

CATEGORY	HAMILTON/PERRY	MARKET/GREENE	HAVANA
<b>Disruptions &amp; Changes in Community Character</b>	<ul style="list-style-type: none"> <li>Divides Logan and Nevada/Lidgerwood neighborhoods.</li> <li>Separates western 1/3 of area served by Whitman elementary school.</li> <li>Separates eastern 1/4 of Logan neighborhood.</li> </ul>	<p>Potential to change semi-rural character of outlying areas.</p>	<ul style="list-style-type: none"> <li>Separates eastern 3/4 of Regal elementary district (not within walking distance).</li> <li>Potential to change semi-rural character of outlying areas.</li> </ul>
<b>Displacements &amp; Relocation Assistance</b>	<ul style="list-style-type: none"> <li>710 homes within block east or west of alignment.</li> <li>556 homes removed.</li> <li>50 mobile homes within 1 block east or west of alignment.</li> <li>40 mobile homes removed.</li> <li>40 apartments removed.</li> <li>308,450 sq. ft. of business floor area removed.</li> </ul>	<ul style="list-style-type: none"> <li>221 homes within one block east or west of alignment.</li> <li>248 homes removed.</li> <li>No mobile homes or apartments removed or within 1 block east or west of alignment.</li> <li>416,800 sq. ft. of business floor area removed.</li> </ul>	<ul style="list-style-type: none"> <li>158 homes within 1 block east or west of alignment.</li> <li>230 homes removed.</li> <li>1 mobile home removed at interchange, 6 within 1 mile east or west of alignment.</li> <li>Approximately 72 apartment units removed at interchange.</li> <li>304,500 sq. ft. of business floor area removed.</li> </ul>
<b>Public Controversy</b>	<ul style="list-style-type: none"> <li>Long history of public opposition; splitting contiguous historic neighborhood; removal of houses.</li> <li>Construction of freeway along longer segment of shoreline.</li> <li>Division of school attendance boundaries.</li> <li>Intrusion on Gonzaga Prep grounds.</li> </ul>	<ul style="list-style-type: none"> <li>Adopted as right-of-way in Hilliard Neighborhood, Chief Garry Park Neighborhood and City Arterial Street Plans.</li> <li>Impact on SCC.</li> <li>Removal of houses west of SCC and by freeway interchange.</li> <li>Removal of businesses between Sprague and Mission.</li> </ul>	<ul style="list-style-type: none"> <li>Visual and noise on park and golf course.</li> <li>Removal of homes.</li> <li>Impact future expansion of SCC.</li> <li>Removal of businesses between Sprague and Mission.</li> </ul>
<b>Geology &amp; Soils</b>	<p>Deep excessively drained soil, low shrink swell potential, high permeability. Ground water impact possible because of high permeability.</p>	<p>Sands and gravels, high permeability, low shrink swell potential. Ground water impact possible because of high permeability.</p>	<p>Predominantly sands and gravels, relatively free of silt and clay, high permeability, low shrink swell potential. Moderately well drained soils, susceptible to flooding (north of Minnehaha park). Ground water impact possible because of high permeability rate.</p>
<b>Topography &amp; Sundry Sites</b>	<p>Gradual rise of 150' from I-90 to Euclid; increase of roughly 100' in the next mile north of the river; intermittent fluctuations in elevation of 70' north of Francis to power line right-of-way.</p>	<p>Increase of 100' in elevation within 3/4 of a mile north of the river; intermittent fluctuations in elevation of roughly 50' north of Francis.</p>	<p>Gradual increase in elevation for 2-1/4 miles north of I-90; increase in elevation of roughly 200' for the next 1/3 of a mile through Minnehaha Park and basalt rock outcroppings along Beacon Hill cut.</p>

