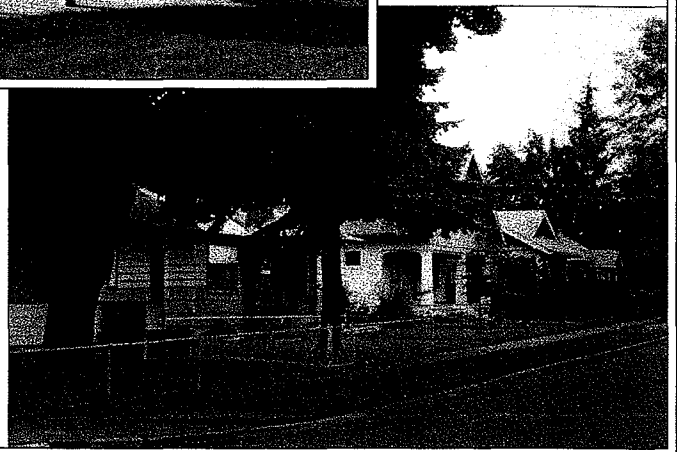
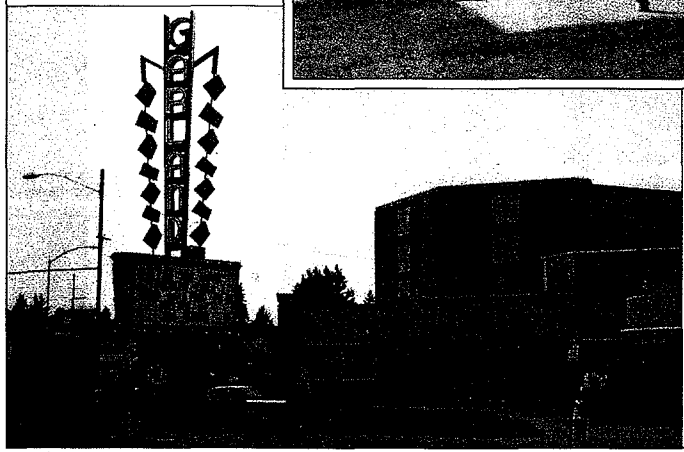
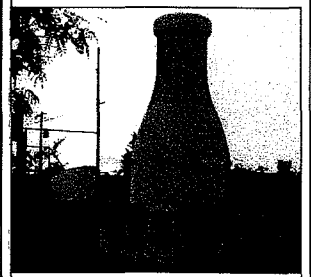
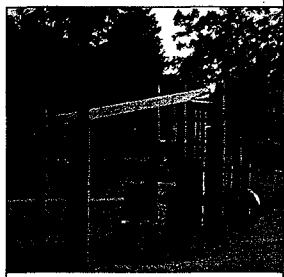


NORTH HILL



Neighborhood Specific Plan



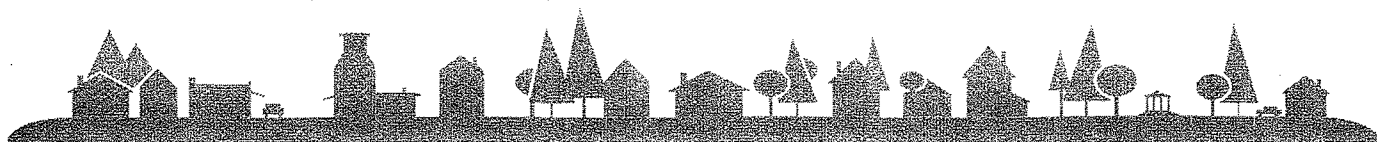
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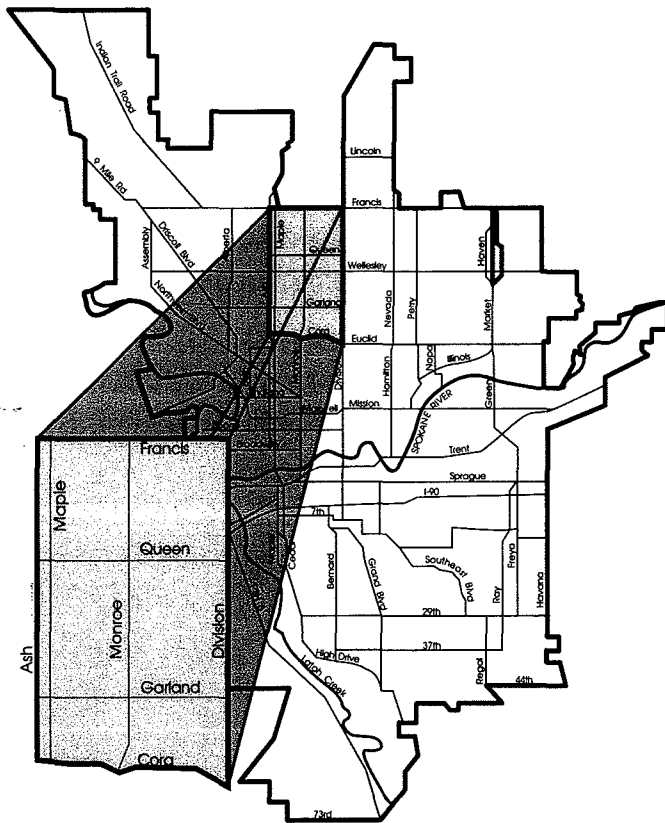


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The preparation of this document was funded with a Community Development Block Grant from the U.S. Department of Housing and Urban Development, under the provisions of the housing and Community Development Act of 1977, as amended.



This report describes the Specific Plan for the North Hill Neighborhood of the City of Spokane. The North Hill study area is generally bounded by Francis Avenue to the north, Division Street to the east, Cora and Courtland Avenues to the south, and Ash street to the west. The Specific Plan is an element of the City's Comprehensive Plan.



North Hill Vicinity Map

The Specific Plan serves many functions in the planning spectrum. The primary purpose of the Plan and its accompanying implementation program is to maintain and preserve an important neighborhood within the City and provide greater detail to the Generalized Land Use Plan. The Specific Plan provides guidelines for public and private action, and helps direct investment in the neighborhood that will best serve the public interest. The Plan will be used by public officials as a basis for land use regulations, for programming specific public works, and the review of private projects. The Plan will be used by property owners and developers as a frame of reference for private development.

The North Hill neighborhood is a very livable, residential, office and business district in the City. Its proximity to the central business district and the well-maintained, stable residential areas make it an attractive area in which to live and work.

The North Hill Neighborhood Specific Plan seeks ways to preserve and enhance the residential areas and encourages more sensitive and efficient development patterns within this well-established neighborhood. As well as defining land use boundaries, the Plan attempts to take advantage of the natural amenity of the bluff area and the panoramic view with the development of a viewing area.



