for improving local streets, roads, alleyways and other routes for potential non-automobile transportation uses.
 - **6.1.1.3.** Establish a means for the community's education and feedback about these subjects to responsible community-level groups & organizations.
 - **6.1.1.4**. Identify the GHNEPA Neighborhood Councils jointly as the feedback agencies for these projects.
- **6.1.2. Consider as appropriate public policy non-traditional uses for rights-of-way** and alleyways including pedestrian paths and bikeways for improving communications and travel within and among neighborhoods' key locations and municipal services.
- **6.1.3.** Establish an organization within or among the Neighborhood Councils to examine appropriate funding tools to make the improvements identified above. (Project, with ongoing process thereafter) This organization and the Councils together should partner with agencies that have common goals, such as the Spokane Health District, to justify grants and other efforts. It should also consider various funding options for improvements, and generate support for such appropriate choices as:
 - **6.1.3.1.** Local Improvement Districts.
 - **6.1.3.2.** Community Development Block Grants (CDBG) and other grants

- **6.1.3.3.** Encouraging congresspersons and state officials to secure national and state transportation Funds.
- **6.1.4. Support local organizations such as** *Complete Streets* that pursue these funds and policy changes to permit pedestrian- and resident-friendly access to local destinations. (Process, to be followed as part of the ongoing community planning process)
- **6.2 Objective:** Rail Spur for Industry to secure the economic and community development advantages of rail service to the GHNEPA neighborhoods for both commercial shipping and personal transit needs. **Actions:**
 - **6.2.1. Pursue existing neighborhood contacts** with Washington Department of Transportation, County and City Road Departments and other local agencies, and the owners of local rail lines and properties, to: (current, ongoing process)
 - **6.2.2. Assess current and future industrial needs** and proximities to the rail spur.
 - 6.2.3. Assess Right of Way (RoW) availability.
 - **6.2.4. Begin a dialog with Burlington Northern** and the Washington State Department of Transportation for RoW access.
 - **6.2.5.** Establish an ongoing planning organization within the community in order to (Project, leading to a process)
 - **6.2.6. Generate a business model** that would make use of the rail opportunities.
 - **6.2.7. Research successful green manufacturing facilities** (such as the Ford Motor Company) and others to make known to them the advantages and potential of GHNEPA area rail access and other property facilities.
- **6.3. Objective: Streetcars/Light Rail** to promote general transportation access to the Greater Hillyard area, its destination businesses and its public services. (Process, in conjunction with Strategy 10) **Actions:**
 - **6.3.1.** For Public Transportation options: Identify as an additional planning role of an ongoing planning organization within the community, the appropriate use of community streets and rights of way for unconventional means of transportation, to include consideration of
 - **6.3.1.1.** New or historic uses of streets for **streetcar lines**, whether rail, bus or tired trolley lines for public options
 - **6.3.1.2.** New or unconventional uses of local properties and rights of way for economic development purposes, including public squares, market places or themed streets

- **6.3.1.3.** Using public mass transit as one tool **to increase population densities** in selective neighborhood areas
- **6.3.2.** For Localized Private Transportation options: Identify as an additional planning role of an ongoing planning organization within the community, the appropriate management of privately owned transportation options, as have become local solutions in other Cities, states and countries. It should consider among other appropriate options,
 - **6.3.2.1.** Licensing fixed-route minivan or taxi services along fixed feeder routes that would serve intra-neighborhood needs and link to the larger public transportation routes. These options reduce walking and weather exposure to the handicapped and elderly, and permit independence from auto ownership when implemented in metropolitan areas. Demand for transport would regulate the numbers and competition for these services. Licensure requirements and frequent safety inspections would regulate safety and emissions issues.
 - **6.3.2.2**. Establishing a transit transfer station in the GHNEPA area to permit visitors from outside the city to "park-n-ride" or to transfer from intra-county transit to local options as developed.
 - **6.3.2.3.** Encouraging a range of personalized programs and options that support residents' decisions to self-transport: walking, cycling, small carts and similar (Segway-types) powered vehicles, volunteer services for elderly, handicapped and others, including electric carts & commuter vehicles, specific service vehicles and similar.
- **6.4. Objective: Intra-city Transportation** to Improve transportation and personal access for residents to local destinations and public services. (Process, in conjunction with Strategies 5 and 10) **Actions:**
 - 6.4.1. Identify as an additional planning role of an ongoing planning organization within the community, the following specific functions:
 - **6.4.1.1. To encourage innovative, Transit-Oriented Development.** Create a Park & Ride facility in Hillyard area with capacity to include Localized transit options residents' bikes and bike lanes & trails, private taxis (both individual and shared), streetcars or wheeled trolleys, and light rail connections for both intra-city and intercity destinations..
 - **6.4.1.2. To work with City, County and other agencies** to systematically pave, upgrade and maintain transportation infrastructure. This should start with emphasis on a City program to bring all intended infrastructures up to minimum standards.
 - **6.4.1.3. To investigate and promote financing options** as appropriate, considering Local Improvement Districts, Business

Improvement Districts, and Public Development Authorities among any other options available.

- **6.4.1.4.** To develop community positions for approval regarding Growth Management Act policies regarding Infill development, i.e., promoting development where current infrastructure exists.
- 6.4.1.5. Groups involved: in the Actions above will include but not be limited to:

Spokane Transit Authority, City of Spokane, Spokane County Neighborhood Councils and other Community Organizations, Small Business (GHBA), Washington Department of Transportation, Bicycle Advisory Board. State and Federal representatives and departments as appropriate.

6.5. Objective: Other aspects of Transportation and Infrastructure Development - using the principles and organizations described above, the GHNEPA community should consider other aspects of neighborhood infrastructure improvement and development as appropriate to its future needs.

Actions:

- **6.5.1.** The planning organizations described above should consider (but not be limited to) the impacts on future development of the following aspects of infrastructure
 - **6.5.1.1. Community energy needs:** gas, petroleum, electricity, renewable resources and solar power.
 - **6.5.1.2. Community quality water and clean air needs:** with emphasis on the dependable resources of each
 - **6.5.1.3. Community communication needs:** Digital, television, radio, various networks, and economies possible for area residents
 - **6.5.1.4. Community Development needs:** including residents' health, transport, neighboring communities' impact, employment, housing and recreational resources.
 - **6.5.1.5. Community needs for integration into systems and networks** of surrounding areas.

Strategy 7. Changing the Image

Goal: To create and maintain a set of positive perceptions about the Greater Northeast Spokane area intended to improve quality of life and healthy growth conditions for residents and the local economy. Notes in [brackets] indicate the Strategy Committee areas with whom this "Image" Committee would work to improve the specific issue.)

7.1 Objective: Give people the opportunity to discuss the image of Hillyard. GHNEPA residents carry a preconceived image, based on history and others' perceptions of their neighborhoods. The community should address specific

issues, give positive examples contradicting the predetermined views people have, taking action to prove the issues are or can be, resolved.

Actions

- **7.1.1 Neighborhood Picnics.** We give this our top priority. As a major part of our effort to get the residents of Hillyard more involved in our community, these picnics are the backbone of this effort. We propose to divide the Greater Hillyard area in to four parts, and have a neighborhood picnic in each area. The objectives of the picnics are to
 - **7.1.1.1** Get the people in the neighborhoods to mingle with each other
 - **7.1.1.2** Show them what resources they have available
 - **7.1.1.3** Increase the participation in groups such as block watch program.
 - **7.1.1.4** Strategy Committee 7 should be in charge and Strategy Committees 4, 3 and 1 should be involved.
- **7.2 Objective:** To increase Communication and Awareness. Create a public relations committee. This effort should have its own committee headed by committee 7, with support from every other Strategic Committee so we can give them the most help possible.

Actions

- **7.2.1** The public relations committee will be responsible for helping other committees and organizations with
 - **7.2.1.1** Events
 - 7.2.1.2 Getting "the Word" out to the public,
 - **7.2.1.3** Developing a "Did you know" campaign about Hillyard, [such as: "Did you know that in 1907 Hillyard was the most prosperous part of Spokane?"]
 - **7.2.1.4** Putting the "did you know..." facts on signs around Greater Hillyard.
 - **7.2.1.5** We would find some 30 such facts and get the radio stations to say them]
 - **7.2.1.6** Keeping newspapers informed of good stories about what is happening in Hillyard
 - **7.2.1.7** Providing Welcome packets of information to "new move-ins" to Hillyard. [committees 2, 5, & 7]
 - **7.2.1.8** Providing realtors with packets of information about resources and opportunities in Hillyard including invitations to be on various clubs or committees. (see also comments, below)
 - **7.2.1.9** Providing this same information to Welcome wagon businesses
- **7.3 Objective: Develop a Skateboard day and competition**. [Committees 7,5,4,1 and youth committee] This event would be in conjunction with other events such as Hillyard Festival or Volksmarch (see below) or any of the other events we may plan on doing. It would include:

- **7.3.1 A workshop on skateboarding** (how to do certain tricks etc..) given by local expert,
- 7.3.2 An hour or so of free skate time
- **7.3.3 A competition like x-games** using our park.
- **7.3.4. All events would include** the skate boarding youth and adults as a part of the committees that makes this happen, so that they would take over the full responsibility for the event, which could become a nationally-ranked activity with full community help.
- **7.4 Objective:** Create a Volksmarch- We want to make this happen in 2011. We feel it needs its own committee supported by Strategy Teams #1, #5, and other community organizations. The Volksmarch is an organized run/walk that is designed to bring in people from elsewhere and have them experience our area. Volksmarch finds routes through areas that give participants a taste of that area. There is already a Lilac City Volksmarch organization, so this project would not be one started from scratch.

Actions:

- **7.4.1 Focus in Greater Hillyard**, on our historical district and perhaps some of our parks including Esmeralda,
- 7.4.2 Rocky (see "Mascot," below) could be in the march. Start the Volksmarch as a part of another activity to bring more people to both activities.
- 7.4.3 "Did you know signs" (see entry 7.2.1.4, above) along the way.
- **7.4.4 Merchants could offer some kind of specials** during that day to people in the march, or other participants or spectators
- **7.4.5 Tie it to programs promoting exercise,** and get the kids, youth groups, and health organizations involved.
- **7.5 Objective: To Erect Signs in new garden areas.** [Committee 3 should take charge and Teams 7 & 1 should be involved.] Working with the "Clean and green committee" we will

Actions:

- **7.5.1 Promote neighborhood and businesses' involvement** in the "clean and green processes, and then
- **7.5.2** Put up signs in areas where easy care flowers have been planted to spruce up weedy neglected area. The signs will say something about beautifying Hillyard and "thank you"s for the businesses that paid for the flowers to be planted.
- **7.6 Objective: To increase participation in block watch programs**. [Work with Committees 3, 4, 6 and 10] The block watch program is a good way for neighbors to get to know each other while providing an extremely valuable service to our community. Having a highly functional block watch program will cause problem individuals to move to areas not so well protected. We propose helping to chase crime away from our area by Ramping up participation in the Block program through

- 7.6.1 Supportive Publicity and news comment across the neighborhoods and,
- 7.6.2 Emphasizing Block Watch activities in the picnics (proposed earlier)
- 7.6.3 Designing and posting "Block Watch" recruiting posters in public areas
- 7.6.4 Setting up a chain system of telephone calls to the COPS shop or to local police about crimes small and large.
- 7.6.5 Encouraging and having alarm systems in place.
- 7.7 Objective: To strengthen the Graffiti Patrol. [Strategy Committees 4,2,1,5] We understand there is already a graffiti patrol in this area (part of the COPS NE Program). We would like to increase the number of people in it and if possible be more than just a reporting organization but actually have the people and the tools to eliminate the graffiti. We would work with the COPS shop and existing graffiti patrol.
- 7.8 Objective: To establish a Litter Patrol. [Strategy Committees 4, 2, 1, 5]. The Cleaning and Greening Strategy Committee (Team 3) should take the lead on this but our job as the "Image Committee" is to help them to promote and market their efforts. We recommend working within existing organizations to:





Actions:

- **7.8.1** Create more litter awareness.
- 7.8.2 Increase efforts to pick up litter and
- **7.8.3** Find ways to prevent litter. We believe that if we put out "no littering signs" and encourage people to report littering, this will reduce the tendency that some people have to toss their litter on the ground.

7.9 Objective: Develop a CLEAN TEAM. **Actions**

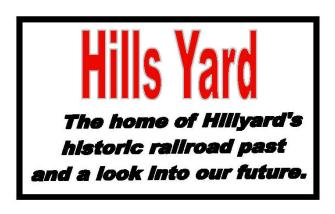
- **7.9.1** Recognized locally for spearheading cleanup events and activities, and
- **7.9.2** Gets rewarded with a discounts card to participating merchants and events.
- 7.10 Objective: Form a Code violation patrol. [Committees 4, 2, 1, 5] Form a group of volunteers that would dedicate a couple of hours a month to survey the Greater Hillyard areas for Spokane City Code violations. This patrol would go through the provided channels to report these violations and would send a report every month until the problem has been taken care of. "The squeaky wheel gets the grease." Stated current areas of stakeholder concern include:
 - 7.10.1 Junk cars in street
 - 7.10.2. Too much junk in yards
 - **7.10.3**. Buildings in state of disrepair

7.11 Objective: Develop Support for School Activities. Past local history has contributed to a state of non-participation and a lack of community involvement by many GHNEPA public school students. We desire to show the community and students that there is a valuable relationship, and that we all want to share and promote it.

Actions:

- **7.11.1 Allow students the ability to show Hillyard pride.** Obstacle: Personal opinions of members of authority.
 - **7.11.1.1 Murals on walls, by elementary, middle and high schools, graffiti artists and others.** [Committee 3] We propose inviting kids from schools and people from our community to paint murals on walls of buildings that need some help with paint or appearance. We would get a volunteer who is knowledgeable about doing this to make sure they are done well.
 - **7.11.1.2 Invite graffiti artists to create and display murals.** The principle is that if "real art" appears in a local venue, it discourages by comparison inferior vandalism. This idea has worked in many other cities.
 - **7.11.1.3 Gold club for Rogers High School**-[Should be a part of activities of the education and youth committees, Strategy 8, improving education, and in recommendations below]. We recommend establishing a gold club with tee shirts and certain membership privileges [such as special discounts at participating merchants etc.] These gold club members would work with the high school booster club to bring more people to games, and they would work with cheerleaders to be a part of a raucous organized cheering such as you see in Gonzaga basketball games.
- **7.12 Objective: Bring artwork into area.** [Refer to Recommendation 7.1.2.1, above]. We recommend the following initiatives as public art that will provide local identity and improve community connectedness and pride. **Actions:**

7.12.1 Establish a Mural showing evolution of RR in Hillyard

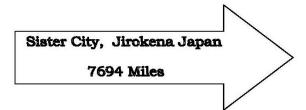


from beginning to the future. [Committees 1,7] The first part would be the earliest engine that was used and then each car would be the next generation of cars up to the present and then an artist rendition of cars in the future. Under this could be the words-

(...Or something like that.)

7.12.2 Establish a series of signs for different cultures in our

area. [Committee 5]
One would be a sign post with arrows pointing to different countries and giving the approximate distance (see example), and underneath the sign,



something descriptive about that group of people.

7.13 Objective: Set up a program to ask for similar communities in different countries to be Greater Hillyard's "sister cities." Get these cities from the people in our area from that country (Hispanic populations, Russian, Ukrainian, Korean, Vietnamese and so on).



7.14 Objective: Put up "Welcome to Hillyard" signs at the main entry points into greater Hillyard.

[Committee 5 with support from 7] The signs should encourage people to stop and check us out. We could have names of business on these signs. This is just a crude example of what might be.

Businesses could pay a fee to be on other small signs attached to a larger sign to support the project. Eventually, we could have an electric sign that could have different messages about events etc...

This could also say "Home of the Hillyard Festival" "...Hispanic Festival", "...Chalk Art Walk," and so on, with the annual events and approximate dates.

Note: A range of Stakeholder inputs identified "Welcome Signs" as a relatively high priority for contributing to community identification and as a basis for community pride. This initiative bears serious and fairly rapid adoption and execution.

- **7.15 Objective: Establish Bulletin Boards in stores and public areas announcing events in Hillyard.** [Strategy Committee 5] Approach businesses about their supplying a bulletin board for us to put up notices of Hillyard events.
- **7.16 Objective: Get youth involved in community activities.** We felt this initiative needs its own committee, partly made up of youth. [Support from Committee 7]. Working through church, school, after school, sports programs, youth resource organizations and other groups, we could develop projects that the area's youth would be willing to participate in...especially if we feed them pizza afterwards. Getting youth to feel more connected to the community through public service helps them take ownership of our community. Getting the projects done is a benefit to the community. We would also ask certain youth to become involved in already established associations and committees that are now populated only by adults. Getting the youth to be a part of the planning will serve us in the future. **Actions:** Although we would be fully in support of promoting and advertising these kinds of activities the effort deserves its own committee and orientation from key members of the community. We propose that future community planning organization and efforts act decisively to add these kinds of youth-inclusive activities as a key part of any community planning. **Actions:**
 - **7.16.1 Support youth in school activities.** [Youth committee, Strategy Committees 7,5 & 8] Getting our community to the local high school and middle school sporting events, plays, musical events and other such activities brings more excitement to these events; this will cause more kids to get more involved in such activities. A jam packed theater or a gym filled with fans bring energy and pride to a school. There are many ways to market these activities to get the community more involved. There are already in place booster clubs and alumni groups to whom we can bring ideas, new members and support. Reorganization of the Greater Hillyard Community needs to include youth-focused activities, which implies a greater involvement of the local schools in the local community organizations, and vice-versa. We must close the separation that now exists between the community and its schools.
- **7.17 Objective:** Institutionalize a Mascot for Hillyard. [People like this idea but not as a high priority. Committee 7] The "Image Committee" has discussed the concept in several other groups. Our suggestion is a goat named Rocky. Most of the time Rocky would be wearing a railroad outfit of overalls, cap and red bandana. We might have different outfits for Rocky such as a pirate outfit for Rogers High activities, a runner outfit for Bloomsday types of events and even a suit for city meetings. Rocky would show up at any city-wide event representing Hillyard, public events in Hillyard and would go to the grade schools and events with young kids.

Rocky's main messages are "Pride in Hillyard," "fighting crime" and



"Stay in School." We could make a series of posters with these messages on them. We could write silent skits for Rocky that would get across these messages.

We could send Rocky out into the greater Spokane area to support other groups' efforts against crime. If we put our heads to it we can find valuable ways to use this mascot to achieve some of the goals we have for Hillyard. We would have a whole group of people be Rocky and go to the different events.

- **7.18 Objective: Promoting ethnic groups' activities**. We propose forming a separate planning committee made up of people of different cultures; perhaps headed by Team 7 supported by Team 5. We recommend forming this "multi-cultural involvement committee" as a subset of the planning efforts in the community. They would ask these groups of people to have someone in their community join our committees and offer to promote through our infrastructure the events these groups sponsor.
- **7.19 Objective: Educate realtors on changes** about what is going on positively in Hillyard (street paving, property updating, activities and pride). **Actions:**
 - 7.19.1 Try to get real estate knowledge out for and with us.
 - **7.19.2.** Try to get realtors to work together on getting businesses and homes sold in Hillyard.

Note: Although the Image Committee considered this input separately, we did not make specific recommendations, since we believe the increased activities will both involve the realty community and will be obvious from other changes in the community's progress in other aspects of public relations. Specific recommendations were not considered necessary.

7.20 Objective: Launch Antiques Business Marketing Workshops. A series of workshops provided free of charge to antique store owners and businesses dealing with historical Hillyard. The purpose of the marketing workshops is to show these people how to make Hillyard the antique destination of the Inland Northwest. A group of volunteer marketing people will teach these workshops. **Note:** This initiative is already under consideration along with a number of other commerce-improving suggestions undertaken by the Greater Hillyard Business Association. Since essentially the same persons in that organization are involved in this committee, we merely concur with the stakeholder's comments, while we participate and encourage the suggestion's success in the GHBA.

7.21 Some Pithy Stakeholder Observations:

- **7.20.1** "Celebrate Hillyard's rough edges, don't try to totally change it (like Pioneer Square or Prescott, don't make a new Leavenworth): Note: Strategy Team 7 explicitly took this approach in crafting our Actions and in developing the ideas included in this section. We agree with the stakeholder.
- **7.20.2.** "Right of way clean-up, city exposure to address." Note: This stakeholder input was specifically addressed as a part of actions, above.

7.20.3 "Not inventing wheel," suggesting ideas from successful image strategies from other neighborhoods. **Note:** Strategy Team 7 agrees with this stakeholder observation, and has attempted to follow this premise in our recommendations.

Strategy 8: Expanding Educational Opportunities

Goal: To support, improve, and expand educational opportunities for all ages leading to better careers, an enriched civic life, and the rewards of lifelong learning.

8.1 Objective: To support Our Students & Schools. Actions:

- **8.1.1.** Real community support for Rogers Hillyard Boosters
- **8.1.2.** Make education feel important to students and residents
- **8.1.3.** More outside resources for children and youth, not just social and emotional, but also academic
- **8.1.4.** Develop a mentor program; real after-school tutoring (3:00 6:00)
- **8.1.5.** Evening tutoring for parents and students
- **8.1.6.** Community and resident leaders go to the schools to help change perceptions of what Greater Hillyard wants for its youth.
- **8.1.7.** Meet with student groups to determine their needs and priorities (surveys are not permitted).
- **8.1.8.** Invite and sponsor more youth involvement in community activities and services.
- **8.1.9.** Change perceptions of youth, what do we expect from them, how they can help their community.
- **8.1.10.** Support real educational achievement
- **8.1.11.** Address homelessness among the student population
- **8.1.12.** Address students going hungry
- **8.1.13.** Supporting the positive
 - **8.1.13.1.** Community Minded Enterprises, Youth Retreat (Masonic Basement)
 - **8.1.13.2.** Big Brother / Big Sister Program
 - **8.1.13.3.** N.E. Youth Center
- **8.1.14**. Interaction with the School District

Critique District 81 when things go wrong at school Volunteer/initiate programs and ideas to address the critique Conduct supplemental programs until they cooperate

- **8.1.15.** Rocky the Goat attending school events
- **8.1.16.** Programs

Youth in Government program Odyssey of the Mind Program

Draft of Proposals, 7/8/2010

Boat building projects to bring students and adults in the community together in a cooperative way

- **8.1.17.** Sponsorship/mentoring from the community for the schools and students
- 8.1.18. Competitions

Green competitions

Science competitions (Robotics)

High School Academic Bowl (Knowledge Bowl)

- **8.1.19.** Engage the Rogers H.S. alumni
- 8.1.20. Lions Club (Optics)
- 8.1.21. Educate the school board about the realities of Hillyard
- **8.1.22.** Neighborhood News Letter (Hobo)

8.2 Objective: To Develop a Community School Program for All Ages Actions:

- **8.2.1.** Use elementary schools more fully as "mini-community" centers starting with parenting classes, healthy eating/nutrition classes, evening tutoring for parents and students, recreation (simple exercising, dancing) events.
- **8.2.2** Community schools, the schools serve as mini community centers.
- **8.2.3** Schools/churches that have variety of community services, including community classes, health care, physical activities.
- **8.2.4** Civic education, classes for gardening.
- **8.2.5** Related: Have some services throughout area, not just all in one location.
- **8.2.6** Parks department has an agreement with the schools to use them. Make use of these facilities.
- **8.2.7** California state model toolkit for dealing with school districts/boards (Heleen Dewey)

Obstacle: Closed campuses for schools

8.3 Objective: To Expand Technical & Skills Education Actions:

8.3.1. Manufacturing/industrial training schools.

Inform the community about the educational requirements for locally available jobs

- **8.3.2.** Promote/develop apprenticeship programs
- **8.3.3.** Organizations to involve:
 - **8.3.3.1.** Workforce Development Council
 - **8.3.3.2.** Spokane Regional Labor Council
 - **8.3.3.3.** Manufacturing Development Roundtable

8.4 Objective: Work to get a non-partisan school board member from Greater Hillyard

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Strategy 9: Extending Services & Church Involvement

<u>Goal:</u> To build on existing services by providing a wider range of needed services for all age groups and to make them more conveniently available.

9.1 Objective: To increase Public Information, Outreach, & Access. Actions:

- **9.1.1** Develop a resource list of what is available to support families, children, teens, and seniors. Include government programs, non-profits, faith based, schools, etc.
- **9.1.2** More use of church membership to do community outreach meet in social halls, participate in this planning process.
- **9.1.3** Provide transportation to community events, services, and educational opportunities for those who lack the means to get there.
- **9.1.4** Have some services throughout the area; not just all in one location.
- **9.1.5** Vista volunteers
- 9.1.6 WA State 211 program
- 9.1.7 Develop a localized resource list and contact
- **9.1.8** Promote carpool volunteerism
- **9.1.9** Community bus charters for specific events

9.2 Objective: Expanded Youth Services Actions:

- **9.2.1** Establish a teen center, particularly focused on at-risk-teens but available to all. Offer activities, community involvement projects, education about crime and violence.
- **9.2.2** Create non-alcoholic teen center open in afternoons and weekends for music, conversation, games, movies, study space. Inform youth of available services.
- 9.2.3 City to offer free recreational programs for youth.
- **9.2.4** Productive activities for youth to combat boredom and vandalism.
- **9.2.5** Build in the existing organizations such as Boys & Girls Club, Spokane Youth Sports, NECC.
- **9.2.6** More youth involvement in community activities and improvement.
- 9.2.7 More safe houses for kids.
- **9.2.8** Access for youth to speak to police on 1 to 1 basis.
- 9.2.9 Block Parents

9.3 Objective: Additional Senior Services Actions:

- **9.3.1** Support for families caring for the elderly.
- **9.3.2** More senior activities.

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- **9.3.3** Provide transportation to community events for those lacking a means to get there.
- **9.3.4** Have some services throughout the area; not just all in one location.
- 9.3.5. Respite Workers
- **9.3.6.** Training
- **9.3.7.** Introduction to the healthcare profession
- **9.3.8.** Form a support group for elder care
- 9.3.9. Obtain Health Department assistance

9.4 Objective: New Types of Services

Actions:

- **9.4.1** Community/Group walks either just for health or as fundraisers.
- 9.4.2 Exercise for veterans.
- **9.4.3** Keep library open just a little longer.
- **9.4.4** Work to attract a downtown Hillyard minor emergency clinic.
- **9.4.5** Provide help for those who need it for keeping up their homes.
- 9.4.6 Day care opening earlier.
- 9.4.7 Free music lessons.
- 9.4.8 Tie free lessons to bringing back the Hillyard Marching Band

9.5 Objective: More Church Involvement Actions:

- **9.5.1** More church involvement in community organizations.
- **9.5.2** Encourage people to practice their faith.
- **9.5.3** More cooperation and coordination between all our different churches to support our neighborhood non-profits.
- 9.5.4 Churches working together more.
- **9.5.5** Encourage local pastors, priests, and congregations to host local meetings to provide a sense of unity so people would participate.
- **9.5.6** Having a spiritual impact that would raise the quality of life in the community.
- **9.5.7** More use of church membership to co community outreach, host meetings in their social halls, takes part in this planning process.
- 9.5.8 Encourage acceptance of other faiths throughout the community

Strategy 10: More Effective Community Organization

Goal: To increase the value and effectiveness of participation in community organizations in the Greater Hillyard neighborhoods.

Objectives: To improve coordination, recruiting and training more leaders and resident participants, and by developing stronger representation in City government.

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10.1 Objective: To Create a Leadership Roundtable. Actions

- **10.1.1** Unify the GH-NE organizations by their common goals. Quarterly or as-needed meetings to review GHNEPA goals, with accountability and coordinated effort between organizations. This institutionalization is needed for overall neighborhood efforts to grow and get bigger and better. Institutionalizing the process without losing the personality and the freedom of individual organizations, the essence of GH-NE.
- **10.1.2** This would be the clearing house for the Greater Hillyard "One Voice" concept.
- **10.1.3** Establish a rotation of leadership to make sure one organization does not dominate.

10.2 Objective: To Establish Ongoing Vigorous Recruitment Program. Actions:

- **10.2.1** Develop effective means for recruiting more stakeholders to participate in community organizations, projects, and activities.
- 10.2.2 General Concepts:
 - **10.2.2.1** Empowerment: Use Roundtable representation to empower more schools and churches to get involved. Engage Block Watches and similar grass roots organizations and empower them as well.
 - **10.2.2.2** <u>Clear communication:</u> Use websites, contact persons, and other clear channels of communications for volunteers to get involved and their opinions heard. Establish a community directory; a listing of what facilities, services and organizations are available. (Directory is in Strategy 1)
 - **10.2.2.3** <u>Validation:</u> Validate the opinions and complaints of outspoken people to try to channel their energy into positive action. Inclusion: Get more folks involved into the discussion and decision making process.

10.2.3 Specific Ideas:

- **10.2.3.1** Establish a goal for each organization to recruit 10% new active membership each year (or a high enough percentage to grow the organization while accounting for loss of membership) and get them involved in the Leadership Roundtable.
- **10.2.3.2** Activate a renewed community-wide Block Watch Program (a good means of communication and a source for recruiting additional leaders).
 - **10.2.3.2.1** Need to find a way to integrate Block Watch programs into Roundtables.
 - **10.2.3..2.2** Issue initiated in Strategy 7 and others.
- **10.2.3.3** Sponsor Town Hall meetings over "hot button issues" to engage potential volunteers.

- **10.2.3.4** Actively recruit people into participation via community picnics (Strategy 1 & 7)
- **10.2.3.5** Sponsor periodic/regular community leadership skills training. (Course outlines that exist are available to leaders)
- **10.2.3.6** Get the different larger employers (URM, Leisure Concepts, Hollister-Stier etc.) to have their employees be volunteers. Ideally the employees would be paid by the employer for their volunteer time (full or half time) or a "Comcast Cares"-type model for special projects.
- **10.2.3.7** Designate a specific person to outreach to potential volunteers and make the "ask." If a person is specifically asked they are more likely to get involved.

10.3 Objective: To Establish Paid Staff Position for Leadership Roundtable, Neighborhood Resources Coordinator. Actions

- **10.3.1** Create a Board to insure funding: donations, grants, foundations, etc.
 - **10.3.1.1** Position to coordinate, not give orders, not be a lackey. Office Manager, executive director, etc. Would report to the President of the Board. [Can't let "boss" mentality squash volunteer spirit. Can't let volunteers transfer their work to paid coordinator.]
 - **10.3.1.2.** Could tie in with either GHBA Organizational Coordinator and/or Steering Committee CNDC.

10.4 Objective: To Develop Increased Representation At All Levels Of Government And Other Influential Organizations. Actions

- **10.4.1** Recruit members to Neighborhood Councils who are interested/qualified/effective in being on Advisory Boards of the City/County/State.
- **10.4.2** Advertise board and commission opportunities.
- **10.4.3** Develop method to identify people who would be interested.
- **10.4.4** Develop representatives through leadership training to be qualified and effective.
- **10.4.5** Method to facilitate GH-NE citizens running for office and/or serving on committees and boards.
- **10.4.6** Team up organizations to support candidates via a practiced method (ala GHBA press releases).
- **10.4.7** Strategically position representatives in offices and boards/commissions through deliberate action.
- **10.4.8** Sponsor candidate academy as adjunct to community leadership training with a curriculum for effective representation that would "certify" graduates as representatives of GH-NE area.

- **10.4.9** Above referenced academy would focus on equal division of resources, as would strategic positioning of candidates.
- **10.4.10** Need more effective representation to receive increased resources.
- **10.4.11** Strategically identify areas of under-service or top-priority needs. Use results to catalyze public and private resources to the GH-NE area. Could overlay on strategy matrix of representatives. **10.4.12** Increase voter turn out;
- **I10.4.13** Increase participation and making a difference:
- **10.4.14** Foster the creation of a public opinion, instead of the current state of apathy, based on success.
- **10.4.15** Educate voters that they can effect change, people don't believe they can.
- **10.4.16** Illustrate and communicate successes to inspire others. (Ref: Strategy 7)
- **10.4.17** Sponsor candidate forums/debates to introduce voters to candidates and increase educated voting.

Nevada Lidgerwood Neighborhood Planning: Identity Report

This report was prepared for Nevada Lidgerwood Neighborhood Stakeholders, the Nevada Lidgerwood Neighborhood Council, and the City of Spokane; to address the expressed need by stakeholders for greater identity in the Nevada Lidgerwood Neighborhood.

Ву

Eastern Washington University's Planning Team

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December, 2011

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Section I

Introduction

In the fall of 2009 residents and businesses in the Nevada Lidgerwood Neighborhood began a two year neighborhood planning process. These stakeholders underwent a number of exercises, such as SWOT analyses, to determine the most salient issues affecting the neighborhood. The input and discussion from neighborhood stakeholders ultimately created a list of 13 potential issues for the neighborhood to address throughout the planning process and further into the future. By the end of the first phase of neighborhood planning, stakeholders agreed to prioritize and focus on the following four issues during Phase II of the planning process: non-motorized traffic safety, traffic calming, neighborhood communication, and neighborhood identity. This report specifically addresses the concerns over a lack of neighborhood identity, the process of measuring neighborhood identity, and recommendations for improving identity for Nevada Lidgerwood in the next three to five years.

The spatial and social elements of a community are the primary influences on how people identify with their neighborhoods. Spatial components of a neighborhood, such as landmarks, buildings, streets, and vegetation; can provide a physical means to identify with an area. Personal travel patterns and the recognition of physical features facilitate identification with specific aspects of a neighborhood. The social aspect of a neighborhood refers to relationships among residents and the community in general. Neighborhoods with stronger social networks maintain higher levels of social capital. The communication and trust that result from personal relationships and social capital foster increased identity with a neighborhood.

Section II

Barriers to Neighborhood Identity in Nevada Lidgerwood

Demographic and Geographic Size

The Nevada Lidgerwood neighborhood consists of 7.23 square miles, and in 2010 supported a population of 24,649 residents (www.city-data.com). Nevada Lidgerwood is the largest neighborhood in Spokane in terms of both geography and population. The size of the neighborhood, both in terms of space and the number of people, creates a significant barrier to

neighborhood identity. Figure 1 displays the size of Nevada Lidgerwood in relation to surrounding neighborhoods. Both the Whitman and North Hill neighborhoods demonstrate geographical size that is more conducive to strong neighborhood identity.

From a community development perspective, 5,000 residents constitute the maximum number of people living in a particular area to support thriving communities or neighborhoods. When populations exceed 5,000 then the level of face-to-face interaction begins to decline and individuals are less likely to closely connect with their neighborhoods. When interaction declines, communities lose social capital and individuals isolate themselves from their neighbors and the neighborhood (Portney, Berry).

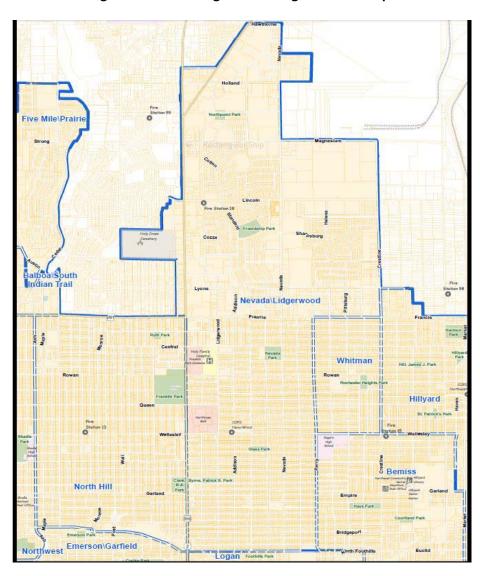


Figure 1: Nevada Lidgerwood Neighborhood Map

Arterials and Travel Patterns

Another important consideration regarding the size of the neighborhood is the number of busy streets dissecting the neighborhood and how size influences travel patterns. The number of arterials (5), collectors (7) and the spatial length (roughly 5 miles) of the Nevada Lidgerwood neighborhood negatively impacts neighborhood identity. The red lines in Figure 2 represent major roads which dissect the neighborhood. Arterials ought to exist on the boundaries of neighborhoods to improve safety and promote walkability. Busy streets which cut across the neighborhood create physical barriers between residents, and make it more difficult for the neighborhood to identify as a single unit.

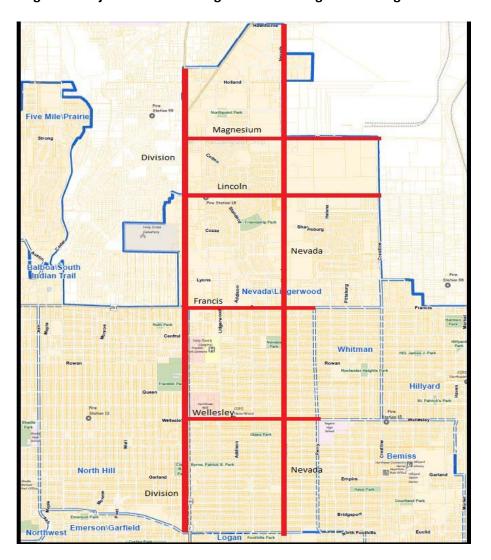


Figure 2: Major Roads Dissecting the Nevada Lidgerwood Neighborhood

Walkability is a function of the built environment and refers to the ease with which residents can walk throughout a community. This is a factor that facilitates place recognition

and social capital (Leyden). Some scholars have noted that "...people conceptualize their neighborhoods differently when thinking about how they move around... (Campbell, Henly, Elliott, Irwin, p. 477)." Non-motorized travel patterns allow individuals to connect with and relate to specific places to a greater extent than those traveling in vehicles. These connections can create the foundation for place-based identity. While greater mobility in contemporary society may mean individuals are less likely to form an identity based upon a defined physical space (Gibs, p. 127), communities should ensure residents have a number of mobility options. Phase II planning efforts to improve non-motorized traffic and traffic calming will ultimately supplement other efforts to improve neighborhood identity.

Land Use Patterns, Neighborhood Businesses, and Schools

Although our field research indicated residents actively shop and travel within the neighborhood, the size and land use patterns may explain the lack of correlation between activity levels and neighborhood identity. Because land use patterns in the neighborhood facilitate dependence on automobiles, higher activity levels do not necessarily influence neighborhood recognition.

In terms of land use, Figure 1 shows that the portion of the neighborhood south of Francis consists of single-family development typical in Spokane prior to the 1960's. Figure 1 also demonstrates that the development and land use patterns north of Francis are strikingly different than patterns south of Francis. The northern half of the neighborhood includes large apartment complexes, and different, more modern styles of development. These aesthetic and land use differences do little to create a cohesive, place-based identity for citizens living and travelling through the neighborhood.

Additionally, the large number of commercial chains, rather than locally-owned neighborhood businesses, does little to support the symbolic notions of neighborhood or community. Local or independent businesses can provide spatial recognition for neighborhood residents and a historical context for the neighborhood. The characteristics of large, chain businesses, like many of those along the Division corridor, fail to facilitate the same levels of interaction between customers and employees that local businesses support.

Finally, some of the schools serving the neighborhood exist on the periphery of the Nevada Lidgerwood boundaries. This means that neighborhood schools draw students from two or more neighborhoods, and lose symbolic status as neighborhood institutions or focal places specific to Nevada Lidgerwood. When students cross neighborhood boundaries their travel patterns create cognitive neighborhood maps that differ from administrative neighborhood maps. The green stars in Figure 3 represent public schools in the Nevada

Lidgerwood neighborhood and surrounding areas. The neighborhood will need to expand communication and outreach with local schools to successfully address neighborhood identity.

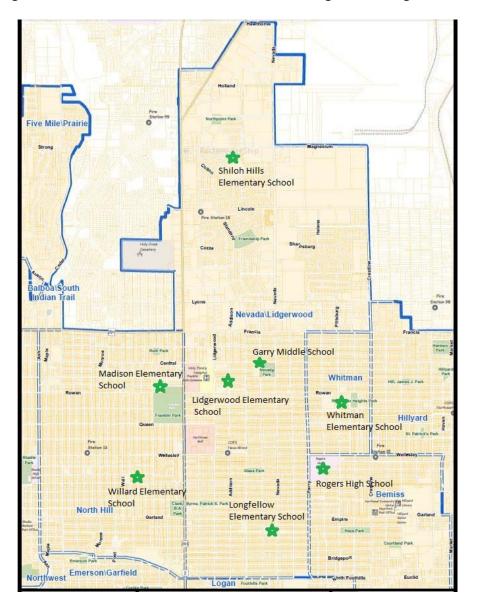


Figure 3: Public schools in and around the Nevada Lidgerwood Neighborhood

Section III

Neighborhood Identity: Addressing an Abstract Concept

Background

Neighborhoods that provide a sense of place tend to facilitate dynamic communities and promote social ties among residents. Urban theorists regard place identification as an essential component of traditional neighborhoods and note how a neighborhood, its name, the businesses, schools, churches, parks, and streets not only influence the physical identity of the neighborhood, but the identity of individuals residing within that neighborhood. Although technology and mobility have drastically altered the manner in which residents relate to and identify with their neighborhood, the prospect of individuals working together to create better communities, communities with a sense of place, has a long tradition in America (Putnam).

Clearly defining neighborhood identity is difficult because people perceive, experience, and relate to their neighborhoods differently. Some scholars explain neighborhood identity as a mental image of the neighborhood; resulting from activities associated with the neighborhood and feelings about the neighborhood (Smith, p. 421). Neighborhood identity ultimately depends on and relates closely to primary elements associated with neighborhoods. These elements include the neighborhood as a social unit, a spatial unit, and a network of relationships, associations, and patterns of use (Chaskin). Figure 4 illustrates how these different social and physical features of neighborhoods function together to create a unique

Figure 4: Elements of Neighborhoods

Spatial features

How people experience neigborhoods

Newtorks (patterns of use)

experience for each resident.

The social units of neighborhoods can be understood as open systems that connect to and are influenced by other systems in the broader community (Chaskin, p. 1). The fact that individuals are part of several systems explains why even parents and children living in the same household may relate to, understand, and perceive neighborhood boundaries in significantly different fashions (Campbell, Henly, Elliott, Irwin, p. 483). The difference in recognition among the variety of residents that make up a neighborhood requires

differing strategies when attempting to improve neighborhood identity.

In terms of neighborhoods as a spatial unit, research indicates that subjective perceptions of neighborhoods do not necessarily correspond with administrative boundaries (Campbell, Henly, Elliott, Irwin). Residents tend to perceive neighborhoods on a smaller scale than official neighborhood boundaries, and daily activity patterns tend to form cognitive perceptions of neighborhoods that differ from administrative boundaries (Smith, p. 425). The social and functional elements, such as demographics, major institutions, and perceptions of safety and danger, also influence cognitive perceptions of neighborhood (Chaskin, p. 3).

Ultimately, the physical and social aspects of a neighborhood influence how residents identify with that area. The Nevada Lidgerwood neighborhood can improve neighborhood identity by focusing on either of these aspects; however, addressing both will likely yield the greatest results.

Section IV

Assessment of Neighborhood Identity in Nevada Lidgerwood

Introduction

After formulating and prioritizing goals among neighborhood stakeholders, the planning process demands inventory of existing conditions to determine the most appropriate recommendations for improving those conditions. The EWU planning team worked closely with a group of graduate students at Eastern Washington University studying community development to design a survey mechanism appropriate for the Nevada Lidgerwood Neighborhood. The planning team demonstrated the survey to stakeholders at a neighborhood planning meeting in the fall of 2010 and incorporated stakeholder's suggestions into the survey mechanism.

Methodology

The planning team, with assistance from other planning program graduate students, coordinated with local businesses and set up listening posts at five different locations throughout the neighborhood. The businesses included a grocery store, two coffee shops, a laundromat, a pharmacy, and a Mexican restaurant/specialty foods store. We intended to diversify the participants to the largest extent possible by incorporating a variety of businesses

which attract different demographics, at locations throughout the neighborhood. We also utilized two students fluent in Spanish to limit potential language barriers. Finally, we varied the times and days of the listening posts to ensure a more balanced selection of participants.

Over a three week period during the fall of 2010 we collected data regarding neighborhood identity from 144 residents, 124 of whom lived in North Spokane. We administered 10 listening posts, with two to four graduate students at each post. Some of the locations included areas in which people from outside of the neighborhood frequented. We included all people who wanted to participate for educational purposes and to collect secondary data regarding neighborhood identity.

The survey we conducted possessed three major components and attempted to answer multiple questions. The first, and most simple part of the survey, tested the level of awareness of the officially recognized names of neighborhoods in North Spokane. Name recognition measures neighborhood identity on a relatively basic scale; however, it constitutes a testable measure of identity levels. The complex manner in which people perceive and relate to their neighborhood creates a challenge for measuring and building identity, but name recognition allows for a consensus of perceptions and is a good place to start influencing the multiple dimensions of neighborhood identity (Chaskin).

The second part of the survey consisted of a mapping exercise and examined the size of neighborhood according to participants' subjective perceptions of neighborhood. The mapping exercise allowed us to examine how residents understand neighborhood on a spatial scale. The Urban theorist, Kevin Lynch, suggests that people understand spatial context through the location and interaction with paths, edges, districts, nodes, and landmarks. The mapping exercise was primarily intended to determine if name recognition correlated with participant's perceived size of neighborhood, but also allowed us to assess the perceived size of neighborhood in relation to the paths, edges, districts, nodes, and landmarks that shape urban perceptions.

The final component, a six question survey, measured activity levels in the neighborhood (see Appendix A). Because activity levels influence cognitive perceptions of neighborhood, we wanted to understand if increased activity patterns in the neighborhood correlated with recognition of the neighborhood's official name, or if activity levels influenced the participant's perceived size of neighborhood.

The Survey

This section outlines specific techniques and wording used by the EWU planning team to better represent the process and results of the identity survey mechanism. Graduate students set up a card table with balloons and candy, and an easel with a large map of North Spokane to attract customers to the listening posts.

Part I

We first asked citizens whether they lived or worked in North Spokane. We then asked if they knew the name of their neighborhood. A graduate student recorded all answers, and tacitly noted whether participants correctly identified the official name of the neighborhood recognized by the City of Spokane. For those residing outside of North Spokane, the survey was finished.

Part II

The planning team asked those who lived or worked in North Spokane to continue with a mapping exercise after the first part of the survey. Each listening post displayed a 3' X 5' map of North Spokane (similar to Figure 1) and we asked participants to locate their place of residence or employment on the large map. We then provided an 11" X 17" map, told participants to mark the approximate location of their residence or work, and draw a circle around what they considered their neighborhood.

Part III

The final component of the inventory collection included a more standard, written survey (See Appendix A). The first question asked for the intersection closest to participants' residence or place of work. The following five questions attempted to identify shopping patterns, places visited for recreation and/or leisure, schools attended by participants' children, and other places frequently visited in the neighborhood. Graduate students marked both the maps and the surveys after participants finished so that we could later analyze all three components of the survey process in relation to the other parts.

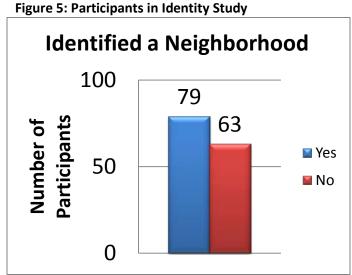
Section V

Results and Analysis from the Nevada Lidgerwood Identity Study

Recognition of Neighborhood

When considering the first portion of the survey, we focused on two different aspects: whether participants provided a name for their neighborhood (regardless of whether it matched the official name recognized by the city), and if participants could provide the "correct" name of their neighborhood. Figure 5 displays that 79 participants, or 56% of those surveyed, identified a name of a neighborhood, even if the city did not recognize that as an official neighborhood. About 44% of the citizens we engaged did not identify any neighborhood name. Two participants chose not to continue with the survey after the first question.

Among those surveyed, more than half of the participants identified with some notion of a neighborhood. These numbers become more interesting when compared with the number of participants who identified with an official neighborhood. Only 24% of the survey sample correctly identified the name of their neighborhood. Seventy six percent (76%)of the people surveyed either did not know the name of their neighborhood, or identified with



a neighborhood name other than those names recognized by the city. Examples of the latter case include responses referring to areas such as Shiloh Hills, Garland, Shadle, or specific apartment complexes. This supports other academic research on neighborhood perception and neighborhood identity. Institutional definitions of neighborhood are not always relevant to the public; however, residents still often maintain a connection to an abstract concept of neighborhood (Chaskin).

Recognition of Neighborhood within Nevada Lidgerwood

After assessing neighborhood recognition levels for all citizens surveyed, we isolated the number of individuals residing within the Nevada Lidgerwood boundaries to determine recognition levels specific to the Nevada Lidgerwood neighborhood. Of the 144 people

surveyed, 64 lived in the Nevada
Lidgerwood neighborhood. About
27% of those living in Nevada
Lidgerwood correctly identified
Nevada Lidgerwood (or a close
proximity to that name such as
NevaWood) as their neighborhood.
Approximately 63% of those
surveyed either incorrectly
identified the name of their
neighborhood or responded "no"
when asked if they knew the name
of their neighborhood.

The numbers, however, tell a significantly different story when analyzing recognition by location within the neighborhood. In regards to how individuals perceive neighborhoods, research suggests that "...built and natural structures, such as roads, rivers, and parks, were frequently used by

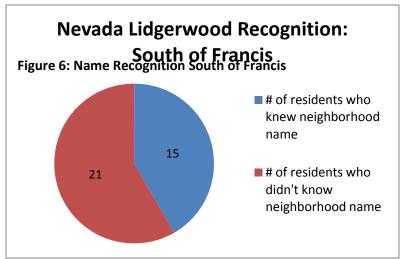
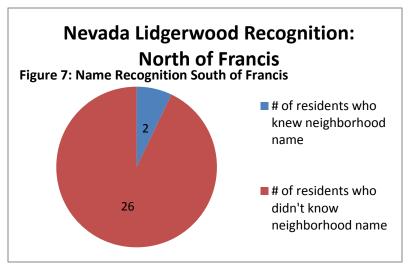


Figure 5



participants to define the boundaries of their neighborhoods (Campbell, Henly, Elliott, Irwin, p. 478)." This also supports Lynch's argument of how people relate to their urban environment.

Arterials such as Francis and Nevada may appear as neighborhood boundaries to ordinary citizens. We tested the validity of this idea by analyzing neighborhood recognition for residents in the Nevada Lidgerwood neighborhood based on whether they lived or worked on the north or south side of Francis. Figure 6 and Figure 7 display the striking differences in identification within the Nevada Lidgerwood Neighborhood based on residency or employment location. 42% of the sample who live or work south of Francis identified Nevada Lidgerwood as their neighborhood. Only 2 participants, 7% of the total surveyed north of Francis, identified Nevada Lidgerwood as their neighborhood as their neighborhood as Hillyard or Bluegrass than Nevada Lidgerwood.

While the high traffic flows on Francis arguably represent the most significant barrier to neighborhood identity for those living north of Francis, the lack of neighborhood institutions specifically associated with Nevada Lidgerwood may also explain the differences in recognition

levels. Traditional neighborhoods with strong identity tend to possess focal places which provide a place for social interaction, local economic support, and symbolic value for the neighborhood (Gibs, p. 124). These could include institutions such as libraries, schools, specialized businesses, or parks. Despite the variety of purposes behind the focal places, they all tend to create place-based identity (Gibs, p. 124). In the southern portion of the neighborhood, the Neighborhood Council office and neighborhood COPS shop provides a focal place for citizens to congregate and discuss pressing neighborhood issues. North of Francis, little exists to promote the Nevada Lidgerwood name except for the streets, Nevada and Lidgerwood. Both Shiloh Hills Church and Shiloh Hills elementary school are in the center of the northern half of the neighborhood; and this could explain why more people, who live north of Francis, identified Shiloh Hills, rather than Nevada Lidgerwood, as their neighborhood.

Perceived Size of Neighborhood

Among the 144 people surveyed, 93 took part in the mapping exercise. Each participant drew a circle or polygon around their residence or place of work to indicate what they considered their neighborhood. We counted the number of blocks in each polygon and used the median number of blocks to isolate outliers. The median size of neighborhood, based on those surveyed, was 19 blocks and much smaller than the administrative boundaries of Nevada Lidgerwood. These results corresponded with a similar study by the University of Massachusetts in which over half of the participants surveyed "described their neighborhood as an area less than one-half the size of the official neighborhood (approximately 100 square blocks) (Smith, p. 425)."

Activity Levels

The third component of the listening posts, a written survey, measured participants' activity levels within the Nevada Lidgerwood boundaries. The questions intended to measure the degree to which residents or employees in Nevada Lidgerwood utilize neighborhood businesses, parks, schools, churches, and social organizations. Initially, we suspected that higher levels of interaction with neighborhood institutions would influence neighborhood identity and subjective perceptions of neighborhood as determined by the mapping exercise. However, we discovered no significant correlation between participants' activity levels and recognition of the Nevada Lidgerwood name or perceptions of neighborhood. Other research supports this finding; noting that because activity patterns are individualized, higher levels of activity may not clarify the cognitive image of the neighborhood (Smith, p. 425).

Section VI

Recommendations for Improving Identity in Nevada Lidgerwood

Recommendation 1: The No Action Alternative

After illustrating the results from the survey at a neighborhood planning meeting on December, 2nd 2010, we asked stakeholders to reevaluate the significance of neighborhood identity. One of the recommendations the planning team suggested, as is often the case in the planning process, included the no-action alternative. This essentially meant that stakeholders could accept the lack of neighborhood identity and focus resources on other priority issues for the neighborhood. Stakeholders determined that the results from the identity survey

Figure 8: Primary Recommendation for Dividing the Neighborhood Five Mile\Prairi Balboa South Indian Trail Nevada\Lidgerwood North Hill Emerson\Garfield

warranted further action and wanted to pursue identity-building efforts.

Recommendation 2: Divide the Neighborhood

The differences in neighborhood recognition for those living or working on opposite sides of Francis provided support for the second recommendation: officially dividing the neighborhood based on "natural" boundaries. As discussed, the size of the neighborhood and the number of arterials intersecting the neighborhood impact the ability of residents or employees to identify with their neighborhood. Francis, like Division, provides a very

logical boundary for the neighborhood when considering that arterials ought to exist on the periphery of neighborhoods. As a result, we recommended to stakeholders to split the neighborhood in half, using Francis as the new neighborhood border (See Figure 8). Alternatively, we also suggested splitting the neighborhood into three or four separate subareas, using Wellesley, Lincoln, and Magnesium as potential neighborhood boundaries. Stakeholders expressed concern over this recommendation due to potential limitations regarding Community Development funding, isolating a business-tax base, and possible increases in crime due to the potential realignment of police patrols.

Recommendation 3: Promote Identity through Increased Activities and Social Events

The third recommendation, which received the most support from neighborhood stakeholders, consisted of promoting identity in Nevada Lidgerwood by engaging in more community-oriented social activities. Social capital and neighborhood identity possess a symbiotic relationship, in that when one is present it facilitates and promotes the other. Personal interactions generate the greatest quantities of social capital, and neighborhood events and forums for local voices build what

Figure 9: Residents talking before a summer movie

Harvard professor Robert Putnam refers to as localized social capital (Portney, Berry, p. 14-15). By offering more opportunities for residents to interact, the neighborhood promotes name recognition, associates its name with positive local events, and provides the social interaction that allows individuals to better understand and identify with their community's social, spatial, and network patterns (Chaskin).

Section VII

Addressing the Lack of Neighborhood Identity through Social Events

The Benefits of Social Events and Increased Social Interaction

Through the investment of resources in the development and promotion of social events in the neighborhood, stakeholders not only contribute to identity-building efforts through increased personal interaction, but indirectly influence other neighborhood concerns. Research suggests that neighborhoods do not function as well when community bonds slacken, and increasing personal interactions among residents in a community or neighborhood is one of the most effective ways to address this problem (Putnam, p. 27-28). Promoting Social activities directly influences residents' perceptions of neighborhood as a social unit and the neighborhood as a network of relationships or associations. After residents begin extending their social networks the spatial understanding of their neighborhood may change as well.

The joint action needed to implement social events creates a source of cohesion and identity among residents, and the social ties formed at events provide a foundation for stronger communities and neighborhood identity (MacQueen, McLellan, Metzger, Kegeles, Strauss, Scotti, Blanchard, Trotter). Figure 9 and Figure 10 show neighborhood residents congregating

at a social event hosted by the neighborhood in July, 2011. Social events allow residents to engage in less threatening forms of participatory activities which create a stepping stone to "strong participation activities" such as working with neighbors to solve community problems or attending a neighborhood council meeting (Portney, Berry). Ultimately, addressing the lack of neighborhood identity in this fashion will increase social capital and could influence other priority issues discussed in Phase I, such as neighborhood communication, public safety,



park safety at night, neighborhood appearance and property maintenance, and the disappearance of small local markets.

Determining the Appropriate Event for Nevada Lidgerwood

After Stakeholders selected their preferred method of addressing the lack of identity in Nevada Lidgerwood, they needed to determine the type of event appropriate for the neighborhood. In February, 2011, stakeholders met for a neighborhood planning meeting and the EWU planning team recommended a number of social activities to improve neighborhood identity. Some of the options included: a neighborhood carnival supported by local schools and businesses, block parties, expanding neighborhood farmer's markets, community bike rides promoting bicycle awareness and safety, Earth Day events such as planting trees or clean-up projects, cultural celebrations incorporating the neighborhood's diverse residents,

development or expansion of community gardens, free summer movies, picnics at parks, and networking projects with neighborhood schools.

All stakeholders chose one or two activities, or suggested others, and briefly told why they liked it and how it would improve neighborhood identity. Stakeholders then voted for their top three choices through a dot exercise. Those top 3 choices included: Street fairs or block parties supported by and promoting local businesses, rotating picnics at neighborhood parks (suggested by a stakeholder), and free summer movies at a local park. At the next neighborhood planning meeting, stakeholders voted among the top three choices and decided to host summer movies in different locations. In addition to summer movies, stakeholders planned to provide family-oriented activities before each movie to facilitate the social interaction necessary for improving neighborhood identity. Stakeholders formed a movie subcommittee to focus on the logistics of hosting a summer movie series and organizing social activities.

Implementing the Event: Nevada Lidgerwood's Summer Movie Series

Neighborhood Stakeholders decided to host movies at Garry Middle School, on July 16th, 2011; and at Friendship Park, on August 20th, 2011. By hosting the events at different locations, neighborhood stakeholders extended identity-building opportunities to a greater number of residents. Stakeholders selected locations in the northern part of the neighborhood to focus efforts where identity levels are low. The EWU planning team drafted three movie fliers to promote the movies (See Appendix B), and presented them at a neighborhood council meeting. Council members voted on their favorite flier and the planning team coordinated with District 81 to send movie fliers home with students at Longfellow and Lidgerwood Elementary.

To assist with pre-movie activities, the EWU planning team designed specific identity-

building exercises and displays for the events. Examples of these displays included neighborhood maps, outlines of neighborhood planning activities, selected examples of proposed neighborhood improvements, and historic photographs of the neighborhood and its changes in land use. The historic photographs generated the most conversations about the neighborhood and how it changed over the last century (Figure 11). Neighborhood

Wicarld's Best Dad

Figure 11: Residents Talking About Local History

Figure 12: Identity-Building Art Project

volunteers are encouraged to use these at future events and create others based on neighborhood interests.

Another activity provided children with a neighborhood grid and a variety of different pictures of people, buildings, and other objects associated with neighborhoods. Children created their own neighborhood, and in doing so thought about what a neighborhood means to them. The planning team tested these displays at a fundraiser hosted by a social organization called The Lighthouse for the Blind, in June



2011. Citizens at the event expressed interest in community-building efforts, such as the summer movies and the neighborhood trash pick-up, supported by the Nevada Lidgerwood Neighborhood Council. The EWU planning also used these displays at Holy Family Hospital's annual ice cream social. Reaching out to neighborhood institutions like Holy Family Hospital and The Lighthouse for the Blind represents a dynamic opportunity for the Nevada Lidgerwood neighborhood council to expand its membership, promote its name, and support organizations that are vital for numerous neighborhood residents.

Section VIII

Expanding the Identity-Building Efforts

Ultimately, the EWU planning team recommends that the City of Spokane and the Nevada Lidgerwood neighborhood revisit the idea of dividing the neighborhood into at least two separate neighborhoods based on size and land use patterns. As noted earlier, the dividing arterials, the 5 linear miles, and the huge population base of 25,000 overwhelms the possibility of a common spatial identity. However, the recommended work program addresses other important considerations for building identity in the future and can transcend some of the physical barriers to neighborhood identity. While much of the Phase II planning efforts regarding neighborhood identity resulted in a focus on social activities, stakeholder discussions indicated a desire to expand identity-building efforts in the future. Concerns among stakeholders regarding the importance of neighborhood businesses, the safety of schoolchildren, and the inclusion of local schools in the neighborhood council demanded consideration for future outreach.

Major stakeholders in the identity-building process ought to include local residents, social organizations, schools, and businesses. Attempting to expand ownership to these groups will allow Nevada Lidgerwood to utilize a larger pool of resources (both human and financial) while promoting Nevada Lidgerwood name recognition among important institutions in the neighborhood. The recommended work plan asks that the neighborhood council find volunteers to reach out to social organizations, schools, and businesses in order to build neighborhood identity and create stronger community relationships.

Building identity with a group of committed volunteers represents a challenging but feasible task. The recommended work plan allows for flexibility, so that the neighborhood council can determine realistic levels of effort based on volunteers, time and financial resources. The EWU planning team recommends prioritizing the continuation of the summer movie series to build off of the momentum initiated by neighborhood stakeholders during the Phase II planning process. This family-oriented event will likely expose more residents to the Nevada Lidgerwood name and create positive cognitive associations with the neighborhood. The work program provides more specific directions regarding necessary actions for building identity over the next four years.

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Appendix A: Neighborhood Identity Written Survey

Nevada Lidgerwood Neighborhood Identity Survey Nevada Lidgerwood is evaluating aspects of neighborhood identity and greatly appreciates you taking time to complete this survey. All responses will remain confidential. 1. What intersection is closest to your residence or place of work? 2. Where do you shop for groceries most often? □ Albertsons □ Fred Mever □ Costco □ WinCo □ Other 3. Where do you shop for clothing or other goods most often? ☐ Northtown Mall ☐ Northpointe complex ☐ Downtown ☐ Other_ 4. What places do you frequent for recreation/leisure? Check all that apply. nearby park nearby movie theater near by sports complex nearby restaurant recreate outside the neighborhood 5. Where do/did your children attend school? Rogers Garry **□** Whitman Logan Lidgerwood Shiloh Hills ☐ Mead ☐ Arlington ☐ Longfellow ☐ Willard ☐ No children ☐ other_ 6. What other places do you often visit in the neighborhood? Check all that apply.

Appendix B: Movie Posters for the Summer Movie Series

☐ Medical Services

☐ Social Services

Fraternal Organization

L Church

J Other

Nevada Lidgerwood

The Nevada Lidgerwood Neighborhood Council and Steering Committee Present:



Free Summer Movies!



July 16th Happy Feet (PG)

Garry Middle School

August 20th

Cars (G)

Friendship Park



- -Family oriented activities will begin at 7:00.
- -Movies will begin at dusk.
- -We will offer free popcorn.
- -Please bring your own snacks and non-alcoholic drinks.
- -Remember a blanket or lawn chair.

The Nevada Lidgerwood Neighborhood Council wants to promote a stronger sense of neighborhood and we hope you take the opportunity to meet your neighbors, relax, and enjoy a free movie this summer.

For more information contact: Alexandra Stoddard at alexandranevadalidgerwood@gmail.com or call the Neighborhood Council office at 489-2099.





Nevada Lidgerwood Neighborhood Council

- -Family oriented activities will begin at 7:00
- -Movies will begin at dusk
- -We will offer free popcorn
- -Please bring your own snacks and non-alcoholic drinks
- -Remember a blanket or lawn chair

The Nevada Lidgerwood Neighborhood Council wants to promote a stronger sense of neighborhood and we hope you take the opportunity to meet your neighbors, relax, and enjoy a free movie this summer.

For more information contact: Alexandra Stoddard at alexandranevadalidgerwood@gmail.com or call the Neighborhood Council office at 489-2099.



Happy Feet

Cars

Jul. 16th: Garry Middle School

Aug. 20th: Friendship Park



Nevada Lidgerwood

Summer under the Stars:

Free Movies and Activities

- -Family oriented activities will begin at 7:00
- -Movies will begin at dusk
- -We will offer free popcorn
- -Please bring your own snacks and non-alcoholic drinks
- -Don't forget a blanket or lawn chair

The Nevada Lidgerwood Neighborhood Council is attempting to promote neighborhood identity and community relationships through a variety of activities over the next few years. We hope you take the opportunity to meet your neighbors, relax with family, and enjoy a free movie under the stars this summer.

For more information contact: Alexandra Stoddard at alexandranevadalidgerwood@gmail.com or call the Neighborhood Council office at 489-2099.

Happy Feet Jul. 16th: Garry Middle School

Cars Aug. 20th: Friendship Park

*The neighborhood is not legally responsible for any accidents or injuries at this event.



Southgate Neighborhood *Transportation & Connectivity*

An Element of the Southgate Neighborhood Plan

Southgate Neighborhood Stakeholders Planning Committee Prepared by: AHBL, Inc.





Southgate Neighborhood *Transportation & Connectivity*

An Element of the Southgate Neighborhood Plan

Southgate Neighborhood Stakeholders Planning Committee Prepared by: AHBL, Inc. September 2010



















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Overview

The purpose of the Connectivity Element of the Southgate Neighborhood Plan is to identify and propose solutions for issues related to the safety, convenience, and character of vehicular, mass-transit, bicycle and pedestrian infrastructure. For the purposes of this document, connectivity shall be defined as a neighborhood condition wherein transportation infrastructure physically and experientially connects important places within the community using appropriate infrastructure for vehicles, pedestrians and bicycles.

The concept of connectivity addresses transportation issues identified by Washington State's Growth Management Act, which urges municipalities, both city and county, to "encourage efficient multimodal transportation systems that are based on regional priorities" (City of Spokane Comprehensive Plan, Section 2.2, Page 9). This element attempts to implement the principles and guidelines of the City of Spokane's Comprehensive Plan. Concerning connectivity, the Comprehensive Plan states:

"Existing patterns of urban and suburban development seriously impair our quality of life. The symptoms are: more congestion and air pollution resulting from our increased dependence on automobiles, the loss of precious open space, the need for costly improvements to roads and public services, the inequitable distribution of economic resources, and the loss of a sense of community" (Section 1.4, Page 11).