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<b>Waterways &amp; Hydrological Systems</b>	<ul style="list-style-type: none"> <li>• 7,000' parallel alignment with Spokane River.</li> <li>• Crosses Spokane River.</li> </ul>	<ul style="list-style-type: none"> <li>• Impacts one intermittent stream.</li> <li>• Crosses Spokane River.</li> </ul>	<ul style="list-style-type: none"> <li>• Impact to two intermittent streams.</li> <li>• Pit with seasonal water 4,000' north of Francis, east of Havana. Water supplied by an intermittent stream.</li> <li>• Crosses Spokane River.</li> </ul>
<b>Flood Plains</b>	<ul style="list-style-type: none"> <li>• Alignment would follow the 500-year plain (Zone B) on south side of Spokane River for approximately 7,000'.</li> <li>• Alignment is intersected by the 100-year flood plain (Zone A12), which stretches east to Helena from the south side of Spokane River, north of Cataldo and south of Desmet.</li> <li>• Flood elevation of Spokane River near Hamilton approximately 1,875'.</li> </ul>	<ul style="list-style-type: none"> <li>• Flood elevation of Spokane River at Green Street Bridge is 1,885'.</li> </ul>	<ul style="list-style-type: none"> <li>• Area west of Havana north of Francis designated as an area (Zone B) subject to shallow flooding less than 1 foot in depth.</li> <li>• Flood elevation of Spokane River near Havana is approximately 1,890'.</li> </ul>
<b>Wetlands</b>	<p>Palustrine wetland along Riverton near river crossing of alignment. Characterized by scrub shrub, broad-leaved deciduous trees, seasonally flooded.</p>	<p>On powerline right-of-way diagonal Sec. 21 T26 R43, small seasonal marsh (about one acre) Spokane River Shoreline.</p>	<p>Pit 4 (XX) north of Francis, east of Havana Old excavated sump with shallow standing water shoreline dominated by disturbance weeds (no perennial hydrophytes), minimal habitat. Stream discharge is intermittent and provides good habitat (less than one acre). On powerline right-of-way diagonal Sec. 21 T26 R43, small seasonal marsh (about 1 acre) Spokane River Shoreline.</p>
<b>Wildlife &amp; Habitat</b>	<ul style="list-style-type: none"> <li>• Habitat is limited.</li> <li>• Urban river area from Hamilton bridge to north side of river.</li> <li>• Urban environment north to Lyons. Open fields, scattered shrub pines north to Hawthorne Road.</li> </ul>	<ul style="list-style-type: none"> <li>• Habitat is limited.</li> <li>• Urban industrial from I-90 to Mission.</li> <li>• Single-family residences from Mission to river.</li> <li>• Urban/industrial (railroad) from river to Francis.</li> <li>• Industrial/semi-rural from Francis to power lines right-of-way.</li> </ul>	<ul style="list-style-type: none"> <li>• Habitat is limited with exceptions.</li> <li>• Urban/Industrial I-90 to Mission.</li> <li>• Undeveloped from Mission to river.</li> <li>• Residential from river to Minnehaha Park.</li> <li>• Agricultural from Minnehaha to power line right-of-way.</li> <li>• Low density residential along undeveloped forested toe slopes from Minnehaha Park to Lincoln Road.</li> <li>• Minnehaha area: small deer population, raccoons, porcupines, ground birds, song birds (Spokane County Parks and Recreation Department).</li> </ul>
<b>Energy</b>	<p>9.3 miles of freeway</p>	<p>9.5 miles of freeway.</p>	<ul style="list-style-type: none"> <li>• 10 miles of freeway.</li> <li>• Impact on substation east of Havana and north of the river.</li> </ul>

