

~~activity centers and sections of divided neighborhoods would be provided at appropriate locations.~~

The owners of land identified for right of way acquisition will be compensated at fair market value in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended. (See the Relocation section of this chapter for details.)

## **Social Elements**

### **Studies and Coordination**

#### *Community Cohesion*

A land use survey verified land uses, characterized the population, and identified specific issue and impact areas. The survey also considered local street and arterial patterns that serve residential neighborhoods, public service providers, and businesses to assess impacts to traffic circulation and access. The following sources were consulted: 1980 and 1990 U.S. Census data; Spokane Association of Realtors residential sales reports; city of Spokane Community Development Department, and Northwest Regional Facilitators; Habitat for Humanity; the Department of Housing and Urban Development; the Spokane Housing Authority; the Spokane Low Income Housing Consortium; several social service agencies; and neighborhood plans for Hillyard, Chief Spokane Garry, and East Central Neighborhoods.

Spokane Transit Authority (STA) provided information on transit dependent residents. The Northeast Community Center and the East Central Community Center identified issues and areas of concern.

#### *Recreation*

The city of Spokane's Park and Open Spaces Plan and Bikeways Plan, Spokane County's Parks and Recreation Plan, and the Spokane Regional Pedestrian/Bikeway Plan (draft) were reviewed; a land use survey was conducted; and representatives of the respective parks departments, Mead and Spokane School Districts, "Friends of the Trail" (Centennial Trail), and the State Parks Trail Coordinator were interviewed.

A meeting with the city of Spokane Parks and Recreation Department was held in March 1993 to discuss impacts on city park properties. ~~They voiced no special concerns at the meeting and are willing to work with WSDOT in resolving the issues that are evident as the project develops into final design and specific right-of-way needs are identified.~~ City Parks and Recreation representatives voiced concerns at the meeting, and are willing to work with WSDOT in resolving issues. Most of the concerns dealt with the Havana Option and its effects on Esmeralda Golf Course and Minnehaha Park. The Market/Greene North route is now the preferred option. Coordination with the City of Spokane Parks has continued since publication of the DEIS and has recently focused on mitigation necessary for construction and operation of the facility along the preferred alternative alignment. Appendix L contains the Parks Board and Staff written responses to the DEIS. The commitment file, made a part of the summary of this FEIS, (see Vol. I), contains the mitigative measures agreed upon between WSDOT and the Parks Department. Coordination with Parks in an effort to protect 4 (f) properties will continue during operation of the NSF.

A meeting with Mead School District was held in April 1993, to discuss impacts to school properties; the school's main concern was maintaining bus access to school park facilities. A meeting was also held in April 1993 with Spokane School District 81. The district's concerns were more about pedestrian crossing and access to Sheridan School, rather than impacts on Libby Center Middle School. Between July 1991 and June 1993, the consultant doing expertise reports for the EIS had several meetings and phone conversations with representatives from the Spokane Parks and Recreation Department, Spokane School District 81, and Mead School District.

### *Regional and Community Growth*

Existing city of Spokane and Spokane County land use plans and maps, neighborhood plans, and zoning codes and maps were reviewed to identify policies that influence growth. Census tract data from 1980 and 1990 were compared for the area affected by the project. The city of Spokane and Spokane County Public Works departments provided information on water and sewer systems and plans. The State Department of Health identified potential policies that might affect use of septic tanks and residential density. SRTC population, housing, and employment data were used to evaluate growth patterns.

The preferred alternative is consistent with the city of Spokane's Transportation Plans and is recognized by Spokane County as the preferred alternative to serve future capacity for north/south traffic.

Presently the city of Spokane and Spokane County are working on determining the Interim Urban Growth Boundaries as required under GMA. Both the city and county project this to be accomplished by January, 1998. WSDOT will fully comply with these updates as they relate to this FEIS. Within this process the city of Spokane is currently identifying the carrying capacity of the system (i.e. transportation and storm water) to better determine these Urban Growth Boundaries. The city of Spokane is also in the process of updating their Comprehensive Plan, which will also assist in determining their Interim Urban Growth Areas and updating their Comprehensive Plan.

The development of the proposed North Spokane Freeway is not expected to change the metropolitan area population growth patterns since there is adequate land area which is zoned to accommodate residential growth beyond the design year, 2020. During this time frame development is a function of the availability of sewer, water and other services.

Each of the proposed build alternatives addressed in this document is in compliance and supports the objectives and goals of both the city of Spokane's comprehensive planning of record as well as issues and concerns which have been brought forward by local residential members of the city's community citizen planning committee. The corridor alignments and termini locations of the build alternatives proposed for the NSF were selected because they respond to and accommodate the urban growth patterns called out in the current local and regional comprehensive planning of record. Both the county and city have drafted updated.

comprehensive plans. Both plans include WSDOT's proposal for a north/south corridor from I-90 north, an I-90 collector-distributor, and a new I-90 interchange in the Thor-Freya vicinity. Neither plan proposes changing the current urban growth boundaries for the region. Numerous open houses and meetings with neighborhood associations within the project impact area have taken place during the planning phase to ensure that homeowners, renters, and other concerned citizens would have an active role during the planning process. No controversial issues related to growth have been raised during open houses and other meetings held to address the neighborhood's concerns from either the residential or business community. This project, under either of the corridor alternatives or route design options being considered, will not influence or divert future unavoidable growth in a manner which would be inconsistent with either individual neighborhood or regional planning goals.

The urban boundaries for the Spokane metropolitan area have been identified in both the City and County of Spokane's comprehensive plans as well as the Spokane Regional Council's Regional Transportation Plan. These plans as well as the Congestion Management System (CMS) plan for Spokane recognize the NSF corridor as a critical component to congestion mitigation for north Spokane. Construction of either the Market /Green or the Havana corridors with either of their respective north or south alignment options in the northern most segment of this project is not anticipated to result in alteration to the region's established urban boundaries as currently defined. This analysis holds true for the proposed Collector Distributor along I-90 as well. Members of the citizens participation plan have not openly expressed or submitted anything in writing addressing their concern that the NSF proposal will redirect or alter growth within their urban neighborhoods.

### *Services*

Studies included a land use survey of each route and option; review of electrical, gas, telephone, television cable, water, stormwater, and sewer distribution/collection systems, maps, and plans; city and county transportation plans; transit routes, facilities, and plans; school district, fire district, and law enforcement boundaries, reports, and plans; and interviews with school, public service, and utility officials.

### *Pedestrian and Bicyclist Facilities*

The SRTC Spokane Regional Pedestrian/Bikeway Plan (draft) was consulted. This plan integrates past reports and studies dealing with pedestrian/bikeway plans, discusses the need for an extensive pedestrian/bikeway system in the Spokane area, and provides solutions and methods for implementing such a plan.

## **Affected Environment**

### *Community Cohesion*

#### **Resident Characteristics**

See the Relocation section of this chapter for further discussion of elderly, physically disabled, transit-dependent, low income, and minority populations within the project study area. The city of Spokane has developed studies for the Community Development Neighborhoods (CDN) of which 3, the East Central (ECN), Chief Garry Park Neighborhood (CGP) and Hillyard are crossed by the build alternatives. Percentages of various population groups pertaining to these CDNs, reported herein and the Relocation section of this document, are from US

Census data that was provided by the city's Department of Community Development. Additional sources used in developing this section are the adopted neighborhood design plans; 2 city of Spokane publications-the 1995 Consolidated Community Development And Housing Plan and Hillyard Retired/Senior Focus Plan ; and federal guidelines (1996) on low-income from the Department of Health and Human Services (HHS).

Each of these neighborhoods are defined by unique characteristics; geographically, socially and historically. Each also have characteristics in common.

