

# EAST CENTRAL



# Neighborhood Design Plan

1

9

8

6

PLEASE RETURN TO:  
NEIGHBORHOOD PLANNING DIVISION  
CITY PLANNING DEPARTMENT  
Rm. 250, City Hall  
W. 808 Spokane Falls Blvd.  
Spokane, WA 99201

(This is only one of twelve remaining copies  
and is the property of the East Central  
Neighborhood)

**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**



# Table of Contents

## ***Introduction***

Purpose and Scope .....	1
Plan Definitions .....	3

## ***Land Use***

Overview .....	5
Residential Policies .....	6
Commercial Policies .....	12
Industrial Policies .....	16

## ***Circulation***

Overview .....	19
Vehicle Policies .....	19
Pedestrian Policies .....	23
Bicycle Policies .....	25
Transit Policies .....	25

## ***Community Facilities***

Overview .....	28
Open Space Policies .....	28
Park Policies .....	29

## ***Design***

Overview .....	32
Neighborhood Image .....	33
Development of Properties and Buildings .....	34
Circulation and Parking .....	38
Landscape, Signage and Street Graphics .....	40

## ***Implementation***

Overview .....	43
Zoning .....	43
Project Compliance .....	44
Environmental Policy Ordinance .....	44
Floodplain Regulations .....	44
Shoreline Use Regulations .....	46

<b><i>Acknowledgments</i></b> .....	49
-------------------------------------	----





# List of Figures

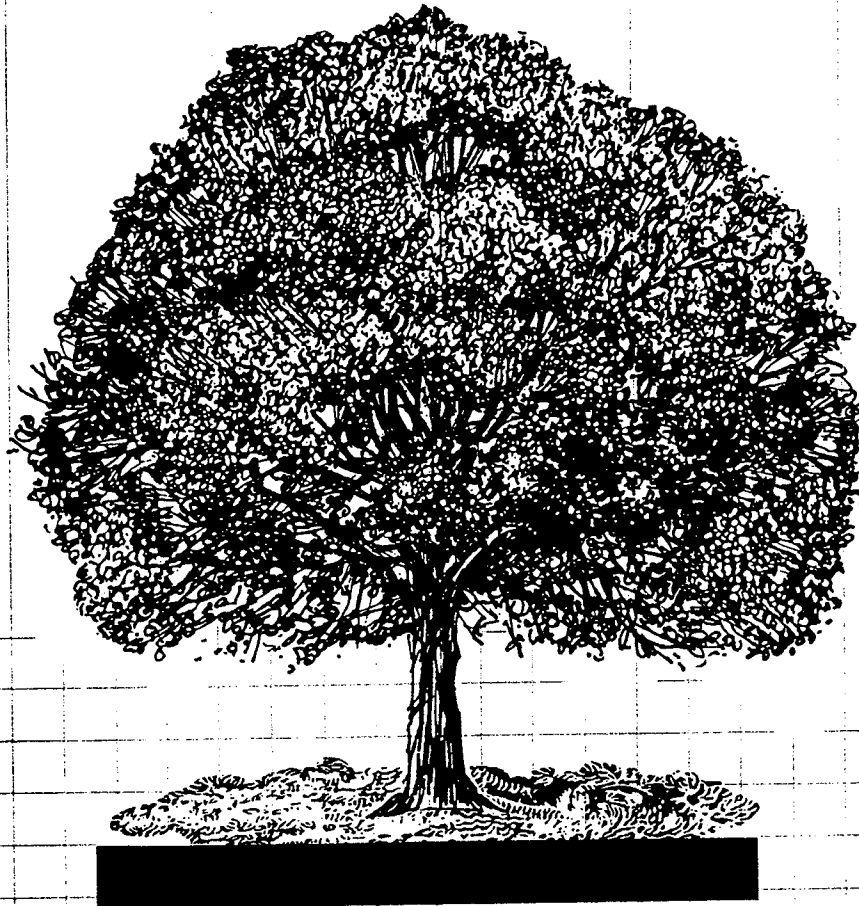
	Page
<b>Figure 1</b> — Liberty Park Bluff .....	9
<b>Figure 2</b> — Sprague Avenue Improvements .....	14
<b>Figure 3</b> — Sprague Avenue .....	15
<b>Figure 4</b> — Land Use Element (Map) .....	18
<b>Figure 5</b> — Bus Shelter Parameters.....	26
<b>Figure 6</b> — Circulation Element (Map) .....	27
<b>Figure 7</b> — Community Facilities (Map).....	31
<b>Figure 8</b> — Neighborhood Visibility Improvements .....	34
<b>Figure 9</b> — Design Guidelines for Building Height.....	36
<b>Figure 10</b> — Parking Lot Improvements .....	39
<b>Figure 11</b> — Hazardous Areas .....	45
<b>Figure 12</b> — Existing Zoning.....	47
<b>Figure 13</b> — Proposed Zoning .....	48



---

---

# *Introduction*



Purpose and Scope  
Plan Definitions

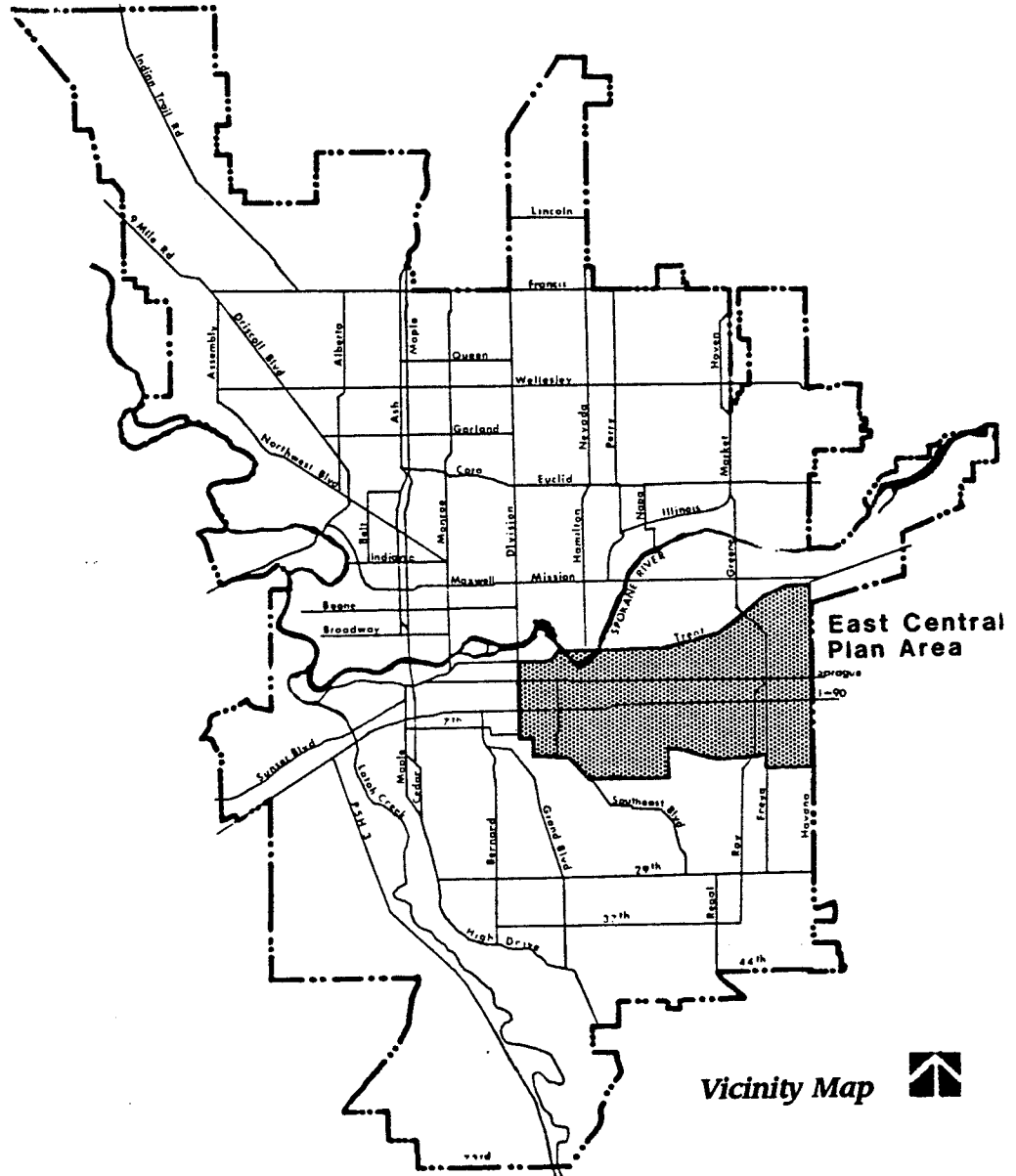




## Purpose and Scope

This report describes the Design Plan for the East Central Neighborhood of the City of Spokane. The "study area" is irregularly bounded by Trent Avenue, 14th Avenue, Division Street, and Havana Street. The Design Plan is an element of the City's Comprehensive Plan.

The purpose of the East Central Design Plan is to revitalize an important neighborhood in the City and provide greater detail to the Generalized Land Use Plan. The Design Plan provides guidelines for public and private action and in some areas incentives for redevelopment. The plan will be used by the public as a basis for land use regulations, for programming specific public works and for the review of specific private projects.





All indications are that the East Central Neighborhood has high potential as a strong residential and industrial district. Its proximity to the central business district, the abundance of underdeveloped and industrially zoned land and its variety of housing types contribute to this potential. The development of the East Central Neighborhood has significance for the entire city. Large parts of the Neighborhood are currently under-used. Sensitive development of the Neighborhood will strengthen the City's tax base, help to reduce travel distance to the central business district and generally encourage stronger and more efficient development patterns.

The Design Plan is presented in five major chapters: Land Use, Circulation, Community Facilities, Design, and Implementation. Each chapter is introduced by an Overview. The Overview includes a goal statement and identifies the major issues that guide the policy concepts of the plan and the specific proposals.

The goals and recommendations of the Design Plan are the result of a great deal of work over the last two years by the East Central Design 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, with compromises suggested to protect the interests of Neighborhood residents and maintain the development potential of underutilized areas.

Adoption of the Design Plan will result in a number of benefits to the City and Neighborhood:

1. Promotes land use consistent with the capacity of Neighborhood streets, parks and utilities.
2. Encourages development consistent with economics and market demand.
3. Promotes development incentives by allowing greater density.
4. Provides a transition in land use intensity and scale.
5. Offers a significant, positive impact on the Neighborhood by maintaining property values and preserving the residential districts of the Neighborhood.
6. Stimulates overall Neighborhood revitalization.





## ***Plan Definitions***

The following plan definitions identify the specific land use designations of the design plan which guide the making of the zoning regulations to implement the plan:

1. **Low-Density Residential:** Single-family homes and duplexes up to one unit per 3,000 square feet of gross lot area. Allow conversion of large homes to triplex by special permit. Maximum height 2 stories.
2. **Medium-Density Residential:** Family-oriented residences up to one unit per 2,000 square feet of gross lot area. Allow larger groupings at this density on more than one lot as a "conditional"<sup>1</sup> use. Low intensity office uses in locations specified in the plan. Encourage Planned Unit Development (PUD)<sup>2</sup>. New structures shall complement surrounding neighborhood character and not give the appearance of "shoebox" or other out-of-character apartment buildings. Buildings should conform to a maximum height of 2 stories.
3. **High-Density Residential:** Apartment and condominium development at one unit per 1,000 square feet of gross lot area with a maximum height of 3 stories and one unit per 300 square feet of gross lot area with a maximum height of 13 stories or 150 feet. Office uses at an intensity and character specified in the plan.
4. **Neighborhood Business:** Neighborhood-oriented retail and service facilities similar in character to uses allowed by B1 zoning, up to 3 stories.
5. **Community Business:** "Conditional"<sup>1</sup> community retail and service facilities similar in character to uses allowed in the B1 and B2-1 zoning categories, up to 2 stories.
6. **General Business:** General retail and service uses similar in character to uses allowed in B2 and C1 zoning categories. Building height as provided in the Zoning Code.
7. **Light Industrial:** "Conditional"<sup>1</sup> light industrial park-type development. Height as provided in the Zoning Code.

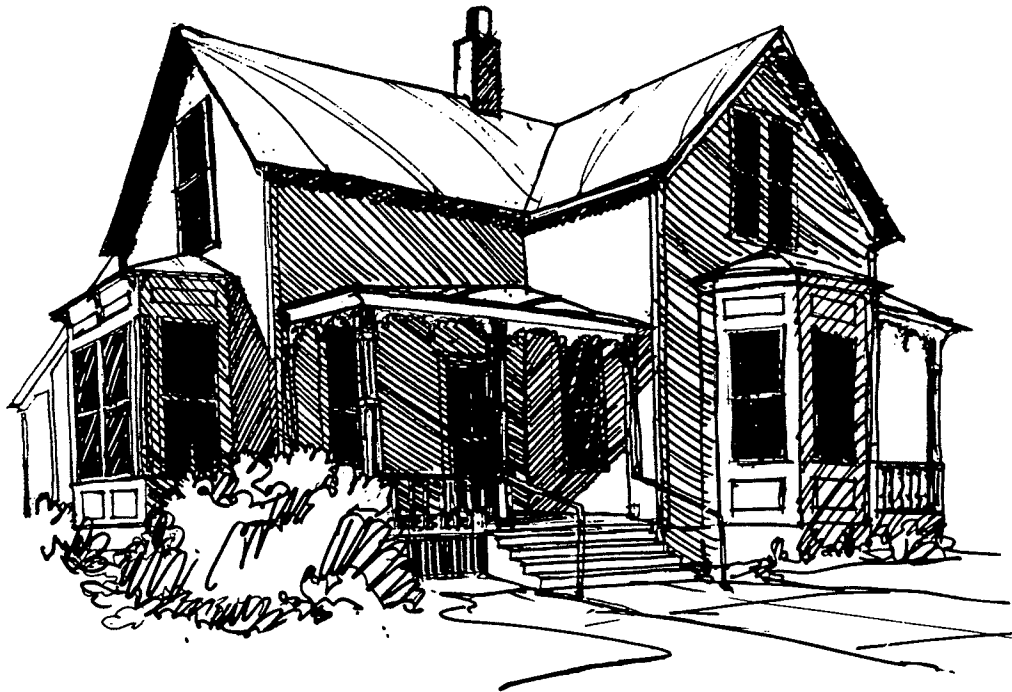


8. Heavy Industrial: Intensive industrial development in locations that will not be constrained by residences or harmful to adjacent residences. Development similar to uses allowed in the M2 and M3 zoning categories.

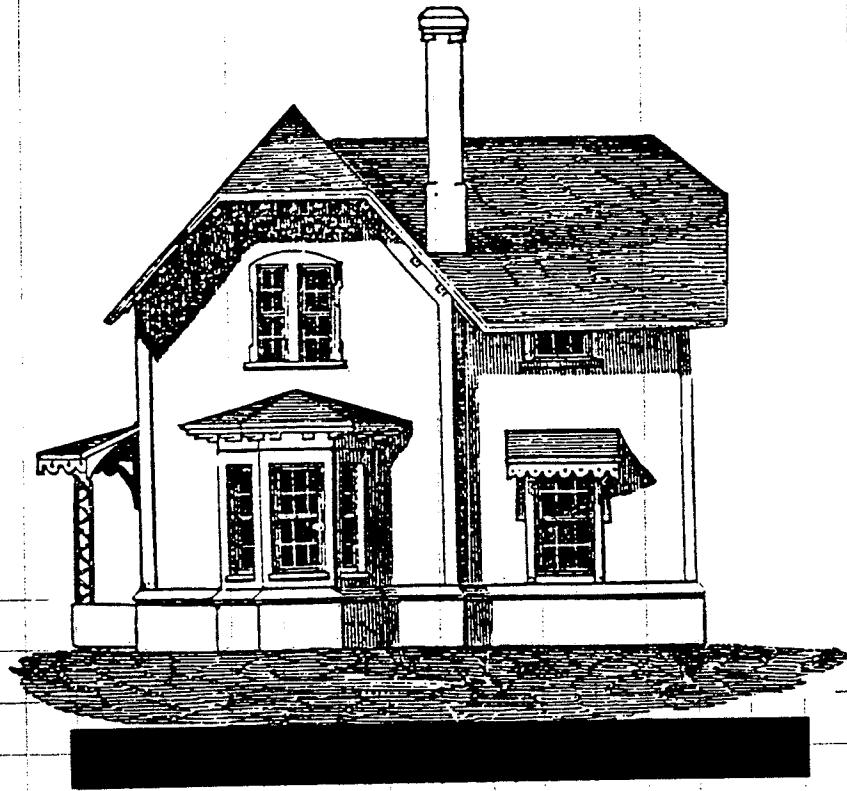
---

1"Conditional": Special performance standards implemented with an "L" zoning designation related to landscaping and buffers, height and bulk, off-street parking, off-street loading, noise and dust controls, lighting controls, sign controls and minimum yards, as specified in the plan.