The Specific Plan is presented in five major chapters: **Land Use, Circulation, Community Facilities, Housing, and Design.**

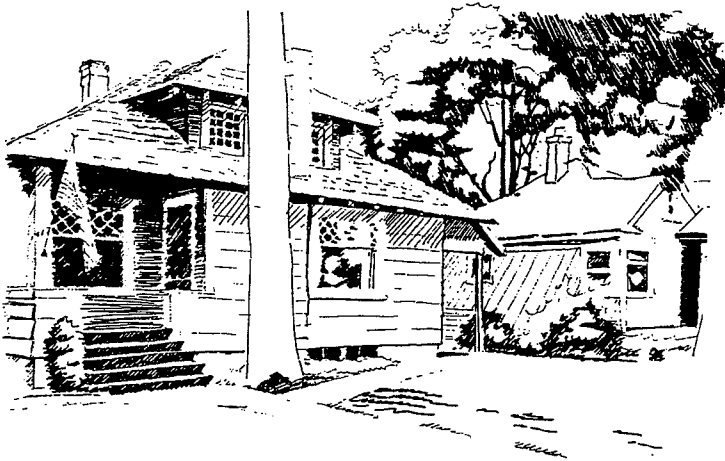
The goals and recommendations of the Specific Plan are the result of approximately a year of work by the North Hill Specific Plan Task Force. Throughout the planning process, the input received through the Neighborhood organizing program guided and directed the development of the plan. Each one of the proposals was reviewed against the desires of the Neighborhood and when possible, compromises were suggested to protect the interests of the Neighborhood residents. The process of developing this plan was a difficult one. Not every interest in the Neighborhood can be satisfied. However, the Specific Plan Task Force believes this product represents a realistic, economically viable and satisfactory plan serving the divergent interests of the neighborhood.



LAND USE POLICIES

Low Density Residential (Single Family)

1. Preserve the primarily single family, low density character established in the North Hill Neighborhood. Protect single family residential areas from intrusion by non-residential uses.
2. Encourage rehabilitation of existing residential structures throughout all residential areas in order to retain the existing older housing stock, improve the visual aspect of the neighborhood and preserve the long term stability of the residential environment.
3. Promote the updating and renovation of current housing stock to provide greater energy efficiency and new innovations for better living conditions.
4. Recognize the character of the neighborhood in site planning for new development, (i.e., site coverage, size, scale, site layout and landscaping). Encourage new development proposals to consider site planning for energy efficiency and incorporation of energy-saving building practices.



Low Density Residential (Two Family)

1. Maintain the superior condition of North Hill's housing by facilitating replacement of declining single-family housing along high-traffic arterials with two-family housing. Allow the development of duplex housing to a depth of one-half block on either side of the arterials identified on the land use map: Ash, Maple and Monroe.
2. Maintain the low density residential, two family land use on frontage properties along Garland between Howard and Washington as a transition area between the Garland Business District and the single family land use.

Medium Density Residential

Allow medium density residential uses, limited to the vicinity of high volume intersections where single-family housing is undesirable, as a transition between non-residential uses and low density residential areas.



**Medium Residential
Low Rise Office**

1. Promote low rise office uses that are compatible in size and bulk with adjacent buildings identified in the following areas and along busy arterials as identified on the land use plan map.
2. Contain the low rise office use at Maple/Ash/Wellesley to the existing development north of Wellesley and allow expansion south of Wellesley between Maple and Ash to a depth of four lots.
3. Promote medium density residential and low rise office uses along the south side of Francis between Ash and Atlantic to act as a transition area between higher intensity non-residential uses on the north side of Francis and low density residential areas. This MDR/LRO area shall be kept to a three lot depth from Francis.
4. Promote medium density residential and low rise office uses at Monroe and Wellesley. Contain these uses to a three lot depth along the NW, NE and SE corners of the intersection, and a full half block along the SW corner.

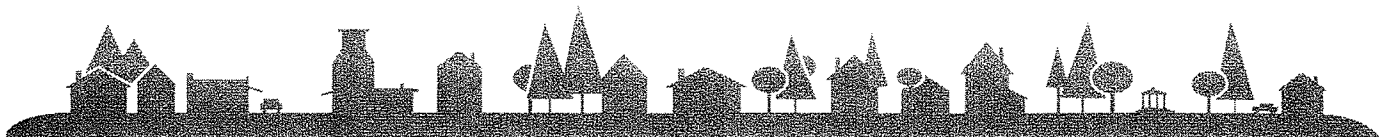


**High Density
Residential**

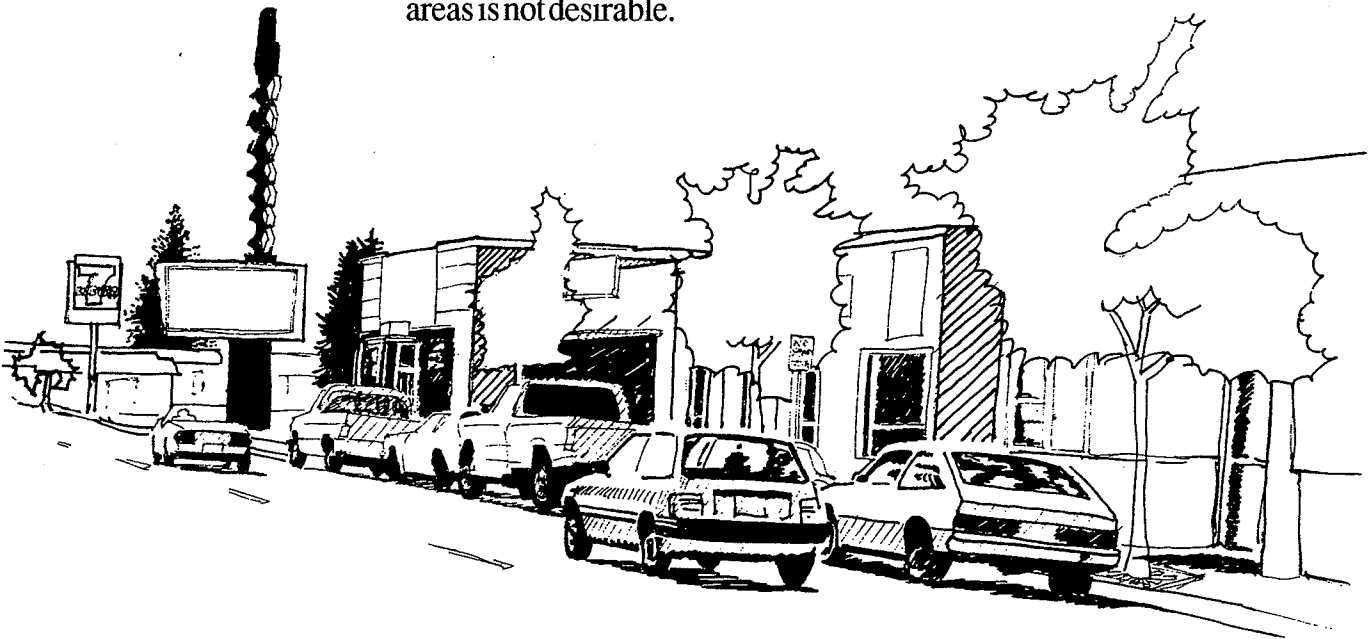
Discourage high density residential uses in the neighborhood. Building size and bulk is undesirable in this primarily smaller scale, low density neighborhood.

**Neighborhood
Business**

1. Encourage neighborhood business within the boundaries identified and those located on the Land Use Plan map. New or rehabilitated developments within these boundaries shall be compatible with surrounding residential districts and conform to the Design Policies.



