

Southgate Neighborhood Council  
April 13, 2011

ESD 101  
7:00 to 8:30 pm

- Minutes Approved
- Treasurer's Report \$541.61
- Community Assembly Report
  - Opening on Design Review Board. Apply if interested.
  - Portable speed limit readout sign will be at 44<sup>th</sup> & Freya
    - Need to choose a second location for August
    - May 14 training "Neighborhoods 101" open to all, location to be announced. (Shelly will send out information when available)
  - New Community Assembly logo
  - Two vacancies on the Park Board
  - Planning Dept reviewed pedestrian plan
    - April 26 West Central Community Center from 5-7:30 pm first Open House
  - Water Dept – new rate schedule to be implemented
  - Police Ombudsman – going to start a website for citizen feedback

Visitors from City of Spokane:

- Mayor Mary Verner
- Council Persons: Jon Snyder, Richard Rush
- Jonathan Mallahan, Office of Neighborhood Services and Code Enforcement
- Nikole Coleman-Porter, Planning Services

PeTT Committee update

- Looking at draft of pedestrian
- City seeking input; access survey to respond to questions regarding generators of pedestrian traffic in your neighborhood at [SpokanePlan.org](http://SpokanePlan.org) on Pedestrian Update page
- Will vote at neighborhood councils on whether to move Pedestrian Update forward to the Community Assembly

**Issues Facing Education Today Presentation – Nancy Stowell, Spokane Public Schools (no show)**

**Palouse Family Apartments and Traditions Senior Apartments**

- Kerry Brooks, co-manager of SNC stakeholders neighborhood planning group introduction on planning group's perspective
  - History 6 weeks ago ONS sent out SEPA checklist request for comments; set up small meeting with property owners/developers to learn parameters of the project; city as not made any determination on SEPA checklist; neighborhood has approved two drafts on planning;

one draft was on connectivity with one goal of improving east/west connectivity; Inland Group developers invited stakeholders to discuss opportunities to improve connectivity within neighborhood (extend 44<sup>th</sup> to Freya)

- Stakeholders supportive of 44<sup>th</sup> to Freya rather than going directly through neighborhood to the north
- Ray Wright, director of traffic engineer dept of city
  - Review of project as relates to traffic
  - Basalt knob appears to be removable on 44<sup>th</sup> to connect Regal and Freya
  - Traffic standpoint looks at am and pm peak traffic periods; total of 200 trips in am and 200 trips in pm
  - Developer is allowed to build this project on this property; only has to obtain a building permit and mitigate any impacts.
  - Developer required to complete road and sidewalks on project (south) side of the road and then pave 12-foot lane on other (north) side of road
  - Initially plan was to send traffic on Apollo and Achilles; developer suggested completing 44<sup>th</sup> to Freya with a traffic signal. Concern that traffic signals can only be on arterial streets and may need comprehensive land use amendment
  - SNC Connectivity draft plan supp
  - Transportation Impact Fees are based on city traffic service areas; in south project was an east/west street to connect Regal & Freya in the area between 42<sup>nd</sup> & 44<sup>th</sup>. Cost of project was costed at \$2 million to build and collect fees as district center and other properties developed.
  - Traffic study baseline model needs to be done regarding capacity to quantify information on how many more cars will be using 44<sup>th</sup>
- Comments from neighbors:
  - 44<sup>th</sup> through would be a “freeway” onto Freya
  - develop 42<sup>nd</sup> instead of 44<sup>th</sup>
  - enter on Ray street and keep 44<sup>th</sup> a bike path
  - round-about at 44<sup>th</sup> & Freya
  - round-about takes about 125 feet
  - traffic was non-stop on Achilles when 44<sup>th</sup> was open
  - Achilles and Apollo aren’t wide enough for extra traffic
  - Will not be simple to move basalt
  - Send all traffic out to Regal
  - If this property has access to Palouse Hwy, why can’t only emergency traffic go on 44<sup>th</sup>?
  - City has drastically planned agreement made with neighborhood so why can’t developers build less buildings and make another road
  - How can city allow this big of a project on a residential street
  - 44<sup>th</sup> will be busier than 57<sup>th</sup> and I don’t want this by my property; need to take care of Berkley Woods

- problems now at 37<sup>th</sup> & Freya at 7:00 a.m. when everyone is trying to get their kids to Chase
- traffic will really increase and be enough to get a traffic light
- who decides what will happen on this property (traffic engineer gives recommendations to city planning commission and director of engineering to make determinations)
- could Ray and Fisk be used as outlets?
- Ultimate question is about traffic planning – what is the best thing for the city of Spokane in 25 years? Conclusion is that for everyone except those that live along the street completing 44<sup>th</sup> directly between Freya and Regal
- In past documentation was brought to Mayor Sheri Bernard and agreed to put barrier on 44<sup>th</sup>
- If there is a desperate need to get east/west then there will be a large influx of cars coming through to ease traffic off 57<sup>th</sup> and 37<sup>th</sup>
- There are 3500 homes in SNC and many people have complained that there is no connector east/west between 37<sup>th</sup> and 57<sup>th</sup>
- I'd like to see 44<sup>th</sup> paved all the way from Perry to Freya
- Consider the traffic changes brought by the remodeling of Ferris and moving the parking lots
- 44<sup>th</sup> & Regal backs up to 37<sup>th</sup> on school mornings
- why do the neighbors believe that moving traffic on 42<sup>nd</sup> won't be going through a neighborhood, don't those neighbors care?
- Last two years our neighborhood has talked about east/west connectivity and then two years later a bunch of people show up and want no connectivity. You should come to meetings more often to know what is going on
- Member of stakeholders group have been looking about how to move traffic east/west and believed that 44<sup>th</sup> even though was the best option we were told that it was unavailable. Makes the most sense for the good of the entire 3500 homes in SNC. We also believe that there needs to be a second east/west street farther south
- Inland Group has been supportive about putting traffic calming devices on Apollo and Achilles and it would impact fewer homes overall
- If there is no right of way at Summer Walking, how can 44<sup>th</sup> be expanded?
- No written agreements regarding not completing 44<sup>th</sup> in records
- Owner of Summer Walking property is interested in working with city on right of way.
- According to engineer design manuals, there is enough site distance at 44<sup>th</sup> and Freya with removal of some bushes
- Any estimate on rock removal at 44<sup>th</sup> -- \$85,000 to \$100,000
- Have you addressed standing water issues yet?

Next steps:

- Complete studies, if traffic signal warranted may need comprehensive land use amendment, SEPA process for road at 44<sup>th</sup>
- ONS can set up a link with development plans per Jonathan Mallahan
- ONS will contact everyone who has signed to receive updates from ONS on project.
- Mary Verner – here to listen to neighbors, many different departments are involved: Ray covers traffic issues, Jonathan covers neighborhood involvement; storm water is another department. City is coordinating all of the departments to address all aspects
- Richard Rush – thanks to volunteers who have worked for past three years on transportation and parks and open spaces.

Announcements:

- Mayo Clinic CPR video on You-tube 2 minutes video on new American Heart Association recommendations
- Open House on draft neighborhood plans on June 8, 2011

Meeting adjourned at 8:40

NEXT MEETING: May 11