Therefore, the Southgate Stakeholders Planning Committee (SSPC), as directed by the Southgate Neighborhood Council, identified connectivity as a critical planning issue for the neighborhood. This document presents the following items:

- the goals, objectives and policies of the Southgate Neighborhood Connectivity Element
- a methodology for rationalizing proposed solutions and inventorying existing connectivity conditions
- the generation and selection of connectivity concepts
- a connectivity master plan, and
- strategies for implementing this plan, including design guidelines and a list of connectivity principles.

Goals



In November 2008, the neighborhood participated in a SWOT exercise (Strengths, Weaknesses, Opportunities, and Threats) hosted by Eastern Washington University aimed at resolving neighborhood-related issues (Southgate Background Report, Pages 36-39). From highest to lowest priority, the following connectivity-related operational and planning issues emerged:

- Maintain and create connected trails, sidewalks, bike paths
- Maintaining access to amenities (proximities to schools, shopping, and other services)
- Maintaining good neighborhoods (safety/low crime, pride, active, livability)
- Address high traffic (Regal and other)
- Contribute to and enhance access to Transit
- Improve street connections

At the same time, there were issues identified that could be addressed either directly or indirectly via connectivity. They include, from highest to lowest priority:

- Improvement and protection of quality open space
- Address Low neighborhood identity
- Facilitate planned growth and good planning
- Seek improvements and open space for Hazel's Creek
- Limit loss of neighborhood character
- Locate and build neighborhood center

These issues were important to the formation of neighborhood connectivity goals. Through the planning process with AHBL, the following emerged as key connectivity goals identified by the stakeholders:

- Link underserved neighborhoods to parks, commercial centers, and schools
- Complete the grid
- Improve the bike / pedestrian network
- Resolve barriers to east-to-west connectivity
- Seek opportunities to create an identity for the neighborhood via connectivity



Methodology

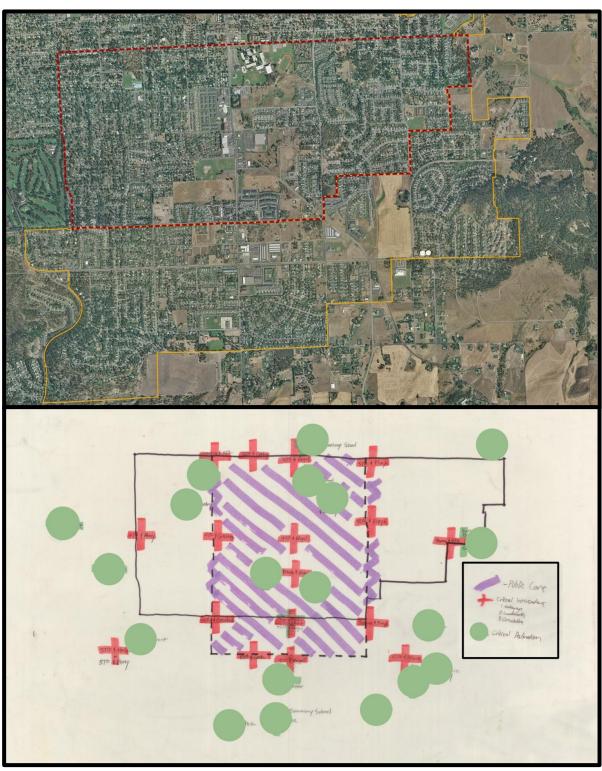
It is critical that this document be consistent with the City of Spokane Comprehensive Plan and other relevant connectivity plans. To ensure consistency the goals and policies of each Comprehensive Plan element were reviewed and digested into a list of connectivity-related policies (See Appendix A). These policies guided the planning and design process and are used in this document as evidence of the validity of proposed connectivity solutions.

The following lists all documents consulted throughout the planning process:

- City of Spokane, Comprehensive Plan Connectivity-Related Policies (See Appendix A)
- City of Spokane, Comprehensive Plan Transportation Maps
- TR 2 Planned Bikeway Network
- TR 3 Planned Arterial Network
- TR 4 Boulevards, Parkways, and Area Classifications Plan
- City of Spokane, Hazel's Creek Stormwater Facility & Greenway Concept
- City of Spokane, Hazel's Creek Greenway Concept Hydrology
- City of Spokane, Street Development Standards (SMC Chapter 17H.010)
- Spokane County, Regional Trails Plan
- (See Southgate Neighborhood Parks & Open Space Element pg. 7 & 8)
- Spokane County, Comprehensive Plan Appendix F S.E. Spokane Trails Master Plan
- (See Southgate Neighborhood Parks & Open Space Element pg. 9)

Also, an inventory of critical intersections and destinations was taken. These were used to determine where important pedestrian crossings, traffic lights, paving treatments, and other traffic controlling strategies might best be implemented, as well as where design should be used to generate a sense of community and local character.

To secure funding for improvement projects related to connectivity, they must be identified through the State Environmental Protection Act (SEPA) and include, specifically, where a project will occur and the design standards that describe the built character of the corridor. The Southgate Connectivity Master Plan shows the extent of desirable connectivity projects and is supported by a set of design standards called "Complete Streets Guidelines". These standards are presented later in this document.



Above: Neighborhood Boundary (red) and Joint Planning Area Boundary (yellow) **Below:** Process Work - A "Public Core" (Purple), Critical Intersections (Red Crosses), and Destinations (Green Circles)Within and Around the Southgate Neighborhood.



Design Concept

Based upon the goals generated by neighborhood stakeholders, AHBL used three primary organizing concepts to drive the connectivity design.

Major Organizing Concepts

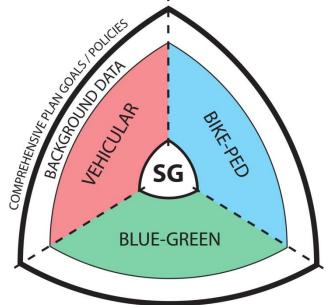
- Relieve vehicular traffic on North-South arterials by spreading traffic as evenly as possible throughout the neighborhood
- Promote biking, walking, and mass-transit as convenient alternatives to driving
- Use connections as opportunities for open space

Within this approach, the neighborhood stakeholders identified three categories of connections that must be addressed in neighborhood streets.

Vehicular: Connections that reduce congestion, increase travel options for both modes of travel and routes taken, provide for safe bicycle/pedestrian crossing, do not impede other forms of connectivity, and allow for regional and intercity travel.

Bike / Pedestrian: Connections that provide safe, aesthetically pleasing options for non-motorized travel and reduce the amount of auto trips needed for everyday activities.

Blue / Green: Connections that support, promote, and improve wildlife habitat, stormwater management, snow removal, park connectivity, and act as recreational open space.



Ideally, each category of connection would be represented in all future street improvements and guided by Comprehensive Plan goals and policies. For this reason, the neighborhood stakeholders are interested in applying a complete streets approach to future street improvement projects. For the purposes of this document, "complete streets" will be defined as streets which balance the mobility, safety, and experience of pedestrians, bicyclists, mass-transit riders, and automobiles.

Design Elements

A brainstorming session was held to develop design ideas for the neighborhood that would have a strong impact on the community's connectivity issues. It was explained that participants should attempt to use the previously presented design concepts as a rationale for identifying projects and approaching the design. The following major concepts and/or projects were generated:

1. Repair and Complete the Grid

Purpose:

A repaired and completed grid network can be achieved by providing more direct routes and a range of travel options, helping to relieve traffic on arterials. The neighborhood is currently plagued with a network of traffic heavy arterials that divide the neighborhood and a series of routes that dead-end, making navigation difficult, counter-intuitive, and limiting, especially for bicycles and pedestrians.

Goals:

- Eliminate barriers and build connections between streets with similar alignment
- Decentralize and disperse traffic patterns evenly throughout the neighborhood

2. East-West Connector Along 44th Ave

Purpose:

There is poor east-west connectivity between 37th Ave. and 53rd Ave. This is due to impassible gaps east of Regal St. and a lack of connectivity west of Regal St. Consequently, the neighborhood observes that many drivers are required to use north-south arterials to reach streets that can take them further east or west. A connection that traverses the entire length of the neighborhood, from east to west, could relieve traffic from North-South Arterials, reduce trip times, and increase pedestrian safety.

Goals:

- Vehicular access from Perry to Havana
- Connect to Hazel's Creek and other green spaces
- Connect to North-South Bike Routes
- Connect to District Center
- Provide an East-West bike route further north than 57th that is safe, connects neighborhoods, and brings riders to other destinations (collects)
- Has a Blue-Green character in the sense that it
 - a) is traffic calming (safe speeds and designed with traffic-calming strategies)
 - b) features a natural systems approach
 - c) features a safe, comfortable, and aesthetic bike and pedestrian environment, and
 - d) links green spaces and parks and increases their Level of Service (LOS).

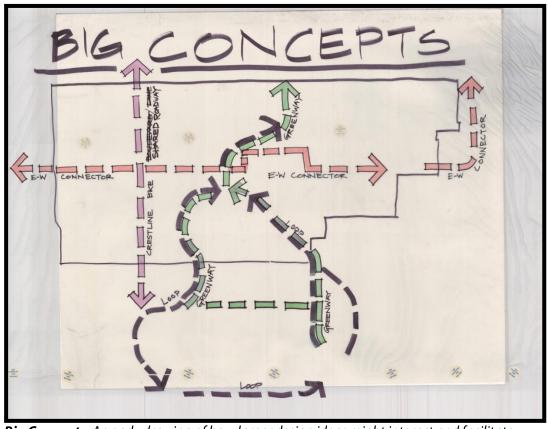
3. Green Ring

Purpose:

The green ring is a concept stemming from a perceived lack of community character, poor open space interconnectivity, and the potential for a regional destination. The ring would provide a continuous loop of open space in the form of parks, linear open space, trails, and bicycle and pedestrian-friendly streets.

Goals:

- Connect existing and proposed neighborhood parks and increase their Level-of-Service (LOS)
- Contribute to the Hazel's Creek Drainage Plan by:
 - a) Accommodating storm water drainage features designed in aesthetically pleasing ways
 - b) Incorporating Low-Impact Development Strategies
 - c) Where applicable use features the Hazel's Creek Master Plan designates as Greenways
- Utilize existing bike routes, both planned and constructed
- Connect to the District Center
- Act as linear open space that features a safe, comfortable, and aesthetic bike and pedestrian environment.



Big Concepts: An early drawing of how larger design ideas might interact and facilitate circulation. Visible are the East-West Connector and a Green Ring loop extending from Hazel's Creek to the southern end of the neighborhood.

4. Ferris/Adams Student Trail

Purpose:

The Ferris/Adams Student Trail emerged as a logical link between the District Center at 44th Ave., the Hazel's Creek Conservation Area, and two schools to the north at 37th Ave. There is an opportunity for this trail to lead directly to the heart of the District Center (i.e. a pedestrian plaza) and extend west to the Southeast Sports Complex. Beyond just connecting these destinations, it generates a strong "sense of place" by bridging different activities into a seamless system of linear open space.

Goals:

- Provide students with safe access between school and the District Center.
- Incorporate Hazel's Creek Conservation Area as a link between school and shopping, offering recreational, educational, and interpretive opportunities for students and non-students alike.
- Provide a link to experience "nearby nature" and recreational opportunities at the Southeast Sports Complex.

5. Ben Burr Trail Extension

Purpose:

As it currently exists, the Ben Burr trail is planned to extend from Liberty Park and Spokane's downtown to Ben Burr Park in the Southgate neighborhood, eventually extending south into the county. Currently it reaches the Ray St. corridor, creating an opportunity to connect the trail from Ray St. through Hazel's Creek and Ferris High School to Ben Burr Park along the East-West Connector. From there, the trail would travel south through the Bauer Property and out beyond the city limits and urban growth boundary.

Goals:

- Complete the southernmost portion of the trail and extend it into the county.
- Guide the trail through as many parks and open space destinations as possible.
- Integrate the trail with other connectivity planning efforts (i.e. East-West Connector and Ferris/Hazel/District Center link).

Connectivity Master Plan



The following Connectivity Master Plan displays both existing and potential connectivity throughout the Southgate Neighborhood. It aims to identify future projects and convey overarching concepts that will guide the planning, design, and development of future streets, arterials, pathways, trails, and street retrofits. The following definitions are intended to clarify the map's legend and its annotations.

Legend Definitions

Connection – Any link between two or more places that allows the movement of people between them in a safe, convenient, and pleasing way.

Existing – Built or already planned.

Proposed – Any connection not yet in existence or not yet planned.

Designation – A formal identification of a street or connection that describes its character and function and brings with it design standards that seek to implement that character and function.

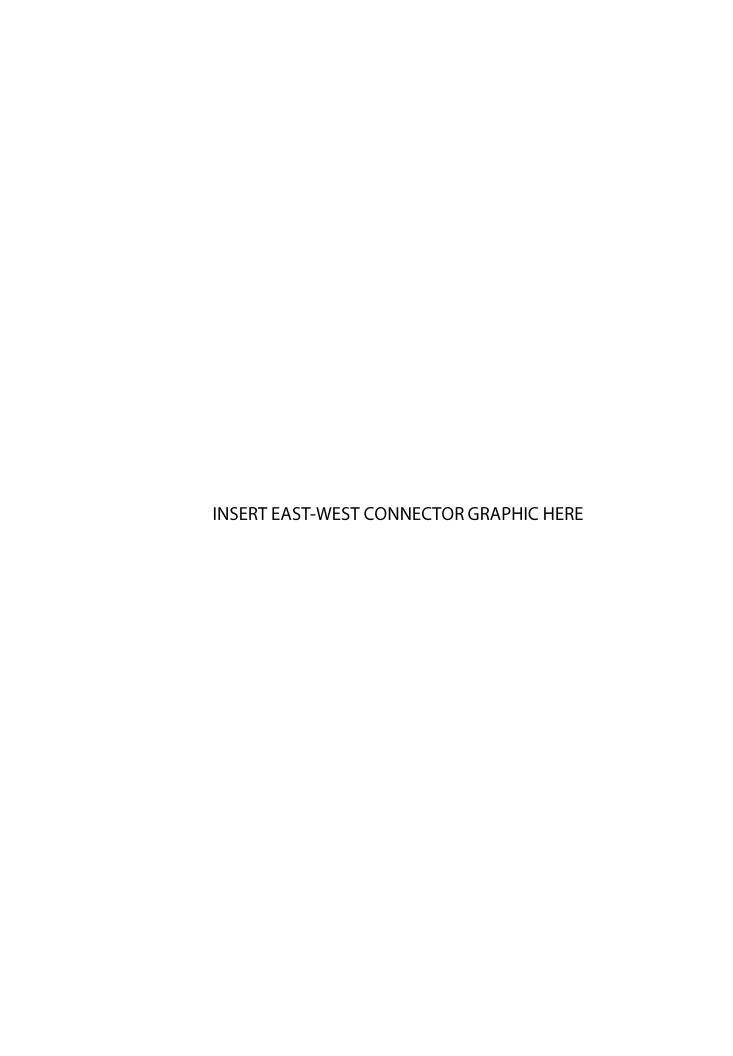
Significant Intersection – Intersection of significance for reasons of safety, convenience, or community character.

Southgate District Center Plaza – A place that serves as the epicenter of neighborhood activity, commerce, and gatherings and is a reflection of the values, character, and health of the neighborhood.

Significant Gateway – A place, typically associated with a street intersection, designed in a way that reflects the desired character of the neighborhood and signals to people that they are entering the neighborhood.

Pedestrian-Oriented Connection – Any connection which gives priority to bikes and pedestrians and/or is particularly important to non-motorized travel and seeks to facilitate and/or improve it.











Complete Streets Design Guidelines







Important to the preceding plan is the use of a variety of designated arterials to increase connectivity and unite existing engineering standards with proposed streetscape visions. The following arterial street designs intend to unite Spokane's Street Development Standards (SMC Chapter 17H.010) with a "complete streets" approach and fulfill Comprehensive Plan policy DP 7.1 - Design Guidelines in Neighborhood Planning. These prototypical street design guidelines are intended to be used by the neighborhood, city planners, and engineers to guide the design of future street and arterial improvements.

The following street section graphics portray hypothetical streetscape arrangments that work within Spokane's existing engineering standards and represent a best-case scenario application of a complete streets approach. They do not represent solutions to any specific street, and they should not be interpreted as absolutes. Implementing these designs will be contingent upon the nature of street improvement projects, available right-of-way, and a host of other factors.

The design of each arterial section seeks to balance the facilities, functions, experience, and safety of all street users, including pedestrians, bicycles, mass-transit, and automobile traffic. Each design features the narrowest lane widths allowed, largest allowable medians and buffers, landscaped medians and buffers, and landscaped stormwater retention swales in medians with sufficient width.

The applicability of a complete streets approach is not limited to the methods presented here. Although the stakeholder committee believes that the designs contained within are representative of effective complete streets principles, there are many possible complete street arrangements. For this reason, we urge the reader not to be limited by these concepts, but rather inspired by them.



Principal Arterial

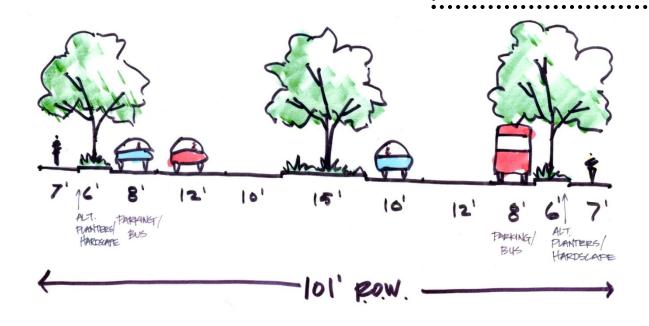
(Focused Growth Area, Option 1)

Features:

Pedestrian Sidewalks 4 Driving Lanes **Bus Stops** On Street Parking Large Medians Pedestrian Refuge

Potentially Applicable Streets:

No existing or proposed principal arterials in focused growth areas



Principal Arterial

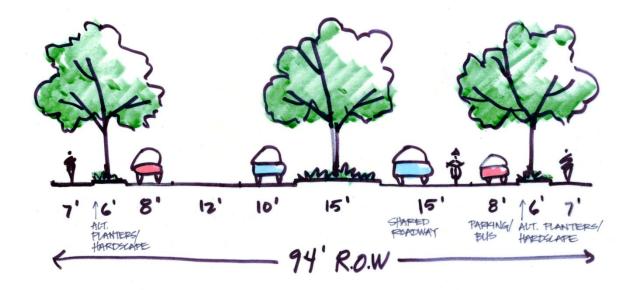
(Focused Growth Area, Option 2)

Features:

Pedestrian Sidewalks 2 Driving Lanes 1 Shared Roadway Lane **Bus Stops** On Street Parking Large Medians Pedestrian Refuge

Potentially Applicable Streets:

No existing or proposed principal arterials in focused growth areas





Principal Arterial

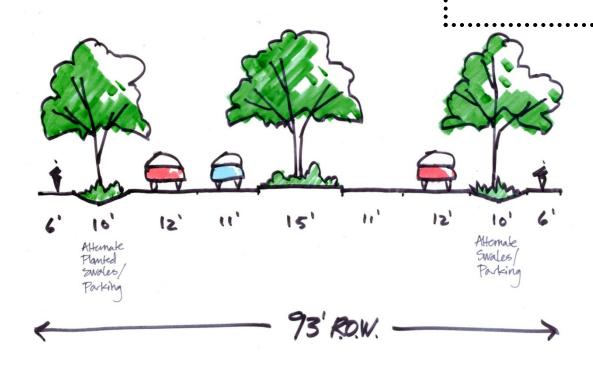
(Urbanized Area)

Features:

Pedestrian Sidewalks 4 Driving Lanes **Bus Stops** On Street Parking Large Medians Pedestrian Refuge

Potentially Applicable Streets:

Freya St. Ray St.



Minor Arterial

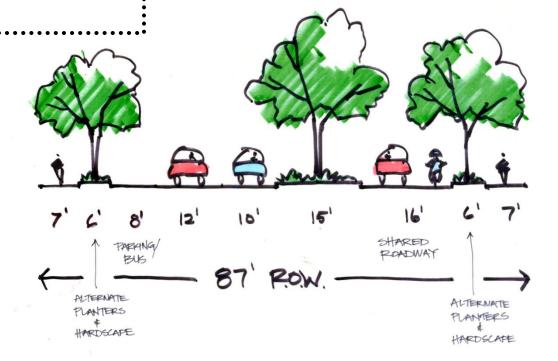
(Focused Growth Area)

Features:

2 Driving Lanes 1 Shared Roadway Lane **Bus Pull-off** On Street Parking Large Medians Pedestrian Refuge Pedestrian Sidewalks

Potentially Applicable Streets:

Regal St. 57th Ave.





Minor Arterial

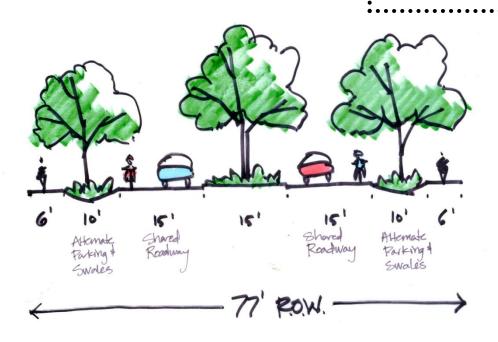
(Urbanized Area)

Features:

2 Shared Roadway Lanes **Bus Pull-offs** On Street Parking Large Medians Pedestrian Refuge Pedestrian Sidewalks

Potentially Applicable Streets:

Perry St. Regal St. 57th Ave. Glenrose Rd.





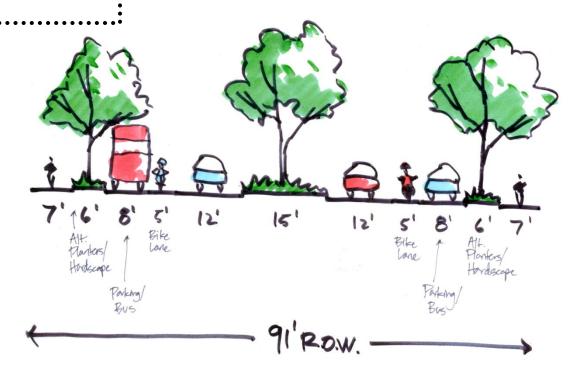
(Commercial/Industrial; Focused Growth Area)

Features:

2 Driving Lanes 2 Bike Lanes **Bus Pull-offs** On Street Parking Large Medians Pedestrian Refuge Pedestrian Sidewalks

Potentially Applicable Streets:

53rd Ave. Ray St.





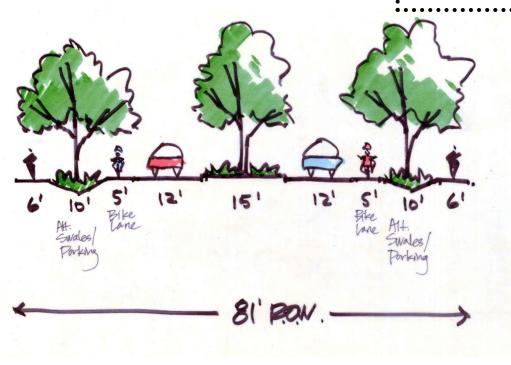
(Commercial/Industrial; Urbanized Area)

Features:

2 Driving Lanes 2 Bike Lanes **Bus Pull-offs** On Street Parking Large Medians Pedestrian Refuge Pedestrian Sidewalks

Potentially Applicable Streets:

Ray St. (Palouse to 57th Ave.) 53rd Ave. 55th Ave.



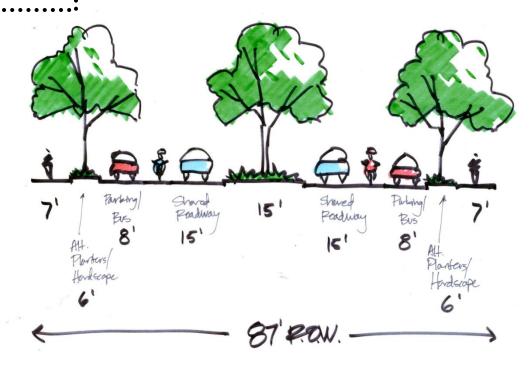
(Residential; Focused Growth Area)

Features:

2 Shared Roadway Lanes **Bus Pull-offs** On Street Parking Large Medians Pedestrian Refuge Pedestrian Sidewalks

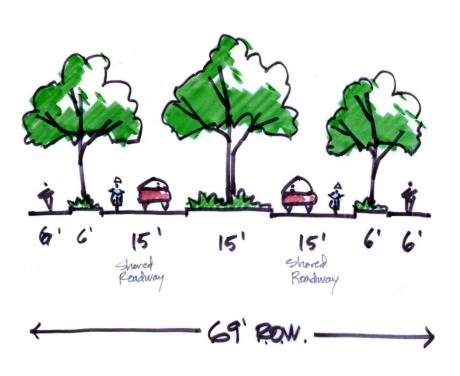
Potentially Applicable Streets:

Ray St. (Palouse to 57th Ave.) 53rd Ave. 55th Ave.





(Residential; Urbanized Area)



Features:

Pedestrian Sidewalks 2 Shared Roadway Lanes **Bus Stops** On Street Parking Large Medians Pedestrian Refuge

Potentially Applicable Streets:

37th Ave. Thurston Ave. 42nd (Fiske to Freya)* 44th Ave.* Myrtle St.Madelia St. Pittsburg St.

Havana St.

*Note: This should serve as the overall character of the vehicle-accessible portions of the East-West Connector "Boulevard" Designation

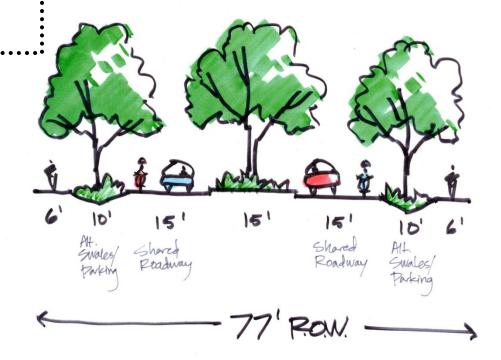
(Residential; Urbanized Area)

Features:

2 Shared Roadway Lanes Large Planted Buffers Large Medians Pedestrian Refuge Pedestrian Sidewalks

Potentially Applicable Streets:

East-West Connector Thurston Ave. 42nd (Fiske to Freya) Myrtle St. Madelia St. Pittsburg St. Havana St.





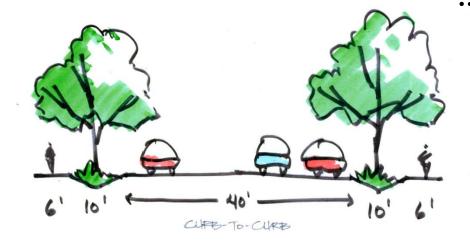
(Commercial/Industrial)

Features:

2 Driving Lanes On Street Parking Large Planted Buffers Pedestrian Sidewalks

Potentially Applicable Streets:

Focused-Growth Areas





(Narrow Paradigm or Commercial/Industrial)

Features:

2 Driving Lanes **Emergency Vehicle Access Bus Stops** On Street Parking Large Buffers Pedestrian Sidewalks

Potentially Applicable Streets:

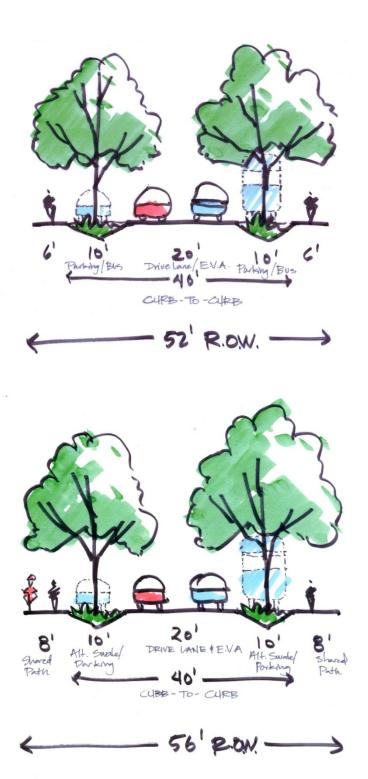
Areas with limited right-of-way

Features:

2 Driving Lanes **Emergency Vehicle Access Bus Pull-offs** On Street Parking Large Planted Buffers Shared Use Paths

Potentially Applicable Streets:

Areas with limited right-of-way





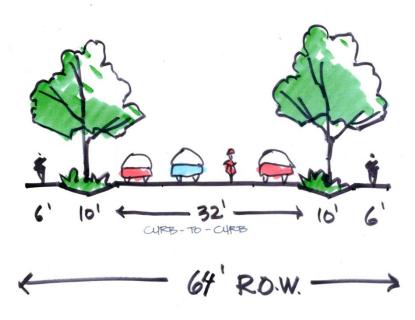
(Low Density Residential)

Features:

32' Paved Surface Two-Way Travel On Street Parking **Planted Swales** Pedestrian Sidewalks

Potentially Applicable Streets:

Most residential streets





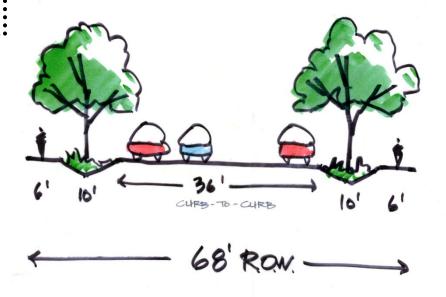
(Medium to High Density Residential)

Features:

36' Paved Surface Two-Way Travel On Street Parking **Planted Swales** Pedestrian Sidewalks

Potentially Applicable Streets:

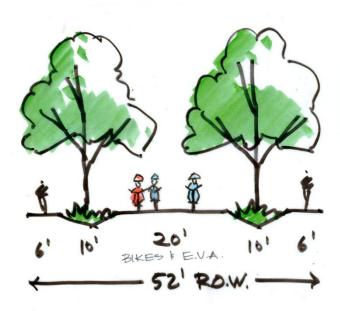
Residential streets Focused-Growth Areas





Bicycle Boulevard

(Special Designation)

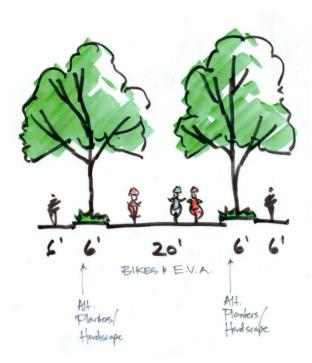


Features:

20' Travel Lane Bikes and Emergency Vehicles Only Planters or Planted Swales Pedestrian Sidewalks

Potentially Applicable Streets:

Cook St.
Portions of the
E-W Connector
44th (Fiske to Freya)
Arthur St.



Inter-urban Trail

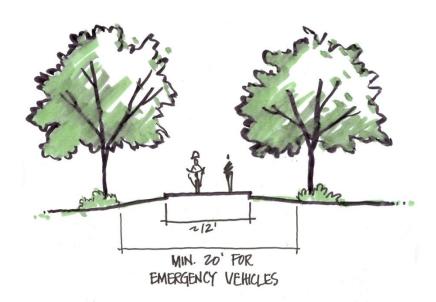
(Special Designation)

Features:

12' Pervious Trail Surface Bikes and Pedestrians Only Emergency Vehicle Access Should be maintained **Planted Swales** *Drought-tolerant plantings*

Potentially Applicable Streets:

Trails Skinny Right-of-Ways



Summary of Suggested Connectivity Improvements







The plans and graphics shown here are representative of community preferred solutions to connectivity issues currently faced by the Southgate Neighborhood, as deemed by the Southgate Stakeholders Planning Committee and the authors of this document. Inevitably, however, the physical environment and subsequent neighborhood connectivity issues will change over time. To ensure that the recommendations of the document invoke positive changes over time, there are some critical design principles to consider in all future projects related to connectivity within the neighborhood:

1. Sidewalks are the primary places where non-motorized traffic connectivity occurs. If walking is to be considered a convenient mode of transportation within a neighborhood, those sidewalks must be provided wherever possible. Therefore, infill all missing sidewalks with priority given to those within 1 mile of schools.

(Supporting Comprehensive Plan Goals: TR 2.6 Viable Walking Alternative, TR 2.7 Safe Sidewalks, TR 2.12 Pedestrian Access to Schools, TR 4.5 External Connections, TR 5.1 Neighborhoods for Pedestrians, N 4.11 Sidewalk Program, N 4.14 School Walking and Bus Routes)

2. It should be acknowledged that the needs of vehicular transportation need not compromise the safety, convenience, and comfort of non-motorized transportation. Rather, the two can exist in a complementary arrangement. Therefore, all streets, including principal, minor, and collector arterials, are to be designed using characteristics and principles of complete streets design as expressed within this document.

(Supporting Comprehensive Plan Goals: LU 3.2 Centers and Corridors, LU 4.4 Connections, TR 1.1 Transportation Priorities, TR 2.2 TDM Strategies, TR 2.3 Pedestrian/Bicycle Coordination, TR 2.13 Viable Bicycling, TR 2.14 Bikeways, TR 2.15 Bicycles on Streets, TR 2.16 Bicycle Lanes and Paths, TR 4.2 Self- Enforcing Street Design, TR 5.2 Neighborhood Transportation Options, TR 6.3 Transportation Alternatives and the Environment, DP 3.2 Access to Alternative Modes of Transportation, NE 5.2 Alternative Transportation Modes, SH 4.3 Universal Accessibility, NE 13.1 Walkway and Bicycle Path System, NE 13.2 Walkway and Bicycle Path Design, N 4.5 Multimodal Transportation)

3. When traffic is focused on and directed to arterials alone, they become traffic heavy and unsafe and/or difficult to cross. Therefore, seek opportunities to relieve congestion on Regal St. and disperse traffic throughout the neighborhood as evenly as possible without compromising the viability and quality of neighborhood living and commerce.

(Supporting Comprehensive Plan Goals: LU 4.5 Block Length TR 2.9 Crosswalks, TR 2.10 Pedestrian and Bicycle Linkages Across Barriers, TR 3.1 Transportation and Development Patterns, TR 4.1 Street Design and Traffic Flow, TR 4.4 Arterial Location and Design, TR 4.6 Internal Connections, DP 6.1 Auto- Intense Land Uses, NE 5.6 Barrier Free Environments, N 4.3 Traffic Patterns)

4. Streets are more than just a means to get from Point A to Point B. They are part of the public realm and consequently have the capacity to provide public amenities that instill the neighborhood with a sense of character and belonging. Therefore, every street and arterial improvement project should seek opportunities to build a multi-layered experience through aesthetic treatments and components that offer activities beyond traveling.

(Supporting Comprehensive Plan Goals: LU 2.1 Public Realm Features, H 3.4 Linking Housing with Other Land Uses, DP 1.5 Significant Views and Vistas, DP 1.6 Gateway Identification, DP 6.3 Transit and Pedestrian-Oriented Development, DP 3.11 Town Squares and Plazas, DP 5.2 Street Life, DP 6.7 Design Standards for Public Projects and Structures, DP 7.1 Design Guidelines in Neighborhood Planning, NE 15.2 Natural Aesthetic Links, NE 7.3 Rock Formation Protection, NE 12.1 Street Trees, SH 6.1 Crime Prevention Through Environmental Design Themes, SH 6.3 Natural Surveillance, N 4.12 Pedestrian Buffer Strips, N 7.1 Gathering Places)

5. Streets are not the only places that connectivity can occur. Similarly, connectivity need not always occur in association with motorized-vehicular routes. Therefore, in areas constrained by right-of-way or where streets do not correlate with adjacent land use, build connectivity in the form of trails, shared pathways, and other non-motorized connections.

(Supporting Comprehensive Plan Goals: PRS 1.1 Open Space System, PRS 3.1 Trails and Linkages, PRS 3.2 Trail Corridor Development, TR 4.4 Arterial Location and Design, NE 11.2 Corridor Links, NE 11.4 Nature Space Paths, N 5.3 Linkages)

6. In wintertime, Spokane typically receives high levels of snowfall, requiring snow plowing and street maintenance. Consequently, some areas suffer from blocked sidewalks that disconnect the neighborhood. Therefore, design and maintain a network of streets, trails, pathways, and adjacent facilities that increase wintertime mobility and capture snow and snowmelt.

(Supporting Comprehensive Plan Goals: TR 4.20 Design and Maintenance of ROW Streetscape Elements, TR 7.4 Pedestrian Buffer Strips, NE 13.3 Year-Round Use, NE 13.4 Winter Trail Network NE 4.3 Impervious Surface Reduction NE 1.6 Natural Water Drainage)

Additionally, it will be critical to interface with city planners, traffic engineers, and policy-makers to achieve a level of connectivity that benefits and balances the needs to all individuals and modes of travel.

Appendix

Summary of Comprehensive Plan Goals and Policies Related to Connectivity

Goal / Policy	Description
Landuse	
LU 2.1 Public Realm Features	It is important to design buildings to maintain compatibility with surrounding development, and to design sites that provide for pathways, attractive and functional landscaping, properly proportioned open spaces, and other connecting features that facilitate easy access between public and private places.
LU 3.2 Centers and Corridors	Neighborhood Center Attention is given to the design of the circulation system so pedestrian access between residential areas and the neighborhood center is provided. To be successful, centers need to be integrated with transit. Transit stops should be conveniently located near commercial and higher density residential uses, where transit service is most viable. District Center The circulation system is designed so pedestrian access between residential areas and the district center is provided. Frequent transit service, walkways, and bicycle paths link district centers and the downtown area. Corridors Corridors provide enhanced connections to other centers, corridors, and downtown Spokane. To accomplish this, it is important to make available safe, attractive transit stops and pedestrian and bicycle ways. The street environment for pedestrians is much improved by placing buildings with multiple stories close to the street with wide sidewalks and street trees, attractive landscaping, benches, and frequent transit stops. Parking lots should not dominate the frontage of these pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding neighborhoods.
LU 4.2 Land Uses That Support Travel Options	Provide a compatible mix of housing and commercial uses in neighborhood centers, district centers, employment centers, and corridors.
LU 4.4 Connections	Design residential, commercial, and industrial development that takes into consideration the connections, both vehicular and pedestrian, to adjoining sites to reduce personal automobile trips.
LU 4.5 Block Length	Create a network of streets that is generally laid out in a grid pattern that features more street intersections and shorter block lengths. Block lengths of approximately 250 to 350 feet on average are preferable, recognizing that environmental conditions (e.g., topography or rock outcroppings) might constrain these shorter block lengths in some areas.

Goal / Policy	Description
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Transportation	
TR 2.2 TDM Strategies	Infrastructure changes, such as providing safe and convenient bicycle parking and safe and convenient bikeways from residential to work locations, to increase the use of nonmotorized modes of transportation.
TR 2.3 Pedestrian/Bicycle Coordination	Developing and implementing design guidelines to ensure that public and private developments meet a variety of transportation needs.
TR 2.6 Viable Walking Alternative	Promote and provide for walking as a viable alternative to driving.
TR 2.7 Safe Sidewalks	Provide for safe pedestrian circulation within the city; wherever possible, this should be in the form of sidewalks with a pedestrian buffer strip or other separation from the street.
TR 2.8 Sidewalk Repair and Replacement	Repair and replace broken and uneven sidewalks to improve safety and to encourage use by pedestrians.
TR 2.9 Crosswalks	Establish and maintain crosswalks at key locations used by pedestrians.
TR 2.10 Pedestrian and Bicycle Linkages Across Barriers	Provide pedestrian and bicycle linkages between major activity areas where features that act as barriers prevent safe and convenient access. Pedestrian bridges or skywalks should not be developed where pedestrians can be safely accommodated at the ground level through other techniques, such as crosswalks, pedestrian islands, and traffic calming devices.
TR 2.11 Pedestrian and Bicycle Access on Bridges	Provide safe pedestrian and bicycle access and an aesthetically pleasing pedestrian environment on bridges.
TR 2.12 Pedestrian Access to Schools	Enhance the pedestrian environment along routes to schools to provide a safe walking environment for children.
TR 2.13 Viable Bicycling	Promote and provide for bicycling as a viable alternative to driving.
TR 2.14 Bikeways	Provide safe, convenient, continuous bikeways between activity centers and through the city.
TR 2.15 Bicycles on Streets	Provide safe accommodations for bicyclists on the street system, which will continue to be the primary route system for bicyclists.
TR 2.16 Bicycle Lanes and Paths	Use marked on-street bicycle lanes and off-street bicycle paths in addition to the street system to provide for bicycle transportation within the city.
TR 2.18 Viable Transit	Provide transit services and facilities, including bicycle facilities, that make transit a viable transportation option for all segments of the community; the City of Spokane will work with Spokane Transit Authority to accomplish this.

Goal / Policy Description	
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TR 3.1 Transportation and Development Patterns	Use the city's transportation system and infrastructure to support desired land uses and development patterns, especially to reduce sprawl and encourage development in urban areas.
TR 3.2 Reduced Distances to Neighborhood Services	Provide a variety of services within neighborhoods that are convenient to and meet the needs of neighborhood residents, decreasing the need for driving.
TR 4.1 Street Design and Traffic Flow	Use street design to manage traffic flow and reduce the need for street expansions.
TR 4.4 Arterial Location and Design	Assure that both the location and design of arterials are compatible with existing and proposed land uses in the areas through which they pass. For example, new arterials that divide neighborhoods should be avoided. Existing arterials that pass through neighborhoods should be designed to allow people to cross the arterial safely. Arterials that pass through commercial areas should be designed to provide safe and convenient access to those areas for pedestrians and bicyclists, as well as drivers. Streets in commercial areas need to be commercially friendly.
TR 4.5 External Connections	It is important that subdivisions and planned unit developments (PUDs) be connected to their surrounding areas and the larger community and not be physically isolated because of poor transportation connections. Subdivisions and PUDs should have multiple ingress and egress points to enable good transportation connections. The connections should not, however, result in inappropriate cut-through traffic through neighborhoods; connections should direct traffic onto appropriate streets. Connections are needed for all transportation users and can take the form of both streets and paths.
TR 4.6 Internal Connections	Design communities to have open, well-connected internal transportation connections. Long, confusing routes should be avoided to create greater efficiency. Shorter block lengths, which result in more frequent intersections than longer block lengths, provide greater opportunities for connection, make it easier for people to find their way around the city, and have the additional significant benefit of helping to keep vehicle speeds low. Block lengths could be tied to lot sizes and the number of lots in a block, instead of purely a block length measurement figure. Other ways to help accomplish a more open, well-connected network is by connecting streets and avoiding cul-de-sacs and vacating streets. Where cul-de-sacs or vacating streets cannot be avoided, pedestrian pathways, bikeways, and bike routes that link areas should be provided.
TR 5.1 Neighborhoods for Pedestrians	Orient, design, and maintain neighborhoods for pedestrians.

Goal / Policy	Description

TR 5.2 Neighborhood Transportation Options	Promote a variety of transportation options within neighborhoods. One way to accomplish this is to provide paths for pedestrians and bicyclists in neighborhoods. Streets being considered for vacation could instead be made into paths to connect streets. These paths could be enhanced with trees and other features to encourage walking and bicycling and to strengthen a sense of place.
TR 6.3 Transportation Alternatives and the Environment	Promote the use of alternatives to driving alone, such as walking, bicycling, use of transit, and carpooling to reduce transportation impacts on the environment.
Capital Facilities and Utilities	
5.9 PARKS, RECREATION, AND OPEN SPACE FACILITIES	Parkway Parkways are often associated with arterials that have scenic features or connect parks. They have special landscape treatments such as trees, shrubbery, and grass. Some parkways have trails associated with them. There are eighteen parkways in the city. 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.
Applicable Housing Policies	
H 1.7 Socioeconomic Integration	Promote socioeconomic integration throughout the city.
H 2.1 Distribution of Housing Options	Promote a wide range of housing types and housing diversity to meet the needs of the diverse population and ensure that this housing is available throughout the community for people of all income levels and special needs.
H 3.4 Linking Housing with Other Land Uses	Ensure land use plans provide increased physical connection between housing, employment, recreation, daily-needs services, and educational uses.
Economic	
Development	

Goal / Policy	Description
Goal / I only	Description

ED 5.7 Transportation and Employment Opportunities for Special Needs Populations	Promote accessibility to service and activity centers, jobs, and public transportation for special needs populations.
Urban Design and Historic Preservation	
DP 1.5 Significant Views and Vistas	Identify and maintain significant views, vistas, and viewpoints, and protect them by establishing appropriate development regulations for nearby undeveloped properties.
DP 1.6 Gateway Identification	Establish gateways to Spokane and individual neighborhoods consisting of physical elements and landscaping that create a sense of place, identity, and belonging.
DP 3.2 Access to Alternative Modes of Transportation	Ensure that commercial and public building sites provide direct and convenient access for pedestrians, bicyclists, or persons utilizing alternative modes of transportation.
DP 6.1 Auto-Intense Land Uses	Restrict intense land uses that are oriented to motorists and other large commercial buildings to major arterials, and reduce their number in residential areas.
DP 6.3 Transit and Pedestrian-Oriented Development	Encourage attractive transit and pedestrian-oriented development.
Natural Environment	
NE 3.14 Transportation	Design and maintain circulation routes that do not intrude into shoreline areas yet allow public viewing and access to shorelines while minimizing pedestrian and vehicular impacts to wildlife habitats and other sensitive natural areas.

Goal / Policy	Description
Goal / Policy	Description

NE 5.2 Alternative Transportation Modes	Pursue a land use development and design pattern that allows people to walk, bicycle, or use mass transit to improve air quality through reduced use of single-occupant combustion vehicles.
NE 6.3 Habitat Network	Identify, preserve or purchase, and maintain existing and potential links between wildlife habitat areas in order to form a network of wildlife habitats.
NE 7.3 Rock Formation Protection	Identify and protect basalt rock formations that give understanding to the area's geological history, add visual interest to the landscape, and contribute to a system of connected conservation lands.
NE 7.5 Slope Protection	Integrate the protection of slopes with wildlife corridor and nature space designations and acquisitions.
NE 11.2 Corridor Links	Identify corridors that link nature space areas.
NE 11.4 Nature Space Paths	Develop soft, permeable, low impact paths in nature space areas. In the process of developing new paths, identify existing soft pathways. New pathways should be located away from environmentally sensitive portions of the natural areas.
NE 13.1 Walkway and Bicycle Path System	Identify, prioritize, and connect places in the city with a walkway or bicycle path system.
NE 13.4 Winter Trail Network	Link soft trails, parks, and golf courses with the walkway and bicycle path system to develop a winter trail network.
NE 15.2 Natural Aesthetic Links	Link local nature views, natural aesthetics, sacred areas, and historic sites with the trail and path system of the city.
Social Health	
SH 2.1 Care Facilities	Distribute care facilities fairly and equitably throughout all neighborhoods.
SH 4.3 Universal Accessibility	Ensure that neighborhood facilities and programs are universally accessible so that persons of different age groups, ethnic and socioeconomic backgrounds, interests, and abilities can readily interact with one another.
Neighborhoods	
N 4.5 Multimodal Transportation	Promote alternative forms of transportation.
N 4.6 Pedestrian and Bicycle Connections	Establish a continuous pedestrian and bicycle network within and between all neighborhoods.

Goal / Policy Description

N 4.7 Transit Access	Encourage the transit authority to increase transit accessibility. Mobility and accessibility within neighborhoods can be increased by making transit more convenient. Suggested methods include more bus stops in neighborhoods, improved schedules, shorter commute times, cross-city routes, and more express routes. Shelters and stops should be well-illuminated and have benches and adequate route information. Satellite sites (offsite connecting stations) and more park-and-ride lots are additional ways to make transit more user-friendly and inviting.				
N 4.11 Sidewalk Program	Develop a sidewalk program to maintain, repair or build new sidewalks in existing neighborhoods and require sidewalks in new neighborhoods, concurrent with development.				
N 4.14 School Walking and Bus Routes	Coordinate with local school districts, private schools, and colleges to determine which bus and walking routes to and from neighborhood schools provide the most pedestrian safety.				
N 5.3 Linkages	Link neighborhoods with an open space greenbelt system or pedestrian and bicycle paths.				
Parks,					
Recreation, and					
Open Space					
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.				
PRS 2.2 Proximity to Open Space	Provide open space in each city neighborhood to maintain the viability and health of the city, residents should have equitable proximity to open space.				
PRS 3.1 Trails and Linkages	Provide trails and linkages to parks that make minimal use of streets, especially arterial streets, in order to maximize the recreation experience and safety of all users.				
PRS 3.2 Trail Corridor Development	Include landscaping, revegetation, and reforestation in trail corridor development where appropriate and desirable to provide a pleasant trail experience, and visual separation from private adjacent uses.				



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Southgate Neighborhood Plan

Parks and Open Space Element

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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 opens 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 opens 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

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

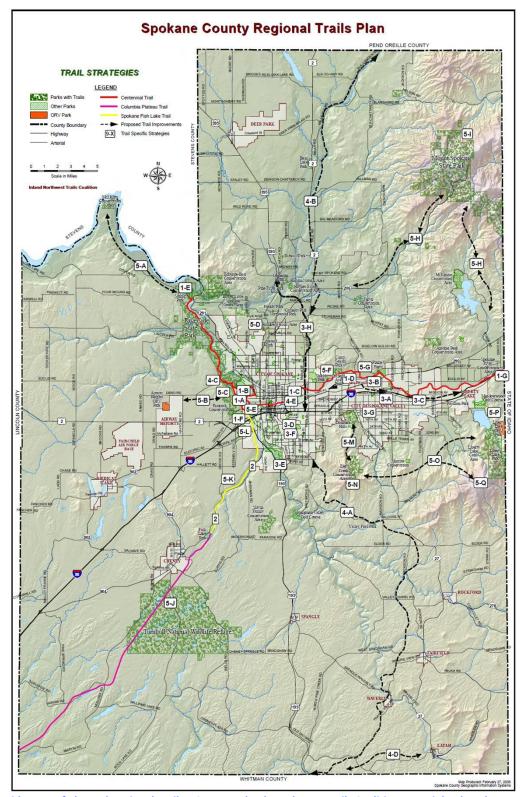


Figure 1 - Countywide Map of Planned Regional Trails - Source: Inland Northwest Trails Coalition www.inlandnorthwesttrails.org

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.

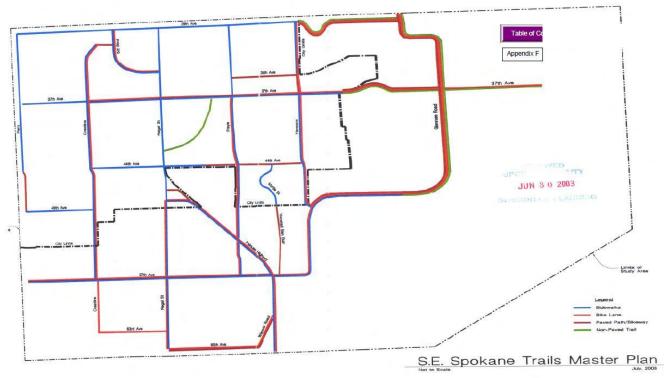


Figure 2 - Map of Planned Trails in the Southgate Vicinity Source: Spokane County Comprehensive Plan

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

	Parks and Open Space Classifications						
Classification	General Description	Location Criteria	Size Criteria	Application of LOS			
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 Pan), 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.

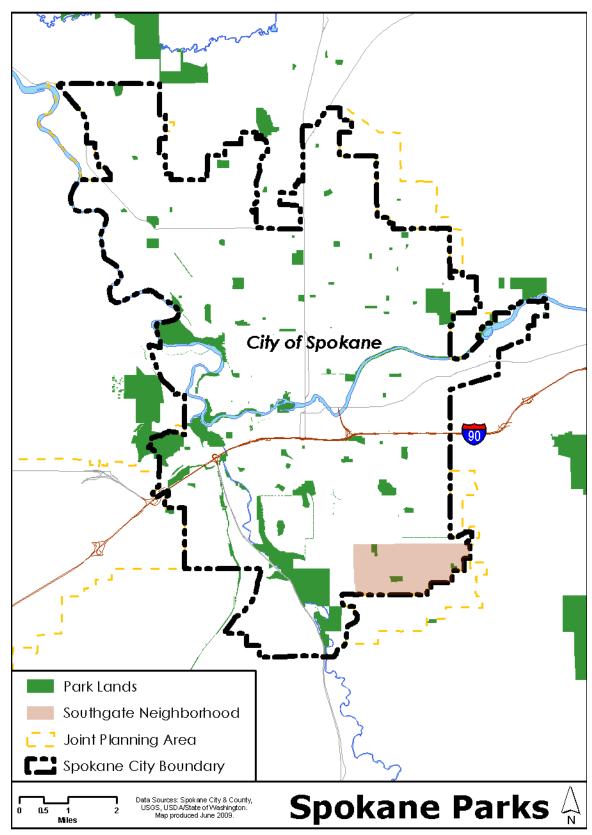


Figure 3 - City of Spokane Park System Map – Source: Southgate Neighborhood Background Report

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

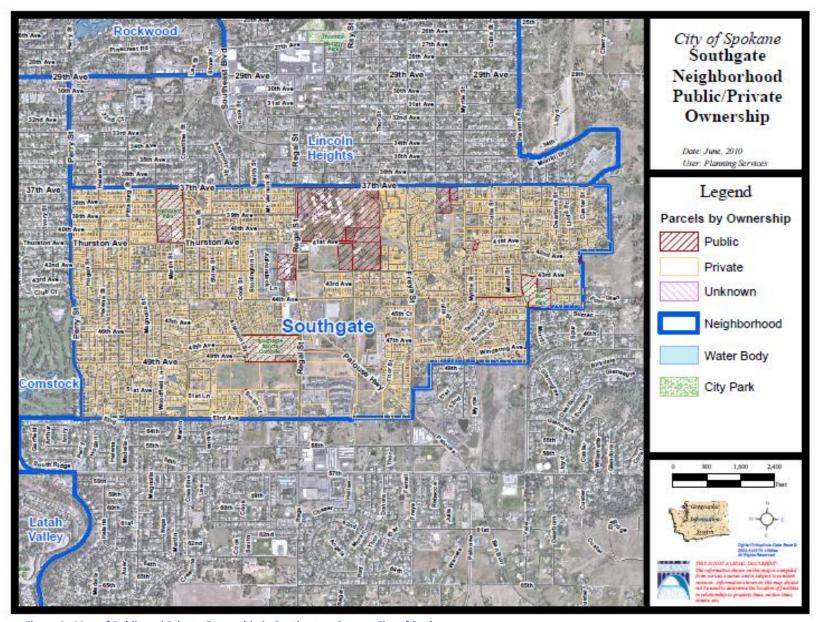


Figure 4 - Map of Public and Private Ownership in Southgate - Source: City of Spokane

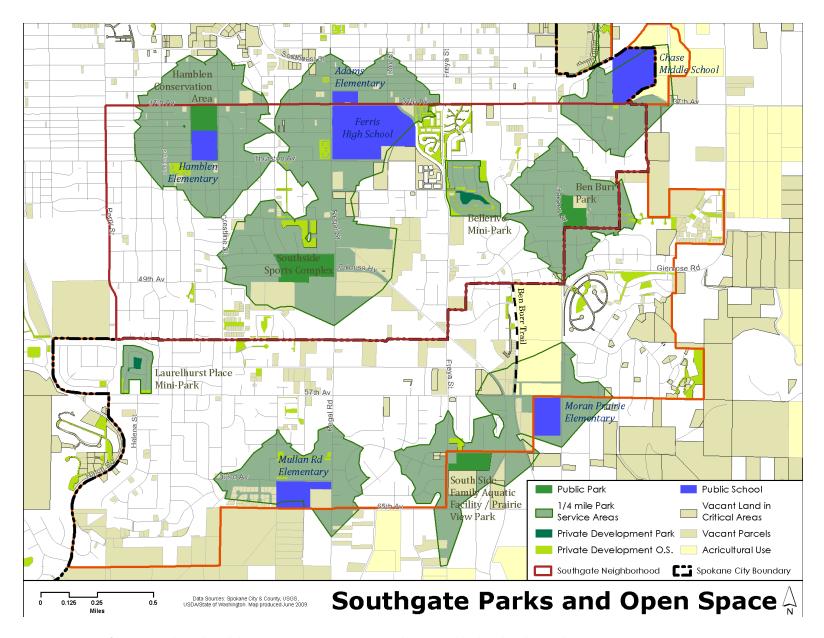


Figure 5 - Map of Existing Park Lands and their Service Areas - Source: Southgate Neighborhood Background Report

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 Adams Elementary Bellerive Mini-Park	Category School Private	Location 2909 E 37th Ave.	1.91 1.91	Undeveloped O O Acres	School Acres	z z Shelter	<	z z Restroom	~ ADA Access	→ Z Picnic Area	Z Z Spray pad or Pool	On site Parking Spaces		Condition Good Good	Recreational Usage Active Active
beliefive Milli-Fark	Filvate		2.73	U	U	IN	ı	IN	٠	٠	IN		None	Good	Active
Ben Burr Park	Neighborhood	4401 S. Havana St.	8.44	3.16	0	Υ	Υ	Υ	Υ	Υ	N	11	Basketball	Good	Active/Passive
Chase Middle	School	4747 E. 37th Ave.	7.61	0	7.61	N	N	N	Υ	N	N	209	Softball,	Good	Active
School													Frisbee Golf		
Ferris High School	School	3020 E. 37th Ave.	32.73	3.98	32.73	Ν	Ν	?	?	Ν	N	300+	Softball,	Good	Active
													Soccer,		
													Tennis, Track		
Hamblen	School	2103 E 37th Ave.	7.06		7.06	Ν	Ν	Ν	Ν	Υ	N	45	Softball,	Good	Active/Passive
Elementary													Tennis,		
													Basketball		
Hamblen Park	Conservation	2103 E 37th Ave.	7.99	0	0	Υ	N	N	N	N	N	45		Fair-Good	Passive
Laurelhurst Place	Private		1.16	0	0	Υ	Ν	Ν	?	Υ	N	5		Good	Passive
Mini-Park															
Moran Prairie	School	4224 E. 57th Ave.	8.54	0	8.54	Ν	Υ	Ν	Υ	Ν	N	84	Basketball	Good	Active
Elementary															
Mullan Road	School	2616 E. 63rd Ave.	8.85	0	8.85	Ν	Υ	Ν	Υ	Ν	N	59	Track	Good	Active
Elementary															
Southside Sports	Community	46th & Regal St.	16.58	0	0	Ν	Υ	Υ	Ν	Υ	N	116	Softball,	Poor-Fair	Active
Complex													Soccer		
Southside Family	Community	3724 E. 61st Ave	5.26	0	0	Υ	Υ	Υ	Υ	Υ	Υ	186	Community	Good	Active
Aquatic Facility															
Prairie View Park	Neighborhood	3724 E. 61st Ave	2.79	0	0	Ν	Ν	Ν	Υ	Υ	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.

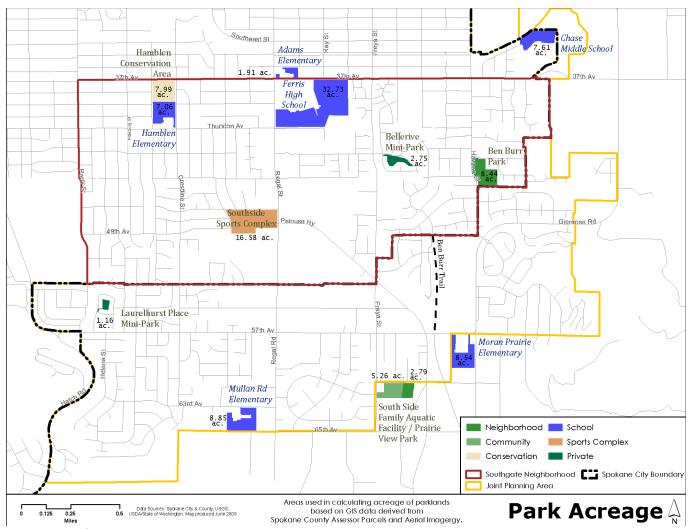


Figure 6 - Map of park lands and their acreage

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). 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

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



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



Figure 8 – Unfinished portion of 44th 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	Υ
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 14 – Hamblin Park is adjacent to Hamblin 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	Υ
Restroom	Υ
ADA Access	N
Picnic Area	Υ
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 46th 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 44th Avenue with Pedestrian/Bicycle paths and connecting Ben Burr Trail to 44th 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.

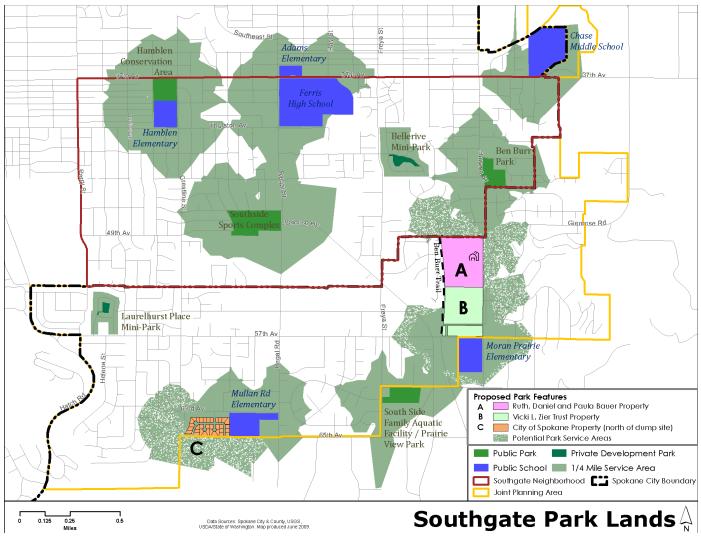


Figure 21 - Map showing proposed park acquisition and improvements – Source: City of Spokane GIS and Spokane County Parcel Data



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 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

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

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, Spokane Regional Site Selector	Thousand Oak	s. CA

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

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

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

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 Oa	ks. 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

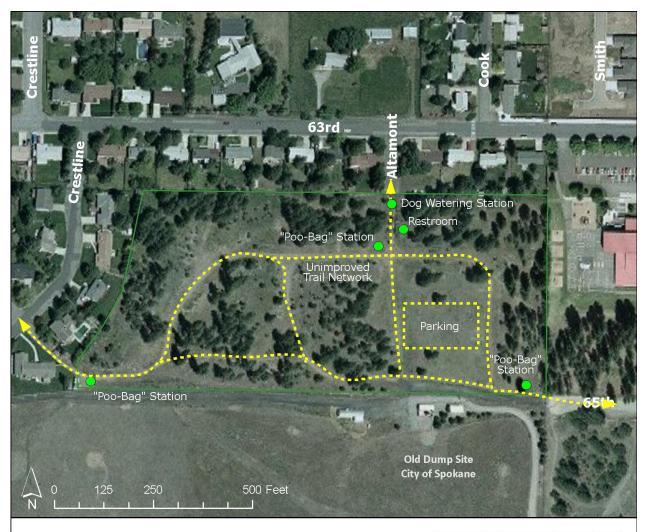
Proposed

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

Communit	Туре
46th & Regal St	Location
16.58	Park Acres
(Undeveloped Acres
Poor-Fai	Condition
Activ	Recreational Usage
Act	Recreational Osage

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 Oak	s. 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

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

6.0002	
es	
	%
288	22.149
360	9.00%
	%
522	
355	68.009
	%
10	1.90%
26	5.00%
49	9.40%
30	5.70%
60	11.509
33	6.30%
36	6.90%
114	21.809
164	31.409
	%
386	73.90%
136	26.109
	%
137	26.20%
194	37.20%
68	13.00%
73	14.009
31	5.90%
10	1.909
no	10 d Oak

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

Neighborhood/Community
57th and Glenrose
57.76
57.76
Good
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 Oak	s. 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).

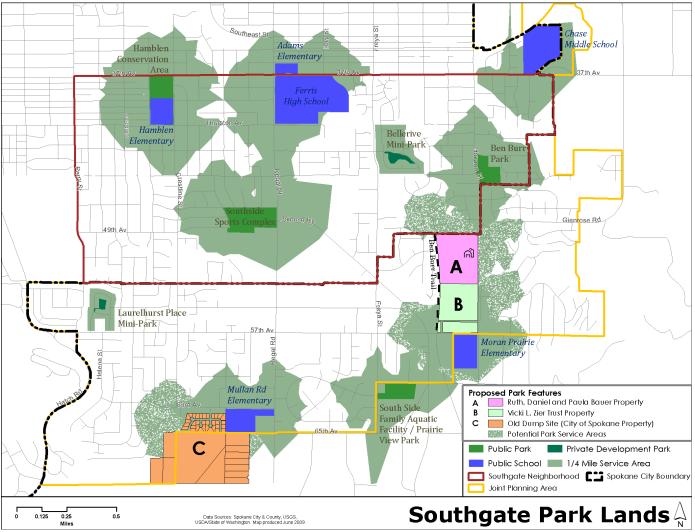


Figure 35 - Southgate Park System and Proposed Features - Source: City of Spokane GIS Data and Spokane County Parcel Data

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 Pan), 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

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 37th
- Signage for interpretation.
- Entry on Crestline to coincide with Bike Boulevard and add bike racks (considering that Crestline is designated bike route).
- o 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.
 - o Relocate parking off of regal or change entrance to parking lot.
 - Leasers must upgrade grass, buildings, parking lot.
- Add
 - o Groomed cross-country ski track in winter for alternating seasonal use.
 - Access
 - Pave 46th Ave.
 - Add pedestrian right of way along Altamont.
 - Crosswalks across 46th 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.
 - o 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, 57th 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 7th, 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.
 - o 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 Pan), 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.
 - o 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 37th 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 29th Street.
- 44th 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: \$9,400,000 (3 projects)		
Capacity Improvements: \$0 (0 projects)		
Complete Sidewalks: \$1,556,000 (15 projects)		
New Routes: \$9,931,000 (5 projects)		
Reconstruct to Urban Standard: \$14,318,000 (17 projects)		
Widen to Meet Standards: \$645,000 (1 project)		
Total \$37,494,000 (41 projects)		

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 29th and Regal, 57th and Regal, and the Grand District, which appears to be centered at 29th 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 29th, 57th, Southeast, Grand, Ray, and 37th 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 devises, 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 57th St. to SR 195. Found further in the document is the desire to "incorporate biking improvement on 37th Ave." The plan states the specific desire for 37th 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:

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

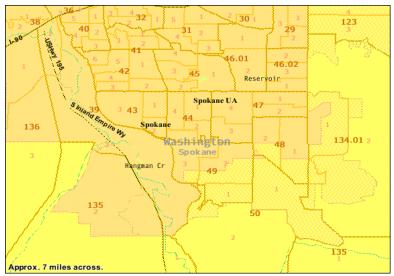
One additional point in the plan is the desire for a true grid network and an avoidance of cul-de-sac development. The plan states the supportive nature of a grid network for bicyclists. The plan does go into great detail as to the proper design of bicycle facilities such as bike lanes widths, sharrows,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

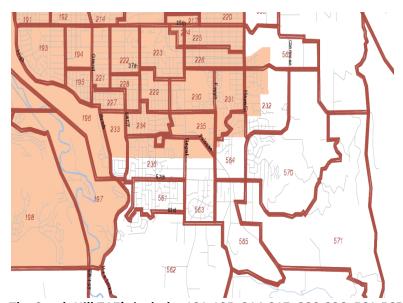
Demographic and Transportation Analysis Zones Data (Census & SRTC) Overview

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
Spokane	177,196	195,619	205,559*	255,000*
South Hill	29,408	35,972	38,645**	48,350*
% of Total	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.