2. Contain the neighborhood business area at Maple/Ash and Rowan to the existing developed area. Further business encroachment into the adjacent established low density residential areas is not desirable.
3. Contain the neighborhood business area between Joseph and Rowan on Wall to the existing neighborhood business development. Further business encroachment into the adjacent established low density residential areas is not desirable.
4. Contain the neighborhood business area between Princeton and Heroy on Wall to the existing neighborhood business development. Further business encroachment into the adjacent established low density residential areas is not desirable.
5. Contain the neighborhood business area at Madison and Wellesley. Further business encroachment into the adjacent established low density residential areas is not desirable.



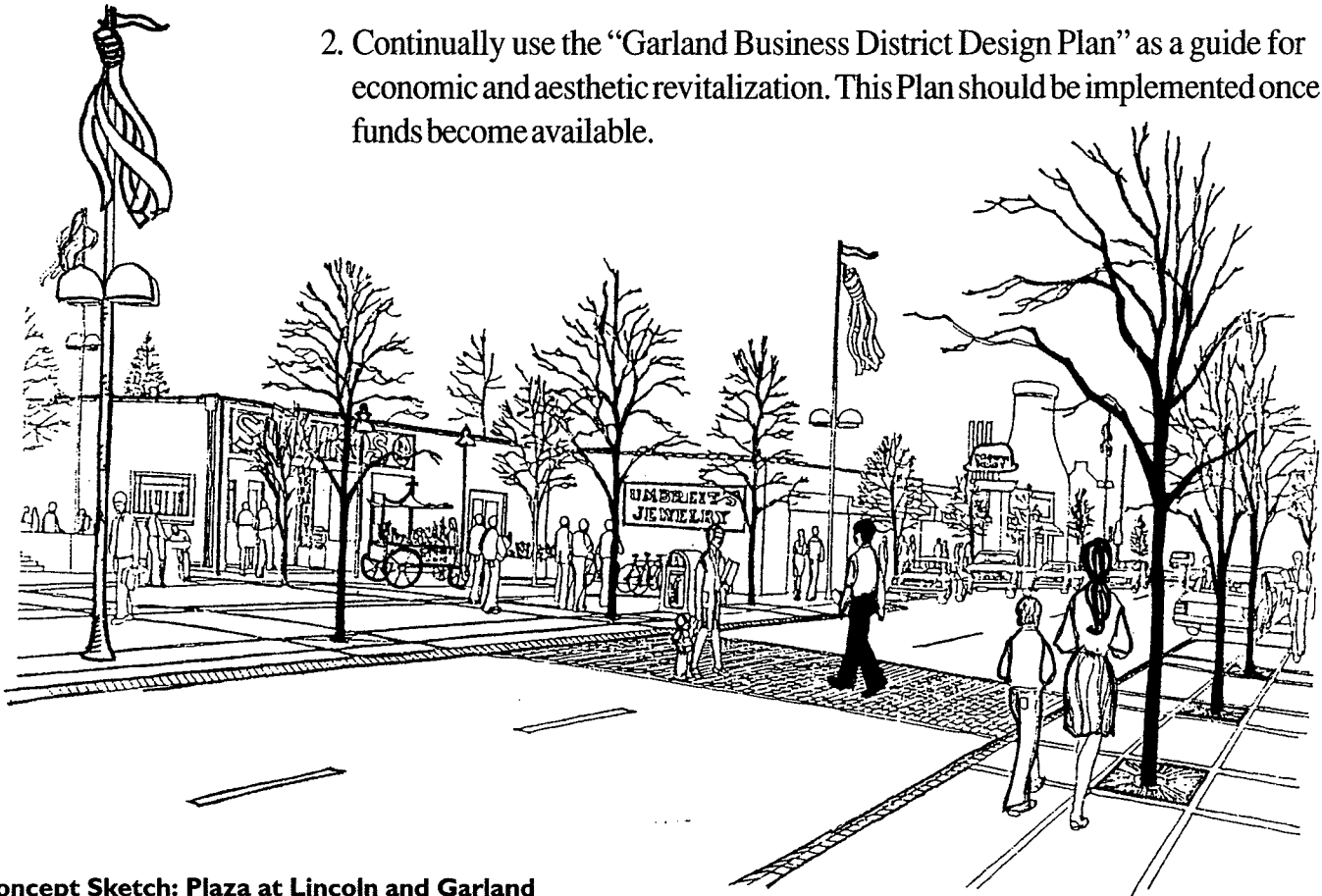
**Community Business
District**

1. Contain the Garland Community Business District area within the boundaries identified on the proposed land use map. The expansion of off-street parking lots which may be allowed by an appropriate community business



rezone in the surrounding area, is an exception. New or rehabilitated developments within these boundaries shall be compatible with surrounding residential districts and conform to the Design Policies.

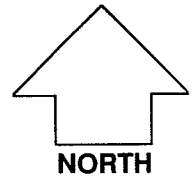
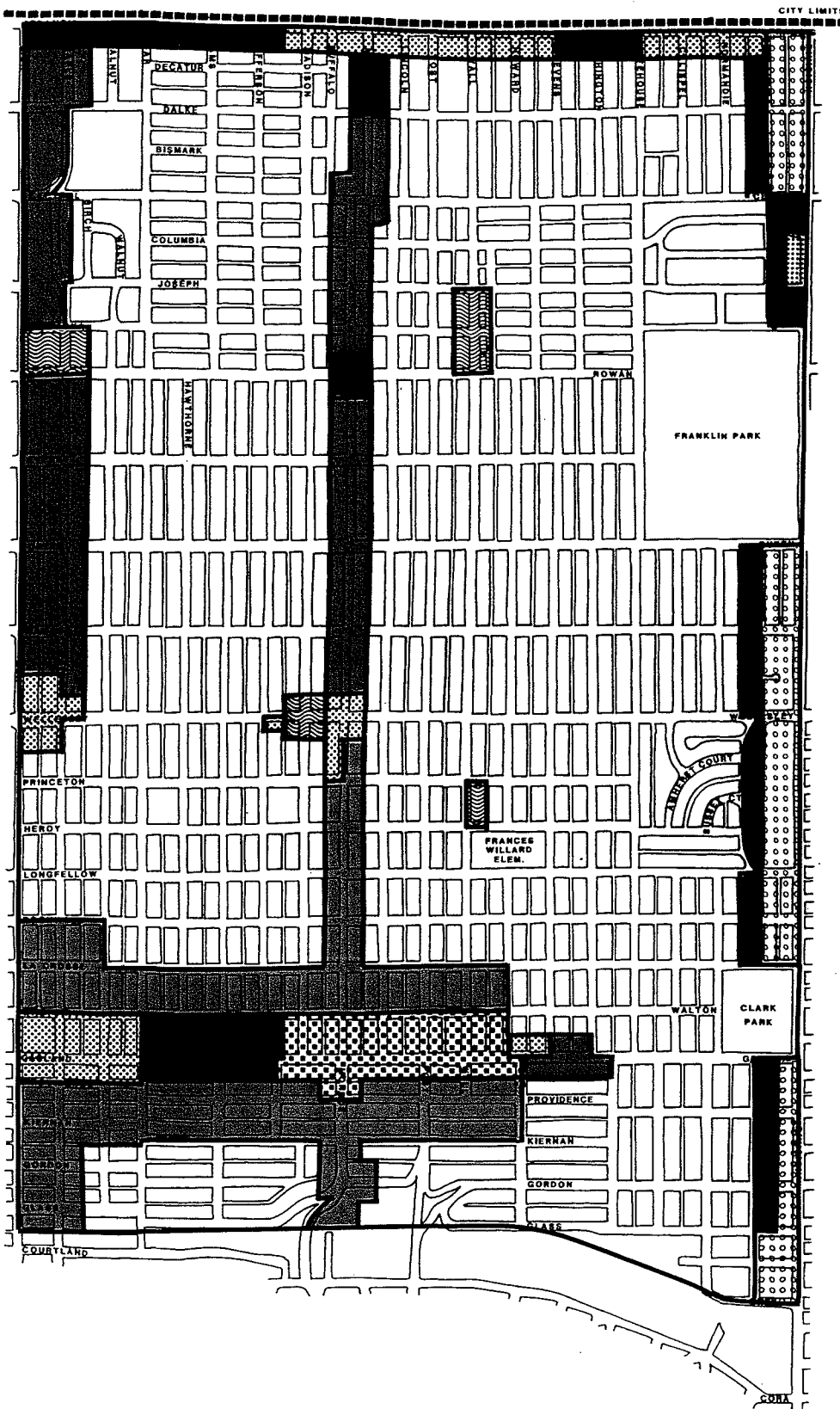
2. Continually use the "Garland Business District Design Plan" as a guide for economic and aesthetic revitalization. This Plan should be implemented once funds become available.