The East Central Neighborhood is unique in what its location offers those that live and work there. Its residents live in close proximity to the CBD, major health care facilities, Trent Industrial area, Sprague Avenue commercial strip, and the Spokane Valley and are generally afforded short commutes for work and business. About 60% of the workforce is employed in these 3 categories: professional services, (primarily health services), retail trade, and manufacturing. Just over 5 ½ percent of the work force depended on public transportation for their commute trip. About 1200 of the 4300 households relied on social security, retirement and/or public assistance or combination of these non-earnings categories (1990 Census).

The ECN is bordered by the northern edge of the bluff that forms Spokane's South Hill. Its other borders are along major arterials and it is crossed by Interstate 90. The ECN is also an older neighborhood with modest homes, many of which are in need of rehabilitation. The median percentage of monthly household income dedicated to owner costs was about 26%.

Seniors comprise just under 14% of the neighborhood's population. The number of people (non-institutionalized) with mobility or self care disabilities was 385 which is roughly 3.6% of the household population. All of East Central is served by the Spokane Transit Authority which provides special vans for the handicapped.

Liberty Park, which has a public swimming pool, and Underhill Park are the main recreation spaces of the East Central Neighborhood. These parks, located south of I-90, contribute to stability of the neighborhood. The East Central Community Center is located in the south-central part of the neighborhood and is a center for human services programs. Despite these public facilities the ECN does not have a dominant focal point that encourages strong community development. Subareas, created in part by the I-90 and Thor/Freya transportation corridors and in part by the meandering of the bluff itself, seem to exist. The East Central Design Plan of 1986 however recognized the need for neighborhood improvements including pedestrian and bicycle trails, park and playground improvements and providing the opportunity for low interest loans for qualified homeowners.

The Spokane River defines the western and northern boundaries of the Chief Garry Park Neighborhood. Most of the residents live west of Greene Street between the river and the Trent Industrial area. Parkwater, with about 130 homes, is located at the far east side of the neighborhood. Trent Avenue forms most of the southern boundary of CGP and the commercial and industrial enterprises associated with this major arterial (SR 290) and the rail activity of the area define the southern portion of the neighborhood. Spokane Community College fronting Greene Street and Mission Avenue provides CGP with a special identity. According to the CGP Specific Plan (Plan) (1990 draft) the neighborhood lacks a "strong visual identity" despite the prominence provided by the river and campus and also "lacks a strong

sense of community.” Policies to change the apparent lack of neighborhood cohesiveness are a part of the Plan. The Plan also encourages continued development of multi-family dwellings south of Mission (west side) and along the river. Several apartments are located along the river, close to Spokane Community College, and with good access to it as well as the residential, and industrial areas. This community seems responsive to its elderly population and has adopted policies to provide varied housing options for seniors however it does not have its own senior center.

The CGP senior population is approximately 11.3%; the people with mobility or self care limitations is about 3.5%. STA serves this neighborhood.

Sixty-five percent of the CGP work force is employed in retail trade, professional and related services, and manufacturing. The retail trade industry employs a substantially higher percentage from CGP than from the other CDNs crossed by the NSF routes. Those workers (1990) that used public transportation for their work commute were approximately 4.3 percent.

The Hillyard Neighborhood was originally built around the rail industry. The heritage that remains from the prosperous years when railroad staging, storage, repair and locomotive manufacturing took place there has helped to keep the neighborhood intact; it is a cohesive neighborhood. This cohesiveness exists despite the physical barriers of a the rail corridor and heavily traveled Market Street. Immediately west of the railroad, fronting Market Street is the main commercial center of the neighborhood. North of the Spokane River and west of Market is the residential core of Hillyard, home to most of the over 20,000 residents of this community. The Hillyard Neighborhood Design Plan (1985) describes the neighborhood : “Primarily a blue collar neighborhood, Hillyard has many residents employed by major industries located nearby. This blue collar tradition is the basis for much of Hillyard’s success. The people of Hillyard are not afraid to roll up their sleeves and meet a job head on.” A little over 1 in 5 workers from Hillyard work as operators, fabricators or laborers. As in East Central the professional services, retail trade, and manufacturing industries employ the most workers residing in Hillyard. Workers riding the bus to work represent about 3.6% of the workforce.

There are sharp contrasts between Hillyard’s east and west sides. The west side of Hillyard has greater population density than its east side and amenities that accompany its urban character are prevalent. On Hillyard’s east side however there are several unpaved streets, scattered homes that are interspersed with light industrial land use and much of its housing appears to not be well maintained. The northeastern most part of Hillyard is not served by STA.

The senior population of Hillyard comprises 12.4% of the household population. Recent development of a retirement village in close proximity to the senior center enhances service to this group. Those with mobility restricting disabilities are about 2.8% of the total household population. Most of Hillyard is has normal STA service. A few isolated blocks with unpaved roads receive only STA van service for those with special needs.

Hillyard does have landmarks that give it a special identity. In the southeast quadrant there are public facilities that receive high use; Esmeralda Golf Course and Minnehaha Park. There is also Wild Horse Park adjacent to the rail corridor on

the east. West -central Hillyard is the location of the Northeast Community Center which has numerous programs serving the old and young alike.

Table 4-26 depicts the ethnic characteristics of the affected Community Development Neighborhoods.

Neighborhood	White	Black	Amer. Indian	Asian	Hispanic	Other
East Central	81.2%	8.9%	3.5%	4.3%	2.0%	0.1%
Chief Garry Park	90.0%	3.1%	3.5%	2.3%	0.9%	0.2%
Hillyard	91.0%	1.1%	2.6%	2.6%	2.7%	0.0%

**NOTE:** Percentages were calculated from 1990 US Census data, supplied by the city of Spokane.

### Ethnic Characteristics of the 3 CDNs within the Study Area

Table 4-26

#### Household/Family

The 1990 Census defines a family as consisting of a householder and one or more other persons who live in the same household and are related by birth, marriage, or adoption. A non-family householder is a householder living alone or with non relatives.

Census tract 29, south of I-90 in the East Central Neighborhood, has 807 families, which amounts to 73 percent of all households in the tract. Tract 30 is about 65 percent families, while census tract 27, north of I-90 from Regal to Perry, is approximately 51 percent single person households. Family households constitute about 55 percent of the 2,261 households within census tract 123.

In census tract 17, north of the river in the Hillyard Neighborhood, 77.5 percent of all households are family households, whereas the eastern side of census tract 18 consists of 48.8 percent single person households. Census tract 1 is about 59 percent family households and 41 percent single person households.

Between Francis Avenue and US 2, census tract 112.01 is about 60 percent family households. Census tracts 105.01 and 105.98, in the far north end of the project area between US 2 and US 395, have the highest numbers of family households, at 85.7 and 88.6 percent respectively.

Most family households within the project area consist of four persons or less.

#### Residency Tenure

For the most part, homeowners in all census tracts within each route have occupied their homes for a much longer time than people who rent homes in the same areas. Within the city, 57.2 percent own their homes. County-wide 63.7 percent own their homes. Determining percentages of majority and minority homeowner populations of these 2 neighborhoods helps to define the residency characteristics of those people benefiting from the recent steep rise in home values. Of occupied housing in the East Central Neighborhood, 55 % of the majority and 51% of the minority populations owned their homes. Within Hillyard this is true for 61% of the majority population and 39% of the minority population.

~~This discussion therefore focuses on the length of residency for homeowners.~~ Percentages of homeowners who have lived in their homes for 11 years or more are 50 percent in the county and 53 percent in the city. **Figures** for homeowners who have occupied their homes for six years or more are 65 to 66 percent in the county and city; and 90 percent of homeowners have lived in their home for two years or longer.

### **Linkage with Community Facilities**

Linkage with community facilities is by existing city and county roadway and sidewalk systems.

There are three pedestrian crossings over I-90 connecting the north and south portions of the East Central neighborhood between Liberty Park and Custer Street.

