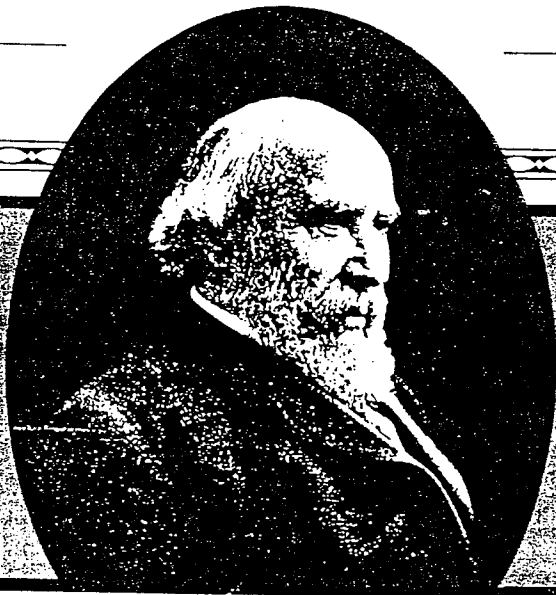
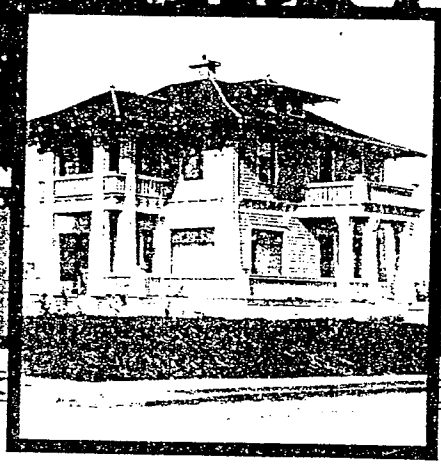
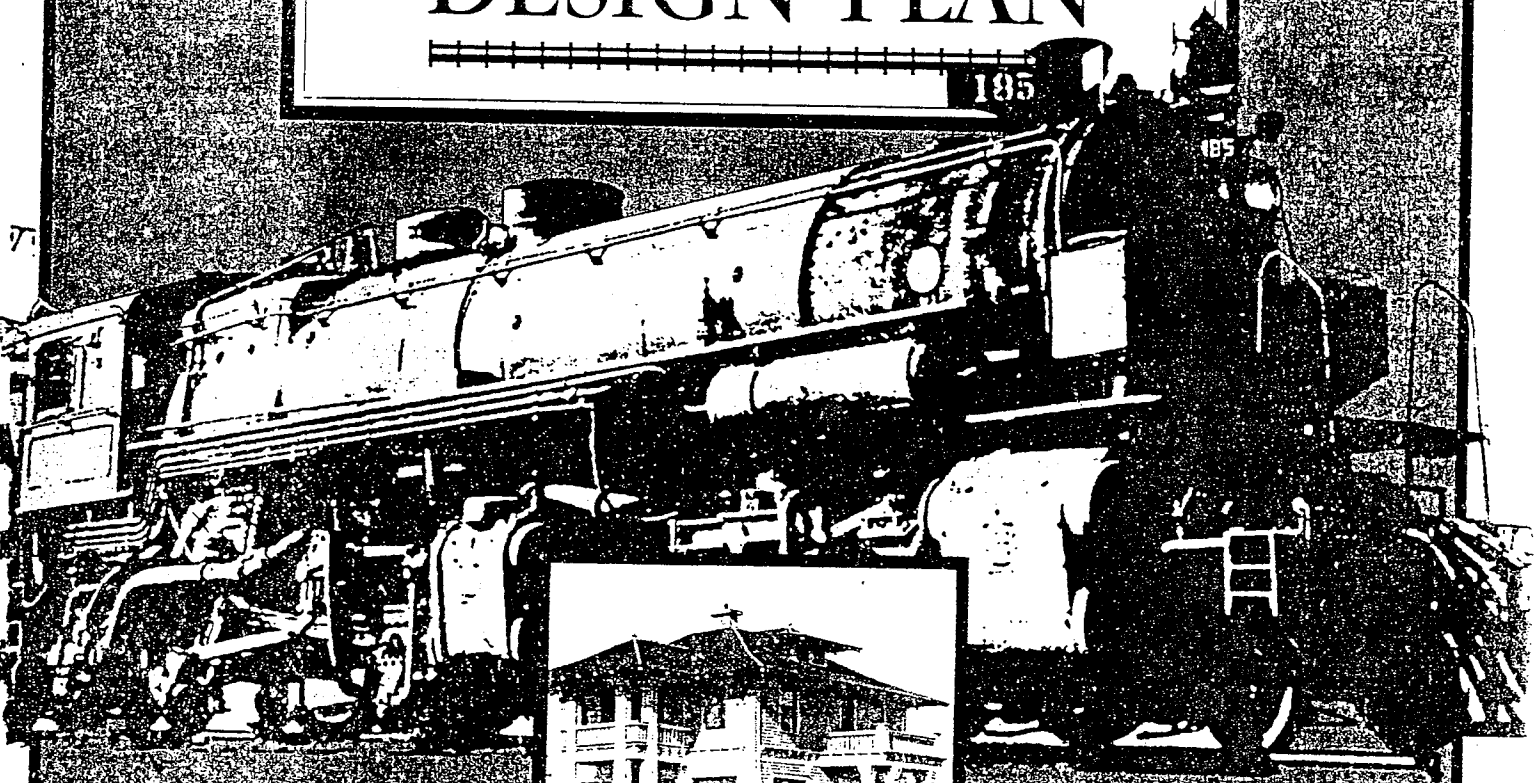