Concept Sketch: Plaza at Lincoln and Garland

General Commercial Area Limit general commercial business uses to those areas along Division Street indicated on the proposed land use map. All landscaping, buffering, sign placement, and new site development shall conform to the Design Policies.





NORTH HILL LAND USE MAP

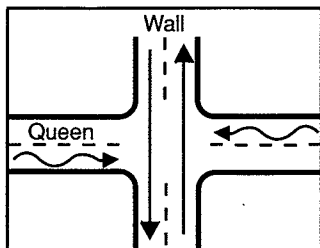
-  Low Density Residential
(One Family)
-  Low Density Residential
(Two Family)
-  Medium Density
Residential
-  Medium Residential—
Low Rise Office
-  Neighborhood Business
-  Community Business
-  General Commercial
Area



LAND USE MAP

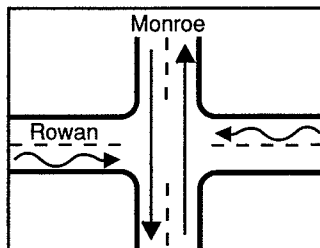
VEHICULAR CIRCULATION

Intersections Neighborhood residents identified a number of traffic safety problems. Most concerns involved intersections or blind corners where hazardous driving conditions are experienced. While responsibility for determining whether a traffic condition warrants a traffic control device lies with the traffic engineer, the specific plan is useful in identifying problem areas. Traffic improvements are recommended at the following intersections:



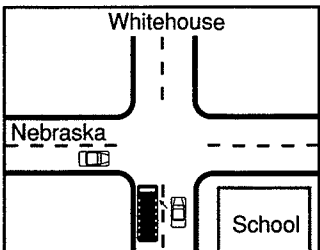
Queen and Wall Intersection

When travelling on Queen to cross Wall, the high traffic volumes make proceeding through the intersection difficult and dangerous.



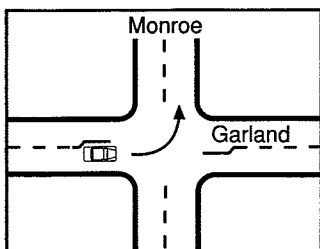
Rowan and Monroe Intersection

There is difficulty in proceeding through the intersection and traffic backs up on Rowan at this location.



Nebraska and Whitehouse Intersection

Difficult visibility because of the school buses parking near the intersection. Currently, there are "No Parking" signs, but the buses continue to park in these areas. School administrators should be informed and the problem resolved.



Garland and Monroe Intersection

Install a left turn lane and left turn signal. Traffic traveling eastbound on Garland making a left turn onto Monroe has extreme difficulty because of the high traffic volume traveling westbound on Garland.

Slow traffic on Queen Avenue between Lincoln and Post Streets to provide greater safety for motorists.

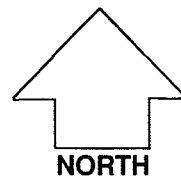


- Arterials**
1. Improve the east/west continuity on Rowan to alleviate motorist confusion in the area east of Wall on Rowan and in the Franklin Park vicinity.
 2. Widen Queen to four lanes from Division to Whitehouse. This will provide turning lanes from Queen onto Division.
 3. End the Neighborhood Collector Arterial status of Queen at Wall, rather than at Monroe. Continuing the arterial to Monroe causes too much disruption to the residences. Speed reduction is desired for east/west traffic along Queen.
 4. The North Hill Specific Plan supports the adopted Arterial Plan with the aforementioned changes.

PEDESTRIAN & BICYCLE CIRCULATION

1. The North Hill Neighborhood supports the current long-range Bikeways Plan within the neighborhood.
2. Existing streets as well as those that become arterials as a result of changed city policy should have sidewalks added or repaired by the City.