The Centennial Trail runs east and west along the north side of the Spokane River. There are no other non-vehicular paved pathways within the project area.

### *Recreation*

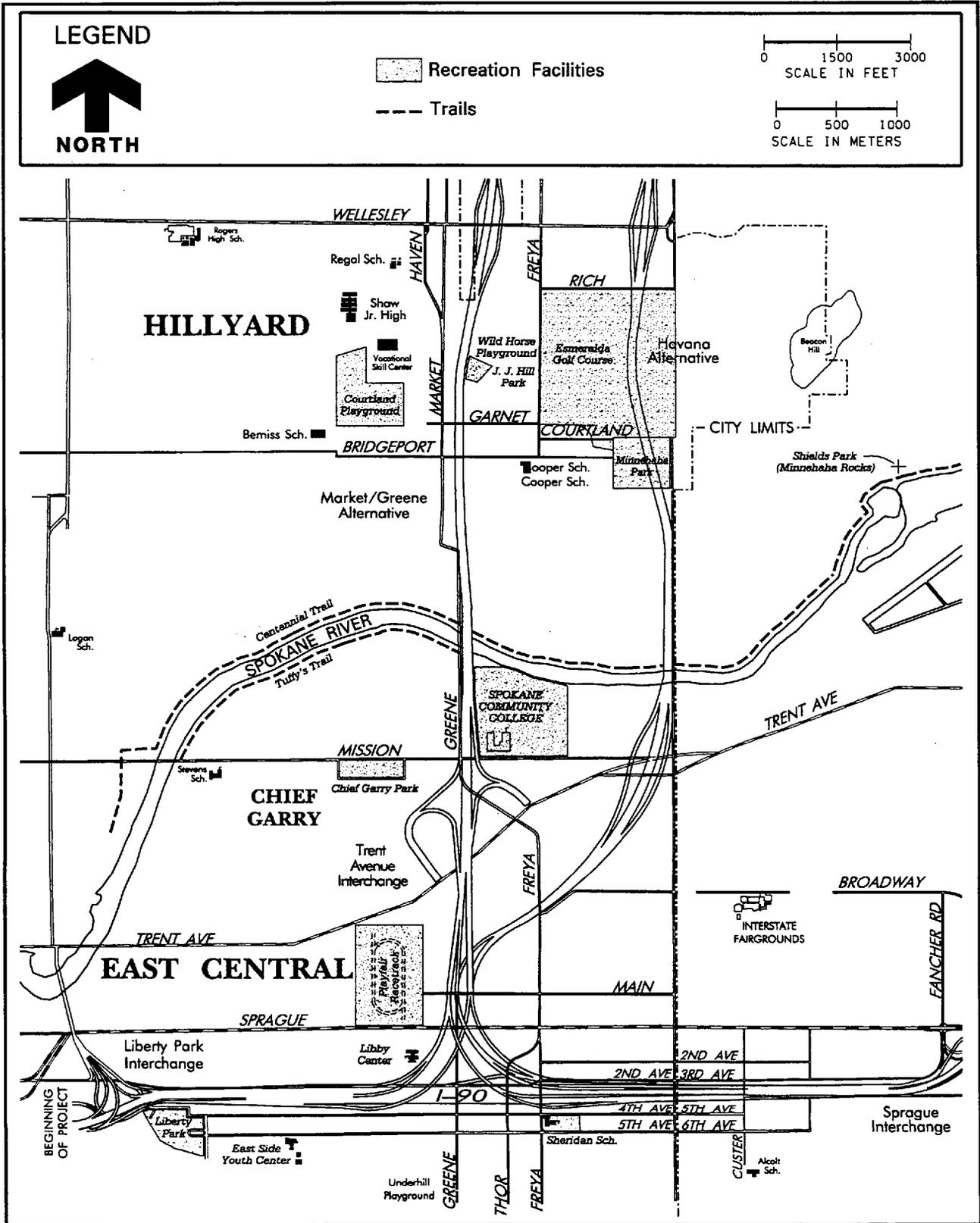
Spokane County administers and maintains 28 parks and recreation resources, and jointly maintains and shares recreational facilities on various school properties. See **Table** 4-27 for a list of publicly owned recreation properties.

The city of Spokane's park lands are grouped into three functional categories: parks that provide for general recreational needs, such as neighborhood, community, and regional parks; facilities that provide for single-purpose activities, such as golf courses and swimming pools; and areas that preserve natural resources, such as reservations and greenbelts.

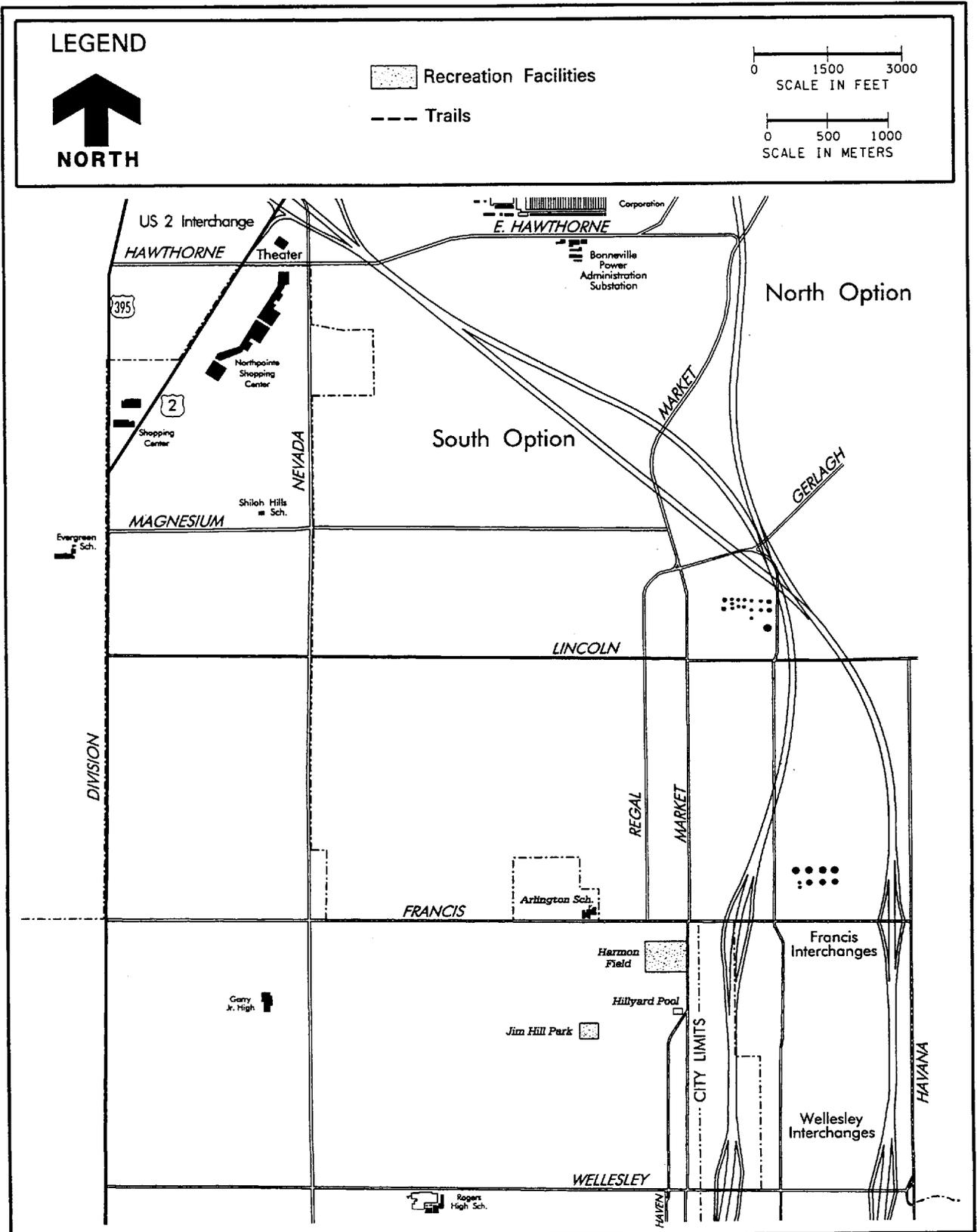
By both county and city park standards, neighborhood parks are intended for both active and passive recreation, with a service area of one-half mile walking distance. Users should not have to cross any major arterials or other barriers to reach the park. Community parks provide diverse recreational opportunities, with a service area of 3.2 kilometers (2 miles) for the city and 4 kilometers (2.5 miles) for the county. Most users arrive by automobile. Regional use includes users from as far away as Canada. Both jurisdictions recommend that parks be developed in conjunction with school facilities.