BB



**HILLYARD**  
NEIGHBORHOOD  
DESIGN PLAN



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.

*Adopted by City Plan Commission: 10/23/85*

*Adopted by City Council: 12/16/85*



October 23, 1985



Honorable Mayor James Chase  
and Members, Spokane City Council  
City of Spokane, Washington

Dear Mayor Chase and Council Members:

RE: Draft Hillyard Neighborhood Design

The City Plan Commission has reviewed the Hillyard Neighborhood Design Plan and Zoning with a recommendation for its adoption by the City Council as an element of the City's Comprehensive Plan.

The Plan and Zoning represent the desires of a diverse neighborhood of individuals and interest groups. Many of the neighborhood people have lived in Hillyard for a great number of years and thus, the plan reflects the rich history that this neighborhood has to offer. The plan examines areas of historical uses and existing development to determine the direction of Hillyard's future growth. As part of the City's Comprehensive Plan, the Hillyard Design Plan specifically defines the growth and development patterns for the neighborhood. Although Hillyard is a unique neighborhood, the design plan has been closely coordinated with other neighborhood and City plans and policies. The plan has received approval of the Hillyard Neighborhood Steering Committee and the Hillyard Design Plan Task Force.

The Hillyard Neighborhood Design Plan discusses problems and potentials expressed by the neighborhood interest groups and identifies projects and action programs for neighborhood improvement. With the adoption of the Design Plan and zoning, the neighborhood is prepared to proceed with detailed design of projects which will be described in Phase II of the Design Plan.

The Hillyard Neighborhood Design Plan is submitted to you for your approval. The Plan Commission and the neighborhood is enthusiastic about the Plan and looks forward to its adoption as an element of the Comprehensive Plan.

Sincerely,

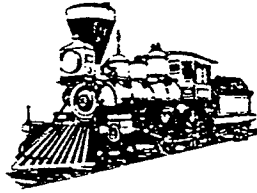
Spokane City Plan Commission,  
Jean L. Beschel, President

eev

CITY PLAN COMMISSION

Jean Beschel, President / Lyle E. Balderson, AICP, Manager — Planning  
SECOND FLOOR MUNICIPAL BUILDING / SPOKANE, WASHINGTON 99201-3333 / (509) 456-4375





# Hillyard Neighborhood

November 8, 1985

The Honorable James E. Chase, Mayor  
and Members, Spokane City Council  
City of Spokane, Washington

Dear Mayor Chase and Council Members:

The Hillyard Neighborhood Design Plan Task Force submits the enclosed Plan for your approval.