NORTH HILL CIRCULATION MAP

Principal Arterial

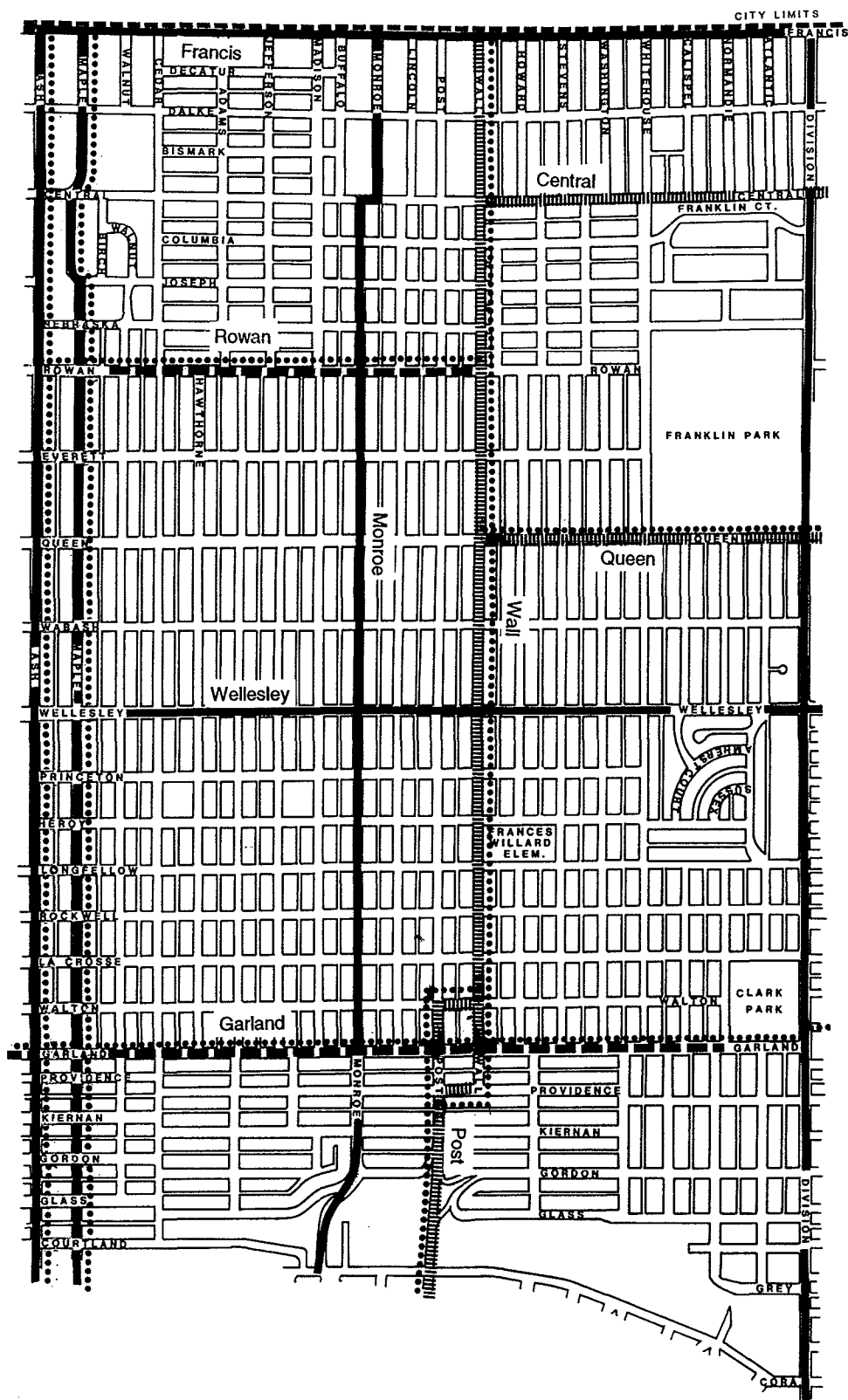
Minor Arterial

Neighborhood Collector
Arterial

Long Range Bikeways
Plan



CIRCULATION MAP



Community Facilities Goal Provide Community Facilities to Meet the Neighborhood's Desire for Active and Passive Recreation, Access to the North Hill Bluff Open Space System and Preservation of View.

Conservation Area **High Priority:** Develop a passive/ viewing area atop the bluff along Glass Street in accordance with Conservation Areas Recommendations. In their natural states, the conservation areas can be enjoyed by the general public and used for recreational activity such as hiking, bird watching, and nature paths. Expansion should consider the general welfare versus private usage.

Designated conservation areas should be allowed to remain in their natural states. The environmental impacts of any modification or improvement should be judged.

NOTE: Possible locations and elements along the bluff, (i.e., viewing structure, benches, water fountain), need to be discussed.

New Parks Develop new parks where needed in residential areas and add new athletic fields outside the neighborhoods to relieve pressure on existing neighborhood parks.

1. **High Priority:** Develop a major adult athletic facility for baseball, softball, football, and soccer outside the neighborhood. The extensive softball use at Franklin Park is greatly responsible for a number of problems immediately north of the park. These problems include traffic congestion and excessive noise due to the late hours and bright lights. Therefore, the neighborhood encourages an alternate location for a sports field away from residential areas.
2. Establish management and operational guidelines for community recreational facilities, such as softball fields in Franklin Park, to provide compatible recreational land uses adjacent to residential areas.



3. Investigate the joint use of Northwest Christian School grounds for park and recreation development between the School and City Parks Department.
4. Acquire 3 to 5 acres for park use in the northwest portion of the neighborhood. This area of the neighborhood lacks adequate park land for the area's population density. (Currently, there is no vacant land in this area.)

Existing Parks Develop existing parks to serve the needs of the surrounding neighborhood.

Franklin Park

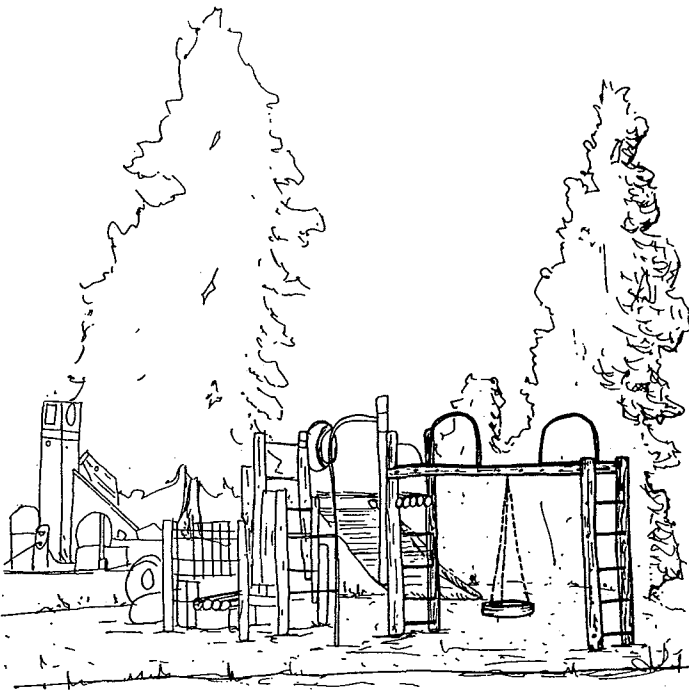
1. Provide a noise buffer from the softball use on the north side.
2. Screen the north parking lot to protect the natural vegetation from intrusive vehicles.
3. Pursue development of a jogging path around the perimeter of the park.
4. Provide additional off-street parking in areas other than the north side.