Recreational facilities located in the vicinity of the project include school recreation areas, Playfair Racetrack, trails, public parks, and several golf courses (see **Figures** 4-30 through 4-32.) The discussion below describes recreational facilities, starting with those located on the south end of the project and proceeding north.

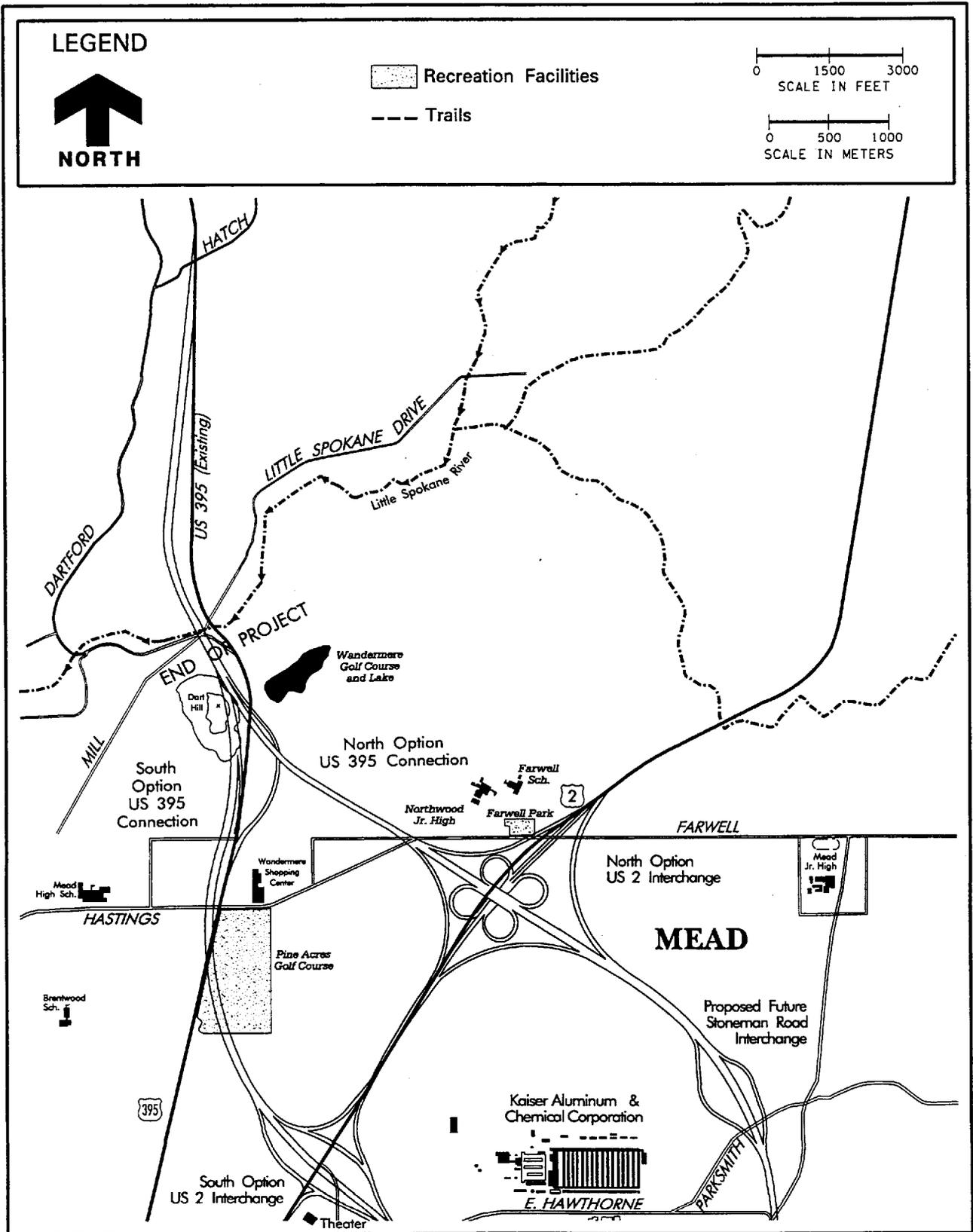
On the westerly project limit along I-90 is city-owned Liberty Park. This community park of 8.96 hectares (22.13 acres) has three units of playground equipment, a softball field, basketball court, two tennis courts, a wading pool, a swimming pool, three horseshoe pits, a shelter, and restrooms. Information on the number of users is unavailable. A large section of the original Liberty Park was used for the original construction of I-90. Access to the park from the north of I-90 is provided by a pedestrian overpass at Magnolia Street, located two blocks east, Perry Street just opposite the park, and Altamont Street, which is six blocks east. Access from the west is provided by Third Avenue and easterly access is from Fourth through Sixth Avenues.



**Market/Greene (Preferred Alternative) and Havana Alternative  
Recreational Facilities — Area 1  
Figure 4-30**



**Market/Greene (Preferred Alternative) and Havana Alternative  
Recreational Facilities — Area 2  
Figure 4-31**



**North Option (Preferred Alternative) and South Option  
Recreational Facilities — Area 3  
Figure 4-32**

Your Place Park, at the northwest corner of 2nd Avenue and Cook Street, is a city-owned neighborhood mini-park serving the portion of the neighborhood north of I-90. It is 0.17 hectare (0.44 acre) in size and is equipped with three units of playground equipment, a basketball court, and horseshoe pits. Second Avenue and Cook Street provide access.

The East Central Community Center, at South 500 Stone Street, includes a gymnasium, outdoor tennis courts, and playground. Southeast Day Care, located at the center, has its own separate playground. Access is the same as described above for Liberty Park.

Sheridan Elementary School is located south of I-90 at the corner of 5th and Rebecca. The recreational facilities are about 0.9 hectare (2.2 acres) in size and equipped with two softball fields, four outdoor basketball courts, and a gymnasium. East/west access to the site is provided by 4th and 5th Avenues. North/south access, including the crossing of I-90, is by way of Thor and Freya Streets.

Libby Middle School Center, at Pacific Avenue and Haven Street, is classified as both a neighborhood park and a community facility. The facility does not have adequate area to serve as a community park. There are 1.21 hectares (3.0 acres) maintained at the location, including two softball fields and two indoor basketball courts. The gymnasium is used for adult basketball leagues during the winter months. Neighborhood residents presently walk or drive along First and Pacific Avenues to reach the facility.

Playfair Racetrack, a 26 hectares (65-acre) privately owned horse racing facility, is located just north of Sprague Avenue in the industrial area between I-90 and the Spokane River. Racing fans from the Spokane metropolitan area and beyond attend events during the May to November season. Sprague Avenue is the major east/west access to the facility.

City-owned Chief Garry Park consists of 4.4 hectares (10.76 acres) and is equipped with playground facilities, a baseball field, two softball fields, two horseshoe pits, one wading pool, and a restroom. Information on the number of users is unavailable; however, based on the city standard of 0.5 hectares (1.25 acres) of park or school per 1,000 population, the park's capacity is approximately 8,600 people. Mission Avenue is the primary access route to the facility.