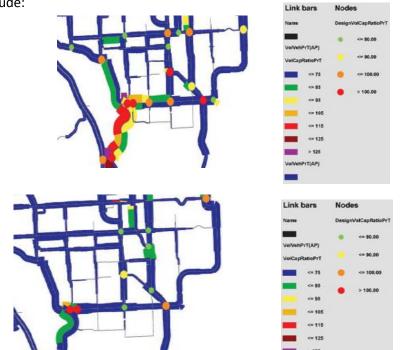
2015 No Build Scenario: As can be gathered from the model scenario several corridors and intersections demonstrate needs. However, most of the significant congestion occurs near the Hatch/High Dr./57th intersections.



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/37th- <= .80 v/c Freya/37th- <=.80 v/c Regal/57th- <=.80 v/c Ray/Freya- <=.80 v/c Freya/Palouse- <=.80 v/c Regal/Palouse- <=.90 v/c 57th/Palouse- <=1.00 v/c Hatch/57th- >1.00 v/c 57th/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 37th street to the areas north, and High Drive from 57th 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:

37th & Glenrose- <=.80 v/c
Freya/37th- <= .90 v/c
Regal/Palouse - <=.90 v/c
57th/Glenrose- <=.90 v/c
57th/Freya- <=.90 v/c
Freya/63rd- <=.90 v/c
Hatch/57th- <=.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:

37th Avenue from Regal to Custer- \$5,309,589 Ray/Freya Crossover w/44th- \$4,405,000 Glenrose/Moran Prairie Park and Ride- \$932,002

2015 Un-Funded Projects:

Roadway
37th Ave. from Grand to Ivory
Ray St. from 30th Ave. to the Ray Street
Crossover
Hatch Rd Bypass
57th Ave. from Regal St. to Cook/Napa to Hatch
Glenrose Rd. from Carnahan Rd. to 25th Ave.

Southeast Blvd. from 27th Ave. to Rockcliff Blvd. 57th from Perry St. to Hatch Glenrose from Carnahan to 29th

Intersections Freya St. & 17th

Freya St. & 18th
Freya St. & 29th
Freya St. & 37th
Freya & Ray St. X-over
Ray St. & 37th Ave,
57th Ave. & Helena
57th Ave. & Perry
57th & Regal
Carnahan & Glenrose

2030 Un-Funded Projects:

Roadway
Crestline and Lincoln Roundabout
Freya St. from 42nd to Ray St.
Grand Blvd Offset
High Dr. from Cedar to 29^t
Ray from 30th to 37th Ave.

2030 Long Term Projects, Unfunded

Hatch Road Bypass
21st & High Dr.
Freya St. & 17th Ave.
Freya St. & 18th Ave.
Grand & High Drive
High Dr. & 25th
High Dr. & 29th
Perry & 57th
Ray St. & 17th
Glenrose & 29th
Glenrose & 57th
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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Five Mile PrairieNeighborhoodPlan for Bicycleand PedestrianImprovements

Introduction & Background

In 2009, the City of Spokane launched a new approach to neighborhood planning, allocating project funding in collaboration with the Planning Services Department, Community Assembly Neighborhood Planning Action Committee (CANPAC), and the Office of Neighborhood Services.

A key part of the new approach tasks neighborhood stakeholders in identifying neighborhood issues and challenges, seeking similar issues citywide, and working with the City in developing and sharing viable solutions. Approximately \$21,000 was allocated to each city neighborhood to aid planning work.

Consistent with the new process, the Five Mile Prairie stakeholder group met to identify a number of neighborhood-specific issues. One of these recognized a lack of a safe, connected pedestrian and bicycle transportation network within the neighborhood. Accordingly, the neighborhood assigned a portion of their planning funds to hire Spokane planning consultant Studio Cascade to assist in designing and carrying out a process to explore and address neighborhood pedestrian and bicycle safety/connectivity concerns.

This report summarizes both the planning process and the outcomes of the Five Mile Prairie work, including proposed amendments to the City of Spokane's adopted Comprehensive Plan. While



Figure 1-A: Five Mile Road. (Image source: Studio Cascade, Inc.)

potential amendment descriptions are provided here, specific, detailed analysis of each are not, as the neighborhood feels existing comprehensive plan policy already supports the recommended amendments. As such, the following pages provide summary listings of comprehensive plan policies supporting the proposed amendments.

As a result of this planning effort, the Five Mile Prairie proposes the City amend the following to achieve its pedestrian and bicycle safety/ connectivity concerns:

- The Regional Pedestrian Network Map
- The Planned Bikeway Network Map
- The Six-year Comprehensive Street Program and/or the Individual 20-year Transportation Capital Improvement Program

Although the proposed amendments may be consistent with existing Comprehensive Plan policy, a detailed engineering analysis is still required to determine the feasibility of each proposed project.

The Planning Process

In June 2010, Studio Cascade Inc., a Spokanebased planning consultancy, was hired by the City of Spokane, on behalf of Five Mile Prairie Neighborhood, to help its stakeholders group create and facilitate a public participation process to:

- Inventory existing pedestrian and bicycle conditions
- Identify safety and connectivity improvements
- Prioritize those improvements
- Identify potential amendments to the City Pedestrian Network map, the Planned Bikeway map, and the Capital Improvement and/or Capital Facilities Plan

Beyond the considerable volunteer time contributed by neighborhood residents and leaders, funds to carry the work forward came from a portion of the approximately \$21,000 planning grant provided to Five Mile by the City of Spokane.

Time and funding constraints demanded the process be designed and executed as efficiently as possible, using consultant expertise to complement local knowledge in assessing existing conditions, establishing goals, and evaluating outcomes. Two major steps in the process were:

Baseline & Walkability Audit

The first step in the process was to gather baseline Geographic Information Systems (GIS) information from the City of Spokane and construct an existing conditions map. This information was then used to build a framework for a "Walkability Audit," an exercise engaging neighborhood residents in developing an inventory of Five Mile's non-automotive transportation network and identifying improvement opportunities. On August 14, 2010, a group of about 25 volunteers forming 11 teams took part in the audit - walking and evaluating every roadway within the City-bounded portion of the neighborhood.

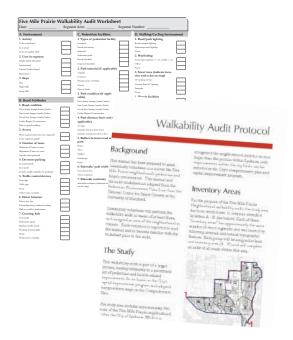


Figure 1-B: The Five Mile Prairie Walkability Audit, based on similar work conducted by the National Center of Smart Growth at the University of Maryland, inventoried existing pedestrian and bicycle-related facilities. (Image source: Studio Cascade, Inc.)



Figure 1-C: Recent improvements to Five Mile Road include a marked bike lane, proceeding from Ash to Lincoln Streets. (*Image source: Studio Cascade, Inc.*)

The audit was inspired by and developed from a similar exercise performed by the National Center of Smart Growth at the University of Maryland, the "Pedestrian Environment Data Scan." Five Mile's audit consisted of two parts: audit protocol and an audit worksheet. Audit protocols provided background and directions for the survey questions, while the worksheet helped participants inventory the existing network and identify improvement opportunities. A copy of protocol and the worksheet used are attached as Appendix A.

Results from completed audit worksheets (about 330) were coded and entered in spreadsheet format. This data was then used to create a GIS layer showing conditions and identified bike/ped improvements. Five Mile's data provides the neighborhood - and the City - with important information on conditions as well as locally-recognized list of improvements or actions to enhance the safety and connectivity of the Five Mile Prairie pedestrian and bicycle network.

Priorities Workshop

The next step in the process was to help residents prioritize the number of opportunities identified in the walkablity audit. On October 16th, 2010, a three-hour workshop was held at the Old Five Mile School House. The meeting began with a review of existing conditions including two maps - a "pedestrian opportunities" map and a "bicycle opportunities" map. Each of these maps included a scoring matrix to assist residents in evaluating each opportunity using a consistent criteria set. Participants were tasked with discussing and verifying audit-identified opportunities, as well as new or previously unidentified opportunities. A copy of these maps and evaluation criteria is attached as Appendix B.

The end result of the Priorities Workshop - based on the exercise and on verbal consensus among participants - was a series of "priority projects" that seemed to most enhance the safety and connectivity of the neighborhood for pedestrians and cyclists. Consultants later transferred these to new maps (Figures 1-E and 1-F) with descriptive text (Table 1-1), for further investigation and implementation by the City.



Figure 1-C: The "Priorities Workshop" reflected on conditions and opportunities data developed in the earlier walkability audit. (Image source: Studio Cascade, Inc.)



Figure 1-D: Intersection and pedestrian improvements were identified as a high priority for the neighborhood. (*Image source: Studio Cascade, Inc.*)

Proposed Comprehensive Plan Amendments

As described earlier, one purpose of the Five Mile planning process was to review, identify and update, if necessary, the City of Spokane's Comprehensive Plan regarding the neighborhood pedestrian and bicycle network. As a result, the neighborhood has recommended the City of Spokane consider amendments to its Planned Bikeway map and its Capital Improvement and/or Capital Facilities Plan.

The City of Spokane is currently updating its Pedestrian Plan. Therefore, the neighbrood submits the recommendations for considered inclusion in the updated Pedestrian Master Plan and Integrated ADA Transition Plan.

Pedestrian and Bicycle Facility Maps

In order to conform to the existing comprehensive plan, two maps were developed by consultants. The first, included here as Figure 1-E, is intended to provide direction to the City of Spokane in updating its Pedestrian Master Plan. Because the map completed by the neighborhood is more detailed than the City's regional pedestrian scale map, the City

Table 1-1: Capital Improvements for Pedestrian and Bicycle Facilities for Five Mile Prairie Neighborhood

Project Number	Project Type and Street	From	То
1	Sidewalk; Five Mile Road	Lincoln Road	Strong Road
2	Sidewalk; Strong Road	Cedar Road	Five Mile Road
3	Pedestrian Crossing	Strong Road	Five Mile
4	Pedestrian Crossing	Strong Road	Nettleton Road
5	Pedestrian Crossing	Five Mile Road	Lincoln Road
6	Pedestrian Path; Sky View Park	Heath Avenue	Strong Road
7	Shared Pathway; Trinity Avenue	E Street	F Street
8	Shared Pathway; Austin Road	Strong Road	Five Mile Road
9	Shared Pathway; Austin Ravine Conservation Area	Austin Road	North Quamish Drive
10	Shared Pathway; West Stratton Avenue	North Quamish Drive	Stratton Avenue
11	Shared Roadway; Panorama Drive	Strong Road	Cedar Road
12	Shared Pathway; Lincoln Road/Hiawatha Drive	Warren Lane	Hiawatha Road
13	Bike Lane; Strong Road	Five Mile Road	Cedar Road
14	Bike Lane; Lincoln Road	Five Mile Road	Hiawatha Drive
15	Bike Lane; Five Mile Road	Lincoln Road	Strong Road
16	Bike Lane; Johannsen Road	Cedar Road	Five Mile
17	Shared Roadway; Ceder Road	Strong Road	Johannsen Road
18	Shared Roadway; St. Thomas More Way	Five Mile Road	Quamish Drive
19	Shared Roadway; Kammi Avenue	Alberta Street	Quamish Drive
20	Shared Roadway; Quamish Drive	St. Thomas More Way	Austin Road
21	Shared Roadway; Cascade Way	Five Mile Road	Austin Road

may consider adopting the map as a supplement or addendum to its existing Map TR1.

The second map, provided as Figure 1-F, is intended to provide direction to the City of Spokane regarding bicycle facilities in the Five Mile Prairie neighborhood. This map identifies neighborhood priorities for such facilities within the neighborhood. Spokane may consider adopting this map as a supplement or addendum to the Planned Bikeway Network Map TR2.

Capital Improvement and/ or Capital Facilities Plan

Each of the maps discussed above include a graphic representation of capital improvement projects within the neighborhood. The maps also include conceptual ideas and routes for bike and pedestrian traffic. The list, provided as Table 1-1 below, includes those projects the neighborhood would like the City to consider as potential capital improvements. The neighborhood also asks the City to consider amending either or both the Six-year Comprehensive Street Program or the 20-year Transportation Capital Improvement Plan to include the listed projects.

Consistency with Other Planning Efforts

This pedestrian and bicycle neighborhood planning process was designed and completed with other state and city-wide planning objectives and requirements including the Growth Management Act, the City's Comprehensive Plan, the Bike Master Plan as well as the City-approved process for neighborhood planning.

Additionally, the Five Mile Prairie neighborhood is currently undergoing a parallel planning process for County portions of the neighborhood. Planning efforts and projects between the city and county sides of the neighborhood have been coordinated from the beginning of the project and the County projects will be adopted under a separate County led process.

Other Outcomes

Some results of the process are outside of the scope of work for which the consultant was hired, for example, alternative routes or shared

pathways requiring the City to create standards for non-permanent walkways along corridors like Austin Road. Others require further initiative from the neighborhood council, such as sharing the mapped walking or biking routes with their constituents.

Additionally, the neighborhood identified Potential Study Areas. These locations identified in Appendix C, show areas of undeveloped private property that has the potential to increase connectivity within the neighborhood. By identifying these areas as Potential Study Areas, the neighborhood hopes to inform decision-makers of the potential these areas have in increasing connectivity in the neighborhood as they develop. The inclusion of those areas on the map does not condition private development to implement this plan.

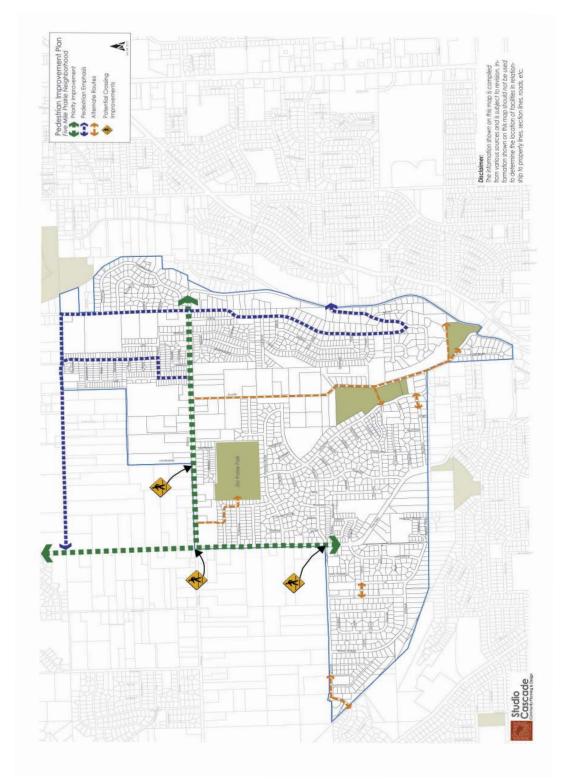


Figure 1-E: Pedestrian-related improvements, Five Mile Prairie

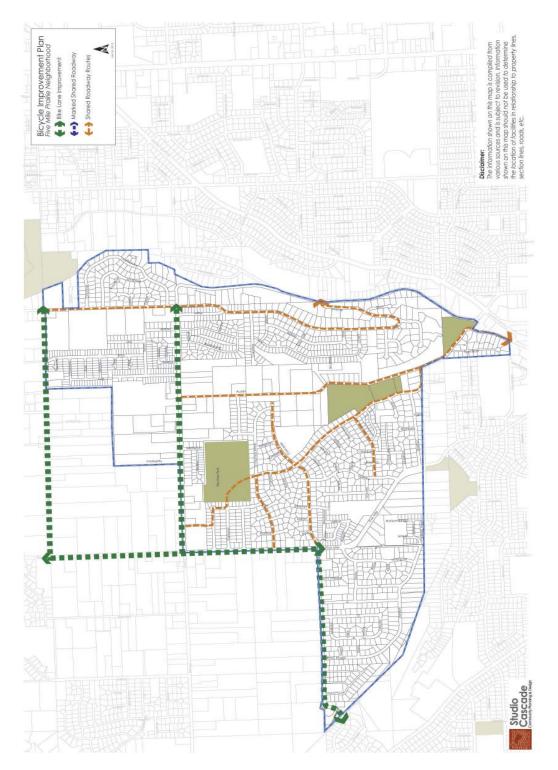


Figure 1-F: Bicycle related improvements, Five Mile Prairie

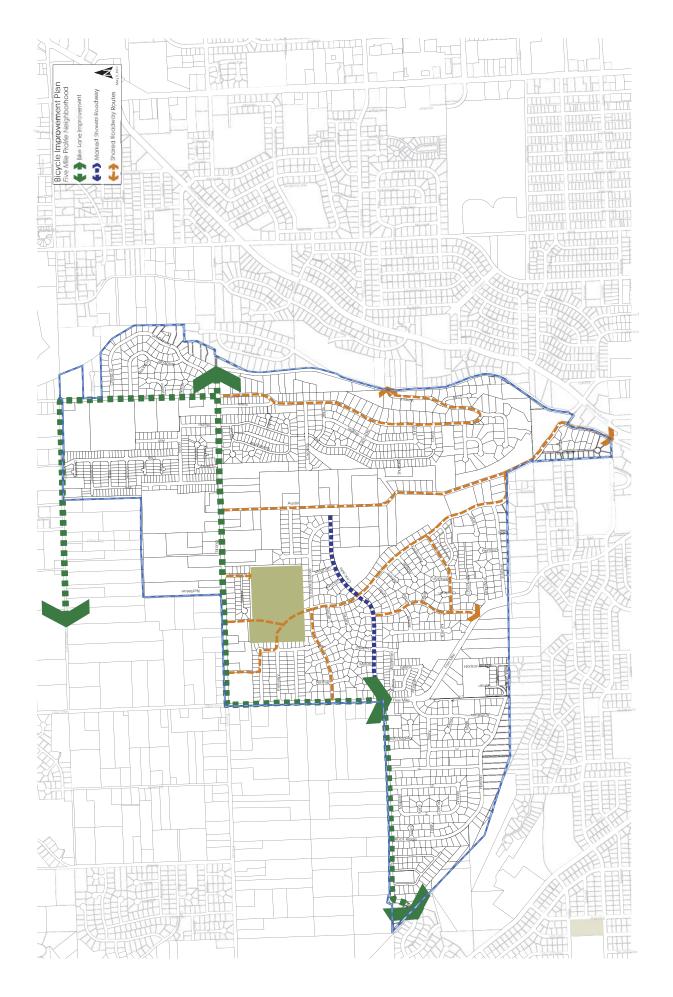
Appendix A:

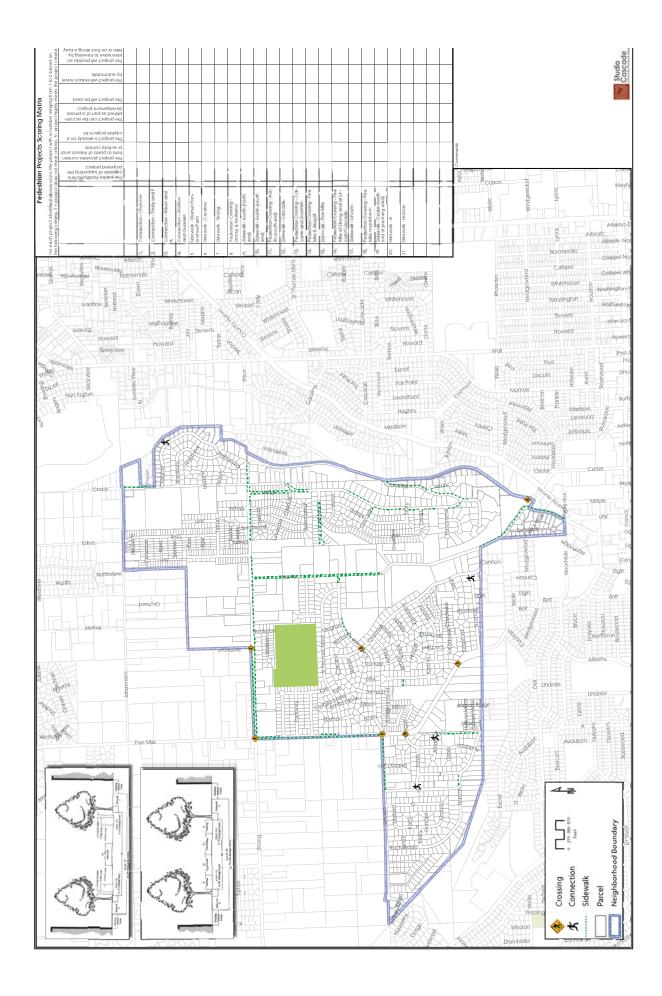
Audit Worksheet & Protocol

Five Mile Prairie Walkability Audit Worksheet						
Date:	•	Number:				
A. Environment	C. Pedestrian Facilities	D. Walking/Cycling Environment				
1. Activity	1. Types of pedestrian facility	1. Road/path lighting				
Is the road busy?	Footpath	Road-oriented lighting				
Is it noisy?	Paved trail access	Pedestrian-scale lighting				
Is the air quality bad?	Sidewalk	None				
2. Uses in segment	Pedestrian path	2. Wayfinding				
Single-family detached	Paved shoulder	Street signs (private = v or public = p)				
Institutional	Unpaved shoulder	Other				
Vacant/Undeveloped	2. Path material (if applicable)	None				
Recreation	Asphalt	3. Street trees (indicate loca-				
	Concrete	tion with a dot on map)				
3. Slope	Paving stones or bricks	60' spacing or less				
Flat	Gravel	Greater than 60' spacing				
Slight Hill	Dirt or Sand	Irregular				
Steep Hill	3. Path condition (if appli-	None				
	cable)	4. Bicycle facilities				
B. Road Attributes	Poor (many bumps/cracks/holes)	Bike Lane				
1. Road condition	Fair (some bumps/cracks/holes)	Shared Use/Multiuse Path				
Poor (many bumps/cracks/holes)	Good (few bumps/cracks/holes)	Marked/Shared Roadway				
Fair (some bumps/cracks/holes)	Under Repair/Construction	None				
Good (few bumps/cracks/holes)	4. Path distance from curb (if					
Under Repair/Construction	applicable)					
Dirt or gravel roadway	At edge					
2. Access	Separate but less than 5 feet	E. Subjective Assessment				
Г	Separate and greater than 5 feet	Enter 1 (yes), 2 (maybe), or				
Does a gated road enter the segment? Is the segment gated?	5. Buffers between road and	3 (no)				
3. Number of lanes	path	Segment is attractive for walking				
	Fence	Segment is attractive for cycling				
Minimum # lanes to cross Maximum # lanes to cross	Trees	Segment feels safe for walking				
	Hedges	Segment feels safe for cycling				
Are the lanes painted?	Landscape					
4. On-street parking	Grass	Segment feels dangerous for cycling				
Is it permitted?	6. Sidewalk/ path width	begineint reets dangerous for cycling				
Is it used?	Less than 4 feet					
Is there width available for parking?	4 feet or greater					
5. Traffic control devices	7. Sidewalk continuity					
Stop sign	Sidewalk continues (indicated any breaks	F. Opportunities				
Yield sign	on the map)					
None		On segment map please				
Other (note on back)		indicate the following op-				
6. Driver behavior		portunities (check box if				
Drove too fast		added)				
Exited driveways without looking		With dashed line indicate potential				
Did not yield to pedestrians	Please return this worksheet to the	new sidewalk/path				
7. Crossing Aids	Schoolhouse by 11:30 am.	With solid line indicate potential new bike lanes				
Crosswalk	If you would like to include photos or drawings					
Pedestrian signal	with your audit, please send images to Chaz Bates	With a circle indicate from potential new crossing aids				
Median/traffic island	at chates@studiocascade.com. Be sure to include	With an "X" indicate sidewalks in				
Flashing warning light	intersection of Quamish and Cascade could use a	is joins und place of the proving for example, the				
None	crosswalk" or "the buffer along St Thomas More	Note other areas of opportunity and				
Other (note on back)	make me feel safe".	describe.				

Appendix B:

Priority Workshop Maps



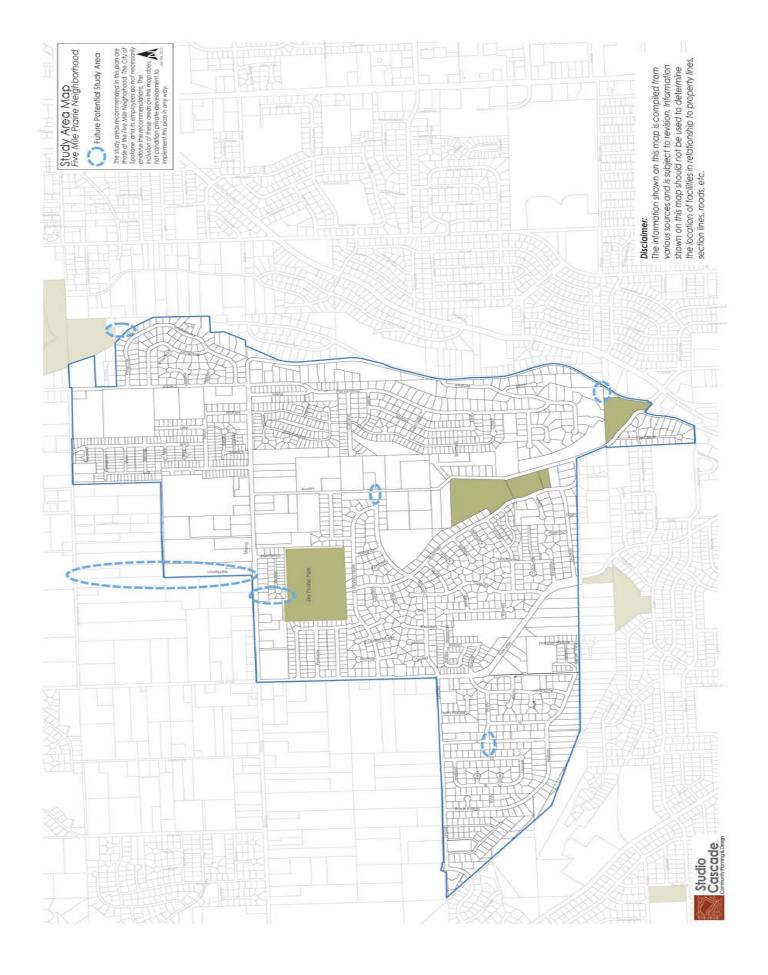


Appendix C:

Potential Future Study Areas

Potential Pedestrian and Bicycle Facilities Study Areas for the Five Mile Prairie Neighborhood

Project Number	Project Type and Street	From	То
1	Pedestrian Path; Sky Prairie Park	North side of Sky Prairie Park	Strong Road
2	Pedestrian Path; to Conservation Futures Property	Chaucer Avenue	Conservation area
3	Shared Pathway; Trinity Avenue	F Street	G Street
4	Shared Pathway; Cascade Way	Austin Road	St Thomas More Way
5	Shared Pathway; Nettleton	Strong	Johannsen
6	Marked Shared Roadway; Cascade Way	St. Thomas More Way	North Quamish Road



16



















WEST CENTRAL NEIGHBORHOOD CITY OF SPOKANE, WASHINGTON

NEIGHBORHOOD ACTION PLAN

MAY 2012

A FOOTPRINT TO THE FUTURE

WEST CENTRAL NEIGHBORHOOD CITY OF SPOKANE, WASHINGTON

NEIGHBORHOOD ACTION PLAN

MAY 2012

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ACKNOWLEDGEMENTS

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A Message from the West Central Neighborhood Planning Stakeholder Team

For almost three years, a dedicated group of Stakeholders including neighborhood residents, business owners, and government agencies have worked diligently to develop the West Central Neighborhood Action Plan (the Plan) that provides a footprint to the future for West Central. The Stakeholder Team and Whitworth University have labored to identify major problems the neighborhood faces (as they relate to the City Comprehensive Plan) and to propose solutions that address the problems.

Key issues in the Plan address the preservation of single-family housing and providing for multi-family development. The Plan also discusses ways to encourage business, retail, and office development in our designated Neighborhood Centers.

Through the Plan we want to explore ways to guide development that promotes new jobs and housing opportunities in West Central. We want to support affordable housing and business while at the same time reducing the negative impacts of increased traffic. We want to preserve our historic housing stock and provide the ability to build new housing that is architecturally complimentary with the existing housing in the Nettleton Historic District.

And finally, we Stakeholders want West Central to be a safe and secure place for residents and visitors, to be economically and socially diverse, and to have a strong and positive identity.

Through the efforts of the Stakeholder Team we hope to provide a plan that truly is a footprint to the future.

On Behalf of the West Central Planning Stakeholder Team,

Co-Chair – Stakeholder Team

Chair - West Central Neighborhood Council

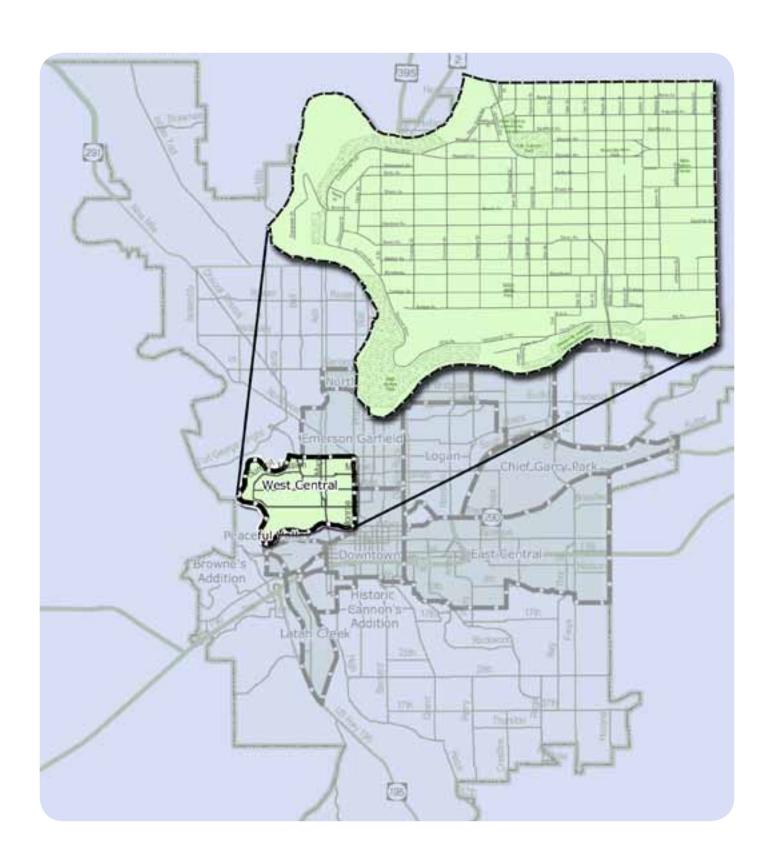
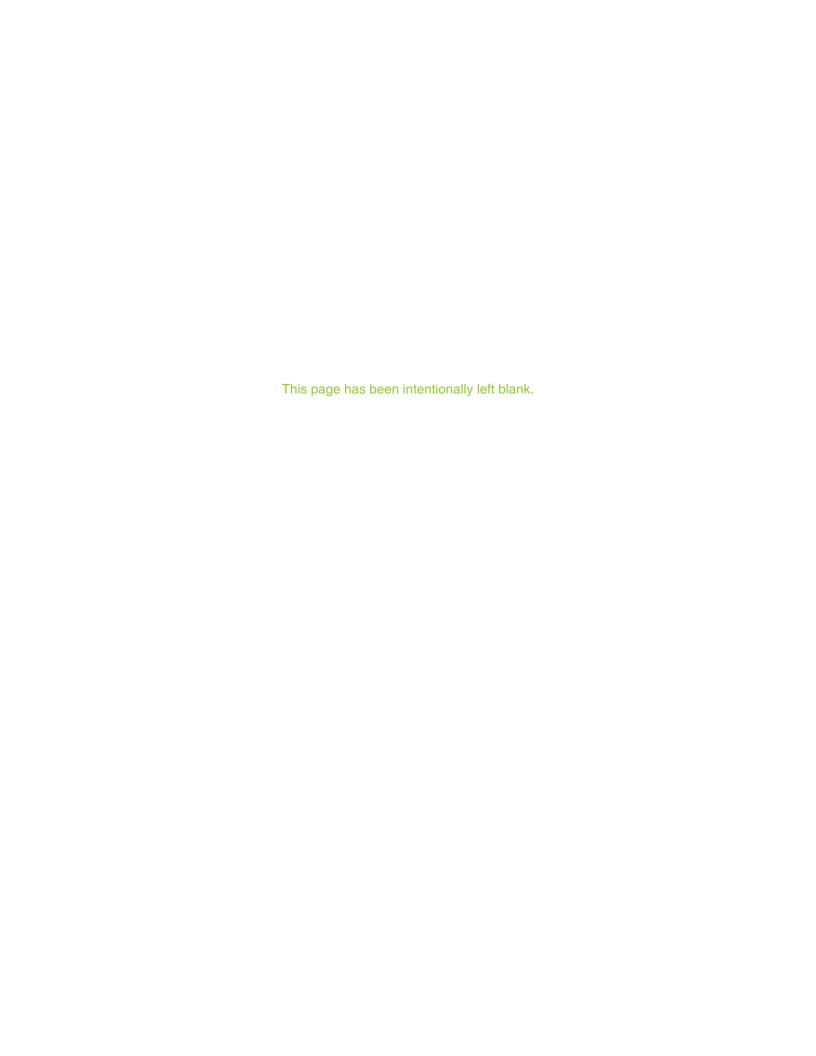


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WELCOME TO WEST CENTRAL

Introduction

The purpose of a neighborhood action plan is to identify issues that are of concern to the residents of the neighborhood, and to devise strategies for addressing these concerns. In conjunction with broader policies and implementation measures contained within the City of Spokane's Comprehensive Plan, the neighborhood action planning process is intended to protect and enhance livability within specific neighborhoods, as well as to help fulfill overall community visions and to create a more livable city. More specifically, neighborhood action plans are intended to:

- Promote collaboration between the City and the neighborhood in order to achieve mutual goals and a shared sense of responsibility.
- Create a "sense of place" within the community by identifying and developing the assets within each neighborhood.
- Initiate change, rather than simply reacting to it, by addressing specific issues and opportunities.
- Achieve sensible and coordinated project and program planning within each neighborhood and between all the city's neighborhoods.
- Strengthen neighborhoods.

The purpose of the West Central Neighborhood Action Plan is to lay the foundation for eventual integration of neighborhood needs into the City's planning and funding programs. The general policy statements included in the Action Plan may also be used by the neighborhood, City Staff, and City Council to guide future decisions.

Neighborhood Vision:

"West Central should be a safe and nurturing community that provides a diversity of social, recreational, educational, and cultural opportunities for all ages. A strong, positive identity will be furthered by constructive community events and activities."

West Central Neighborhood History

In 1887, The Spokane Falls Review wrote about the land that would become known as the West Central Neighborhood: "This high level plain slopes gently on both sides to the river bank. From every portion a view of the city and surrounding country can be obtained." When Colonel Jenkins first homesteaded in the area in 1879, West Central was a wilderness only reachable by a simple ferry. Those who dared to go across the river fell in love with the view and saw potential in the land.



FIGURE 1 - THE SITE OF AN ORIGINAL HOMESTEAD HOUSE ON WESTPOINT ROAD. (PHOTO BY KELLY CRUZ)

Visionaries like William Pettit, Hiram Muzzy, Colonel Jenkins, and the Nettleton family saw potential in the land across the river. William Pettit was an integral figure in creating what is now West Central. He believed, "that the city would enjoy a rapid and substantial growth" (Lewis). Spokane experienced rapid growth in the mid- to late-Nineteenth Century that required residents to seek other accommodations across the river. Hiram Muzzy came to Spokane in 1880 eager to prove his pioneering spirit. Eight years later he earned his homestead patent and quickly platted 160 acres into more than 500 city lots. Muzzy then sold his lots to other local developers and many of Spokane's aspiring newcomers.

William and William O. Nettleton saw the greatest potential in the development of a neighborhood. In 1887, William Nettleton bought 278 acres at \$100 an acre and platted the property. The Nettletons had faith in the burgeoning city of Spokane and in the natural beauty of the river that surrounded the neighborhood.

By 1909, life in the West Central Neighborhood was booming. With Spokane's continued growth, residents had begun to spread across the banks of the river and sought to live in Spokane's newest suburb. West Central at that time was a destination point for the up-and-coming middle class.

By the 1930's, much of the neighborhood was established, and West Central was celebrated as a neighborhood with a wide variety of architectural styles. From Queen Anne-Victorian to Craftsman and Bungalow to-Cottage Style, these houses celebrated the different architectural styles that make up West Central. As houses came so did businesses, and well into the early 1960's there were stores and businesses of every kind to cater to the needs of the residents in the neighborhood.

During the late 1800's and early 1900's the Northern Pacific Railroad and Union Pacific Railroads built routes through the neighborhood. As part of the Union Pacific route, a long high trestle was built at the southwest edge of the neighborhood to cross the Spokane River. Union Pacific also constructed a rail yard at the western edge of the neighborhood. A spur line was built from downtown Spokane and ran diagonally north-

west through the neighborhood to Fort Wright. A portion of the tracks can still be seen from Ash and Sinto westward. By the early 1970's these rail routes were abandoned and some areas still remain vacant awaiting development.







FIGURE 2 - TOP RIGHT: DOYLE'S ICE CREAM SHOP (CRUZ)
FIGURE 3 - BOTTOM LEFT: HISTORIC HOMES IN NETTLETONS ADDITION (NW ROOM)
FIGURE 4 - BOTTOM RIGHT: RAIL YARDS ALONG THE SPOKANE

Like other neighborhoods across the country at the time, West Central was first platted with street car lines, many of which included something spectacular at the end of their line. West Central was no exception and had an amazing amusement park that existed for more than half a century. This park was located where Boone travels to its end, the end of the line. First known in 1889 as "Ingersoll's", the park was later reopened as "Twickenham Park". It featured a forty-piece band and people traveled for miles to hear them play.



FIGURE 5 - THE MUZZY MANSION. (PHOTO BY KELLY CRUZ)

In 1893 the Spokane Street Railway, a part of Washington Water Power, bought the whole park and expanded it into an amusement park patterned after Coney Island. Renamed Natatorium Park (named for the large swimming pool built in the park), it quickly became the recreation destination for Spokane residents. In 1909, the Looff Carousel (now located in downtown Spokane at Riverfront Park) became a centerpiece for the park. At its peak, Natatorium Park featured a heated indoor Olympic-sized swimming pool, amusement park rides, roller-coasters, miniature rail-road rides, and a baseball park. With the loss of rail car lines in 1939, and the advent of television in the 50's, the park slowly faded from popularity. Natatorium Park was finally closed and dismantled in 1968 (2000, Discovery School).

In addition to many nature parks and trails, such as the Hamblen Conservation Area and High Bridge Park, West Central has A. M. Cannon Park (located on Maxwell). Established in 1912 to bring enjoyment to the neighborhood children, it originally boasted playground equipment, a baseball field, tennis courts, sand

boxes, and a wading pool. In 1929, a larger pool was built and AM Cannon Park became one of the more heavily used parks in the city. Today, it has even more amenities, such as a beautiful new basketball court, a picnic shelter, and an amazing water park.

West Central has changed along with the times. People realize that West Central's amazing legacy of turn-ofthe-century homes is a welcomed and valued addition to Spokane and a gift to turn of the century craftsmanship that cannot be repeated. In 2005, the Nettleton's vision became a reality when their Addition was placed on the National Historic Register. As a result of the Nettleton's fortitude, The Nettleton Addition is the largest historic district in Washington State. Comprised of beautiful homes, this streetcar neighborhood was perfect for the many people who work in the city, but still want to maintain a connection to nature and history.

-- Narrative by Jen Hussey

Sources:

- The Spokane Falls Review
- "A History of West Central" Maria Lewis
- The Spokesman Review
- The Northwest Museum of Arts and Culture
- http://en.wikipedia.org/wiki/ Neighborhoods_in_Spokane,_Washington
- http://metrospokane.typepad.copm/photos/ west_central/finch.html
- http://natpark.org/
- http://www.discovery-school.org/natatorium. html

Planning in West Central

In late 2007, the City of Spokane set aside funds for twenty-six neighborhoods in the City of Spokane to use in developing plans that would improve their respective neighborhoods. Some neighborhoods chose to undertake specific project planning and some focused on specific areas such as parks or transportation. In February of 2009 a group of West Central residents met to start the current neighborhood planning process for West Central. Early on in the process, the West Central Planning Group chose to pursue a comprehensive "Center or Corridor and Neighborhood Planning" process from the City's Neighborhood Planning Guidebook that included as many elements as possible to develop a broad vision for the community.

At the first stakeholder team meeting, Mr. Kelly Cruz, a neighborhood resident, and Ms. Rhosetta Rhodes from Whitworth University, were chosen as the stakeholder group co-chairs. After a review of the previous neighborhood plan completed in 1986, the stakeholder team chose to focus on an updated neighborhood plan. The first thing the team decided to do was focus on neighborhood assessment surveys. With the help of Whitworth University students, the stakeholder team conducted a small survey of neighborhood residents to see what their desired outcomes would be for a neighborhood plan. The student team then proceeded to create a SWOT (Strengths, Weaknesses, Opportunities,

and Threats) analysis. Once the SWOT was completed, the team was able to move forward in identifying what would be needed to create a successful plan. Several stakeholder team sub-groups were formed to conduct research and bring forward ideas to the overall process; these included subjects such as economic development, social health, leadership, and government and citizenship. The sub-committees met outside of regular planning meetings and made a report at each scheduled planning meeting. They met for several months until enough information had been gathered to move forward.

Compiled By Jen Hussey

City of Spokane's Neighborhood Planning Program

In 2007 the City of Spokane City Council allocated \$500,000 for neighborhood planning funding. In a process involving the Community Assembly, City Administration, and the City Council, today's neighborhood planning process came into being.

Twenty-seven neighborhoods throughout the City share the fund, allowing approximately \$21,000 each for neighborhood planning.

Six neighborhoods proceed with planning at one time, so as not to overload City Planning resources. This cautious schedule was to provide benchmarks and "lessons learned" for successive neighborhoods.

Neighborhoods can choose either "Project" planning (around specific projects) or "Strategic" Planning (long range statements of objectives and goals).

As part of West Central's planning process a neighborhood assessment was complete in 2005 using 1990 and 2000 census data, meetings with neighborhood residents, and City staff. At the time this NAP was prepared, information from the 2010 census was not available.

The 2005 Assessment Report provides several statistics that give a snapshot of the neighborhood. Additional information obtained from census tracking sources, like www.city-data.com, offer a more thorough review of social, economic, and housing factors of the neighborhood. Most census data is organized by zip code. West Central has two zip codes (99205 and 99201) used for statistics that extend outside the political boundaries of the neighborhood and consequently, figures provided represent a total area larger than the neighborhood boundaries.

Population

This inner city neighborhood was platted in the early Nineteenth Century with smaller lots typical of developments created before World War II. West Central comprises about 4-percent of the City's population contained in approximatley 3-percent of the City's land area. This indicates that the neighborhood has a slightly higher density than average for Spokane.

According to the popular census statistics web site, citydata.com, West Central has a population of 8,765 residing in 2.34 square miles. The median age of males and females are 30.5 and 34.0 years old respectively. The average household size is 2.4 people, the average family size is 3.1 members, both values are slightly higher than the averages for all of Spokane.

Residents of Caucasian race make up almost 85-percent of the neighborhood population. Other races in the neighborhood include Hispanic (4.7%); Native American (4.5%); Black (4.1%); and Asian Pacific Islander (2.3%). The neighborhood is more racially diverse than the City as a whole.

Education

The educational levels of West Central's residents lag behind that of Spokane, which in turn lags behind the rest of Washington State. Of residents that were over 25 years old in West Central, only 77-percent had a high school education or higher. This was lower than Spokane's rate of 88-percent. Only 8-percent of residents in West Central had an associate's degree compared to almost 10-percent in Spokane. In West Central, eight percent of residents had a Bachelor's degree or higher compared to Spokane with over 25-percent. Census data from 2000 indicates that eleven percent of Spokane's population had less than a high-school graduate level of education. In the 2009, Washington State had a high school dropout rate of 19.4 percent compared to Spokane Schools 28.7 percent (ciswa.org).

Income

According to city-data.com, the 2009 median household income in West Central was \$24,918 which is over \$14,000 less per year than the Spokane median of \$38,939. Compare that to the \$55,458 State median household income and it quickly becomes apparent that there is a large margin for improvement in West Central income (OFM).

Sources

- 2010.census.gov
- www.city-data.com/neighborhood/West-Central-Spokane-WA.html
- http://spokane.ciswa.org/about-us/ dropoutfacts
- http://www.ofm.wa.gov/economy/hhinc/ medinc.pdf

What is next for West Central

Planning work for West Central will continue using this Action Plan for guidance. Accomplishing the action items set forth in this Plan will require dedication, patience, and perseverance. Many actions will take years to finish. In the near future, West Central will need to:

- Further refine priority issues, studies, projects, and actions.
- Assign responsibility to individuals to track and manage projects.
- Identify partners.
- Establish clear goals and objectives with realistic timelines for actions and projects.
- Estimate costs to complete studies, actions, and projects.
- Identify possible funding sources; assign responsibility for liaisons for funding sources and grants.

PRIORITY ISSUES & SOLUTIONS

The following issues identified as having a rank 1 were considered by the Stakeholder Team to be most important. Rank 2 and 3 issues were somewhat less important, and issues in ranks 4 and 5 were considered least important. Priority was assigned by the Stakeholder Team for each issue without regard for the time frame within which action steps can realistically be accomplished and without concern for whether funding sources can be practically identified. Accordingly, it is possible that a higher priority issue may not be realized for many years. In contrast, some low priority issues could be potentially accomplished in a relatively short amount of time without significant capital expense.

Issue Rank 1

Land Use

In order to realize the potential of the neighborhood, West Central seeks to encourage Commercial and light-industrial business investment in the neighborhood. The City should seek ways to enforce land use regulations in RSF zones, and be able to apply land use regulations to non-conforming land uses (i.e. residential uses in industrial zones).

Transportation

Additional opportunities for bike lanes and multi-modal transportation options in and connecting to the neighborhood should be explored to maximize West Central's proximity to downtown and provide lowincome families with a greater ability to function without the cost of an automobile.

Community Facilities

Funding for maintenance and improvements for the neighborhood community centers is important. Ensuring they are adequately funded is a high priority for West Central.

Housing

In an analysis of City permit data by students from WSU, findings suggest that not enough opportunity is provided for home ownership within existing neighborhoods. The analysis suggests that the City find ways to encourage home ownership and development in "in-fill" neighborhoods such as West Central.

Design & Historic Preservation

West Central's historic streets and housing stock (i.e. Nettletons Historic Addition) are essential to the character of the community. These special places as well as the many public spaces in the neighborhood need additional attention and investment to prevent deterioration, increase safety, and enhance the character of the neighborhood.

Parks, Recreation, & Open Space

West Central benefits from a large amount of open space for recreation. Unfortunately, there are few areas of vacant land available within the neighborhood for more active recreational amenities. Therefore, West Central needs to concentrate on enhancing and protecting its rich open space areas.

Issue Rank 1, continued

Social Needs

In order to combat high school dropout rates, drug and alcohol abuse, and gang activity, West Central needs to develop a safe and nurturing community that provides a diversity of social, recreational, education, and cultural opportunities for all ages.

Economic Development

A strong West Central business community is desired to support existing business and promote and encourage economic investment and activity in the neighborhood.

Issue Rank 2

Land Use

Many areas in the neighborhood have non-conforming land uses.

Transportation

Businesses and residences along the Maple/Ash corridor and in the Spokane County Campus area would benefit from additional parking and traffic load accommodations. Several intersections along Maple/Ash including, Gardener, Boone, and Maxwell are considered dangerous by West Central residents.

Community Facilities

There is a shortage of basic and emergency healthcare services for lower income residents in the neighborhood.

Housing

West Central should capitalize on the current growth in the neighborhood to increase revitalization and private investment in the neighborhood. This means returning more structures in the neighborhood's housing stock to owner-occupied residences and providing other opportunities for low-income and subsidized apartment residences.

Design & Historic Preservation

Key areas within West Central need improvements to provide a positive sense of arrival and place. Improvements should be unique to West Central and give a sense of pride in the community. Key arrival points include northbound at the Maple Street Bridge, Broadway at Monroe Street, and Pettit Drive at Indiana.

Parks, Recreation, & Open Space

West Central will greatly benefit from a complete Centennial Trail running through the neighborhood. The neighborhood should explore opportunities for other trails along the river that provide access to key points of interest.

Social Needs

Creating a positive reputation for livability will help West Central make the neighborhood attractive and desirable. The neighborhood should be considered a safe and nurturing community that provides diverse social, recreational, educational, and cultural opportunities for all ages.

Economic Development

Incentives need to be established that provide support focusing on small businesses in the neighborhood who employ residents of West Central.

Issue Rank 3

Transportation

In conjunction with other sections of the Action Plan, the streets, sidewalks, and streetscape amenities along arterials and important residential streets in the southern portion of the neighborhood would benefit from repair and improvement.

Community Facilities

West Central's schools have seen recent minor upgrades to their existing facilities. However, the neighborhood schools are at full capacity and deteriorating from age. West Central's residents want to provide more educational support for the neighborhood's children.

Design & Historic Preservation

The West Broadway Neighborhood Center is not fully developed. Within the neighborhood, the Plaza Center, located on Oak Street south of Broadway Avenue, needs to be completed with further expansion east towards the County Courthouse.

Parks, Recreation, & Open Space

As a key component of livability in West Central, parks and open spaces in the neighborhood need better maintenance, regular clean up, and safety improvements.

Social Needs

West Central has a lack of everyday local services that are easily accessed by the elderly, disabled, or low-income residents of the neighborhood. Services that are available are often difficult to access.

Economic Development

West Central has high unemployment rates and a high percentage of the neighborhood population falls below the poverty income level. Eduction may play a critical roll in these issues.

Issue Rank 4

Transportation

A.M. Cannon Park needs a pedestrian safety zone designated around it, similar to Manito Park.

Community Facilities

West Central's proximity to downtown Spokane and other amenities makes it an attractive neighborhood for empty-nesters and retirees. The neighborhood does not have adequate programs and support for anticipated demands.

Social Needs

Social service agencies are unaware of the services being provided within West Central.

Issue Rank 5

Social Needs

With West Central's diverse racial and socioeconomic population, there is a perceived issue with racial integration. The neighborhood should strive to create a community free of racial or social bias.

"Growth will be managed to allow a mix of land uses that fit, support, and enhance Spokane's neighborhoods, protect the natural environment, and sustain the downtown area and broaden the economic base of the community." - City of Spokane Comprehensive Plan

LAND USE

Maxwell

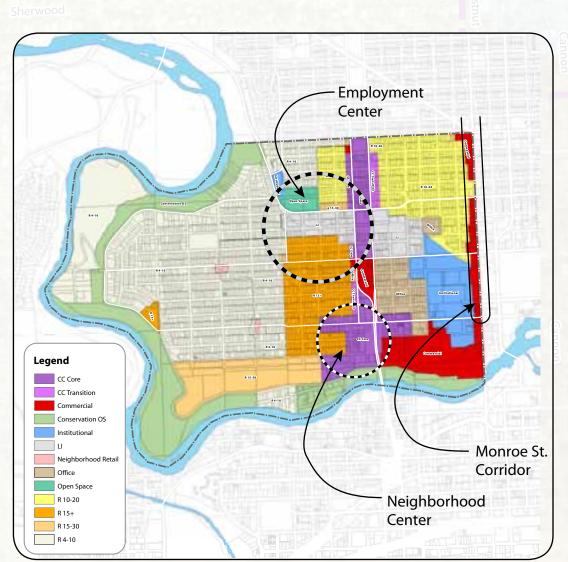


FIGURE 6 - COMPREHENSIVE PLAN DESIGNATIONS FOR WEST CENTRAL NEIGHBORHOOD

West Central has been actively involved in land use planning both before and since the adoption of the City of Spokane's Comprehensive Plan in 2001. First in 1986 when the neighborhood developed a Comprehensive Neighborhood Plan which was rescinded when the City adopted a citywide comprehensive plan as required under the Washington State Growth Management Act.

In 2001 the neighborhood was selected for one of the first Centers and Corridors planning efforts and undertook planning for the West Broadway Neighborhood Center from 2001 to 2003. As one result of that planning effort, a streetscape design was created in 2004 for West Broadway through a public planning process. Phase one street improvements along Broadway Avenue from Ash Street to Oak Street have been completed.

Phase two street improvements along Broadway Avenue from Oak Street to Elm Street were done in conjunction with the City of Spokane and the Washington State Department of Ecology as an experimental storm water control measure. Storm Gardens were created to divert and capture stormwater runoff and treat runoff along the street. This experimental garden won a national EPA award for innovation. Completion of phase two involves the installation of street lighting, which matches the lighting in phase one, and the installation of other street amenities such as trash receptacles and bike racks.

Phase three is in the planning and design stages and stretches along Ash Street from Broadway Avenue south to Bridge Avenue. Additional Broadway streetscape improvements are anticipated to be funded through the West Quadrant Tax Increment Financing District known as (WQTIF).

In 2005 a second neighborhood/sub-area planning effort was undertaken at Maxwell Avenue and Elm Street, a designated Centers and Corridors Employment Center. The land use in this area was changed to reflect center designation. At the same time as the Maxwell Avenue and Elm Street designation, the Nettleton's Historic District adoption took place and this area was re-zoned to the lowest residential density, which is Residential Single Family (RSF).

In 2007, planning for the last area designated as a corridor in the West Central Neighborhood was undertaken. This corridor, the Monroe Street Corridor, extends along the eastern edge of the neighborhood. Other participants in this planning process included the North Monroe Business Association, Downtown Spokane Partnership, the Emerson-Garfield Neighborhood Council and the Riverside Neighborhood Council. Some land use changes were undertaken along the northern edge of the corridor but traffic concurrency issues prevented significant land use changes from being undertaken along the entire corridor.

In 2009, the neighborhood decided to participate in another planning effort approved by the City Council in 2007. The neighborhood chose Track three from the City of Spokane Neighborhood Planning Guide Book which is identified as Centers or Corridors Planning and Neighborhood Planning. During this three year process (2009-2012), the stakeholder group held several meetings in which land use was discussed extensively. This report is a result of the 2009-2012 neighborhood planning effort.

Much of the discussion focused on the quality of existing buildings in the neighborhood. Of particular interest was a desire to see increased maintenance of existing homes and businesses as well as economic investment in homes and businesses which have deteriorated or been abandoned. Significant discussion also centered around the use of basic architectural standards in the Nettleton's Addition (the largest historic district in Washington State) in order to preserve the district's historic architectural fabric.

Another topic covered was change of use. There are a few existing structures that originally had a historic commercial use but are now designated by use and/or zoning as residential. Although this change originally occurred due to the adoption of the City's Comprehensive Plan in 2001, the Spokane Municipal Code does permit historic structures the possibility of "change of use" from residential to another use through the conditional use permit route (see chapter 17C.335, Historic Structures - Change of Use).

Land Use Issues, continued

An alternative route to accomplishing this is identified in the City's Comprehensive Plan, Chapter 3 Land Use. The following policies: Policy LU 3.2 Centers and Corridors, Policy LU 3.3 Planned Neighborhood Centers and LU 3.4 Planning for Centers and Corridors, mention it can be addressed through the neighborhood planning process. It should also be noted that these historic commercial structures are on arterial streets and are serviced by Spokane Transit Authority (STA).

In addition to the historic commercial structures, there are two small areas zoned Neighborhood Retail which contain vital walkable shopping to neighborhood residents. Bongs Grocery and Deli on Boone Avenue and Broadway Foods located on Broadway Avenue are examples of such uses which were mentioned as valued during discussions.

The neighborhood wishes to support these businesses as essential but also expressed the need for additional retail opportunities. A day care, bistro/coffeeshop, sandwich business, a barber shop, and a hardware store were some of the ideas mentioned for additional retail opportunities which would benefit the neighborhood.

The group viewed these as potential opportunities for re-energizing some of the historic business structures located along Broadway Avenue and Boone Avenue at Nettleton Street and Cochran Street (see land use issue 2).

Parking was also discussed by the stakeholder group, most of which focused around overflow parking by county employees from various agencies around the County Campus. Some of the solutions identified were the elimination of 10 hr meters and 1-1/2 to 3 hr limit parking radiating out from the County Court House. Also mentioned was the possible location for two parking structures to address the overflow parking from the County Facilities Building into the neighborhood (see transportation issue 2).

Another concept discussed was the creation of high density residential in the area bound on the south by Boone Avenue and on the north by Mission/Maxwell Avenue, on the west by Maple Street and on the east by Monroe Street. This concept was identified because it puts high density housing between three Centers and

Corridors, Monroe Street to the east, Broadway Avenue to the south and Maple/Ash Streets to the west and follows the overall theme of the City's Comprehensive Plan which is to place high density housing in and around Centers and Corridors.

In addition to the housing and business concerns the stakeholder group also discussed the expansion of the Spokane County Correctional Facilities on the north side of the County Campus (conditional use permit approved by City of Spokane May 2011) and the social and economic impacts these facilities will have on the West Central Neighborhood.

The West Central Neighborhood is also home to the Kendall Yards PUD which is located in the southern section of the neighborhood adjacent to the Spokane River. Kendall Yards is currently being developed and offers significant investment in the neighborhood as well as re-energizing the important connection between the West Central Neighborhood and downtown Spokane.

Compiled By Jen Hussey

Land Use Issue 1

West Central has some areas of underutilized property zoned commercial and industrial.

Action Steps

- Encourage a mix of predominantly medium density residential and low-rise office uses on large undeveloped sites where live-work and service environments can be integrated to enhance livability without adversely impacting the surrounding neighborhood.
- Encourage the redevelopment of under-utilized light-industrial and heavy commercial areas for mixed use developments consisting of complementary low-rise office and incubator commercial warehouses.
- Use functions of the neighborhood to enhance livability.
- Examine the need for limited retail to serve the employees in the office uses allowed in the O-35 zone between Boone and Broadway east of Maple.

Land Use Issue 2

The West Central Neighborhood contains too many areas of non-conforming use in the neighborhood, which could potentially lead to disinvestment.

Action Steps

- Study ways to alleviate non-conforming land-use issues in the neighborhood.
- Study options to alleviate non-conforming land uses, such as creating a no-required parking overlay zone for existing structures since these historic structures may not have room to accommodate off-street parking.
- Find ways to help property owners with historic commercial properties learn about opportunities to re-energize theses properties as small neighborhood businesses. Currently Spokane Municipal Code, Section 17C.335, Historic Structures-Change of Use offers one avenue for reuse. The neighborhood would like to work with the City in the future to explore more opportunities.

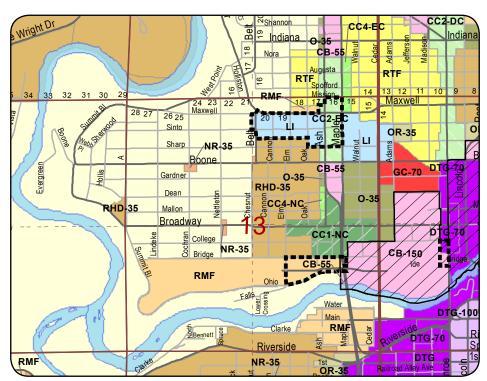
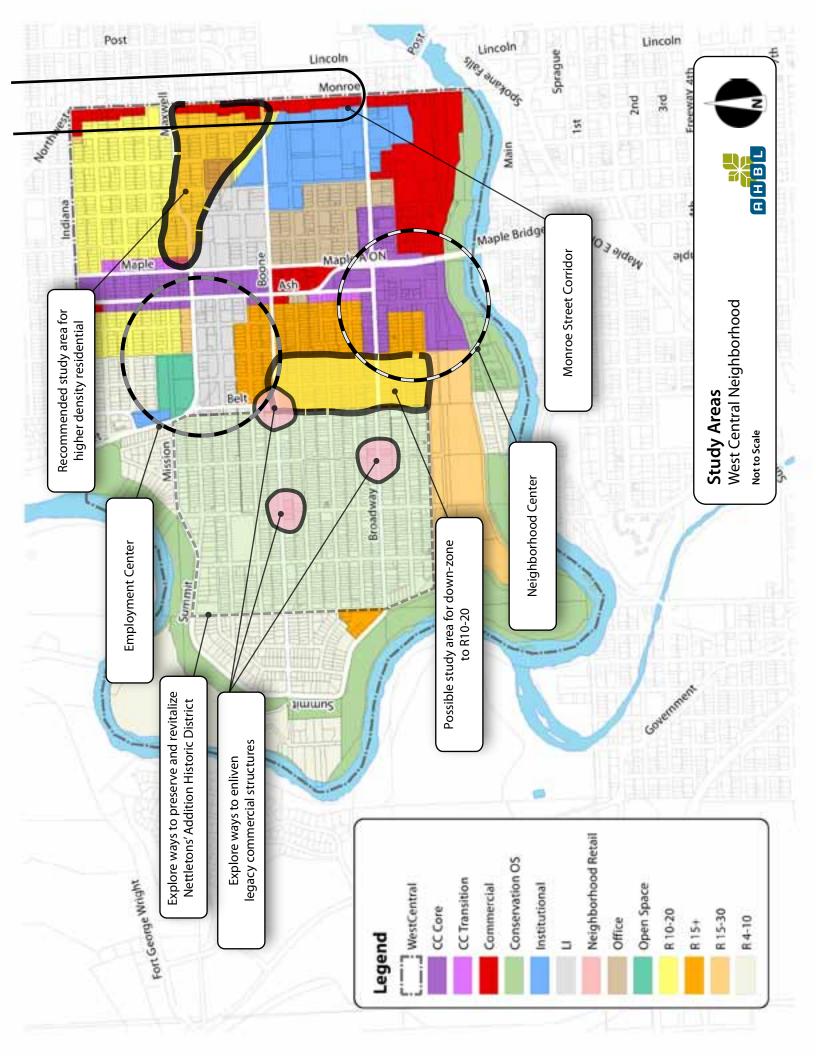


FIGURE 7 - ZONING IN WEST CENTRAL. THE FULL ZONING MAP WITH LEGENDS CAN BE VIEWED ON THE CITY OF SPOKANE'S WEB SITE.





Sub-Area Descriptions and Recommendations

Area 1

This area is bordered on the north by Mission Avenue, on the south by Bridge Avenue, on the east by Chestnut Street and on the west by A Street. The area, Nettleton's Addition, is the largest historic district in Washington State. The housing in this area is predominantly 1 to 1-1/2 story, single family housing. In addition, there are historic business centers in this area.

BECAUSE THE AREA IS PLATTED IN SMALL LOTS AND IN ORDER TO ENCOURAGE MAINTENANCE OF OPEN SPACE AND STREETSCAPE, DETACHED AND COMMON WALL SINGLE FAMILY UNITS SHOULD BE ENCOURAGED. IN ADDITION A ZONE CHANGE AS SHOWN ON THE WEST CENTRAL ZONE MAP SHOULD BE ALLOWED TO MAKE THE HISTORIC BUSINESS CENTERS CONFORMING. ALSO THE USE OF FEE SIMPLE OWNERSHIP TOWNHOUSES SHOULD BE ALLOWED ON TWO OR MORE COMMONALLY OWNED CONTIGUOUS LOTS, AND THE USE OF SPLIT CORNER LOTS SHOULD BE ALLOWED AND ENCOURAGED.

ALL NEW CONSTRUCTION IN THE AREA SHOULD BE ARCHITECTUALLY COMPATIBLE WITH THE EXISTING HOUSING AND INCORPORATE ARCHITECTUAL ELEMENTS FROM THE EXISTING HOUSING.

Area 1 Recommended Land Use Designation: Multifamily Residential, Medium Density, Neighborhood Mini-center.

Area 1A

This area is bound on the south by Mission Avenue, on the north by the Spokane River, on the west by City of Spokan park land, and on the east by Pettit Drive. This area is dominated by large lots and single family homes sitting back from the street. Most of these houses are 1-1/2 to 2 stories and were built for officers at Fort Wright, as well as judges and dignitaries from the surrounding area. The houses in this area should be maintained as single family homes to maintain the openness of the adjacent river corridor.

Area 1A Recommended Land Use Designation: Residential Single Family

Area 2

This area is bound on the west, north, and south by Summit Blvd and on the east by A Street. The houses in this area are primarily 1 to 1-1/2 story single family residences with a few duplexes. In addition, the houses on Summit are larger homes on larger lots and have a view across Summit Blvd to open park land and the Spokane River gorge.

TO PRESERVE THE ENVIROMENTAL FEATURES IN THE AREA AND TO ALLOW DEVELOPMENT TO OCCUR WHICH WILL PROTECT THE CHARACTER OF THE AREA DEVELOPMENT OF DETACHED SINGLE FAMILY HOUSING AT 12,000 SQUARE FOOT LOT SIZE ON SUMMIT AND DETACHED CLUSTERED SINGLE FAMILY WITH AN OVERALL DENSITY OF 8,000 SQUARE FEET PER UNIT SHOULD BE ALLOWED IN THE REMAINDER OF THE AREA.

Area 2 Recommended Land Use Designation: Residential Single Family, Low Density

Area 2A

This area is bound on the west by the Spokane River, on the east by City of Spokane park land, on the south by City of Spokane, and on the north by a large parcel. Most of the homes in this area are 1 to 1-1/2 story single family residences on large lots.