2PUD: Pre-planned development which is controlled in its entirety by zoning and subdivision regulations rather than individual lots. The technique is commonly used to encourage cluster development in order to preserve open space or other elements deemed important by a community.



# *Land Use*



Overview  
Residential Policies  
Commercial Policies  
Industrial Policies





## Overview

Residents of East Central are pleased with locations of Neighborhood land use. Residential areas are well served by business areas and separated from incompatible uses. Ample area exists for a variety of business and industrial development. The most common desire voiced by residents was improved quality in new and existing uses. A second major concern was for appropriate density and intensity of development. Policies LU 1 (Land Use) and LU 2 address these issues for low density residential areas. Policies LU 3 through LU 7 address medium density residential and low intensity office uses.

The Plan encourages a good environment for development while retaining special features in the Neighborhood. The Plan provides opportunities in certain areas for increased density or intensity of use when Plan objectives are met or exceeded. The Plan recommends the Planned Unit Development (P.U.D.) to encourage design innovation and preserve those special features of East Central precious to its residents.





Policies LU 8 and LU 9 address high density areas in the Neighborhood. The potential mix of office and high density residences offers development opportunities that should be encouraged. Policy LU 10 expresses the Neighborhood's support for continuing home rehabilitation efforts.

Policies LU 11 through LU 15 address commercial land uses. The Plan identifies areas where Neighborhood business should be encouraged. The Plan also allows small "convenience" businesses to continue at various locations.

Policies LU 16 and LU 17 address light and heavy industrial areas in the Neighborhood. The Design Plan policies reflect the City's Comprehensive Land Use Plan designation of industrial lands in the Neighborhood and proposes measures to improve the appearance of the most visible industrial areas. Figure 4 on page 18 illustrates the land use element.

**RESIDENTIAL GOAL** ENCOURAGE THE DEVELOPMENT AND PRESERVATION OF QUALITY HOUSING WITH A MIX OF UNIT TYPE, DENSITY AND COST AT APPROPRIATE LOCATIONS THROUGHOUT THE NEIGHBORHOOD.

### ***Residential Policies***

LOW DENSITY DISTRICTS. Single and two family residences would be permitted up to 11 units per gross acre. Neighborhood support uses may also be appropriate. The land use district is typically implemented with the Single Family (R1) zone and the Two-Family (R2) zone.

- **Policy LU 1.** Encourage low density residential in the area bounded by the Freeway, the south Neighborhood boundary, Havana and Arthur. Encourage low density in the area bounded by the north half block of Ninth Avenue, the south Neighborhood boundary, Arthur and Cowley. Encourage the Planned Unit Development process.

Discussion. The low density residential area south of Interstate 90 includes a dispersion of vacant properties ideal for residential development. A few larger parcels, particularly in the southeast corner of the Neighborhood, are appropriate for PUD development. Throughout the Neighborhood basalt outcrops, wetland areas and native stands of Ponderosa Pine represent amenities which should be preserved. The following criteria should be considered in the PUD process:

1. Preservation of natural features including vegetation, geology, drainage ways, wildlife habitats and views.
2. Preservation of historical or cultural features.



3. Public amenities including sidewalks, pedestrian trails, bikeways, bus shelters, arterial access and public open space.
4. Moderate and low income housing.
5. A mix of housing types.
6. Quality building construction that complements the character of existing homes in height, bulk, roof line and building materials.
7. Generous site landscaping including usable open space, street trees and parking lot buffering.
8. Additional criteria outlined in the design chapter.

In certain low density areas, higher densities through PUD application must be accompanied with adequate access. Please consult the Circulation and Design Policies for specific guidance.

- **Policy LU 2.** Encourage low density residential in the area generally bound by Pacific, Interstate 90, Freya and Havana.

Discussion. This area is predominantly single family with few vacant lots available for development. General Business uses, including accessory parking lots are developing north of Pacific. Residential properties north of Pacific may be appropriate for medium density and low intensity office as a transition between Neighborhood residential and business uses.

MEDIUM DENSITY DISTRICTS. Multi-family residential uses would be permitted up to 18 units per gross acre. Neighborhood scale support uses would also be permitted as specified below. The land use district is typically implemented with the Multi-family Residence (R3) zone and the Residential Office, Category One (RO-1) zone.

- **Policy LU 3.** Encourage medium density residential in the area generally bounded by First, Second, Thor and Perry.

Discussion. The area is predominantly single family with approximately 50% rental housing. It is expected the area will continue to provide a mix of rental and ownership opportunities in future housing markets. Multiple property ownerships make land assemblage for large scale residential or commercial development difficult. The area is impacted by traffic from businesses along Sprague and from Interstate 90.

Consult Circulation and Design policies addressing the traffic and parking problems.



- **Policy LU 4.** Encourage medium density residential in the area bounded by Interstate 90 and Liberty Park, Seventh Avenue, Magnolia and Sherman.

Discussion. The area is approximately 40% vacant with the balance of land developed to low and medium density residential. New construction includes low rise apartments and some residential office use along Fifth Avenue. Expansive views of the City's northern skyline are available throughout the area. Rock outcrops and varied slopes are constraints to building development. Noise from the Freeway impacts the entire area. The intent is to encourage low rise cluster housing that enhances the Neighborhood's western entrance and preserves views, geologic features and natural topography of the area. Low intensity office use would be appropriate along Fifth between Sherman and Arthur.

The bluff overlooking Liberty Park, bounded generally by Celesta on the north, 7th on the south, Crestline on the east and Arthur on the west, is appropriate for R3-L zoning. Development proposals must be approved through the public hearing process. In order for a proposal to be considered for RO-1 zoning along 5th Avenue between Sherman and Arthur, the following criteria must be fulfilled:

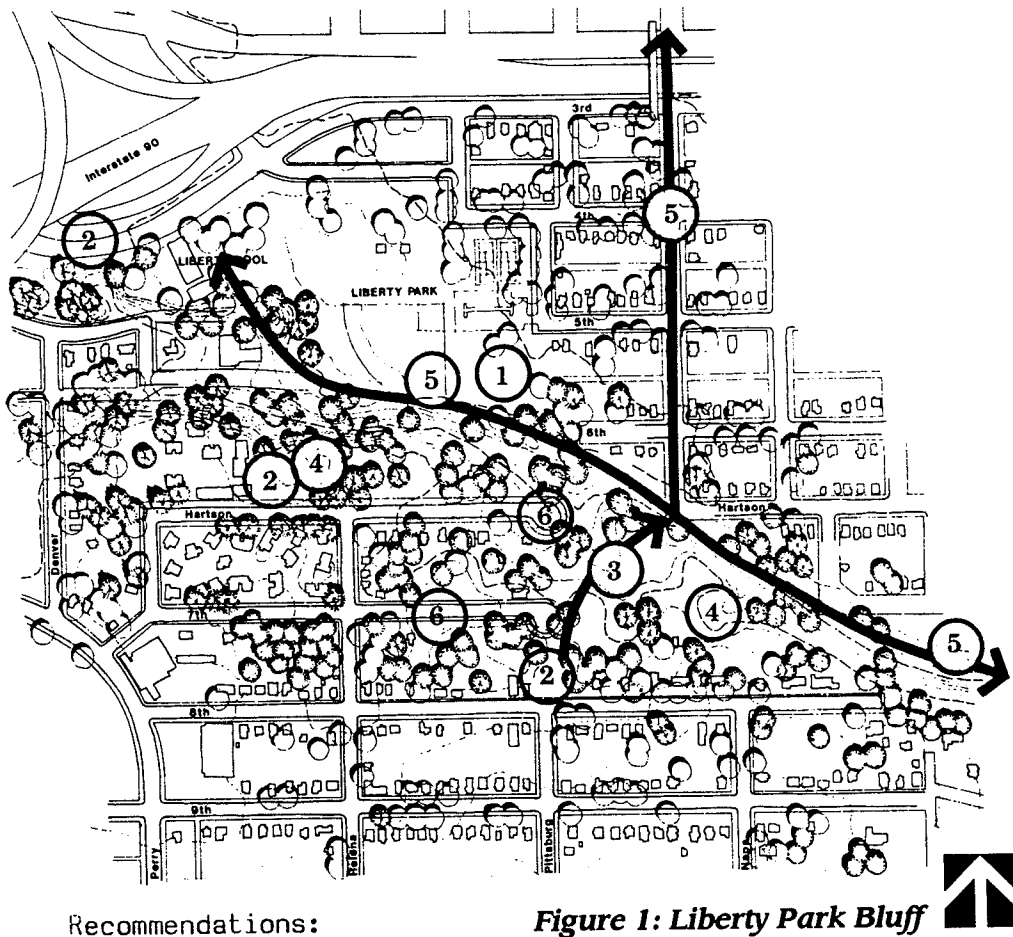
1. Preservation of existing natural features including trees, rock outcrops, watercourses, etc.
2. Public facilities including sidewalks and paved access.
3. Compatibility with surrounding structures in terms of height, width and setback (including a maximum height of 30 feet).
4. Landscaping consistent with Policy D14, page 40.

- **Policy LU 5.** Encourage low intensity office use between Sprague and Second along Helena, Napa and Altamont and ensure scale and character compatible with surrounding residential uses.

Discussion. Medium density uses have developed in these areas to the extent that some low intensity office use may be appropriate if adequate arterial access is provided. Helena, Napa and Altamont Streets are arterials that could accommodate traffic from low intensity office uses. In addition to adequate access, office development must:

1. Maintain compatible appearance with surrounding residences in building height, bulk and setback.
2. Provide off-street parking areas which access arterials and are screened from view with landscaping and/or architectural features.





Recommendations:

**Figure 1: Liberty Park Bluff**

1. Location of new swimming pool and expanded parking.
2. Proposed viewpoint parks or overlooks.
3. Pedestrian trail corridor to the Ben Burr trail (5). The trail should begin at the 8th and Pittsburg overlook and be constructed either within the unimproved Pittsburg right-of-way or down the gentle slope to the northeast, connecting with Magnolia at Hartson. In the latter case, an easement or land purchase would be necessary, enabling Pittsburg to be vacated for private use.
4. Zone changes for medium density use should include site plans with an inventory of all trees over 6" in diameter. Buildings, roads, and parking should be located to save trees and maintain natural drainage patterns.
5. Proposed trail network including improvements to the Ben Burr right-of-way and Magnolia Street.
6. All streets which access the Liberty Park Bluff should be paved and sidewalks. New development should be required to build the street improvements at the time of construction or participate in future Local Improvement Districts (L.I.D.).



3. Be limited to office uses. Retail sales activity would not be permitted.
4. Maintain or enhance the residential qualities of the Neighborhood.
5. Minimize structural alterations to existing homes.
6. Provide signage limited to identification, expressive of a residential character and pedestrian in scale.

- **Policy LU 6.** Allow low intensity office uses at the intersection of Third and Altamont for one block east and west along Third to a depth of one lot.

Discussion. Second and Third Avenues are one-way frontage roads significantly impacted by Interstate 90. Both arterials experience increased vehicle speeds due to Freeway exits and entrances. The entire corridor is severely impacted by Freeway noise. Uses along the corridor are oriented toward a view that at best can be described as unpleasant. The Design Plan promotes mitigation of these impacts by encouraging low and medium density residential with some low intensity office use. It would not be desirable to encourage more intensive use and thus greater public exposure to the Freeway. When considering the appropriateness of a site for office use, the following criteria should be applied:

1. The sites should be located in proximity to arterials crossing the Freeway (Altamont, Freya and Thor).
2. Office uses should maintain or enhance the residential qualities of the Neighborhood.
3. Structural alterations to existing homes should be minimized.
4. Signage should be limited to identification, expressive of a residential character and pedestrian in scale.

- **Policy LU 7.** Allow low intensity office uses in the area bounded by Third Avenue, Fifth Avenue, Freya Street and Thor Street.

Discussion. The area is surrounded and well served by arterial streets making the district easily accessible. Some low intensity office uses have developed in the area and include a real estate office, a medical clinic and a professional office. The area is appropriate for additional



low intensity offices compatible with the surrounding homes and limited to permitted uses listed in the RO-1 zone category, excluding hospitals, nursing homes and banks and similar financial institutions. Office uses must also:

1. Be limited to Freya and Thor frontages until a majority of the land use transitions to medium density residential. Only then may office use along Ferrall be considered.
2. Maintain compatible appearance with surrounding residences in building height, bulk and setback. (Maximum height 30 feet.)
3. Provide off-street parking areas which access arterials and are screened with landscaping and/or other architectural features.
4. Be limited to office. Retail sales activity is not appropriate.
5. Maintain or enhance the residential qualities of the Neighborhood.
6. Minimize structural alterations to existing homes.
7. Provide signage limited to identification, expressive of a residential character and pedestrian in scale.

HIGH DENSITY DISTRICTS. Multi-family residential uses would be permitted up to a density of 110 units per gross acre in high rise development. While Neighborhood scale supporting uses would be allowed, it is not intended to include commercial, industrial or agricultural uses. This land use designation is typically implemented with the Residential Office (RO) zone and the Multi-family Residence R4 zone.

- **Policy LU 8.** Encourage high density residential and office uses in an area generally bound by Fourth Avenue, Division, Ninth Avenue and Sherman.

Discussion. St. Luke's Hospital and the Holiday Inn are the major structures within this area. Several associated health care and office facilities are also located here. The area is well connected to the Downtown by Division and Fourth Avenue. Topographic and geologic development constraints make this area appropriate for higher intensity and density development. R4 and RO-L zoning would be appropriate for this district.

- **Policy LU 9.** Encourage high density residential and office uses in the area bounded by First Avenue, Freya, I-90 and Thor.



Discussion. The predominant development in this area is the Tapio Office Complex. A planned development, Tapio retains residential scale and character and does not overwhelm surrounding residences. Remaining portions of this area are residences, business and vacant. The area is ideal for additional office uses due to the excellent access.

## **HOME REHABILITATION**

- **Policy LU 10.** Encourage home rehabilitation through private investment and public rehabilitation program funds.

Discussion: East Central's existing housing represents a resource to protect and reinforce. Efforts to rehabilitate existing homes have already begun. Much work is still left to be done, however, and resources have been limited. It is expected a major focus of Phase III Design Plan work will be home rehabilitation.

**COMMERCIAL GOAL** PROVIDE A VARIETY OF COMMERCIAL USE OPPORTUNITIES THAT SERVE AREA RESIDENTS AND ARE DEVELOPED TO IMPROVE THE NEIGHBORHOOD SHOPPING ENVIRONMENT.

## ***Commercial Policies***

CONVENIENCE SHOPPING FACILITIES. This includes small one or two store convenience shopping facilities located on arterials. The land use is typically implemented with the local business (B1) zone.

- **Policy LU 11.** Encourage the continuation of small one or two store convenience shopping facilities at appropriate Neighborhood locations.

Discussion. Throughout the Neighborhood there are small one or two store shopping facilities serving immediate areas. Food stores such as R & R, Horseman's and the Circle K are examples. All of these facilities are successful; however, none are appropriately located to be designated Neighborhood business districts. In some of these areas vacant structures exist and are only occasionally occupied. These structures present health, safety and appearance problems for nearby residents. At these locations, local business zoning should be limited to the land area now occupied by commercial structures.

NEIGHBORHOOD BUSINESS DISTRICTS. Neighborhood Business Districts include shops, offices and off-street parking, often with a supermarket as the principal store. These districts are distributed at arterial intersections where they can easily serve the surrounding Neighborhood. The land use is typically implemented with the local business (B1) zone.



- **Policy LU 12.** Encourage Neighborhood business uses at the intersections of 5th and Thor and 9th and Perry. Business uses should serve the daily needs of Neighborhood residents. Expansion of buildings or parking areas should occur on the half blocks east and west of Thor and Perry.

Discussion. These are the two most important business districts in the Neighborhood. Both include a variety of business activities serving the needs of surrounding residents.

The 9th and Perry District flourished as a viable business center for decades. The Rosauer's supermarket, built in the 1950's, is an important facility for much of the Neighborhood. Service stations, restaurants and small shops are among the establishments located here. Infrastructure of the district has deteriorated. Sidewalks are in disrepair, streets need resurfacing and many businesses suffer from deferred maintenance. The Task Force has expressed a desire to address some of these problems with potential revitalization in the Phase III Design Plan program.