Several factors heavily influenced the Hillyard Task Force in their decision making process. The neighborhood voiced a desire for comprehensive problem solving concerning the future development of the Burlington Northern property and the area east of the railroad, revitalization of the business district, the preservation and improvement of the quality of life in our residential areas and the regional and local need for improved north-south access. The proposed answers to these and other expressed concerns were developed through the cooperation of people from all elements of this vital community.

Sincerely yours,

Celina Muñoz Pearce, Chairman  
Hillyard Neighborhood Design Plan Task Force

Enclosure



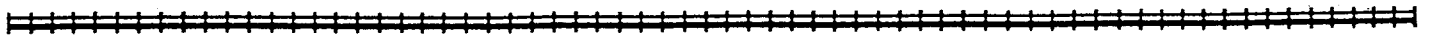
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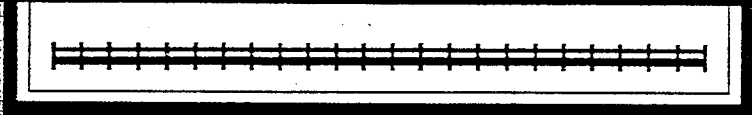
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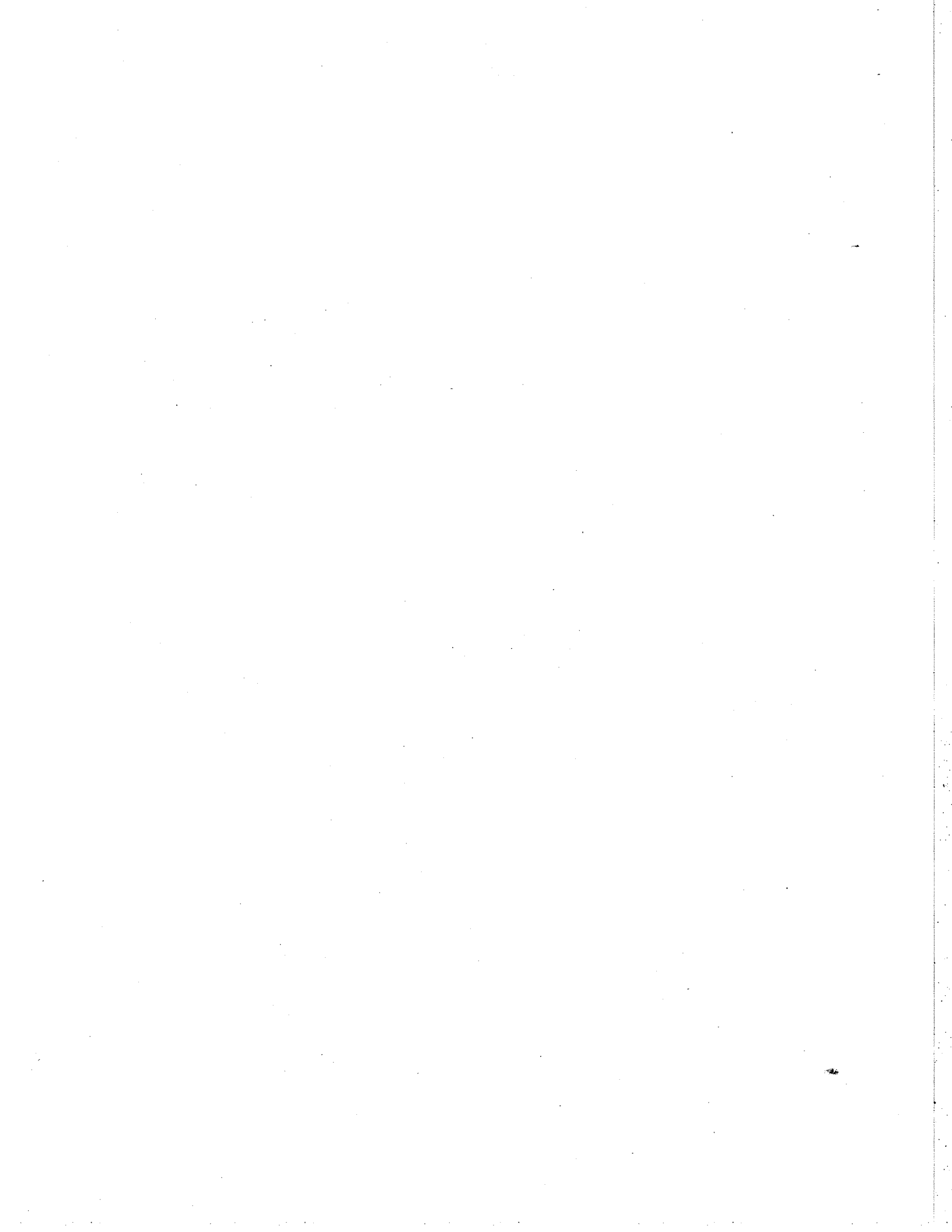