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<b>Prime &amp; Unique Farmlands</b>	None.	None.	Alignment crosses lands containing 197 acres of prime farmland. Only a portion directly affected.
<b>Hazardous Waste</b>	<ul style="list-style-type: none"> <li>• 2 underground storage tanks currently in use along Perry.</li> </ul>	<ul style="list-style-type: none"> <li>• Approximately 44 underground tanks in use, primarily gas and used oil (9 underground tanks in use 1 block west of Market - all contain hazardous materials).</li> <li>• 17 events at 7 sites required clean up using Superfund money. Materials include priority pollutants (e.g. arsenic), petroleum products and hydrocarbons. 1 clean up still pending. Affected media: water, soil. Potential ground water contamination.</li> </ul>	<ul style="list-style-type: none"> <li>• Approximately 9 underground storage tanks in use along alignment, primarily gasoline.</li> <li>• 9 events occurred at 1 site and were cleaned up using Superfund money. 1 event not resolved. Materials include chlorinated and halogenated organic compounds. Affected media: soil, water.</li> </ul>
<b>Asbestos</b>	<ul style="list-style-type: none"> <li>• Buildings predominantly early and middle 1900's era.</li> <li>• Probability for building materials containing asbestos quite high. Roof, siding, shingles &amp; pipe wrap risk predominate.</li> </ul>	<ul style="list-style-type: none"> <li>• Buildings predominantly early and middle 1900's era.</li> <li>• Probability for building materials containing asbestos quite high. Roof, siding, shingles &amp; pipe wrap risk predominate.</li> </ul>	<ul style="list-style-type: none"> <li>• Buildings predominantly early and middle 1900's era.</li> <li>• Probability for building materials containing asbestos quite high. Roof, siding, shingles &amp; pipe wrap risk predominate.</li> </ul>
<b>Visual Quality</b>	<ul style="list-style-type: none"> <li>• Parallel alignment (7,000') to river obstructs view of river.</li> <li>• Impacts Logan, Chief Garry and Nevada-Lidgerwood neighborhood aesthetics.</li> </ul>	Potential impact upon entrance character of SCC.	<ul style="list-style-type: none"> <li>• Ridge north of Minnehaha designated as viewpoint in Hillyard Neighborhood Plan.</li> <li>• Intrusion through Minnehaha Park, Esmeralda Golf Course and Beacon Hill.</li> </ul>
<b>Regional &amp; Community Growth</b>	<ul style="list-style-type: none"> <li>• Greatest benefit to CBD and Northtown.</li> <li>• Increased potential for commercial/residential development of infill area north of Francis between Nevada and Crestline.</li> </ul>	<ul style="list-style-type: none"> <li>• Facilitates linkage between north side and valley and possible bypass of CBD.</li> <li>• Potential to facilitate industrial development.</li> <li>• Potential to induce residential growth to northeast, which is zoned semi-rural and rural.</li> </ul>	<ul style="list-style-type: none"> <li>• Havana access provides opportunity to link with South Hill planned major arterial.</li> <li>• Facilitates link with north side and valley with possible bypass of CBD.</li> <li>• Potential to induce residential growth northeast of Market, presently zoned semi-rural and rural.</li> <li>• Potentially facilitates industrial development of Hillyard area.</li> </ul>
<b>Land Use</b>	<ul style="list-style-type: none"> <li>• North of Francis zoned urban and industrial.</li> <li>• Impacts approximately 3 miles of residential corridor (1,496 residences).</li> <li>• Impacts approximately 7,000' of shoreline.</li> <li>• Provides direct access to roughly 1,000' of undeveloped land.</li> <li>• Requires 360 acres for construction.</li> </ul>	<ul style="list-style-type: none"> <li>• East of Market, north of river designated as low density residential, light industrial, heavy industrial. West of Market, north of river designated medium density residential general business and community business, according to Hillyard Neighborhood Plan.</li> <li>• Requires 420 acres for construction.</li> </ul>	<ul style="list-style-type: none"> <li>• Least impact on existing development.</li> <li>• East of Havana zoned urban, semi-rural north of Francis and east of Market.</li> <li>• Requires 440 acres for construction.</li> </ul>