The 5th and Thor District is a relatively new Neighborhood district. It includes a small convenience store, a drug store, a laundromat, cleaners, and a clinic. The infrastructure of the area is relatively new. Traffic volume along Thor Avenue is heavy. Average daily traffic volume exceeds 15,000 cars per day.

A traffic light at 5th and Thor aids pedestrian safety. Expansion of parking or buildings should occur to the rear of existing buildings. Please refer to the design policies which contain development guidelines for such expansion.

COMMUNITY BUSINESS DISTRICTS. Community business districts include shopping facilities with varied retail service and office establishments convenient to arterials and intended to serve residents within approximately a 1-1/2 mile radius. Functionally, community business districts are intended to provide a wider selection of goods and services than neighborhood business districts and do so within a shorter distance than a trip downtown. The land use is typically implemented with the B2-1 Community Business zone.

- **Policy LU 13.** Encourage community business uses on Sprague Avenue between Rebecca and Havana bound by Pacific on the south.

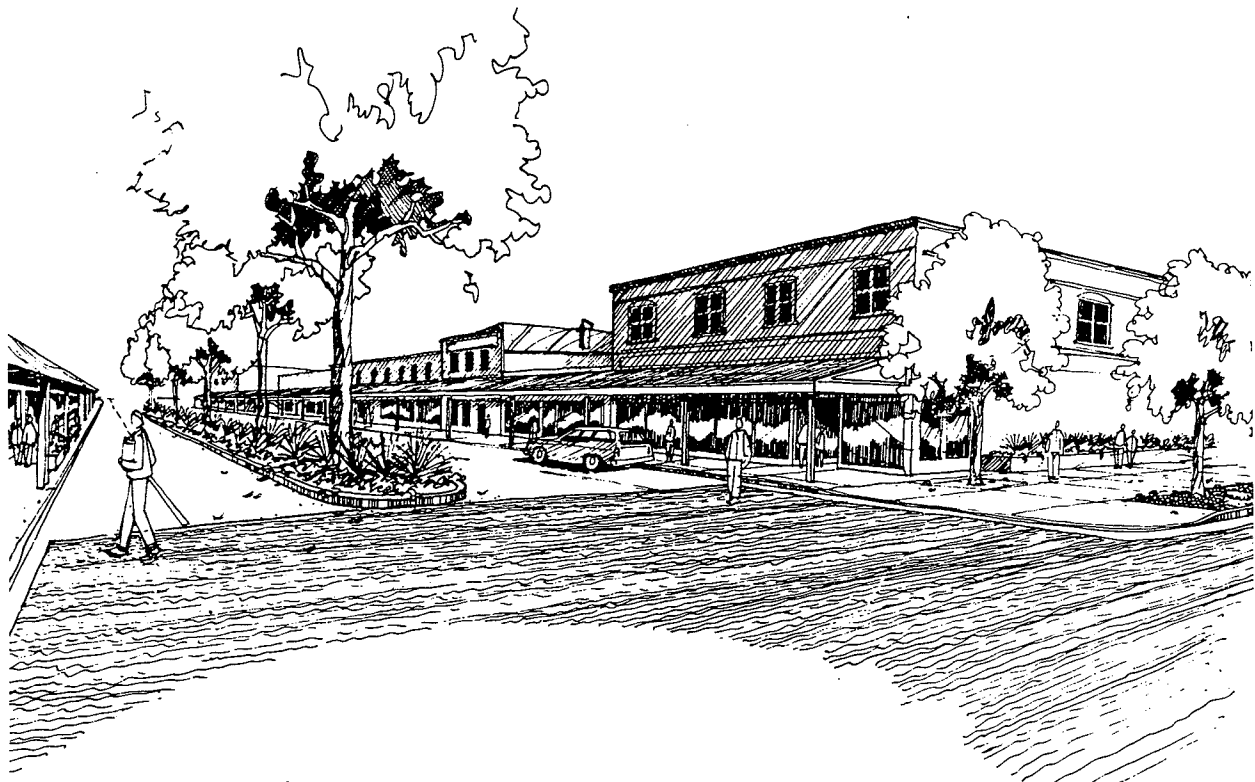
Discussion. The Generalized Land Use plan designates the K-Mart shopping complex for community business. The Neighborhood Design Plan supports this designation and recommends the implementation with a B2-1L zone. Application of the "Limited" zone will help achieve compatibility with the adjacent residential district.



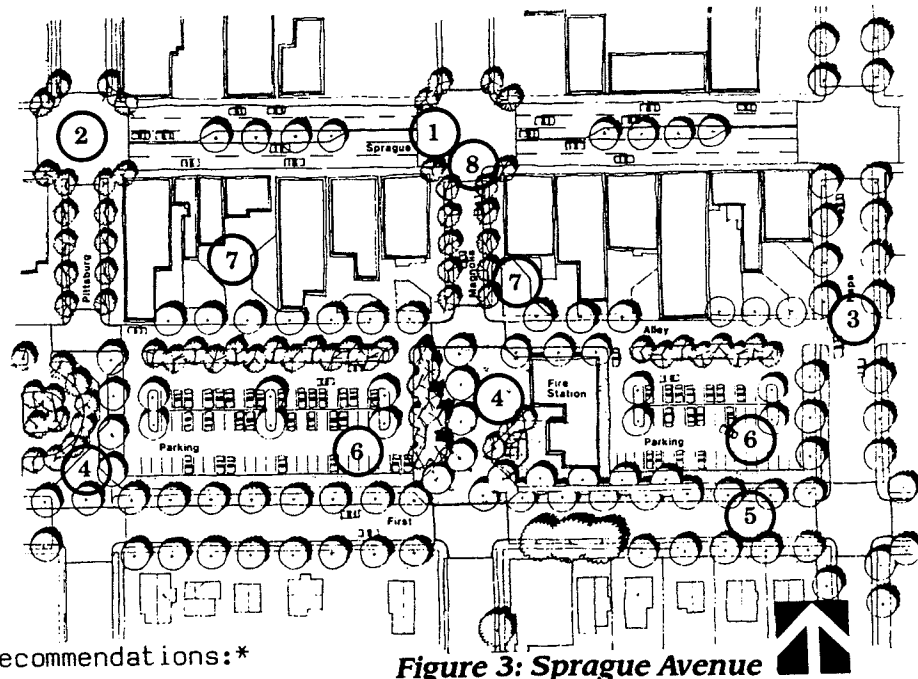
GENERAL COMMERCIAL DISTRICT. General Commercial areas provide locations for a variety of uses including retail, wholesale and office establishments. Ribbon business areas along major arterials are specified as general commercial areas. The land use is typically implemented with the B2 and C1 zones.

- **Policy LU 14.** Encourage general commercial uses along Sprague Avenue from Perry to Freya between Riverside and First.

Discussion. The Sprague Avenue commercial corridor contains a variety of commercial uses similar to other ribbon business areas in the city. Existing land use also includes neighborhood, heavy commercial and some light industrial uses. The poor quality of some existing development creates a poor relationship with the residential development south of First Avenue. To improve the situation the Design Plan supports the Generalized Land Use Plan designation for the area and recommends the Plan be implemented with B2-L and C1-L zoning. The Plan also includes a schematic master plan for a segment of the corridor illustrating design guidelines to be applied in the "Limited" zone. See figures 2 and 3 for further detail.



**Figure 2: Sprague Avenue Improvements**



Recommendations:\*

**Figure 3: Sprague Avenue**

1. Remove on-street parking and create left turn lanes. Landscape center medians with ground cover and broad-leaf shade trees.
2. Beautify and identify intersections and crosswalks with special design features such as painting, unit pavers, street lighting, etc.
3. Maintain through access between Sprague and Interstate 90 along all neighborhood arterials.
4. Close through access between Sprague and First Avenue on selected non-arterial streets. These streets will become access routes to common parking areas (6).
5. Buffer landscape business uses along First Avenue. See landscaping standards of the Design Chapter. Parking areas along the north side of First Avenue should be accessed from north/south streets.
6. Common parking areas for Sprague Avenue businesses. Parking should be developed and maintained by Local Improvement District (L.I.D.).
7. Improve individual businesses with rear door entrances. Integrate the front entrances with a unified design and signage system. (See perspective on page 17.)
8. Identify major parking lot access points with special intersection planting and signage.

\*These proposals are intended as design concepts for future consideration by local businesses, the City and neighborhood.



- **Policy LU 15.** Provide a suitable freeway business location in the vicinity of Interstate 90 and Thor. Freeway oriented uses would be limited to 1/2 block south of 3rd and east of Thor.

Discussion: The Interstate 90 at Thor interchange is a major entrance to the City from the east. The interchange is a suitable location for freeway oriented businesses. The Design Plan specifies a boundary within which freeway oriented business may occur. Particular attention should be paid to the quality and appearance of future development. Implementation of this policy should include an "L" zone and the following development guidelines:

1. New development should be residential in building height, width and setback. (Maximum height 30 feet.)
2. Provide paved, off-street parking which accesses arterials and is screened by landscaping and/or other architectural features.
3. New development should be freeway service oriented.
4. Provide signage which is limited to identification, expressive of the freeway use and limited in height to 20 feet.

**INDUSTRIAL GOAL** ENCOURAGE INDUSTRIAL DEVELOPMENT THAT IS ENVIRONMENTALLY SOUND, COMPATIBLY LOCATED AND WELL SERVED BY TRANSPORTATION AND UTILITY SERVICES.

Light Industrial Districts. Light industrial districts are intended to accommodate a variety of industrial uses in a park-like setting. In East Central this land use district will be implemented with the M1-L zone.

- **Policy LU 16.** Encourage light industrial development in the area bound by Trent, I-90, Division and Perry. Encourage light industrial in the area bound by the BN and UP rail lines and Riverside.

Discussion. Recent development in the area has included new and renovated office and warehouse space. This development trend is desirable and should be encouraged. The appearance of the district can be improved with the landscape standards of the M1-L zone.

HEAVY INDUSTRIAL DISTRICTS. Heavy industrial districts are intended for industrial land uses which are potentially hazardous or injurious and located away from residences. The land use is implemented with the M2 and M3 zones.





- **Policy LU 17.** Encourage heavy industrial development in the area bounded by Trent, the UP and BN rail lines, Hamilton and Havana.

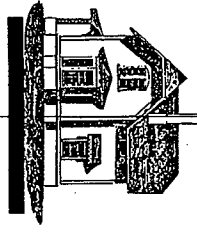
Discussion. The Plan encourages continued new industrial development north of Sprague and east of Altamont. Access to the area is available by both arterial and rail. Several recommendations are made in the Circulation Element to further enhance arterial access to this area.



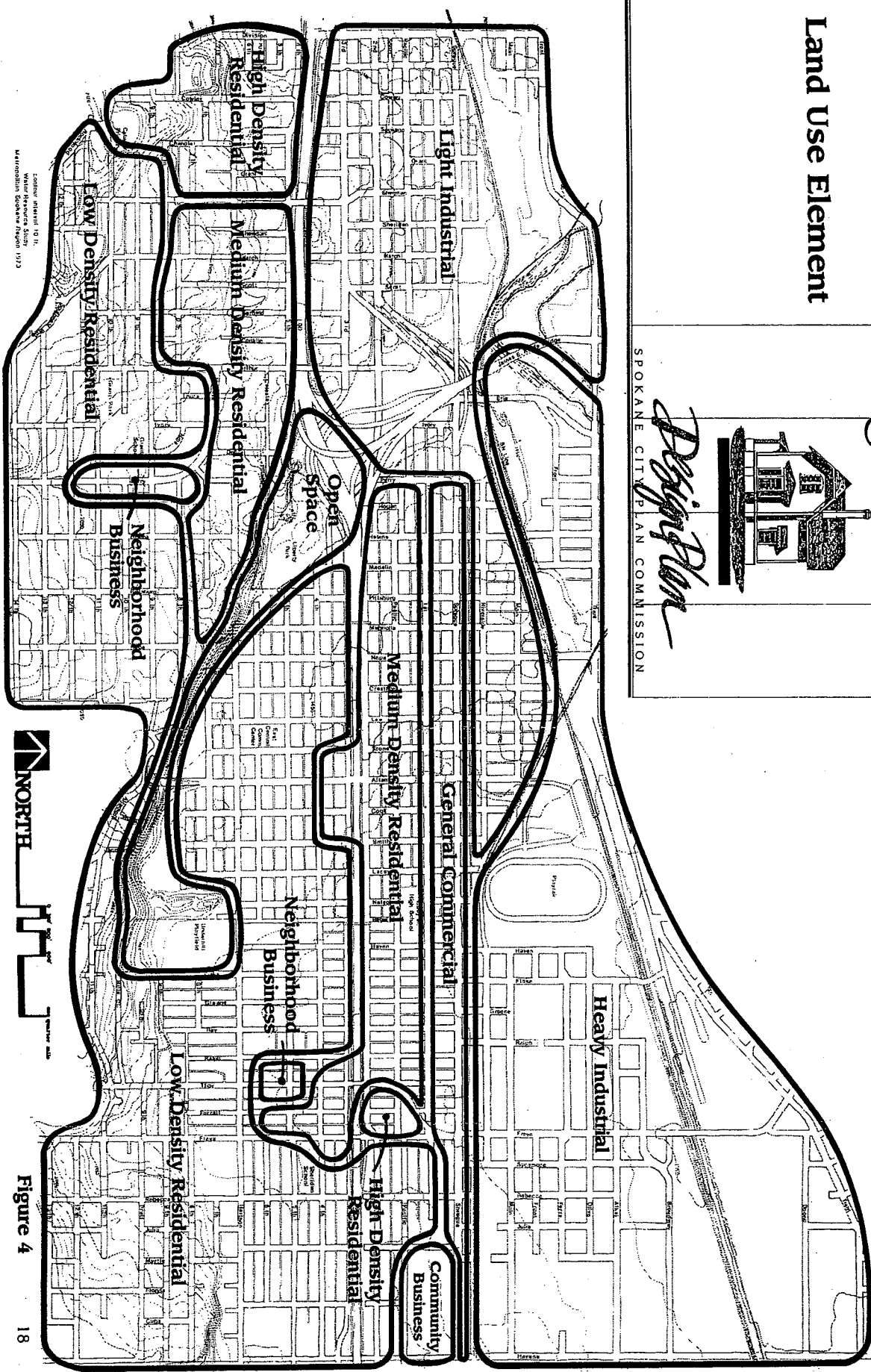


# EAST CENTRAL Neighborhood

Land Use Element



*Design Plan*  
SPOKANE CITY PLAN COMMISSION



2009 Adopted 10/11  
White Pine Area Study  
Metropolitan Spokane Region 1932



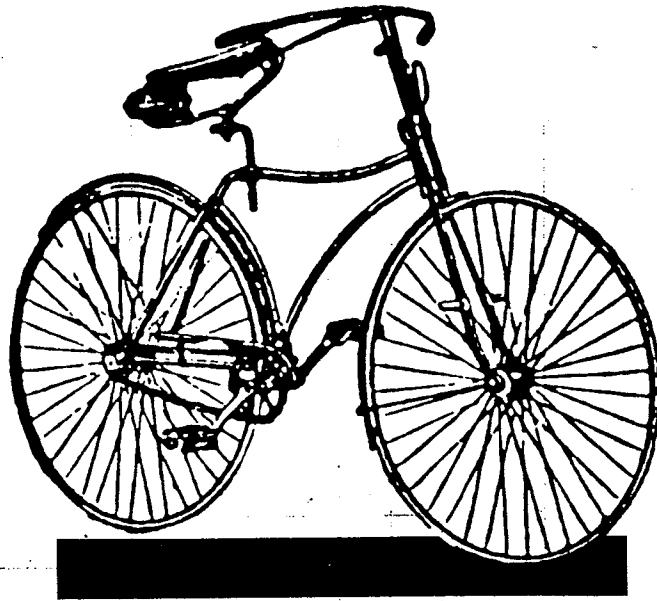
Figure 4

---

---



# *Circulation*



Overview  
Vehicle Policies  
Pedestrian Policies  
Bicycle Policies  
Transit Policies

---

---



# Overview

The East Central Neighborhood is the focal point for several important transportation corridors. Division, Trent and Havana define the west, north and east edges. Interstate 90 bisects East Central. The new Keefe Bridge interchange connects I-90 with Northeast Spokane. While these arterials improve vehicular circulation, they also create barriers to other travel modes. Vehicle Policies (C1 through C3) address improvements to the arterial street system. Paving and sewer needs are addressed in Policies C4 and C5. Pedestrian needs and improvements are addressed in Policies C6 and C7. The policies focus on design and improved connections. Policy C8 supports and supplements the City Bike Plan and Policies C9 and C10 describe transit improvements for the Neighborhood. Figure 5 illustrates the Circulation Element.