The observations and recommendations made within this section of the document are solely the product of the West Central Planning Group. Spokane City Planning takes no position on these observations and recommendations.

TO PRESERVE THE ENVIROMENTAL FEATURES AND CHARACTER OF THE AREA DETACHED SINGLE FAMILY HOMES WITH A MINIMUN LOT SIZE OF 10,000 SQUARE FEET SHOULD BE ENCOURAGED.

Area 2A Recommended Land Use Designation: Residential Single Family, Low Density

Area 2 B

This area is bound on the west and north by the Spokane River, on the east by City of Spokane park land, and on the south by an adjacent development. This is a large contiguous parcel and was the site of a former amusement park. The current use is a large mobile home park which encompasses most of the site. Homes in this area are single and double wide manufactured units.

TO ENHANCE AND PRESERVE THE RIVER AND ECOSYSTEM IN THIS AREA FUTURE CONVERSION TO CLUSTERED SINGLE FAMILY HOUSING ON A MAXIMUM OF 12,000 SQUARE FEET CONTAINING NO MORE THAN 3 UNITS SHOULD BE ENCOURAGED. IN ADDITION AN OPEN SPACE OF 10% 0F A CLUSTERED AREA SHOULD EXIST BETWEEN CLUSTERS.

Area 2B Recommended Land Use Designation: Residential Single Family, Low Density

Area 2C

This area is bound by the Spokane River to the south, Ohio Avenue and the Centennial Trail to the north, and City of Spokane park land to the east and west. There are a number of small platted lots most of which have small single family, 1 to 1-1/2 story homes. Due to the size of the lots and the area's proximity to the Spokane River most homes are close to each other. There are a few larger homes above on Ohio Avenue which are spaced further apart and have modestly sized yards with gardens. Future expansion of the Centennial Trail westward along Ohio Avenue is planned and will have an impact on these homes.

TO MAINTAIN AND ENHANCE THE CHARACTER AND ECOLOGICAL ATTRIBUTES OF THE AREA SMALL COMPACT SINGLE FAMILY HOUSING IS RECOMMENDED FOR THE PORTION ADJACENT TO THE SPOKNE RIVER WITH ANY NEW CONSTRUCTION USING A COMPACT DESIGN AND ANY REMODELING OF EXISTING HOMES SHOULD BE VERTICAL AS APPOSED TO HORIZONTIAL. HOUSING ABOVE ON OHIO AVENUE SHOULD BE SINGLE FAMILY WITH A MAXIMUM TWO STORY LIMIT IN HEIGHT. IN ADDITION, ANY FUTURE DEVELOPMENT OR REDEVELOPMENT FOR THE PORTION ADJACENT TO THE RIVER SHOULD BE COTTAGE STYLE.

Area 2C Recommended Land Use Designation: Residential Single Family, Cottage Housing

Area 3

This area is bound on the south by Bridge Avenue, on the north by Boone Avenue, on the west by Chestnut Street, and on the east by Oak Street. The homes in this area are single family, 1 to 1-1/2 story homes, with a mix of duplex's and triplex's. In addition, the area immediately south on Bridge Avenue is currently being developed into a mixed use, single family PUD.

TO ENHANCE AND PROMOTE INVESTMENT AND NEW CONSTRUTION IN THIS AREA A MIX OF DETCHED AND COMMON WALL SINGLE FAMILY UNIT'S SHOULD BE ALLOWED. IN ADDITION THE USE OF SPLIT CORNERS AS WELL AS REPLATTING OF SMALLER LOTS SHOULD BE ALLOWED.

Area 3 Recommended Land Use Designation: Residential Two Families, Medium Density

The observations and recommendations made within this section of the document are solely the product of the West Central Planning Group. Spokane City Planning takes no position on these observations and recommendations.

Area 4

This area is bound by Pettit Drive on the west; south on Pettit Drive to Augusta Avenue; east on Augusta Avenue to Belt Street and south on Belt Street to Mission Avenue and east on Mission Avenue to Elm Street; south on Elm Street to Maxwell Avenue; east on Maxwell Avenue to Oak Street and north on Oak Street to Indiana Avenue; west on Indiana Avenue to Pettit Drive. The homes in this area are single family 1 to 1-1/2 story with a mix of duplexes, triplexes and some four to eight unit apartment buildings. In addition, the area is bound on the southwest by A.M. Cannon Park and the west Central Community Center.

TO ENHANCE AND PROMOTE INVESTMENT AND NEW CONSTRUCTION IN THIS AREA A MIX OF SINGLE FAMILY AND MULTTY FAMILY RESIDENTIAL HOUSING SHOULD BE ALLOWED. IN ADDITION CONSTUCTION OF SENIOR HOUSING SHOULD BE ALLOWED AND ENCOURAGED.

Area 4 Recommended Land Use Designation: Residential Multifamily, Medium Density

Area 4A

This area is bound on the west by Pettit Drive; on the south by Maxwell Avenue; on the east by Elm Street; north on Elm Street to Mission Avenue; west on Mission Avenue to Belt Street; north on Belt Street to Augusta Avenue; west on Augusta Avenue to Pettit Drive. There are no residential homes in this area. The area is comprised by A.M. Cannon Park and the West Central Neighborhood Center.

TO MAINTAIN AND ENHANCE THE SOCIAL AND ENVIROMENTAL CHARACTER OF THIS AREA RESIDENTIAL USES SHOULD BE RESTICTED AND THE DESIGN ELEMENT FROM THE 1986 WEST CENTRAL NEIGHBORHOOD DESIGN PLAN SHOULD BE USED AS A TEMPLATE FOR ANY FURTHER EXPANSION OF THE PARK AND THE WEST CENTRAL COMMUNITY CENTER.

Area 5

This area is bound by Maple Street on the west, Monroe Street on the east, Indiana Avenue on the north, and Mission Avenue & Maxwell Avenue on the south. The homes in this area are 1 to 2 story single family with duplexes, triplexes, and fourplexes scattered throughout the area. In addition, there are several 1 to 2 story historic homes in the area, the most notable is the Muzzy Mansion at the corner of Mission Avenue & Walnut Street.

TO ENHANCE THE CHARACTER OF THE AREA AND TO PROMOTE INVESTMENT AND NEW CONSTRUCTION A MIX OF SINGLE AND MULTIFAMILY HOUSING SHOULD BE ALLOWED. IN ADDITION NEW CONSTRUCTION SHOULD BE ARCHITECTURALLY COMPATIBLE WITH THE EXISTING HOUSING BY INCORPORATING ARCHITECTUAL ELEMENTS WHICH ARE FOUND ON EXISTING HOUSING UNITS.

Area 5 Recommended Land Use Designation: Residential Multifamily, Medium Density

Area 6

This area is bound by Mission Avenue & Maxwell Avenue to the north; east to Monroe Street; south on Monroe Street to Boone Avenue; west on Boone Avenue to the intersection with the abandoned rail line right-of-way; northwesterly along the rail line right-of-way to Cedar Street; north on Cedar Street to Sinto Avenue; west on Sinto Avenue to Walnut Street; Walnut Street north to Maxwell Avenue; west on Maxwell Avenue to Maple Street; and north on Maple Street to Mission Avenue. The homes in this area are single family 1 to 1-1/2 story with several two story homes scattered throughout the area. In addition this area lies between two centers and corridors and to the south abuts the Spokane County Campus as well as Spokane Transit Authority bus barn and garage.

TO ENHANCE AND PROMOTE INVESTMENT IN THIS AREA RESIDENTIAL HIGH DENSITY TWO TO THREE STORY SHOULD BE ALLOWED AS WELL AS RESIDENTIAL MULTIFAMILY. RESIDENTIAL HIGH DENSITY IS RECOMMENDED ON THE BLUFF ALONG SINTO AVENUE WITH TRANSITIONAL HOUSING TO THE NORTH.

Area 6 Recommended Land Use designation: Residential High Density, Transitional

Area 7

This area is bound on the north by Maxwell Avenue, on the south by Boone Avenue, on the west by Chestnut Street, and on the east by Ash Strteet. The homes in this area are single family 1 to 1-1/2 story with a few duplexes, triplexes, and apartment buildings scattered throughout the area. Most of the area is comprised by an industrial zone along an abandoned rail line right-of-way. In addition the area is buffered on the east by the Ash Street & Maple Street Center and Corridor, also the entire area is encompassed by the Maxwell Avenue/ Elm Street Employment Center.

TO ENHANCE AND PROMOTE INVESTMENT IN THIS AREA CONVERSION OF THE SINGLE FAMILY HOMES TO RESIDENTIAL MULTIFAMILY AND RESIDENTIAL HIGH DESITY SHOULD BE ALLOWED. IN ADDITTION AN EXPANSION OF THE INDUSTRIAL ZONE TO SHARP AVENUE ON THE SOUTH WITH TRANSITIONAL HOUSING FROM SHARP AVENUE SOUTH TO BOONE AVENUE IS RECOMMENDED AND SHOULD BE ENCOURAGED. ALSO THE PLANNING AND DESIGN GUIDELINES FROM THE 1986 WEST CENTRAL NEIGHBORHOOD PLAN FOR THE INDUSTRIAL AREA SHOULD BE ADOPTED.

Area 7 Recommended Land Use Designation: Residential Multifamily, Residential High Density, Residential Transitional, Industrial.

Area 8

This area is bound on the north by Indiana Avenue; on the east by Maple Street; south on Maple Street to College Avenue; east on College Avenue to Cedar Street; south on Cedar street to Bridge Avenue; west on Bridge Avenue to Oak Street; north on Oak Street to Broadway Avenue; west on Broadway Avenue to Oak Street; north on Oak Street to Boone Avenue; east on Boone Avenue to Ash Street; north on Ash Street to Maxwell Avenue; west on Maxwell Avenue to Oak Street; north on Oak Street to Indiana Avenue. The area has limited single family homes which are 1 to 1-1/2 story most of which have been converted to duplexes and triplexes, in addition there are a few four to eight unit apartment units which are for the most part located along Ash Street. There is a Spokane City Fire Station in the area located at the corner of Indiana Avenue and Ash Street. The area is in the Maple Street/Ash Street Center and Corridor and has businesses located along Maple Street and Ash Street.

TO ENHANCE AND PROMOTE INVESTMENT IN THIS AREA CONVERSION OF THE SINGLE FAMILY HOMES TO RESIDENTIAL MULTIFAMILY AND RESEDENTIAL HIGH DENSITY IS RECOMMENDED. IN ADDITION THE USE OF MIXED USE COMMERCIAL ALONG MAPLE STREET AND ASH STREET SHOULD BE ENCOURAGED.

Area 8 Recommended Land Use Designation: Residential Multifamily, Residential High Density, Mixed Use Commercial

Area 8A

This area is bound by Ash street on the west, Maple Street on the east, Indiana Avenue on the north, and Gardner Avenue on the south. There are a few single family homes in the area as well as some duplexes, triplexes and four to six unit apartment buildings. In addition, there are numerous businesses along Maple Street and Ash Street. Between Maple Street and Ash Street from Boone Avenue north to Maxwell Avenue there

are several office buildings containing state agencies, also located in this area is a building containing the Girl Scouts and adjacent to this is a Seven Eleven convenience store.

TO ENHANCE AND PROMOTE INVESTMENT IN THIS AREA CONVERSION OF THE EXISTING SINGLE FAMILY HOMES AND RESIDENTIAL USES TO MIXED USE RETAIL AND COMMERCIAL SHOULD BE ALLOWED AND ENCOURAGED.

Area 8A Recommended Land Use Designation: Mixed Use Retail and Commercial

Area 9

This area is bound by Monroe Street on the east; south on Monroe Street to Bridge Avenue; west on Bridge Avenue to Jefferson Street; north on Jefferson Street to College Avenue; west on College Avenue to Adams Street; north on Adams Street to Boone Avenue; west on Boone Avenue to Maple Street; north on Maple Street to Maxwell Avenue; east on Maxwell Avenue to Walnut Street; south on Walnut Street to Sinto Avenue; east on Sinto Avenue to Cedar Street; south on Cedar Street to the intersection with the abandoned rail line right-of-way; southeasterly to Boone Avenue; east on Boone Avenue to Monroe Street. The area is comprised by the Spokane County Courthouse Campus, Spokane Transit Bus Barn and Garage, and mixed use retail and commercial and offices along Monroe Street.

TO MAINTAIN THE CHARACTER OF THE AREA AND TO PROMOTE INVESTMENT MIXED USE RETAIL AND COMMERCIAL AS WELL AS OFFICE USES SHOULD BE ALLOWED AND ENCOURAGED.

Area 9 Recommended Land Use Designation: Mixed Use Retail and Commercial, Office

Area 9A

This area is bound by Maple Street on the west, Adams Street on the east, Boone Avenue on the north, and College Avenue on the south. There is a wide variety of housing in the area, from 1 to 2 story single family homes to two story apartment complexes. In addition there are businesses scattered along Broadway. Many of the existing larger homes have been converted into duplexes, triplexes, and in some cases four to six unit apartment complexes. The area is currently zoned office thirty-five and a few of the larger homes have been converted into small office units. In addition, the area is adjacent to the Spokane County Courthouse Campus, as a result and due to lack of adequate parking facilities on the County Campus the overflow parking has spread into the area and created a barrier to development of larger office uses.

TO IMPROVE THE CHARACTER OF THE AREA AND PROMOTE INVESTMENT MIXED USE RETAIL AND COMMERCIAL SHOULD BE ALLOWED AND ENCOURAGED ALONG BOONE AVENUE AND BROADWAY AVENUE SOUTH TO COLLEGE. IN ADDITION MIXED USE OFFICE WITH RETAIL SHOULD BE ALLOWED AND ENCOURAGED.

Area 9A Recommended Land Use Designation: Mixed Use Retail and Commercial, Office Retail

Area 10

This area is bounded by Bridge Avenue on the north, Ohio Avenue on the south, Summit Blvd. on the west, and Monroe Street on the east. The area is the site of a former rail road line and a brownfield site. Over the years, several attempts have been made to develop this area and most recently Greenstone Corp. purchased the property and has made plans to develop it as a PUD. Beginning in the fall of 2010, Greenstone started construction on what is being called Kendall Yards, a PUD which will contain single family homes, town homes, and commercial along Monroe Street. The first phase

of construction will occur between Elm Street east to Monroe Street. In addition, to the homes Kendall Yards will include completion of the Centennial Trail west from Monroe Street to the Sandifur Bridge.

TO IMPROVE AND ENHANCE THE CHARACTER OF THE AREA THE KENDALL YARDS DEVELOPMENT SHOULD CONTINUE TO DEVELOP THE AREA AS SET FORTH IN THE PUD PLAN AND THE DESIGN AS APPROVED BY THE CITY. IN ADDITION, AS THE DEVELOPMENT PROCEEDS, THE DEVELOPER SHOULD KEEP THE NEIGHBORHOOD UPDATED AND INFORM THEM OF ANY CHANGES TO THE PUD AND THE DESIGN.

Area 10 Recommended Land Use Designation: PUD with design guidelines

Area 11

This area is bound by Ash Street to the west, Maple Street to the east, Broadway Avenue to the south, and Dean Avenue to the north. This area is the site of Bryant School and comprises the school building, parking areas and playfield.

TO MAINTAIN THE CHARACTER OF THE AREA LAND USE SHOULD BE RESTRICTED TO RESIDENTIAL MULTIFAMILY

Area 11 Recommended Land Use Designation: Residential Multifamily, Medium Density

Area 12

This area is bound by Sinto Avenue on the north, Sharp Avenue on the south, Lindeke Street on the west, and Cochran Street on the east. This area is the site of Holmes Elementary School and comprises the school building, parking areas and playfield.

TO MAINTAIN THE CHARACTER OF THE AREA LAND USE SHOULD BE RESTRICTED TO RESIDENTIAL MULTIFAMILY.

Area 13 Recommended Land Use Designation: Residential Multifamily, Medium Density

Remaining Areas

The remaining areas are along the Spokane River stretching west from the Monroe Street Bridge with a portion designated Herbert Hamblen Conservation Area. Two other areas are park land and currently undeveloped and in open space. One portion at the point has a portion of the Centennial Trail which crosses the Sandifur Bridge to the opposite side of the river. It also includes area located along the Spokane River below Summit Blvd. and Broadway and between two pieces of park land. It follows an abandoned rail line and is currently in open space and in an unimproved natural state. This area is identified as a possible extension of the Centennial Trail North and West to the T.J. Menach Bridge. The area is currently owned by a City Department and not park land.

TO MAINTAIN AND ENHANCE THE ECO-LOGICAL FUNCTION OF THE AREA THE PORTION OF THE PARK LAND IN CONSERVATION AREA AND OPEN SPACE SHOULD REMAIN IN THEIR NATURAL STATE AS MUCH AS POSSIBLE. IN ADDITION THE PORTION OF PARK LAND AT THE POINT WHICH INCLUDES THE CENTENIAL TRAIL AND THE SANDIFUR BRIDGE SHOULD HAVE PRIMATIVE UPGRADES WHICH WILL NOT DETRACT FROM THE NATURAL LOOK OF THE AREA.

Recommended Land Use Designation: Park Land, Open Space

The observations and recommendations made within this section of the document are solely the product of the West Central Planning Group. Spokane City Planning takes no position on these observations and recommendations.

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"Citizens of Spokane will have a variety of transportation choices that allow easy access and mobility throughout the region and that respects property and the environment." - City of Spokane Comprehensive Plan

TRANSPORTATION

Maxwell

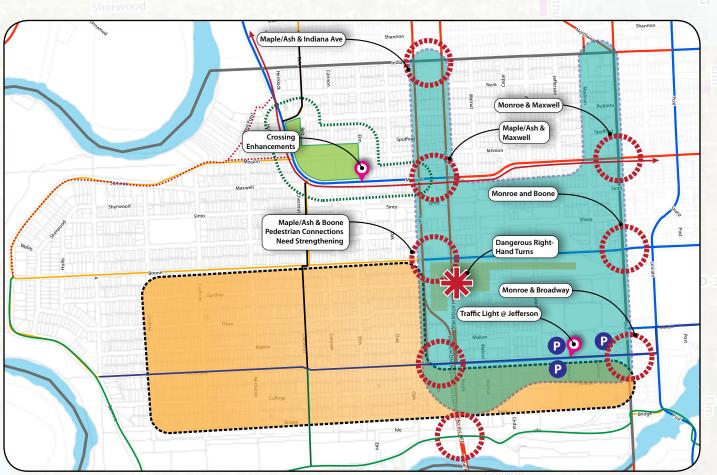


FIGURE 8 - TRANSPORTATION ISSUES IN WEST CENTRAL.

THE STAKEHOLDER TEAM FOCUSED ON PEDESTRIAN SAFETY, MULTI-MODAL TRANSPORTATION OPTIONS, AND DETERIORATING STREETS AND SIDEWALKS.

Bridge

RMF.

'West Central is a neighborhood fortunate to experience few circulation problems. The built neighborhood is well-served by arterial and local access streets, and arterial through traffic is well-directed through the neighborhood on long established routes. The predominant low-density residential use and few high volume arterials make walking and bicycling attractive means of travel. Transit routes and headways also provide good access and service to downtown and points of connection to other routes.

The neighborhood west of the Maple-Ash couplet benefits by being outside the path of high-volume, through traffic connecting downtown and points north. Vehicular traffic in these western two-thirds of the neighborhood creates few disruptions of the residential environment and poses few threats to pedestrian and bicyclist safety. The Maple-Ash couplet, however, does experience sufficient traffic volumes to create a moderate barrier to car, foot, and bike travel between the neighborhood subareas which the couplet defines. Monroe exhibits similar volumes, albeit concentrated on one two-way facility, creating both a barrier and a well-defined boundary for the neighborhood's east edge."

- West Central Neighborhood Plan (1986)

West Central's main routes of vehicular travel are Monroe Street, Northwest Boulevard, Broadway Avenue, and the Ash / Maple Street couplet. Maple/Ash is the most highly traveled with roughly 24,000 trips a day in each direction.

Stakeholder concerns center mainly around needs to increase pedestrian safety in the neighborhood, and in some cases limit vehicular movements. A number of transportation engineering and feasibility studies are called for to begin establishing a more cohesive street network in West Central.

The City of Spokane has initiated a process for neighborhood councils to begin evaluating and prioritizing Traffic Calming projects within their boundaries. In order for West Central to proceed with transportation actions, they will begin by creating and submitting a Traffic Calming Issue Report to the City's Traffic and Neighborhood Development Departments.

Almost all action items in this section will require further study and engineering analysis. Planning will soon be underway for the North Monroe Street Corridor where West Central will play an active roll in the design process.

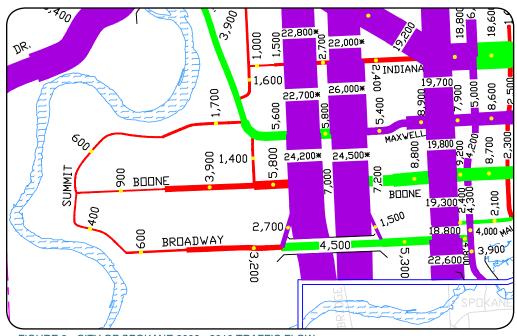


FIGURE 9 - CITY OF SPOKANE 2009 - 2010 TRAFFIC FLOW



Additional opportunities for bike lanes and multi-modal transportation options in and connecting to the neighborhood should be explored to maximize West Central's proximity to downtown and provide low-income families with a greater ability to function without the cost of an automobile.

- Provide improved bike/pedestrian connections across major arterials to connect neighborhood destinations and create pleasant and safe travel environments.
- Provide facilities which are safe, attractive, and convenient for foot travel around neighborhood parks.
- Provide traffic calming devices throughout residential streets in the neighborhood.
- Maintain a complete system of sidewalks adjacent to City streets as the primary means of pedestrian movement.
- Complete paving of all local access street and sidewalks within the neighborhood.
- Find ways to promote public transit as a means of travel for all neighborhood users by providing convenient, safe, comfortable, and easily accessible service to riders. Transit should be responsive to anticipated changes in land use and demographic patterns (i.e. Kendall Yards).
- Study ways to improve bicycle facilities in the neighborhood to support recreation for the community and travel options for residents.



FIGURE 10 - BIKE RACKS PROVIDE ENCOURAGEMENT FOR NON-VEHICULAR MODES OF TRANSPORTATION



FIGURE 11 - BUS SHELTERS CAN ENCOURAGE STA RIDERSHIP AND DEFINE THE CHARACTER OF THE NEIGHBORHOOD

Businesses and residences along the Maple/Ash corridor and in the County Campus area would benefit from additional parking and traffic load accommodations. Several intersections with Maple/Ash including, Gardener, Boone, and Maxwell are considered dangerous by West Central residents.

- Conduct a parking analysis and engineering study along Maple/Ash to explore improving parking, adding connections to neighborhood destinations, and creating pleasant auto and pedestrian travel environments.
- Partner with the City and County to create a "County Campus Parking District". Conduct a parking analysis and engineering study to determine parking needs and mitigations within the County Campus. This study should include examining the feasibility of eliminating 10-hour meters adjacent to the County Courthouse and graduating out from Courthouse with a 3-hour maximum on meters, creating angular metered parking on Mallon west of Monroe with 1 to 1-1/2 hour time limits, and identify possible opportunities for parking structures.
- Study the feasibility of eliminating on-street parking on the south side of Maxwell and on the west side of Ash to provide turn lanes.
- Provide an engineering study to justify improvements along Maple/Ash that mitigate safety concerns. The study should examine the feasibility of adding signage or bump-outs at the corner of Gardner and Maple to restrict right-hand turns off of northbound Maple, adding bump-outs at the corner of Gardener and Maple to restrict turns onto Walnut, acquiring right-of-way to provide right- and left-turn lanes on northbound Maple at Boone, and examine alternatives for traffic calming techniques appropriate for arterials and apply them to the Maple / Ash corridor.
- Studies should provide 'complete street' solutions that include traffic calming, pedestrian safety and amenities, and pedestrian accessibility.



FIGURE 12 - BROADWAY AVENUE STORM GARDENS AND STREETSCAPE PLANTINGS



FIGURE 13 - A POTENTIAL PARKING GARAGE SHOULD HAVE A PLEASING PEDESTRIAN FACADE

In conjunction with other sections of the Action Plan, the streets, sidewalks, and streetscape amenities along arterials and important residential streets in the southern portion of the neighborhood would benefit from repair and improvement.

- Improve the streetscape character within the arterial rights-of-way. Streetscape character should reflect the function of the arterial and complement the neighborhood.
- Study the feasibility of adding traffic calming devices along arterials to slow traffic through the neighborhood to posted speeds.
- Provide facilities which are safe, attractive, and convenient for foot travel around neighborhood parks.

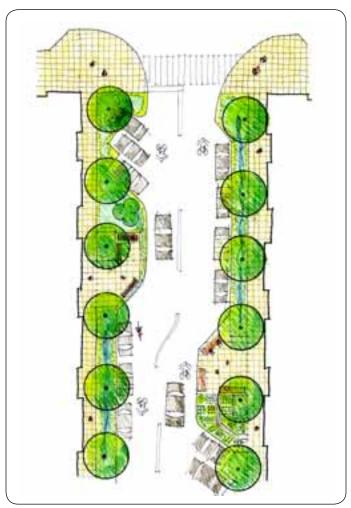


FIGURE 14 - PEDESTRIAN FRIENDLY STREETSCAPES



FIGURE 15 - COVERED BUS SHELTERS



FIGURE 16 - BUMP OUTS AND PEDESTRIAN CROSSINGS



FIGURE 17 - IMPROVED BIKE FACILITIES



FIGURE 18 - COVERED SIDE-WALKS

A.M. Cannon Park needs a pedestrian safety zone designated around it, similar to Manito Park.

- Study the feasibility of adding a flashing speed zone light and/or pedestrian crossing enhancements along park frontage on Maxwell Avenue.
- Paint crosswalks at busy intersections more frequently. Study the possibility of creating a special "West Central" crosswalk with artwork at key intersections.
- Study the feasibility of adding traffic calming devices to slow traffic on residential streets around the park.

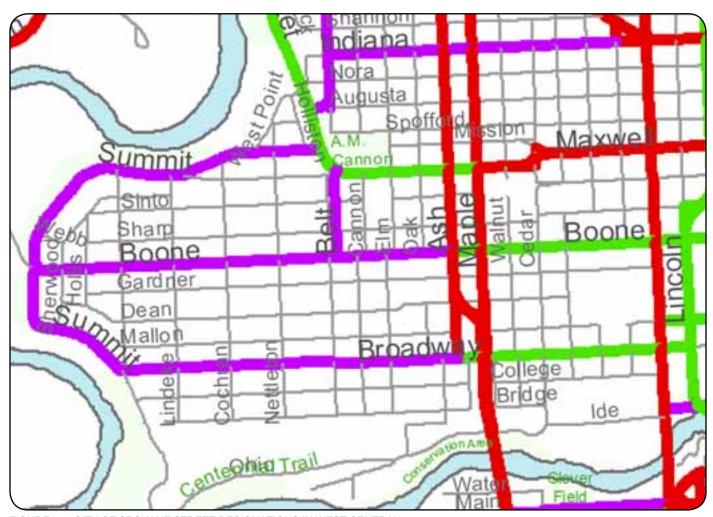


FIGURE 19 - CITY OF SPOKANE STREET DESIGNATIONS IN WEST CENTRAL

"Public facilities and utilities will be provided concurrently with a growing population to meet the safety, utility, transportation, educational, and cultural needs of residents." - City of Spokane Comprehensive Plan

COMMUNITY FACILITIES & PROGRAMS

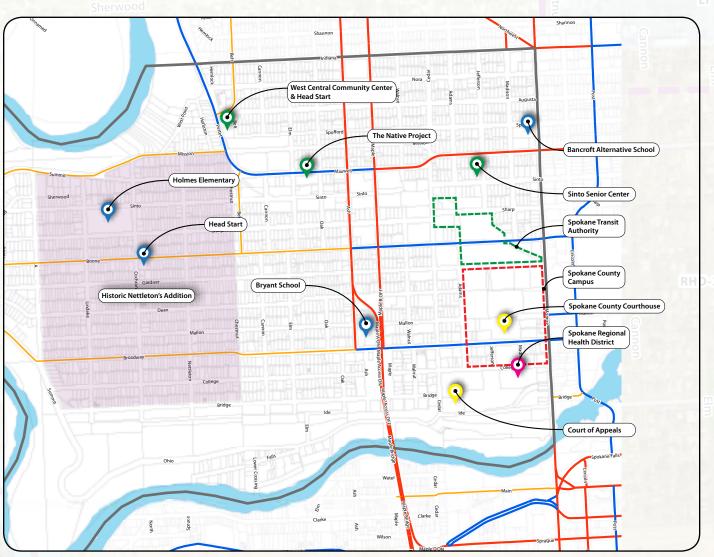


FIGURE 20 - COMMUNITY ORIENTED FACILITIES SERVING WEST CENTRAL AND SPOKANE

Community Facilities & Programs Issues

Community Facilities & Programs Issue 1

Funding for maintenance and improvements for the neighborhood community centers is important. Ensuring they are adequately funded is a high priority for West Central.

Action Steps

- Provide community center facilities and programs which are responsive to the community's needs for recreation activities.
- Advocate for additional funding for neighborhood facilities.
- Provide localized social services to effectively contribute to the economic and social revitalization of the neighborhood.

Community Facilities & Programs Issue 2

There is a shortage of basic and emergency healthcare services for lower income residents in the neighborhood.

Action Steps

Increase neighborhood access to community health centers by creating and maintaining at least one Community Health Center providing dental, eye care, and emergency clinic services.

Community Facilities & Programs Issue 3

West Central's schools have seen recent minor upgrades to their existing facilities. However, the neighborhood schools are at full capacity and deteriorating from aging. West Central's residents want to provide more educational support for the neighborhood's children.

Action Steps

• Work with the School District to accelerate the rebuild schedule for Holmes Elementary, Bryant, and Bancroft. Build state of the art schools with potential for future population growth.

Community Facilities & Programs Issue 4

West Central's proximity to downtown Spokane and other amenities makes it an attractive neighborhood for empty-nesters and retirees. The neighborhood does not have adequate programs and support for anticipated demands.

Action Steps

Find partners to work with to build an additional Senior Center and increase maintenance to the
existing Sinto Community Center to provide social programs and activities for the neighborhood's
elderly residents.



FIGURE 21 - THE WEST CENTRAL COMMUNITY CENTER



FIGURE 22 - WEST CENTRAL'S SENIOR CITIZEN CENTER

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"Affordable housing of all types will be available to all community residents in an environment that is safe, clean, and healthy. Renewed emphasis will be placed on preserving existing houses and rehabilitating older neighborhoods." - City of Spokane Comprehensive Plan

HOUSING

Maxwell

Sherwood

Fiscoric Nottteener's Addition)

Toryor

Toryo

FIGURE 23 - BUILDING FOOTPRINTS WITHIN WEST CENTRAL (2008 GIS INFORMATION).

Housing Issues

West Central is a dynamic, scenic, historic community possessesing many turn—of—the—century homes. The neighborhood is home to Nettleton's Addition, the largest historic district in Washington State (City of Spokane Historic Preservatino Office). With on-going construction in Kendall Yards, West Central is poised to see the largest amount of infill commercial and residential development in Spokane's recent history. Dramatic changes are expected in the neighborhood over the next ten years. The neighborhood's hope is that all of West Central's residential areas will provide safe residential living with easy access to transportation and basic services.

While 2010 census data was unavailable at the time this NAP was written, the Stakeholder Group was able to obtain an overview of the neighborhood's housing situation using 2000 census data, a 2005 neighborhood assessment produced by the City of Spokane, and two student-driven housing studies from Whitworth University and Washington State University.

Students enrolled in the Whitworth Entrepreneurship Program analyzed West Central's housing situation during 2009 in a door-to-door survey of residences and business in the neighborhood. The survey results show that almost 90% of the respondents have lived in the neighborhood for over two years and primarily like the area for its affordability, community, and location. Seventy-percent of the sixty total respondents were renting their homes. Only sixty adults responded to the survey from over 3,600 households in the neighborhood (city-data.com) so the results of the survey may not be statistically significant.

Data was also collected by a group of Washington State University students, under a study commissioned by Greenstone Development to look at building patterns in Spokane since the implementation of the City's Comprehensive Plan. The WSU study concluded that urban infill development was restricted by current (2010) building and planning codes. The City of Spokane has since been working on several avenues to allow and encourage more urban residential infill as suggested in the WSU study.

Sources:

 City of Spokane Historic Preservation Office. Nettleton's addition historic district. Retrieved from http://properties.historicspokane.org/ district/?DistrictID=27

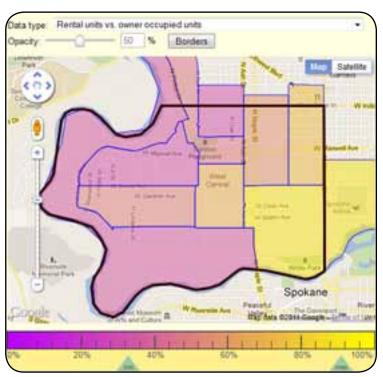


FIGURE 24 - RENTALS VERSUS OWNER-OCCUPIED HOMES IN WEST CENTRAL (CITY-DATA.COM).

Housing Issue 1

West Central desires more owner-occupied homes than rentals in the neighborhood.

- Inventory all homes within the neighborhood.
- Develop a strategy to provide more opportunities for safe, clean, and healthy, affordable, owneroccupied housing of all types within the neighborhood.
- Increase home ownership and provide incentives that support physical improvements for owner occupied residential development that contributes to the neighborhood's ambiance and character.
- Maintain exclusively single-family residential use in areas showing good housing quality and a high predominance of single-family, owner-occupied homes through programs or activities that increase awareness of housing opportunities, needs, or other issues within the neighborhood.



FIGURE 25 - FUTURE HOUSING IN KENDALL YARDS (GREENSTONE HOMES)

Housing Issue 2

West Central should capitalize on the current growth in the neighborhood to increase revitalization and the quality of the neighborhood's housing supply.

- Continue to work with the City of Spokane as an important partner with West Central to address housing issues and encourage investment in the neighborhood.
- Maintain the predominantly low-density residential character of the neighborhood while encouraging higher density residential use in areas of the neighborhood where redevelopment will not detract from low-density environments. Study the possibility of changing development regulations to support densities and improvements noted above.
- Support physical improvements of neighborhood housing stock through public and private investment. Methods to accomplish this may include modifying current landlord ordinances to require rental inspections and greater landlord accountability and/or to partner with Code Enforcement to address long term boarded and/or abandoned properties.
- Target home rehabilitation improvements to the appearance of homes situated along major traffic corridors and high visibility areas to improve the image of the neighborhood and to stabilize turnover in low-income, low-density housing areas.
- Expand Code Enforcement's ability to enforce landlord and homeowner compliance with current SMC Section 17 ordinances related to trash and drugs. Empower Code Enforcement with the ability to truly enforce these codes.

"The qualities that make Spokane unique, including the historic and cultural fabric, neighborhoods, downtown area, parks and green spaces, and tree-lined streets, will be maintained and improved." - City of Spokane Comprehensive Plan

DESIGN & HISTORIC PRESERVATION

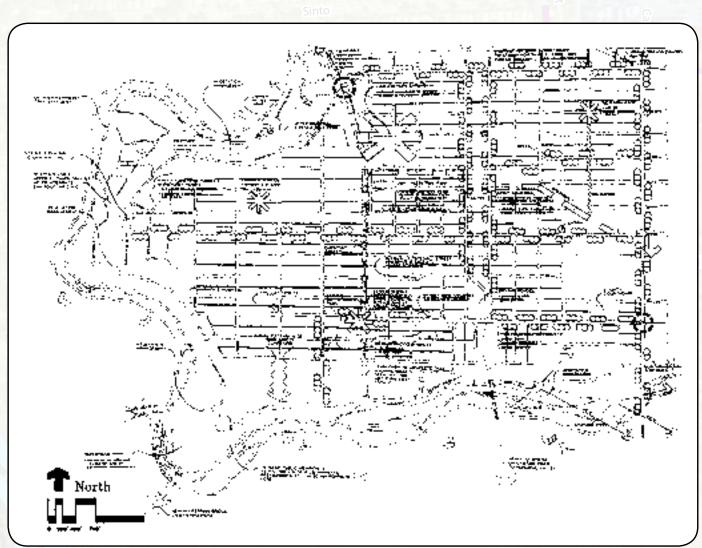


FIGURE 26 - THE 1986 WEST CENTRAL COMPREHENSIVE PLAN DESIGN. MANY ELEMENTS OF THIS PLAN REMAIN PERTINENT TODAY.

Design & Historic Preservation Issues

West Central is a neighborhood rich in history spanning over 120 years of European settlement. As one of the first areas of Spokane to be developed, and long an area of interest, the neighborhood's history has made a large influence on its form and character. As noted in the 1986 neighborhood comprehensive plan,

The neighborhood developed over a period of years because of internal and external influences, but its development has followed no particular plan. In its younger days when the neighborhood was fresh, this lack of planning did not seem like an obvious problem.

As with most other neighborhoods in Spokane, West Central has seen small and gradual improvements in its built environment over the last twenty-five years. Most notably, West Central has seen improvements along Broadway, around the County Courthouse campus, and some improvement along the Monroe corridor. West Central also has the largest area of infill development and housing in the City with construction underway in Kendall Yards along the upper bluff of the Spokane River. However, these improvements have been somewhat disjointed and there is a lack of unifying elements and character that would define West Central's boundaries. These ideas from the '86 plan still carry merit:

Goal: Encourage development of amenities and character features throughout the neighborhood which integrate land use patterns and circulation to provide a readily apparent identity and unified character; encourage site planning and land use which is respectful of site conditions and existing neighborhood character.

The West Central Community Neighborhood facilities, parks and gathering areas have a need to continue pursuing avenues of funding for neighborhood landscape improvements and to increase community activities. West Central should be a clean and safe environment that encourages community members to utilize neighborhood facilities and maintain a better visual appearance. Street furniture with trash receptacles attached will encourage community members to maintain neighborhood cleanliness and still maintain a positive visual impact.

The long history and preservation efforts in the neighborhood have produced an amazing inventory of historical buildings and districts which contribute to the City of Spokane's heritage. Many historic structures are located in West Central including the 1895 Spokane County Courthouse and the largest historic district in Washington State, the Nettleton Addition. Additional buildings in the neighborhood warrant listing on the Historic Register and future planning efforts should recognize West Central's history.



FIGURE 27 - HISTORIC HOMES IN THE NETTLETON ADDITION. PHOTO COURTESY OF SPOKANE PUBLIC LIBRARIES

Design & Historic Preservation Issue 1

West Central's historic streets and housing stock (e.g., Nettletons Historic Addition) are essential to the character of the community. These special places, as well as the many public spaces in the neighborhood, need additional attention and investment to prevent deterioration, increase safety, and enhance the character of the neighborhood.

Action Steps

- Encourage property owners and tenants to maintain their property in the neighborhood. Design new residential and commercial structures so that they maintain continuity of existing historical architecture.
- Maintain aesthetically compatible view corridors from the neighborhood's interior to the riverfront in order to extend the positive influence of riverfront amenities.
- To create a more historic park-like atmosphere along Summit Boulevard and the Centennial Trail, use a different type of barrier instead of metal for guard rails. Products should be compatible with applicable City and Federal standards for safety.
- Improve streetscapes with building façade improvements, harmonious neighborhood signage, increased vegetation and street trees, better street and signage lighting, and more public trash receptacles.
- Improve the visual quality of the neighborhood around the County Courthouse and government area with a Veterans' Plaza in the Courthouse view corridor.
- Create a neighborhood atmosphere that is visually pleasing to residents and visitors by planting additional trees and vegetation in the streetscape.

Design & Historic Preservation Issue 2

Key areas within West Central need improvements to provide a positive sense of arrival and place. Improvements should be unique to West Central and give a sense of pride in the community. Key arrival points include northbound Maple at Bridge Avenue, Broadway at Monroe Street, and Pettit Drive at Indiana.

- Design and create visually distinct neighborhood entrances that provide visual and physical amenities along major traffic corridors and other high visibility areas and do not interfere with traffic patterns or visibility.
- Entrances could be combined with gathering points in the neighborhood that serve as focal points for neighborhood activities. One example being studied by West Central is a conceptual Veterans' Plaza in the view corridor located south of the County Courthouse.
- Consider special signage at the corner of Broadway and Monroe that indicates the significance of the West Broadway Business District and Courthouse Campus. Signage should indicate the significance of West Central being the "oldest neighborhood in Spokane."

Design & Historic Preservation Issue 3

The West Broadway Neighborhood Center is not fully developed. Within the neighborhood, the Plaza Center, located on Oak Street south of Broadway Avenue, needs to be completed with further expansion east towards the County Courthouse.

Action Steps

Complete the West Broadway Neighborhood Center 20-year Vision Plan. See the appendix for more information on this plan.

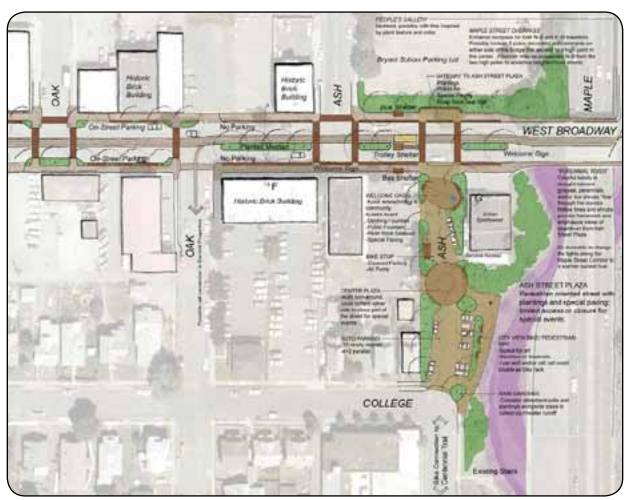


FIGURE 28 - THE WEST BROADWAY NEIGHBORHOOD CENTER PLAN (CITY OF SPOKANE).

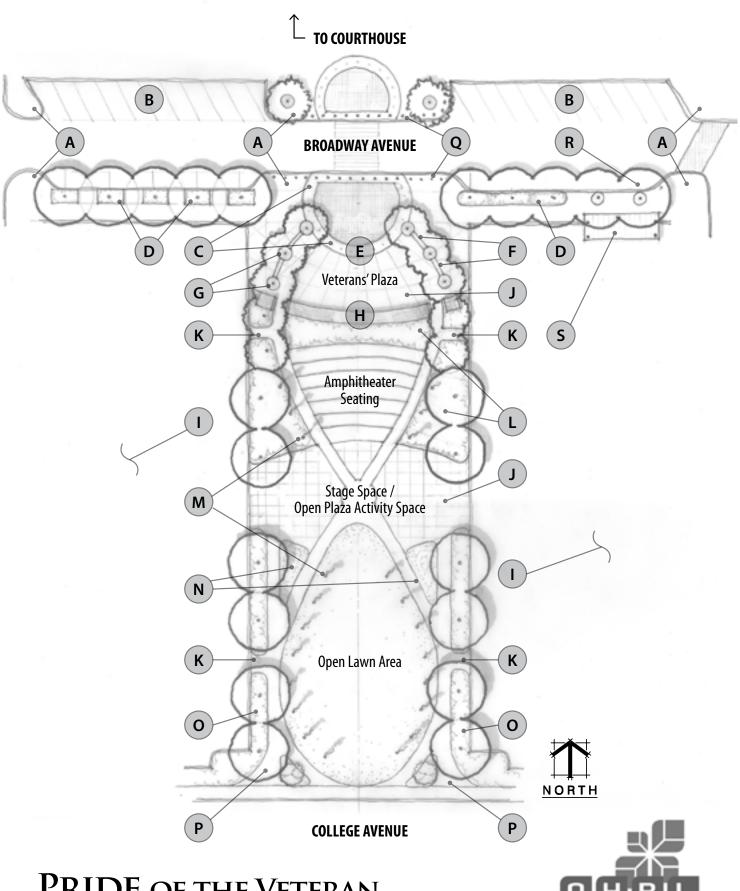
Concept 1: PRIDE of the Veteran

The "Pride of the Veteran" concept celebrates the American spirit of volunteerism, service, and social responsibility. It recognizes veterans by both commemorating their service and celebrating the democratic freedoms they protect. The space is one of civic engagement, spatially organized to support gatherings, concerts, rallies, and presentations. Banners, flags, and flowering trees focus the eye from the open lawn area from the south side of the memorial up to the tower of the County Courthouse. The activity, movement, and vitality of the space embody the celebration of our veterans.

LEGEND

- Pedestrian bulb-outs for shorter crossings & safety
- **B** Angled parking to increase parking near courthouse
- **C** Brass memorial medallions to commemorate brances of US Armed Forces
- **D** Stormwater planting cells w/ street trees
- **E** Plaza w/ donor name bricks / pavers
- **F** Benches for employees and visitors
- **G** Ground-level tree planters
- **H** Black granite memorial wall / veterans' monument
- (I) Reconfigured parking lots
- Light tan concrete w/ dark accent pavers to match courthouse
- (K) Parking lot entrances
- (L) Planted slopes to absorb change in elevation
- M Flag poles w/ banners
- **N** Berms to define spaces
- Planted buffer between public space & parking lot
- (P) South entrances
- **Q** Bollards to limit vehicular accessibility
- R Bus stop
- **S** Bus shelter





Concept 2: REMEMBRANCE of the Veteran

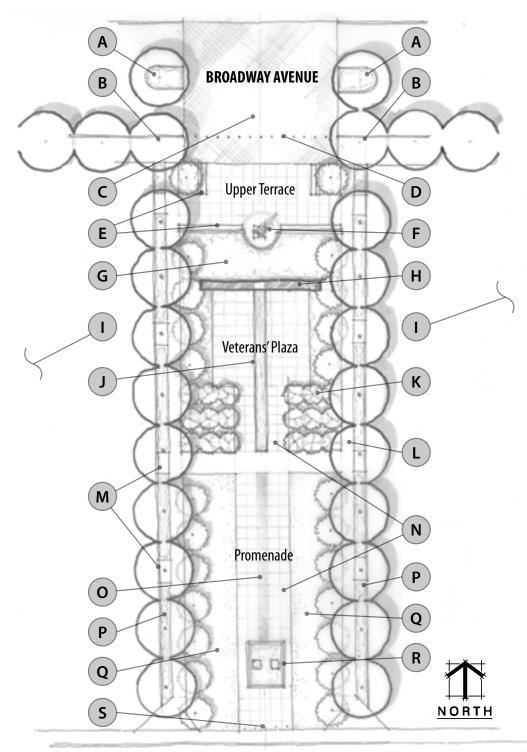
The "Remembrance of the Veteran" concept creates an introspective environment for individuals to peacefully reflect upon the service and loss of our nation's heroes. Here, the plaza is nestled into the slope of the site, allowing a contemplative space that celebrates our armed services and other service men and women. The inclusion of a 9/11 memorial fountain would mark the first of its kind for our City. The overall linear arrangement of space reinforces the inherent connection between government and its citizenry.

LEGEND

- (A) Median planters for traffic calming
- **B** Large shade trees
- **C** Paved transition / Pedestrian crossing, flush with curb and sidewalk
- **D** Lighted bollards
- **E** Benches
- **F** Local artist sculpture
- **G** Planted slope to absorb change in elevation
- (H) Black granite memorial wall / monument w/ white marble center block
- (I) Parking lots
- **J** Ground-level water runnel
- **K** Flowering tree bosque / Noise filter
- (L) Concrete sidewalk / ramp
- M Parking lot entrances
- N Light tan concrete w/ dark accent pavers to match courthouse
- O Dark paving strip reinforces lineal axis
- P Planted buffer between public space & parking lot
- **Q** Lawn
- (R) 9/11 memorial fountains
- **S** Bollards at south entrance



$\stackrel{\textstyle \frown}{}$ to courthouse



COLLEGE AVENUE

REMEMBRANCE OF THE VETERAN



"Spokane will acquire, operate, enhance, and protect a diverse system of parks, boulevards, parkways, urban forest, golf courses, and recreational, cultural, historical, and open space areas for the enjoyment and enrichment of all." - City of Spokane Comprehensive Plan

PARKS, RECREATION, & OPEN SPACE

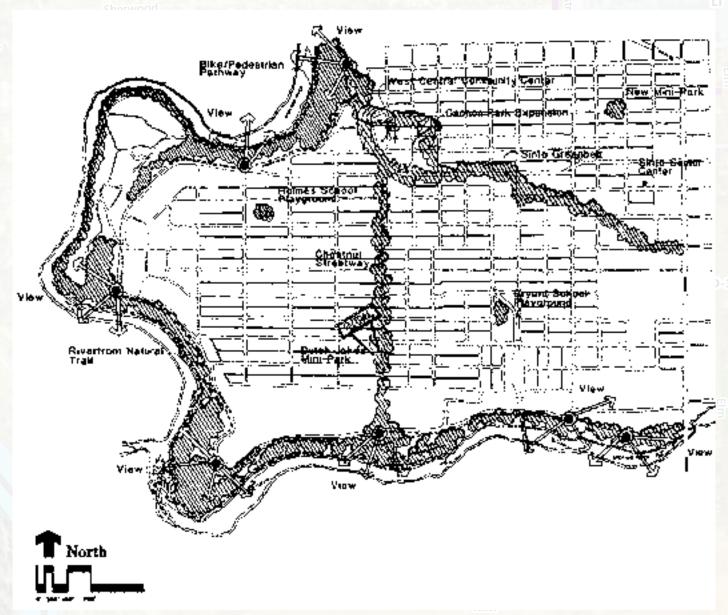


FIGURE 29 - THIS PARKS PLAN FROM THE 1986 NEIGHBORHOOD COMPREHENSIVE PLAN IDENTIFIES PARKWAYS AND USE OF NEIGHBORHOOD OPEN SPACES TO CREATE MORE RECREATIONAL OPPORTUNITIES WITHIN WEST CENTRAL.

Parks, Recreation, & Open Space Issues

West Central enjoys hundreds of acres of public assets in the form of riverfront open space, A.M. Cannon Park, Dutch Jake's Place and Skeet-So-Mish mini-parks, Holme's and Bryant school playgrounds and the West Central Community Center. Much of the riverbank and bluff rim is protected from development in the Summit Boulevard Parkway and Hamblen Conservation Area. The Centennial Trail will play an important connection once complete in the neighborhood. The trail already has a great connection south across the river in High Bridge Park at the Sandifur Memorial Bridge. The importance of these open spaces and recreational opportunities cannot be stressed enough. From the 1986 neighborhood plan,

"These properties and facilities comprise millions of dollars in public land value and capital investment, but even this economic measure is exceeded by the social value such community facilities add to the neighborhood's livability."

At the time of the 1986 neighborhood plan, West Central enjoyed several recreation and open space amenities. Park improvements made throughout the neighborhood in the last ten years and those proposed for the Centennial Trail and in Kendall Yards in the near future are placing West Central on the path to even greater benefits for livability. Planning is currently underway to link the Centennial Trail from Riverfront Park and downtown Spokane through West Central towards Riverside State Park. Kendall Yards has committed to providing the Trail. Currently, Greenstone proposes to run the Centennial Trail along the bluff through a series of urban parks, recreational parks, and open space settings to link with the High Bridge trail and Summit Boulevard. The work will see the last major gap in the trail finished. West Central is looking forward to these additional amenities and should continue to plan for their seamless integration into the neighborhood.



FIGURE 30 - DUTCH JAKES MINI PARK



FIGURE 31 - A.M. CANNON PARK IN THE HEART OF WEST CEN-TRAL.

Parks, Recreation, & Open Space Issue 1

West Central benefits from a large amount of natural open space for recreation. Unfortunately, there are few areas of vacant land available within the neighborhood for more active recreational amenities. Therefore, West Central needs to concentrate on enhancing and protecting its rich open space areas.

Action Steps

- Encourage public acquisition of riverfront lands and the development of recreational uses that do not conflict with the Shoreline Master Plan within the riverfront natural environment as the primary neighborhood open space.
- Maintain the predominantly natural environment along the river and emphasize passive recreation in new public developments.
- Ensure that public viewpoints of the river valley are easily accessible.
- Create a more park-like atmosphere along Summit Boulevard. Blend the activities of the Centennial Trail with the passive recreation uses called for in the natural open space areas of West Central.
- Provide "mini-park" recreational facilities throughout the neighborhood, particularly in residential areas where access to Cannon Park or the river is limited by distance or arterial road crossings. Look for possible shared use opportunities with neighborhood schools.

Parks, Recreation, & Open Space Issue 2

West Central will greatly benefit from a complete Centennial Trail running through the neighborhood. The neighborhood should explore opportunities for other trails along the river that provide access to key points of interest.

Action Steps

• Ensure public access to all riverbank areas through the public acquisition of or easements for the Centennial Trail and Summit Boulevard Parkway.

Parks, Recreation, & Open Space Issue 3

As a key component of the livability in West Central the neighborhood parks and open spaces need better maintenance, regular clean up, and safety improvements.

- Weed management programs should be devised and implemented in the West Central Neighborhood and along the Spokane River banks.
- Street furniture with attached trash receptacles will encourage community members to maintain neighborhood cleanliness and still maintain a positive visual impact.
- A community volunteer resource program should be developed providing maintenance of appearance, cleanliness and safety within the West Central Neighborhood.

"Spokane will be a safe and nurturing community that provides a diversity of social, recreational, educational, and cultural opportunities for all ages. A strong, positive identity for Spokane will be furthered by constructive community events and activities." - City of Spokane Comprehensive Plan

SOCIAL NEEDS

Maxwell

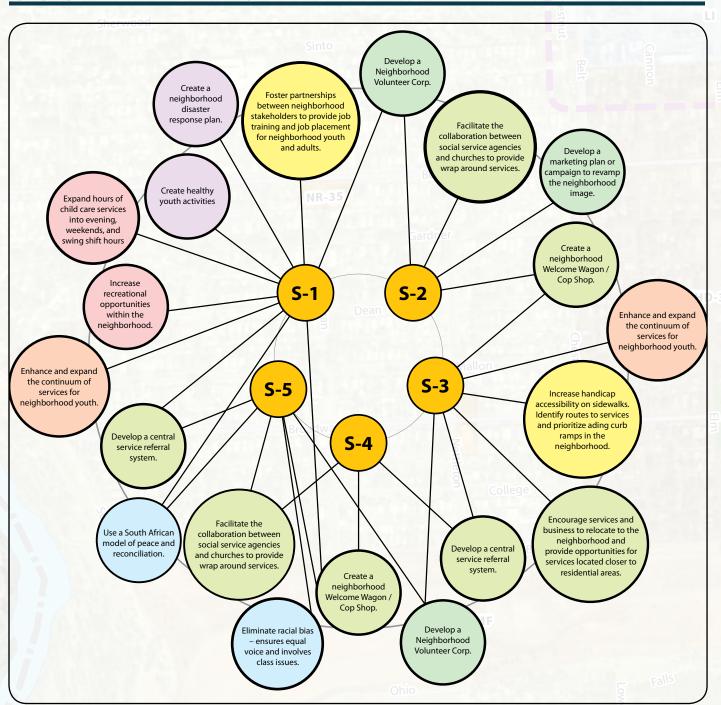
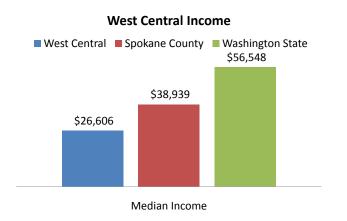


FIGURE 32 - SOCIAL ISSUES IN WEST CENTRAL ARE COMPLEX AND INTERRELATED.

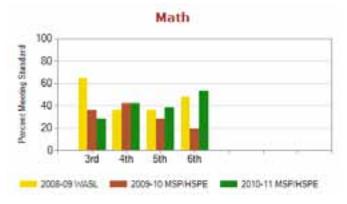
Social Needs Issues

The 2000 Census reveals disproportionately high levels of poverty in the West Central Neighborhood, with 15% of families earning less than \$10,000 per year, and 20.3% of families in the community subsisting below the Federal poverty level (Bates).



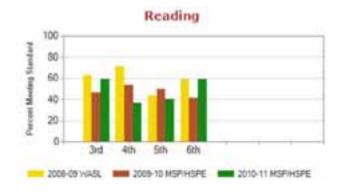
In 2010 it is estimated that the median household income for families in the West Central Neighborhood is \$16,257, compared with the Spokane average median income of \$34,788 and the Washington average of \$46,915 for the same period (Dominguez). This economic disparity led to 84.4% of the students at one of the elementary schools which serve West Central to qualify for free or reduced price meals (in comparison the School District average was 55.7% and the Washington State average was 43.7%) (OSPI).

There are two public elementary schools serving the West Central Neighborhood: Holmes Elementary which is in the neighborhood and Audubon which is just outside the neighborhood's northwest boundary. Additionally, a K-12 Education Center (Bryant) is located in the neighborhood and students also attend Glover Middle School and North Central High School. Both elementary schools tested significantly lower than the



school district and state averages, fifth grade test scores at Holmes Elementary School for example, demonstrated that only 37.8% of the students had met or exceeded State standards in math, compared with 65.6% in the district and 61.3% statewide (OSPI).

In addition only 40% of 5th graders at Holmes met or exceeded State standards for reading, compared to 65.5% for the District and 67.7% for the State. Another troubling statistic showed disparity in 4th grade writing at Holmes, where only 22.8% of students met or exceeded State standards compared with 58.8% for the school district and 61.4% for the State. Glover Middle School which enrolls students from both elementary schools serving West Central also demonstrated below average test scores (OSPI).



Higher education attainment is a concern in the neighborhood, with only 10.5% of residents in the 2000 Census reporting the completion of an Associate's Degree, and 8% reporting the completion of a Bachelor's Degree. The high school dropout rate among neighborhood residents is very high, with 17.1% of adult residents reporting that they have not completed high school or a high school equivalency test. In contrast, the estimated annual high school dropout rate for Washington State is only 5.6% according to the Office Of The Superintendent Of Public Instruction (OSPI). Many adult residents of the West Central Neighborhood have completed only minimal education levels, with 5.2% reporting educational attainment of less than ninth grade (OSPI, Bates).

The Washington State Department of Corrections estimates that 702 youth living in the West Central Neighborhood have a parent who is currently involved with the criminal justice system. Further the Department of

Corrections estimates that 491 of these young people in the neighborhood are likely to become involved with the criminal justice system them-selves at some point in their lives (Inwegen).

Social health indicators demonstrated significant disparities between the residents of West Central Neighborhood and the control group of Spokane County. According to the Spokane Regional Health District, the number of unmarried mothers in the West Central Area was 62.6% (compared with 32.6% in Spokane County), maternal smoking was at 44.5% in the neighborhood (compared with 19.2% in the county), and infant mortality rate in the West Central area was 11.8 per 1,000 births (compared with 5.7 per 1,000 births in the County) (Dominguez).

High-Risk Hepatitis B behaviors were reported to be almost three times higher in the West Central Neighborhood than in Spokane County (13.7% compared with 4.6%), and 71.1% of residents skipped meals at least one per month (compared with the 40.6% average for Spokane County). The overall life expectancy of a child born in the West Central Neighborhood between 2000 and 2007 is 4.9 years lower than the average for residents of Spokane County.

The West Central Neighborhood is home to over 54 social and human service agencies including faith-based organizations, which are essential to the health and well-being of the residents. These services range from women's health care, family health care, elderly care, transition homes, youth programs, child care, before and after school activities, and emergency food and family care for individuals.

An awareness of the strengths and weaknesses/limitations of these service deliveries has been assessed, and this can be used as a point of improvement in the systems concerning overall service delivery, communication and easy access of these services by the recipients.

Among those services desired by residents for improvement and/or increase in provision include; a more responsive emergency service, better transit routes, more safety and health programs for youth, women and children, education programs for families, and more affordable housing options for low income residents, including transitional housing for the homeless.

During a social and health services meeting (West Central Social Health Assessment forum April 2010) by providers, information was provided concerning the type of services provided, gaps in the delivery of these services and possible solutions for improvement and prioritization by the respective community planning committees. The very strong response received from social providers and other stakeholders indicates that the West Central Neighborhood has an interest in improving the quality and quantity of the services provided in West Central.

Sources:

OSPI. Washington State Office of the Superintendent of Public Instruction Report Card (2010/2011) Retrieved from http://reportcard.ospi.k12.wa.us

Dominguez, Adrian E (Spokane Regional Health District) West Central Community Health Assessment (April 2010)

Inwegen, Patrick Van (Whitworth University) West Central Neighborhood Community Survey (Spring 2009)

Bates, Marla and Mellissa Wittstuck (City Of Spokane Planning Services Department)

West Central Neighborhood Assessment Report (March 2005)

Social Needs Issue 1

In order to combat high school dropout rates, drug and alcohol abuse, and gang activity, West Central needs to develop a safe and nurturing community that provides a diversity of social, recreational, educational, and cultural opportunities for all ages.

Action Steps

- Support healthy youth activities with the establishment of a youth sports league and/or a volunteer corps to assist with neighborhood projects and activities.
- Expand the availability and hours of child care services into evenings, weekends, and swing shift
 hours to allow parents the opportunity to attend civic functions and to work to support their
 families.
- Foster partnerships between neighborhood businesses to provide job training and job placement for neighborhood youth and young adults.
- Create a neighborhood disaster plan that coordinates emergency services in times of calamity and disaster.

Social Needs Issue 2

Creating a positive reputation for livability will help West Central make the neighborhood attractive and desirable. The neighborhood should be considered as safe and nurturing community that provides a diversity of social, recreational, education, and cultural opportunities for all ages.

- Develop a social marketing plan or campaign to revamp the neighborhood image. The plan should focus on the positive aspects of the community and create a sense of pride in West Central.
- Create a neighborhood Welcome Wagon to assist new homeowners and tenants in West Central feel welcome, involved, and introduce them to local services and businesses.
- Develop a neighborhood volunteer corps to assist with neighborhood sponsored functions (i.e. Neighbor Days, Neighborhood Clean Up) and to assist the West Central Community Center and Cops West cop shop.

Social Needs Issue 3

West Central has a lack of everyday local services that are easily accessed by the elderly, disabled, or low-income residents of the neighborhood. Services that are available are often difficult to access.

Action Steps

- Increase handicap accessibility on sidewalks, identify routes to services and prioritize additional curb ramps in the neighborhood.
- Enhance and expand the continuum of neighborhood social services such as mentoring programs for youth.
- Encourage services and businesses such as medical, dental, barber and hair care to locate into the neighborhood and provide opportunities for services to be located around residential areas closer to those who need them the most.

Social Needs Issue 4

Social service agencies are unaware of the services being provided within West Central.

- Facilitate the collaboration between social service agencies and churches to provide wrap around services.
- Develop a central service referral system to better coordinate the services provided by the many social service agencies in the neighborhood (currently there are over 54 social service agencies in the neighborhood)

Social Needs Issue 5

With West Central's diverse racial and socioeconomic population, there is a perceived issue with racial integration. The neighborhood should strive to create a community free of racial or social bias.

- Eliminate racial bias through the creation of training programs which help identify and eliminate racial bias, ensuring an equal voice for all social and economic classes.
- Use a model of peace and reconciliation such as the South African model to address social and economic class issues.

ECONOMIC DEVELOPMENT

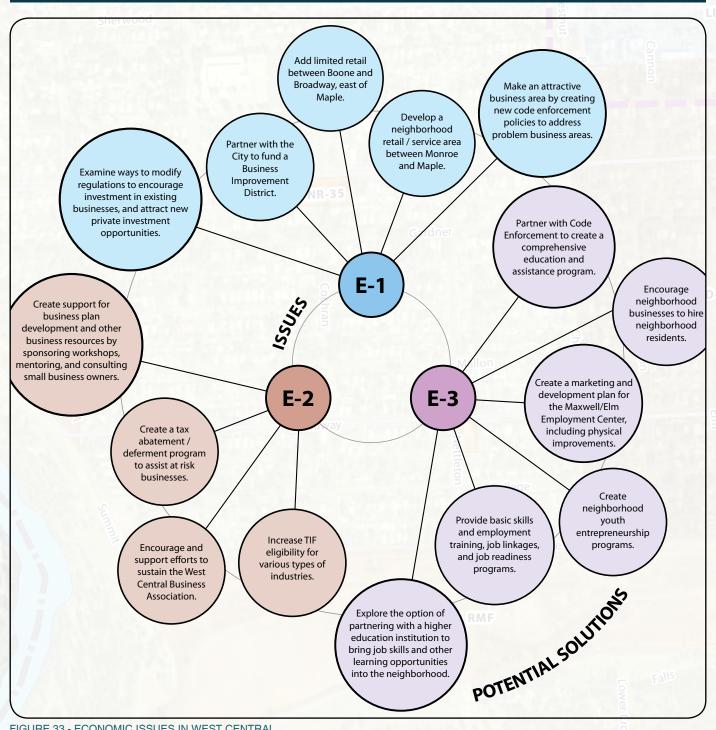


FIGURE 33 - ECONOMIC ISSUES IN WEST CENTRAL

Economic Development Issues

A strong West Central Business Community will be established by providing economic incentives that encourage retail development and business ownership. West Central needs to create economic incentives to attract individuals who will invest into the local neighborhood and contribute to the restoration of the community.

Neighborhood housing in one of the foundations that support commercial and retail development in West Central. To foster development in the West Central Business District, there must be growth in per capita income and housing ownership.

Higher education and continuing education opportunities need to be provided within the community. West Central Community should explore the option of partnering with a higher education institution to bring learning opportunities within the neighborhood. Workforce Training programs will equip individuals with needed skill sets to assist community members in qualifying for and obtaining quality employment. The West Central Neighborhood should create areas centered around retail development to encourage business growth specifically focused on an accessible grocery store.

Economic Development Issue 1

A strong West Central business community is desired to support existing business and promote and encourage economic investment and activity in the neighborhood.

- Create a marketing and development plan for the Maxwell/Elm Employment Center. Design an entry statement and physically enhance the Maxwell/Elm Employment Center.
- Study the regulatory environment to see if there are ways to eliminate barriers to and encourage investment in existing businesses and attract new private investment opportunities.
- Pursue strategies to energize vacant storefronts.
- Study ways for the neighborhood to support development in the neighborhood retail / service area between Monroe and Maple.
- Explore the need for limited retail areas to service the office uses allowed in the O-35 zone between Boone and Broadway east of Maple.
- Partner with the City to make neighborhood business areas attractive by assisting Code Enforcement and supporting a Business Improvement District.
- Encourage and support efforts to sustain the West Central Business Association

Economic Development Issue 2

Incentives need to be established that provide support for small businesses in the neighborhood who employ residents of West Central.