# • INTRODUCTION •



- Purpose
- Background
- Neighborhood Profile
- Plan Summary
- Land Use Designations





## ***INTRODUCTION***

### ***PURPOSE***

In 1975 Hillyard was one of the first areas of the City to establish itself as a Community Development Neighborhood under the Department of Housing and Urban Development's Community Development Program. Since then, the volunteers of the Hillyard Steering Committee have led the neighborhood through a wide range of physical and social service improvements.

From 1975 through 1982 the neighborhood, through the Steering Committee, met some of Hillyard's needs. In 1982 they decided it was time to look beyond the present and toward the next fifteen to twenty years. The Steering Committee committed a portion of their allocation to prepare a Design Plan. The decision to initiate this major effort was based on a desire to approach Hillyard's problems in a comprehensive, coordinated manner. The following document represents many hours of dedicated effort and conscientious neighborhood based decision making.

### ***BACKGROUND***

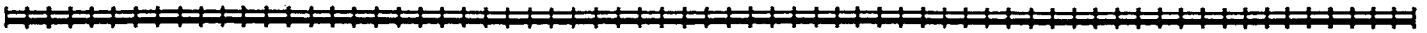
Several factors influenced Hillyard Task Force in their decision making process. A desire for comprehensive problem solving, the future and potential of the Burlington Northern property, and the regional and local need for improved north-south access were all issues voiced by neighborhood residents.



Each Task Force member brought and contributed a special, individual perspective based on experience and education. Staff provided background material on issues. Tours were taken to experience conditions within Hillyard. Specialists were invited to discuss neighborhood problems and opportunities. Neighborhood residents were asked to share their concerns and give guidance. All of these contributed to the comprehensive nature of plan development. A comprehensive approach often means compromises will be made. This plan contains compromises — compromises for Hillyard Neighborhood as a whole. Good neighbors are willing, and sometimes must make allowances, sacrifices, and compromises for the good of a whole neighborhood.

Burlington Northern Railroad actively participated in Task Force work. Without Burlington Northern's cooperation, Expo 74 and the development of Riverfront Park would not have been possible. More recently, their participation in improvements to the Logan Neighborhood reaffirmed their sincere desire to be good neighbors and contributors to positive improvement in our community. This is also shown in their work with Hillyard. The 122-acre (approximately) BN site, a peninsula of land jutting halfway through the neighborhood south from Francis, is within County rather than City jurisdiction. This site and its future are paramount to the Hillyard Business District and provide great potential for development and redevelopment of the area. The long, grand association of railroads and Hillyard is being continued through the cooperation of Burlington Northern and the Hillyard Neighborhood.

Another issue of major concern is the location of an improved north-south access route within the neighborhood. The need for a truck route or bypass has been identified by the neighborhood. Market/Haven carries nearly the same traffic volume as Division Street. Much of this is truck traffic running between industries to the north and the Valley. Market/Haven has also become a favored alternative for avoiding the traffic and traffic control along Division. Consequently, pedestrians have difficulty accessing the Hillyard Business District. Traffic speed and narrow sidewalks detract from the pedestrian experience and, therefore, have a negative effect on shopping in the business district. The desire for improvement locally cannot be separated from the regional need for a major north-south route.



Both of the previously mentioned issues, the BN property and the north-south access, include a discussion of the Hillyard Business District. The preservation, revitalization and redevelopment of the Hillyard Business District are important ambitions of the people of Hillyard and this Plan. The celebrated days of Hillyard are past, but much of the architecture significant to its history remains. The best of Hillyard's past and present should be preserved and revitalized. Other areas should be developed in a complementary manner. These strong, clear messages from all those who took part are addressed in the Plan.