**CIRCULATION GOAL** IMPROVE TRAVEL IN THE NEIGHBORHOOD BY DEVELOPING A SAFE, CONVENIENT SYSTEM OF AUTO, TRANSIT, BICYCLE AND PEDESTRIAN FACILITIES.

## *Vehicle Policies*

### INTERNAL CIRCULATION

- **Policy C1.** Direct vehicular traffic to arterials through use of various traffic control devices. Upgrade certain local streets to collector arterial status.

Discussion. Several local street segments are used as collector arterials. Ninth between Perry and Arthur, Hartson east of Altamont and 13th between Southeast Boulevard and Perry are examples. The use of these uncontrolled local streets as through routes pose safety problems to the people of East Central.

A variety of methods should be considered to direct traffic to arterial streets and encourage safer travel by designating and designing certain street segments as arterials.

Traffic diverters, islands and circles slow residential traffic and reduce accidents in areas where collector arterials would not be the best solution. Such devices should be seriously considered. The use of traffic diverters should include a thorough technical evaluation of feasibility and of the project's contribution to Neighborhood development objectives.



Local streets to be upgraded to collector arterial status include:

1. Main, Napa to Altamont. In this area Main serves Playfair and the industrial areas north of the railroad.
2. Fifth, Pittsburg to Freya. This street segment provides a continuous two-way through route mid-way between the Freeway and 17th Avenue. It should be designated on the Long Range Arterial Street Plan as a collector and developed to collector standards.
3. Hartson, Thor to Havana. This segment should remain on the long range arterial street plan.

- **Policy C2.** Monitor traffic volumes of local streets to determine the appropriate locations for traffic control devices.

Discussion. Neighborhood residents identified a number of traffic safety problems throughout their Neighborhood. 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 Design Plan is useful in identifying problem areas and suggesting possible solutions. A number of specific traffic improvements are recommended:

1. Install a traffic light or four-way stop at the 9th and Perry intersection. This is a particularly difficult intersection as traffic southbound on Perry approaches the intersection from a curve. Motorists have difficulty seeing children walking to or from school, or other pedestrians traveling to the grocery store or bus stop.
2. 9th Avenue at Altamont is a hazardous intersection. Altamont intersects 9th at the top of a 10% slope with a blind curve. The blind curve presents a hazard to motorists, pedestrians and bicyclists. Improvements should be made to this street segment to protect pedestrians and bicyclists.
3. The 5th and Thor traffic light is designed with pressure activators for east and west bound traffic. The signal includes a walk/don't walk light. Residents are concerned the east/west trip timing is not sufficient to allow pedestrians or cars to safely cross the intersection. The Task Force recommends the City investigate the timing sequence to satisfy the need to safely move east/west auto and pedestrian traffic.



4. Restrict/ban parking on one side of 9th between Perry and Altamont. The street is not of sufficient width to carry collector traffic and accommodate parking on both sides.
5. Install a traffic light at Fifth and Freya as traffic volumes warrant. Light would also serve pedestrian traffic to Sheridan School.
6. Four-way stops are recommended on Haven at First and Pacific.
7. Four-way stops are recommended for the intersection at Fiske and Hartson and Regal and Hartson.
8. A cul-de-sac or diverter should be installed at Arthur and Newark to block through traffic southbound on Arthur. This improvement will reduce through traffic near Grant Park and on 9th by Grant Elementary.

### **THROUGH-TRAFFIC**

- **Policy C3.** Encourage efficient through traffic movement by improving the traffic carrying capabilities of existing major arterials.

Discussion. The efficient operation of existing major arterials is important to the safety and livability of the Neighborhood. Traffic congestion encourages drivers to seek more convenient routes. First Avenue south of Sprague is one example. The following improvements should be considered to improve through traffic circulation:

1. A traffic light is recommended for Second and Arthur. The construction of the Gateway Office Park and the Keefe Bridge off-ramp has created a hazardous traffic condition. Arthur is an important arterial for accessing downtown from west Neighborhood origins.
2. Widen Sprague Avenue to create wider travel lanes and allow left turn lanes at traffic light controlled intersections. The Land Use section identifies a development concept for the Union Park business district that includes the concept of widening Sprague. On-street parking should be removed and replaced by new parking facilities on vacated side streets. See Figures 3 and 4 for more detail.



3. Develop a major east/west arterial between the intersections of Freya/Broadway and Altamont/Main. The industrial district in the northeast quarter of the Neighborhood would be more efficiently served with the construction of a major east/west arterial. Presently, industrial traffic travels random, unimproved streets. Air pollution is sometimes severe and the street condition does not present an attractive building environment for new industry.
4. Develop a rail crossing in the vicinity of Fiske and Broadway. The northeast industrial area is accessed primarily from Freya Street. There is not an adequate access point from Trent on the north. The old wooden crossing should be replaced with a new bridge.
5. Develop an improved rail crossing between Altamont and Haven. Access to the northeast industrial area would be improved in this vicinity by a major rail crossing designed to serve heavy truck traffic.
6. Develop an improved rail undercrossing at Napa and Trent. The current underpass is insufficiently low to accommodate all truck traffic.

## **STREET PAVING AND SEWERS**

- **Policy C4.** Street paving is a priority throughout the Neighborhood.

Discussion. Approximately 4 miles of the unimproved streets in the Neighborhood are located in industrial and commercial areas and the remaining 9 lineal miles are located in residential districts. Paving is a priority for all Neighborhood areas. The Task Force recommends the following guidelines for street paving and paving assistance.

- a. Paving in commercial and industrial districts should be accomplished by property owner initiated Local Improvement District (L.I.D.) if possible. Paving should be initiated by City Council resolution within two years of the adoption of this Plan. Paving by resolution should be accomplished in the following priority:
  1. The northeast industrial area.
  2. The Union Park industrial district.
  3. The Sprague Avenue industrial area (west of Hamilton).





- b. Paving of residential streets remains a high priority for Community Development funding. Paving assistance should be limited to low and moderate income families. Streets which separate residential and commercial areas or carry large volumes of traffic should receive priority.

- **Policy C5.** Sewer improvements should be included in all paving projects where needed. Assistance should be planned and provided for through the Home Rehabilitation program.

Discussion. Many homes in the Neighborhood operate private septic tank disposal systems. On-site disposal systems contribute to pollution of the Spokane aquifer, the City's sole source of drinking water. Assistance should be made available similar to street paving to help make L.I.D.'s economically feasible.

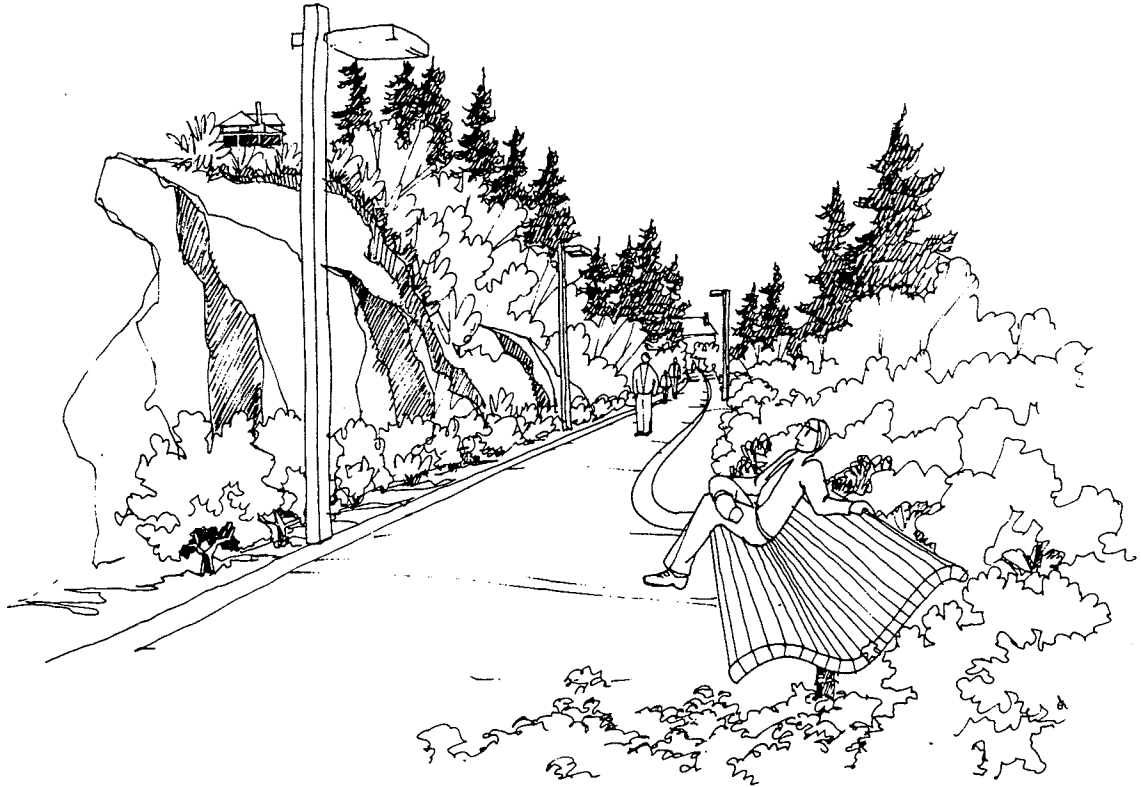
## ***Pedestrian Policies***

### **INTERNAL NEIGHBORHOOD WALKWAYS**

- **Policy C6.** Encourage walking for recreation and travel within the Neighborhood by providing safe, convenient pedestrian routes.

Discussion. The East Central Neighborhood has many miles of unsidewalked streets. Provision of safe pedestrian paths throughout the Neighborhood is a priority. A variety of formal sidewalks and informal pathways should be provided. The following development guidelines should be implemented:

1. Sidewalks should be included in all new residential development. Where right-of-way permits, parking strips should be included to separate the sidewalk from the street.
2. Sidewalks should always be included in commercial development. Where sidewalks do not exist, new sidewalks should be constructed. Where sidewalks do exist, the condition of the existing sidewalk should be evaluated and new sidewalks installed as needed.
3. In certain locations within industrial areas, sidewalks may be necessary only on one side of the street.
4. All new sidewalks should conform to the City's design standards. Whenever possible, sidewalks should be separated from the street to allow for snow storage, eliminate dips and breaks in the walking surface due to curb cuts and to separate pedestrians from the street.



- **Policy C7.** Create a system of pedestrian paths to connect major parks, open space and public facilities throughout the Neighborhood.

Discussion. Walking provides the best opportunity to experience the amenities of the East Central Neighborhood. East Central is blessed with wooded hillsides characteristic of the countryside surrounding the City. Few neighborhoods in the City have as extensive a system of open spaces available to them. When walking through the Neighborhood, residents enjoy the varied architecture, landscape and social environments. To enhance these experiences, the following pathway system should be developed:

1. Develop a trail in the vicinity of Pittsburg between 8th and Hartson to connect with the Ben Burr trail. If possible, the trail should be built within the Pittsburg right-of-way. However, the Plan would permit the vacation of Pittsburg between 8th and Hartson if a suitable alternate trail can be constructed by easement.
2. Develop wider sidewalks on the Altamont hill north of 9th Avenue.
3. Improve the existing path at 5th and Perry down to the former Liberty Park pool.

- 
- 
4. Develop a pedestrian loop system tying together the Neighborhood's central residential district. The system would link Liberty Park and Underhill playfield along the Ben Burr right-of-way, travel north from Underhill playfield along Regal across the freeway to Libby Junior High School, travel west on 1st to Magnolia and travel south on Magnolia to 5th to the Ben Burr right-of-way. Included in the loop pedestrian system would be improvements to existing sidewalks along 5th Avenue connecting Liberty Park with the East Central Community Center and the shopping area at 5th and Fiske.

### ***Bicycle Policies***

- **Policy C8.** Promote bicycling within the Neighborhood as an important transportation alternative.

Discussion. The City's Bicycle Plan designates three major bicycle routes through East Central. An additional segment should be included to connect the intersection of 9th and Altamont with intersection of 2nd and Altamont. A route designation in this vicinity coupled with right-of-way improvements on the Altamont hill would provide a convenient connection within the core of the Neighborhood.

### ***Transit Policies***

#### **NEIGHBORHOOD TRANSIT SERVICE**

- **Policy C9.** Encourage the use of the Spokane Transit System as a viable transportation alternative for the Neighborhood.

Discussion. Spokane Transit Authority runs several loop routes generally from the downtown area through the interior of the Neighborhood. The interior of the neighborhood is served by three routes, East Sprague number 9, Altamont (8), and east 5th (14). Three other routes serve on or near the edges of the neighborhood. They are the South Side Shuttle (26), the South Hill/East Spokane Cross Town (16), and the East Trent/ Millwood/East Broadway (10). Neighborhood residents have expressed a strong interest in improving transit service to the area. Residents, through the Steering Committee and Local Development Corporation, should maintain contact with Spokane Transit Authority to monitor transit in the Neighborhood to ensure all areas are adequately served.

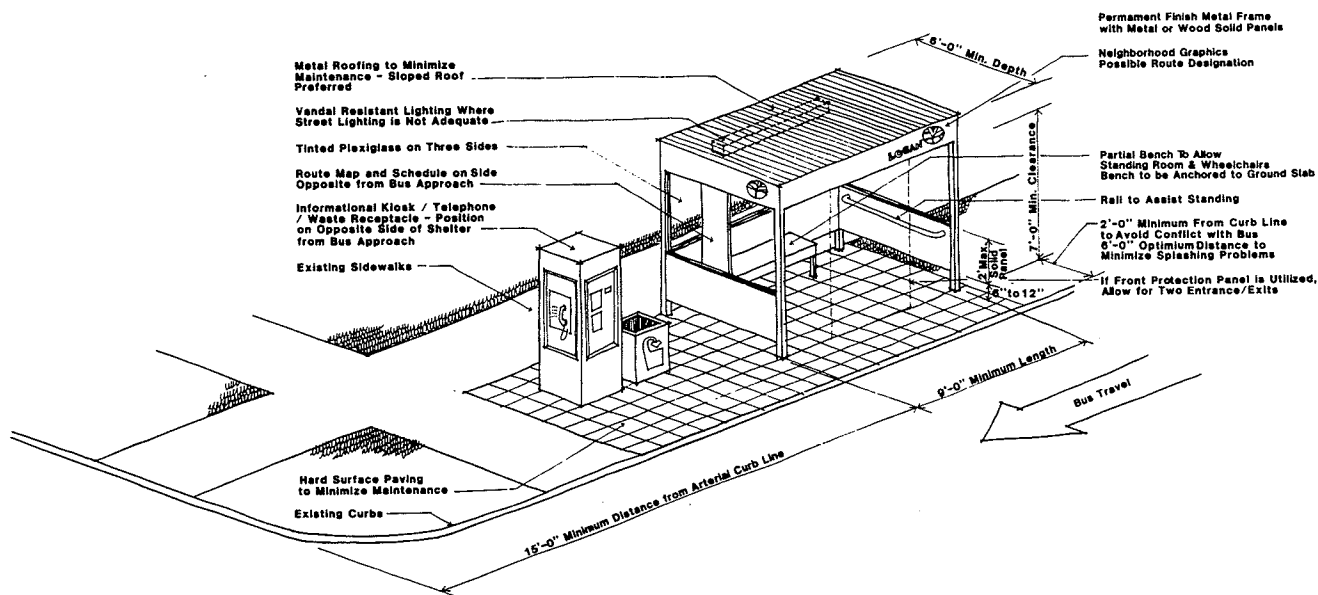
- **Policy C10.** Provide conveniently located transit amenities to enhance and ease ridership.

Discussion. In planning meetings residents indicated a desire for specific improvements to facilities along bus routes. Mentioned most often was the need for bus shelters,



benches and signage. Figure 5 illustrates the facilities that should be included in a Neighborhood transit stop. The following transit improvements should be considered:

1. Construct a bus shelter at 5th and Chandler. The shelter will serve the East 5th and Altamont routes inbound to Downtown. It will also serve St. Luke's Hospital.
2. Construct a bus shelter at 9th and Perry. The shelter will serve the East 5th and Altamont routes.
3. Construct a bus shelter in the vicinity of the East Central Community Center. The shelter will serve the East 5th route, to the Community Center and central Neighborhood locations.
4. Construct a bus shelter at 5th and Thor. The shelter will serve the 5th and Thor and Crosstown bus routes.
5. Provide benches and expanded informational signage at the intersection of Sprague and Freya. This bus stop serves the East Sprague, Crosstown and East 5th bus routes.
6. Provide benches and expanded informational signage at Freya and Trent. This bus stop serves the East Trent, Crosstown and East 5th bus routes.