- Pursue funding sources to match Tax Increment Financing (TIF) to encourage living wage jobs in targeted industries located in West Central.
- Examine alternatives at the State and Federal level to create a tax abatement / deferment program to assist at risk businesses.
- Examine ways to create a non-profit entity providing a revolving loan fund for neighborhood businesses.
- Promote existing incentives such as Historically Undervalued Businesses (HUB) and Community Empowerment Zones (CEZ). Investigate other opportunities for programs such as:
 - Sales and Use Tax Deferral / Exemption
 - State Business and Occupation (B&O) New Job Tax Credits
 - State B&O International Business Tax Credits
 - State B&O Training Tax Credits
 - Waivers for General Facilities Charges (Water and Sewer Fees)
 - Federal funding for ADA Barrier Removal
 - ADA Barrier Removal Tax Deduction & the Disabled Access Tax Credit
 - Brownfield Redevelopment Opportunities and Incentives
- Increase opportunities for local neighborhood businesses and residents to access information about business plan development and other business resources by sponsoring workshops, mentorships, and consulting small business owners.
- Investigate opportunities for the neighborhood to assist with the funding of innovative public infastructure such as solar street and pedestrian lighting.

Economic Development Issue 3

West Central has high unemployment rates and a high percentage of the neighborhood population falls below the poverty income level. Eduction may play a critical roll in these issues.

- Encourage neighborhood businesses to hire neighborhood residents and encourage neighborhood entrepreneurship.
- Provide education to residents about programs that provide basic skills and employment training and job readiness.
- Create neighborhood youth entrepreneurship programs.
- Explore the option of partnering with a higher eduction institution to bring job skills and other learning opportunities into the neighborhood.

APPENDICES

The Neighborhood Action Plan for West Central is the most current planning work in the neighborhood. Planning has been an ongoing process in West Central for over 25 years. The following documents are included in this plan by reference:

Document

- A. Open House Presentation Boards 10/11
- B. Open House Public Comments 10/11
- C. Potential Land Use Study Areas 8/11
- D. Neighborhood Sub-Area Character 3/12
- E. North Monroe Corridor Planning 7/09
- F. Nettleton's Addition Historic District 4/6/06
- G. Center & Corridor Design Guidelines 8/11/02
- H. West Broadway Power Point Presentation –6/9/03
- I. Crime Prevention Through Environmental Design Report – 7/04
- J. Maxwell/Elm Employment Center Power Point Presentation - 7/28/05
- K. Master Shorelines Program Power Point Presentation 11/3/08
- L. Spokane County Trails Plan Draft 2/28/06
- M. West Quadrant TIF Power Point Presentation 5/14/07
- N. West Central Neighborhood Design Plan 1986
- O. West Central Neighborhood Map
- P. West Central Neighborhood Assessment Report 3/28/05
- Q. West Broadway Neighborhood Center Twenty-Year Vision - 6/12/03
- R. City of Spokane Focused Growth Alternatives /Mixed-Use Case Studies 2003
- S. City of Spokane 20-Year Population Allocation 2006
- T. West Central SWOT Analysis (Strength, Weaknesses, Opportunities, and Threats)

- U. Planning Overview of Land Use and the Comprehensive Plan in West Central Presentation 2010
- V. City of Spokane Comprehensive Plan
- W. City of Spokane Land Use and Zoning Designations for West Central
- X. Spokane Regional Bikeway Network
- Y. Community Health Assessment for West Central by Adrian Dominguez, M.S. 2010
- Z. Spokane School District "Report Card" (Holmes, Bryant, and District-wide) 2012

For additional planning resources, please see:

- www.wcnplanning.com
- www.spokanecity.org

Model Form-Based Code Hamilton Corridor



Logan Neighborhood | City of Spokane, WA



Conditions & Approach

Introduction

The City of Spokane and the Logan Neighborhood are interested in testing the applicability of a form-based code to that portion of the Hamilton Street corridor generally between Desmet and Augusta avenues. The City and the Neighborhood each hope to stimulate development, guiding it in a manner that creates a dynamic and attractive urban environment, sensitive to the needs of the neighborhood and consistent with its relationship with Gonzaga University. This document is developed and presented as a model code, understood to require further refinement and calibration. In a broad sense then, this document should be viewed as a type of study, presenting a differing approach to development in the study area that may more effectively address both neighborhood and city-wide objectives.

The process to develop this model was funded by the Logan Neighborhood, using a portion of its planning allotment. Its ultimate use and incorporation depends on many factors, subject to the normal processes involved in developing and adopting any regulatory framework in the City.



Figure 1.01 - Long-standing transportation policy has transformed Hamilton, facilitating passage of approximately 30,000 vehicles per day, but creating severe - and generally unsafe - conditions for pedestrians. (*Image source: Studio Cascade, Inc.*)

Structurally, this model code has been developed as a plug-in set of regulations, intending to replace the area's existing "Centers & Corridors" zoning.

Objectives

In keeping with most form-based codes, the focus of this model is on building form and development of the public realm. Several objectives are embedded in this model, including:

- 1) Transforming the built character of the corridor to make it more attractive.
- 2) Stimulating new retail activity on ground-floor storefronts.



Figure 1.02 - Gonzaga's growth is spurring change, including boosting foot and vehicular traffic and creating new buildings designed to enhance the pedestrian environment. The GU facility pictured here provides its streetscape using setbacks on private land - something not possible for the majority of properties within the study area. (Image source: Gonzaga University)

- 3) Accommodating higher-intensity development, including residential uses on upper floors.
- 4) Increasing the safety and attractiveness of the pedestrian environment, particularly on Hamilton.
- 5) Retaining or providing space for historic uses in the district, especially those serving the needs of the surrounding residential areas and Gonzaga students.
- 6) Establishing clear design guidance to ensure development in the district is consistent with the neighborhood's vision for the area.

- 7) Helping to streamline development design and permitting, all while providing clear design control.
- 8) Creating a model process and template that the City can apply to other centers and corridors in Spokane, seamlessly working within the City's existing policy and regulatory framework.

Key Findings

Research, site observations and findings from the public process indicate many things, but it's clear that the most basic objective expressed by both City and Neighborhood leaders - namely, creating a lively retail and pedestrian environment on Hamilton - conflicts with the existing number and layout of travel lanes within the study area. As now configured, Hamilton is in no way conducive to a pedestrian-friendly, "centers and corridors" environment. Five relatively high-speed travel lanes, few if any street trees, and narrow sidewalks create an environment suitable only for motorized traffic, undermining the type of growth the community says it wants. Any approach striving to improve conditions along Hamilton simply must gain space - exchanging some measure of vehicular level-of-service for pedestrian safety and comfort.

Recent growth and use patterns, primarily related to Gonzaga University and its student population, have already begun to slow travel speeds. This trend seems likely to continue with the completion of GU's parking and retail facility along Hamilton, and as other properties nearby are redeveloped. We recommend at least three factors be considered in light of emerging conditions:

1) In general, slower vehicular speeds provide increased pedestrian safety

- and comfort, improving the viability of development types sought by the City and Neighborhood.
- 2) Slower-paced traffic generally allows greater vehicle density, smoothing flow and offering higher per-lane capacity.
- 3) Quality of experience plays a role in the perception of travel, with motorists less attuned to time of passage (speed) given smooth flow and greater visual interest.

If form-based codes are used to re-shape and enhance the public realm, space for a viable public realm is essential. This model assumes the creation of a public realm along Hamilton, exchanging lanes and speed for an enriched pedestrian environment, storefronts and public spaces fronting directly on the street, and development patterns more closely attuned to Neighborhood and community goals. If it is eventually determined that space for a public realm cannot be afforded along Hamilton, then a future form-based model should be developed to achieve it elsewhere - perhaps along perpendicular streets, such as Sharp Avenue.

The private sector, acting alone, cannot achieve the type of public realm the community envisions. While many of the formal conditions described in this model code can be realized through private redevelopment, the overall framework travel lanes and major right-of-way features - need to be in-place or clearly in-process for those investments to occur. It is beyond the scope of this or any code to determine specific approaches to how the City and partner agencies might best approach this issue, but clearly, an integrated publicsector investment and leadership strategy must be developed to attract and support private-sector energies.



Figure 1.03 - Striking contrasts between physical form and appearance exist along the corridor, something residents say they hope to address using form-based codes. (*Image source: Studio Cascade, Inc.*)

Code Overview

Form-based codes contrast with traditional zoning methods by focusing on the public realm rather than the close regulation of land uses. A viable public realm is essential to creating the type of walkable, active, mixed-use district the City and the Logan Neighborhood desire, making a form-based approach an appropriate response. Its success, of course, is contingent on other factors, including some beyond the City's control. Regardless, a form-based approach, especially one enhancing the public realm, should prove a powerful tool in implementing community goals.

The following model code is designed to work within the City of Spokane's existing ordinance, creating a special regulatory district where form-based rules apply. This model has been designed to supplant the City's Centers and Corridors designations within the study area, including replacing existing zoning regulations and design guidelines. In general, this model relaxes controls on land use and building intensity in exchange for greater control over the quality and form of the built environment. By creating a fully-contained regulatory context, this model intends to streamline development applications – provided they meet or exceed stated requirements.

In addition to greater clarity in approach and outcome, this model intends to encourage development in other ways, offering incentives likely to make development in this area more attractive. These include some incentives currently embedded in City Centers & Corridors (CC) zones, but now packaged - and reliant upon - a level of certainty in the application review process that, at present, is perceived as missing.

This model is also somewhat unique in specifying conditions for private *and* public-

sector investment. The Street Section Plan, in particular, introduces elements essential to achieving community objectives, but will almost certainly require an integrated public-sector investment and leadership strategy to achieve.

Users of this model code will need to review and adhere to requirements expressed in the following areas:

- Regulating Plan The centerpiece of this model code, the Regulating Plan maps the extents and locations of where the code and its various features apply. This model includes four distinct condition zones, termed "Context Areas." The Regulating Plan also shows the extents of "Shopfront Street" areas, which direct additional use and formal requirements.
- Street Section Plan This map locates and describes street section types to be developed within the study area, supporting code objectives and the Regulating Plan.
- Use Provisions Similar to the City's existing use provision table, this

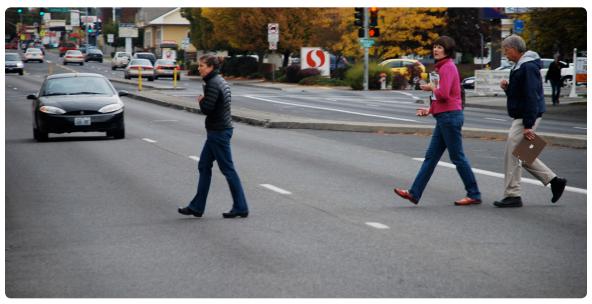


Figure 1.04 - In addition to interviews with neighborhood leaders, developers and local business owners, a daylong charrette was held on October 12, inviting neighborhood leadership to scope and develop key criteria for the proposed form-based code. (*Image source: Studio Cascade, Inc.*)

simplified table indicates land uses listed as "P" (permitted), as "N" (not permitted), or "D" (subject to discretionary review). This section also describes allowed uses along Shopfront Street areas according to building storey.

- Height, Placement & Coverage This section provides generalized
 building-related elements, including
 minimum and maximum building
 heights; setbacks and build-to lines;
 minimum building frontage along
 streets, and lot surface coverage. All
 requirements are expressed using
 tables and illustrations, and are
 ordered according to Context Area.
- Parking Criteria & Site Access -This section lists conditions related to parking requirements, parking placement, lot landscaping and walkways. All site development requirements are expressed using tables and illustrations, and are ordered according to Context Area.
- Streetscape Requirements Keyed to the Regulating Plan and Street Section Plan, this section charts basic features of streets, sidewalks, street furnishings and driveways within the study area, followed by section and plan illustrations.
- Architectural Requirements This section adds to the Height,
 Placement and Coverage
 requirements by articulating basic
 facade requirements, roofline
 objectives, mechanical screening,
 material objectives and other
 considerations.

Finally, readers should understand that further refinement will be essential in creating an adoptable form of this model. Such work will of course be subject to the normal processes involved in developing and adopting any type of regulatory document in the City of Spokane. In addition to code "calibration" - the review and refinement

of specific terms and requirements - other items will need consideration. These include the type of integrated publicsector investment and leadership strategy discussed earlier, as well as topics including:

- "Trigger" criteria Incorporation of minimum project type and/or size information triggering requirement for code compliance, i.e., project value, percentage of building or site to be remodeled, etc.
- Signs Development of an areaspecific sign code, or external reference to an existing or modified City of Spokane sign code.
- Landscaping Though the majority of landscaping envisioned within the HFBC Limits are presently treated within public rights-of-way and in surface lots, the development of an area-specific landscaping section or external reference to an existing or modified City of Spokane section, may be of benefit.
- Parking garage requirements In the Architectural Requirements section, additional specifications regarding upper-story façade development may be of benefit.
- Illustrations Many of this model's specifications include illustrations, but others are provided in text-only form; additional illustrations, whether as plans, sections or perspectives, will help further streamline and simplify code implementation.

Terms & Definitions

Introduction

Term Types & Use

The following definitions are provided to articulate two classes of terms used in the HFBC:

- 1) <u>Common-use terms</u> These terms are used in the HFBC to reference definitions for general architectural or other features that are not intended to carry specific regulatory meaning. Common-use terms are included here primarily for reader convenience. Common-use terms are typically not capitalized in the HFBC.
- 2) Regulatory terms These terms are used in the HFBC to reference definitions for architectural or other features that carry specific meanings necessary to properly implement the code. Regulatory terms are typically capitalized in the HFBC to aid identification and reference. In this section, regulatory terms are indicated by the use of a dagger symbol (†) following each term.

Note: While reader understanding of any term in this section may be enhanced by definitions published in City or other external sources, definitions provided here and in topical sections of the HFBC shall prevail in case of interpretive conflict.

Terms

Architectural feature

Ornamental or decorative feature attached to or protruding from an exterior wall or roof, including cornices, eaves, belt courses, sills, lintels, bay windows, chimneys, and decorative ornaments.

Architectural Roof Structure †

Minor tower or turret extending from the cornice or main roof line of a building, typically highlighting a primary corner or building entry. For purposes of the HFBC, such features may not be occupied.

Awning

A roof-like cover, often made of fabric or metal, designed and intended for protection from the weather or as a decorative embellishment, and which projects from a wall or roof of a structure over a window, walk, or door.

Bas-relief

Sculptural form in which shapes or figures are carved in a flat surface and project only slightly from the background.

Build-to Line †

An alignment establishing a certain distance from the property line (street right-of- way line) along which the building is required to be built.

Building Base †

The plinth or platform upon which a building wall appears to rest, helping establish pedestrianscaled elements and aesthetically tying the building to the ground.

Building frontage

The length of any side of a building which fronts on a public street, measured in a straight line parallel with the abutting street.

Centers & Corridors

Areas identified in the City of Spokane's Comprehensive Plan where specific use and character goals are to be implemented, including "...a relatively cohesive development pattern with a mix of uses, higher density housing, buildings oriented to the street, screened parking areas behind buildings, alternative modes of transportation with a safe pedestrian environment, quality design, smaller blocks and relatively narrow streets with on-street parking."

Character

Special physical characteristics of an area or structure that set it apart from its surroundings and contribute to its individuality.

1•2 Terms & Definitions

Clear Pedestrian Zone †

Area reserved for pedestrian traffic; typically included herein as a portion of overall sidewalk width to be kept clear of obstructions to foot traffic.

Context Areas †

Established by the Regulating Plan, Context Area designations describe and direct differing functions and features for areas within HFBC limits, implementing community goals for the built environment.

Cornice

Decorative horizontal band or border forming the upper portion of a building façade, typically projecting outward from the exterior walls at the roof line.

Eave †

The lower border of a roof that overhangs the wall, typically associated with exposed sloped roof elements.

Enclosed Roof Structure †

Conditioned, occupiable structure extending beyond the roof line of a building; commonly termed a penthouse. For purposes of the HFBC, Enclosed Roof Structures must be set back from the parapet of a building to qualify for height limit exceptions.

Façade

The face (exterior elevation) of a building, especially the face parallel to or most nearly parallel to a public street.

Floor area

The sum of the gross horizontal areas of each floor of the principal building, and any accessory buildings, measured from the exterior walls or from the center line of party walls. The term does not include any area used exclusively for the surface parking of motor vehicles or for building or equipment access, such as stairs, elevator shafts, and maintenance crawl space.

Glazing

Glass as used in building façades, including windows, transoms and glass portions of storefronts.

HFBC; HFBC Limits †

The Hamilton Form-Based Code; physical limits or boundaries where the Hamilton Form-Based Code applies. HFBC Limits are expressed in this document's Regulating and Street Section Plans.

Impervious Surface †

Ground surfaces and coverings composed of water-impenetrable materials such as asphalt, concrete, brick, stone and rooftops.

Mixed-use building; mixed-use development

A single building containing more than one type of land use and designed as a unified complementary, cohesive whole; development of more than one building and use where the different types of land uses are in close proximity and designed as a unified complementary, cohesive whole.

Open Roof Structure †

A non-conditioned, open structure typically providing shade and casual gathering space and incorporating a pergola, arbor or trellis. For purposes of the HFBC, Open Roof Structures may include partial-height screen walls on no more than one side.

Parapet

That portion of a wall which extends above the roof line.

Pedestrian Path †

A continuous, unobstructed, reasonably direct route between an on-site parking lot and a Primary Building Entry designed and suitable for pedestrian use. Minimum requirements for Pedestrian Paths are listed in Section 4.2b of the HFBC.

Pedestrian-Scaled Signs †

Permanent, first-floor, exterior signs designed and placed to address pedestrian traffic; may be mounted flush with or projecting from a column, building wall, awning or transom.

Pedestrian-Scaled Fixtures (lighting)

Pole-mounted light fixtures placed and designed to illuminate foot-traffic areas including exterior lots, pathways or sidewalks. For purposes of the HFBC, Pedestrian-Scaled Fixtures are defined by height as measured from ground to bottom of shade or bulb.

Planting Zone †

Area for street trees, ground cover or other plantings; typically included herein as a portion of overall sidewalk width reserved for locating permanent trees and tree grates.

Plinth †

The base or platform upon which a building wall or column appears to rest, helping establish pedestrian-scaled elements and aesthetically tying the building to the ground.

Porch

A projection from a building wall which is covered but enclosed on no more than one side by a vertical wall.

Primary Building Entry †

Access or entrance of first rank, importance or value, visually associated with the prevailing ground-floor use of a building.

1∙4 Terms & Definitions

Principal Buildings †

Where multiple buildings occupy a single lot, those buildings that are associated with the prevailing use of that site.

Display window

A window or opening in the exterior wall of any portion of a building used for business purposes, through which merchandise, services, or businesses are displayed or advertised and visible from the ground or sidewalk level.

Shopfront Street †

A portion of the HFBC Regulating Plan designating the extent and location of specific code criteria; generally applied to areas where business or retail use level with and directly along the public right-of-way is seen as critical.

Stoop

An exterior floor, typically but not necessarily constructed of concrete and/or masonry, with a finished floor elevation at least six inches higher than the adjacent ground level, and utilized primarily as an access platform to a building.

Streetscape

An area that may either abut or be contained within a public or private right-of-way typically including sidewalks, street furniture, trees and landscaping, and similar features. May also describe the visual image of a street, including the combination of buildings, parking, signs, and hardscapes.

Vehicle-Scaled Fixtures (lighting) †

Pole-mounted light fixtures placed and designed to illuminate vehicular-traffic areas including exterior lots, driveways and roadways. For purposes of the HFBC, Pedestrian-Scaled Fixtures are defined by height as measured from ground to bottom of shade or bulb.

Form-Based Code

Introduction

Authority

Adoption of the Hamilton Corridor Form-Based Code (also referred to herein as the "HFBC" or "the code") is authorized under the Washington State Constitution, the Spokane County Charter, and the City of Spokane Municipal Code. This code is an instrument implementing the purposes and objectives of the City of Spokane Comprehensive Plan, promoting the health, safety, and general welfare of Spokane, Washington and its citizens.

Intent & Use

Intent: This form-based code is designed to foster an economically vibrant, walkable, mixed-use environment along the Hamilton Street corridor within the boundaries of code limits ("HFBC Limits"). The HFBC is a legal document that regulates land development by setting careful and coherent controls on building form, coupled with more relaxed parameters relative to building use and density. This greater emphasis on physical form is intended to produce safe, attractive and enjoyable public spaces, including a healthy mix of uses. This code implements the vision set forth in the City of Spokane's Comprehensive Plan for its "Centers & Corridors" areas.

The HFBC provides specific means to guide implementation of the community's vision for development and redevelopment within a defined area along Hamilton Street. To achieve it, this code directs configuration of both private property (buildings and site development) as well as the public realm (sidewalks, traffic lanes and features within public rights-of-way). As such, the HFBC establishes standards for private development and City-owned infrastructure, including the design and configuration of streets. [Note: Insert text specifying roles, responsibilities and mechanisms regarding requirements for private development and public-realm improvements].

The HFBC is configured as a plug-in set of regulations, replacing existing zoning and design guidelines within the HFBC Limits. All code provisions expressed herein present development requirements unless otherwise indicated, including information preceded by the word "Guidelines." Additional, specific City of Spokane standards may be required as referenced, and development must also comply with applicable, over-arching Federal, State or local regulations and ordinances.

Using this code: Criteria for development within the code boundaries is expressed in six sections. Use of the HFBC, relating to each of these sections, is described below:

1. Regulating & Street Section Plans - Find the property of interest, noting its location relative to the "Context Areas" established by the Regulating Plan, as well as the location of any "Shopfront Streets" abutting the property. These elements direct many of the allowances provided in the HFBC. This section also includes the Street Section Plan, which complements the Regulating Plan by establishing and locating distinct classes of public right-of-way within HFBC Limits. Because street section requirements apply predominantly to the public realm, these configurations are included to: A) Provide insight regarding the layout, objectives and character of the public realm, and B) [Note: Describe determined roles and/or requirements for private-sector involvement in public-realm improvements].

- 2. <u>Use Provisions</u> Using criteria from the Regulating Plan, note the class of uses permitted for the property of interest. This section also describes allowed uses along Shopfront Street areas by building story.
- 3. <u>Height, Placement & Coverage</u> Using criteria from the Regulating Plan, note the allowed minimum and maximum building heights; setbacks or Build-to Lines; minimum Building Frontages, and impervious surface coverage allowances detailed in this section.
- 4. <u>Parking Criteria & Site Access</u> Using criteria from the Regulating Plan and the Street Section Plan, note the various allowances regarding on and off-street surface parking, lot placement, lot and site lighting.
- 5. <u>Streetscape Requirements</u> Using type criteria from the Street Section Plan, note the basic configuration and feature specifications for streets and walkways within the HFBC Limits. [Note: Insert text generally describing cost relevance of Streetscape Requirements to private-sector applicants].
- 6. <u>Architectural Requirements</u> Using criteria gleaned from the Regulating Plan, note the various façade treatments, screening, detailing and other requirements specific to the appearance and public-realm function of buildings.



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Section 1 - Regulating & Street Section Plans

Introduction - This section provides and describes the HFBC Regulating Plan and Street Section Plan - two map illustrations showing the location and limits of various features and physical characteristics required under this code. [Note: Insert text generally describing cost relevance of Streetscape Requirements to private-sector applicants].

- Regulating Plan The Regulating Plan for the HFBC is included here as Figure 1.1.1, and provides the organizing framework for many of the requirements described herein. The Regulating Plan divides land within the code boundaries into four distinctive "context areas," listed and described as follows:
 - a) CA-1 Context Area 1 provides for and supports the most intense development patterns, generally allowing greater height and building intensities than other context areas. CA-1 is intended to grow as a mixed-use center and focal point for the neighborhood and corridor, supporting significant commercial offerings, service activities, and high-density housing.
 - b) CA-2 Context Area 2 provides for and supports mid-range development intensities, allowing somewhat lesser height and building intensities than CA-1. CA-2 is intended to grow as a second-tier mixed-use center for the neighborhood and corridor, supporting commercial offerings, service activities, and high-density housing.
 - c) CA-3 Context Area 3 provides for and supports low to mid-range development intensities, allowing somewhat lesser height and building intensities than CA-1 or CA-2. CA-3 is intended to grow as a second-tier mixed-use area for the neighborhood and corridor, providing continuity along Hamilton by linking CA-1 and CA-2, while at the same time acting as a transition zone between the corridor environment and CA-4 and neighborhood areas immediately outside the HFBC Limits.
 - d) CA-4 Context Area 4 provides for and supports low to mid-range development intensities, allowing lesser height and building intensities than other context areas. CA-4 is intended to grow as a third-tier mixed-use area for the neighborhood and corridor, acting as a transition zone between the corridor environment and lower-density residential development immediately outside the HFBC Limits. Though a mix of uses are allowed in CA-4, the area is envisioned as generally residential in scale and character.

The Regulating Plan also indicates placement and extents of "Shopfront Street" areas, triggering specific use, building placement and other requirements.

- 2. <u>Street Section Plan</u> The Street Section Plan for the HFBC is included here as Figure 1.2.1, designating and assigning street section requirements in support of the Regulating Plan and overall community objectives. The Street Section Plan defines four section types, listed and generally described in order intensity, as follows:
 - a) Street Type 1 Type 1 provides for and supports a mixed-use corridor environment (CA-1, CA-2, CA-3) using the existing 72-75' right of way (ROW) along Hamilton Street. Type 1 includes three vehicular lanes (two travel lanes plus one turn/median lane); a parallel parking lane on each side of the street; a Planting Zone and Clear Pedestrian Zone on each side of the street.
 - b) Street Type 2 Type 2 provides for and supports a blend of mixed-use and residential environments (CA-1, CA-4) using the existing 100' ROW along Mission Avenue. Type 2 serves existing east/west arterial needs, and includes four vehicular lanes plus one turn/

- median lane; a bike lane abutting each sidewalk; a Planting Zone and Clear Pedestrian Zone on each side of the street.
- c) Street Type 3 Type 3 provides for and supports a mixed-use district environment (CA-2, CA-3, CA-4) using the existing 100' rights of way (ROW) along Sinto, Sharp and Boone Avenues, as well as along Cincinnati and Columbus Streets. Type 3 includes two vehicular lanes plus one turn/median lane; a bike lane abutting each travel lane; angled parking stalls on both sides of the street; a Planting Zone and Clear Pedestrian Zone on each side of the street.
- d) Street Type 4 Type 4 provides for and supports an environment bridging between mixed-use and residential areas (CA-4) using the existing 60' ROW along Dakota, Cincinnati and Columbus Streets, and along Augusta Avenue. Type 4 includes two travel lanes; parallel parking on each side of the street; a Planting Zone and Clear Pedestrian Zone on each side of the street.

See Section 5, Streetscape Requirements for specific features and dimensions associated with each section type in the Street Section Plan.



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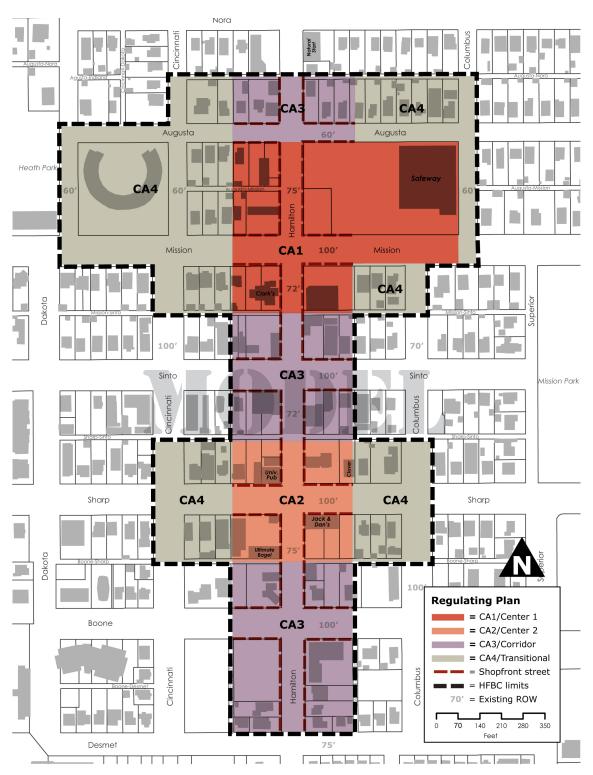


Figure 1.1.1 - The draft Regulating Plan for the HFBC. This plan envisions varying degrees of intensity along Hamilton, and establishes "Shopfront" limits providing additional attention to the public realm.

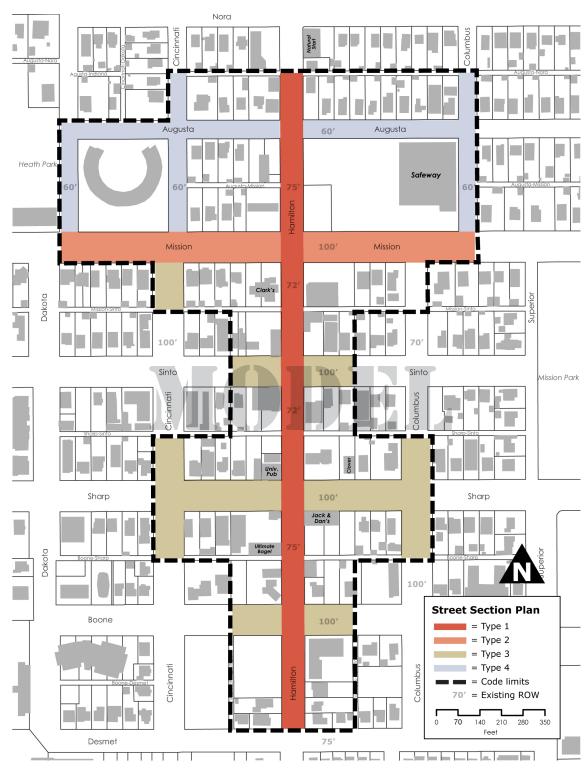


Figure 1.2.1 - The draft Street Section Plan for the HFBC. This plan indicates the location and extents of various street section designs, each supporting adjacent context areas shown on the Regulating Plan.

2•6 Form-Based Code

Section 2 - Use Provisions

Introduction - This section provides a broad range of allowable use categories within the HFBC Limits, specifying each type as an allowed use within each of the four Context Areas in Section 1.1, and according to building story in Section 1.2. Use categories are broadly defined by intent, due to the formal orientation of this code and reflecting the development patterns and objectives expressed in the Regulating Plan. Allowance for discretionary uses or uses not specified in Section 2.1 shall be determined by the City Planning Director or official designee.

<u>Use Provisions</u> - Use regulations for the HFBC are provided in Table 2.1.1, which lists uses
envisioned for all areas within the code boundaries. In keeping with this code's focus on
public realm and building form, uses are broadly defined under "Residential" and "NonResidential" headings, and provide greater latitude regarding use than typical of City
Land Use Standards. Uses deemed unsuitable for areas within the code boundary area
are specifically identified. The table classifies uses as Permitted (P), Not Permitted (N), or
subject to Discretionary Review (D), ordered among each of the context areas established in
Section 1.1.

Table 2.1.1 - Use Provisions

Table 2.1.1 - OSC 110VISIONS				
Use Type	CA-1	CA-2	CA-3	CA-4
Residential				
Residence as part of mixed-use building	Р	Р	Р	Р
Single-family, attached (townhouse)	N N	P	Р	Р
Single-family, detached	N	N	N	Р
Accessory apartment	N	N	D	Р
Non-Residential				
Service and retail [1]	Р	Р	Р	Р
Office and professional	Р	Р	Р	Р
Civic and institutional	Р	Р	Р	Р
Limited Industrial [2]	N	Р	Р	N
Heavy Industrial	N	N	N	N
Storage or warehouse	N	N	N	N
Parking garage	Р	Р	Р	D
Adult Businesses	N	N	N	N
Other (unspecified) [3]	D	D	D	D

Notes

P = Permitted; N = Not permitted; D = Discretionary review

2. <u>Shopfront Street Provisions</u> - For buildings fronting Shopfront Streets, only non-residential uses shall occupy the ground-level floor. Floors above the ground level may be occupied by residential or non-residential uses. (See Figure 2.2.1)

^{[1] =} Retail uses having more than 40,000 SF on any floor are not permitted. [2] = Limited Industrial uses having more than 20,000 GSF are not permitted.

^{[3] =} City Planning Director or an official designee of the Director to categorize and/or determine use allowance.

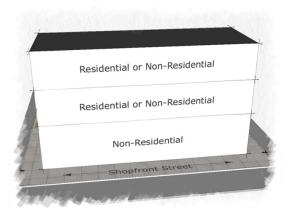


Figure 2.2.1 - Use provisions along Shopfront Streets preclude residential uses on the ground floor.

Section 3 - Height, Placement & Coverage

Introduction - This section provides allowances regarding overall building height, placement, frontage and impervious surface coverage, specifying each within the Context Areas provided in the Regulating Plan. Each of this section's criteria exist to foster the type of environments envisioned in the Regulating Plan, and to aid the formal transition between high-intensity mixed-use areas and low-intensity residential areas outside the code boundaries.

 Building Height - The height of buildings shall be measured from mean grade to top of cornice or roof eave as illustrated in Figure 3.1.1 and shall meet the specifications provided in Table 3.1.1. Unless otherwise noted, building height measurements in Table 3.1.1 express regulatory standards. Story listings are provided for reference purposes only, expressing typical outcomes for listed heights. Allowable height exceptions apply to the overall distance extending beyond the measured building height.

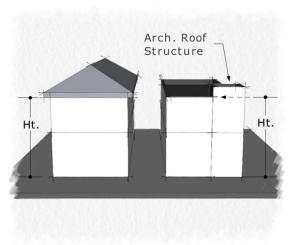
Table 3.1.1 - Building Height Provisions

Building Height	CA-1	CA-2	CA-3	CA-4
Maximum				
Shopfront Street	78' (6 stories)	66' (5 stories)	54' (4 stories)	N/A
Non-Shopfront Street	54' (4 stories)	N/A	N/A	42' (3 stories)
Minimum				
Shopfront Street	54' (4 stories)	42' (3 stories)	30' (2 stories)	N/A
Non-Shopfront Street	30' (2 stories)	N/A	N/A	N/A

Notes:

- 1. Pitched roofs may extend above the height limit, but if the space within the pitched roof is habitable, it shall only be used for residential numbers.
- 2. For flat roofs, Open Roof Structures (pergolas, arbors) and Architectural Roof Structures (turrets, etc.) may extend beyond the height limit by no more than 12'.
- 3. For flat roofs, Enclosed Roof Structures (penthouses) may extend above the height limit by no more than 18' if set back no less than 20' from all perimeter walls.

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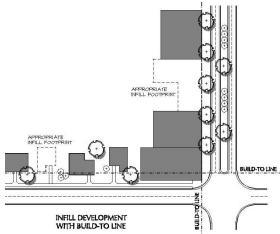


Figure 3.1.1 - For purposes of the HFBC, building heights are measured excluding pitched roofs and secondary roof features noted in Table 3.1.1.

Figure 3.2.1 - Build-to Lines require specified building placement. As provided in the HFBC, Setback lines prescribe placement within minimum and maximum distances from property lines.

2. <u>Building Lines</u> - Buildings shall observe the setback or "build-to" line requirements specified in Table 3.2.1. (See Figure 3.2.1)

Table 3.2.1 - Building Lines

Building Line	Shopfront Street	CA-1	CA-2	CA-3	CA-4
Build-to Line	0′	N/A	N/A	N/A	N/A
Setbacks					
Front, maximum	N/A	5′ [1]	5′ [1]	15′ [1]	20' [1]
Front, minimum	N/A	None	None	None	5′ [1]
Side, maximum	Per CA	5' [2] [3]	5′ [2] [3]	5′ [2] [3]	10' [2]
Side, minimum	Per CA	None	None	None	5′
Rear, maximum	None	None	15′	20'	30′
Rear, minimum	None	None	None	10'	10'
Rear, maximum - alley	None	None	None	20'	30′
Rear, minimum - alley	None	None	None	None	None

Notes:

- [1] = Excepting Shopfront Street areas noted on Regulating Plan.
- [2] = Excepting driveways and/or side parking lots.
- [3] = See Section 3.5 regarding development of corner lots.
 - 3. <u>Building Frontage</u> The minimum percentage of the lot's street frontage that must be occupied by one or more principal buildings shall be as provided in Table 3.3.1. (See Figure 3.3.1)

Table 3.3.1 - Building Frontage

Minimum Building Frontage	CA-1	CA-2	CA-3	CA-4
Along Type 1	80%	80%	70%	N/A
Along Type 2	60%	60%	60%	60%
Along Type 3				
Along Type 4	None	None	None	None
Along Shopfront Street	80%	80%	70%	N/A

4. <u>Impervious Surface Coverage</u> - Impervious surfaces shall not exceed the maximum impervious surface percentages (calculated on the basis of the lot) specified in Table 3.4.1.

Table 3.4.1 - *Impervious Surface Coverage*

	CA-1	CA-2	CA-3	CA-4
Maximum Impervious Surface	90%	80%	70%	50%

5. <u>Shopfront Street Provisions</u> - Building placement along Shopfront Streets shall prioritize street corner locations, precluding the development of parking, open spaces or other lot features at street corners.

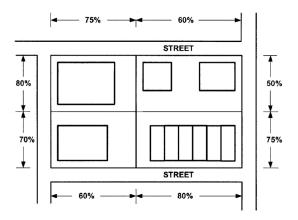


Figure 3.3.1 - Frontage provisions help ensure building façades and windows provide continuity along streets, avoiding "dead zones" and enhancing the pedestrian experience.

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Section 4 - Parking Criteria & Site Access

Introduction - This section provides allowances regarding parking and parking lot and site lighting, including on and off-street parking areas, each supporting the Context Area objectives provided in the Regulating Plan. Treatment of items within this section are critical to establishing the type of onfoot and traffic access patterns needed for the HFBC area to thrive as a vibrant, walkable district.

- 1. On-street Parking On-street parking shall be permitted on all streets within HFBC Limits, except within twenty-five feet of the right-of-way of an intersecting street. On-street parking is required along all Shopfront Streets designated by the Regulating Plan.
- 2. Off-Street Surface Parking Except in CA-4, required off-street surface parking shall not be placed between the street right-of-way and the building fronting the street. In addition to Off-Street Surface Parking requirements provided in Table 4.2.1, the following criteria apples:
 - a) Landscaped area Surface parking lots shall provide 150 s.f. of landscaped area for every 10 parking spaces, dispersed throughout the lot. Pedestrian paths required per Section 4.2b may be counted toward the amount of required landscaped area.
 - b) Pedestrian Paths Within surface lots containing more than 30 parking stalls, pedestrian-friendly walkways shall be provided between surface lots and building entrances. Pedestrian Paths shall be no less than five feet wide and be clearly defined, using least two of the following:
 - i) Six-inch vertical curbing.
 - ii) Textured paving, including across vehicular lanes.
 - iii) A continuous landscape area no less than three feet wide along one or both sides of the walkway.

(See Figures 4.2.1, 4.2.2)

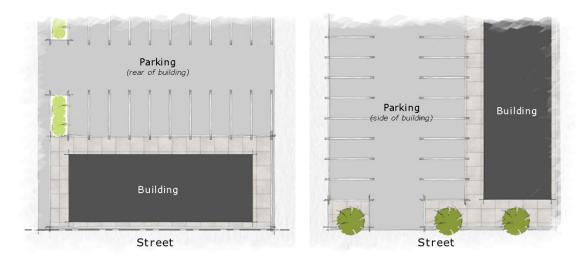


Figure 4.2.1 - Off-street parking may not be placed between a fronting building and the street.

Table 4.2.1 - Off-Street Surface Parking

Surface Parking	CA-1	CA-2	CA-3	CA-4
Non-Residential		_		
Minimum stalls	(None)	(None)	(None)	1 / 1,000 sf
Maximum stalls	1 / 1,000 sf	1 / 1,000 sf	2 / 1,000 sf	2 / 1,000 sf
Residential				
Minimum stalls	.5 / 1,000 sf ^[1]	.5 / 1,000 sf $^{\scriptscriptstyle [1]}$.5 / 1,000 sf $^{\scriptscriptstyle [1]}$	1 / 1,000 sf $^{\scriptscriptstyle [1]}$
Maximum stalls	2 / 1,000 sf ^[2]	2 / 1,000 sf [2]	2 / 1,000 sf [2]	2 / 1,000 sf

Notes:

- 1. Or 1 stall per dwelling unit, whichever is less.
- 2. Or 2 stalls per dwelling unit, whichever is less.
 - 3. <u>Surface parking and site lighting</u> Surface parking lot and site lighting shall contribute to the character and safety of the site and adjacent rights of way, while not disturbing adjacent properties. Surface lot and site lighting shall adhere to the following standards:
 - a) Lighting types Pedestrian-scale fixtures shall be used for all lighting illuminating required Pedestrian Paths. Vehicle-scale fixtures may be used for general surface lot and site lighting. (See Figure 4.3.1)
 - b) Performance Parking lot and site lighting shall provide adequate night visibility and security by distributing a minimum of two foot-candles to a maximum of six foot-candles of illumination at ground level. All lighting shall be shielded to minimize off-site glare, directing light downward and away from adjacent properties.
 - 4. <u>Driveways/Site Access</u> Driveway widths shall not exceed 24 feet, and curb cuts shall not exceed 30 feet for combined entry/exits.



Figure 4.2.2 - Pedestrian Paths may show clear routes to and from building entrances by use of curbs, paving patterns or landscaping.

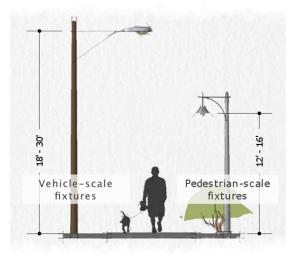


Figure 4.3.1 - Unless otherwise specified, Vehicle-Scale and Pedestrian-Scale lighting fixtures must meet height criteria illustrated here.

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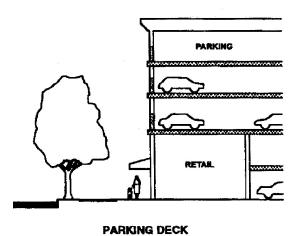


Figure 4.5.1 - Parking garages (decks) along shopfront streets must provide ground-level retail, commercial or office space fronting the street.

Guidelines - Adjacent developments should share driveways to the greatest extent possible. Driveway placement should direct primary traffic to and from the highest-intensity category noted on the Street Section Plan.

5. <u>Shopfront Street Provisions</u> - If fronting on a Shopfront Street, above-ground parking structures shall provide continuous ground level commercial or office spaces and uses along the street, except at ingress and egress points into the structure. (See Figure 4.5.1)

Section 5 - Streetscape Requirements

Introduction: This section identifies features and specifications for commercial and residential streets and alleys within HFBC Limits, keyed to the street types identified in the Street Section Plan and to Shopfront Street areas noted on the Regulating Plan. These criteria work to establish the type of active, economically-vibrant public realm sought by the community, balancing vehicular access with the safety and convenience of pedestrians and other non-motorized modes of travel. [Note: Insert text generally describing cost relevance of Streetscape Requirements to private-sector applicants].

1. <u>Streetscape Requirements</u> - Required streetscape features and dimensions of those elements are identified in Table 5.1.1, are illustrated in Figure 5.1.1 through Figure 5.1.4, and are provided in following portions of this section.

Table 5.1.1 - Streetscape Requirements [1]

	Type 1	Type 2	Type 3	Type 4	Alley
Right-of-Way [2]	72' - 75'	100′	100′	60′	24′
Pavement Width	52′	50′	67.5′	39′	20′
Lanes					
Traffic	(2) 12'	(4) 12.5'	(2) 12.5′	(2) 11'	(2) 10
Median/Left turn	(1) 11'	(1) 20'	(1) 12.5′	(None)	N/A
Parking	(2) 8.5' (A)	(None)	(2) 16' (B)	(2) 8.5′ (A)	N/A
Bicycle	(None)	(2) 5'	(2) 5.25′	(None)	N/A
Curbs					
Туре	Raised	Raised	Raised	Raised	N/A
Radii	25′	15′	15′	15′	N/A
Sidewalks					
Overall Width [3]	(2) 10'	(2) 10'	(2) 10'	(2) 10.5′	N/A
Туре	А	А	А	А	N/A
Clear Ped. Zone [3]	(2) 6′	(2) 6'	(2) 6′	(2) 6.5′	N/A
Planting Zone	(2) 4'	(2) 4'	(2) 4'	(2) 4'	N/A
Street Furnishings					
Lighting, types	Р	Р	Р	Р	V
Planting, types	S	S/M	S/M	S	N/A
Benches	R	R	R	N/R	N/A
Trash receptacles	R	R	R	N/R	N/A
Bicycle parking	N/R	R	N/R	N/R	N/A

^{1.} See City of Spokane Department of Engineering Design Standards for additional specifications.

Parking Stall types: "A" = 8.5' W x 18' L parallel stalls; "B" = 9' W x 16' L angled stalls, back-in (60° \angle)

Sidewalk types: $"A" = 4' \times 2'$ scored concrete

Lighting types: "P'' = Pedestrian scale; "V'' = Vehicle scale

Planting types: "S" = Street trees; "M" = Median planting

 $Benches, \ Trash \ receptacles, \ Bicycle \ parking: \ "R" = Required; \ "N/R" = Not \ required$

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^{2.} ROW based on City of Spokane GIS data, field verify.

^{3.} Minimum size; additional ROW, if any, shall be allocated to sidewalk Clear Pedestrian Zone.

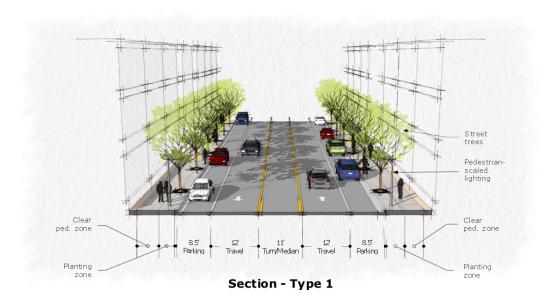


Figure 5.1.1 - Configuration and dimensional requirements for street section "Type 1" areas identified in the Street Section Plan.

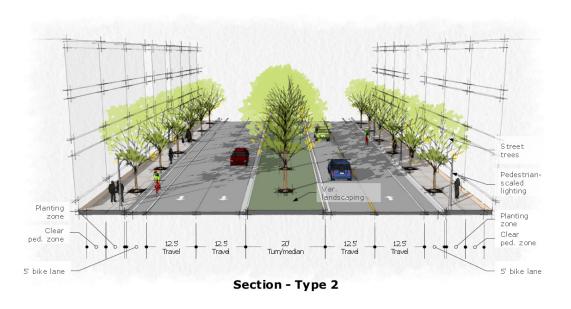


Figure 5.1.2 - Configuration and dimensional requirements for street section Type 2 areas identified in the Street Section Plan.

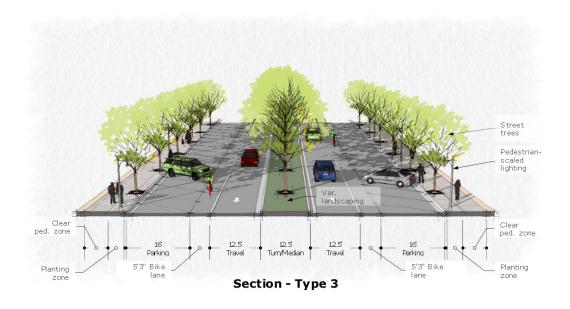


Figure 5.1.3 - Configuration and dimensional requirements for street section Type 3 areas identified in the Street Section Plan.

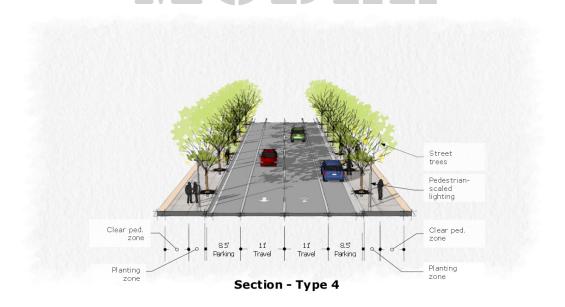


Figure 5.1.4 - Configuration and dimensional requirements for street section Type 4 areas identified in the Street Section Plan.

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- 2. <u>Sidewalks</u> The composition and color of sidewalks shall be as described in Table 5.1.1, and shall be continued as they cross vehicular driveways. (See Figure 5.2.1)
- 3. <u>Street Furnishings, Placement</u> Street furnishings including light poles, benches, bicycle parking and trash receptacles shall be placed between tree locations within the Planting Zone. Temporary and intermittent sidewalk encroachments including café seating, planters, ramps, steps, and sandwich board signs may be located in the Planting Zone without restriction, or in the Clear Pedestrian Zone provided a pathway of at least four (4) feet wide remains free of such obstructions. (See Figure 5.3.1) Street furnishings required in Table 5.1.1 are to be provided in all Context Areas as follows:
 - Lighting City-approved Pedestrian-Scale Lighting shall be provided every 30 feet, generally spaced midway between required Street Trees. Vehicle-scale lighting shall be provided every 60 feet.
 - b) Planting City-approved Street Trees shall be provided every 30 feet, generally spaced midway between required Pedestrian-Scale Lighting. At a minimum, Median planting areas shall provide a continuous row of City-approved trees spaced according to mature canopy size, plus one or more types of City-approved ground cover.
 - c) Benches City-approved benches shall be provided every 120 feet, or within 60 feet of any street intersection.
 - d) Trash receptacles City-approved trash receptacles shall be provided every 120 feet, or within 60 feet of any street intersection.
 - e) Bicycle parking City-approved bicycle parking shall be provided every 120 feet, or within 60 feet of any street intersection.
- 4. <u>Crosswalks</u> [Note: Optional; composition, width, striping].
- 5. <u>Shopfront Street Provisions</u> [Note: Optional; Shopfront Street requirements/exceptions in addition to requirements established in this section].



Figure 5.2.1 - Curb cuts and driveways may not interrupt sidewalk material and pattern requirements. Ramps may not encroach on Clear Pedestrian Zones.



Figure 5.3.1 - Temporary sidewalk encroachments are allowed in the Planting Zone, or in the Clear Pedestrian Zone as per Section 5.4.

Section 6 - Architectural Requirements

Introduction - This section identifies general architectural requirements, adding to building allowances in Section 3 by articulating basic façade requirements, roofline objectives, mechanical screening and other considerations. These requirements establish important functional and aesthetic characteristics sought by the community and expressed by the Regulating Plan, ensuring the proper "fit" within the surrounding neighborhood. Subsection 6.10, Materials, includes related requirements as well as a set of guidelines conveying recommended material types for use as cladding, for accent purposes, or for exposed roofs.

- 1. <u>Building Base</u> For CA-1 and all Shopfront Street areas, building façades shall include a visually prominent plinth or base, helping establish pedestrian-scaled features and aesthetically tying the building to the street level. Building bases shall measure between 9" and 6' above adjacent grade, and utilize at least one of the following:
 - a) "Heavier" material composition, such as a stronger, more permanent material than used on upper portions of the façade.
 - A horizontal projection (or visible thickening) of the wall surface, potentially accompanied by a change of material and/or color.
 - c) A horizontal architectural line or feature, such as a belt course or secondary cornice, at or below the top of the first story and providing visual separation between the first two floors.

(See Figure 6.1.1)

- 2. <u>Primary Building Entries</u> For CA-1 and all Shopfront Street areas, Primary Building Entries shall face the street and be made visually prominent, including the use of a recommended accent material and at least one of the following:
 - a) Recessed entrance. Recessed entrance shall be recessed at least 3' from the building face.
 - b) Canopy or awning. Canopy or awning shall extend at least 5' from the building face, with a minimum height clearance of 8' above the sidewalk.
 - c) Inclusion of a volume that protrudes from the rest of building surface or an Architectural Roof Structure element physically or visually integrated with the Primary Building Entry.

(See Figure 6.2.1)

For mixed-use buildings, entrances to residential, office or other upper story uses shall be clearly distinguishable in form and location from retail entrances.

Guidelines - Recommended entry treatments include special paving materials such as ceramic tile; ornamental ceiling treatments; decorative light fixtures; decorative door pulls, escutcheons, hinges, and other hardware.

3. <u>Street-level Detailing</u> - For CA-1 and all Shopfront Street areas, street-level façades shall help create a more welcoming, aesthetically-rich pedestrian environment by incorporating at least four of the following elements:

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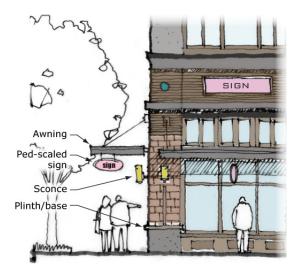




Figure 6.1.1 - Illustration of building base, pedestrianscale signs and other building elements described in the HFRC.

Figure 6.2.1 - Primary Building Entries must face the street and be made visually prominent using one or more architectural approaches listed in Section 6.2.

- a) Canopies or awnings spanning at least 25% of the building façade. Canopy or awning shall extend at least 5' from the building face, with a minimum height clearance of 8' above the sidewalk.
- b) Pedestrian-Scaled Signs, mounted to the building or permanent overhang.
- c) Decorative sconce, lantern or similar lighting, mounted to the building.
- d) Projecting windowsills.
- e) Decorative kick plates for entry doors.
- f) Urns or large planters with seasonal vegetation.
- g) Hanging planters supported by brackets mounted to the building.
- 4. <u>Façade Transparency</u> Building façades shall include substantial glazing, providing visual connectivity between activities inside and outside a building. Regarding glazing, the following provisions shall apply:
 - a) If fronting along a Shopfront Street, ground floor glazing shall be at least ten feet (10') in height and no more than three feet (3') above adjacent sidewalk or grade.
 - If facing a public street, upper floor façades shall include a minimum of 30% clear glass windows.
 - c) The total glazing expressed as a minimum percentage of ground floor façades shall meet the specifications provided in Table 6.4.1.

(See Figure 6.4.1)



Figure 6.4.1 - Especially along pedestrian-oriented streets, glazing provides a visual connection between activities inside and outside a building. Table 6.4.1 specifies minimum quantities of clear glass, expressed as a percentage of each façade.

Table 6.4.1 - Glazing minimums, ground floor façades *

Façade location	CA-1	CA-2	CA-3	CA-4
Along Shopfront Street	75%	75%	60%	-
Along Non-Shopfront Street	60%	N/A	N/A	30%

st Glazing percentages may include windows and doors.

- 5. <u>Blank Walls</u> Minimizing blank or undifferentiated façade walls helps ensure that buildings contribute to an engaging pedestrian environment. In all CA areas, blank façade walls longer than 30' along any public right-of-way shall be enhanced or screened by incorporating one or more of the following:
 - a) Vegetation such as trees and/or vines planted adjacent to the wall surfaces.
 - b) Architectural detailing, potentially including reveals, contrasting materials, bas-relief detailing, artwork, murals, or decorative trellises.
- 6. Roof Lines Varied roof planes, cornice elements, overhanging eave and roof decks are encouraged, as they increase visual interest and help implement character objectives described in Sec. 1.1. In all CA areas, roof line elements shall adhere to the following standards:
 - a) Pitched or sloping roofs shall have a minimum slope of 4:12 and a maximum slope of 12:12 (rise: run).
 - b) Buildings with flat roofs shall include an extended parapet on all building sides, creating a defined cornice or prominent top edge.

2•20 Form-Based Code

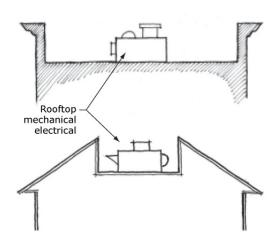




Figure 6.7.1 - Rooftop and ground-level equipment must be screened from view along public rights-of-way. Here, mechanical systems are hidden by cornice and roof elements.

Figure 6.10.1 - The HFBC provides standards and guidelines regarding building materials, helping realize community expectations for the corridor and neighborhood.

- c) Non-Enclosed, Enclosed and Architectural Roof Structure elements as defined by this code in are exempt from 6.6.A and 6.6B. Height limitations for such elements are provided in Table 3.1.1.
- 7. Equipment Screening In all CA zones visible from public rights-of-way, mechanical and electrical equipment including HVAC units, transformers, antennae and receiving dishes shall be screened from view, adhering to the following standards:
 - a) Rooftop mechanical and electrical equipment shall be screened by a parapet wall, enclosed within roof volumes or other building elements designed as an integral part of the building's architecture.
 - b) Ground-level mechanical and electrical equipment shall be enclosed within secondary building elements, or screened by features designed to coordinate with the architectural character of the primary structure. Picket or chain-link fencing may not be used.

(See Figure 6.7.1)

- 8. <u>Service Area Screening</u> In all CA zones, service, loading and trash collection areas shall be hidden or screened from view along public rights-of way, and shall not face any public street or residential area unless no other location is possible. Service areas shall be hidden from view using a screen wall constructed of masonry, wood or metal, designed to coordinate with the architectural character of the primary structure. Screen walls shall also include one or more of the following:
 - a) Vegetation such as trees and/or vines planted adjacent to the wall surfaces.
 - b) Architectural detailing, potentially including reveals, contrasting materials, bas-relief detailing, artwork, murals, or decorative trellises.

- 9. <u>Sign Standards</u> For sign standards applying to all CA zones, see City of Spokane Municipal Code, Chapter 17C.240.
- 10. <u>Materials</u> Use of quality building materials ensures that projects contribute to the overall value and character of properties within and adjacent to HFBC Limits. Building materials shall adhere to the following standards:
 - Buildings shall employ durable and high quality materials, such as steel, glass, brick, stone, and/or wood.

(See Figure 6.10.1)

Guidelines - In addition to the material standards defined in Section 6.10, the following material guidelines are included to further define community expectations for projects within all CA zones within HFBC limits.

- The use of sustainably harvested, salvaged, recycled reused products is encouraged wherever possible.
- b) Authentic materials and methods of construction should be used to the greatest degree possible. Materials made to simulate higher-value materials and construction types may be used for reasons of economy, but should be durable and closely match the proportions, surface finishes, and colors of the materials they simulate.
- c) When veneers are used, detailing and installation should give the appearance of full-depth material, avoiding the exposure of veneer sides, including use of wrap-around corner pieces.
- d) The location and spacing of panel or expansion joints should be incorporated into the façade composition. Castings should be shaped to form architectural profiles that create bases, cornices, pilasters and other elements contributing to the façade composition.
- e) Cladding and/or accent materials on the primary building should be carried over onto additions, accessory buildings and site features.
- f) Cladding materials Recommended cladding materials include:
 - Brick. Red brick is characteristic of the Spokane region, although other colors may be used as well. Full size brick veneer is preferable to thin brick tile.
 - Stone. Granite, limestone, sandstone, and river rock are preferred stone types. Stone veneer and cast stone simulating these types is allowable.
 - Cast concrete. Precast or exposed site-cast structural concrete is acceptable. Pigments, special aggregates and surface textures should be exploited to achieve architectural effects.
 - Concrete block. Where used, creativity in selecting block sizes, surface textures, course patterns and colors is encouraged.
 - Wood. Horizontal sidings such as clapboard, tongue-in-groove, shingles or shakes, or vertical sidings such as board and batten are acceptable. Trim elements should be used for all wood siding types. Heavy timber detailing and exposed bracing may be used where appropriate to the building style.

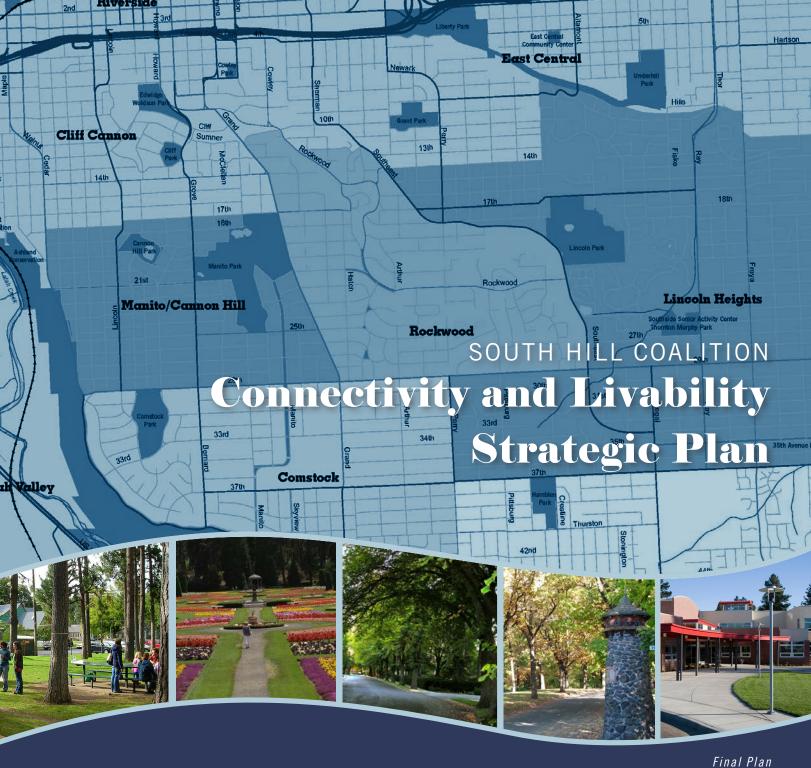
2•22 Form-Based Code

- Fiber-cement or cementitious siding. Fiber-cement planks, panels and shingles and are an acceptable substitute for wood siding when used in the formats described above under "Wood."
- Stucco. Stucco, cement plaster or stucco-like finishes such as EIFS may be used along ground floor portions of rear or side service and parking exposures, provided the building base treatment used along the street façade is continued. Stucco of any type should not be used along ground floor portions of street exposures.
- g) Accent materials Accent materials are typically used at building entrances, window and door frames, wall bases, cornices, wainscot materials and for copings, trim, and other special elements. Recommended accent materials include:
 - Brick. Red brick is characteristic of the Spokane region, although other colors may be used as well. Full size brick veneer is preferable to thin brick tile.
 - Stone. Granite, limestone, sandstone, and river rock are preferred stone types. Stone veneer and cast stone simulating these types is allowable.
 - Cast concrete. Precast or exposed site-cast structural concrete is acceptable. Pigments, special aggregates and surface textures should be exploited to achieve architectural effects.
 - Concrete block. Where used, creativity in selecting block sizes, surface textures, course patterns and colors is encouraged.
 - Tile. Ceramic, terra cotta and cementitious tile, whether glazed or unglazed is acceptable.
 - Metal. Profile, corrugated and other sheet, rolled or extruded metal is acceptable.
 Metal accents should have trim elements to protect edges, and be of adequate
 thickness to resist dents and impacts. Surfaces should be treated with a high
 quality, fade-resistant coating system or paint such as Kynar, Tnemec, etc. Copper,
 zinc and weathering steel may be left exposed.
- h) Roof materials Recommended materials for roofs exposed and visible from public rights of way include:
 - Metal seam roofing. Finishes should be anodized, fluorocoated or painted. Copper, zinc and weathering steel may be left exposed.
 - Slate or slate-like materials.
 - Sheet metal shingles.
 - Asphalt shingles. Projects using asphalt shingles should use the highest quality commercial grade materials, and be provided with adequate trim elements.