### *NEIGHBORHOOD PROFILE*

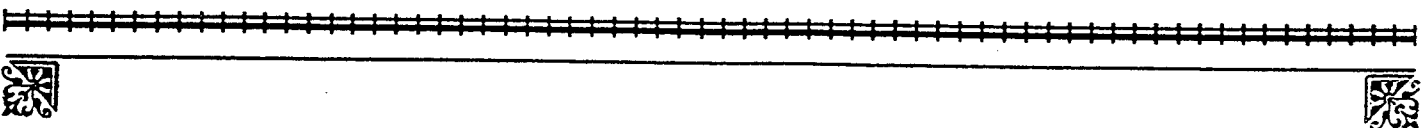
"Dream. Decide. Do!" This became the motto of the Hillyard Design Plan during the neighborhood meetings in February and March 1984. The motto presents a perfect image of the people of Hillyard — people with a vision for the future and determination to take the vision to reality.

Primarily a blue collar neighborhood, Hillyard has many residents employed by major industries located nearby. This blue collar tradition is the basis for much of Hillyard's success. The people of Hillyard are not afraid to roll up their sleeves and meet a job head on.

According to the 1980 census of population and housing, approximately one-third of the neighborhood is 19 years of age or younger. This represents the highest percentage of this age group in any of the Community Development Neighborhoods. Another 30% of the population is age 20-34. This young population brings the median age of Hillyard to approximately 27.8 years old, or more appropriately, 27.8 years young!

Other important demographic characteristics include the fact that nearly one-fifth of all families has a female head of household and nearly 20% of the residents are below the poverty level. These speak of basic and specific needs in the neighborhood.

The housing is in moderate condition overall, with about one-third of all housing stock built before 1940. Of the approximately 8,834 units in the neighborhood, about 70% are owner occupied. This is an 8% higher owner occupancy rate than exists in the City of Spokane. Median value of homes is \$34,500 and the median rental unit rate is just below \$200.



*PLAN SUMMARY*

The Hillyard Neighborhood Design Plan is part of the Comprehensive Plan for the City of Spokane. The Comprehensive Plan is a tool to help the community define its future goals and establish policies to meet them. Comprehensive planning is a dynamic process allowing the community to address present issues which have future significance. There are three basic elements of the Comprehensive Plan — a land use element, a circulation element, and a community facilities element. The land use element examines the relationships of various land uses (residential, commercial, industrial, public and open space) and establishes policies for allocating land for each use consistent with expected population growth. The circulation element recognizes the interrelationships between transportation demand and development patterns determined by the land use element, and addresses arterial streets, transit, bicycle, and pedestrian systems. The community facilities element considers schools, parks, sewer and water systems, and other public facilities based on expected growth as indicated by the land use element.

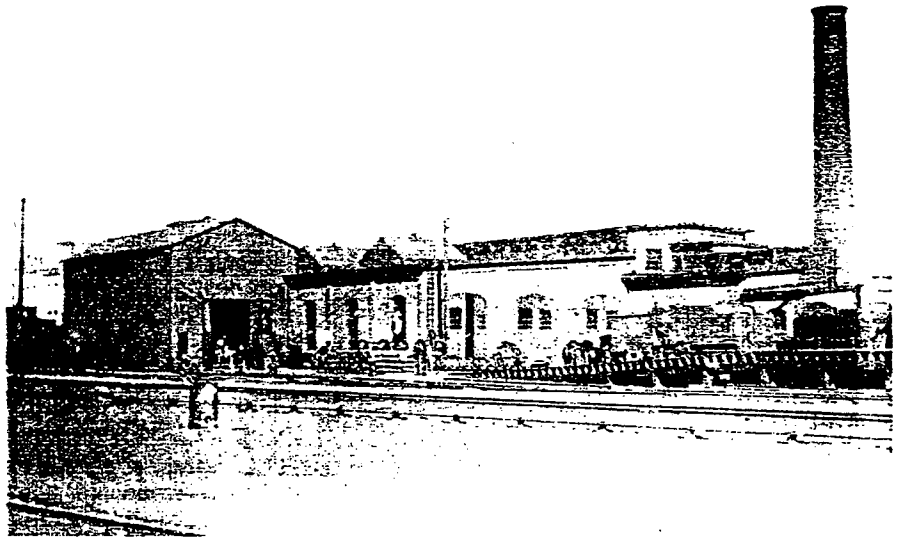
As part of the City's Comprehensive Plan, the Hillyard Design Plan specifically defines the growth and development patterns for the neighborhood. The Design Plan examines the area's historical uses and existing development to determine the direction of Hillyard's future growth. The Design Plan is a tool for guiding government decision toward effective development patterns. The Hillyard Neighborhood Design Plan incorporates land use policies, circulation policies, and community facilities policies, along with specific recommendations for the Hillyard Business District. Each of these major areas, considered in the following design plan, incorporates a general goal and a set of policies identifying specific issues voiced in the neighborhood.