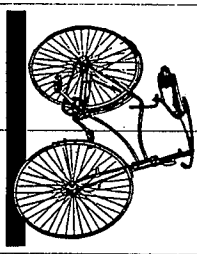
City of Spokane Plan Commission

**Figure 5: Bus Shelter Parameters**

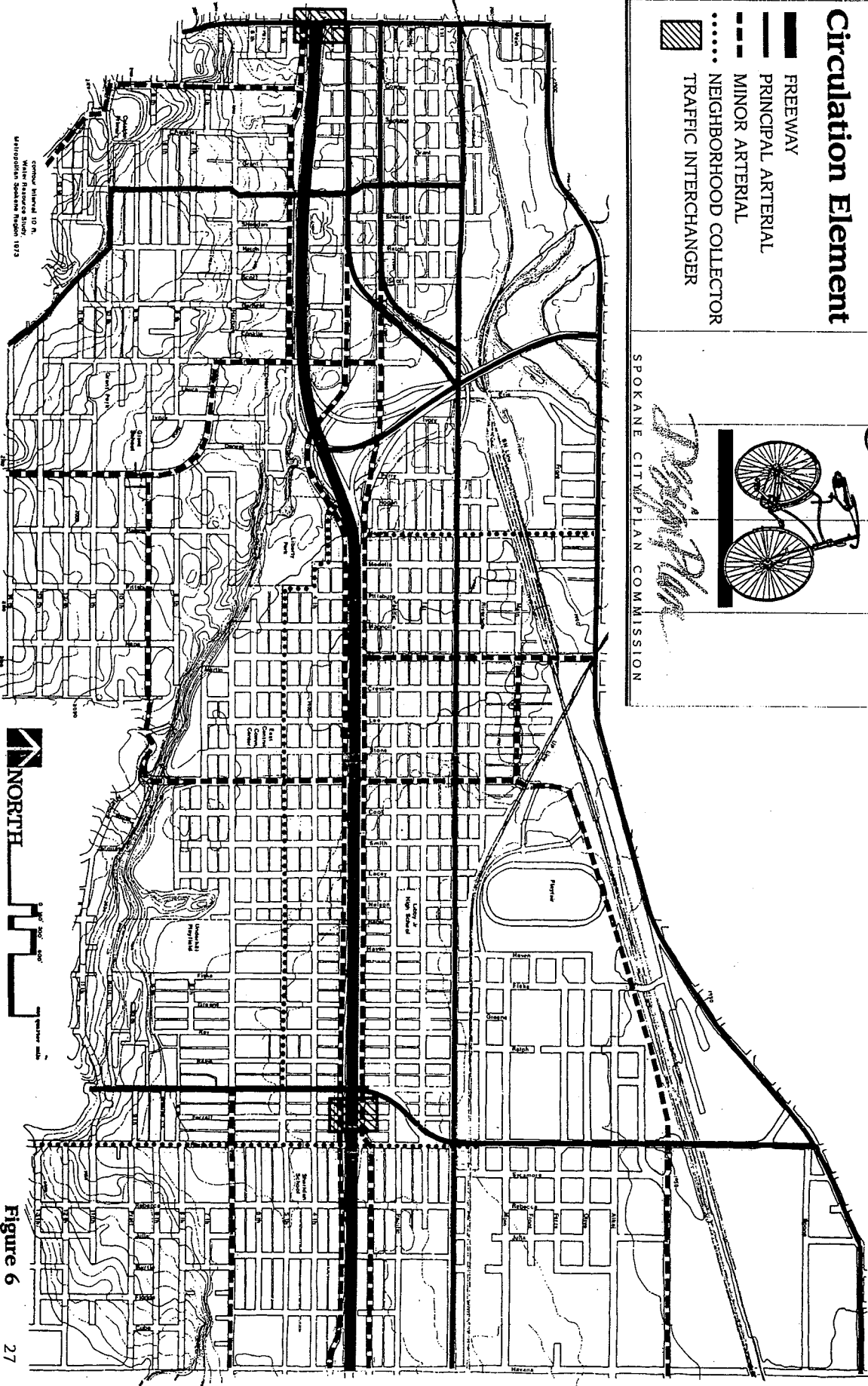
# EAST CENTRAL Neighborhood

## Circulation Element

-  FREEWAY
-  PRINCIPAL ARTERIAL
-  MINOR ARTERIAL
-  NEIGHBORHOOD COLLECTOR
-  TRAFFIC INTERCHANGER



SPokane City Plan Commission



Contour Interval 10 ft.  
 Metropolitan Spokane Region 1973



Figure 6 27

---



# *Community Facilities*



Overview  
Open Space Policies  
Park Policies

---



## Overview

The East Central Neighborhood is well served by parks, open space, schools, churches, day-care centers and other community facilities. The southern residential portion of the Neighborhood enjoys two large community parks, Liberty and Underhill, and the East Central Community Center. The Ben Burr right-of-way (an old electric train right-of-way) provides habitat for wildlife and offers views from the top of the bluff. Residents are proud of their schools and parks. These resources contribute to the Neighborhood's quality of life and residents are most interested in preserving and enhancing these facilities. Figure 7 on page 31 illustrates the Community Facilities Element.

The focus of the following policy concepts concentrate on fulfilling basic recreational needs in the Neighborhood, expanding existing facilities and capitalizing opportunities identified in the Neighborhood input process. A number of community facilities issues were voiced at the Neighborhood subarea meetings; they include:

1. Provision and accessibility of parks to all areas of the Neighborhood.
2. Expanded use of existing school services and facilities.
3. Park design sensitive to the unique social composition of the Neighborhood.

**COMMUNITY FACILITIES GOAL** PROVIDE COMMUNITY FACILITIES TO MEET THE NEIGHBORHOOD'S DESIRE FOR ACTIVE AND PASSIVE RECREATION, ACCESS TO THE BLUFF OPEN SPACE SYSTEM AND PRESERVATION OF VIEWS AND OTHER NATURAL FEATURES.

### *Open Space Policies*

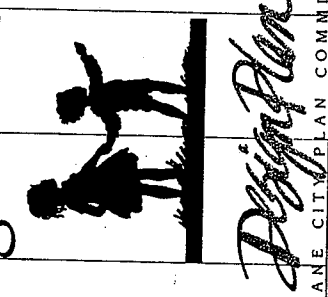
- **Policy CF1.** Develop a riverfront pedestrian trail along the full length of the south bank of the Spokane River.

Discussion. The concept of a pedestrian and bicycle system is presented in the Riverfront Development Plan and Shorelines Management Program and endorsed by the East Central Neighborhood Design Plan. Because of the nature of industrial and commercial development along the river's edge, it would be very difficult to secure this land in public ownership. The Task Force recognizes this difficulty and encourages the City to pursue development of the trail system through easements and access agreements.





# EAST CENTRAL Neighborhood

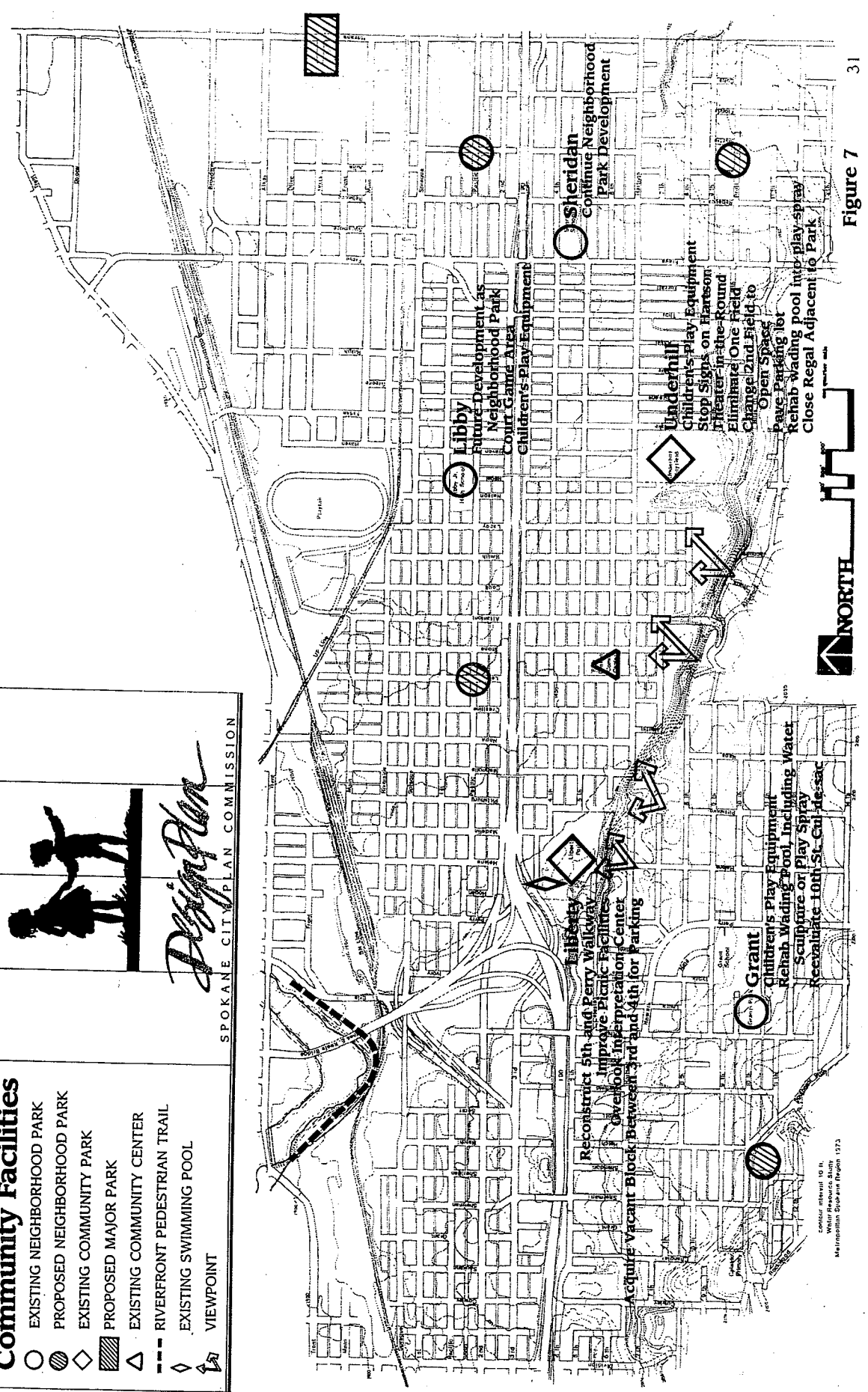


*Design Plan*

SPOKANE CITY PLAN COMMISSION

## Community Facilities

- EXISTING NEIGHBORHOOD PARK
- ◐ PROPOSED NEIGHBORHOOD PARK
- ◇ EXISTING COMMUNITY PARK
- ▨ PROPOSED MAJOR PARK
- △ EXISTING COMMUNITY CENTER
- RIVERFRONT PEDESTRIAN TRAIL
- ◇ EXISTING SWIMMING POOL
- ↗ VIEWPOINT



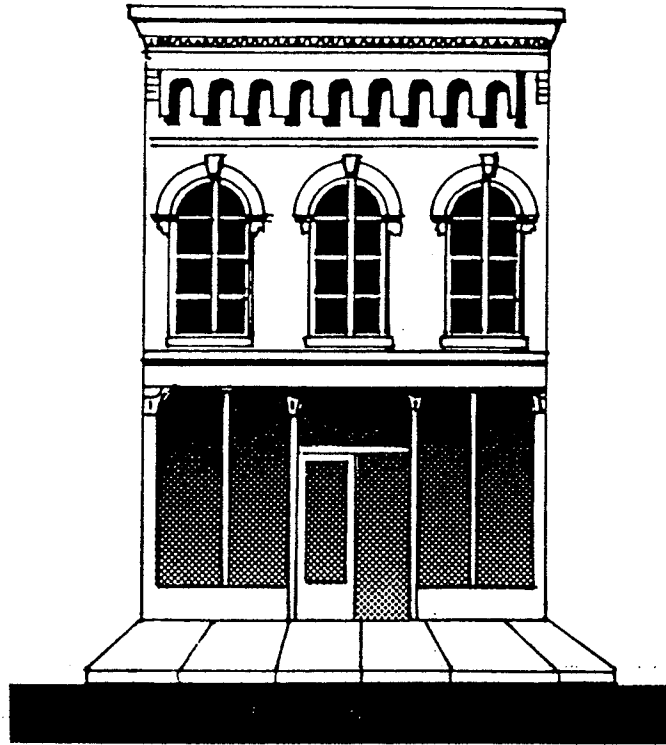
Consult: 10/10  
 White Resources Study  
 Heronville Spokane Region 1573



Figure 7



# *Design*



Overview

Neighborhood Image

Development of Properties and Buildings

Circulation and Parking

Landscape, Signage and Street Graphics





## Overview

The design concepts for East Central were developed from comments received through the Neighborhood organization, Task Force work and staff analysis of Neighborhood conditions. Over the past several years, a number of issues, some controversies of significant magnitude, have raised concerns addressed in the Design Policies. Some controversies, such as the location of Interstate 90, have helped organize residents to minimize impacts and improve the quality of Neighborhood life. Other issues relate to potential development of many large vacant land parcels distributed throughout the Neighborhood.

The design opportunities of the Neighborhood are endless. The opportunities include diverse land uses, abundance of public and private open space and a circulation system providing good access throughout the Neighborhood. The most difficult task will be to develop a unifying theme or design scheme to span the diversity and take advantage of the many opportunities. The Design element is organized to address the following areas of concern:

1. Neighborhood Image.
2. Development of Properties and Buildings.
3. Circulation and Parking.
4. Landscaping, Signage and Street Graphics.

The first category, Neighborhood Image, presents a set of policies intended to use potentially unifying, but dispersed Neighborhood activity centers. Scattered throughout the Neighborhood are neighborhood shopping areas, parks, schools and open spaces lacking apparent connection. East Central is a very large neighborhood and its boundaries and entrances difficult to define. The policies directed at Neighborhood Image identify specific sites, which, through special architectural or landscaping treatment, can identify the Neighborhood as a unique and special place.

Policies addressing Development of Properties and Buildings focus on improving quality of residential and commercial development throughout the Neighborhood. In considering development of buildings and properties, the policies deal with relationship to surroundings, relationship of buildings to site and building design.

A major development concern is the relationship of Circulation and Parking to new development and its impact on the surrounding Neighborhood. Circulation and Parking policies established guidelines for the layout and landscaping of parking.



Policies addressing Landscaping, Signage and Street Graphics are proposed to improve the appearance of new development.

These policy areas constitute the Design Element of the East Central Neighborhood Design Plan. This section should be used in evaluating development proposals and zone changes. To guide development of these specific objectives, the following goal is expressed.

**DESIGN GOAL** ENCOURAGE NEIGHBORHOOD DEVELOPMENT EXPRESSIVE OF THE CHARACTER OF EAST CENTRAL, IN BALANCE WITH THE NATURAL ENVIRONMENT, CONSISTENT WITH THE SCALE OF THE NEIGHBORHOOD, AND INCORPORATES QUALITY IN BUILDING CONSTRUCTION AND SITE DESIGN.