COMPARISON: HAMILTON MODEL FORM	Existi	Proposed	
BASED CODE AND CURRENT ZONING CODE	Residential Single-Family (RSF)	Residential Two-Family (RTF)	Context Area 4 (CA4)
Building Height	35'	35'	42' (3 stories)
	Lots 5,000 sq. ft. or larger - 2,250 sq. ft. +35% for portion of lot over 5,000 sq. ft.	Lots 5,000 sq. ft. or larger - 2,250 sq. ft. +35% for portion of lot over 5,000 sq. ft.	
Impervious Surface Coverage	Lots 3,000 - 4,999 sq. ft 1,500 sq. ft. + 37.5% for portion of lot over 3,000 sq. ft.	Lots 3,000 - 4,999 sq. ft 1,500 sq. ft. + 37.5% for portion of lot over 3,000 sq. ft.	50%
	Lots less than 3,000 sq. ft. – 50%	Lots less than 3,000 sq. ft. – 50%	
Setbacks			
Front, Maximum	N/A	N/A	20' - Except Shopfront Street Areas
Front, minimum	15'	15'	5' - Except Shopfront Street Areas
Side, Maximum	N/A	N/A	10' - Excepting driveways and/or side parking lots
Side, minimum	3' or 5'	3' or 5'	5'
Rear, Maximum	N/A	N/A	30'
Rear, minimum	25'	15'	10'
Rear, Maximum - alley	N/A	N/A	30'
Rear, minimum - alley	25'	15'	none
Surface Parking			
Non-Residential Minimum stalls	varies	varies	1 / 1,000 sf
Non-Residential Maximum stalls	varies	varies	2 / 1,000 sf
Residential Minimum stalls	1/unit + 1/bedroom after 3 bedrms; 1/ADU; SRO are exempt	1/unit + 1/bedroom after 3 bedrms; 1/ADU; SRO are exempt	1 / 1,000 sf (Or 1 stall/unit, whichever is less.)
Residential Maximum stalls	None	None	2 / 1,000 sf
Use Provisions - Residential			
Residence as part of mixed-use building	N	N	Р
Single-family, attached (townhouse)	Р	Р	Р
Single-family, detached	Р	Р	Р
Accessory apartment (ADU)	Р	Р	Р
Use Provisions - Non-Residential			
Service and retail (Retail uses having more than 40,000 SF on any floor are not permitted.)	N	N	Р
Office and professional	N	N	Р
Civic and institutional	L/CU	L/CU	Р
Limited Industrial (<i>Limited Industrial uses</i> having more than 20,000 GSF are not permitted)	N	N	N
Heavy Industrial	N	N	N
Storage or warehouse	N	N	N
Parking garage	N	N	D
Adult Businesses	N	N	N
Other (unspecified)	N/A	N/A	D

COMPARISON: HAMILTON MODEL FORM	EXISTING	PROPOSED		
BASED CODE AND CURRENT ZONING CODE	Center CC1-DC	Context Area 1 (CA 1)	Context Area 2 (CA2)	Context Area 3 (CA3)
Building Height Maximum Shopfront Street	55'	78' (6 stories)	66' (5 stories)	54' (4 stories)
Building Height Maximum Non-Shopfront Street	55'	54' (4 stories)	N/A	N/A
Building Height Minimum Shopfront Street	N/A	54' (4 stories)	42' (3 stories)	30' (2 stories)
Building Height Minimum Non-Shopfront Street	N/A	30' (2 stories)	N/A	N/A
Impervious Surface Coverage	N/A	90%	80%	70%
Setbacks				
Front, Maximum	N/A	5' - Except Shopfront Street Areas	5' - Except Shopfront Street Areas	15' - Except Shopfront Street Areas
Front, Minimum	O' From street lot line, minimum	None	None	None
Side, Maximum	N/A	5' - Excepting driveways and/or side parking lots	5' - Excepting driveways and/or side parking lots	5' - Excepting driveways and/or side parking lots
Side, Minimum	10' From RSF and RTF zoned lots, minimum	None	None	None
Rear, Maximum	N/A	None	15'	20'
Rear, Minimum	0' From lot line abutting O, OR, NR, NMU, CB, GC, DT, CC, LI, or HI zoned lots, minimum	None	None	None
Rear, Maximum - alley	N/A	None	None	20'
Rear, Minimum - alley	10' Front lot line, minimum	None	None	None
Surface Parking				
Non-Residential Minimum stalls	1/1,000 sf	None	None	None
Non-Residential Maximum stalls	4/1,000 sf	1/1,000 sf	1/1,000 sf	2/1,000 sf
Residential Minimum stalls	1/1,000 sf or 1/unit, whichever is less	.5/1,000 sf	.5/1,000 sf	.5/1,000 sf
Residential Maximum stalls	4/1,000 sf	2/1,000 sf	2/1,000 sf	2/1,000 sf
Use Provisions - Residential				
Residence as part of mixed-use building	Р	Р	Р	Р
Single-family, attached(townhouse)	N	N	Р	Р
Single-family, detached	N	N	N	N
Accessory apartment	N	N	N	D
Use Provisions - Non-Residential				
Service and retail (Retail uses having more than 40,000 SF on any floor are not permitted.)	Р	Р	Р	Р
Office and professional	Р	Р	Р	Р
Civic and institutional	Р	Р	Р	Р
Limited Industrial (<i>Limited Industrial</i> uses having more than 20,000 GSF are not permitted)	Р	N	Р	Р
Heavy Industrial	N	N	N	N
Storage or warehouse	N	N	N	N
Parking garage	Р	Р	Р	Р
Adult Businesses	N	N	N	N
Other (unspecified)	N/A	D	D	D

COMPARISON: HAMILTON MODEL FORM	EXISTING	PROPOSED		
BASED CODE AND CURRENT ZONING CODE	Center CC2-DC	Context Area 1 (CA 1)	Context Area 2 (CA2)	
Building Height Maximum Shopfront Street	55'	78' (6 stories)	66' (5 stories)	
Building Height Maximum Non-Shopfront Street	55'	54' (4 stories)	N/A	
Building Height Minimum Shopfront Street	N/A	54' (4 stories)	42' (3 stories)	
Building Height Minimum Non-Shopfront Street	N/A	30' (2 stories)	N/A	
Impervious Surface Coverage	N/A	90%	80%	
Setbacks				
Front, Maximum	N/A	5' - Except Shopfront Street Areas	5' - Except Shopfront Street Areas	
Front, Minimum	0' From street lot line, minimum	None	None	
Side, Maximum	N/A	5' - Excepting driveways and/or side parking lots	5' - Excepting driveways and/or side parking lots	
Side, Minimum	10' From SF and TF zoned lots, minimum	None	None	
Rear, Maximum	N/A	None	15'	
Rear, Minimum	0' From lot line abutting O, OR, NR, NMU, CB, GC, DT, CC, LI, or HI zoned lots, minimum	None	None	
Rear, Maximum - alley	N/A	None	None	
Rear, Minimum - alley	10' Front lot line, minimum	None	None	
Surface Parking				
Non-Residential Minimum stalls	1/1,000 sf	None	None	
Non-Residential Maximum stalls	4/1,000 sf	1/1,000 sf	1/1,000 sf	
Residential Minimum stalls	1/1,000 sf or 1/unit, whichever is less	.5/1,000 sf	.5/1,000 sf	
Residential Maximum stalls	4/1,000 sf	2/1,000 sf	2/1,000 sf	
Use Provisions - Residential				
Residence as part of mixed-use building	Р	Р	Р	
Single-family, attached(townhouse)	N	N	Р	
Single-family, detached	N	N	N	
Accessory apartment	N	N	N	
Use Provisions - Non-Residential				
Service and retail (<i>Retail uses having more than 40,000 SF on any floor are not permitted.</i>)	Р	Р	Р	
Office and professional	Р	Р	Р	
Civic and institutional	Р	Р	Р	
Limited Industrial (<i>Limited Industrial uses</i> having more than 20,000 GSF are not permitted)	Р	N	Р	
Heavy Industrial	N	N	N	
Storage or warehouse	Р	N	N	
Parking garage	Р	Р	Р	
Adult Businesses	N	N	N	
Other (unspecified)		D	D	

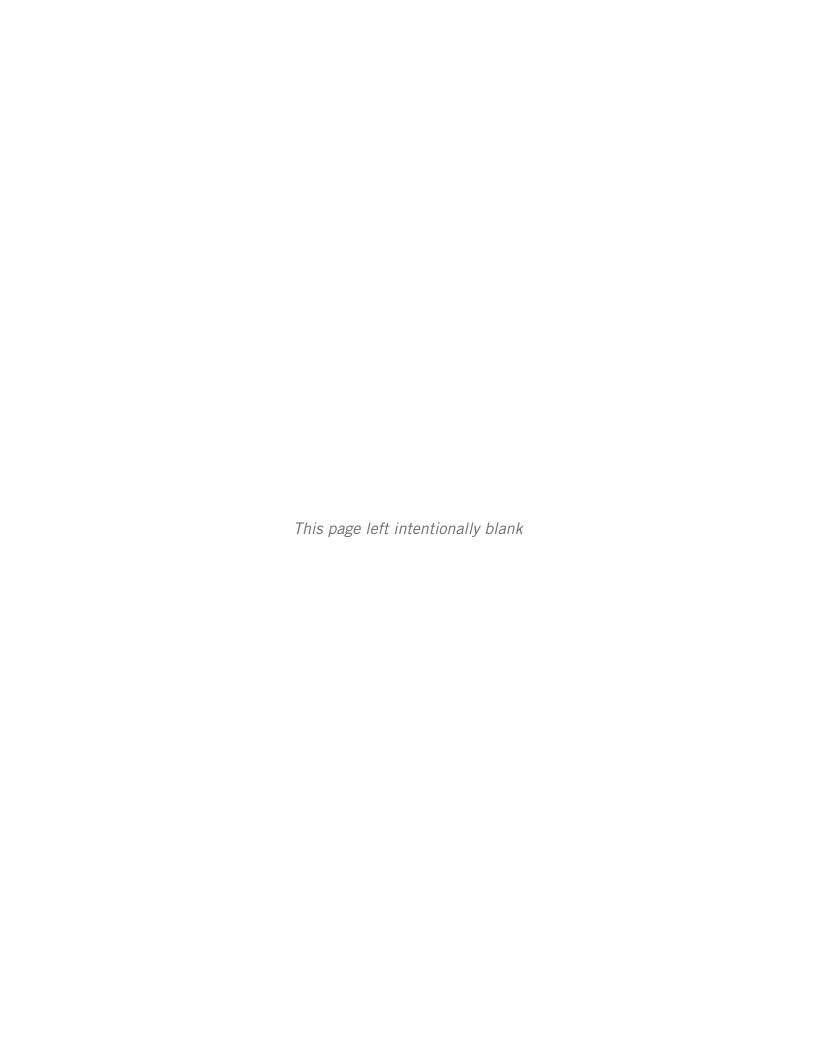


June 2014



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





SPOKANE SOUTH HILL COALITION

CONNECTIVITY AND LIVABILITY STRATEGIC PLAN

Final Plan
JUNE 2014



Spokane, WA

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.



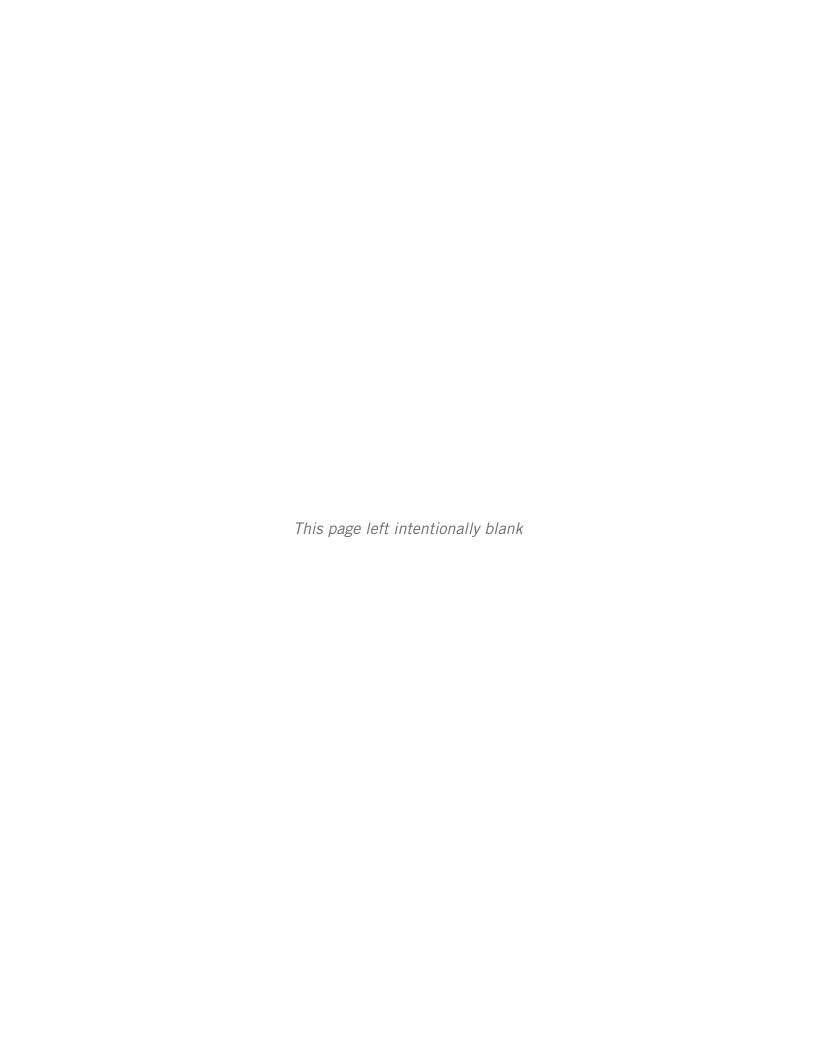
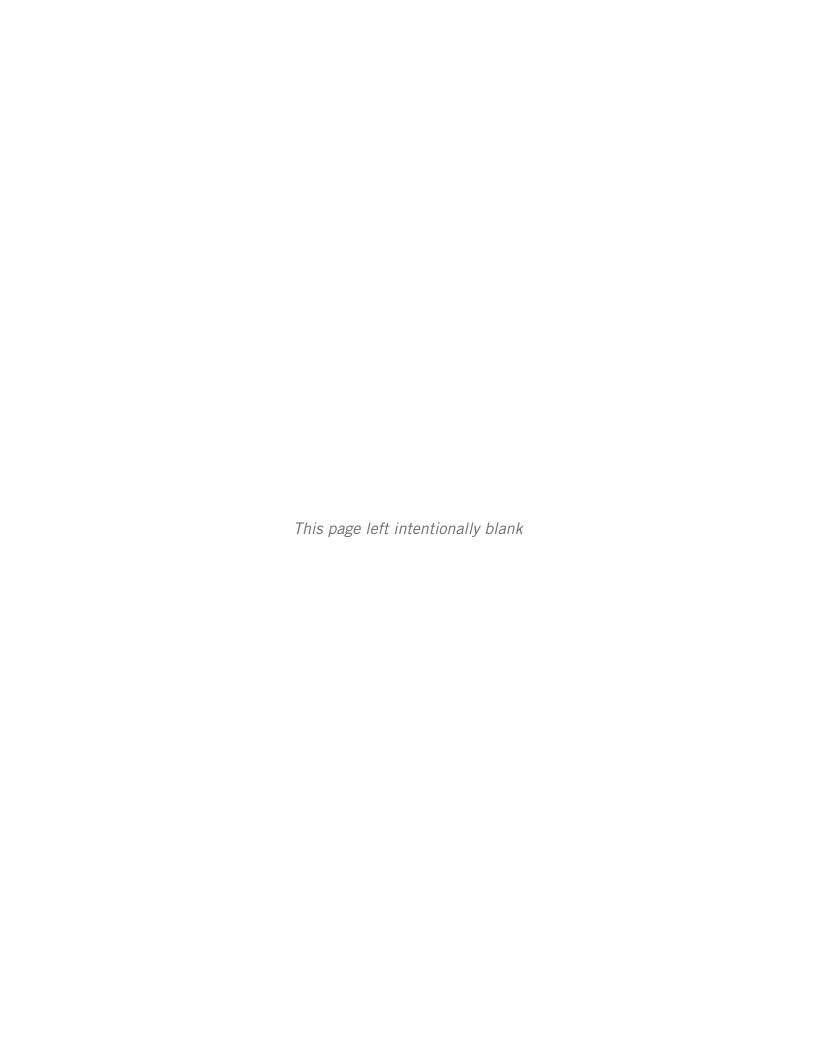


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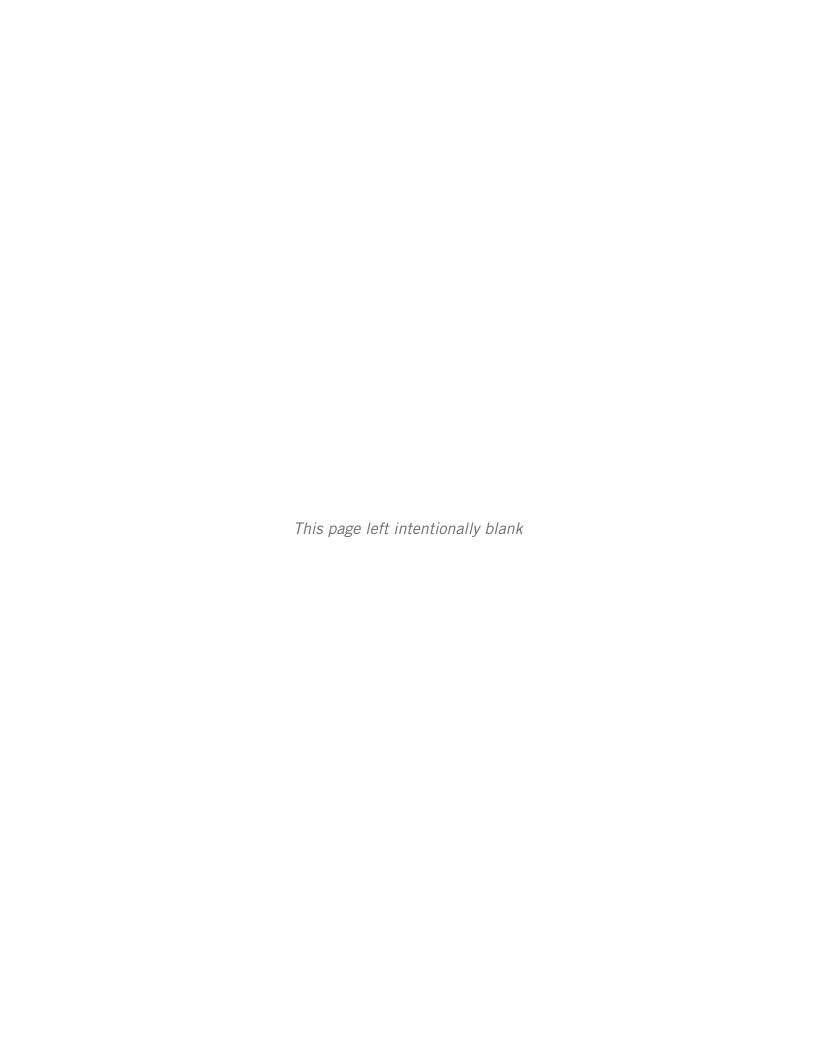
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EXECUTIVE SUMMARY

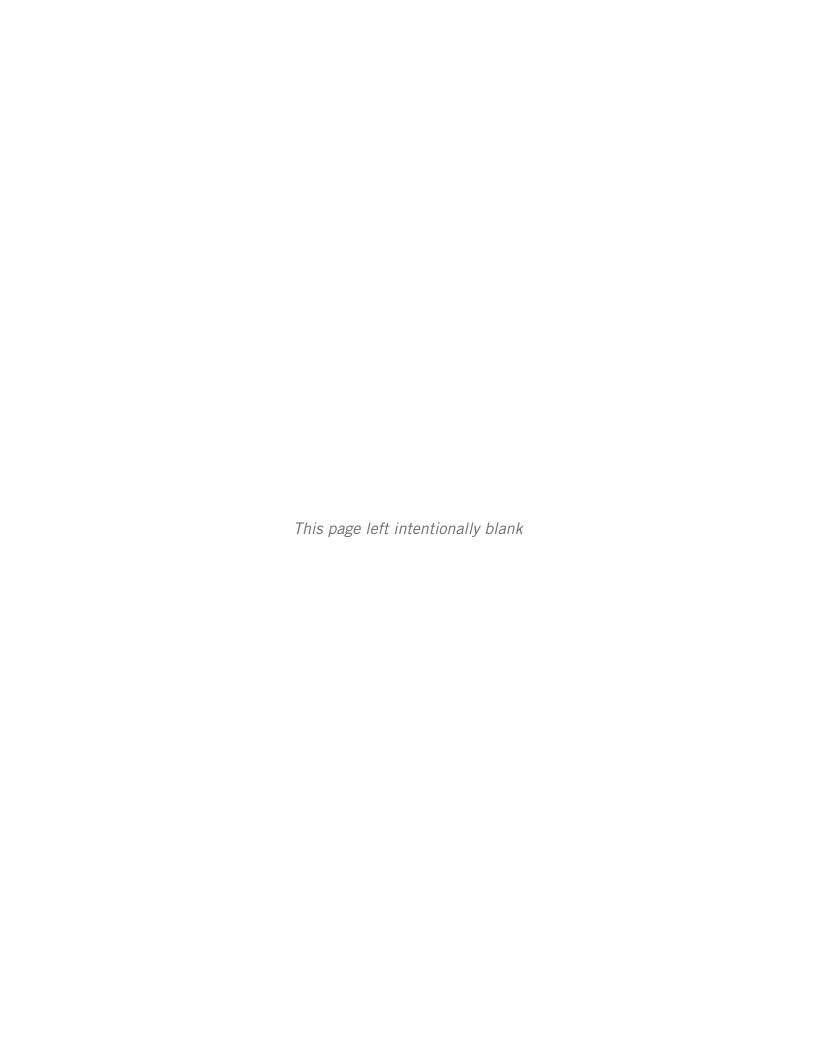
In 2012, five South Hill neighborhoods pooled their city neighborhood planning dollars to develop a coordinated plan for a large portion of the South Hill. The connection of neighborhood leaders and a commitment to working together toward a shared vision led to the establishment of the South Hill Coalition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



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 Tornguist

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.

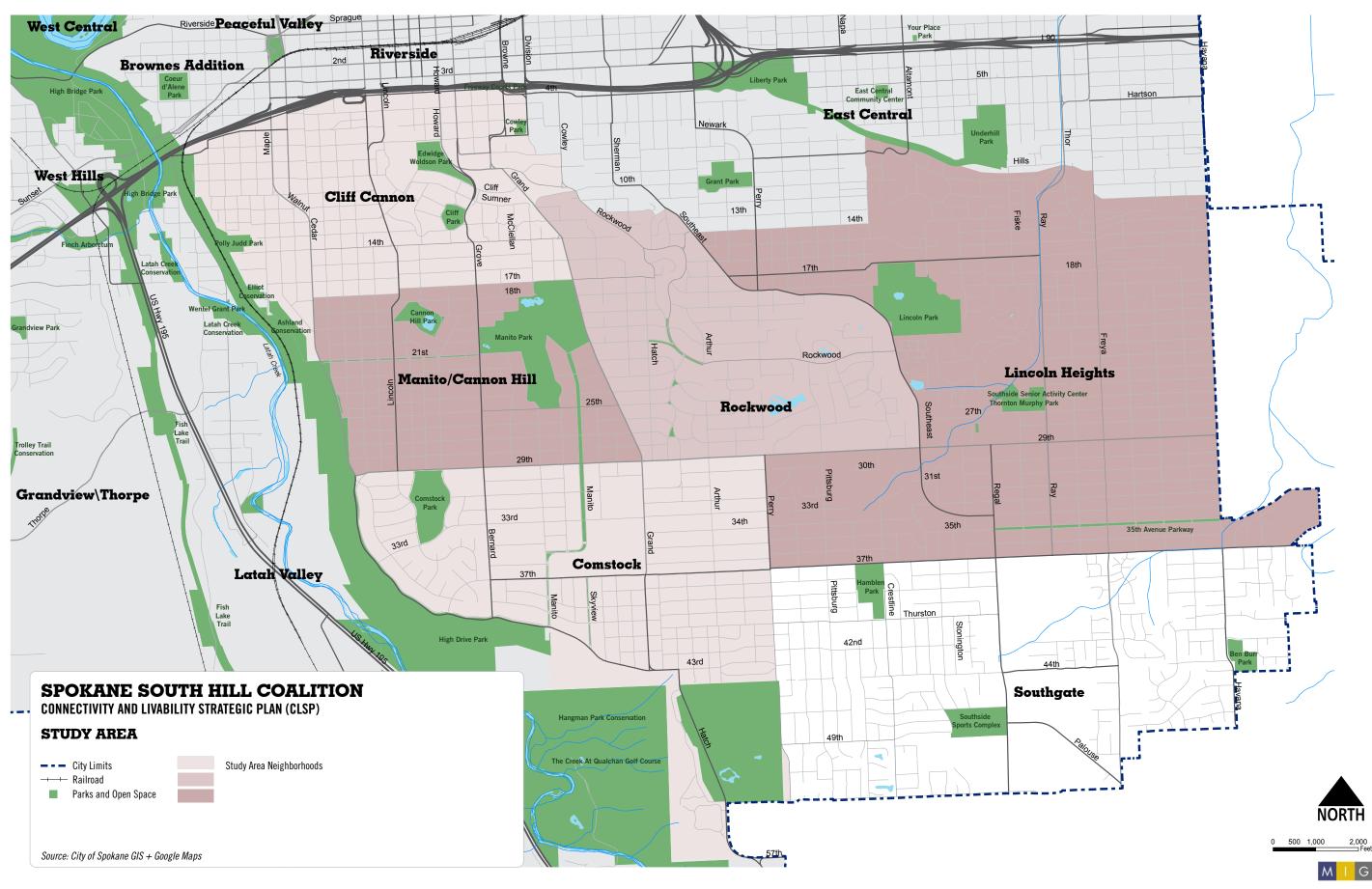
The South Hill Coalition Connectivity and Livability Strategic Plan is a long-range, 20-year visionary and conceptual document that will require further analysis and identification of funding sources for proposed capital improvement projects in order for them to be implemented.

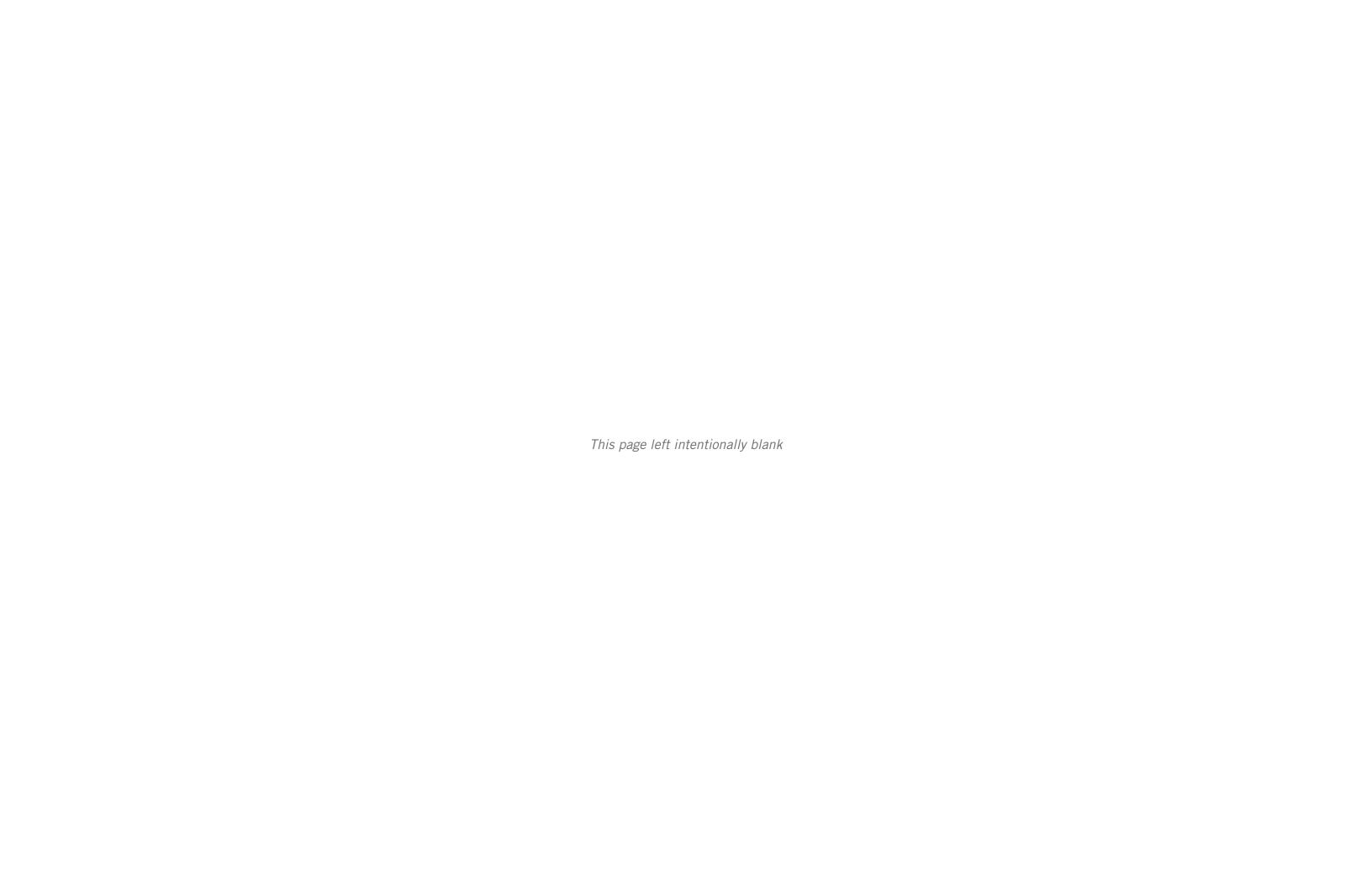
SOUTH HILL PLANNING AREA

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.





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.



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

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.

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



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

- 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

<u>South Hill Coalition Survey</u> - 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

<u>Issues and Resolutions Meetings</u> - 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

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

June 18, 2013

<u>Stakeholder Meeting</u> - 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

<u>Neighborhood Outreach</u> - 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.

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.

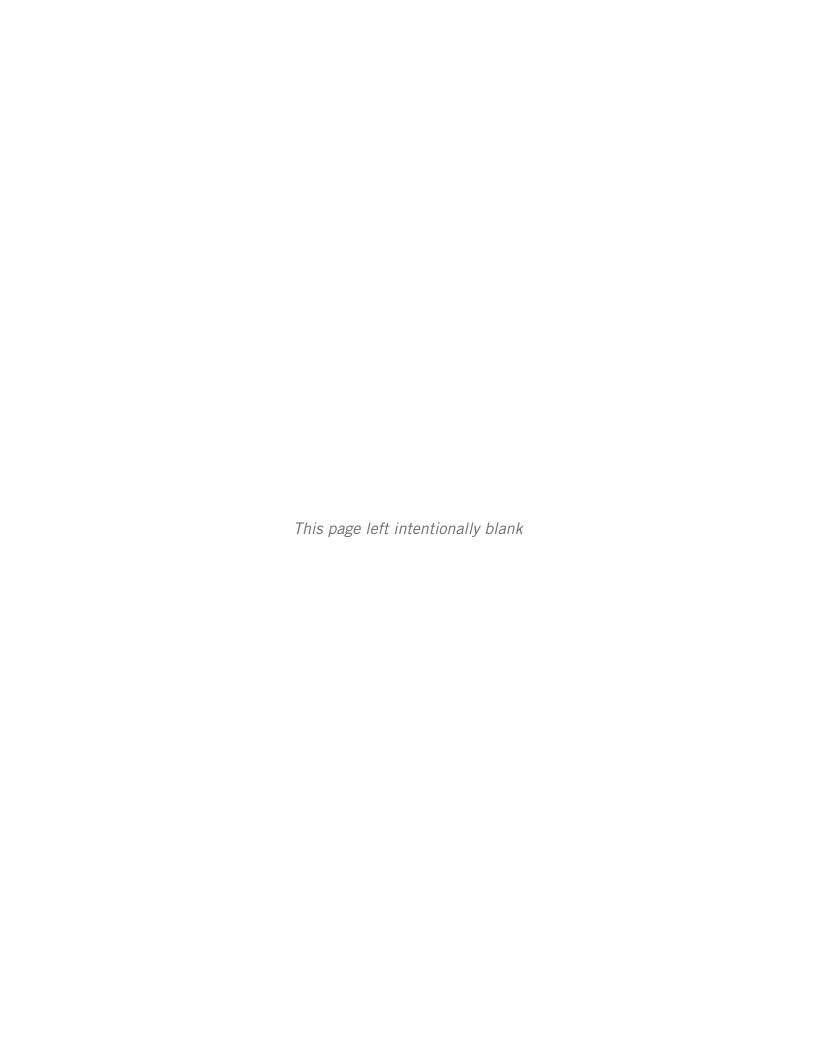
Chapter 3 outlines a number of priority projects identified during the planning process which fit into one of several categories including greenways, bike routes, arterial streetscape improvements and potential gap closures. All projects are classified by one of the following: top priority, higher priority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



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.
- 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:

- SI-1 Attend City meetings regarding public right-of-way capital improvement and maintenance plans.
- SI-2 Work with City staff to identify funding sources for paving and maintenance.
- 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:

Enhanced Crosswalks Bike Lanes Curb Extensions Trees Right Sized Streets Striping/Marks Bulbouts Roundahouts 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.
- 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:

- ID-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 Garbage Cans Zoning and Land Use Code Enforcement Lot Line Adjustments Urban Farming Trash Vehicles (Storage/ LID Process for Alleys Abandoned) 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.













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.

Potential Greenway Elements (con't)



BIKE CUT-THROUGHS can diverge from vehicle routes to



TRAFFIC CIRCLES Residential traffic circles require approaching traffic to enter at a slow speed and yield to any vehicle



SHARED USE PATH Off road gravel paths can be designed to meet accessibility requirements and provide a safe and comfortable surface 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.

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.

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 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.

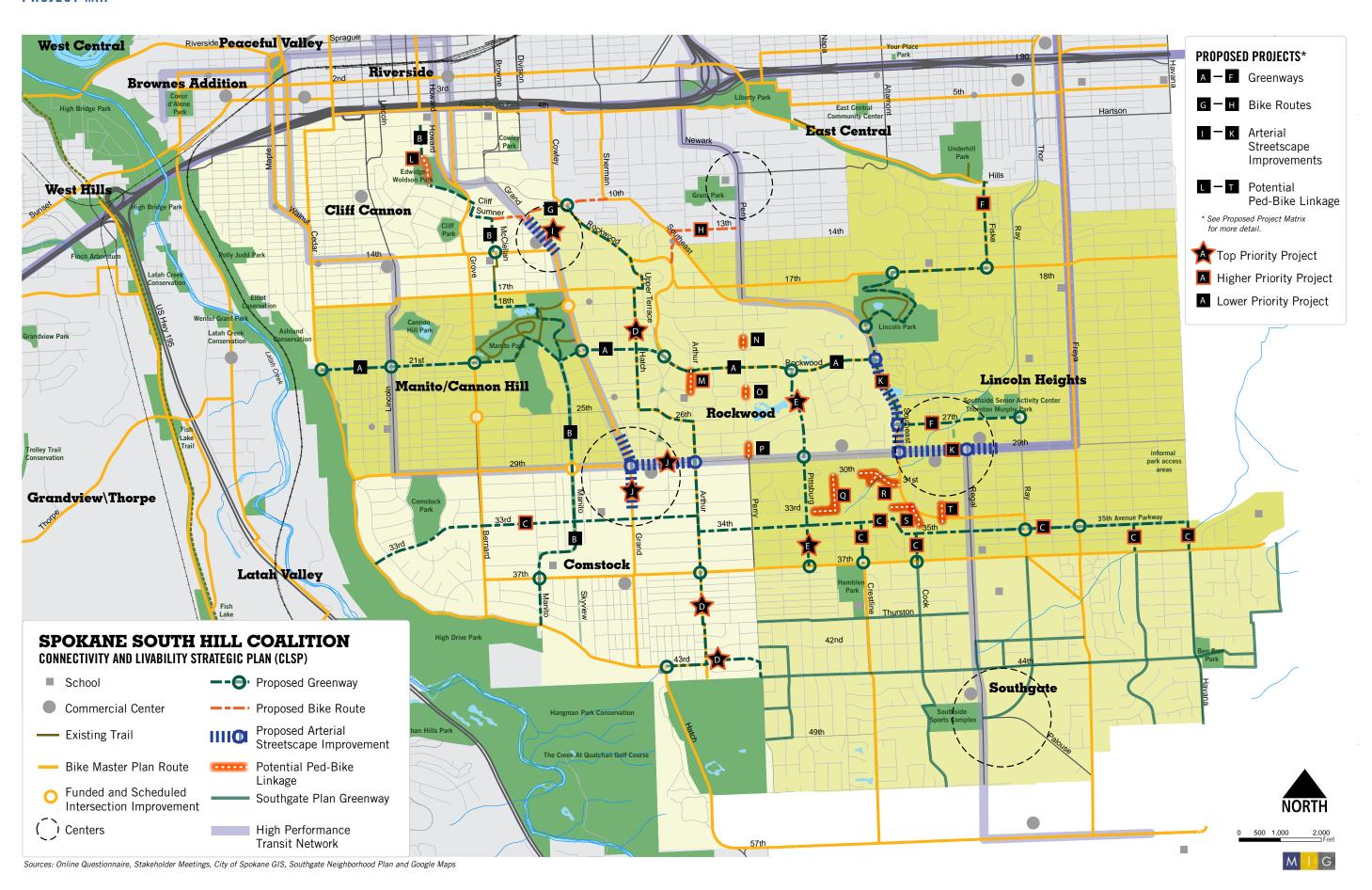


REAL-TIME INFO SIGNS Real-time arrival information, accessible through a website, smart phone, telephone, or signs at a bus stop, can help travelers make informed travel decisions and alleviate some of the stress about worrying when the bus is going to arrive.

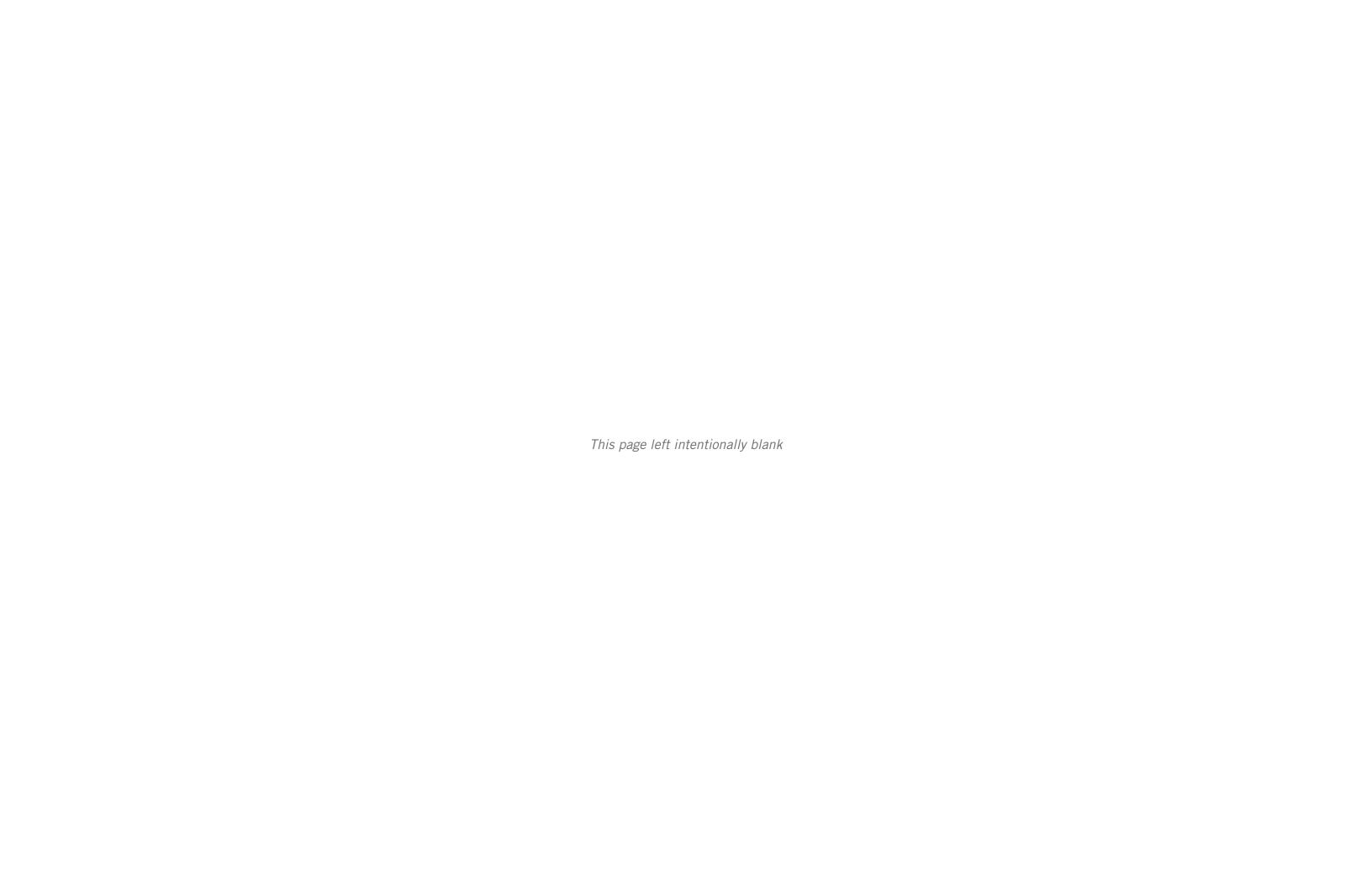


OFF-BOARD FARE KIOSKS Off-board fare collection enables all-door boarding, speeds up the boarding and alighting process and saves valuable time for all passengers

PROJECT MAP



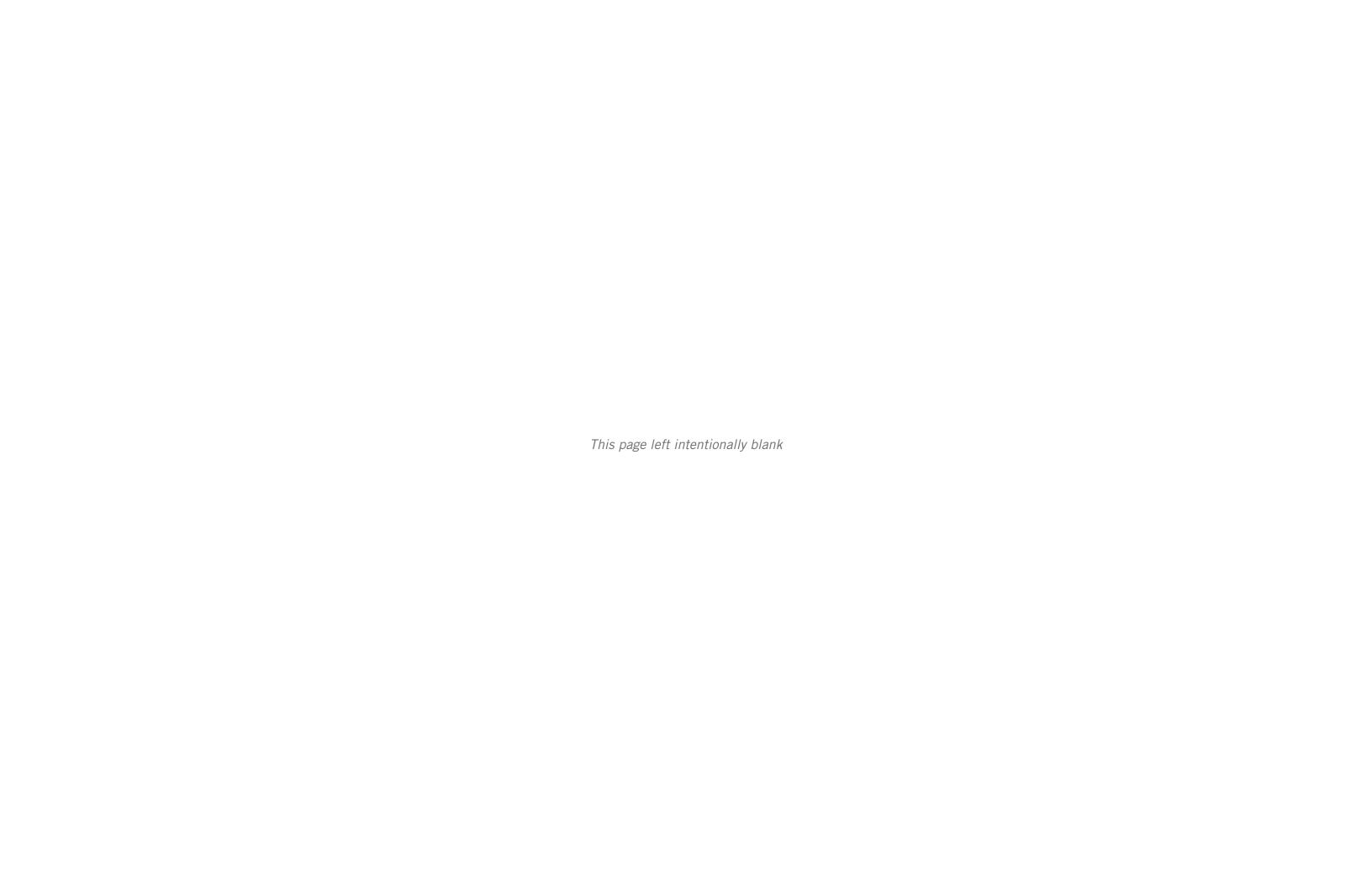
CONNECTIVITY AND LIVABILITY STRATEGIC PLAN 41



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.
В	Greenway		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.
С	Greenway*		W 33rd Ave, S Arthur St, E 34th Ave, E 34th Ct, E 35th Ave, S Crestline St, S Havana St, 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			Not currently identified as part of Bike Master Plan; SHC designated route
н	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
ı	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	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	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
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



Top Priority project
Higher priority project
Lower priority project



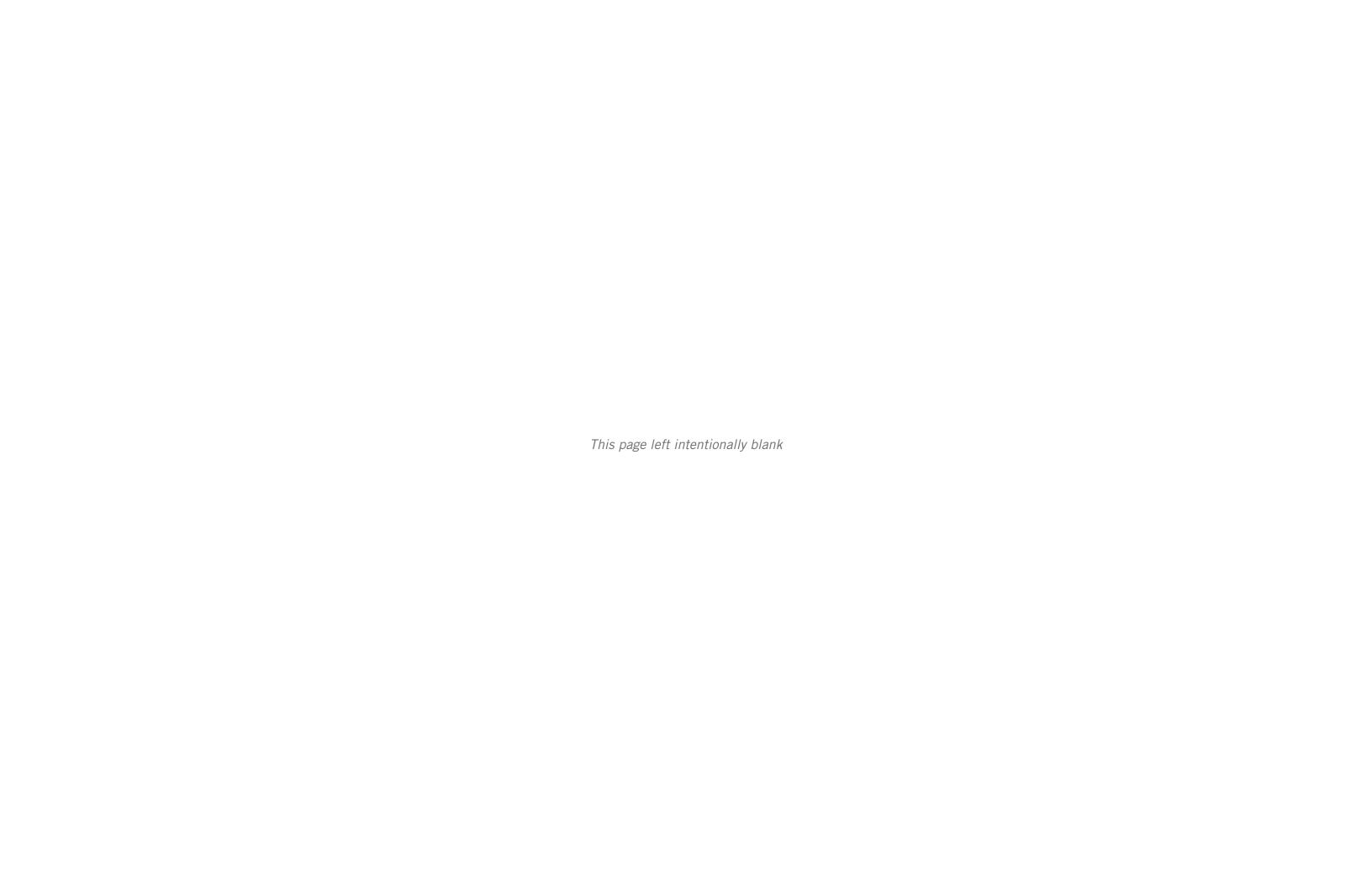
CHAPTER 3. PRIORITY PROJECTS PROJECT MATRIX (CONTINUED)

Map ID Number	Proposed Project Type	Purpose	Affected Streets	Notes
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 exits, 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		Public right of way exists, developed into what is known as Perry Street steps; very steep stairs may benefit from bike trough
0	Potential Ped-Bike Linkage	Ped/bike connection to improve neighborhood grid connectivity		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
Т	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"		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



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



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: multimodal 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:

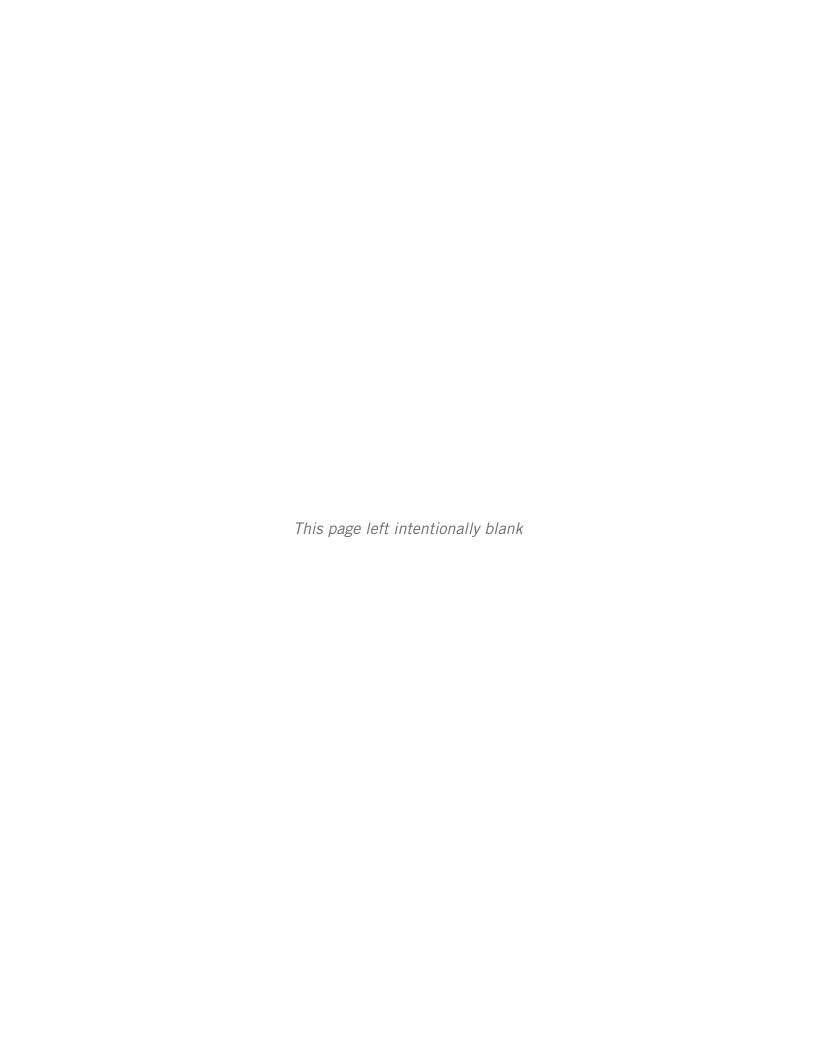
- Street Trees
- Zoning and Land Use
- Urban Farm Animals
- Noise
- Code Enforcement/Trash
- Etiquette
- Graffiti
- Garbage Cans
- Vehicles (Storage/Abandoned)
- Tax Parcel Splits
- Lot Line Adjustments
- Low Impact Development Process for Alleys

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.



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

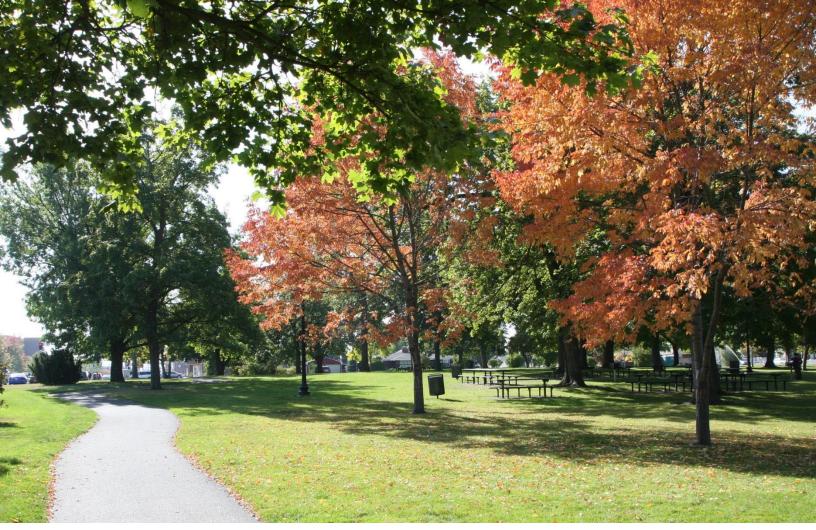
There are several funding and implementation opportunities available through the City of Spokane, including the regular Capital Improvement Program and several small project grant programs. The Coalition should continue to track and pursue these opportunities and focus on coordinating efforts so as to 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.











North Hill neighborhood action plan

June 2015



ACKNOWLEDGEMENTS

The North Hill Neighborhood Plan was developed through the collective efforts of the City of Spokane, the neighborhood, and their representatives. A special thanks to everyone in the neighborhood who contributed their time and effort to the development of this plan.

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David Condon

Spokane City Council

Ben Stuckart, Council President

Mike Allen Jon Snyder
Mike Fagan Karen Stratton

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North Hill Neighborhood Planning Team

Garland Business District

North Hill Neighborhood Council

City of Spokane Planning and Development Services

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- III. PLANNING FRAMEWORK
- IV. PRIORITY PROJECTS









Balboa\South North Hill Neighborhood **Indian Trail** Francis Ave Ruth **Park** Central Ave Ridgeview **Elementary** Madison Elementary Neighborhood Retail Neighborhood Retail RowaniAve Franklin Park ■Queen•Ave Nevada\Lidgerwood Neighborhood Retail Fire Station 13 Wellesley Ave Northwest 48 Division St Neigh<mark>borhood</mark> Retail Willard **Elementary** Garland Neighborhood Center BA Clark Ave. **Park** Garland Ave Neighborhood Retail Bluff Area Cora Ave Courtland Ave Emerson\Garfield

Logan

1 inch = 1,100 feet

I. INTRODUCTION

In 2014, the City of Spokane partnered with neighborhood leaders to develop a long-range plan for Spokane's North Hill neighborhood. The North Hill Neighborhood Plan is a 20-year visioning and conceptual document. This plan implements the goals and policies of the City's comprehensive plan through an emphasis on public safety, crime prevention, economic development, improving connectivity, and preserving the neighborhood character.



June 12, 2014 Neighborhood Planning Meeting

The North Hill neighborhood planning process is part of a larger planning effort being led by the

City, in partnership with neighborhood leaders, stakeholders, and members of the public. When approved, the plan will guide the envisioned future of the neighborhood through the vision, goals, and actions of interested and engaged residents. Ideas presented in this plan will require further analysis and capital projects will require funding for implementation.

PLANNING PROCESS AND NEIGHBORHOOD INVOLVEMENT

The planning process for preparing the neighborhood plan was composed of three meetings, depicted below.



- Context and Visioning: The initial workshop consisted of identifying existing opportunities, challenges, and the future vision and goals.
- Plan Development: At the second meeting, the planning team worked with neighborhood representatives to refine the unified vision and goals and identify the projects, priorities, and strategies needed to implement the desired vision of the neighborhood.
- Plan Approval: The third meeting was an open house where participants made recommendations for priority projects. The Plan Commission and City Council will review/approve the plan in the spring of 2015.

II. NEIGHBORHOOD PROFILE AND VALUES

PLANNING AREA

The North Hill neighborhood boundaries are Francis Avenue on the north, Division Street on the east, Ash Street on the west, and Courtland and Cora Avenues on the south. Low-density residential is the largest land use type in the North Hill neighborhood, allowing between four to ten units per acre. Along the neighborhood's eastern edge, the predominant land use is General Commercial, which allows a wide range of commercial uses as well as higher- density residential. The northern neighborhood boundary, along Francis Avenue, allows office uses. Other arterials within the neighborhood – Wall, Wellesley, Monroe, and Rowan - have some areas of small business and retail uses. The Garland Neighborhood Center is located in the southern portion of North Hill and includes commercial, office, and residential uses, as well as land designated for higher-density residential surrounding the Garland Business District.

HISTORY

The Monroe Street Hill once marked the northern border of the city. With the development of a street railway system in the early 1900s, North Hill began to transform from a forested rural community into a residential neighborhood served by businesses, schools, churches and parks. Many homes were built in North Hill during the early 1900s near streetcar lines along Howard and Madison Streets. Styles include Craftsman bungalows, cabins, Tudor and Swiss Chalets and two-story farmhouses. More contemporary homes and low-rise apartment buildings were built throughout the 50s, 60s and 70s in the northern part of the neighborhood. Infill housing and new businesses continue to transform this diverse neighborhood.

The Garland Business District began in 1910 with the building of the street railway system, particularly the Post Street line. By the late 1920s, the district started to take shape. Three buildings in particular are eligible for the Historic Register. The Masonic Lodge, built in 1922, is an example of late Romanesque revival style with gabled parapets, round arches and decorative motifs in the brickwork. In 1935, the Milk Bottle was built as part of the Benewah Creamery Chain. The Garland Theater, which opened on Thanksgiving Day in 1945, is an example of Art Deco architecture. The theater had almost 1,000 seats and a gift shop. At the time, it was considered a very modern movie house. In 1954, the theater installed a wide screen, stereophonic sound system, new seats and curtains for \$20,000. A digital projector was recently installed that allows for the showing of modern films, as well as preserving the ability to show 16 mm. films. The theater was listed in the National Historic Register in 2015.

In 2007, the Garland Business District was incorporated as a non-profit corporation to foster economic development and support locally-owned businesses. Some businesses in the Garland District still have their original neon signs dating back to the 1950s.

Parks also began to develop in the early 1900s. B.A. Clark Park at Division and Garland was named for B.A. Clark, the Supervisor of Playgrounds who helped execute the Park Fund to partially implement the Olmsted Brothers firm's recommendations in 1913. History of the neighborhood's largest park, Franklin Park at Queen and Division, records that the grading and planting occurred from 1910 to 1912. Ruth Park was adjacent to the Byrne's Addition School, built in 1910. Dr. Patrick S. Byrne donated the land for the school in 1908. Ruth Park is named after Dr. Byrne's daughter, Ruth.

The history of the neighborhood is partially reflected in the construction of the three public elementary schools: Madison, Willard and Ridgeview. The first, Frances Willard Elementary School, opened in 1908 as a small brick building with four rooms, and quickly tripled in size by 1911. The old Willard Elementary School building was replaced in 1980, with the new school facing Longfellow Avenue. Byrne's Addition School, at Whitehouse Street and Dalke Avenue, was renamed Madison School in 1915. A new Madison School opened four blocks to the south in 1949 adjacent to Franklin Park. Following a successful bond initiative, a third elementary school was added to the neighborhood when Ridgeview opened in September 1953 as Ridgeview Primary School, which then rapidly expanded over the next few years. Ridgeview was demolished and rebuilt in 2006.

ASSETS

The North Hill neighborhood benefits from several major assets, some of which may serve as the basis for future improvements.

- The neighborhood has a range of commercial services along the major arterials that run through the neighborhood.
- The southern bluff offers panoramic views of the city. It is also a gateway feature for the neighborhood, creating a physical separation from Downtown Spokane and areas to the north. The bluff serves as a wildlife corridor and presents an opportunity for public enjoyment. Because of its unique character, it needs to be protected.
- The primary housing type of the neighborhood is singlefamily, complemented to a lesser degree by apartments and duplexes. Good quality schools, churches, businesses, and several popular parks are within the neighborhood.
- North Hill is a bikeable and walkable neighborhood, and is accessible by car and transit to and from Downtown and other parts of the city.



North Hill Bluff Area

North Hill, with its trees and wildlife, provides convenient access to nature within an urban setting.

OUR NEIGHBORHOOD VALUES

Our neighborhood values reflect a sense of pride and commitment by those who live and work in North Hill:

The North Hill Neighborhood is a stable, thriving neighborhood that is a safe place for residents to live, learn, work and play. We value safety, livability, education, connectivity, and prosperity for those who work and live here. Our well-maintained residential areas provide affordable, quality, safe homes and a sense of pride for our families, singles, and retirees. We welcome and support ethnic, family, socio-economic, and cultural diversity through the housing options, community activities, and accessible transportation options available to our residents.

Our neighborhood-friendly businesses and services are sources of jobs and goods utilized by the neighborhood. Transportation options –



including walkable and bikeable streets, easy access to public transit, and safe pathways and corridors – allow our residents and others to use these services and those of adjoining neighborhoods. The vibrant Garland Business District offers valued services in a welcoming atmosphere and serves as a source of commerce, culture, and neighborhood pride. Our other commercial areas, including those along Division Street, Francis Avenue, North Wall Street, and West Rowan Avenue, offer a diverse array of services for the neighborhood and the city.

The neighborhood's reputation for safety and civic engagement motivates like-minded individuals to invest in the area and continue to make it a viable, thriving neighborhood. Our southern bluff, with its scenic view and unique nature as a wildlife and natural corridor, is valued and cared for as a prominent feature of our neighborhood. Our parks, pathways, businesses, public areas, and schools are cared for and are interconnected, which invites positive interactions between residents and business owners.

III. PLANNING FRAMEWORK

North Hill neighborhood's vision, goals, objectives, and implementation strategies were derived from neighborhood residents, business owners, and City staff at the neighborhood planning workshops.

VISION

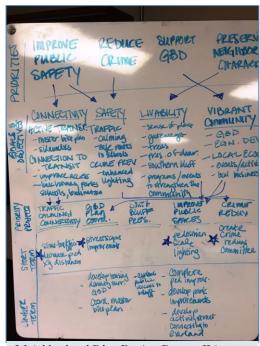
The vision statement describes how the community imagines the character and future pattern of physical and social development for North Hill. The vision summarizes all of the neighborhood values, assets, and dreams for the future.

North Hill strives to be a thriving, safe, and connected neighborhood, offering its residents a high quality of life and its businesses a prosperous future. Our neighborhood is welcoming, livable, and affordable, and our homes, schools, parks, and businesses are connected by walkable and bikeable streets, with easy access to public transit, the southern bluff, and adjoining neighborhoods. Our neighborhood is economically strong, founded on the vibrant and historic Garland Business District and our many commercial areas and businesses that serve residents and visitors from throughout the city. From Cora/Courtland to Francis, Ash to Division, residents are proud to call North Hill home and are committed to its bright future.

PRIORITIES

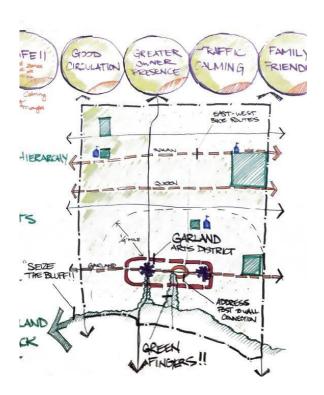
The neighborhood has several key priorities:

- Support the Garland Business District: 1) Establish a district design identity and improve the existing image of the area; 2) Provide a better shopping environment with consumer amenities, landscaping, and improved signage; and 3) Retain the friendly character of the neighborhood merchant.
- Reduce Crime: 1) Provide adequate lighting throughout darkened neighborhood areas, arterials, parks, and the southern bluff; and 2) Explore other solutions such as improved building maintenance.
- Improve Public Safety: 1) Improve pedestrian and bicycle safety along the auto-oriented major arterials in the neighborhood; 2) Address the issue of missing sidewalks; and (3) Address dangerous crossings along Monroe and Wellesley.



Neighborhood Plan Review Process Diagram

Preserve the Neighborhood Character: In order to protect the unique character of the neighborhood, a combination of thoughtful site planning and cohesive development and design will be necessary.



GOALS AND OBJECTIVES

The goals and objectives articulate the direction for future policies, projects, and programs to fulfill the vision and priorities. The goals are divided into four major categories. Connectivity, Safety, Livability, and Vibrant Community. Following each goal are corresponding objectives to pursue over time.

CONNECTIVITY

C-1: Active Transportation Improve connections between all parts of North Hill and adjacent neighborhoods with continuous sidewalks, pedestrian crossings, bike lanes, and pathways.

C-1.1: Continue to work with the City on development of the Master Bike Plan and Pedestrian Plan to identify preferred bike routes, missing sidewalks, and connections to transit routes.

C-1.2: Improve access to public transit to link North Hill homes, parks, schools, the business district, and Downtown.



North Hill Bluff Area



Top of Post Street Hill Looking Toward Garland Business District

SAFETY

- **S-1: Crime Prevention** Continue to make the North Hill Neighborhood a safe place for residents and visitors.
 - **S-1.1.** Advocate for increased and enhanced lighting on major arterials, along the bluff, public spaces such as parks, and darkened areas.
 - S-1.2 Encourage neighborhood safety programs, such as Block Watch, to promote a safer neighborhood.
- **S-2: Traffic Safety** Improve street safety, slowing traffic and reducing conflicts between pedestrians, cyclists, and motorists.
 - **S-2.1:** Work with the City to develop a prioritized list of traffic calming measures and explore implementation as a part of street improvements.
 - **S-2.2:** Work with Spokane Public Schools to identify Safe Routes to Schools.



Residential Street in the North Hill Neighborhood

LIVABILITY

L-1: Sense of Place Enhance North Hill's visual identity as a vibrant, family-friendly, and historic neighborhood with welcoming public spaces and streets.



Ferguson's Café, Garland Business District

- **L-1.1:** Establish gateways and "welcome to North Hill" signs consisting of physical elements and landscaping that create a sense of place and a distinctive identity.
- L-1.2: Recognize the importance of street trees and continue to protect the tree canopy within the neighborhood.
- **L-1.3:** Promote the preservation of the neighborhood's heritage and cultural resources through interpretation, public art, and thoughtful design.
- L-1.4: Explore opportunities to protect the character of the southern bluff.
- L-1.5: Support programs and neighborhood events that strengthen the sense of community, build trust, celebrate different cultures, and create positive experiences.

VIBRANT COMMUNITY

V-1: Improved Retail Areas Develop partnerships and programs to improve economic development in neighborhood retail areas.

V-1.1: Enhance the Garland Business District by creating complementary aesthetics for street furnishings and lighting.

V-1.2: Encourage and educate neighborhood property owners on opportunities to maintain and improve their properties.

V-2: Local Economy Encourage locally owned businesses that provide viable shopping in the neighborhood.

V-2.1: Encourage special events and activities that attract people and business development.

V-2.2. Create a supportive environment where local businesses thrive.



Historic Garland Theater

Ferguson's Café and the Milk Bottle

IV. PRIORITY PROJECTS

The North Hill neighborhood identified a variety of projects that address the neighborhood's collective vision and goals. The prioritized projects are those that are most likely to contribute to the neighborhood vision and priorities. As part of a long-term plan, these projects will take time to complete and some will require significant effort to secure resources that are not yet available. Others will require ongoing discussion with a variety of partners. The project types identified below address broad project categories. Following the project descriptions, there are two components that provide additional project detail.

- Project Matrix: Identifies top priority projects, partnerships, and additional information.
- Prioritized Project Toolkit: Provides examples of project elements.