*LAND USE  
DESIGNATIONS*

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. Allow conversion of large homes to triplex as a "conditional" use. Maximum height 2 stories.
2. Medium-Density Residential: Family-oriented residences up to one unit per 2,000 square feet gross lot area. Allow larger groupings at this density on more than one lot as a "conditional" use. New structures shall complement surrounding neighborhood character and not give the appearance of "shoebox" or other out-of-character apartment buildings.
3. High-Density Residential: Apartment and condominium development at one unit per 1,000 square feet gross lot area for low rise development and one unit per 300 square feet gross lot area for high rise development. Residential 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 2 stories.
5. **Community Business:** "Conditional" community retail and service facilities similar in character to uses allowed by B1 and B2-L 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, up to 2 stories. Allow taller buildings as specified in the plan.
7. **Heavy Commercial:** "Conditional" wholesaling and warehousing similar to those uses allowed in C1 commercial zone.
8. **Light Industrial:** "Conditional" light industrial park-type development. Height as specified in the plan and development similar to the type of uses allowed in an M1 zone.
9. **Heavy Industrial:** Intensive industrial development in locations that will not be constrained by residences of harmful to adjacent residences. Development similar to uses allowed in the M2 and M3 zoning categories.
10. **Mixed Use:** A mix of offices, general business, "commercial recreation," high-density residential, and limited light industrial uses permitted in the C1 zone. Maximum height and bulk: Up to 9 stories, provided that no more than 75% of the lot area may be covered by the building volume may be redistributed to any height up to 150 feet.

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.

2 "Commercial recreation" — "Conditional" motels, amusement facilities, sports facilities, restaurants, cultural facilities, public and semi-public tourist attractions up to 4 stories or 48 feet.





**HISTORY**





## *HISTORY*

As the Great Northern Railway made its big push across Montana, Idaho and Washington in 1892, a spot five miles northeast of Spokane Falls was selected as the railroad's storage and staging area. It was called the Spokane Material Yard until January 1893 when James J. Hill picked it for the division point between the Spokane and Kalispell Divisions. This resulted in the rapid construction of major terminal and shop facilities on the site, including a 25-stall roundhouse, water and coaling towers, car shop, storehouse, machine shop, paint shop and auxiliary buildings. The complex had a 220 foot deep well and its own power house. The Hillyard shops became the major shop facility for the western part of the Great Northern systems and the largest west of St. Paul.

In 1912 the heavy repair shop (back shop) was opened at a cost of three-quarter million dollars, enabling extensive rebuild work of locomotives. In 1927 the shop superintendent and foreman convinced Great Northern president Ralph Budd they could build an order for heavy freight locomotives cheaper than any of the eastern manufacturers. The shops were allowed to bid on the contract and were awarded it when their bid to build ten locomotives was \$100,000 lower. With this contract, Hillyard became the site of the first manufacturer of large locomotives in the west, bringing a sizable payroll increase to Spokane.