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Property Values	<ul style="list-style-type: none"> <li>• 556 residences (90 acres) removed @ \$6.00/sq. ft.</li> <li>• 25 acres of developed industrial property (1-90 to Mallon) @ \$5.00/sq.ft.</li> <li>• 15 acres of developed urban property (Francis to Weile) @ \$5.00/sq.ft.</li> <li>• 35 acres of undeveloped urban property (Weile to Lincoln) @ \$.25/sq.ft.</li> <li>• 75 acres of undeveloped industrial property (Lincoln to Hwy. 395) @ \$1.00/sq.ft. (TOTAL: \$35,882,550).</li> </ul>	<ul style="list-style-type: none"> <li>• 248 residences (40 acres) removed @ \$6.25/sq.ft.</li> <li>• 4.5 acres of developed industrial property (Sprague to Mission) @ \$5.00/sq.ft.</li> <li>• 135 acres of railroad right-of-way (Spokane River to BPA power line) @ \$1.50/sq.ft.</li> <li>• 85 acres of undeveloped industrial property BPA power line to Hwy 395, @ \$1.00/sq.ft. (TOTAL: \$33,214,500).</li> </ul>	<ul style="list-style-type: none"> <li>• 230 residences (38 acres) removed @ \$5.00/sq.ft.</li> <li>• 50 acres of developed industrial property (Sprague to Spokane River) @ \$5.00/sq.ft.</li> <li>• 50 acres of partially developed urban property (Wahash to Francis) @ \$3.50/sq.ft.</li> <li>• 45 acres of undeveloped semi-rural property (Francis to Lincoln) @ \$.25/sq.ft.</li> <li>• 150 acres of undeveloped industrial property (Lincoln to Hwy. 395) @ \$1.00/sq.ft. (TOTAL: \$33,813,450).</li> </ul>
Tax Revenues	<ul style="list-style-type: none"> <li>• Approximate Property Tax revenue lost - \$560,036.</li> <li>• Sales tax revenues will be gained over the course of construction in the amount of (1991 rate and current dollars) 8% on \$372 million of construction.</li> <li>• Access availability will not change the nature of the land usage along the corridor. The existing Nevada arterial has opened the properties north of Francis for development and the residential character of this will not change if the proposed freeway goes through this area.</li> <li>• Tax revenue will be lost when smaller businesses cease operation because of an inability to relocate to an area with comparable rent.</li> </ul>	<ul style="list-style-type: none"> <li>• Approximate Property Tax revenue lost - \$521,585.</li> <li>• Sales tax revenues will be gained over the course of construction in the amount of (1991 rate and current dollars) 8% on \$389 million of construction.</li> <li>• Tax revenue will be lost when smaller businesses cease operation because of an inability to relocate to an area with comparable rent.</li> </ul>	<ul style="list-style-type: none"> <li>• Approximate Property Tax revenue lost - \$539,612.</li> <li>• Sales tax revenues will be gained over the course of construction in the amount of (1991 rate and current dollars) 8% on \$401 million of construction.</li> <li>• Tax revenue will be lost when smaller businesses cease operation because of an inability to relocate to an area with comparable rent.</li> </ul>
Overall Economic Activity	<ul style="list-style-type: none"> <li>• 71 businesses removed (6 large and 65 small).</li> <li>• Businesses removed that depend on low-cost rent will likely not relocate, diminishing employment opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>• 83 businesses removed (10 large and 73 small).</li> <li>• Businesses removed that depend on low-cost rent will likely not relocate, diminishing employment opportunities.</li> <li>• NOTE: Actual alignment may moderately reduce the number of businesses removed.</li> </ul>	<ul style="list-style-type: none"> <li>• 42 businesses removed (0 large, 42 small).</li> <li>• Businesses removed that depend on low cost rent will likely not relocate, diminishing employment opportunities.</li> <li>• NOTE: Actual alignment may reduce significantly the number of businesses removed.</li> </ul>

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<b>Parks &amp; Recreation</b>	<ul style="list-style-type: none"> <li>• Tuffy's Trail south side of river. Recommended extension south of Mission along east bank of river.</li> <li>• Centennial Trail along west and north side of river.</li> <li>• School recreation area - 14.6 acres (Gonzaga Prop).</li> <li>• Proposed park east side of Perry at Bismark and Dalke.</li> <li>• Proposed park south of Gonzaga Prep.</li> <li>• Proposed park north of Perry and Buckeye.</li> </ul>	<ul style="list-style-type: none"> <li>• Crosses over Centennial and Tuffy's Trail.</li> <li>• Impacts 17.3 acres of school recreational area.</li> <li>• Harmon Park (10.3 acres), Hillyard swimming pool.</li> <li>• 2 proposed parks, 1 proposed museum and 5,600' of proposed open space (Hillyard Neighborhood Plan).</li> </ul>	<ul style="list-style-type: none"> <li>• Crosses over Centennial and Tuffy's trail.</li> <li>• Minnehaha Park - 38.9 acres.</li> <li>• Esmeralda Golf Course.</li> <li>• Fairgrounds/Baseball Park parking.</li> <li>• School recreation area - 3.6 acres.</li> <li>• Proposed conservation area from Minnehaha Park to the east and 2 proposed neighborhood parks (Hillyard Neighborhood Plan).</li> </ul>
<b>Employment</b>	<p>Employment opportunities will decrease because businesses dependent on low-cost rent will likely not relocate.</p>	<p>Employment opportunities will decrease because businesses dependent on low-cost rent will likely not relocate.</p>	<p>Employment opportunities will decrease because businesses dependent on low-cost rent will likely not relocate.</p>
<b>Cultural, Historic &amp; Archaeological Resources</b>	<ul style="list-style-type: none"> <li>• Nash house located at E. 1624 South Riverton identified in Chief Garry plan as potentially historic.</li> <li>• Private home at E. 1427 Gordon listed in Spokane historic site inventory as potentially historic.</li> </ul>	<ul style="list-style-type: none"> <li>• Hillyard business district is a potential historic area.</li> </ul>	<ul style="list-style-type: none"> <li>• Potential historic house SE corner of Frederick and Havana.</li> <li>• Stone building in Minnehaha Park.</li> </ul>
<b>Vegetation</b>	<ul style="list-style-type: none"> <li>• Primarily species typically used in urban landscaping south of Francis.</li> <li>• Idaho Fescue and Bluebunch Wheatgrass north of Francis.</li> </ul>	<ul style="list-style-type: none"> <li>• Idaho Fescue and Bluebunch Wheatgrass east of Market.</li> <li>• Scattered pines and Prairie Junegrass north of Francis.</li> </ul>	<ul style="list-style-type: none"> <li>• Scattered pine north of Euclid and east of Havana.</li> <li>• Idaho Fescue and Bluebunch Wheatgrass along the alignment.</li> </ul>
<b>Water Quality</b>	<p>Without proper controls, this alignment may have a significant impact on surface water quality due to runoff from 7,000' of impervious surface paralleling the river.</p>	<p>Without proper controls, the runoff from this alignment may have a nominal impact on surface water quality through its conflict with one intermittent stream.</p>	<p>Without proper controls, the runoff from this alignment may have a limited impact on surface water quality because of its conflict with two intermittent streams.</p>