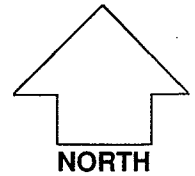
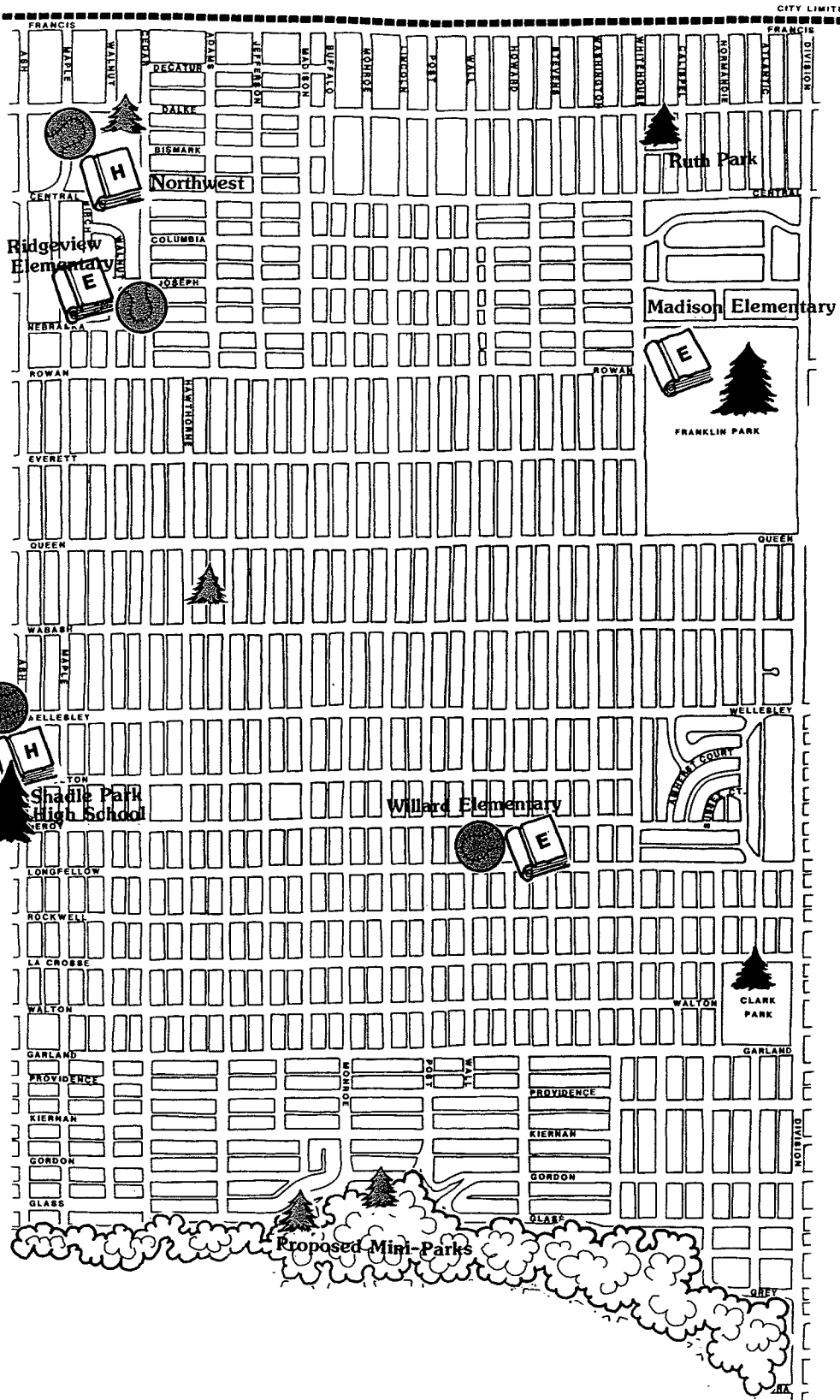
Clark Park

1. Plant additional trees in the park.
2. Provide benches in the existing play areas.
3. Do not provide additional softball fields in the park.

Willard School

Do not provide night lighting on the school playground. The use of the playground should be regulated by daylight hours. Providing lighting would extend the use of the grounds, possibly causing noise and disruption to area residents. Lighting should be placed in the school parking lot. The parking lot is inadequately lit and needs additional lighting for the safety of individuals attending night activities.





NORTH HILL COMMUNITY FACILITIES PLAN



Existing Community
Park



Existing
Neighborhood Park



Proposed Park or
Expansion



Existing Playground



Conservation
Buffer Area



Existing Elementary
School



Existing High School



COMMUNITY FACILITIES MAP



Housing Conditions The existing housing in the North Hill Neighborhood is in the best condition of any of Spokane's Community Development neighborhoods. Most homes are obviously well-cared for and are in excellent repair: a thorough canvassing of the neighborhood will turn up barely two dozen homes (out of approximately 5,500) which, based on exterior appearance, might be judged substandard. These homes are widely scattered throughout the neighborhood; most of them are small and were of poor quality when built.

Quality, in terms of style, size, and craftsmanship, is average in most of the neighborhood and above average in the Monterey Park Subdivision in the SE corner. As is the case generally on Spokane's north side, the housing is newer in the north, older in the south, with Garland forming a rough dividing line between pre- and post-World War II structures. Styles range from vernacular cabins through "G.I. Bill" to Craftsman bungalows, Tudor, and even Swiss chalets.

North Hill's housing is primarily single family. Two-family uses are allowed, but do not predominate, south of Longfellow. Densities higher than two-family are found along Francis Avenue, Garland Avenue, and the brow of the hill in the south end. Overall, the physical condition of North Hill's homes is superb, however, some pressures are evident. Commercial uses spill over from Division Street to encroach upon the blocks to the west, especially north of Wellesley. The progressive widening of Monroe Street and Wellesley over the years has reduced the depth of front yards along those arterials almost to nothing, a factor that has, along with high traffic volumes and noise, clearly diminished the



appeal of homes along those streets. Many appear today to be rentals; a number are vacant. Some of the latter have been listed for sale for extended periods. Similar effects are evident, but much less advanced, along Wall Street and Maple/Ash.

The neighborhood could benefit from a greater diversity of housing. High quality multi-family developments would meet the needs of a segment of the housing market not now served in North Hill and might prove to be a viable replacement for the stressed single-family homes situated along the main arterials. There is also a need for attractive senior citizen housing. Public housing rehabilitation efforts should be carefully targeted to individual properties: deteriorated homes that are fundamentally sound should be rehabilitated, and incentives should be provided to replace those of substandard size or construction.

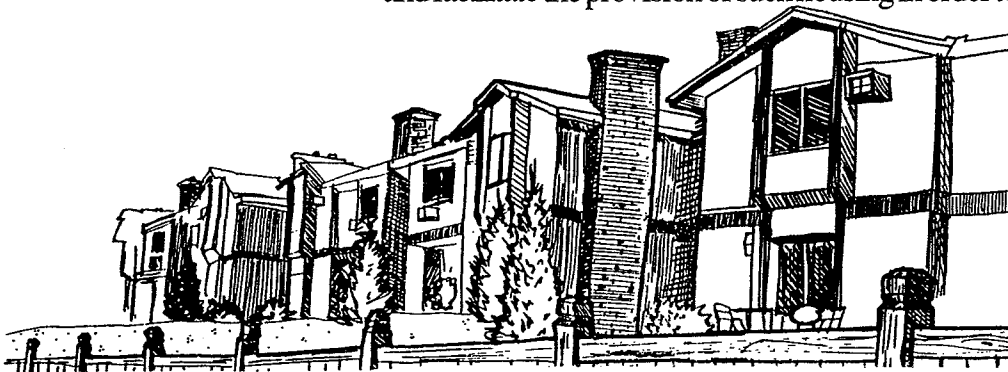
Housing Policies 1. **Target public rehabilitation efforts to those sound structures that exhibit serious deterioration and to lower-income home owners.**

Discussion: By far the majority of North Hill property owners appear able and willing to maintain their property without public financing. Limited rehabilitation resources should be directed to the relatively few badly deteriorated but still sound properties, in order to prevent the development of small pockets of blight, and to assist owners who lack the means to properly maintain their homes. The neighborhood should explore means to encourage redevelopment of the few substandard properties.

2. **Stimulate development of senior citizen housing.**

Discussion: There are no senior housing developments with modern amenities in the northwest corner of the city. The neighborhood and the City should encourage and facilitate the provision of such housing in order to retain its older population.

Two possible locations for senior citizen housing are atop the bluff and outside the neighborhood near Drumheller Springs.



Design Goal Encourage Neighborhood Development Expressive of the Character of North Hill, in Balance With the Natural Environment, Consistent With the Scale of the Neighborhood, and Incorporate Quality in Building Construction and Site Design.

**Structure and
Neighborhood
Image-Relationship of
Building to Site**

1. Minimized disturbance to existing landforms through sensitive site planning.

Discussion: Site topography should be utilized to enhance appearance and utility of new site development. Building development should maintain a low profile and conform to landform. Site Plans should emphasize cluster development enabling smaller grading areas that are more sensitive to existing topography. Minimize cut and fill.