Spokane Community College (SCC) is approximately 38 hectares (94 acres) in size. There are baseball fields, tennis courts, and a track and field stadium in the northeastern portion of the property. Primary users are SCC students; however, the public uses the tennis courts and track during the summer months. High school summer basketball leagues use the gymnasium. Greene Street provides the major north/south access. Mission Avenue and South Riverton Drive provide east/west access.

Tuffy's Trail is a recreational trail approximately 1 mile long, located along the south side of the Spokane River. The trail is paved and extends from Mission Avenue on the west to the vicinity of Greene Street on the east. The trail connects to a soft trail belonging to SCC.

The Centennial Trail, a paved pathway, runs along the Spokane River. This is a 35.4 kilometer (22 mile) recreational path that extends from Riverfront Park in

downtown Spokane to the Idaho border. In the vicinity of this study, the trail is along the south shoulder of Upriver Drive on the north side of the Spokane River and is a separate path where room is available. In areas where there is not sufficient room, the path is along the shoulder of the roadway. Users include walkers, joggers, rollerbladers, and bicyclists, and cross-country skiers during the winter months. Information on the number of users is unavailable. Next to the existing Greene Street crossing of the Spokane River, on the north side of the river, a concrete abutment from a former bridge has been developed as an overlook and trail rest area. The city parks plan designates a narrow corridor along the north river bank of the Spokane River as a conservation area. The riverbanks are also identified as potential greenbelt areas.

Cooper Elementary School, at Euclid Avenue and Freya Street, is about 1.5 hectares (3.7 acres) in size. Two softball fields, four outdoor basketball courts, and four indoor basketball courts are maintained at this location. Euclid Avenue is the primary east/west access to the facility. Euclid provides the only route that crosses the BNRN right of way, which essentially forms the western boundary of the neighborhood use area.

City-owned Minnehaha Park is on the easterly side of the project area. This is a community park of 16 hectares (38.92 acres), equipped with playground facilities, a softball field, three tennis courts, and a restroom. Information on the number of users is unavailable; however, the park's capacity is approximately 31,000. Minnehaha Park includes metamorphic and igneous rock outcrops and a natural area. Neighborhood access is from the west along Euclid Avenue and from the south via Havana Street. Frederick Avenue, which merges with Upriver Drive, provides east/west access for areas east of the project area. According to the city of Spokane Park and Open Spaces Plan, the park department proposes future acquisition of an undeveloped area east of Minnehaha Park but the money is not available at this time and it is a very low priority on the funding list. The additional land extends east 3.2 kilometers (2 miles) and borders Upriver Park (Camp Sekani). This proposed conservation area is currently under private ownership. The extension would link Minnehaha Park with the county's Shields Park (Minnehaha Rocks), a 10.5 hectares (26-acre) park that is a major training area for rock climbers.

Courtland Neighborhood Park is located at Bridgeport Avenue and Cook Street. The 1.5 hectare (3.7 acre) park is equipped with playground facilities, a softball field, four basketball courts, and a restroom. The park's capacity is approximately 2,900 people. Users of the facility would reside predominantly on the west side of Market Street. Access from the east is limited, with only Euclid and Wellesley Avenues providing crossings of the BNRN right of way.

J. J. Hill Park/Wildhorse Playground, at the northwest corner of the J. J. Hill residential subdivision, consists primarily of open lawn with some playground equipment. It is 1.0 hectare (2.7 acre) in size with the BNRN right of way forming the westerly boundary of the park and associated use area. Ralph Street and Empire Avenue provide access to the facility.

City-owned Esmeralda Golf Course is at Freya Street and Garnet Avenue on the eastern edge of the project area. This is an 18-hole golf course, bordering Minnehaha Park on the north, with the developed portion encompassing 66 hectares

(162 acres). The eastern edge of the course property is undeveloped and is on the side of Beacon Hill. Existing structures include a pro shop with restaurant, practice range, and maintenance storage facilities. Esmeralda Golf Course averaged 71,569 rounds per year between 1987 and 1991. According to the Parks Department, the golf course is an important feature of the Hillyard Neighborhood and appeals to a wide range of golfers. Major access from the west is via Wellesley and Euclid Avenues, then Freya Street.

John A. Shaw Junior High School, at Rich Avenue and Cook Street, is about 4.0 hectares (10 acres) in size and is equipped with two baseball fields, two softball fields, two indoor basketball courts, and three tennis courts.

Regal Elementary School, just north of Shaw Junior High, is 1.9 hectares (4.9 acres) in size and has two softball fields, four outdoor basketball courts, and four indoor basketball courts. Regal is classified as a neighborhood facility. Although the school attendance boundary extends east of Market and Havana, this facility primarily serves the population west of Havana. Wellesley Avenue is the main access route to the eastern attendance area.

The city-owned Hillyard Swimming Pool, at Columbia Avenue and Market Street, is intended to serve the northeast community area. Information on the number of users is unavailable. The property is 0.45 hectares (1.1 acres) in size. The BNRD right of way forms a barrier for users on the east side of the intended service area. Access from the east is limited to Francis, Wellesley, and Euclid Avenues.

Harmon Playfield, at the northwest corner of Bismark Avenue and Market Street, is a 4.2 hectare (10.3 acre) park equipped with two baseball fields, one soccer field, two tennis courts, and a wading pool. Information on the number of users is unavailable; however, the playfield's capacity is approximately 8,200. The park serves the northeast community, with most users coming from west of Market Street. Access east of Market is limited to the east/west arterials of Francis, Wellesley, and Euclid Avenues.

Arlington Elementary School is located at the intersection of Francis Avenue and Smith Street. The school maintains 2.0 hectares (5.1 acres) equipped with three softball fields, four outside basketball courts, and four inside basketball courts. Most users are from the west side of Market Street. During non-school periods, users are likely to arrive by automobile, with Francis Avenue as the primary east/west route.

The privately owned Pine Acres Golf Course is located in the north project area. This is a regional facility that includes a nine hole par-3 golf course, practice range, a pro shop, and a maintenance storage facility. Access is via US 395, which runs along the west side of the property.

Mead High School is located at W. 302 Hastings Road. The school maintains 5 hectares (12.5 acres) and is equipped with a baseball and soccer field, a track, tennis courts, a field house, indoor basketball courts, and a gym. Hastings Road, which lies east/west, provides primary access to the school.

Farwell Park/Farwell Elementary/Northwood Junior High School complex is located just west of the US 2 and Farwell Road intersection. This site, shared by the two schools, is approximately 14.6 hectares (36 acres) in size and equipped with two baseball fields and a track. The Northwood Junior High School gymnasium has

<b>Name</b>	<b>Ownership</b>	<b>Use</b>
Liberty Park	City of Spokane — Parks and Recreation	Playground and other misc. rec. activities
Your Place Park	City of Spokane — Parks and Recreation	Playground
East Central Community Center	City of Spokane — Parks and Recreation	Playground and gym
Sheridan Elementary School	Spokane School Dist. 81	Playground
Libby Center	Spokane School Dist. 81	Playground
Chief Garry Park	City of Spokane — Parks and Recreation	Playground and other misc. rec. activities
Spokane Community College	Community Colleges of Spokane	Outdoor/indoor sports facilities
Tuffy's Trail	City	Recreation
Centennial Trail	City, other	Recreation
Cooper Elementary School	Spokane School Dist. 81	Playground
Minnehaha Park	City of Spokane — Parks and Recreation	Playground and other misc. rec. activities
Courtland Neighborhood Park	City of Spokane — Parks and Recreation	Playground and other misc. rec. activities
J.J. Hill Park/Wildhorse Playground	City of Spokane — Parks and Recreation	Playground
Esmeralda Golf Course	City of Spokane — Parks and Recreation	Golf
John A. Shaw Middle School	Spokane School Dist. 81	Outdoor/indoor sports facilities
Regal Elementary School	Spokane School Dist. 81	Playground and other misc. rec. activities
Hillyard Swimming Pool	City of Spokane — Parks and Recreation	Pool Activities
Harmon Playfield	City of Spokane — Parks and Recreation	Playground and other misc. rec. activities
Arlington Elementary School	Spokane School Dist. 81	Playground and other misc. rec. activities
Mead High School	Mead School Dist. 354	Outdoor/indoor sports facilities
Farwell Park/Farwell Elementary/ Northwood Junior High School	Mead School Dist. 354	Playground and other misc. rec. activities

## **Publicly-Owned Recreation Properties**

**Table 4-27**

two courts, used by Spokane County adult recreational leagues during the winter months. The 4 hectare (10-acre) Farwell Park, which extends along the north side of Farwell Road between Pittsburg and Crestline Streets, is owned jointly by the school district and the county. Facilities include a gravel parking lot for 50 vehicles, restrooms, and a maintenance building. East/west access to the facilities is from Farwell Road, with Pittsburg and Crestline Streets serving the west and east sides of the facilities, respectively.