PRIORITY PROJECTS OVERVIEW

GARLAND DISTRICT PLAN COORDINATION

The Garland District is a source of commerce and culture and has significant historic importance for the neighborhood and city. Neighbors and business owners are developing a plan for the Garland Business District to strengthen opportunities for businesses and improve the appearance of the street front. As part of the planning effort, the plan will identify street and landscape improvements and gateways as well as details of street furniture, improved lighting, and a possible activity area.

CRIME REDUCTION AND PUBLIC SAFETY 2.

The North Hill neighborhood strives to be a safe neighborhood and should continue to coordinate with established resources to engage residents and business owners in crime prevention efforts. A high neighborhood priority is for improved lighting along major arterials, in parks, and within other potential high-crime areas.

IMPROVING PUBLIC SPACES

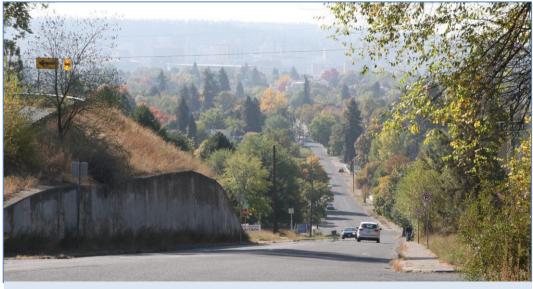
Creating welcoming and safe public spaces and park improvements will address neighborhood-wide connectivity and safety concerns and encourage greater community engagement. Proposed improvements to Franklin Park, Ruth Park, and B.A. Clark Park include enhanced lighting, sidewalk and trail connections, and additional park amenities such as benches and trash and recycling containers. Well defined seating areas, and multipurpose open spaces for informal play provide opportunities for building community.

An activity area, or designated public street, could be closed temporarily to motor vehicle traffic for public events and activities throughout the year. Ideally, the activity area should be located in a location that can accommodate heavy foot and bicycle traffic. One potential location for this area could be along Lincoln Street north of Garland. Gateway features at key entry points to the neighborhood would welcome visitors and residents.

4. TRAFFIC CALMING AND CONNECTIVITY

North Hill is served by a well-defined north/south and east/west grid of local and arterial streets. While this grid pattern provides efficient and direct transportation routes, straight and uninterrupted streets can also encourage speeding and unsafe conditions for pedestrians and cyclists. Several streets are in need of enhanced pedestrian facilities and traffic calming – or slowing – including Garland, Wellesley, Rowan, Wall, and Monroe. Intersection "bulb-outs," or curb extensions, are an effective means of creating shorter crossing distances for pedestrians while slowing motorists. Typically, these are designed for local streets. For collector or arterial streets, traffic calming could include street medians and pedestrian refuges, pedestrian crossing signals, or changes to signal timing.

In addition to these enhancements to pedestrian facilities, improvements to bicycle facilities and the city bicycle network will improve connectivity to adjacent uses and neighborhoods. A future north/south bicycle route was identified on Cedar Street to serve cyclists on a less busy, local street west of Monroe. In addition, an east/west bike route along Longfellow would connect three schools. Ultimately, the City will need to conduct further analysis to prioritize street improvements and determine the appropriate design techniques to calm traffic, and the neighborhood will provide feedback on this process.



Post Street Hill Looking South



Concept for a Redesigned North Monroe Street Hill Entering the North Hill Neighborhood from the South

5. SOUTH BLUFF PRESERVATION

The south bluff encompasses the steep hillside on the south of North Hill that separates North Hill from the Emerson-Garfield Neighborhood. The south bluff is prized by locals, but it is recognized that part of the bluff is in private ownership. The neighborhood will seek partnerships with public and private property owners to identify appropriate opportunities to preserve public views, open space, wildlife corridors, and the general character of the bluff. The neighborhood would like to develop a formalized plan for the preservation of the bluff.

PROJECT MATRIX

The matrix that follows shows a range of solutions to improve the connectivity and livability of the North Hill Neighborhood. The North Hill neighborhood will work closely with the City and other neighborhoods to pursue near-term strategies to attract desired development within the neighborhood and improvements that protect the neighborhood's quality of life. Implementing these projects will require additional discussion, resources, and ongoing coordination with the City. This is not a finite list, but rather, a starting point for neighborhood betterment.

The matrix describes each project's purpose, potential partners, and additional information about possible funding opportunities and treatment details.

PROJECT MATRIX

High Priority Projects	Potential Partners	Additional Information
Garland District Plan		
Support Garland District efforts to develop a revitalization plan.	Garland District, Neighborhood Council, City	The plan will address items such as sidewalks, awnings, building fronts, lighting, street furniture, planting, and gateways. The neighborhood will support the District's effort to seek grants and funding from the City and/or other sources.
 Develop an activity area connecting to Garland to support active public spaces and increase neighborhood amenities. 	Neighborhood Council, Garland District, City	Identify a suitable location for the activity area or street for shared pedestrian activity with slowed or temporarily restricted automobile use. Activities could include a farmers market, street fair, crafts fair, bicycle competitions, or other neighborhood-oriented activity. A potential location is on Lincoln Street north of Garland.
Crime Reduction and Public Safety		
Install pedestrian-scale lighting at preferred locations.	Neighborhood Council, City	Major street segments lack appropriate lighting for pedestrian safety. These include segments of Garland and the intersection of Monroe and Wellesley. Standard street lighting may be appropriate, except that period street lighting is anticipated along Garland. Lighting should also be improved at other darkened or high-crime areas of the neighborhood.
Engage neighbors in crime prevention programs.	Neighborhood Council, Police Department, Community Oriented Policing Services (COPS)	This includes education on Block Watch and neighborhood observation patrols, dialogue with the Neighborhood Conditions Officer, and other safety programs.
Improving Public Spaces		
 Improve the safety and functionality of neighborhood parks. 	Neighborhood Council, City Parks Department, City	Coordinate with the Parks Department on improvements to Franklin Park, Ruth Park, and B.A. Clark Park, to include pedestrian-scale lighting, sidewalk and trail connections within and to/from the parks, benches, trash/recycling containers, and multi-purpose open spaces.

2.	Complete pedestrian improvements.	Neighborhood Council, City; Property owners	Provide sidewalks where missing. Coordinate sidewalk improvements with the City to prioritize sidewalk need in high traffic areas first, and include in the City's Capital Facilities Plan (CFP) when possible.
3.	Develop an activity area to support active public spaces.	Neighborhood Council, Garland District, City	Identify a suitable location for neighborhood activities with slowed or temporarily restricted automobile use. This area would ideally connect to the Garland District (see Garland District Plan, No. 2, above) but could be located elsewhere in the neighborhood.
4.	Provide gateway features at key entry points to the neighborhood.	Neighborhood Council, City	Potential locations include major arterials leading into the neighborhood.
Traffic	Calming and Connectivity		
1.	Provide traffic calming on primary streets, including Monroe, Rowan, Wellesley, Wall, and Garland.	Neighborhood Council, City	Treatment may include street medians, pedestrian refuges, pedestrian crossings, bulb-outs, or curb extensions.
2.	Coordinate with the City on the Master Bike Plan and Pedestrian Plan, and work with the Spokane Transit Authority (STA) to improve neighborhood-wide connectivity and active transportation.	Neighborhood Council, City, Spokane Transit Authority	Coordinate identified street and pedestrian improvements with the City for inclusion in the Master Bike Plan and Pedestrian Plan. Coordinate bus stop improvements with the Spokane Transit Authority.
South	Bluff Preservation		
1.	Develop a preservation plan for the bluff.	Neighborhood Council, property owners, City	Much of the south bluff is private property and this project hinges on forming successful partnerships that protect privacy while preserving views, open space, wildlife corridors, and the character of the bluff.

PRIORITY PROJECT TOOLKIT

As a means to implement the priority project list, the project priority toolkit (starting on the next page) includes a variety of potential treatments and suggestions for new facilities that can improve connectivity and livability throughout North Hill. The toolkit should be used by the neighborhood as a source of ideas and inspiration, and as a menu of potential solutions to consider when working with the City towards project planning, design and implementation. The toolkit has five general categories and includes between two and six individual elements/features described and illustrated for each project type.



B. A. Clark Park



Art on Garland Bicycle Rack

Potential Arterial Streetscape Improvements



IN-GROUND 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.



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.



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.



PARKLETS

Reconfiguration of several parking spaces into dedicated pedestrian gathering spaces can offer respite and diversity of seating.



SIDEWALK IMPROVEMENTS

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



LANDSCAPED MEDIANS & PEDESTRIAN REFUGE ISLANDS

Medians planted with drought-tolerant perennial species and street trees collect and store stormwater, provide midblock 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.

Potential Traffic Calming Improvements



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.

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 viceversa.



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.

Potential Park Improvements



PAVED PATH LINK

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



PATHWAY/PERIMETER LIGHTING

Pathway lighting should be considered for safety and visibility purposes along new pathway links and along the perimeter of public streets.



SEATING AND AMENITIES

Seating can be integrated into other park features such as a low wall, or can be stand alone. Trash and recycling containers, decorative planters, drinking fountains and signage should be clustered together to create an inviting and complete setting.

Potential Activity Area Amenities



REMOVABLE BOLLARDS

Removable bollards can be placed to create safe places for pedestrians and help indicate boundaries of an activity street. These can be installed and removed before and after events to temporarily restrict motor vehicle traffic.



ABOVE GROUND PLANTERS

These planters help to beautify the streetfront while adding a boundary between sidewalks or activity areas and the street. Planters can also be moved as needed to accommodate different event sizes and needs.



DECORATIVE SURFACES

Decorative street surfaces include contrasting materials such as pavers or paint to help define pedestrian crossings and activity spaces. The contrast in texture or color helps define areas that are safe for pedestrians, while alerting motorists to take extra caution when approaching.

SUMMARY AND NEXT STEPS

The North Hill Neighborhood Action Plan is a visioning and conceptual document. This plan guides the neighborhood's collective vision and goals and conveys to the City our neighborhood's priorities. North Hill neighborhood will work with the City as implementation opportunities arise.

Projects highlighted in this plan need the commitment of many to make them happen. They will need further analysis, time, and effort to build the partnerships and secure resources that are not yet available. Capital projects will require additional discussion, resources, and ongoing coordination with the City.

Implementation is already underway to address some of the priorities in this plan. Thanks to special project funding, traffic calming projects are underway on Garland Avenue. Also, new trees and plants are being placed in the Garland District.

Other opportunities will arise over the years to come. Join your neighbors in search of opportunities and the effort that it will take to make them happen. To stay connected, attend North Hill neighborhood council meetings, monitor our website, and sign up for the neighborhood's electronic newsletter. Together we can make North Hill's vision of a thriving, safe, and connected neighborhood a reality.





Grandview/Thorpe neighborhood action plan

June 2015



ACKNOWLEDGEMENTS

The Grandview/Thorpe Neighborhood Plan was developed through the collaborative efforts of the neighborhood, their representatives, and the City of Spokane.

Mayor

David Condon

Spokane City Council

Ben Stuckart, Council President Jon Snyder
Mike Allen Karen Stratton
Mike Fagan Amber Waldref

Candace Mumm

Spokane Plan Commission

Dennis Dellwo, President F.J. Dullanty, Jr.
Evan Verduin, Vice-President Diane Hegedus
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John Dietzman Tom Reese

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Grandview/Thorpe Neighborhood Planning Team

A special thanks to everyone in the neighborhood who contributed time and effort to developing this plan.

City of Spokane, Planning and Development Services

Boris Borisov

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Consultant Team





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I. INTRODUCTION

About the Project

In 2014, the City of Spokane partnered with neighborhood leaders to develop a long-range plan for Spokane's Grandview/Thorpe neighborhood. The Grandview/Thorpe Neighborhood Plan is a long-range, 20-year visioning and conceptual document. This plan implements the goals and policies of the City comprehensive plan through an emphasis on public safety, crime prevention, and economic development and on improving connectivity and preserving the character of the neighborhood. The plan is intended to result in an improved quality of life for neighbors and for residents throughout the City of Spokane.

The Grandview/Thorpe neighborhood planning process is part of a larger planning effort being led by the City in partnership with neighborhood leaders, stakeholders, and members of the public. The vision, goals, and actions voiced by interested and engaged residents during the development of the plan will guide the neighborhood to the achievement of the envisioned future. Ideas presented in this plan will require further analysis, and capital projects will require funding resources for implementation.

Planning Process and Neighborhood Involvement

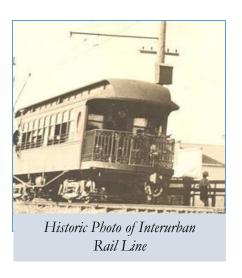
The planning process for preparing the Neighborhood plan was composed of three phases, depicted below.



- Context and Visioning: The initial phase consisted of identifying existing opportunities and challenges and the vision and goals. During this phase, the City held the first neighborhood workshop to discuss existing and desired conditions.
- Plan Development: During the second phase, the planning team worked with neighborhood representatives to refine the vision and goals and identify specific projects, priorities, and strategies that will implement the desired vision. The City held a second neighborhood workshop to assist with these tasks.
- Plan Approval: The third phase consisted of developing a draft plan and a detailed implementation strategy, a neighborhood workshop/open house, and City Council review and approval.

II. NEIGHBORHOOD PROFILE

Grandview/Thorpe is proud of its wooded, rural character. Grandview/Thorpe residents describe their neighborhood as Spokane's best kept secret. It is a residential community with strong connections to natural areas and recreational amenities. As part of the former interurban rail line, this neighborhood has an historic connection to Downtown Spokane. Although the trolley line is gone, this access to Downtown remains an important part of Grandview/Thorpe's identity.



The Grandview/Thorpe neighborhood is located in southwest Spokane and is bounded by Trainor Road and the Spokane city limits on the west, Interstate 90 to the north, Canyon Woods Lane on the east, and 44th Avenue on the south. Thorpe Road, which bisects the neighborhood, is a major collector and connects to Highway 195.

The neighborhood is characterized by predominantly low-density residential use of between 4 to 10 units per acre and by attached and detached single-family residences. Pockets of land are zoned Residential Multifamily and allow densities between 15 and 30 units per acre. Land in the center and south of the neighborhood is designated as future open space.

Assets

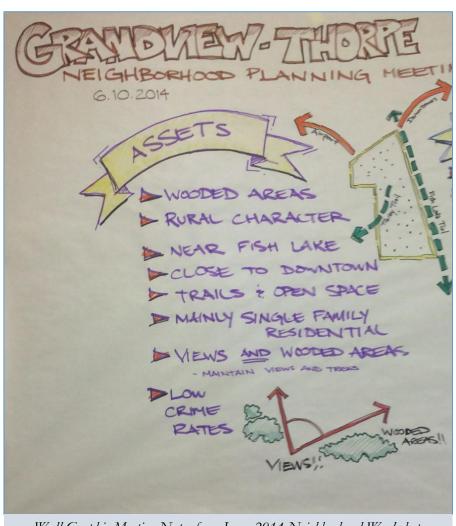
As identified by local residents, the Grandview/Thorpe neighborhood contains the following major assets:

- Wooded and rural character
- Easy access to Downtown Spokane
- Proximity to open space and trails, such as the Fish Lake Trail and Trolley Trail, and Department of Natural Resources (DNR) property
- Hillside views
- Low crime rates
- Ample land for new housing development
- Good neighborhood park
- Strong single-family housing resale activity levels

Priorities

Key priorities are:

- Preserve the neighborhood character: Protect wildlife and the natural rural character from impacts of new development.
- Improve access: Provide better pedestrian, bicycle, and transit access to commercial areas outside of the neighborhood and improve access to adjacent trail systems.
- Improve neighborhood communication: Develop e-mails, postcards, an information board in a public space, and/or a neighborhood newsletter.
- Create neighborhood gathering spaces: Explore the idea of small, neighborhood-scale commercial uses like a general store and/or coffee shop, and a community gathering space or public plaza.



Wall Graphic Meeting Notes from June, 2014 Neighborhood Workshop

III. PLANNING FRAMEWORK

The following describes the neighborhood's vision, goals, and objectives.

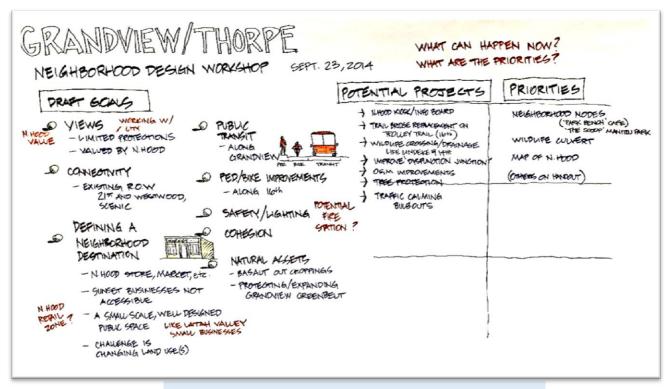
Vision

The vision statement captures how the community imagines the character and future pattern of physical and social development for the Grandview/Thorpe neighborhood. The vision statement summarizes all of the neighborhood values, assets, and dreams for the future into a single expression.

The Grandview/Thorpe neighborhood exemplifies the Spokane motto of Near Nature, Near Perfect' with its uniquely rural and wooded character just minutes from outdoor recreation opportunities, yet close to Downtown. With scenic views, forests, rock bluffs and wildlife, the neighborhood is one of the city's best-kept secrets. Residents enjoy a high quality of life through safe streets and convenient public spaces, active and involved citizens, and walkable and bikeable connections to surrounding destinations.

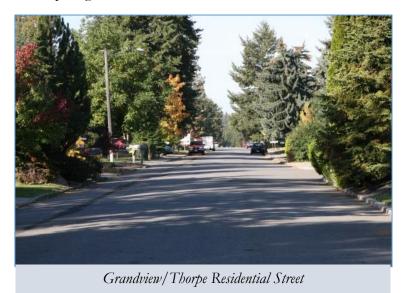
Goals and Objectives

The goals and objectives articulate the direction for future projects and programs to fulfill the vision. The goals are divided into four major categories: Identity, Safety, Connectivity, and Livability. Corresponding objectives to pursue over time follow each goal.



Identity

- **I-1: Neighborhood Image** Retain and protect Grandview/Thorpe's wooded and rural character and its identity as a distinctive and special place within Spokane.
 - **I-1.1:** Establish gateways to Grandview/Thorpe consisting of physical elements and landscaping that create a sense of place, identity, and belonging.
 - **I-1.2:** Seek opportunities to protect and interpret the historic trolley corridor.
- **1-2: Significant Resources and Views** Enhance and showcase significant natural resources, views, and viewpoints.
 - **I-2.1:** Work with the City to install benches and signs at appropriate viewpoints and vistas.
 - **I-2.2:** Protect the neighborhood tree canopy, rock outcroppings, and open space.
- **I-3: Sense of Community** Allow neighborhood-serving retail uses and create a public gathering space to strengthen the sense of community and act as an anchor for the neighborhood.
 - **I-3.1:** Work with the City to explore the designation of a small-scale, neighborhood-serving retail use such as a small coffee shop or general store in a centralized location.
 - **I-3.2:** Develop neighborhood gathering spaces with flexible uses to build a feeling of community and help bring neighbors together.
 - **I-3.3:** Create a community activity center and/or an informational kiosk where homeowners and renters can interact.
 - **I-3.4:** Work with the City to identify appropriate locations for neighborhood gateway signs. The intersections of



Grandview and 17th Avenue, Grandview and Rustle Avenue, 14th Avenue and Lindeke Street, and Thorpe Road at the tunnels west of Highway 195 are possible options.

Safety

S-1: Crime Prevention Make the neighborhood a safer place to live, play, and visit by improving lighting in key locations and promoting "eyes on the street."

- **S-1.1:** Encourage understanding of "Crime Prevention Through Design" principles, programs, and training classes to provide opportunities through building and street design for "eyes on the street."
- **S-1.2:** Improve lighting and landscaping in streets, parks, and other public spaces to encourage foot traffic.
- **S-2: Street Safety** Identify ways to ways to improve the safety of neighborhood streets.
 - **S-2.1:** Identify and implement traffic-calming projects as a part of street improvements.
 - **S-2.2:** Address winter trouble spots to improve hazardous and icy road conditions.
 - **S-2.3:** Explore ways to improve connectivity and access for emergency response vehicles.



Steps from Old Sterling Heights Trolley Stop

Connectivity

C-1: Transportation Improve on- and off-street routes for walking, biking, driving, and public transit.

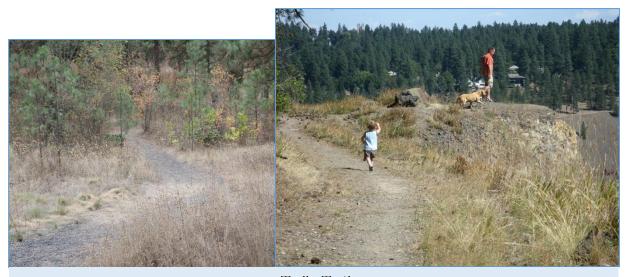
- **C-1.1:** Continue to seek opportunities to improve missing or incomplete sidewalks, bike routes, and transit connections. (See Project Map for general connectivity improvement locations).
- **C-1.2:** Improve access to the trail system by designating new trailheads and providing trail wayfinding signage.
- **C-1.3:** Work with the City and Spokane Transit Authority to identify more convenient access to public transit.
- **C-1.4:** Connect the Fish Lake Trail to Thorpe Road.

Livability

- **L-1: Natural Resources Conservation** Maintain and improve Grandview/Thorpe's natural assets.
 - **L-1.1:** Work with appropriate agencies to protect existing open spaces such as the Department of Natural Resource (DNR) property and Sterling Heights Park.
 - **L-1.2:** Improve and preserve the trail system within the neighborhood.
 - **L-1.3:** Work with the City to enhance and preserve Grandview/Thorpe's existing tree canopy.
- **L-2: Stronger Communication** Improve communications between community members and neighbors by facilitating and fostering broader neighborhood outreach and interaction.
 - **L-2.1:** Establish and maintain a communications hub to promote better communications among neighbors.
 - **L-2.2:** Continue to strengthen communication and information-sharing between the City and neighborhood through a range of mediums and formats.



Trolley Trail



Trolley Trail

IV. PRIORITY PROJECTS

Priority projects are those that are most likely to contribute to the neighborhood vision. As part of a long-term plan, they will take time to complete and some will require significant effort to secure resources that are not yet available. Others will require ongoing discussion with a variety of partners. The project types described below address broad project categories. Additional details for each project type are provided in the following Plan components:

- **Project Matrix:** Identifies individual projects, partnership opportunities, and additional information.
- Neighborhood Project Priorities Map: Indicates the location of projects.
- **Prioritized Project Toolkit:** Provides potential examples and design treatments for project implementation.



Small store, café, or coffee shop in the neighborhood would offer a nearby alternative to driving to services and would function as a community gathering space.

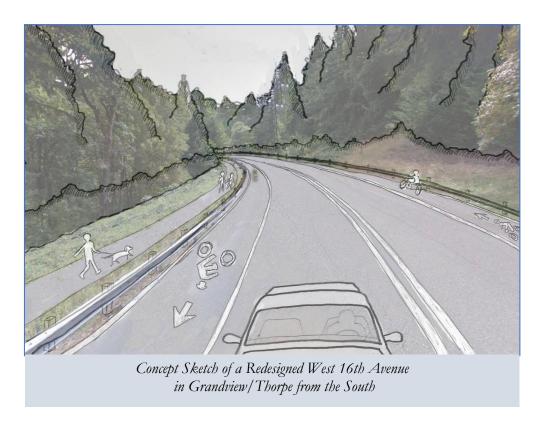
PROJECT TYPES

1. Activity Center – Commercial Node

In coordination with the City and property owners, identify an appropriate location for a neighborhood activity center and/or information kiosk, neighborhood meeting location, and (potentially) a neighborhood-serving retail use. A neighborhood retail use in Grandview/Thorpe would require changes to comprehensive plan policy and/or City regulations, land use, and zoning.

- **2. Trail Connectivity** Improve access and connectivity, prioritize trail development, and seek funding opportunities and key partnerships for property acquisition/easements and construction.
- **3. Neighborhood Gateway(s)** Work with the City to identify appropriate locations for neighborhood gateway signs. The intersections of Grandview and 17th Avenue, Grandview and Rustle Avenue, 14th Avenue and Lindeke Street, and Thorpe Road at the tunnels west of Highway 195 are possible options.

4. Road Improvements Continued promotion of walkability and connectivity throughout the neighborhood requires sidewalk and crosswalk improvements. Sidewalk infill along "D" Street from 19th Avenue to 21st Avenue will provide a connection to Grandview Park and existing sidewalks. Traffic-calming and sidewalks are also needed along Lindeke Street. In addition to pedestrian amenities, road improvements and stormwater facility upgrades are needed on 16th Avenue. Road improvements include new sidewalks, bike lanes, and a wildlife crossing. Partnerships with the City and the Washington Department of Fish and Wildlife (WDFW) will be necessary to facilitate funding and permitting.



Project Matrix and Map

The project map and matrix summarize a range of location-specific solutions. Following implementation, the priority projects will ensure the maintenance of neighborhood identity and improve connectivity and livability within Grandview/Thorpe.

The project matrix describes each project's purpose and notes potential partnership opportunities and treatment details. The relationship of each project to an identified community goal is also shown in the project matrix. Projects are prioritized by in terms of their completion in the short, mid, or long term.

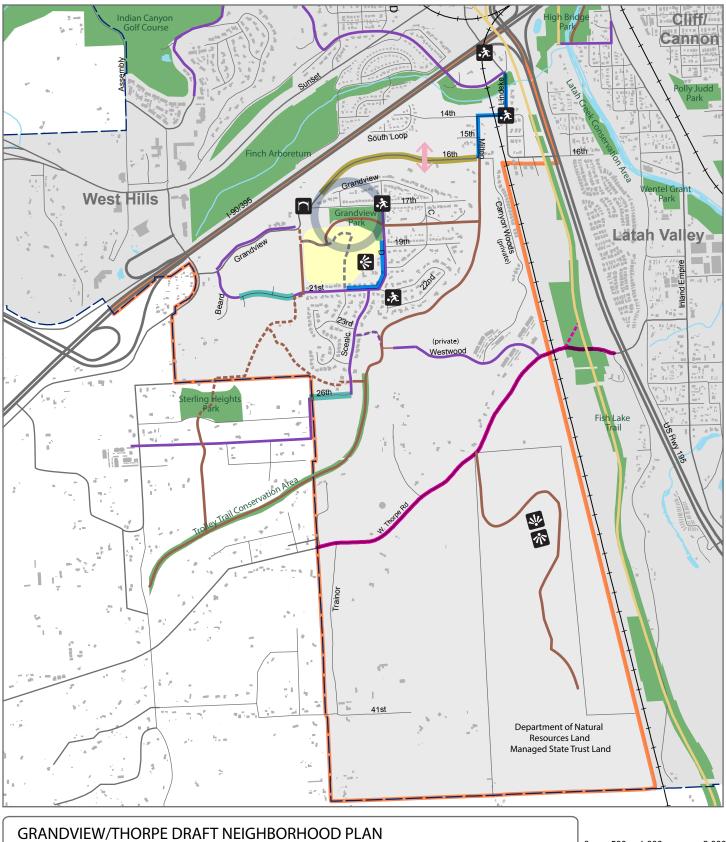
Project Matrix

1. Short-Term Projects	Potential Partners	Notes		
Activity Center/Future Commercial No	Activity Center/Future Commercial Node			
1. Design and install an information kiosk/community communication board in a central location to facilitate better neighborhood communication to post community events and meetings. Social media forums will be used to further promote community engagement.	Community Group/ Business/Artist Sponsorship	Coordination will be required with property owner(s) for the placement of a kiosk or community board. Identify neighborhood artists or business owners for potential sponsorship of the kiosk to cover construction costs.		
Trail Connectivity				
1. Address trail connectivity throughout the neighborhood and ensure future development recognizes the importance of recreational amenities in Grandview/Thorpe.	City	Work with City staff to identify available resources and funding for trail projects. Work with developers to ensure trail connectivity in new development.		
Neighborhood Gateway				
Design and build neighborhood gateway signs at appropriate locations.	City/Property Owners/Artist	Coordinate with the City and adjacent property owners to identify the appropriate locations for, and scale of, entry signs. The intersections of Grandview and 17th Avenue, Grandview and Rustle Avenue, 14th Avenue and Lindeke Street, and Thorpe Road at the tunnels west of Highway 195 are possible options.		

2.	Longer-Term Projects	Potential Partners	Notes	
Ac	Activity Center/Future Commercial Node			
1.	Explore the feasibility of a Comprehensive Plan policy amendment and/or change to City regulations to allow neighborhood- serving commercial or small-scale retail use.	City	Grandview/Thorpe does not currently include zoning that allows commercial or small-scale retail use. Gauge interest with property owner(s).	
2.	If feasible and allowed by Comprehensive Plan policy or City regulatory change, consider recruiting commercial node/small-scale retail, such as a neighborhood market.	Private Developer/ Public-Private Partnership Opportunity	Commercial development would be a private investment and dependent on market readiness.	
Tra	ail Connectivity			
1.	Enhance trail connections to Trolley Trail, Fish Lake Trail, and DNR property to improve recreation connectivity throughout Grandview/Thorpe.	City; Spokane County; DNR	 Identify missing connections to the neighborhood trail system. Develop soft surface pathways. Seek easements or acquire rights-of-way. Coordinate donations of labor and materials. Seek grant funds. 	
2.	Identify and improve bicycle-friendly amenities and routes.	City, Spokane Transit Authority	Improvements may include bicycle amenities such as "sharrows" (shared roadway arrows), bicycle lanes, signage, and/or roadway treatments to limit speed and vehicular traffic.	
3.	Identify views/viewpoints for possible future protection and develop a signage program.	Property Owners (public and private)	Projects may include: Signage (wayfinding and historical) to identify important views and local history. Program to fund and label benches at viewpoints.	

Grandview/Thorpe Neighborhood Action Plan

Ro	Road Improvements					
1.	Improve 16th Avenue.	City, Spokane Transit Authority, Washington Department of Fish and Wildlife (WDFW)	Improvements include bicycle lanes, pedestrian paths, stormwater facilities, and a wildlife crossing.			
2.	Make connectivity improvements to address missing road connections.	City, Private Developers	Consider connecting Scenic Boulevard to Assembly via existing City and County-owned rights of way. Projects may also include sidewalks on "D" Street from 19th Avenue to 21st Avenue and elsewhere throughout the neighborhood.			
3.	Add traffic calming and pedestrian improvements, including crosswalks and sidewalks, to address safety and pedestrian connectivity concerns.	City, Private Developers	Improve pedestrian amenities west of "D" Street and south of 19th Avenue. Sidewalks are also needed on unimproved roads and where they are missing near the core of the neighborhood. A pedestrian crossing is needed near the park. Traffic calming and sidewalks are also needed along Lindeke Street.			
4.	Widen the shoulder on Thorpe Road in the uphill direction from the tunnel to the city limits to accommodate bicycle traffic.	City	Improvements will be coordinated with the City of Spokane Master Bike Plan and six-year plans.			





Priority Project Toolkit

The priority project toolkit provides ideas and potential design treatments to implement the priority projects. The toolkit includes a variety of potential solutions and new facility suggestions that can improve connectivity and livability.

Potential Activity Node Improvements



MULTI-PURPOSE EVENT SPACE

Gathering space should allow for a range of public events such as an outdoor concert or farmers market. This space should have a barrier-free durable surface and nearby parking.



INFORMATION KIOSK

Freestanding kiosks provide space for posting neighborhood news and events. Kiosks should be constructed of durable materials and have a cover for protection from the elements. They should also have an accessible path to the street or sidewalk.



LIGHTING

Pedestrian-scaled lighting along streets and in public spaces increases the perception of safety and adds to the unique sense of place. Along streets, lighting also alerts drivers to the presence of pedestrians in an area.

Potential Street and Trail Upgrades



CONNECTIVITY AND WAYFINDING

Directional signage and painted street markings help users find their way and indicate the safest routes. In particular, painted bike routes are placed in the roadway lane indicating that motorists should expect to share the lane with bicycles.



TRAIL CONNECTIONS AND CROSSINGS

Trail connections and crossings should be highly visible for trail users and motorists. Contrasting colored crossings, painted trail and street warnings and posted signage should be provided to calm traffic and inform users of an approaching connection and change in speed.



WILDLIFE/STORMWATER CROSSING

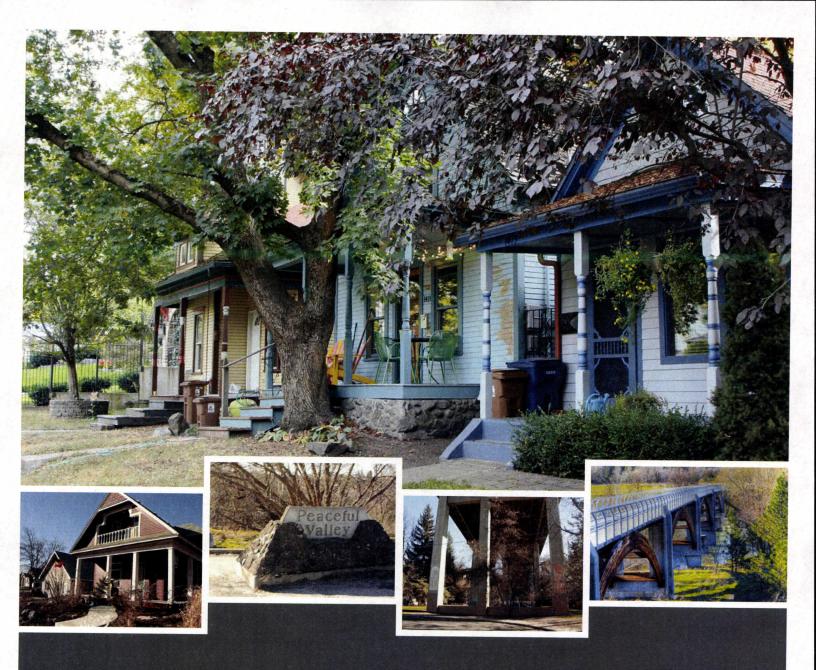
Crossing types include upland and wetland bridges, box culverts, and large drainage pipes. Fencing should be provided along the outside right-of-way to channel wildlife through the crossing. Signage for wildlife underpasses should also be provided.

VI. NEXT STEPS

Implementation of the Grandview/Thorpe Neighborhood Plan will require the ongoing support and commitment of the Neighborhood Council. This plan provides a starting point for ensuring future development adheres to the local vision, but approval will not result in immediate project funding. Ideas presented in this plan will require further analysis, and capital projects will require funding for implementation.

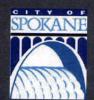
The Neighborhood Council is encouraged to pursue the following steps in order to successfully implement this plan and develop key catalyst projects.

- Funding: Identify potential funding sources for priority projects.
 Consider grants, public/private partnerships, fundraising, and community volunteer efforts.
- Update: Consider updating the project list and action plan on an annual basis to address completed projects and changed neighborhood conditions.



Peaceful Valley neighborhood action plan

September 2015



ACKNOWLEDGEMENTS

The Peaceful Valley Neighborhood Plan is the result of the collective efforts of the City of Spokane and neighborhood residents. A special thanks to everyone in the neighborhood who contributed their time and effort to the development of this plan.

Mayor

David Condon

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Candace Mumm Amber Waldref

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Barbara Morrisey, Peaceful Valley Neighborhood Council Vice-Chair

Jan Loux, Peaceful Valley Neighborhood Council Secretary

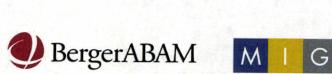
Susan Burns, Community Assembly

City of Spokane, Planning Department

Jo Anne Wright

Boris Borisov







Peaceful Valley Neighborhood Council

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I. INTRODUCTION

In 2014, the City of Spokane partnered with neighborhood leaders to develop a plan for Spokane's Peaceful Valley Neighborhood. The plan is a long-range, 20-year vision and conceptual document. It implements the goals and policies of the City's Comprehensive Plan through an emphasis on improving connectivity and streetscape, public safety, environment and sustainability, livability and local services.

The Peaceful Valley Neighborhood planning process is part of a larger planning effort being led by the City in partnership with neighborhood leaders, stakeholders, and members of the public. When approved, the plan will guide the neighborhood through the vision, goals, and actions envisioned by interested and engaged residents. Ideas presented in this plan will require further analysis and capital projects will require funding for implementation.

Planning Process and Neighborhood Involvement

The planning process for preparing the neighborhood plan was composed of three phases:



- Context and Visioning: The initial phase focused on opportunities, challenges, and desires, including future vision and goals. During this phase, the City held the first neighborhood workshop to discuss existing and desired conditions within the neighborhood.
- Plan Development: During the second phase, the planning team worked with neighborhood
 representatives to refine the vision, goals, and projects. The project priorities and strategies
 that will be needed to implement the desired vision of the neighborhood were developed
 during a second neighborhood workshop hosted by the City.
- Plan Approval: The third phase consists of the development of a draft plan
 and a detailed implementation strategy, a neighborhood open house, public
 hearings to review the plan, and its review and approval by City Council.

Plan Overview

This plan summarizes the current state of Peaceful Valley and outlines the neighborhood's ambitions for the future as voiced by interested and engaged residents. Section II provides an overview of the neighborhood and its assets and priorities. The Planning Framework (Section III) describes the envisioned future of the neighborhood through a series of goals and objectives. Section IV presents the priority projects to implement the vision and goals and consists of the following two elements:

- Projects Matrix Identifies top priority and longer-term projects, as well as their relation to plan goals and partnerships.
- Neighborhood Design and Project Priorities Map Shows the conceptual location of priority projects.



Residential path created by Peaceful Valley neighbor



Welcoming sign created by residents of the neighborhood

II. NEIGHBORHOOD PROFILE

Planning Area and History

Located on the south bank of the Spokane River, immediately west of Downtown Spokane, Peaceful Valley is unique in form and character. Peaceful Valley residents describe their neighborhood as eclectic, colorful, and bohemian - A Hidden Village. The neighborhood is bounded by a bluff to the south and the Spokane River to the north and defined by natural amenities, historic structures, and an individualistic spirit.

The Peaceful Valley Neighborhood has land designated for Conservation Open Space to its western extent and along its frontage on the Spokane River. Residential uses include both lowdensity and higher-density. The eastern edge of the neighborhood is part of Downtown Spokane.

Prior to settlement of Peaceful Valley in the late 1800s, this land was a gathering place where three bands of the Spokane Tribe celebrated the annual salmon run. In the late 1800s, Spokane's Mayor, Charles F. Clough, began selling 25 by 100-foot plots, resulting in the development pattern that is seen today.

Throughout the second half of the 20th century, investment and redevelopment in adjacent areas, including the Central Business District, had a marginal impact on investment in Peaceful Valley. However, the construction of the Maple Street Bridge in the 1950s greatly affected the character of



Residential Character

the neighborhood, bisecting it and resulting in the removal of numerous homes. The bridge right-of-way was partially developed into a public park, with the remainder still vacant.

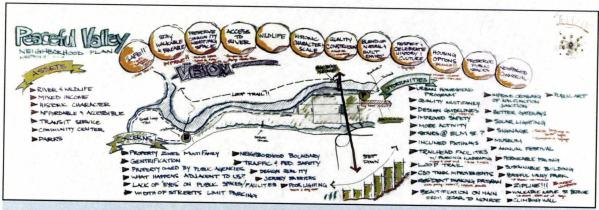
The current boundaries of Peaceful Valley are the Spokane River to the north, the bluff adjacent to Riverside Avenue to the south, Monroe Street to the east, and the confluence of Latah Creek and the Spokane River to the west.

Assets

The Peaceful Valley Neighborhood has identified the following major assets:

- The Spokane River, with its natural environment, wildlife, parks, and recreational opportunities.
- The unique and distinctive neighborhood character, which makes Peaceful Valley livable, affordable, and accessible.

- An affordable and accessible mix of housing styles, some historic in character.
- Transit service that provides affordable and convenient access to other destinations in Spokane.



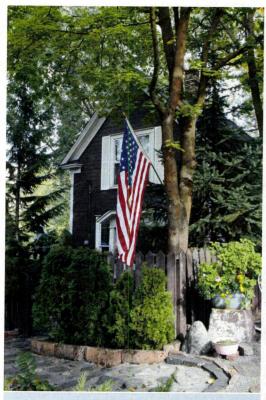
Wall graphic meeting notes from June 11, 2014 Neighborhood Workshop

Priorities

Key neighborhood priorities are:

- Public Safety
 - Improve traffic and pedestrian safety along Clarke and Main avenues.
 - Improve crime awareness and prevention by putting more "eyes on the street."
 - Create welcoming places to increase neighbor interaction and build trust.
- **Environmental Protection** Support green building design and construction and reduce negative impacts to the river, natural areas, and wildlife habitat.
- Access to Parks and Recreation Improve and maintain parks and trails including
 better maintenance of Glover Field and a perimeter trail for People's Park. Provide
 diverse recreational facilities, including a trail that connects to Huntington Park on the east
 end and to the Sandifur Bridge on the west end. Trail amenities should include trailheads
 with parking, landscaping, signage, and restrooms.

- Parking Management Improve parking management strategies to address visitor parking and the parking needs of local residents.
- **Housing Quality and Historic Preservation** Preserve the historic character of the neighborhood.



Peaceful Valley House



Residents discuss planning options at the September, 2014 neighborhood planning workshop.



View of Spokane River from Peaceful Valley

III. PLANNING FRAMEWORK

This section describes the vision, goals, and objectives of the Peaceful Valley neighborhood.

Vision

The following statement defines how the neighborhood envisions the character and future pattern of physical and social development for Peaceful Valley.

Peaceful Valley is an historic and colorful neighborhood, nestled along the river and forest, just steps from Downtown. Residents and visitors enjoy a high quality of life in a safe, serene, and walkable setting. The built environment has a human scale, and new development is both compatible and complementary with our diverse and historic roots. Our neighborhood is sustainable, informed, and connected, close to commercial services, with nearby access to parks, natural areas, and recreation.

Goals and Objectives

The goals and objectives articulate the direction that is necessary if future neighborhood projects and programs are to fulfill its vision. The goals are divided into six major categories: Connectivity, Streetscape, Safety, Environment and Sustainability, Livability, and Local Services.

Connectivity

- **C-1:** Active Transportation Improve facilities for cyclists, pedestrians, and transit users.
 - **C-1.1:** Ensure that Peaceful Valley is a walkable neighborhood by developing a connectivity plan that addresses pedestrian walkways and maintains the existing stairs to Browne's Addition.
- **C-2:** Access to Destinations Work with the City to explore ways to improve access and multimodal connectivity to desirable destinations in and near Peaceful Valley, including Downtown, residential areas, offices, commercial areas, parks, and schools.
 - **C-2.1:** Work with the Spokane Transit Authority to maintain and improve affordable transit access.
 - **C-2.2:** Improve public access to the river with trailheads, a small boat put-in, and a trail connecting People's Park to Huntington Park.

Streetscape

- **ST-1:** Streetscape Improvements Improve the streetscapes on Main and Clarke avenues.
 - **ST-1.1:** Work with the City to explore the feasibility of improving aesthetic and traffic calming measures on Main and Clarke avenues.
 - **ST-1.2:** Improve lighting and landscaping where feasible in streets, parks, and other public spaces.
 - ST 1.3 Create a gateway to the neighborhood on Main Avenue.
- **ST-2:** Parking Management Improve the balance of parking for residents and visitors.
 - **ST-2.1:** Design and implement parking management strategies to protect neighborhood parking and accommodate visitor parking, particularly for visitors using the river.

Safety

- **S-1:** Crime Prevention Identify design strategies, physical improvements, and programs to make the Peaceful Valley Neighborhood safer.
 - **S-1.1:** Encourage foot traffic in public places by adding paths, lighting, landscaping, improved community gardens, improved playgrounds, and activity spaces to encourage community-building activities, while discouraging criminal behavior.
- **S-2:** Traffic Safety Work with the City to improve street safety.
 - **S-2.1:** Improve pedestrian and bicycle safety by adding street crossings, street bulbouts, signs, or other design treatments at appropriate locations.

Environment and Sustainability

- **ES-1:** Natural Resources and Wildlife Conservation Maintain and improve Peaceful Valley's natural assets such as the river, wildlife habitat, and parks, while increasing recreational opportunities.
- **ES-2:** Significant Views and Vistas Identify and advocate for the protection of significant river views, vistas, and viewpoints.



View of Monroe Street Bridge

ES-2.1: Work with the City to maintain view corridors from the interior of the neighborhood to the riverfront to extend the positive influence of the riverfront into the neighborhood.

Livability

- **L-1: Unique Neighborhood** Strive to improve Peaceful Valley's visual identity and maintain its historic character and cultural and natural assets.
 - **L-1.1:** Strengthen the identity of Peaceful Valley with wayfinding, interpretive features, public art, and other amenities that reinforce the unique identity of the neighborhood.
 - L-1.2: Seek ways to protect and showcase historic housing.
- **L-2:** Neighborhood Participation and Communication: Ensure participation by a broad range of residents in shaping the future of the neighborhood.
 - **L-2.1** Improve an ongoing communication mechanism to inform all neighbors about various City processes and planned improvements.
 - **L-2.2** Identify a location for a public gathering space that welcomes people to neighborhood events.

Local Services

- **LS-1:** Community Center Explore the potential for sustainable funding for the continuing use of the existing community center.
 - **LS-1.1:** Work with the City and community partners to test the feasibility and likelihood of locating or co-locating one or more community and/or recreational facilities in Peaceful Valley.
 - **LS 1.2** Ensure that the community center continues to be available as a neighborhood gathering place.

IV. PRIORITY PROJECTS

The neighborhood identified the following projects that will help drive progress towards the envisioned future. As part of a long-term plan, these projects will take time to complete and some will require significant effort to secure resources that are not yet available. Others will require ongoing discussion with a variety of partners. The project types identified below address broad project categories.

Priority Projects Overview

Streetscape, Traffic Calming, and Parking

Streetscape improvements include gateways on the west and east entrances of the neighborhood, signs, street trees, landscaping, as well as columnar basalt or another iconic elements. Traffic calming measures – street narrowing, curb extensions, signage, and marked crossings – should also be considered to slow through traffic, especially along Clarke and Main avenues.



Concept of a redesigned
Clarke Avenue,
People's Park entrance,
and trailhead
(Source: City of
Spokane)

Planned River Trail

The neighborhood is currently working with the City on the design of a river trail along the Spokane River. This work includes both shared street/sidewalk and off-street pathway improvements. This planned trail would eventually link People's Park to Huntington Park. Trail design elements should include wayfinding signs, a loop trail, as well as potential restrooms at People's Park and Glover Field.

Through planning of the river trail, the neighborhood expressed an interest in a non-motorized boat launch and staging area at Glover Field. The facilities should be designed to minimize impacts to surrounding neighbors, especially when planning for visitor parking and traffic.

Community Center

The neighborhood is currently working with the City of Spokane Parks Department to find a tenant with sustainable funding for the existing community center. The neighborhood desires continued use of the building as a neighborhood gathering place.

Neighborhood Housing Quality and Historic Preservation

The neighborhood is interested in quality and historically compatible housing, as well as in measures to preserve existing homes. Peaceful Valley is the site of a National Historic District.





Peaceful Valley Housing Stock



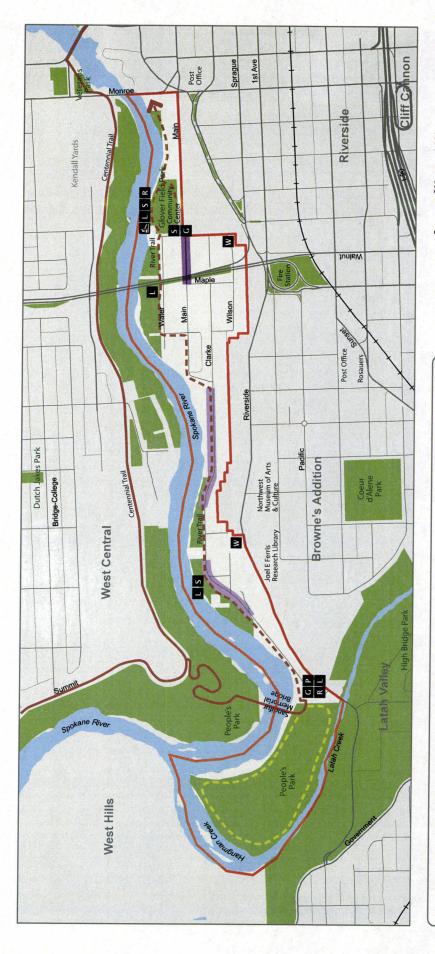
Residents identify goals and priorities during the neighborhood planning process - June 11, 2014

Projects Matrix

project's purpose, related planning goals, potential partners, and notes possible funding opportunities and treatment details. The projects will require additional planning, discussion among the community and with City staff, and resources for implementation. Peaceful Valley has several high-priority projects to be addressed over the next 20-year planning horizon. This matrix describes each

Potential Partners Additional Information		City Streetscape improvements include signs, street trees, and landscaping, as well as columnar basalt or another iconic elements. Pedestrian and bicycle improvements include sidewalks, street crossings, and security lighting.	City , Spokane Measures include street narrowing, curb extensions, signage, and Transit Authority marked crossings, particularly on Clarke and Main avenues.	City, local artists The eastern Peaceful Valley gateway improvement could be phased to include a short-term solution that improves existing Jersey barriers and a long-term solution that includes new gateways. The short-term solution would allow local artists to paint the Jersey barriers and/or install sculptural elements on them. A permanent gateway for both the eastern and western neighborhood points of arrival could include landscape and hardscape improvements as well as signs. Work with the City to identify funding sources.	City A parking plan is particularly important for the shoreline area of the neighborhood to address the parking needs of river visitors and recreational users. Coordinate with the City to identify strategies for parking management.	STA, City Coordinate with STA to identify options and opportunities for future transit improvements, such as shelters with benches.
High Priority Projects	Streetscapes, Traffic Calming, Parking	Improve the streetscapes on Main and Clarke avenues.	 Explore traffic calming improvements to address safety concerns and vehicle speed. 	3. Create gateways to improve entryways to Peaceful Valley.	 Pursue a neighborhood parking plan to identify parking management strategies. 	Work with Spokane Transit Authority (STA) to provide bus stop amenities at priority locations.

Planned River Trail		
 Continue partnering with the City on trail planning and design to establish a complete riverfront trail throughout Peaceful Valley that eventually connects to Huntington Park. 	City	Coordination with property owners will be required for trail location details and easements. Compliance with the City's Shoreline Master Program and applicable regulations will be required.
2. Through the river trail planning process, create a non-motorized boat launch and staging area to improve public access to the river.	City, WA Dept. o Fish and Wildlife, WA Dept. of Ecology	Formalizing a non-motorized boat launch and staging area will require coordination and permitting approval from the state departments of Ecology and Fish and Wildlife
Community Center		
 Continue to work with the City Parks Department to find a tenant for the existing community center. 	City Parks Dept.	The neighborhood is seeking a tenant with sustainable funding for the existing community center and desires that the center continue to be used as a neighborhood gathering place.
Neighborhood Housing Quality, Historic Preservation		
 Find opportunities to protect the historic character of the neighborhood. 	City	The neighborhood will work toward finding opportunities to preserve and protect the historic character of the neighborhood, which contains a National Historic District. Seek funding for historic signage.





Planned River Trail --Gravel Surface with Historical Markings

R Restrooms
Signage/wayfinding

Boat Launch/Staging Area

Non-motorized Launch

Streetscapes, Traffic Calming and Parking
Traffic calming
G Neighborhood Gateway
L Decorative Street Lighting
P Parking
W Walkways/Stairs

Neighborhood

Parks + Open Space **Centennial Trail** Arterial Road Local Street Boundary Building H Railroad - Freeway

NORTH 2,000 _____ feet 1,000 200

Priority Projects | 13

Source: City of Spokane GIS + Google Maps

V. NEXT STEPS

The Peaceful Valley Neighborhood Plan reflects the eclectic nature of the neighborhood as a "Hidden Village" near Downtown Spokane. The plan celebrates the neighborhood's past while planning improvements for the future and outlines objectives and projects to be addressed over the next 20 years.

The plan is intended to serve as a guide to secure funds for project development, but will not result in immediate project funding or implementation. Projects presented in this plan will require further analysis and capital projects will require funding for implementation.

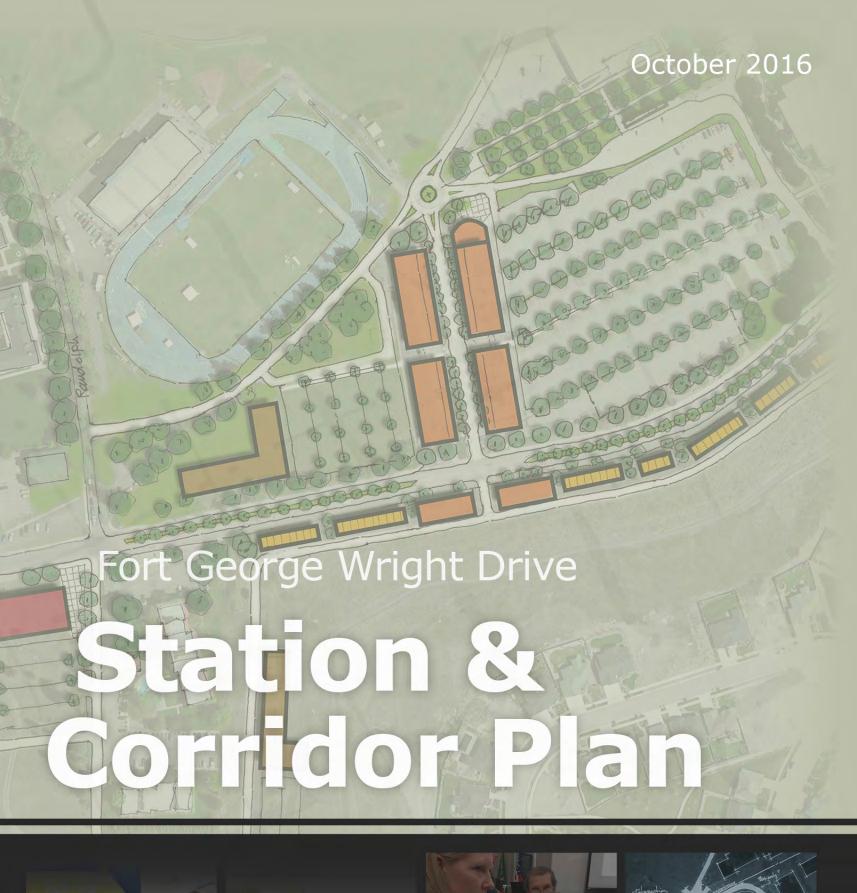
Interested and engaged residents should use this plan to pursue projects over time, while ensuring continued involvement with other neighbors and stakeholders. It is critical that neighbors leverage this plan towards the following next steps.

- Partnerships Identify project partners and agree on roles and critical paths to move projects forward.
- Project Development Each project is unique, and champions within the neighborhood are needed to engage stakeholders and seek and obtain policy support and funding for design and implementation/construction.
- Funding Use this plan to help initiate and follow up on all efforts to identify
 potential project funding sources and leverage project funding. Consider grants,
 public/private partnerships, fundraising, and volunteer organizing as needed.

VI. FUNDED PROJECTS NEEDING COMPLETION

The Peaceful Valley Neighborhood has been allotted funding for projects to improve neighborhood parks. These Parks Department projects include:

- Improvements to River Walk Park, including historical markers, landscaping, and lighting. The funds for these improvements come from Community Development Block Grant (CDBG) dollars.
- Improvements to playground equipment in Peaceful Valley Park, funded by CDBG dollars and the Parks Department.
- Resurfacing of the athletic court in Peaceful Valley Park, funded by the Parks Department.











Mr. Dennis Dellwo President, City of Spokane Plan Commission 808 W. Spokane Falls Boulevard Spokane, WA 99201

Subject: Ft. George Wright Drive Station & Corridor Plan

Dear Mr. Dellwo:

We are very excited at the opportunity to present this station and corridor plan for the Fort George Wright Boulevard/Spokane Falls Community College (SFCC) area - an excitement we hope you'll share as you become familiar with the tremendous opportunities it presents for our community.

This plan exemplifies how planning and collaborative investment can help solve multiple objectives - implementing comprehensive plan goals, and yielding benefits for entities including Spokane Falls Community College, Mukogawa Institute, Spokane Transit Authority, the West Hills Neighborhood, River Run PUD and others. Features called for in this plan address real and immediate public safety needs, improve provision of transit, encourage new and much-needed land uses, boost bike and pedestrian usability, and set the stage for the growth of the area into a far more cohesive and vital neighborhood center.

It's clear the type of collaborative effort that helped develop this plan will need to persist, requiring strong support and leadership from the City and Planning Commission, STA, SFCC, and the West Hills Neighborhood. Together, and with coordinated public investment, private investment is likely to follow, creating an area sure to be valued by locals as well as by students and visitors.

Please feel free to contact any of us with questions or ways to improve this plan and the outcomes it envisions. Thanks in advance for your support - we're hopeful and excited for the future of this area!

Sincerely,

Lisa Key

Director, Planning & Development Director of Planning 808 W. Spokane Falls Boulevard Spokane, WA 99201 509-625-6187

Karl Otterstrom, AICP

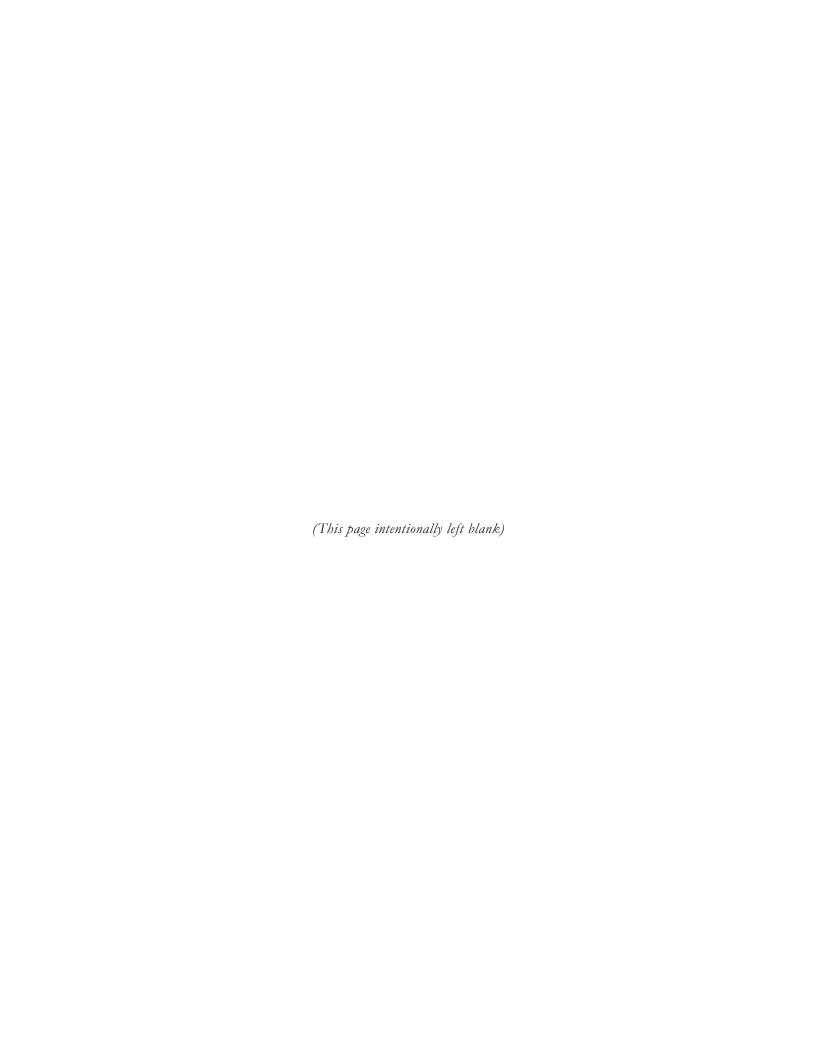
Spokane Transit Authority W. 1230 Boone Avenue Spokane, WA 99201 509-325-6000

Dr. Janet Gullikson

President Spokane Falls Community College West Hills Neighborhood Council 3410 W. Fort George Wright Drive 808 W. Spokane Falls Boulevard MS 3010 / Building 30, Room 220 Spokane, WA 99224 509-533-3535

Bridget Walden

Chairperson Spokane, WA 99201 509-744-0467



Planning Context

Introduction

In 2015, the West Hills Neighborhood Council decided to combine their allocation from the City of approximately \$21,000 in neighborhood planning funds with \$60,000 from the Spokane Transit Authority (STA) to "engage in a coordinated planning process that would encourage a vibrant neighborhood and improve access to multimodal transportation." This plan is the result of that process, advancing land use objectives supported by the neighborhood and the City's Comprehensive Plan and addressing STA's desire for improved transit facilities serving Spokane Falls Community College (SFCC).

The planning process included extensive public outreach, including stakeholder interviews; open-house meetings; a set of "storefront studio" workshops; multiple presentations to neighborhood and agency representatives; presentations to the Spokane Planning Commission; and a project web page to secure a wide variety of perspectives and reflect the needs and desires of the community.

This plan identifies a set of actions and investments that address specific functional and safety criteria mandated by STA, as well as developing the type of walkable, mixed-use "neighborhood center" desired by the West Hills residents. It incorporates and helps implement portions of SFCC's master plan, and supports and helps orient the final phase of the River Run Planned Unit Development (PUD)



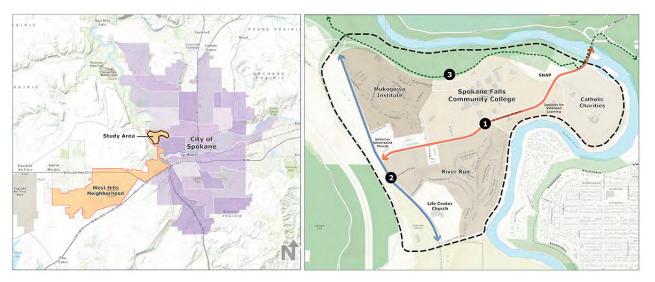


Figure 1.01 – The project study area, as located in the City of Spokane and the West Hills Neighborhood (left) and in its immediate vicinity (right). The image at right also outlines areas associated with SFCC, the River Run PUD, Mukogawa Institute, Catholic Charities, SNAP, and the Life Center church. Ft. George Wright Boulevard is highlighted in red (1) Government Way in blue (2) and the Centennial Trail in dotted green (3). (Image: Studio Cascade, Inc.)

abutting Ft. George Wright Boulevard (FGW). Taken as a whole, this plan directs relatively small investments in transit facilities to prompt extensive investment in the area, creating a more valued, dynamic environment.

This plan also included a basic traffic analysis, modeling the potential viability of street-related recommendations. (See Chapter 2)

The following sections introduce the various conditions present in the plan's study area, including site history, the policy context, land uses and transportation conditions. More complete coverage on these topics is contained in the plan's appendices.

Site Context

History

The location of this plan's study area is within the northern-most portion of Spokane's West Hills Neighborhood, roughly central to the City's overall limits and abutting unincorporated Spokane County along N. Government Way. North and east portions of the study area are bounded by the Spokane River. (See **Figure 1.01**)

The site's developed history began in 1894, when land known locally as "Twickenham Park" was deeded to the US government for the creation of the Fort George Wright military post. Between 1899 and 1940, the Fort housed and trained mounted infantry units, including the famous "Company M" Black Infantry Regiment, stationed as the post's first residents from 1899 to 1908.

In 1957, the site was declared surplus by the government, who gave educational institutions priority to purchase the property. In 1960, 76 acres of the former post was purchased by the Sisters of the Holy Names convent, who established a liberal arts college for women. In 1990, the college's land



and buildings were purchased by the Mukogawa Women's Academy, which remains in operations today. In 1967, Spokane Falls Community College (SFCC) purchased 113 acres of the former post, leveling all structures and creating its new campus.

Remaining structures and associated land from the former fort are now part of the Fort George Wright Historic District, listed on the National Register of Historic Places.

Another large portion of the study area includes the 130-acre "River Run" subdivision, developed on land used for gravel mining and processing between 1905 and 2001. The first phase of the River Run development commenced in 2005, with subsequent work continuing through to present day.

29 acres of the River Run site were sold to the Life Center Foursquare Church, which sees an average weekly attendance of 4,000 persons. The church and its 1,000-stall surface lot dominates street frontage where commercial uses had been envisioned as part of the River Run master plan.

The portion of the study area north of Ft. George Wright Boulevard was annexed by the City of Spokane in 1966, and the portion south in 1996.

Relevant Plans

Aside from the overall Comprehensive Plan for the City, there is currently no neighborhood plan for the West Hills neighborhood nor any plans specific to the study area. Plans exist that deal with different portions of the study area, including SFCC, River Run, and Copper River at Holy Names (formerly Sisters of the Holy Names convent), as well as plans regarding improvements or services in the area, including the Spokane Transit Authority (STA), the Centennial Trail, and City of Spokane Capital Facilities plans. These are summarized below:

SFCC Master Plan

SFCC's 2011 campus master plan expresses several objectives relevant to this plan:

- The desire to create and enhance spaces for students to study, socialize, relax, and eat between classes. These are envisioned as open spaces, promenades and use features - for example, plazas and cafés;
- Improved cross-campus pedestrian connectivity and axial organization, including an east-west promenade envisioned as the "main street" of campus;

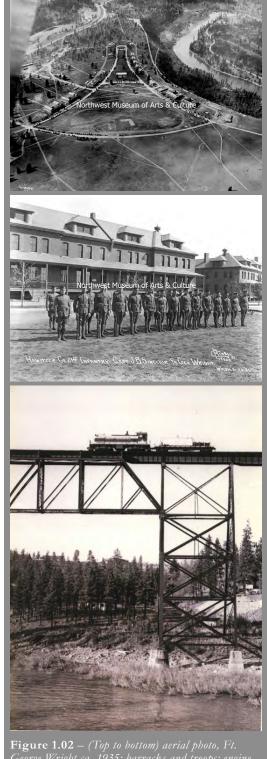


Figure 1.02 — (Top to bottom) aerial photo, Ft. George Wright ca. 1935; barracks and troops; engine and now-demolished trestle spanning the Spokane River between N. Summit Boulevard and the former Central Pre-Mix gravel mine (now River Run). (Images: Northwest Museum of Arts & Culture)



- Prioritization of pedestrian movement over vehicular movement;
- Improved bicycle access, noting the absence of bike lanes on Ft. George Wright Boulevard (FGW) and few bike racks on campus; and
- Creation of a transit hub, including pull outs or off-street loading.