### ***Neighborhood Image***

#### **DEVELOPMENT QUALITY**

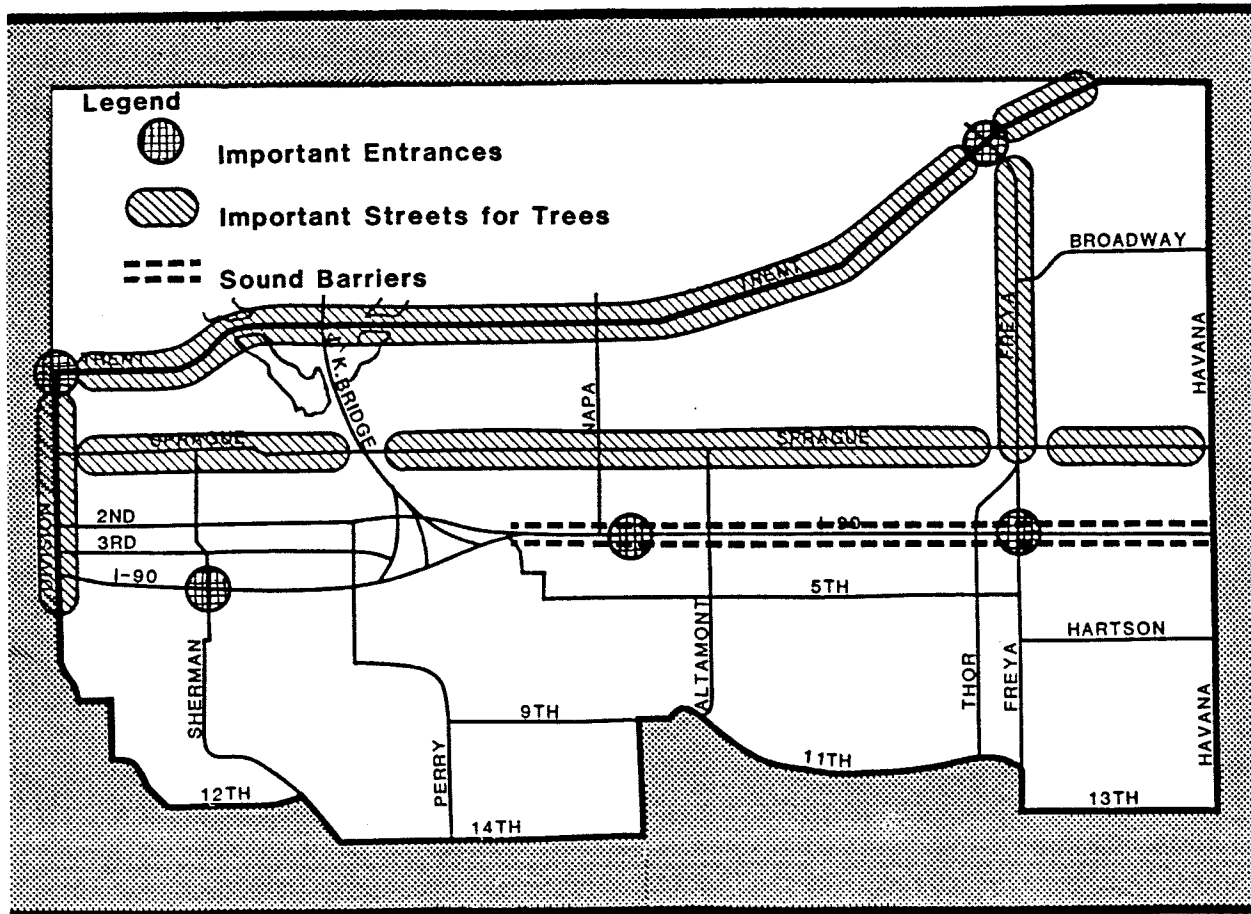
- **Policy D1.** Initiate design review in selected areas to enhance and preserve special Neighborhood qualities.

Discussion. A design review process is proposed which is responsive to the needs of the Neighborhood and sensitive to schedules of new projects. The Plan supports the use of Project Compliance review by the Planning Department in order to realize the Design Plan objectives. The Plan also encourages an expanded role for the Urban Design Committee for large and complex projects.

#### **NEIGHBORHOOD IDENTITY AND VISIBILITY**

- **Policy D2.** Initiate a visibility program to enhance Neighborhood's image as an attractive place to live, work and play.

Discussion. East Central is a large Neighborhood. The perimeter is difficult to define. For this reason, improvements designed to express Neighborhood image should be concentrated where they are most visible and will have the greatest impact. Freeway exits are examples. Major intersections and arterial entries into residential districts are others. Improvements at these locations should include a uniform planting and signage scheme and include: combinations of dominant street trees for definition; flowering trees and shrubs for color; and a simple ground cover treatment as a foundation. Please see figure 8.



**Figure 8: Neighborhood Visibility Improvements**

- **Policy D3.** Encourage streetscape improvements contributing to East Central's identity as a distinct place.

Discussion. East Central is centrally located and offers a variety of living, shopping and working opportunities. Although the Neighborhood has diverse land use, the opportunity exists through streetscape design to provide a unified image and express the hierarchy of street use through varied plant types, sidewalk treatment, paving and street furniture.

### ***Development of Properties and Buildings***

#### **RELATIONSHIP TO SURROUNDINGS**

- **Policy D4.** Development should be encouraged to enhance the image of the Neighborhood, provide usable open space, connections to public facilities, street furniture and other amenities.

Discussion. The wooded hillsides and open spaces of the Neighborhood should be preserved. In all development



proposals of one acre or more, an inventory should be prepared identifying existing trees of 6" diameter or greater. Every effort should be taken to preserve this vegetation. Whenever appropriate pedestrian linkages should be provided to public trails, walkways and parks. Consider the use of public use easements as a means of accessing open space systems. New plantings should be introduced to enhance existing vegetation, define outdoor spaces, define views and screen incompatible uses.

## **RELATIONSHIP OF BUILDING TO SITE**

- **Policy D5.** Minimize disturbance to existing landforms through sensitive site planning.

Discussion. Site topography should be utilized to enhance appearance and utility of new site development. Residential building development should maintain a low profile and conform to landform (except where taller buildings are appropriate as shown in figure 9). Site plans should emphasize cluster development enabling smaller grading areas that are more sensitive to existing topography and minimize cut and fill.

- **Policy D6.** Maintain existing drainage patterns.

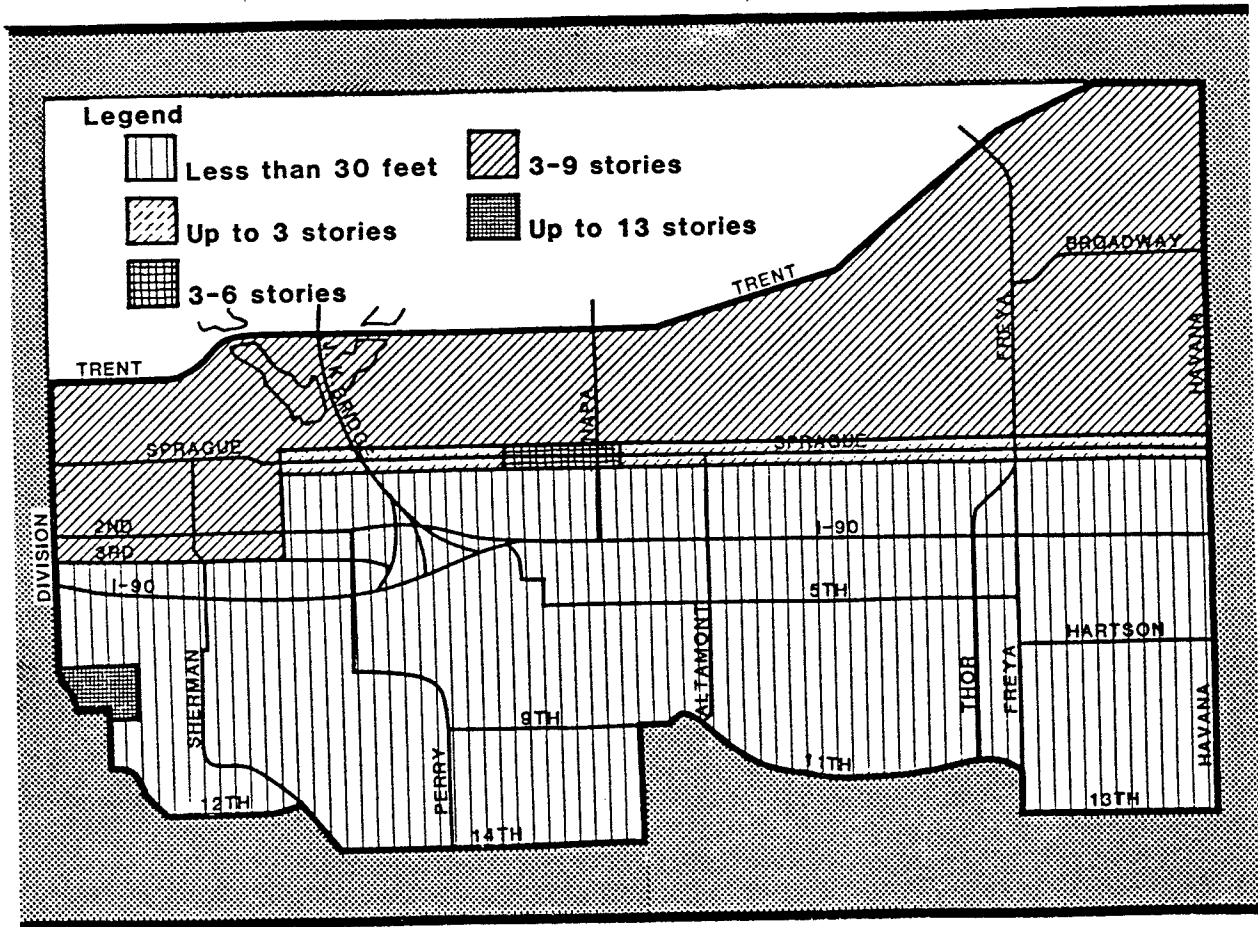
Discussion. On-site drainage should be designed to encourage surface drainage that can be absorbed into the soil. Steep sloped walks, driveways and parking areas should be avoided. Natural surface drainage patterns should be identified and preserved where possible.

## **BUILDING DESIGN**

- **Policy D7.** Encourage building height and bulk standards that maintain solar access, preserve views and achieve compatible transitions between building districts and individual properties.

*back to neighborhood*

Discussion. The present pattern of Neighborhood height and scale is "residential" in character. Most buildings are one or two stories and maintain bulk characteristic of Neighborhood homes. Generally, the pattern established by the Neighborhood's residential buildings should be maintained. There are areas, however, where taller buildings could reinforce land form, orient Neighborhood visitors or define building districts. Figure 9 illustrates guidelines for building height.



**Figure 9: Design Guidelines for Building Height**

New building construction should not block views of the north city skyline from the residential areas south of Sprague. In this area buildings should not exceed a height of 30 feet. Beginning at Sacred Heart Hospital and moving southeast along the bluff in the vicinity of Cowley, 10th and Southeast Boulevard, taller buildings would be appropriate. Along this bluff tall buildings would be consistent with the landform and existing building patterns and would not interfere with views to the north.

In the area bounded by Trent, 3rd, Scott and Division, a building height of up to 9 stories should be encouraged. This area serves as the western edge of the neighborhood and also a transition zone between the Central Business District and the smaller scale residential core.

Along Sprague Avenue between Madelia and Crestline, taller buildings would help define the general commercial district. A building height of up to 6 stories should be encouraged. Coupled with this height guideline should be a height limit of 3 stories along the remainder of Sprague.

- **Policy D8.** Residential structures should be suitable in scale and style with the surrounding residential building environment.

*revised 2/2004*



4. Plant varieties shall be suitable for the given location, climate and soils.
5. Trees, when planted, shall have a minimum trunk diameter of 1-1/2 inches measured 3 feet above the ground.
6. Large expanses of pavement shall be broken by the planting.
7. The combined area of all landscaped areas plus landscaped street parking strips shall not be less than 10% of the lot area.

## **SIGNAGE AND STREET GRAPHICS**

- **Policy D15.** Encourage signage which is limited to identification, appropriate to its surroundings, expressive of the use and visible at the speed and distance at which it is viewed.

Discussion: Always a lively issue, signs are a special subject for regulation. The size, color, and other characteristics of signs have an impact on their surroundings that can be positive or negative. As with buildings, signs that have both qualities can be seen in East Central Neighborhood. The Plan discourages rooftop signs and outsized signs shaped like the merchandise they advertise. The same goes for signs that flash or twirl. Signs that are placed flat against a building are preferred over signs that stick out from the building, although projecting signs are acceptable when they are not out of scale with the building and do not compete with or obscure other signs nearby.

Too many signs defeat their purpose, which is to inform. Some limit needs to be placed on the number of signs on each property, and the best number is probably one, or two if the lot is on the corner.

- **Policy D16.** 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.

Bus Shelters. The Circulation Element describes several appropriate locations for bus shelters. Bus shelters should be sited to provide easy access to the street. Shelters



should be sited to provide protection from prevailing weather. Seating should be incorporated as part of the shelter. Informational signage, bulletin boards and kiosks should be consistent with the shelter design scheme. A trash receptacle should be provided.

**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.

**Traffic Control Features.** Physical features which help control vehicular or pedestrian traffic such as bollards or guard rails should be wood, either natural or stained, in dark or neutral colors.

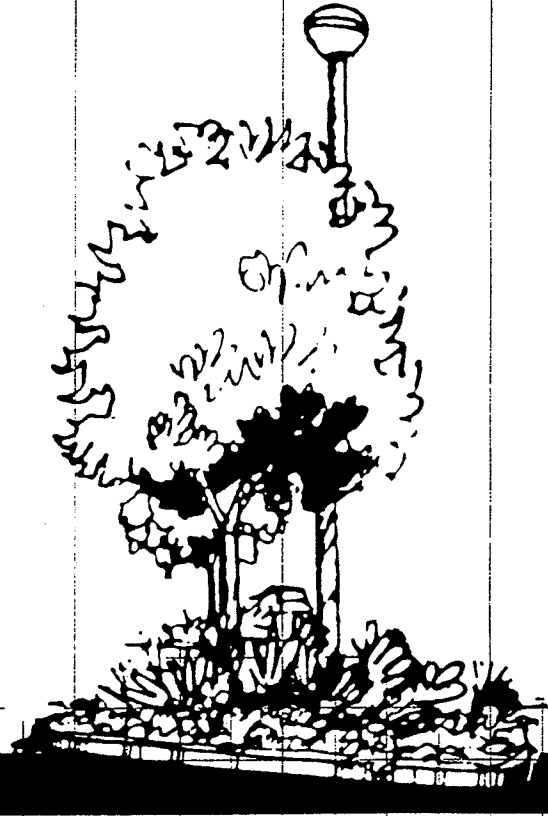
**Trash Receptacles.** Trash receptacles should be located anywhere people congregate. Receptacles should conform to the State Litter Control Law. They should be constructed of concrete, metal or heavy wood timbers. Containers should be designed to enhance ease of cleaning.



---



# *Implementation*



Overview

Zoning

Project Compliance

Environmental Policy Ordinance

Floodplain Regulations

Shoreline Use Regulations

---

---

---



## Overview

The Design Plan described in the preceding sections is a statement of development guidelines for directing growth in the East Central Neighborhood. "Implementation" is, simply, the activity necessary to realize the objectives of the plan. A common strategy is utilized: public activity to direct and support private development. This chapter outlines public direction through development regulation and public support through an ambitious capital improvement program.

Implementation priorities are selected to make significant short-term improvements in the Neighborhood in the areas as basic as housing and streets. Long-term measures are programmed to contribute to Neighborhood improvement, adding more subtle and diverse elements to attain a quality residential environment.

Some implementation activities in the Policy section are not found detailed in this chapter. These are activities which are best pursued through Neighborhood organizations and will require specific work programs developed by the organizing group. Figure 12 on page 48 illustrates the current zoning and Figure 13 on page 49 illustrates the proposed zoning.

### Zoning

The Zoning Ordinance is the principal regulatory mechanism providing the underlying framework for controlling land use, density, intensity and site development. The zone designations applied to East Central reflect the general intent of the land use and design elements of the Design Plan as they relate to private development. In most areas of the Neighborhood, the zoning proposed reflects the long-term development desires expressed in the Design Plan. There are areas, however, where more intensive development than reflected in the underlying zoning would be appropriate. In these cases, changes in zoning to allow the more intensive use would be considered and encouraged if the development proposal meets the objectives of the Design Plan.

In order to achieve commercial development compatible with the surrounding Neighborhood, conditions and performance standards are proposed for business and less intensive heavy commercial areas. To achieve this intent, "L" suffix zoning is proposed for business and commercial areas. In addition to the underlying zoning, the supplementary regulations in Article 2 of the Zoning Ordinance shall apply in all zones with an "L" suffix.

---

---



## ***Project Compliance***

### ***(SEC. 310.25 OF THE ZONING ORDINANCE)***

All development within the East Central Design Area shall be reviewed by the Planning Director to determine if the proposal complies with the regulations of the Zoning Ordinance and, in the case of rezones, etc., the intent of the Design Plan and its elements, goals, policies and guidelines and implementing regulations.