Located at the far north end of the project limits is the privately owned Wandermere Golf Course property. The entire property consists of 36 hectares (88 acres); Wandermere Lake borders the golf course on the south. Existing structures on the property include a pro shop, practice range, lounge and restaurant, and maintenance storage facilities. US 395 and the adjacent frontage road provide access for the regional users.

*Regional and Community Growth*

Spokane County’s 1990 population was 361,364, making it Eastern Washington’s most populous county. The city of Spokane’s 1990 population was 177,196. **Table 4-28** compares city and unincorporated county growth from 1950 to 1993. Spokane is the second largest city in Washington.

Year	City	Other Incorporated	Not Incorporated County	Total
1950	161,721	11,027	48,813	221,561
1960	181,608	12,997	83,728	278,333
1970	170,516	14,888	102,083	287,487
1980	171,300	18,371	152,164	341,835
1990	177,196	18,334	165,834	361,364
1991	178,500	19,067	168,433	366,000
1993	183,800	19,749	180,051	383,600

Source U.S., Bureau of the Census Washington State Office of Financial Management

**Spokane County Population Growth 1950 to 1993**

**Table 4-28**

For the most part, the city’s population has remained stable, while the suburban areas north and south of the city, and Spokane Valley east of the city, have experienced substantial growth. Growth in the county has been concentrated in the Spokane metropolitan area.

Major housing projects are proposed for the city of Deer Park. Chewelah and Colville, along US 395 in Stevens County, are experiencing rapid growth. Significant population and employment growth is also occurring in Kootenai County, Idaho, along I-90 east of Spokane.

Growth areas are in the northwest (Indian Trail), southeast (Lincoln Heights), and southwest (Latah Creek Valley), the fringe areas of the city. Older, established neighborhoods have shown a decrease in total population. Census tracts lacking

undeveloped areas available for new residential development have lost population. In the northern and eastern portions of the city, population decreased even with an increase of total housing units. Exceptions are the Minnehaha Neighborhood north of the Spokane River, between Market/Greene and Havana, and the area along the river west of Market/Greene. The Lincoln Heights area in southeast Spokane also showed an increase in population.

For purposes of analysis, Spokane and the metropolitan area have been divided into sectors that could be affected by the proposed project. These areas, ~~shown in Chapter 3, Figure 3-3~~, are as follows:

- The northeast quadrant of the city is east of Division Street and north of I-90, and includes census tracts 1 to 4, 14 to 18, 25 to 28, 33, and 111.
- The northwest sector is predominantly within the city limits and includes census tracts 5 to 13, 19 to 24, 34 to 36, 38, 106, and the southern half of 107. It lies west of Division Street and north of I-90.
- The north suburban (or metro) area is north of the city and includes the northern half of census tracts 107, 108 to 110, 105, and 112.
- The southeast quadrant, lying in both the city and the county, includes census tracts 29 to 31, and 44 to 47.
- The southwest quadrant is within the city and the county, and includes census tracts 32, 39 through 43, and portions of 135, the urbanized area of Latah Creek, and 136.
- The south metro area, adjacent to the southeast quadrant of the city, includes census tracts 134.02 and 134.01.
- The west valley metro area of the Spokane Valley from Havana Street to approximately Sullivan Road, predominantly in the county, includes census tracts 113 through 129.02. Tracts 130, 131, 132.01, 132.02, and 133 make up the east valley metro area.
- The West Plains area, west of the city limits, includes census tracts 104.01, 104.02, 137, and 138.
- The west metro area includes census tracts 136 (city and county, included in the southwest sector), and 137.

The north suburban area, the Spokane Valley, and the southeast sectors are experiencing the metropolitan area's most rapid growth. Water and sewer were recently extended to the southwestern corner of the city, and this area is also experiencing rapid growth. This growth pattern is projected to continue, due largely to the availability of relatively low-cost land, accessibility, and availability of public utilities. Two factors will influence growth trends: the State Department of Health's policy on septic tank use, and Spokane County's planning in compliance with the Growth Management Act (GMA).

The Department of Health policy is that after January 1, 1994, use of on-site sewage disposal will be limited to lots of 0.4 hectare (1 acre) or larger in areas outside a potential 15-year sewer service area. The county may increase the minimum lot size to 2 hectares (5 acres). Similar policies could affect the Spokane Valley.

The GMA process will consider 20-year growth boundaries. Until county-wide growth policies are developed and urban growth boundaries are established, potential impacts to existing growth patterns and urban form cannot be determined.

These factors could especially affect the north suburban area and the Spokane Valley, where no sewer is available and private wells, water systems, and on-site septic tanks or community treatment systems are permitted. The north suburban area is over the Little Spokane River aquifer recharge area, and the Spokane Valley lies over the Spokane Valley-Rathdrum Prairie aquifer. Consequently, future urban-density development will be restricted and will depend on the timely extension of sewer and water service. Because residential densities in the northern area are low and usually separated by large vacant tracts of land, sewer extensions are expected to be costly and to proceed slowly.

Existing population densities in the Spokane Valley will direct funding priorities to expand the valley’s existing system and serve the existing population. Sewer is available in the Spokane Valley, southeast Spokane, southwest Spokane, and the West Plains area. Thus, growth could be shifted away from the north suburban area if septic tank restrictions are imposed.

West Plains is also a choice area for future industrial development, due to the availability of city water and sewer, rail access, I-90 access, and proximity to Spokane International Airport. If significant industrial development were to occur, employment opportunities could result in increased population density in the area.

The Hillyard area, in the city’s northeast quadrant, also has a high potential for industrial development. The Spokane Valley and Liberty Lake areas have the potential for employment growth. Spokane Industrial Park in Trentwood and Meadow Wood at Liberty Lake both have utility service and land available for continued development. Meadow Wood has experienced strong growth recently both in employment and residential development.

Route	Census Tract	1980	1990	Forecast 2000	Forecast 2020
Market/Greene	1	883	804	754	772
and Havana	17	3,302	3,800	3,345	3,534
	18	2,903	3,070	3,489	3,801
also I-90 C/D	27	1,441	1,235	1,453	1,578
I-90 C/D	28	918	814	930	1,080
	29	2,788	2,993	3,200	3,513
	30	2,291	2,376	2,398	2,827
North/South	105.01	5,337	5,807	7,770	9,656
Option	105.98	4,830	6,176	6,503	9,386
	112.01	2,379	2,125	3,107	3,932
	112.02	3,052	3,434	3,862	5,497
Havana	113	2,874	3,556	4,410	6,548
C/D	123	4,301	4,946	5,429	6,467

**Population Comparison of Impacted Census Tracts**  
**Table 4-29**

The expected areas of influence in the northeast, southeast, and north suburban areas are shown in **Table 4-29**, which compares population growth in the census tracts.