These and other goals are intended to encourage more students to come to campus regardless of mode - and stay on campus throughout the day.

River Run PUD

In 2000, the River Run planned unit development (PUD) proposed numerous housing types, including four-unit townhomes, single-family homes with off-alley garages, multi-family units, and a sizable portion of land dedicated to commercial uses. Today, River Run is nearly complete but contains far fewer commercial areas and housing types than originally envisioned, with single-family housing predominant and multi-family

apartments confined to the northwest corner of the property. Commercial uses were envisioned where these apartments now exist, as well as on land extending eastward as far as Randolph Road. Multi-family and mixed-use buildings were also envisioned fronting FGW from the eastern edge of the Fort Wright Apartments as far as SFCC's Lodge Building 9 near the intersection of Mitchell Drive (see Figure 1.02). River Run developers now hope to complete development of townhomes eastward between FGW and the bluff and to realize some form of commercial development along FGW between River Ridge Boulevard and Randolph Road.

Catholic Charities

During the course of developing this plan, the convent and land belonging to the Sisters of the Holy Names was put up for sale and purchased by Catholic Charities.

Applications filed with the City indicate plans for three transitional housing projects, an



Figure 1.03 – SFCC's master plan envisions re-purposing some existing parking, helping give it a more visible presence along FGW, as well as improving walkability and making the campus feel more cohesive. (Image: Spokane Falls Community College)





Figure 1.04 – Initial plans for the River Run PUD featured a wide range of housing types as well as retail and mixed-use buildings. Though the build-out differs in some ways, developers hope to provide retail near Randolph Road, as well as townhomes along FGW where indicated in this 2000 plan. (Image: City of Spokane)

associated park and 33.5 acres of conservation lands along the Spokane River shoreline. Proposed housing includes:

- "Copper River Apartments," 232 units;
- "Catholic Charities Family Housing," 75 units; and
- "Catholic Charities Senior Housing" 75 units.

Catholic Charities refers to the entire development as "Copper River at Holy Names." City pre-development notes indicate that the City will require a 12-foot pathway (in lieu of a sidewalk), to connect the Centennial Trail near the T. J. Meenach Bridge with an existing pathway along the south side of FGW. Catholic Charities, noting the acute need for transit servicing low-income and senior residents, are considering options to optimize access between

STA stops along FGW and their units, which are to be constructed near the center of the 65-acre property.

Spokane Transit Authority (STA)

STA's desire to improve safety and services by constructing an off-street transit station at SFCC played a strong role in setting this plan in motion.

STA's 2015 Transit Development Plan recommends changes for service to the study area (Route 33), with frequency improved from one-hour to 30 minute cycles on Saturdays in 2016, and further changes in 2017 to include 30-minute frequencies on Sundays and holidays.



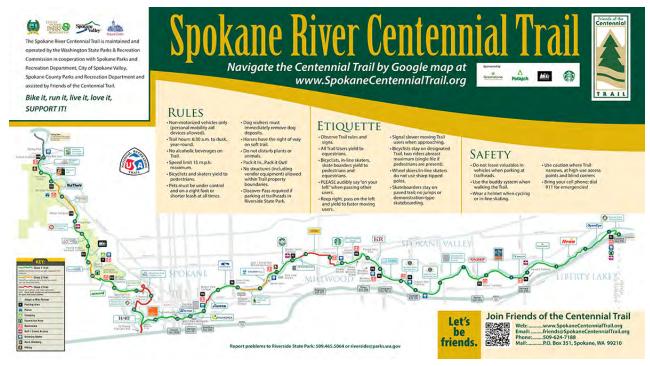


Figure 1.05 – The Centennial Trail passes through this plan's study area. Bike lanes envisioned for FGW will greatly improve access to the trail from SFCC and elsewhere on the western (river left) side of the Spokane River. (Image: Friends of the Centennial Trail)

Spokane Neighborhood Action Partners (SNAP)

Headquarters for this organization are housed in the former convent facilities just north of FGW along the Spokane River shoreline. The organization does not have published plans for the site, but a 2016 interview with management indicated SNAP foresees little facility expansion, and anticipates continued growth of their vocational training / business incubator uses on the property. SNAP is also considering up to 50 affordable housing units adjoining their main facility and recognizes that transit is critical to a majority of those likely to reside and / or work on the SNAP site.

Centennial Trail

Spokane's Centennial Trail is a 37-mile paved trail extending from the Washington / Idaho border to Sontag Park in Nine Mile Falls. Significant gaps exist along the route, with one of those gaps located near this plan's study area, at "Mile 26" from N. Summit Boulevard to the

T.J. Meenach Bridge. City plans indicate the construction of a new trail segment to close this gap, including a 14-foot shared use path and an eight-foot gravel jogging shoulder along Pettet Drive to the eastern landing of the bridge. The project is being created in coordination with installation of a new Combined Sewer Overflow (CSO) tank near the intersection of Pettet Drive and FGW.

Capital Facilities Plan

The City of Spokane's six-year Capital Facilities Plan indicates the following improvements are planned for FGW:

- 2016 FGW from Government Way to Elliot Drive W.; arterial grind and overlay, total cost: \$335,798;
- 2017 FGW from Elliot Drive W. to 850' east of SFCC signal; arterial grind and overlay, total cost: \$420,117; and
- 2018 FGW from 850' east of SFCC signal to T.J. Meenach Bridge; arterial grind and overlay, total cost: \$343,938.



Recognition that these improvements might coincide with other community objectives helped affirm City support for development of this plan.

Policy Conditions

The following sections describe policy-related conditions in and / or influencing the study area for the FGW Corridor and Station Area Plan.

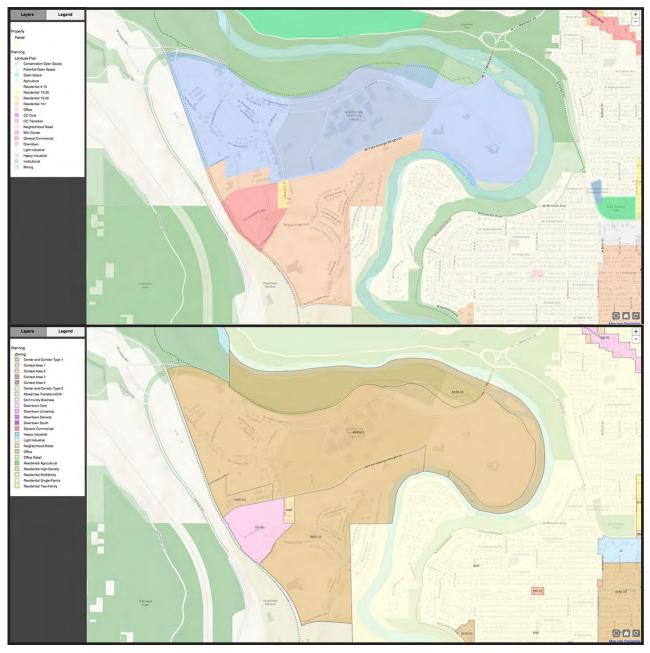


Figure 1.06 – City of Spokane Comprehensive Plan (Land Use) and Municipal Code (zoning) designations in the study area. The commercial area outlined in the land use map matches that on the zoning map. (Image: City of Spokane)



Figure 1.07 – Student housing in the study area includes former barracks like this historic remnant of Ft. George Wright. (Image: Studio Cascade, Inc.)

Comprehensive Plan

The current City of Spokane Comprehensive Plan Land Use Map identifies nearly all areas north of FGW (within the study area) as "Institutional." Areas south of FGW are identified as "Residential 15+." An area near the intersection of Government Way and FGW - supporting original River Run PUD plans - is shown as "General Commercial." The Land Use Map also identifies the latter area as a "Neighborhood Center," indicating a desire for:

- Development featuring greater intensity than the surrounding neighborhood;
- Businesses and services primarily catering to neighborhood residents; and
- Features that encourage walking, social interaction, and neighborhood activities (LU 3.2, N 2.1).

The Comprehensive Plan also recommends landscaping for streets serving Neighborhood Centers, improving aesthetics and helping to separate sidewalks from the curb for pedestrian safety. For transit routes, the Comprehensive Plan recommends bus pullout bays be installed (Chapter 4, pg. 52), and provision of bicycle lockers, racks, and / or storage at transit stations (Action 2.1).

Spokane Zoning Map

The majority of the study area is designated RHD-55 or RHD-35 (Residential High Density) on the Zoning Map. The same area shown as General Commercial on the Land Use Map (abutting the intersection of Government Way and FGW) is zoned CB-55 (Community Business). Building height limits associated these zones are as follows:

- RHD-35 = 35 ft.;
- RHD-55 = 55 ft.; and
- CB-55 = 55 ft.

The Zoning Map also identifies the above CB-55 area as a "CC3" (Centers and Corridors Type 3) overlay area, allowing it to use existing zoning regulations or develop according to standards for "Type 1" or "Type 2" centers. Center and Corridor zones are designated to implement Comprehensive Plan goals and policies, specifically Policy LU 3.2, calling for the creation of a "... cohesive development pattern with a mix of uses, higher density housing, buildings oriented to the street, screened



parking areas behind buildings, alternative modes of transportation with a safe pedestrian environment, quality design, smaller blocks and relatively narrow streets with on-street parking" (Spokane Municipal Code Section 17C.122.010).

Built Environment

Numerous land uses and entities have been established within the study area, including SFCC, the River Run PUD, Catholic Charities, SNAP and the Centennial Trail as described in previous sections. The following list includes additional details for these and other uses in the study area:

SFCC - This institution serves 8,356 students, approximately 66 percent of whom are enrolled full-time, with 66 percent of the total attending in preparation for transfer to a four-year college. The Institute for Extended Learning, an affiliated unit of the Community Colleges of Spokane system, serves approximately 4,279 students

- just south of the SFCC campus (see Figure 1.01). SFCC's 2012 Master Plan estimates a combined total head count of 24,101, with about 76 percent of students spending portions of each weekday on campus. SFCC exists on 113 acres, and does not currently provide on-campus housing.
- Mukogawa Fort Wright Institute (MFWI) This extension of the Japanese Mukogawa Women's University is located on 72 acres adjacent to SFCC and utilizes many of the historic structures built for Fort George Wright. According to MFWI, about 400 international students participate in spring and fall sessions, with about 50 attending summer sessions. The majority of students live on campus and rely heavily on transit.
- River Run PUD This development was originally established on 154 acres south of FGW and features mostly single-family homes priced (according to their website)



Figure 1.08 – Major topographic features divide the study area into at least three relatively flat areas - shown here as "A", including Mukogawa and SFCC; "B", including most of River Run; and "C", including the Copper River at Holy Names property and the SNAP headquarters. The Spokane River is close to all areas, though slopes and vegetation limit visual access. (Image: Studio Cascade, Inc.)

- from the low \$300,000's to over \$1 million. Typical rent rates for apartments at River Run range between \$570 and \$1,395.
- Life Center Foursquare Church (Life Center) This facility exists on 29 acres fronting Government Way (formerly part of the River Run PUD) and draws approximately 4,000 people every Sunday for services. The church includes a 78,000 square-foot sanctuary with surface parking for 1,000 vehicles.

Other smaller institutional uses identified in the study area include:

- Spokane Montessori School located along W. Fremont Road, north of FGW;
- Busy Bodies Early Learning Center located at the intersection of W. Fremont Road and W. Military Road;
- Spokane Windsong School located along W. Fremont Road, north of FGW;
- Holy Names Music Center located near the southern limits of the Mukogawa campus along W. Custer Drive;
- Enterprising Capital Partners located in the River Run PUD, along W. River Ridge Boulevard;

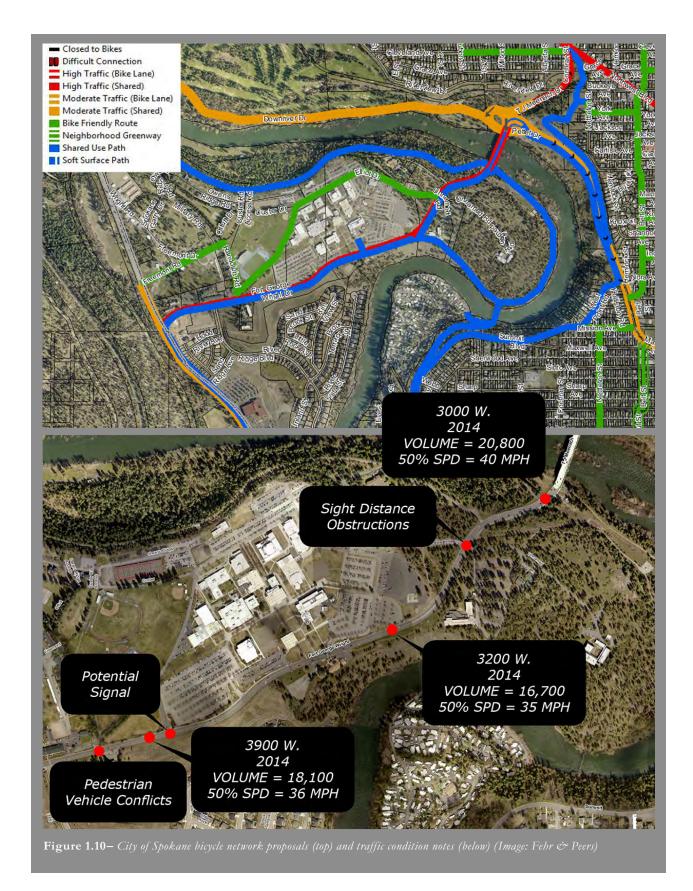
- Unitarian Universalist Church located at the northeast corner of Government Way and FGW;
- College Terrace Apartments located along FGW, just north of the intersection of FGW and River Ridge Boulevard;
- Randolph Arms Apartments located along Randolph Road near W. Fremont Road; and
- Fort Wright Apartments located along the southern edge of FGW, near the intersection of FGW and W. River Ridge Boulevard.

Significant housing growth is expected for the study area. In addition to new units at the Catholic Charities site, final phase growth at River Run, and potential housing on the SNAP campus, SFCC plans indicate support for increased rental housing for students and staff to live on or near campus. These suggest conditions are primed for the type of land uses and walkability conditions now missing but envisioned by the City's "Neighborhood Center" designation. While a Neighborhood Center has been designated in the study area with a Centers and Corridors overlay established, a significant proportion of vacant land in the overlay has been developed as multi-family residential with no services or retail uses. Only one



Figure 1.09 — Current conditions favor through-traffic, featuring four travel lanes (no turn lane), little landscaping, no bicycle lanes, sidewalks that abut the curb to the north, and extensive gaps where sidewalks do not exist on the south. Speeding along the corridor is a persistent issue, and just one crosswalk exists along the 1.2-mile stretch within the study area. (Image: Studio Cascade, Inc.)





parcel currently remains in the designated overlay that could be developed for service and / or retail use.

Topography

The entire study area is located within the Spokane-Rathdrum aquifer recharge zone. City maps show 100 and 500-year flood zones tightly confined along the river. Erodible soils layers involve larger areas along North Elliot Drive west of Government Way, north of Elliot between the SFCC campus and the river, and within the River Run development between North Rim View and North Brook Terrace Streets.

Topographic constraints are evident south of FGW, where there is a ridge and a steep slope away from the road down to the River Run development site. Similarly, steep up-slopes commence within 100 to 400 feet westward from Government Way, limiting development opportunities at or near the intersection of Government Way and FGW.

The natural topography of the land at the River Run site originally sloped gently towards the Spokane River to the east, though mining operations created significantly steeper slopes abutting FGW. The site underwent re-grading before housing development commenced, including considerable fill materials from building demolition elsewhere. Though the study area is essentially a peninsula surrounded by the Spokane River, steep slopes and pine forests along the shoreline and covering the Catholic Charities site tend to limit shoreline views.

Transportation Conditions

Vehicular

Ft. George Wright Boulevard, which bisects the study area, is classified by the City as a "Principal Arterial." Average daily traffic (ADT) counts along FGW range between 16,700 to 18,100 vehicles. It features two travel lanes in either direction with no center turn lane. A May 2014

speed study indicates speeds often range from 37 to 41 miles per hour, despite the posted 35 mph speed limit. Both FGW and Government Way - which frames the western edge of the study area - have horizontal and vertical curvatures resulting in poor sightlines for higher speeds, which decreases motorized and non-motorized public safety.

There is generally no congestion or delays along the FGW corridor, excepting those associated with turning movements onto or from the roadway, or related to bus loading. Issues at the intersection of FGW and West Elliot Drive are especially acute, where many SFCC students experience long delays exiting the campus area. The intersection is non-signalized, and its location along a curve and near the foot of a hillside makes FGW access - particularly lefthand turns into eastbound lanes - difficult and hazardous. A 2010 study commissioned by SFCC offered a range of short-term improvements while noting the eventual need for a traffic signal, a measure also supported by SFCC's Master Plan. Further development, most notably at the Catholic Charities property directly south of this intersection, will amplify these issues.

Other vehicle-related issues noted during this process include motorists avoiding the Government Way / FGW intersection by cutting through the River Run PUD, and general safety concerns at other non-signalized entry points given double-lane, curvature and prevailing speed conditions.

Pedestrian

Infrastructure supporting walking in the study area is, in many ways, lacking. Notable issues include:

- No sidewalks exist along the southern edge of FGW, excepting the recently-developed block between Government Way and W. River Ridge Boulevard and frontage abutting SFCC's Lodge Building 9;
- There is no sidewalk installed along the north edge of FGW between the T.J. Meenach Bridge and W. Elliot Drive;



- Sidewalks along the north edge of FGW directly abut the curb without a shoulder or other buffer, forcing pedestrians to walk in close proximity to travel lanes;
- Many roads in the area lack sidewalks on both sides, including Elliot Drive / W. Elliot Drive, Custer Drive and Government Way (excepting areas fronting River Run PUD);
- Just one crosswalk exists along FGW to aid crossings at Mitchell Drive. It relies on low-visibility transverse markings (surface paint) and is marked on only one side of the intersection (western side). It has been noted that vehicles have, at times, not complied with the crosswalk at this location. Safety issues and general need indicate strong demand exists for additional marked crosswalks and / or additional treatments along FGW including at W. River Ridge Boulevard, Randolph Road, and W. Elliot Drive. Future development along the southern edge of FGW will likely create demand for additional crossings; and
- Many pathways leading from SFCC buildings terminate in parking lots, reducing the number of viable access points to FGW from campus.

Bicycle

Existing facilities in the study area provide poor functionality for bicyclists. FGW - the only means of access to and from the study area - is a four-lane roadway with few accommodations for cyclists. A narrow bike lane exists along the north edge of FGW from Elliot Drive to the Meenach Bridge, but no bicycle facilities are provided that cross the bridge. No other shared or dedicated lanes currently exist along FGW. Government Way includes relatively wide shoulders on each side for cycling, and areas fronting the River Run PUD include a separated non-motorized trail.

As noted earlier, the Centennial Trail passes through the study area from the west landing of the T.J. Meenach Bridge northward along the Spokane River shoreline. A gap in the trail from the Meenach landing to Summit Boulevard at Boone Street (near Kendall Yards) is being addressed through construction of a new segment along Pettet Drive.

The City's draft Bicycle Master Plan Update proposes:

- Completion of a shared use path along FGW and along Government Way south of the FGW intersection;
- Creation of a "Bike Friendly Route" along the full length of Elliot Drive, and along Randolph and Freemont roads,

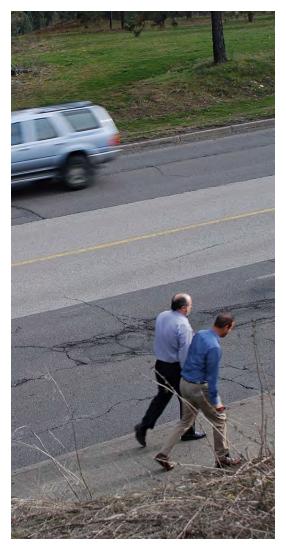


Figure 1.11 – Narrow sidewalks that abut traffic lanes and large areas with no sidewalks at all hinder walkability in the study area. (Image: Studio Cascade, Inc.)

providing an alternate east-west route from T.J. Meenach to Government Way; and

 Extension of a shared-use path along the Spokane River shoreline through the Catholic Charities property, with a future trail bridge crossing the river on the alignment now occupied by an abandoned utility bridge, leading uphill to Summit Boulevard.

It is important to note that the Draft Bicycle Master Plan Update is currently under development and is not yet approved by the City.

Transit

SFCC is served by two Spokane Transit Authority (STA) bus lines - routes 20 and 33. Route 20 enters the study area from the direction of Government Way and becomes Route 33 within the study area. Route 33 enters the study area from across the T.J. Meenach Bridge to the east and provides access to downtown and Northtown Mall before terminating at the Spokane Community College.

The most heavily-used transit stop in the area is at the intersection of FGW and Mitchell Drive (Route 20). This stop has 398 average daily boardings eastbound and 277 average daily boardings westbound. A bus stop at FGW and Randolph Road sees heavy use by Mukogawa Fort Wright Institute students.

Pedestrian access to bus stops along Fort George Wright Drive is generally difficult. As noted earlier, marked crosswalks are either nonexistent or inadequate at stop locations. Vehicle speeds and sightline characteristics compound hazards. Access to eastbound STA routes by Mukogawa students requires crossing FGW where no crosswalk exists - creating significant dangers for these international students. The crosswalk accessing the bus stop at Mitchell Drive and FGW is signalized, but reports indicate

pedestrians do, at times, neglect to use the signal feature.

As development along FGW continues, traffic counts will likely increase, and opportunities for off-street loading of busses should be explored. The SFCC Master Plan envisions a transit hub providing pull outs on both sides of the campus' main entry near Mitchell Drive.



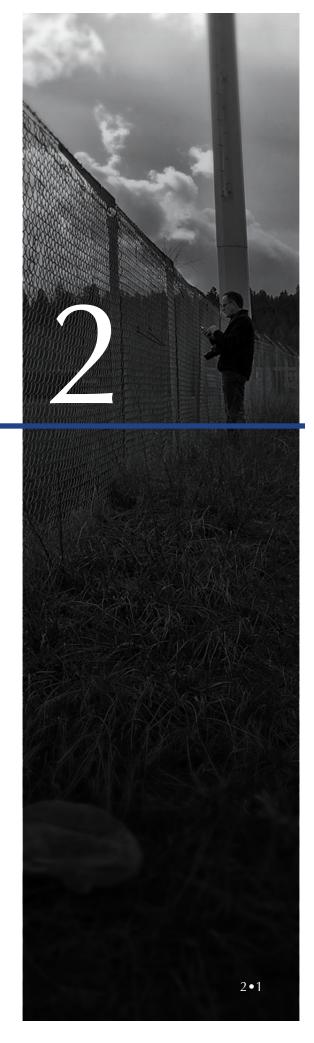
Station & Corridor Plan

Introduction

This corridor and station area plan was created with substantial community input, reflecting the desire for a wide range of transformative improvements. While it began with an investigation locating STA-related needs and exploring the idea of "neighborhood center" uses and features somewhere in the area, it quickly expanded to include recommendations for a corridor re-design, features advancing SFCC's master plan, improved conditions for the build-out for River Run PUD, and features advancing non-motorized mobility.

This chapter lists the goals and objectives of the plan, and summarizes existing City policies that shaped recommendations. Finally, this chapter provides a plan diagram and accompanying table describing recommendations.

This plan is intended as a springboard and guide to development of the FGW station and corridor area. Ideas have been developed at a conceptual level, with research completed regarding basic costs and functionality. Landowners, agencies, neighborhood leaders and others have been engaged and consulted concerning this plan, and on a conceptual level, all support its implementation. Realizing this plan will require additional analysis with



changes and refinements in response to any new findings. Funding must still be secured for implementation of the plan from a variety of known and as-yet unknown sources, both public and private. As with the development of this plan, the transit station itself may catalyze a large array of improvements long-sought by residents and area partners. Many players will be required to implement this plan, and perhaps most critically, a creative approach to leadership will be required - helping coordinate work and investments, and keeping the plan on-track over time.

Plan Objectives

As described in Chapters 1 and 4, development of this plan was initiated for two primary reasons:

1) Because the designated "neighborhood center" in the study area was built without related features, the West Hills Neighborhood dedicated planning funds to evaluate the feasibility of, and make recommendations regarding design and location of, such features in the vicinity of SFCC; and

 To aid STA regarding the design, location and preliminary costs of a new transit stop serving SFCC.

Accordingly, plan objectives were led by established City policies regarding neighborhood planning.

Objectives of this plan were also guided by neighborhood input, including participation by SFCC, MFGWI, representatives from the River Run PUD and others. As described in Chapter 4, participants felt the Station & Corridor Plan should recommend improvements that:

- Create a more walkable / bicycle-friendly district;
- Promote increased safety and / or a sense of safety in the area;
- Convey a sense of being in a unique, vital district;
- Support smooth traffic flow;
- Enhance connectivity between uses in the study area;
- Support transit use and transit user needs;



Figure 2.01 – Topography and natural vegetation generally block views of the Spokane River, but this plan calls for sidewalks and development of multiple public view opportunities that do not currently exist along FGW. (Image, Studio Cascade, Inc.)



- Support the addition of neighborhood-scale commercial uses; and
- Promote social interaction, helping create a great place to meet friends and neighbors.

Three differing plan scenarios were developed and reviewed by participants using the above criteria as guidelines. This input led to the development of a fourth, hybrid scheme forming the basis of this plan.

Plan Diagram

Figure 2.05 expresses the bulk of this plan's physical recommendations, locating each spatially and providing concept-level design of features and various uses. Building uses and specific footprints, for instance, are illustrated in ways that serve this plan's goals, but may also be revised in ways that match - or perhaps exceed - these goals. This plan and diagram (Figure 2.05) has been reviewed and refined by participants from the general public, neighborhood residents and leadership, the City of Spokane, SFCC, STA and others, but implementation may require additional detailed revisions. At least one set of actions related to this plan but assumed already underway are not noted on the diagram - namely, traffic "calming" measures being taken by the River Run neighborhood seeking to reduce and slow cut-through traffic on River Ridge Boulevard.

This plan recommends creation of the following:

- An off-street loading area for STA's transit stop. This helps improve passenger, pedestrian and traffic safety; reduces traffic delays; and moves transit services closer to the center of the SFCC campus.
- Creation of a two-way, mini "main street" along the return leg of the transit loop. This provides opportunities for mixed-use and neighborhoodcenter use patterns; provides needed student and neighborhood services; creates a walkable focal point for SFCC and the West Hills Neighborhood; calms traffic along FGW; and compliments proposed development completing River Run PUD along FGW.
- Installation of pedestrian-activated signals along FGW. These, to be located at Randolph Road and (present) Mitchell Drive crossings, improve pedestrian and transit user crossing safety; and help calm traffic along FGW.



Figure 2.02 — Guided by public input, safety concerns and service needs, this plan seeks an improved balance between vehicular and non-motorized uses, desired land use patterns and an increased sense of "place" and neighborhood identity. (Image, Studio Cascade, Inc.)



Provision of full traffic signals along FGW. These, to be located at a new intersection at the return leg of the transit loop and FGW ("College Avenue" on the Plan Diagram) and at the intersection of Elliot Drive and FGW east of the SFCC campus, will help calm and smooth traffic flow along the corridor; improve transit egress from the on-campus station; and improve traffic flow and egress safety (especially at Elliot Drive and FGW, where future Copper River at Holy Names housing will compound existing issues).

In addition, this plan recommends the creation of a three-lane roadway profile along FGW (see Figure 2.03 A). This offers multiple benefits serving plan objectives, including:

- Providing space for a center turn lane where it would be beneficial, aiding traffic turning movements and improving safety (reduced need to cross multiple lanes for left-hand turns, improved visibility of oncoming traffic in identifying suitable gaps);
- Providing space for median landscaping where it would be beneficial, improving district aesthetics, pedestrian comfort (shade), pedestrian safety (potential crossing islands), and calming of traffic;
- Reducing the number of potential conflict points at intersections by limiting the amount of cross traffic to one lane in each direction;
- Reducing the potential of sideswipe conflicts associated with weaving traffic typical of four-lane configurations;
- Calming traffic, reducing overall vehicle speeds while ensuring a more consistent travel time along the corridor;
- Providing space for bicycle and pedestrian infrastructure. As shown in Section BB on the Plan Diagram, the three-lane configuration proposed by this plan includes sidewalks along both sides of FGW with street trees and lighting plus dedicated bicycle lanes on each side of FGW;

- Improving walkability and conditions for non-motorized travel, related to new sidewalks and bike lanes - the latter also serving commuter cycling and access to the Centennial Trail; and
- Improving safety for motorists. The Highway Safety Manual estimates that three-lane configurations can reduce crash rates by up to 30 percent, while additional studies have estimated crash reduction rates of between 19 and 47 percent.

A second option envisions a two-lane eastbound / one-lane westbound roadway profile, shown in Figure 2.03 B. This option was evaluated during the traffic analysis phase, and may offer functional benefits for automotive traffic (see "Traffic Analysis" section below). Space for the additional traffic lane removes the bike lanes shown in option A in favor of a shared-use path along the southern right-of-way (ROW).

Both figures (2.03 A and B) are provided for illustration purposes only, depicting approximate configurations using 12' travel lanes (A) and 11' lanes (B) within an assumed 80-foot ROW. Both sections also depict center turn lanes with landscaped medians "ghosted" in to indicate this as an alternating condition.

The Plan Diagram is accompanied by a set of notes and specific recommendations, contained in Table 2.01. This table lists responsible parties most likely to lead and / or collaborate with others on implementation. In many cases, coordination of design features with others noted on the diagram may offer significant benefits, creating greater value for effort and investment. The axial layout of SFCC's master plan, for instance, offers opportunity to shape and enhance the design of STA's transit stop, the proposed traffic circle, the development of the final phase of River Run along FGW, and concepts that may emerge with the "opportunity site" identified by diagram keynote 12.





Figure 2.03 – Two options for FGW were examined for this plan: A preferred three-lane configuration ("A") and a four-lane version ("B"). Both sections depict center turn lanes, with landscaped medians "ghosted" in to indicate alternating conditions. Reconfiguring FGW is seen as a critical step in achieving many key objectives, including a more gracious, welcoming environment for pedestrians and cyclists, smoother traffic flow, and improved safety for all. (Image, Studio Cascade, Inc.)

Traffic Analysis

A preliminary traffic analysis was prepared for this plan that considered both existing and in-process development along FGW, as served by a threelane "road diet" design (Alternative A) as well as a four-lane alternative (Alternative B). This analysis was performed using SimTrafficTM software by specialists at the Seattle offices of Fehr & Peers, Inc. (F&P). Baseline data was generated using





Figure 2.04 – The adoption of this plan is just the beginning, with implementation requiring close coordination among multiple agencies, user groups and community leaders. (Image, Studio Cascade, Inc.)

on-site traffic counts and incorporated City of Spokane modeling criteria.

Trip generation assumptions used for modeling included:

- Acceptance of projected counts from developer of Copper River at Holy Names housing (former Sisters of the Holy Names property);
- Background annual volume growth rates of 0.75 percent for eastbound traffic and 1.80 percent for westbound traffic;
- Trip generation estimates using Institute of Traffic Engineers (ITE) recommendations for up to 250 new apartments, 100 senior units, 50 townhomes, and 115,000 square feet of commercial;
- Trips generated by envisioned development were removed from background volume traffic counts, as these were already assumed in background volume estimates;
- Trip reduction counts incorporating ITE Main Street internalization rates (from 716 PM peak trips to 580 trips); and
- Divided PM peak hour trips by ins and outs with a 50-50 split.

Trip distribution assumptions used for modeling included:

- An even split between inbound and outbound trips;
- Applied distribution splits assumed in the Copper River at Holy Names assessement (egress trips 60% EB and 40% WB); and
- Trips were balanced, by increasing volumes, to take the most conservative approach.

Design features used for modeling included:

- Alternative A Transition to three-lane profile approximately 500 feet east of existing Mitchell Drive intersection, continuing west just past River Ridge Boulevard. (per the Plan Diagram);
- Alternative B Transition to unbalanced fourlane profile approximately 500 feet east of existing Mitchell Drive intersection, continuing west with two eastbound lanes, one two-way left turn lane and one westbound lane;
- Modified intersections/signal configurations as follows:
 - Pedestrian-activated signal at FGW / Randolph Road;



Table 2.01 - Notes, Plan Diagram

Keynote No.	Comments	Resp. Parties*	Reference
1 - STA Transit stop (covered)	 With pullout, three (3) 40' bus capacity Shelter per STA design, coordinated w/SFCC re: specific location, landscaping, signage, lighting, etc. 	STA, SFCC	Appx. A
2 - Bus-only route (one-way)	Establish w/curbing, bollards, surface treatments and / or signage One-way route limits as shown, allowing lot access	STA, SFCC	Аррх. А
3 - Landscaped parking	Recommend lot-wide landscaping Recommend landscaping to screen lot from street Consider sidewalk buffering, improved lighting along FGW Consider impervious surface reduction strategies	SFCC, COS	Section BB
4 -Future building	 Develop conceptual layout, coordinate with SFCC master plan Include site concept in lot design, configuration 	SFCC	
5 - Traffic circle	Specific design by SFCC Design allowing 60' articulated bus (maximum) \ Coordinate w/item 15	SFCC, STA, COS	Appx. A
6 - Future parking	Coordinate w/SFCC master plan Coordinate w/building footprint shown, "College Avenue" building needs / amenities Recommend landscaping to screen lot from street Consider sidewalk buffering, improved lighting along FGW Consider impervious surface reduction strategies Consider design providing alternative uses, such as farmers market	SFCC	Section BB
7 - Pedestrian-activated signal crossing + bus stop	Coordinate sidewalk design at southern edge FGW, ensuring ease of access to crossing from River Ridge Boulevard, future development along FGW Coordinate stop location, design w/MFGWI Consider "gateway" features Consider surface material / treatment of crossing	COS, STA, MFGWI, RR	Аррх. А
8 - Access road	Con for main vehicular / service access Consider below FGW-grade garages, parking configuration (using slope) Recommend 20' minimum landscaped gap between buildings, (approximately as shown) providing view opportunities Review FGW access (vehicular) Consider limited between-building parking	COS, RR	
9 - Sidewalk with multiple view opportunities	Establish w/landscaping, lighting buffer as shown Recommend 20' minimum landscaped gap between buildings, (approximately as shown) providing view opportunities Extend from River Ridge Boulevard to T.J. Meenach Bridge	COS, RR, SFCC, CC	Section BB
10 - Signalized intersection	Facilitate "College Avenue" development, transit Consider district branding features, ample landscaping Use building placement, design to heighten sense of arrival, district vitality	COS, STA, SFCC, RR	Appx. A
11 - Potential mini-park, view opportunities	Coordinate w/item 12 Consider incorporation of vehicular pass-through Coordinate w/campus axial views, opportunities (item 15) Coordinate w/RR trail, shoreline trail opportunities	RR, SFCC	
12 - Opportunity site (current parking)	Coordinate w/SFCC master plan Consider low to mid-rise multi-purpose building; outdoor dining, view opportunities Coordinate w/item 11	SFCC, RR	
13 - Pedestrian-activated signal crossing	 Replaces current traffic signal Consider "gateway" features Consider surface material / treatment of crossing 	SFCC, COS, STA	Appx. A
14 - Campus green (current parking)	Per SFCC master plan Creates "front yard" student activity area Consider design providing alternative uses, such as farmers market		
15 - View / circulation axis (campus master plan)	Per SFCC master plan Coordinate w/item 1, 5, 11, 12, 14		

*Abbreviations: STA = Spokane Transit Authority: SFCC = Spokane Falls Community College (or Community Colleges of Spokane, as my apply); COS = City of Spokane; MFGWI = Mukogawa Fort George Wright Institute; RR - River Run PUD



- Full signal at FGW / New "Main Street" (approximately where current Elliot Drive accesses FGW);
- Conversion of full signal to pedestrian signal at FGW / Mitchell Drive, with removal of vehicle access;
- Assumed signal at FGW / Elliott Drive on eastern edge of campus based on proposed Copper River at Holy Names development; and
- Access road for development on south-side of FGW, with entrances at Randolph intersection and west of Mitchel Drive (per Plan Diagram);
- A full signal at FGW / River Ridge Boulevard was tested as an alternative to the pedestrian signal at Randolph Road. This signal generated large delays and the option was not further pursued; and
- FGW / River Ridge Boulevard was assumed as a 3/4 access intersection, denying left turns out of River Ridge Boulevard in favor of a more direct route of W. Sand Ridge Avenue to Government Way.

Results

Traffic operations results were generated for the following scenarios:

- 1) **No change** / existing conditions;
- Existing + Alternative A (existing volumes with three-lane profile and proposed land uses);
- 3) **Existing + Alternative B** (existing volumes with four-lane unbalanced profile and proposed land uses);
- Background (future background volumes with existing four-lane and only Copper River development);
- 5) **Background + Alternative A** (three-lane profile, envisioned and Copper River land uses plus future background traffic); and
- 6) **Background + Alternative B** (four-lane unbalanced profile, envisioned and Copper

River land uses plus future background traffic).

Highlights of the modeling results include:

- In the Background + Alternative (A or B) scenarios, all eastbound and westbound movements on FGW operated at LOS D or better;
- In comparing the **Background** to **Background + Alternative A** scenarios, envisioned uses and the three-lane profile increased vehiclular travel times by 45 seconds and 25 seconds in the eastbound and westbound directions respectively;
- In comparing the **Background** to **Background + Alternative B** scenarios, envisioned uses and the unbalanced four-lane profile increased vehicular travel times by seven seconds and nine seconds in the eastbound and westbound directions respectively;
- On average, Alternative A added approximately 15 to 40 seconds of vehicular travel time throughout the corridor compared to Alternative B (10 to 30 percent); and
- Further refinement of signal timing, intersection configurations and the distribution of project traffic volumes may improve real-world corridor travel times and overall operations for motorized vehicles.

Modeling did not characterize improvements to non-motorized travel over existing conditions. A copy of above-referenced modeling results may be obtained from STA.

Safety Benefits of Three-lane Profiles

A "road diet", or the reconfiguration of a traditional four-lane arterial (4L) to a three-lane profile (3L) can provide a number of safety benefits. The Highway Safety Manual estimates that a road diet can reduce the crash rate by up to 30 percent while additional studies have estimated



a crash reduction rate of between 19 and 47 percent. Safety improvements are based on the following:

- 3Ls reduce the number of potential conflict points at intersections by limiting the amount of cross traffic to one lane in each direction;
- 3Ls reduce the potential for left-turn crashes by providing a dedicated turning lane that improves visibility of oncoming traffic and in identifying suitable gaps;
- 3Ls reduce the potential sideswipe conflicts of weaving traffic that occur with 4L roadways;
- 3L can reduce overall vehicle speeds while promoting more consistent travel times through a corridor;
- 3Ls can improve non-motorized safety by reducing the crossing distance at intersections and by reducing overall traffic speeds; and
- The additional right-of-way available by reducing the number of travel lanes allows more space for safe bicycle and pedestrian infrastructure.



DAN SPOKANE FALLS COMMUNITY COLLEGE Fort George Windt Bird. River Run Apartments (as built) West Hills Neighborhood Mukogawa Institute Spokane Transit apallo2 6 Spokane Falls Community College Section BB - Ft. George Wright Dri S B River Run Neighborhood ive, 3-lane (preferred) 4 0 Keynotes 15 - View / circulation axis (campus master plan) 14 - Campus green (current parking) 12 - Opportunity site (current parking) 11 - Potential mini-park, view opportunities 13 - Pedestrain-activated signal crossing Multi-Family housing Mixed-use buildings

Figure 2.05 – This plan diagram illustrates many of the recommendations for this station and corridor plan. (Image, Studio Cascade, Inc.)

Implementation

Introduction

This chapter presents an implementation table developed to aid STA, the City and other critical partners in realizing the vision expressed in this plan. It was developed to provide direction on all critical elements - while at the same time remaining "broad brush" in terms of timing, responsibility and design to allow for the shifts and changes in opportunity that emerge over time.

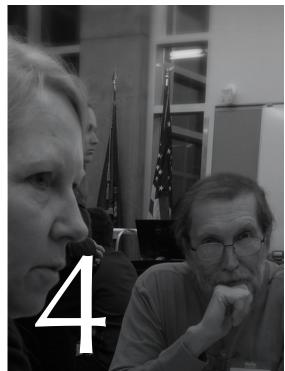
This information is presented as Table 3.01 on following pages. Individual tasks are organized by topic, including "Land Use," "Streets," "Transit" and "Administrative." Listings are briefly described, and identify likely participants and a rough timeframe simply identified as "Short," "Medium" or "Ongoing." Notes are also provided to help clarify intended roles, scope of task and other important considerations. The table should be understood as an outline - for instance, implementation efforts will include processes overseen by the Plan Commission, though the participant list applies this work to the "City" column. Similarly, ongoing support and advocacy by the West Hills Neighborhood is assumed as coupled with many "City" or "Other" actions.



			×	COS	SFCC	Other¹	
Task	Description	Timing	STA		SF	0	Notes
Land Use							
1. Development Design	Ensure development design in study area (River Run, along proposed "College Avenue" and along FGW corridor) conform to FGWSCP objectives	Ongoing	•	•	•	•	City to work actively with RR and SFCC, promoting and shaping development to take advantage of FGW redesign
Streets							
1a. FGW design	Conduct appropriate studies to guide transformation of FGW to preferred configuration, develop design, budget estimates	Short	•	•			City to lead studies directing design; support from other partners as necessary
1b. FGW funding	Seek funding for FGW reconfiguration, sidewalks, landscaping	Short	•	•	•		City to lead, include integration into six-year Capital Improvements Program (CIP); support from other partners as necessary
1c. FGW construction	Final design and construction of reconfigured FGW	Medium	•	•			City to lead; support from other partners as necessary
2a. Traffic signalization A	Design, funding and installation of traffic signal (as appropriate) at Elliot Drive and FGW near east edge of SFCC campus	Short		•	•		City lead on design, funding and installation; support from other partners as necessary
2b. Traffic signalization B	Design, funding and installation of traffic signal (as appropriate) at proposed "College Avenue" and FGW	Medium	•	•	•		STA lead on funding; City lead on design and installation; support from other partners as necessary
3a. Pedestrian signalization A	Design, funding and installation of pedestrian- activated signal at Randolph Road and FGW	Medium		•	•		City lead on design, funding and installation; support from other partners as necessary
3b. Pedestrian signalization B	Removal of existing traffic signalization; design, funding and installation of pedestrian-activated signal at Mitchell Drive and FGW	Medium	•	•	•	•	City lead on design, funding and installation; support from other partners as necessary
Transit							
1a. SFCC transit station design	Design of transit station, access drives and required signalization, conforming to FGWSCP	Short	•	•	•		STA lead; support from SFCC, other partners as necessary
1b. SFCC transit station funding	Seek funding for transit station, access drives and required signalization	Short	•		•		STA lead; SFCC support including letters, testimony, grant support, potential property match
1c. SFCC transit station construction	Construction of transit station, access drives and required signalization	Medium	•	•	•		STA lead; support from SFCC, other partners as necessary
2. Transit stops	Design, funding and installation of shelters at existing stops at Randolph Road and FGW	Medium	•				STA lead; support from other partners as necessary
Administrative							
1. Memorandum of Understanding (MOU)	Outline responsibilities, roles and initial actions among key implementing partners	Short	•	•	•	•	Include groundwork on conceptual approaches to funding, development opportunities, project coordination
2. Project coordination	Identify and support a project "champion," monitoring and leading coordination of efforts, overall implementation.	Ongoing					Lead, participants TBD
3a. Planning support	As may be necessary, facilitate modifications to Comprehensive Plan and / or zoning code to allow mixed-use center conforming to FGWSCP	Short	•	•	•		City (Planning & Development) lead, support from other partners as necessary
3b. Planning support	Incorporate concepts of FGWSCP into SFCC master plan	Medium			•		At time of next update

Abbreviations: STA = Spokane Transit Authority; SFCC = Spokane Falls Community College (or Community Colleges of Spokane, as my apply); COS = City of Spokane; MFGWI = Mukogawa Fort George Wright Institute; RR - River Run PUD; CC = Catholic Charities; FGWSCP = Fort George Wright Station & Corridor Plan 1 = Indicates that partners other than those named will be responsible for, or will participate in implementing the item. These may include RR, MFGWI, unidentified developers, or others as appropriate





Approach

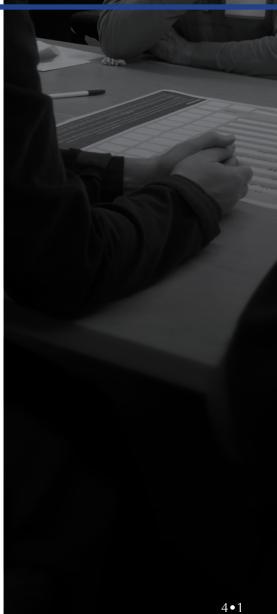
Introduction

This station and corridor plan was developed using a planning process tailored to maximize diverse partnerships - contractual ones between STA, the City of Spokane and the West Hills Neighborhood, but also those with potential partners such as SFCC, local landowners, the Mukogawa Institute and others. Bringing together multiple players, each with varying levels of interest in transit station planning but all with keen interest in the future of the study area created a remarkable synergy, leading to the development of and support for recommendations that reach well beyond a simple transit station.

The process began by establishing a solid understanding of current conditions and trends, developing benchmark goals for the project, working through various alternatives, identifying a preferred direction, and finally creating a framework to execute specific actions to carry the plan forward. For purposes of this document, the process is organized into three sections:

- Assessment;
- Design; and
- 3) Reporting & Implementation.

The assessment phase focused on compiling relevant information regarding the neighborhood, especially plan-related conditions unique to the study area. This



included review of STA's plans, the River Run PUD, Spokane's Comprehensive Plan and Municipal Code, the SFCC master plan, plans for the former Sisters of the Holy Names property, and others. A review of land uses in the area and of the transportation system was another important part of this phase. Stakeholders were identified and interviewed to gain first-hand knowledge regarding the various challenges in the district, and to emphasize the opportunities that collaboration among all parties might bring.

The design phase involved extensive public outreach and engagement of participants to create plan designs and alternatives. This effort included a visioning / kick-off meeting followed by a "storefront studio" workshop series that showcased objectives then invited participants to help create, refine and ultimately choose among a set of design alternatives for the transit station and corridor.

The reporting and implementation phase involved presenting findings to a wide range of stakeholder groups and agency representatives - confirming the preferred scenario in terms of design, character and function. This phase helped consultants and agency partners affirm support and make necessary refinements to the plan in preparation for official adoption of the plan as well as helping agency partners work together to begin implementation.

The following pages detail this process.

Assessment

As identified in the scope of work, this component included an assessment of the entire study area to help gain insight into needs and opportunities. Three memoranda were prepared:

- 1) A land use review, covering area history, existing development patterns, City policy, transit conditions, landowner plans and related considerations. This document also worked to evaluate suitability for a mixed use "neighborhood center" as envisioned in the Comprehensive Plan and by the West Hills Neighborhood;
- 2) A document describing findings from stakeholder interviews conducted to help inventory existing conditions and to begin to guide the goals for the plan; and
- 3) A memo covering existing transportation conditions in the study area and describing known plans and studies related to the transportation system.

The contents of these three documents have been expressed in related sections of this plan.

Stakeholder Interviews

Identified with input from STA, the City and the neighborhood, a total of 12 individuals representing SFCC, the West Hills Neighborhood, City Council, SNAP, River Run, developers for Catholic Charities and the Mukogawa Institute were interviewed. Interviews were generally held at the offices or premises of interviewees between January 6 and March 2, 2016.

Interviews were conducted informally, allowing respondents to express their thoughts on project issues most important to them. All interviewees were briefed on the scope of this corridor plan, including project sponsors and all pre-identified objectives. Interviewers worked to ensure discussions covered basic questions related to project needs, the possibility of a "neighborhood center" as identified in the Comprehensive Plan, existing and envisioned transit needs and traffic patterns.



Stakeholders generally recognized similar conditions. In regards to transportation, it was recognized that development within and near the study area is driving increased traffic along FGW and Government way; that traffic speeds along those two streets often exceed posted limits; that existing land uses have little connectivity forcing users onto those streets; and that existing conditions warrant at least one additional traffic signal at the eastern intersection of FGW and Elliot Drive. Most agreed that changes needed to be made along FGW to make it more hospitable to pedestrians and cyclists. Landowners described plans or expressed a desire for significant additional housing in the study area, creating additional traffic loads and demand for transit and other services. Most agreed transit service is generally acceptable in terms of scheduling, but lacks amenities such as covered shelters, lighting, approach crossings and sidewalks. Most noted a strong need for local services typical of neighborhood centers, such as coffee shops, convenience stores, restaurants and personal care services - but also noted that topographical constraints and existing land use patterns limit the range of where such features might be placed within the study area.



Figure 4.01 – Development of this plan included extensive outreach and opportunities for public involvement, including a multi-day "storefront studio" held in an area church. (Image: Studio Cascade, Inc.)

Design

Kickoff Meeting

On the evening of January 12 2016 a kick-off meeting was held at SFCC in the Falls Gateway Building. This meeting was attended by approximately 30 people and saw City staff and consultants present the plan's background, scope, and schedule as well as initial findings regarding existing policies and area plans. The meeting included an exercise that asked attendees to consider ten planning topics related to the study area, and then working in small groups:

- Rate how well each topic seems to be addressed and / or performs today;
- Indicate how well they'd like to see those topics perform in the future;
- Compare each current and hopedfor future state to identify the "gaps" between conditions, providing numeric representations of how acute each topic might be, helping set goals for the plan; and

 Consider how they'd prioritize or "weight" their choices, assigning numbers representing a conceptual budget of time, energy, and money to each planning topic.

Each of the small groups then presented their findings to the audience, prompting discussion and helping establish consensus regarding plan objectives.

Exercise Results

Feature "gaps" - things participants noted as being most deficient or representing issues in the study area included:

- Poor conditions for pedestrian and cyclists;
- Land use patterns that don't promote or facilitate social interaction;
- The lack of an overall sense of safety; and
- Poor availability of goods and services in the study area.

Participants also identified gaps regarding the area's "district" feel, the relative inefficiency of traffic flow, and how disconnected each of the area's major features seem from one another.



Figure 4.02 — The project kick-off meeting attracted a wide array of participants and agency representatives, each helping establish objectives for this plan. (Image: Studio Cascade, Inc.)



Participants felt smaller gaps existed regarding:

- The needs of bus riders;
- Access to natural beauty and recreation; and
- How well the area accommodates live / work / study lifestyles.

Some groups identified other categories needing plan attention including the desire to improve access to the Centennial Trail and to improve wildlife crossings and habitat.

Regarding allocation of resources, participants recognized that many of the topics are interrelated - anticipating that investment in one area might likely promote positive transformation in another. Groups also noted that some topics, while perhaps critical, are or will likely to be addressed with little resource outlay, such as improvements driven by the private sector as guided by City policy. With this in mind, participants prioritized investments among the following areas:

- The pedestrian and bicycling environment;
- Things to improve public safety; and
- Features to help establish and solidify a unique "district feel" for the area.

Participants also expressed support for investing in the area's connectivity; addressing traffic flow; and improving the bus riding experience.

The groups thought fewer budget resources needed to be dedicated to:

- Framing the area's natural beauty and recreational assets;
- Improving social interaction;
- Improving the live | work | study atmosphere in the area;
 and
- Provision of goods and services.

Storefront Studio

On March 8, 9 and 10, the consultant team held a set of day-long meetings and workshops open to the public. This series, called a "storefront studio" by organizers, was held in the Unitarian Universalist Church on FGW. Members of the design team, City staff and STA were present each day, giving residents the chance to drop in and learn about the

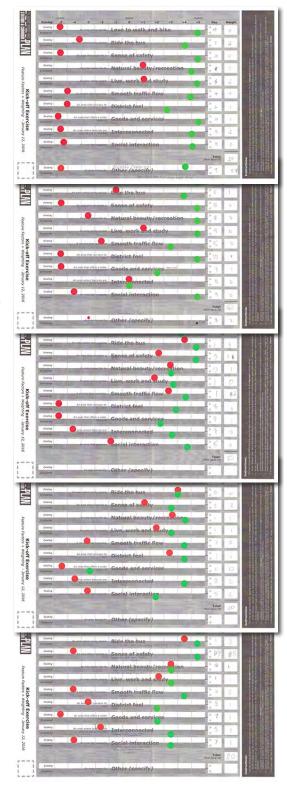


Figure 4.03 – Worksheets from the kick-off meeting helped illustrate "gaps" between qualities seen today (red dots) versus how groups envisioned them in the future (green dots). (Image: Studio Cascade, Inc.)



plan and its key objectives, complete informal questionnaires, and help shape the first draft of the station and corridor plan. Day one centered on open house style activities, with displays, question and answer sessions, and meetings with area representatives. Consultants also toured the site and began work conceptualizing ways plan objectives might be addressed. Day two included all activities from day one, plus exhibits of evolving strategies. A public workshop was held that evening, allowing attendees to review and refine first-generation concepts. Day three provided time for community members to drop by and review strategies and results, add comments or ask questions of the design team. A meeting of key participants in the preferred alternative also took place, helping all parties confirm support for the plan's concepts.

The following describes each of the three plan scenarios developed for the storefront studio:

Scenario One: "Transit In-Line"

This scenario would focus transit services and land use energies along FGW, enhancing existing stops on each side of the corridor. This configuration would support more traditional development patterns - supporting a mini "main street" with low-scale buildings fronting the FGW near Randolph Road. This scenario proposed narrowing FGW to three lanes with a center turn lane, likely beginning near Randolph Road and ending near SFCC's Lodge Building 9 or closer to the intersection of Elliot Drive and FGW.

Advantages of this concept were seen to include:

- Little to no change to travel time via bus;
- Transit stops retained at existing activity nodes; and
- Lower investment costs.

Disadvantages were noted to include:

- No reduction in walk-time or proximity to SFCC or Mukogawa (MFWI) campuses;
- Few improvements to the character of the waiting environment along FGW; and

• Fewer opportunities to place stops near new development along FGW.

Implementation of this scenario was shown to include:

- Basic safety improvements including adding new signals;
- Enhancing transit facilities with bus pull outs, new shelters, signs etc.;
- Removing parking and adding green space to enhance the campus' "front door";
- Creation of a linear neighborhood center; and
- Calming of traffic within the center through street reconfiguration.

Scenario Two: "Transit Place"

This scenario would pull busses off of FGW near the western edge of SFCC, providing a central drop-off / pick-up location on the SFCC campus and away from FGW travel lanes. This loop would be large enough to provide for development opportunities along a return leg perpendicular to FGW, creating a small "main street" environment for cafés, bookstores, and other types of commercial activities to serve students and neighborhood residents.

Advantages of this concept include:

- Reduced walk time from the station to SFCC and MFWI campuses;
- Enhanced safety for transit riders (reducing the need for students to cross FGW);
- Creation of a new node of activity, benefitting SFCC and the West Hills Neighborhood; and
- Opportunities for transit signal priority, smoothing bus entry back into FGW traffic flow.

Disadvantages were noted to include:

- An (estimated) one to two-minute travel time delay for busses;
- Access to center activities would require many users to cross FGW from the south; and
- Costs of development, including the loop road, signalization and street reconfiguration.



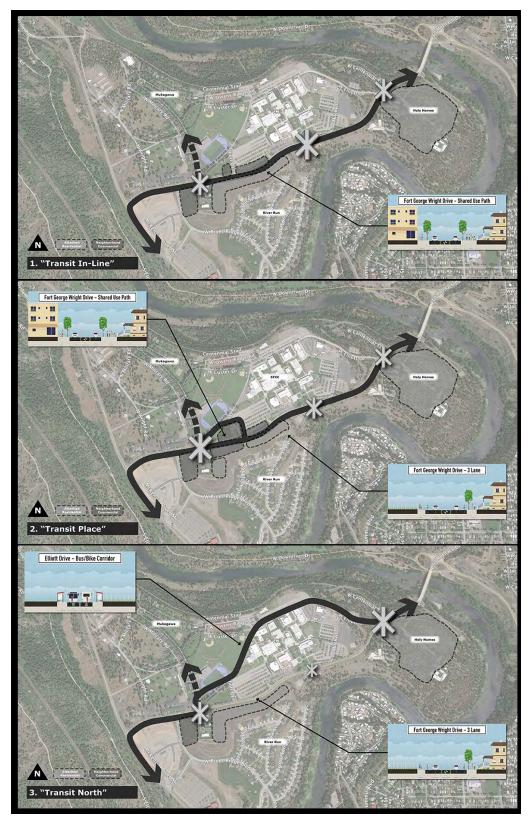


Figure 4.04 – Three alternate schemes were proposed and reviewed by participants, each addressing plan objectives in different ways. (Image: Studio Cascade, Inc.)





Figure 4.05 – Three alternate schemes were proposed and reviewed by participants, each addressing plan objectives in different ways. (Image: Studio Cascade, Inc.)

Implementation of this scenario was shown to include:

- All steps from scenario one;
- Creation of a new off-street transit facility and loop road;
- Reconfiguration of affected portions of Elliot and Randolph Roads;
- Development of buildings supporting mixed use / neighborhood center activities; and
- Installation of a traffic signal at the new main street and FGW.

Scenario Three: "Transit North"

In this scenario, transit would be routed to the north of the SFCC campus along Elliot Drive, pulling bus traffic off of FGW between Elliott and Randolph. This option would move transit riders away from the SFCC campus' front edge, activating the north side of campus with students, visitors, faculty, and staff who ride the bus. One motive for this scenario involved enhancing the SFCC campus' connection to the river and to the Centennial Trail, creating a much stronger relationship between SFCC and its natural setting / recreational opportunities.

This alternative presented an opportunity for a safer, quieter transit waiting environment, the potential to re-orient parking away from the north edge of campus to allow for better trail and river access, and removed conflicts between vehicles and buses along FGW in front of the SFCC campus. Disadvantages of this scenario included up to two to four minutes in added travel time and approximately 25 percent additional travel distance from current routing; reducing access to transit for any future development along the southern edge of FGW; and the potential need for additional resources due to the extended travel time.

This scenario's implementation steps, like the previous two, involved installing basic safety improvements through two new signals at Elliot Drive / FGW and Randolph Road / FGW intersections. Elliot Drive would be re-designed to be mainly transit, and a new transit facility would be created at the north edge of the SFCC campus, where a second "front door" to campus would also be created. A small neighborhood center at Randolph at FGW would be encouraged with housing on the south side of FGW east of Randolph.



Results

From comments and discussions regarding scenarios 1, 2 and 3 came a new, fourth scenario called "Main Street." This scenario was created by studio participants, landowners and agency staff, and guided by City staff and consultants. This concept, presented in Chapter 2, proposes pulling transit from FGW into the SFCC campus, creating a bus route serving a new off-street station located on the west side of campus. This concept includes retail / mixeduse development opportunities around the new station, new traffic and pedestrian signals at Elliot and Randolph, and central campus green space in place of existing parking. The scenario also involves reconfiguration of FGW to a three lane section (two through-lanes and a center

turn lane) as well as providing a shared-use path on each side of FGW, pedestrian crossings at Randolph Road and Mitchell Drive, and two new signals.

Rollout Meeting

On May 17, a "Plan Recommendation Meeting" was held at the SFCC Student Union Building. This meeting presented the preferred concept developed in the Storefront Studio to community members, who were again invited to review and refine it. A presentation at the beginning of the meeting described the evolution of the various concepts, the resulting preferred scenario, and other features and revisions associated with it.

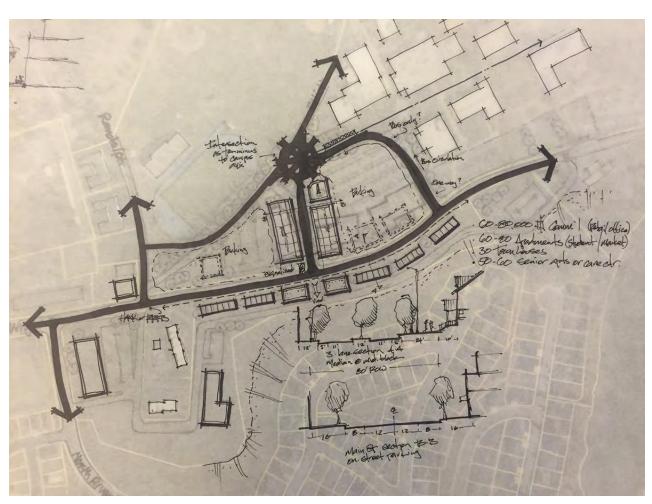


Figure 4.06 – An early sketch of this plan's preferred alternative, developed at the conclusion of the storefront studio. (Image: Studio Cascade, Inc.)

Results

Community members and stakeholders offered various concerns and ideas for improvement regarding the preferred scenario. Among these, two main topics emerged for the plan to address:

- Pedestrian safety Participants expressed a desire for protected crossings at many intersections in the study area, including at Elliot Drive (east) and River Ridge Boulevard, and safe pedestrian access from the SFCC "Lodge" building to the nearest STA transit stop; and
- 2) **Provision of services** Participants welcomed new neighborhood-scale commercial development, especially restaurants and gas stations, but wondered who would lead development.

Concerns were raised regarding the following:

- Proper management of increased density;
- Concerns about traffic were expressed by a few, particularly regarding bus circulation at River Ridge Boulevard and Elliot Drive; and
- Potential cut-through traffic on River Ridge Boulevard due to slower traffic speeds on FGW.

Concerns about parking were expressed by some participants while others felt that parking would resolve itself. Other mentions included:

- A desire for a farmer's market;
- Improved trail connections in the study area;
- Maintaining access to views;
- The creation of public spaces; and
- Inclusion of pedestrian-scaled lighting.

Reporting & Implementation

In addition to the public outreach and meeting schedule covered in prior sections, STA representatives, City Staff and members of the consulting team made presentations on process and findings to the following groups:

Plan Commission

December 9, 2015 – City planning staff made a presentation to the Plan Commission (PC) regarding citywide neighborhood planning and the West Hills Neighborhood decision to partner with STA on the FGW Station & Corridor Plan. An outline of the plan's scope and objectives was also presented. No input was provided by the PC at that time.

May 9, 2016 – STA and City planning staff made a presentation to the PC regarding the plan's outreach efforts and input to-date, including results captured in the draft plan diagram.

Neighborhood

March 23, 2016 – Following the multi-day storefront studio, STA and City planning staff met with representatives from the West Hills Neighborhood and the River Run PUD to present draft findings, gather input and answer related questions. A majority of those attending offered positive feedback and support for the plan's overall direction.

April 12, 2016 – STA and City planning staff presented the draft plan and plan diagram at the regular West Hills council meeting. Questions were raised regarding views to the south along FGW with completion of River Run PUD housing; regarding the road diet as related to traffic generated by area churches; regarding the need for diverse service offerings in the future build-out of the mixed-use center; on the need for ample lighting along the corridor; regarding a possible bicycle underpass at Elliot (east),

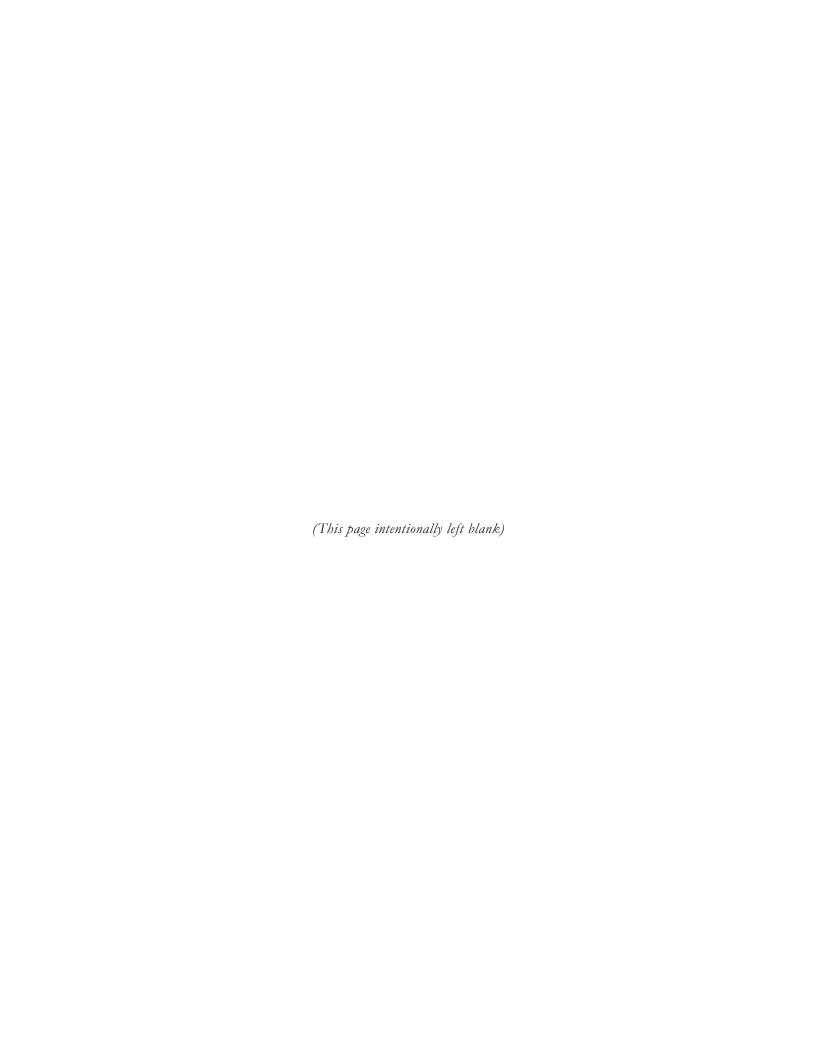


addressing the prospect of bicycles needing to stop midhill at the proposed signal location.

Community Colleges of Spokane

April 19, 2016 - STA, City, and consultant planning representatives presented the plan's recommendations to the Community Colleges of Spokane Board of Trustees. The presentation outlined the objectives, process and preferred strategies for the FGW corridor, identifying specifically the implications and opportunities for Spokane Falls Community College. The Board offered enthusiastic support for the plan's envisioned outcomes, including the gradual transformation of the area into the type of district envisioned in the plan.









West Hills Neighborhood