## ***Environmental Policy Ordinance***

The City of Spokane's Environmental Policy Ordinance was adopted in 1978 in response to the requirements of the Washington State Environmental Policy Act (SEPA). The Ordinance provides specific local application of the environmental review and evaluation procedures prescribed in SEPA. It also provides a mechanism for modifying or denying development proposals if anticipated environmental impacts are significantly adverse, so long as specific policies have been adopted by the City which identify the limits of acceptable impacts.

The Environmental Policy Ordinance also identifies and establishes environmentally sensitive areas including steep slopes, lands subject to flooding and land over the aquifer. Being located in an environmentally sensitive area does not automatically mean a proposal will have unacceptable adverse impacts. It simply lowers the threshold triggering environmental review requirements. Some proposals which might otherwise be exempt from environmental review requirements (because they are relatively minor) are not exempt when located in environmentally sensitive areas. Portions of the East Central Neighborhood contain all of the designated environmentally sensitive areas, and all of the Neighborhood lies over the aquifer. Please refer to Figure 11, which identifies hazardous areas in the Neighborhood.

## ***Floodplain Regulation***

The City of Spokane has areas which are subject to periodic flooding that may result in the loss of life and property, in health and safety hazards, in disruption of commerce and government services and in extraordinary public expenditures for flood protection and relief. To protect the public welfare in these areas, the City Council adopted the Flood Damage Prevention Ordinance, authorizing rules and regulations to implement the National Flood Insurance Program at the local level. With the passage of this Ordinance, flood insurance became available to the citizens of Spokane at a reasonable cost.

In order to accomplish its purpose, the Flood Damage Prevention Ordinance restricts or prohibits uses which are dangerous to health, safety and property due to water or erosion,

flood heights or velocities. It requires that uses be protected against flood damage at the time of initial construction. The Ordinance also controls the alteration of natural floodplains, stream channels and natural development which may increase flood damage. It prevents and regulates the construction of flood barriers which will unnaturally divert floodwaters which may increase floodwaters or which may increase flood hazards in other areas.

The provisions of the Flood Damage Prevention Ordinance are administered by the City's Building Departments. This Ordinance applies to all development within the 100-Year Floodplain.

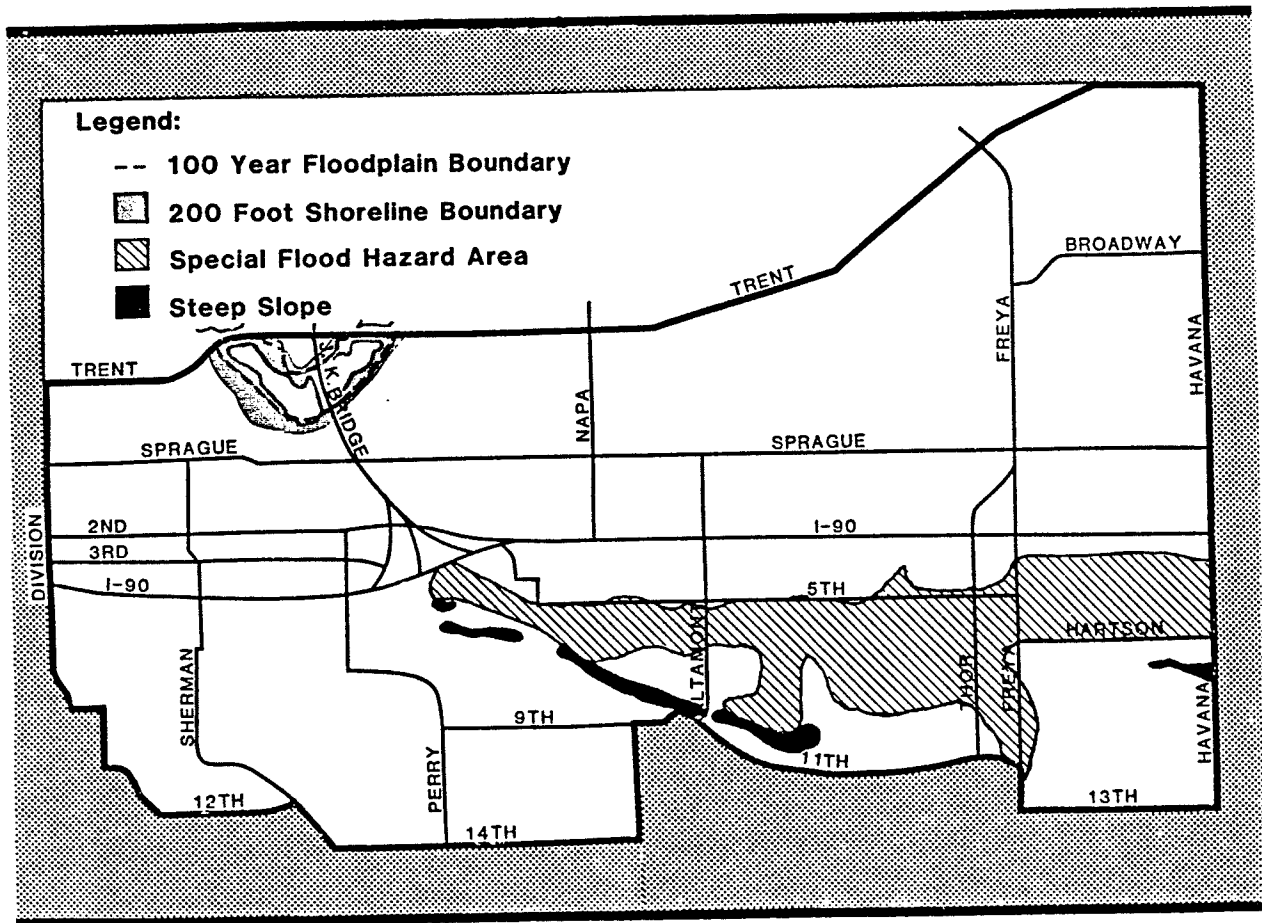


Figure 11: Hazardous Areas

---

---



## ***Shoreline Use Regulations***

The Shoreline Master Program focuses attention on the river and is aimed at achieving the highest and best use of the shorelines. The Program establishes environmental management areas, respects ecological conditions and phenomena along the shorelines, and preserves cultural and historical areas. Enforceable guidelines and regulations are presented to achieve the objective of the Program. The Program is directed toward the needs, wants and desires of the whole community.

The Master Program is based on and coordinated with the Riverfront Development Program, an element of the City's Comprehensive Plan, adopted by the City Council on March 25, 1975. The Master Program Land Use Plan was taken directly from the Riverfront Development Program. The goals and policies that are intended to guide the development of the shoreline areas were also drawn from the Riverfront Program.

The State Shoreline Management Act requires that the Master Program identify and establish goals for the major elements that can be found in the shoreline area. Spokane's Master Program addresses economic, public access, circulation, recreation, conservation, shoreline uses, historical-cultural, and restoration as the major elements. These elements are identified and mapped, and goals are established for each element to guide these activities in the shoreline area.

Policies provide the "bridges" between the goals and the more specific use regulations. Policies on the use and management of land are presented. The policies emphasize the long-term benefits over the short term. Public access and recreational opportunities are to be improved. Coordinated, planned development is necessary to protect the public interest in the shoreline area. The shorelines are to be protected and enhanced, and emphasis on preserving the long-term natural characteristics and resources is given preference over development of any kind. The policies provide for a greenbelt along the water's edge and stipulate that land use activities that are permitted must depend on the management environment within which they are located. Development must enhance these environments. The policies are intended to encourage the development of vistas, recreational and cultural facilities, public buildings, parks, zoos, river drives, appropriate business and apartments, park drives and paths.

To implement this Program, reference is made to state laws, local ordinances, plans and resolutions. A City administration procedure is established to handle shoreline permits and to set the responsibilities of the various City departments. Provisions are made for the granting of conditional uses and variances to allow flexibility and provide relief where practical difficulties and hardships would occur if strict compliance were demanded.

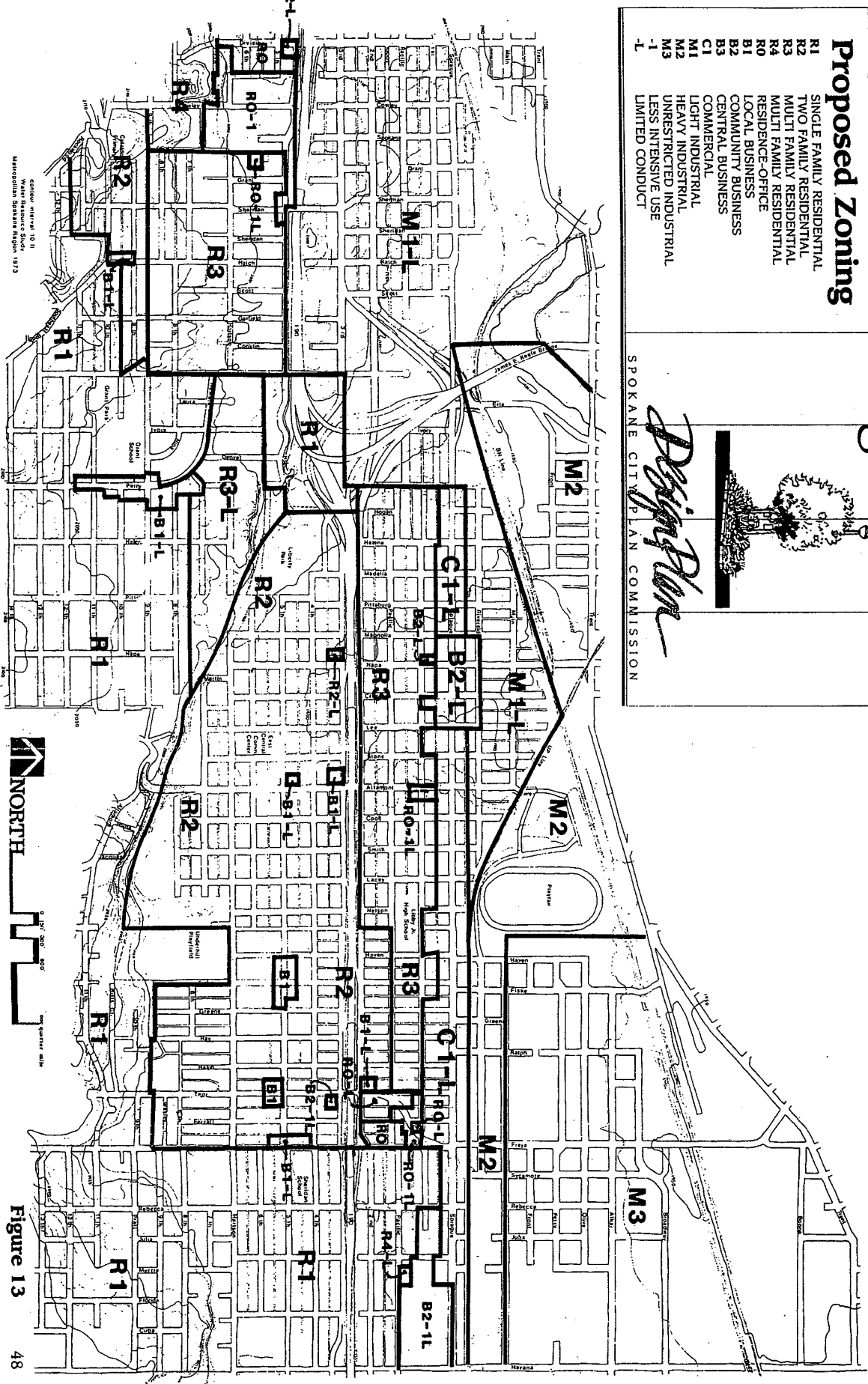
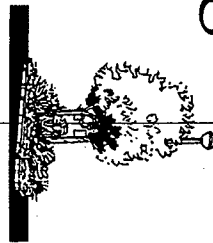
# EAST CENTRAL Neighborhood

## Proposed Zoning

- R1 SINGLE FAMILY RESIDENTIAL
- R2 TWO FAMILY RESIDENTIAL
- R3 MULTI FAMILY RESIDENTIAL
- R4 MULTI FAMILY RESIDENTIAL
- RO RESIDENCE-OFFICE
- B1 LOCAL BUSINESS
- B2 COMMUNITY BUSINESS
- B3 CENTRAL BUSINESS
- C1 COMMERCIAL
- M1 LIGHT INDUSTRIAL
- M2 HEAVY INDUSTRIAL
- M3 UNRESTRICTED INDUSTRIAL
- 1 LESS INTENSIVE USE
- L LIMITED CONDUCT

SPokane City Urban Commission

*Design Plan*



color insert 101  
 Water Resource Study  
 Metropolitan Spokane Region 1973

Figure 13



# Acknowledgements

## CITY COUNCIL AND MAYOR

James Chase, Mayor  
Robert Higgins, Mayor Pro Tem  
Richard Gow  
Jack Hebner  
Vicki McNeill  
Dave Robinson  
Sheri Barnard

## CITY PLAN COMMISSION

Jean L. Beschel, President  
Michael Brewer, Vice President  
J. Ware Ashurst  
Larry Chalmers  
David Gallik  
Marion Hay  
Betty Hennessey  
John McFaddin  
Emmett Nelson  
Lee Wade

## EAST CENTRAL DESIGN PLAN TASK FORCE

Pam Behring, Chairperson  
Dwight Butler  
Larry Chalmers  
Scott Hamilton  
Loretta Johnson  
Alan Kimball  
Horace Lowe  
Jon Saylor  
Eileen Thomas  
Roosevelt Thomas  
Chris Venne  
Lee Wade

## NEIGHBORHOOD DEVELOPMENT CORP.

Lee Wade, President  
Eileen Thomas, Vice President  
Nora Beggs  
Pam Behring  
Harry Bright  
Ivan Bush  
Amy Carter  
Vern Doyle  
Barry Gardner  
Gita Hatcher  
Bill Hudson  
Eric Johnson  
Fred Mielke  
Roy Payne  
Roosevelt Thomas  
Charlene Viau  
Chris Venne

## PLANNING & COMMUNITY DEVELOPMENT

Vaughn P. Call, Manager-Planning

### Community Development Staff

Michael Adolfae, Director  
Len Zickler, Project Manager  
Chris Hugo  
Barbara Macri  
Bryan Copp

Teresa Kelley  
Christine Fisher  
Jackie Day  
Hope Fulwiler

And to the East Central Steering Committee and the  
people of the East Central Neighborhood



*Related comprehensive plan policies: LU 1.6, 1.7; TR 2.1; DP 3.5*

**Policy D13:** This policy is not specifically covered in the Comprehensive Plan, but could be supported by street design policies in Chapter 4 Transportation for the safe and efficient movement of traffic. The neighborhood can pursue this idea through neighborhood planning processes.

*Related comprehensive plan policies: TR 2.5, 4.1, 4.4*

**Policy D14:** Consistent with the Comprehensive Plan, but not to the detail expressed in this plan. Current landscaping requirements are in place until altered through a planning process.

*Related comprehensive plan policies: TR 7; DP 1.3, 3.4*

**Policy D15:** Consistent with the Comprehensive Plan.

*Related comprehensive plan policies: TR 4.14; DP 3.13, 3.14*

Implementation of the Comprehensive Plan will be accomplished through participatory processes such as Centers and Corridors planning and Neighborhood Planning.

## **Conclusion**

The preceding summary should help clarify the relationship between the 1986 East Central Neighborhood Design Plan and the 2001 City of Spokane Comprehensive Plan. Many of the goal and policy statements from the East Central plan were consistent with and incorporated in applicable areas of the new Comprehensive Plan. Although the Comprehensive Plan does not generally contain project or location specific language, it does go further to strengthen much of the policy language in the neighborhood plan. Both plans support multi-modal transportation, neighborhood connectivity, the center concept, natural environment preservation, and the timely provision of urban services. Several themes, such as allowing more intensive uses to occur over time were not continued into the new plan because they were not consistent with the Horizons planning process or other areas of the Comprehensive Plan. The plans also differed because the new Comprehensive Plan seeks to focus growth in designated Centers. Both plans included the need to scale development appropriately with surrounding land uses in order to have continuity and flow between different areas.

The East Central Neighborhood will have an opportunity to review issues identified in the old neighborhood plan, to evaluate progress on the old policies, and address the general direction for the future during neighborhood planning. The neighborhood planning process will also be the time where the neighborhood can indicate specific projects for future development since the Comprehensive Plan does not address project level actions unless they are contained in a Capital Improvement Program. There may also be other areas of the Comprehensive Plan that relate to the policy statements contained in the East Central plan that were not cited in the above summary.