#### *Services — Educational Facilities*

See **Figures 4-33** and **4-34** for locations of schools and attendance boundaries.

#### **Market/Greene Alternative (Preferred Alternative)**

~~The southeast corner of the Libby Middle School (closed) site is within the I-90 interchange footprint. The Libby Center is outside of the NSF I/C with I-90 and will not be displaced.~~ The route crosses the northwest corner of the school's attendance boundary. A new middle school has been built at 37th and Custer. Libby was closed upon completion of the 1993 school year. Libby **Center Middle School** facilities are being used for other community purposes.

The Market/Greene Alternative crosses the attendance boundaries of Cooper Elementary School, Shaw Middle School, Regal Elementary School, Arlington Elementary School, Ferris High School, and Rogers High School.

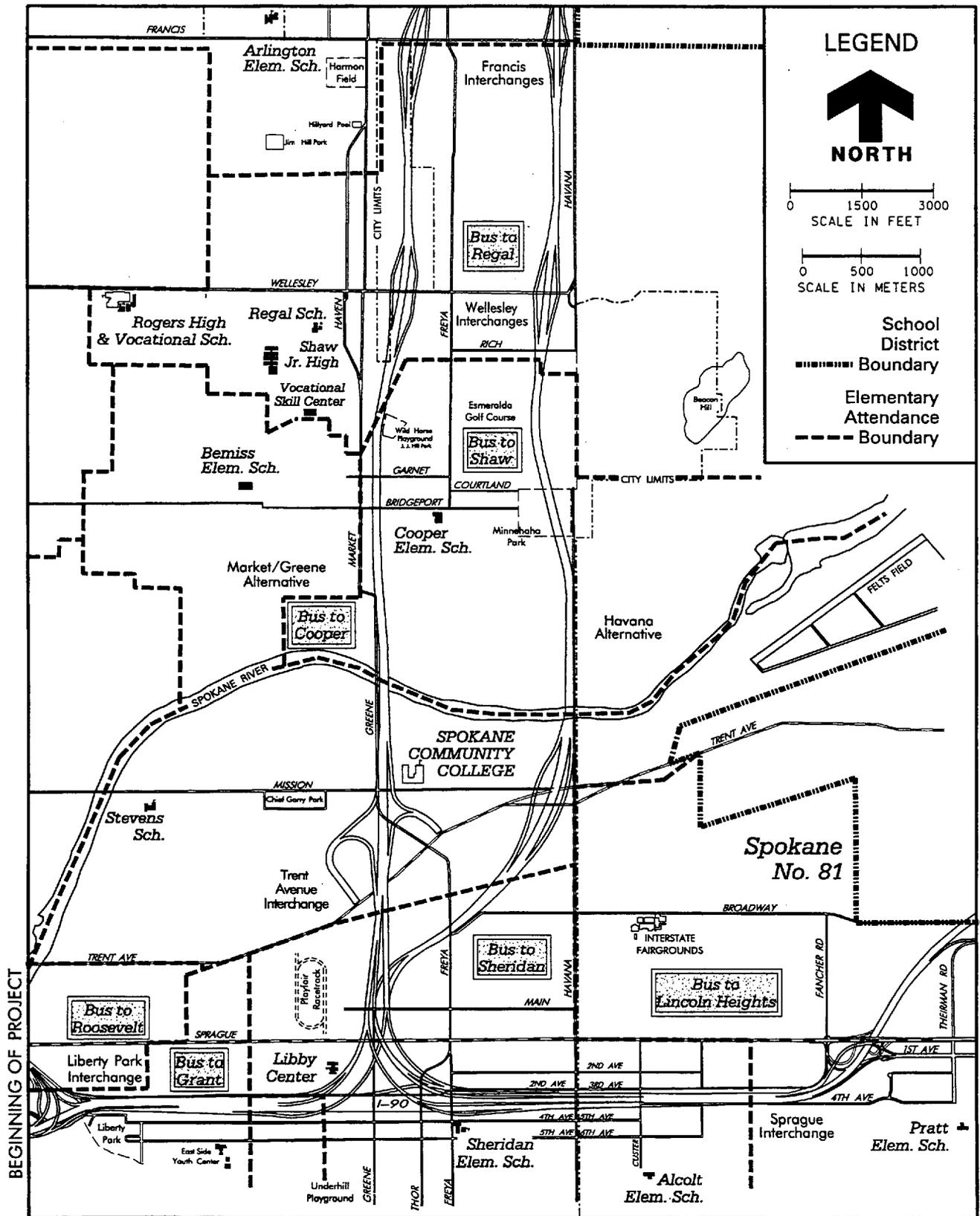
This route crosses the western edge of the Spokane Community College parking lot along Greene Street, and the Administration Building at the northwest corner of the campus.

#### **Market/Greene (Preferred Alternative) — North Option**

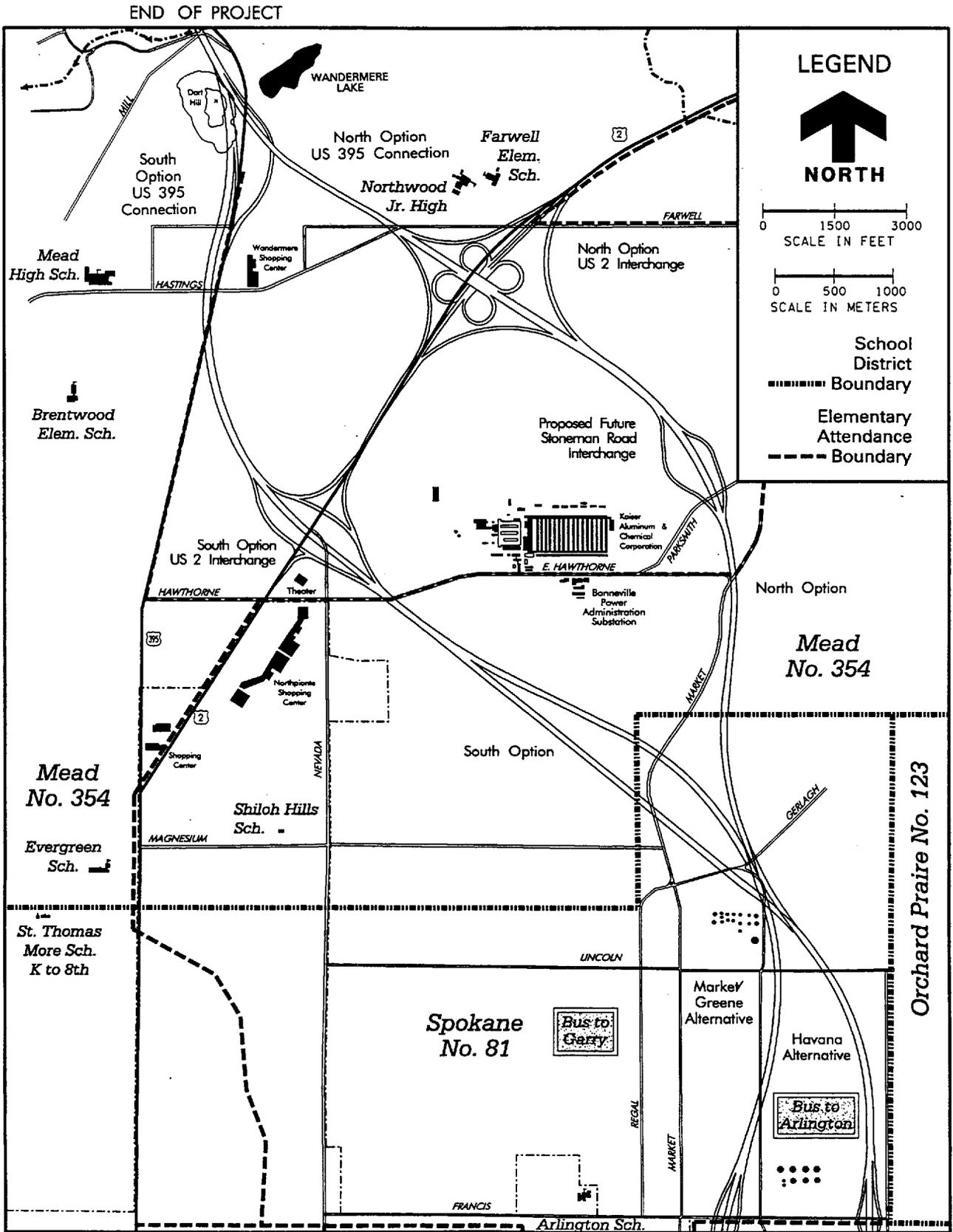
The North Option passes within 50 meters (170 feet) of the joint Farwell Park/Northwood Junior High School/Farwell Elementary School recreational facilities, and crosses the schools' attendance boundaries.