2. Maintain existing drainage patterns.

Discussion: On-site drainage should be designed to encourage surface drainage that can be absorbed into the soil. Steep sloped walks, driveways and parking areas should be avoided. Natural surface drainage patterns should be identified and preserved where possible.

Building Design

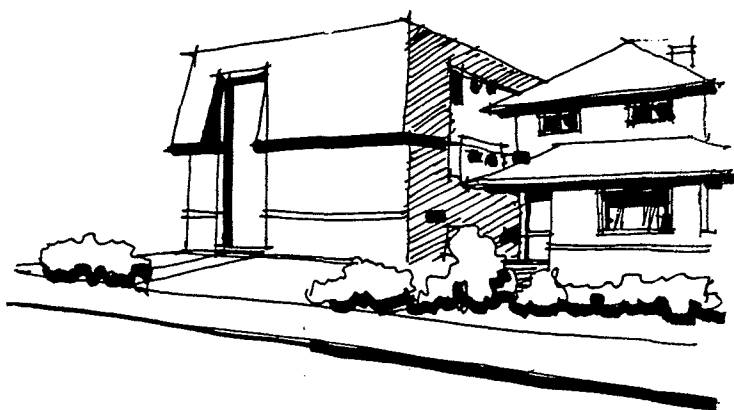
1. Encourage building height and bulk standards that maintain solar access, preserve views, and achieve compatible transitions between building districts and individual properties.

Discussion: Two important elements of building design are bulk and scale. The present pattern of neighborhood bulk and scale is “residential” in character. Most buildings are one or two stories and maintain bulk characteristics of neighborhood homes. Generally, the pattern established by the neighborhood’s residential buildings should be maintained.

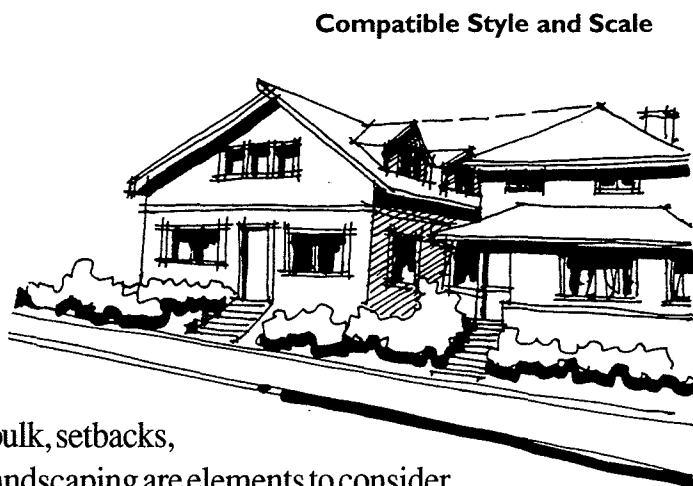
2. Residential structures should be suitable in scale and style with the surrounding residential building environment.

Discussion: New building and remodeled building design should be sensitive to maintain compatibility with surrounding buildings. In evaluating





Incompatible Style and Scale



Compatible Style and Scale

compatibility, height, bulk, setbacks, scale, site layout, and landscaping are elements to consider.

3. Commercial buildings should contribute to and enhance the positive view of the city and the neighborhood.

Discussion: Quality is the most important issue in commercial building design. Quality in building construction tends to encourage neighborhood quality, just as unattractive building development tends to foster a continuation of insensitive site development. Quality in commercial building design should be encouraged as a way of improving the positive image of the city and the neighborhood. Key elements to quality are simplicity in execution and sensitivity to surroundings, particularly within the context of image building in the city.

The following design criteria should be used in evaluating new building design:

- a) Architectural style should not be restricted. Evaluation of a project should be based on quality of design and relationship to surroundings.
- b) Buildings should be appropriate in bulk and setback. They should also be in harmony with permanent neighboring development.
- c) Building components, such as windows, doors, eaves, and parapets, should be in good proportion and relationship to one another.
- d) Colors should be harmonious, with bright colors used for accent.

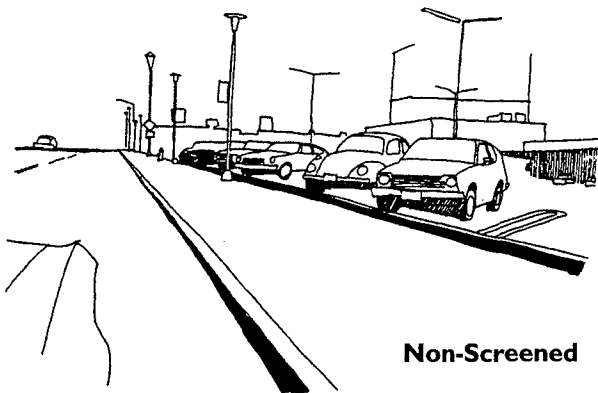


- e) Mechanical equipment or utility hardware on roofs, ground, or buildings, should be screened from view.
- f) Appurtenant structures and furniture should be designed as part of the architectural and landscape concept. Materials and colors should be compatible with surroundings.
- g) Signs should be consistent with the architectural concept. The architect should retain design control over a development's concept. The number of signs should be limited to avoid visual clutter.

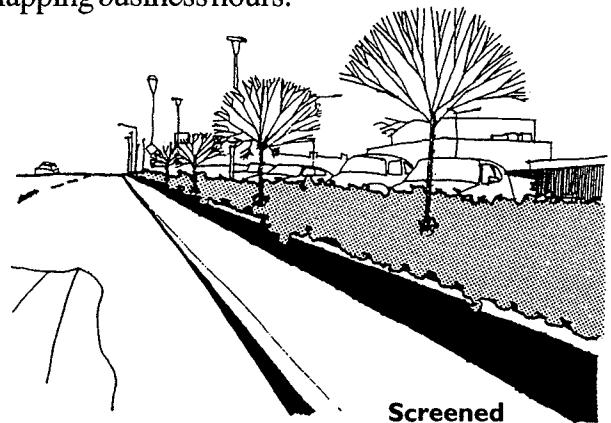
Circulation and Parking

1. Encourage the joint use of parking lots.

Discussion: The joint use of parking lots should be encouraged whenever possible as a means of reducing the total number of off-street parking stalls required by a cluster of uses. Joint use parking facilities are particularly effective when business activities do not have overlapping business hours.



Non-Screened



Screened

2. Minimize the negative visual impact of large parking lots.

Discussion: Parking lots should be screened to minimize the negative visual and noise impacts on adjacent land uses. There are two effective ways of accomplishing this screening. First, when practical, parking lots should be located behind buildings. Second, parking lots should be screened by landscaping or architectural features. Medium height evergreen shrubs and trees are the most effective living screen. Architectural features such as masonry or wood walls and fences are effective where there is limited space for landscaping or the parking lot is located next to incompatible uses. The use of landscaping and architectural features in combination is most effective.