**Policy CF5:** Although not specifically connected to policy statements in the Comprehensive Plan, the community centers are mentioned generally as appropriate uses in neighborhood centers in Chapter 11 Neighborhoods and Chapter 10 Social Health.

*Related comprehensive plan policies: SH 2; N 2.1*

**Design Element**

*Design Goal: Encourage neighborhood development expressive of the character of East Central, in balance with the natural environment, consistent with the scale of the neighborhood, and incorporates quality in building construction and site design.*

**Policy D1:** Consistent with the Comprehensive Plan.

*Related comprehensive plan policies: DP 2.3, 6.7, 7*

**Policy D2:** Consistent with the Comprehensive Plan.

*Related comprehensive plan policies: DP 1.6, 2, 3.4*

**Policy D3:** Consistent with the Comprehensive Plan.

*Related comprehensive plan policies: DP 2.5, 3.4*

**Policy D4:** Consistent with the Comprehensive Plan.

*Related comprehensive plan policies: DP 1.5, 3, 6.3*

**Policy D5:** Consistent with the Comprehensive Plan.

*Related comprehensive plan policies: LU 5; DP 1.5, 2.1, 4.8; NE 7, 9, 14, 15, N 6*

**Policy D6:** Consistent with the Comprehensive Plan.

*Related comprehensive plan policies: TR 6.1; NE 1.2, 1.6*

**Policy D7:** Consistent with the Comprehensive Plan. Height Guidelines for specific areas will need to be reviewed in a neighborhood planning process. Existing zoning remains in place until this planning is initiated.

*Related comprehensive plan policies: LU 1.6, 1.7; DP 2, 3.7*

**Policy D8:** Consistent with the Comprehensive Plan.

*Related comprehensive plan policies: DP 2.1, 2.2, 2.4, 6.5*

**Policy D9:** Consistent with the Comprehensive Plan.

*Related comprehensive plan policies: DP 2.1, 2.2, 2.4, 3.1, 3.9*

**Policy D10:** Consistent with the Comprehensive Plan.

*Related comprehensive plan policies: TR 2.4, 2.5, 5.7; DP 3.10*

**Policy D11:** Consistent with the Comprehensive Plan.

*Related comprehensive plan policies: LU 1.6, 1.7; TR 2.1; DP 3.5*

**Policy D12:** Consistent with the Comprehensive Plan.

**Policy C7:** Consistent with the Comprehensive Plan. Pedestrian pathways are supported by policies throughout the Plan.

*Related comprehensive plan policies: TR 2.6, 3.3; DP 3.2; NE 12; N 4*

**Policy C8:** Consistent with the Comprehensive Plan. Some of the suggested bikeways (Ben Burr) have been designated and implemented in the past 15 years. See Chapter 4 Transportation for further bicycle policies.

*Related comprehensive plan policies: TR 1.1, 2.3, 2.13, 2.14*

**Policy C9:** Consistent with the Comprehensive Plan.

*Related comprehensive plan policies: TR 2.18, 2.19, 2.21*

**Policy C10:** Consistent with the Comprehensive Plan. Specific locations are not included in the Comprehensive Plan.

*Related comprehensive plan policies: TR 2.20*

Circulation Element Map: Refer to the Comprehensive Plan Transportation Maps TR 3, TR 4 and TR 5. Some designations are inconsistent.

### **Community Facilities Element**

*Provide community facilities to meet the neighborhoods desire for active and passive recreation, access to the bluff open space system and preservation views and other natural features.*

**Policy CF1:** Consistent with the Comprehensive Plan. The Centennial Trail follows the Spokane River.

*Related comprehensive plan policies: TR 2.14, 2.16; PRS 3.1*

**Policy CF2:** Consistent with the Comprehensive Plan. Supported in Chapters 3 Land Use, 9 Natural Environment and 12 Parks. The neighborhood may address this policy through neighborhood planning and identify funding sources for implementation.

*Related comprehensive plan policies: LU 5.4, 6.2; NE 6.3; PRS 1.1*

**Policy CF3:** Some of the projects included in this policy have been implemented. Specific park projects in the East Central neighborhood were not included in the Comprehensive Plan.

*Related comprehensive plan policies: PRS 4*

**Policy CF4:** The Comprehensive Plan sets a level of service (LOS) for parks at 5.28 acres per thousand residents, based on ability to fund parks. New park projects in the East Central neighborhood were not included in the Comprehensive Plan. Further information may be obtained from Chapters 5 Capital Facilities and 12 Parks, Recreation and Open Space.

*Related comprehensive plan policies: CFU 1.1; N 5.1; PRS 2*

General Commercial designation permits heavy commercial uses, warehousing and higher density residential. The light industrial designation is found east of the James O'Keefe Bridge to Perry, and north of Sprague. See the Comprehensive Land Use Map in Chapter 3. Existing zoning remains intact until planning activities take place.

*Related comprehensive plan policies: LU 1.10; MAP LU 1*

**Policy LU17:** Generally consistent with the Comprehensive Plan.

Land Use Map: Many changes have occurred in the East Central Neighborhood since this plan was written. The Comprehensive Plan and its Land Use Map set another direction for the City of Spokane. Although existing is still intact, neighborhoods may utilize the Comprehensive Plan to evaluate zoning changes and implement the Comprehensive Plan through neighborhood planning.

*Related comprehensive plan policies: LU 1.10; MAP LU 1*

### **Circulation Element**

*Circulation Goal: Improve travel in the neighborhood by developing a safe, convenient system of auto, transit, bicycle and pedestrian facilities.*

**Policy C1:** Appropriate neighborhood traffic is addressed and supported in the Comprehensive Plan, Chapter 4 Transportation. The specific suggestions for upgrading local streets are not addressed in the Comprehensive Plan, although 5<sup>th</sup> Avenue from Pittsburg to Freya is now a designated collector arterial.

*Related comprehensive plan policies: TR 4.4, 5.5*

**Policy C2:** Appropriate neighborhood traffic is addressed and supported in the Comprehensive Plan. The specific suggestions for traffic control are not addressed. These may be re-evaluated through neighborhood planning. See Chapters 4 (TR5) and 11 Neighborhoods (N4).

*Related comprehensive plan policies: TR 4.13, 5*

**Policy C3:** Although not specifically addressed by the Comprehensive Plan Chapter 4, Transportation 4.8 and 6.7 generally support this policy.

*Related comprehensive plan policies: TR 4.1, 4.8, 4.13*

**Policy C4:** Consistent with the Comprehensive Plan. Chapter 4, Transportation 6.7.

*Related comprehensive plan policies: TR 4.17, 6.7*

**Policy C5:** Consistent with the Comprehensive Plan, Chapter 5, Capital Facilities 5.10.

*Related comprehensive plan policies: CFU 5.1, 5.4*

**Policy C6:** Consistent with the Comprehensive Plan. See Chapter 4 Transportation, 8 Urban Design and 11 Neighborhoods.

*Related comprehensive plan policies: TR 1.1, 2, 3.3, 4.18, 5.1, 7.4; DP 6.3*

*Related comprehensive plan policies: LU 1.4, 1.5; N 3.1; MAP LU 1*

**Policy LU10:** Consistent with the Comprehensive Plan. See Chapters 6 Housing and 8 Urban Design and Historic Preservation.

*Related comprehensive plan policies: H 3.1; DP 4.9*

**Policy LU11:** The Comprehensive Plan acknowledges neighborhood serving businesses outside Center designations with two categories: Neighborhood Retail (2 acres or smaller), and Neighborhood Mini-Center (2-5 acres). Although mixed use and business infill is allowed, no new auto oriented facilities or expansion of current boundaries is permitted.

*Related comprehensive plan policies: LU 1.6, 1.7*

**Policy LU12:** The Comprehensive Plan designated both 9<sup>th</sup> & Perry and 3<sup>rd</sup> & Thor as Neighborhood Centers. Center planning will be accomplished through a public participation process and will vary depending on the needs and unique characteristics of the area. See Chapters 3 and 11.

*Related comprehensive plan policies: LU 3.2, 3.6; N 8*

**Policy LU13:** Consistent with the Comprehensive Plan Land Use Map. This area is designated General Commercial, which includes a wide range of uses. Existing commercial strips are contained at their current boundaries, with no further expansion allowed. Existing zoning remains in place. As this designation abuts a residential area, zoning categories that limit the range of uses that may have detrimental impacts should be implemented. See Chapter 3 and 11.

*Related comprehensive plan policies: LU 1.8; MAP LU 1*

**Policy LU14:** Consistent with the Comprehensive Plan. Except for the Employment Center designation, existing commercial strips are contained at their current boundaries, with no further expansion allowed. Existing zoning remains in place. As this designation abuts a residential area, zoning categories that limit the range of uses that may have detrimental impacts should be implemented. See Chapter 3 and 11.

*Related comprehensive plan policies: LU 1.8; MAP LU 1*

**Recommendations** (pg 15) are specific in nature and outside the scope of the Comprehensive Plan, although support for several may be found in Chapter 8, Urban Design. These topics may be addressed through neighborhood planning processes.

**Policy LU15:** The Comprehensive Plan designated this area as a Neighborhood Center. Future participatory planning processes will need to address the depth of change in this area and future opportunities and challenges presented by freeway expansion proposals. Chapter 3 Land Use, 4 Transportation, 6 Housing and 11 Neighborhoods.

*Related comprehensive plan policies: LU 3.2, 3.6; TR 2.22; N 8*

**Policy LU16:** Inconsistent with the Comprehensive Plan. Most of the area designated as light industrial in the EC Plan is General Commercial in the Comprehensive Plan. The

**Policy LU3:** Consistent with the Comprehensive Plan. See Chapter 3 Land Use Map.

*Related comprehensive plan policies: LU 1.4; MAP LU 1*

**Policy LU4:** Not consistent with Comprehensive Plan Land Use Map designation for this area. Primarily low density residential, growth and more intensive uses are intended to be focused around Center locations. Existing zoning is still in effect. These land use designations and accompanying zoning may be evaluated through the neighborhood planning process. See Chapters 3 and 11.

*Related comprehensive plan policies: LU 1.4; N 2.1; MAP LU 1*

**Policy LU5:** Inconsistent with the Comprehensive Plan Land Use Map, where this area is designated Residential 15-30. Future growth and more intensive uses are directed to Center locations. Existing zoning is maintained until a planning process is initiated. This area is a designated Employment Center, and is intended to go through a participatory planning process. See Chapter 3, Land Use and 11, Neighborhoods.

*Related comprehensive plan policies: LU 1.5; TR 2; DP 2; MAP LU 1*

**Recommendations (pg 9)** are generally consistent with the Comprehensive Plan and supported in Chapters 3 Land Use, 4 Transportation, 5 Capital Facilities, 8 Urban Design, 9 Natural Environments and 11 Neighborhoods. Some recommended projects, such as portions of the Ben Burr Trail, have already been completed. Unless included in capital improvement programs, specific projects are beyond the scope of the Comprehensive Plan.

**Policy LU6:** Not consistent with the Comprehensive Plan Land Use Map, which shows neighborhood retail on the southwest corner of 3<sup>rd</sup> and Altamont only. Future growth and more intensive uses are directed to Center locations. Existing zoning is still in place. This area can be addressed through the Neighborhood Planning process. See Chapter 3 and 11.

*Related comprehensive plan policies: LU 1.5; TR 2; DP 2; N .31; MAP LU 1*

**Policy LU7:** The 3<sup>rd</sup> and Thor location is designated as a Neighborhood Center in the Comprehensive Plan. Current uses differ widely from those envisioned in the East Central Design Plan. The area is intended to go through a Center Planning process under the Comprehensive Plan.

*Related comprehensive plan policies: LU 1.5; TR 2; DP 2; N 3.1; MAP LU 1*

**Policy LU8:** The Comprehensive Plan designates areas of office and high density residential in this area. See Chapter 3, Land Use Map. Existing zoning is in place and can be addressed through Neighborhood Planning. See Chapter 11.

*Related comprehensive plan policies: LU 1.4, 1.5; N 3.1; MAP LU 1*

**Policy LU9:** Not consistent with the Comprehensive Plan. This area is designated as commercial and office use on the Comprehensive Plan Land Use Map, Chapter 3. Existing zoning is in place and will be addressed through Neighborhood Planning processes.

*Neighborhood Business* most closely resembles the Neighborhood Center designation in the Comprehensive Plan. The Center contains the most intensive activity with businesses that cater to the neighborhood. Important elements of the center area are a civic green, park or plaza, and a transit stop. The circulation system is designed to facilitate pedestrian access between residential areas and key neighborhood components.

*Community Business District* corresponds roughly to the District and Employment Center designations in the Comprehensive Plan. Characteristics of a District Center include a plaza or civic green, higher density housing and transit service, walkways and bikeways that link district centers and downtown. The East Central Neighborhood has an Employment Center designated at Sprague and Napa. New centers or corridors may be designated in appropriate locations through a neighborhood planning process. Chapter 3, LU 3.3.

*General Business* is similar to the Comprehensive Plan *General Commercial* designation. A wide range of commercial uses is allowed, from freestanding business sites, shopping centers and heavy commercial uses with outdoor sales to warehousing. Higher density residential is also allowed. Zoning categories should be implemented to limit negative impacts when this category is near to residential areas.

*The light industrial* designation includes industry that produces little odor, noise or smoke and river-oriented residential use in the Comprehensive Plan.

*Heavy industrial* matches up with the Comprehensive Plan – allowing heavier industrial uses at locations where there is no interaction with residential uses.

More precise definitions of these land use categories may be found in Chapter 3, Land Use.

**Policy LU1:** Consistent with and supported by the Comprehensive Plan. The Comprehensive Plan calls for the preservation of single family neighborhoods as they currently exist. See Chapters 3, Land Use, 4 Transportation (TR 2), 6 Housing, 8 Urban Design and Historic Preservation, 9 Natural Environment, and 11 Neighborhoods. Existing land uses and zoning are inconsistent with the Comprehensive Land Use Map, particularly the R2 designation in the area bounded by the Freeway, south neighborhood boundary, Havana and Arthur. Most of this area is designated Residential 4-10, except for the Center designation at 3<sup>rd</sup> and Thor. The R2 designation corresponds roughly to **Residential 10-20**, where duplex housing is allowed outright.

*Related comprehensive plan policies: LU 1.3, 1.6, 1.9, 2; 4.2; 5.4; TR 2; H 1.6, 1.9; DP 2, 4.1; NE 6, 15.4; N 2.1; MAP LU 1*

**Policy LU2:** Consistent with the Comprehensive Plan Land Use Map, Chapter 3, although proposed light rail runs through this area (west from downtown out to Liberty Lake – TR 4.5).

*Related comprehensive plan policies: LU 1.3; MAP LU 1*

# East Central Neighborhood Design Plan

1986

## Introduction

The 1986 East Central Neighborhood Design Plan was one of the earliest in the City of Spokane's neighborhood planning process. The City of Spokane adopted a new Comprehensive Plan May 21, 2001. Through the Horizons public participation process and further staff evaluation, consistent elements and policies from the old neighborhood plans were incorporated into the new Comprehensive Plan. The adoption of the 2001 City of Spokane Comprehensive Plan replaced the 1983 Generalized Land Use Plan and all neighborhood plans.

At the request of citizens, staff has reviewed the neighborhood plans in light of the new Comprehensive Plan in order to check consistency between the neighborhood plan and the Comprehensive Plan. The following summary goes through each policy of the neighborhood plan and matches the policy to several chapters and sections in the new plan.

In several instances, the project specific policies in the neighborhood plan went far beyond the general scope of the Comprehensive Plan, so staff evaluated the consistency of the policy idea with the Comprehensive Plan. In other cases, the neighborhood plan project has already been implemented. This summary may give citizens a point of beginning for future neighborhood planning efforts.

Because of the breadth of topic areas in both the Comprehensive Plan and the neighborhood plan not all areas of the new plan are noted that may have a relationship to the policy statement.

## Land Use Element

*Land Use Goal: Encourage the development and preservation of quality housing with a mix of unit type, density and cost at appropriate locations throughout the neighborhood.*

## Plan Definitions

The *low density* designation (up to 11 units per gross acre) is nearest to the Comprehensive Plan's *Residential 4-10*, with duplexes allowed in appropriate locations. Chapter 3 Land Use

The *medium density* designation is nearest to the Comprehensive Plan's *Residential 10-20*. Commercial and office uses are not allowed beyond what currently exists. It is the intent of the Comprehensive Plan to focus growth in designated centers. See Chapter 3, Land Use.

The *high density* designation of up to 110 units per acre most closely resembles the *Residential 15-30 or Residential 15+* in the Comprehensive Plan, although medical and office uses are not permitted.