#### **Market/Green — South Option**

This route crosses attendance areas of Mead Junior High School, Northwood Junior High School, and Brentwood and Farwell Elementary Schools.



**Market/Greene (Preferred Alternative) Havana Alternative  
School Attendance Boundaries — Area 1  
Figure 4-33**



**North Option (Preferred Alternative) and South Option School Attendance Boundaries — Area 2**  
**Figure 4-34**

### **Havana Alternative**

The Havana route crosses attendance boundaries of Stevens, Cooper, Regal, Arlington, and Sheridan Elementary Schools.

#### **Havana — North Option**

See Market/Greene — North Option.

#### **Havana — South Option**

See Market/Greene — South Option.

### **I-90 Collector/Distributor (C/D) System (part of the Preferred Alternative)**

The I-90 C/D crosses the attendance boundaries of Libby Center Middle School (closed as discussed under Market/Greene Alternative, above), and Roosevelt, Grant, Franklin, and Sheridan Elementary Schools.

#### *Services — Religious Institutions*

See Figures 4-35 and to 4-36 for locations of religious institutions in the vicinity of the project.

### **Market/Greene Alternative (Preferred Alternative)**

The following religious institutions are located within one to four blocks of the route: Mary Queen Church, Full Gospel Tabernacle Church, St. Peter's Lutheran Church, Hillyard Assembly of God, and the Anglican Church of Resurrection.

#### **Market/Greene (Preferred Alternative) — North Option**

The Mead-Green Bluff United Methodist Church site, at 2525 E. Farwell Road, is partially within the interchange with US 2. The Fairwood Community Baptist Church, at 1515 E. Farwell, is 120 meters (400 feet) north of the route.

#### **Market/Greene — South Option**

The route crosses the site of the Crossover Northgate Baptist Church at 311 E. Hastings Road.

### **Havana Alternative**

The only churches in the proximity of the route under this alternative are those in the I-90 interchange area, discussed below.

#### **Havana — North Option**

See Market/Greene — North Option.

#### **Havana — South Option**

See Market/Greene — South Option.

### **I-90 Collector/Distributor (C/D) System (part of the Preferred Alternative)**

The following churches are within two blocks of the route along the south side of I-90: Mount Olive Baptist Church, 2026 E. Fourth Avenue; New Hope Baptist Church, 409 S. Greene Street; Bethany Presbyterian Church, 301 S. Freya Street; New Life Missionary Baptist Church, 3526 E. Fifth Avenue; Glad Tidings Assembly of God, 4224 E. Fourth Avenue; and the Bible Chapel, 4818 E. Fifth

Avenue. The Joy Bell Christian Schoolhouse day care, 4616 E. Fourth Avenue, is also within the route footprint.

There are seven churches within two blocks of the C/D on the north side of I-90. They are: Gospel Meeting Room, 1728 E. Pacific Avenue; Korean Presbyterian Church of Spokane, 1727 E. Pacific Avenue; Grace Lutheran Church, 1827 E. Pacific Avenue; Full Gospel Mission, 222 S. Magnolia Street; East Central Seventh Day Adventist Church, Second Avenue and Napa Street; St. Ann's Church and Rectory, 2120 E. First Avenue; and Zion Temple Church of Good in Christ, 2430 E. Pacific Avenue.

#### *Services — Social Institutions*

Social institutions include community centers, fraternal organizations, and children's homes. See **Figures 4-35 and 4-36** for locations of social institutions in the vicinity of the project.

#### **Market/Greene Alternative (Preferred Alternative)**

There are no social institutions within the route footprint. However, the St. Vincent de Paul Society charity office, 2901-2913 E. Trent, is near the Trent interchange footprint. The route is approximately 150 feet east of the Head Start office building, which also houses the Early Childhood Education and Assistance Program, and Adult Education programs.

#### **Market/Greene (Preferred Alternative) — North Option**

No social institutions are crossed by or near the North Option.

#### **Market/Greene — South Option**

Kinder College Corner, a privately owned day care center, is approximately 400 feet west of the route.

#### **Havana Alternative**

The route crosses the site of the Spokane Humane Society, 6607 N. Havana Street.

#### **Havana — North Option**

See Market/Greene — North Option.

#### **Havana — South Option**

See Market/Greene — South Option.

#### **I-90 Collector/Distributor (C/D) System (part of the Preferred Alternative)**

The East Central Community Center, 500 S. Stone, is one and one-half blocks south of the route. The Spokane Neighborhood Action Program, 2116 E. First Avenue, is one and one-half blocks north of the route.

#### *Services — Medical*

Medical services include hospitals, nursing homes, medical clinics, dental clinics, and ambulance services. The only medical facilities located within or near any of the proposed routes or options are the North Market Chiropractic Clinic, 6301 N. Market Street, and the Mansion Nursing Home, 3001 E. Wellesley Avenue.

### *Services — Fire Districts*

#### **Market/Greene Alternative (Preferred Alternative)**

The following fire stations are located in the vicinity of this route: Fire Station No. 7, at First and Magnolia; Fire Station No. 8, recently rebuilt at 1608 N. Rebecca, east of SCC; and Fire Station No. 15 at Wellesley and Crestline.

#### **Market/Greene (Preferred Alternative) — North Option**

Fire Station No. 9 provides service in the area of the North Option. Fire Station No. 2, at 12004 N. Market, is an all volunteer station that provides service in the vicinity of the North Option.

#### **Market/Greene — South Option**

Spokane County Fire District No. 9, Fire Station No. 1, at 29 E. Hawthorne Road, provides service in this area.

#### **Havana Alternative**

Fire Stations Number 15, 8, and 7 (see Market/Greene Alternative, above) also provide service along the Havana Alternative. Spokane County Fire District No. 1 covers the area east of Havana Street between 24th and Wisconsin Avenues. The county's Fire District No. 6 is northeast of the city in the Morgan Acres area.

#### **Havana — North Option**

See Market/Greene — North Option.

#### **Havana — South Option**

See Market/Greene — South Option.

#### **I-90 Collector/Distributor (C/D) System (part of the Preferred Alternative)**

The following fire stations are located in the vicinity of the I-90 C/D: city of Spokane Station No. 7, 901 E. First Avenue; city Station No. 14, recently rebuilt at 1807 S. Ray Street; and Spokane County Fire District No. 1, Station No. 6, at 6306 E. Sprague Avenue.

### *Services — Police*

The city of Spokane Police Department, the Spokane County Sheriff's Department, and the Washington State Patrol provide law enforcement for the city and county of Spokane.

#### **Market/Greene Alternative (Preferred Alternative)**

Four patrol units provide police service for the Market/Greene route within the city limits, with a fifth available if the number of emergency calls is high. The Spokane County Sheriff's Department has one patrol unit covering the area north of Francis Avenue.