3. Maximize convenient and safe access of pedestrians from parking lots to buildings.

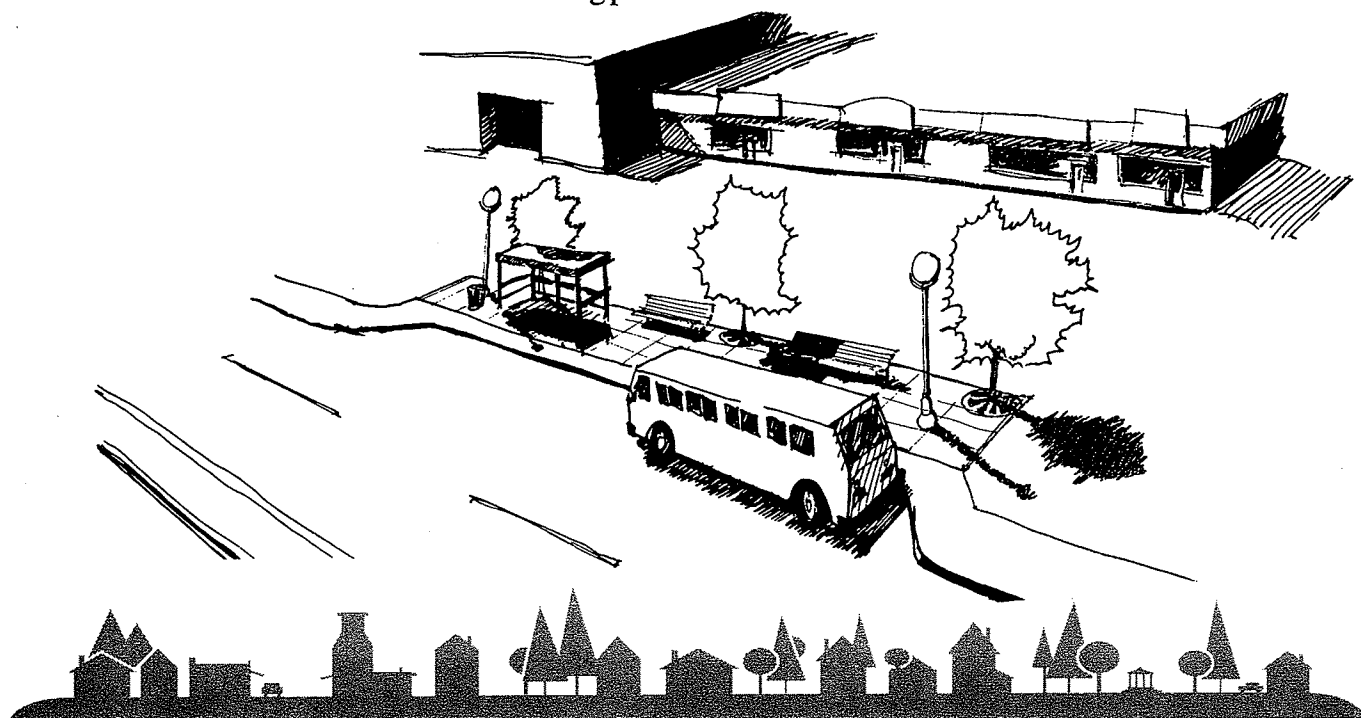
Discussion: In the design and layout of parking lots, pedestrian safety should be a primary consideration. Whenever possible, parking bays should be designed perpendicular to buildings. Walkways should be provided between parking bays to facilitate a safe walking area between cars.

4. Curb Cuts to parking lots off major arterials should be minimized.

Discussion: A proliferation of curb cuts to access parking lots on major arterials can cause significant congestion problems particularly during peak traffic hours. In order to minimize the number of curb cuts along major arterials, the property owners are encouraged to develop joint access points whenever possible. In addition, auxiliary turn-out lanes accessing these curb cuts are encouraged. Development is also encouraged to locate curb cuts on secondary frontages when such access will not have a detrimental impact on adjacent properties.

5. Provide bus bay pullouts at key locations along principal arterials, e.g., Division Street.

Discussion: Intermittent stops by buses can cause traffic congestion. By providing pullout areas for buses, this will minimize stopping of traffic and facilitate better traffic flow. The bus bay design should consider bus re-entry into traffic during peak traffic hours.

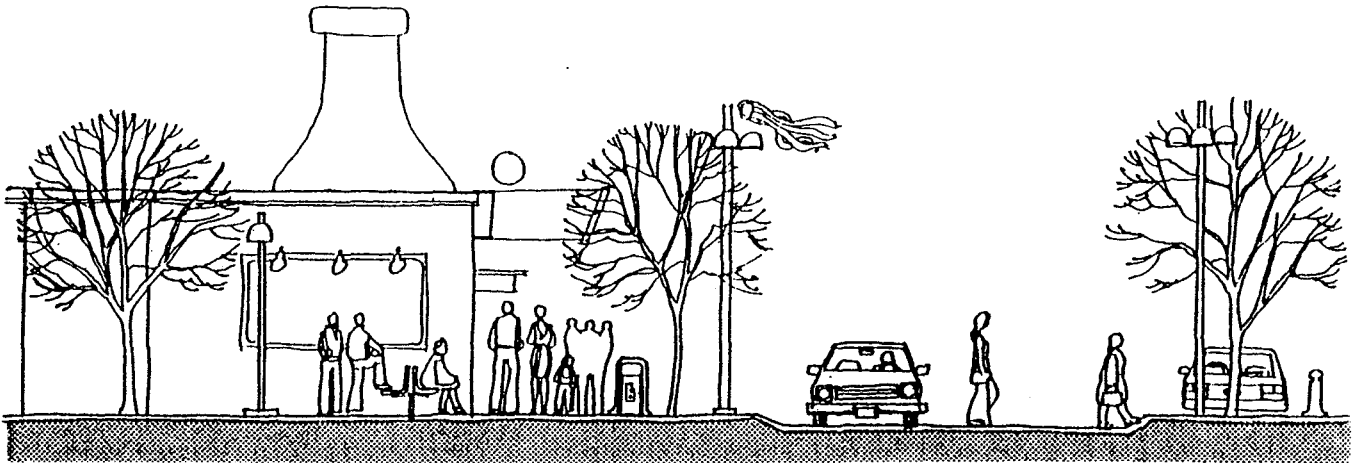


6. Encourage high standards of landscaping along street right-of-way and on private property. (refer to guidelines in Comprehensive Plan and current zoning requirements)

Streetscape Elements Develop street furnishings that are compatible and consistent with the surrounding streetscape.

Discussion: The street furniture addressed by these guidelines are bus shelters, seating, traffic control devices and trash receptacles.

- 1. Bus Shelters:** Bus shelters should be sited to provide easy access to the street and protected from prevailing weather. Seating should be incorporated as part of the shelter. Information signs, bulletin boards, and kiosks should be consistent with the shelter design scheme. A trash receptacle should also be provided at bus shelters.



- 2. Seating:** Seating areas are appropriate anywhere pedestrians have an opportunity to sit or wait along the public right-of-way. Care should be taken to locate seating sufficiently set back from roadways. Back rests should be provided whenever possible.

- 3. Traffic Control Features:** Physical features which help control vehicular or pedestrian traffic such as bollards or guard rails should be of a material compatible with the surrounding streetscape and a neutral color.



- 4. Trash Receptacles:** Trash receptacles should be located anywhere people congregate. Specifically, receptacles should be provided in the Garland Business District where the high amount of pedestrians have use for them. Receptacles should conform to the State Litter Control Law. They should be of compatible style and materials to enhance the character of the streetscape. Also, the design should be easy to maintain and clean, as well as vandal resistant.



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