## Elimination of the Hamilton/Perry Alternative

In August 1991 the project Interdisciplinary Team (IDT) eliminated the Hamilton/Perry Alternative from further study. The basis for this decision follows.

The key reasons for eliminating the Hamilton/Perry route in the Final Study Plan are as follows:

- Elimination of the Hamilton/Perry route will enhance public and local government support for the project by reducing potential adverse community and environmental impacts.
- Deleting this route is consistent with the conclusions from past studies and city and neighborhood plans:
  - \* 1988 Long-Term Study
  - \* City Comprehensive Plan, Arterial Street Plan
  - \* The Hillyard Neighborhood Specific Plan
  - \* The Logan Neighborhood Specific Plan
- Environmental impacts of each route alternative were assessed in preliminary studies. A summary matrix for the 28 environmental study areas was prepared, including a Decision Matrix. Overall, the Hamilton/Perry route has the most adverse impacts of the three basic route alternatives. It rated worst in the following areas:
  - \* Air Quality
  - \* Noise
  - \* Public Services
  - \* Displacements
  - \* Disruptions
  - \* Waterways and Hydrological Systems
  - \* Asbestos
  - \* Visual Quality
  - \* Land Use
  - \* Property Values
  - \* Tax Revenue
  - \* Water Quality
- Written comments received from the July 1991 Agency Scoping and Public Open House meetings indicated additional evidence for current local government and community support for eliminating this alternative, including:
  - \* A letter from the Mayor of Spokane
  - \* A City Planning Commission Resolution

- \* Open House comments from the Logan Neighborhood Group
- \* Open House comments from Gonzaga Prep High School
- I-90 freeway connections for the Hamilton/Perry route would compete with the existing Keefe Bridge interchange resulting in an inefficient and costly diversion of predominately local traffic.
- The largest number of housing units will be displaced along the Hamilton/Perry route resulting in major impacts on local neighborhood.

## North Spokane Freeway Options Matrix

The following Matrix provides an evaluation of three route segment options that are in addition to the three primary routes. Essentially, they are combinations or extensions of the Market/Greene and Havana route alternatives. This matrix addresses the same elements of the environment at the same level of detail as the preceding Route Alternatives matrix.

The matrix is divided into two sections. One compares two options for connection to SR 2 and SR 395. The southerly option, which was evaluated in the 1988 North Spokane Transportation Study, Long-Term Transportation Improvements is compared to the northerly option which was added to the study was a potential alternative route.

The second section evaluates the impacts of the River Crossing which would connect Havana and Market. In this evaluation, the impacts are not comparative to the other routes, but relate to the River Crossing segment only.