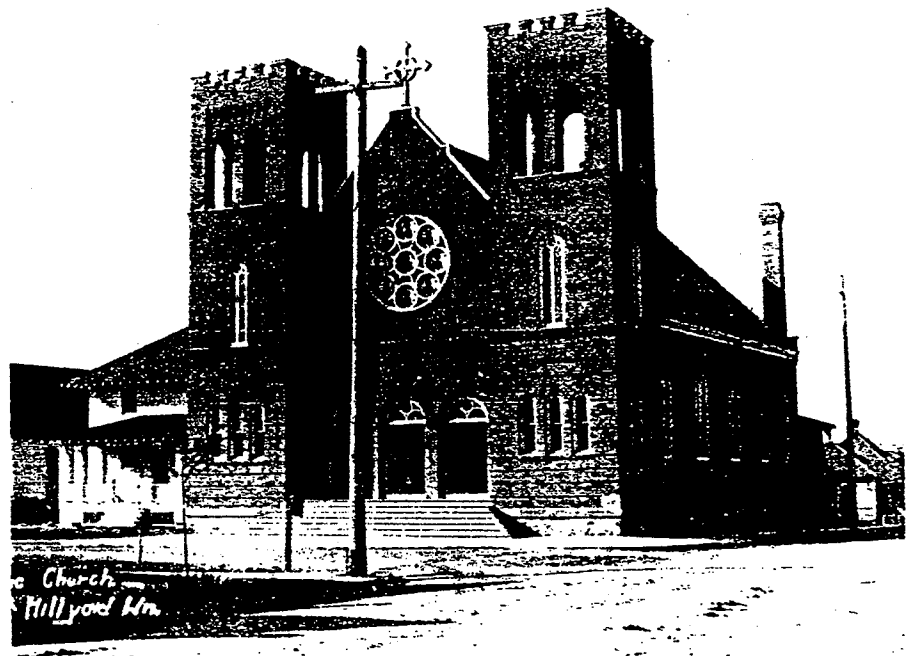
Work started on the first R-1 class locomotive on October 4, 1927 and the finished 2-8-8-2 locomotive rolled out November 24, 1927 as the #2034. Boilers were fabricated in Seattle, and proprietary parts were ordered and shipped in from around the country for assembly at Hillyard. At Peak production, the 800 person shop force turned out one locomotive every thirty days, with the last one rolling out in late 1928.

In 1929-30 the shops were given an order for a larger version of the articulated locomotive, this one classed R-2. Ranking as one of the heaviest and most powerful steam locomotives built, the R-2's were assembled in the backshop at Hillyard the same way the R-1's were. The sixteen R-2 locomotives weighed 1,059,000 pounds average. At the conclusion of the R-2 order, the Hillyard shops returned to major overhaul and repair work. As the diesel locomotives took over larger portions of the railroad's work, all steam locomotive maintenance west of Minot, North Dakota, was concentrated here until the end of the steam engine's use on the western lines in 1953.



In 1954 the need for a western heavy overhaul facility for diesels was becoming evident. A \$675,000 remodeling job was done to the old steam locomotive backshop building and resulted in a completely modern diesel heavy repair shop which was the railroad's largest facility west of the Rockies. The new shop was formally dedicated on November 19, 1954 with a celebration of 62 years of working together between the railroad and the Hillyard community. The same date also saw the dedication of the new yard office and tower costing \$75,000, which was touted in 1954 as "the nerve center of the modern radio-controlled yard."

The history of the town of Hillyard paralleled that of the railroad. The townsite was platted for 5,000 people on October 25, 1892 by Leland D. and Kate C. Westfall and was named in honor of James J. Hill and the Great Northern Railway's yard to which it was adjacent. Conceived as an independent town, Hillyard remained that way until 1924, although the expanding City of Spokane had incorporated the lands to the west, south and east. Hillyard became incorporated as a town in 1907, with the railroad yards and shops being carefully kept outside the town limits.

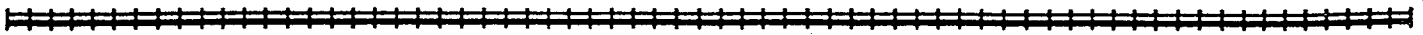


In 1924 after a number of discussions and attempts over the years to annex to the City of Spokane, an election was held on September 16, 1924 on the issue. The period prior to the election saw a bitter battle between two Neighborhood factions over utility rates and a water bond issue. The intense dispute led to an election which resulted in two town councils claiming to be the official governing body of the town of Hillyard and directly caused the annexation issue to be put on the ballot.

On election day police officers were stationed at the polling places in case of violence. The election went smoothly, however, and with an 808-681 vote, Hillyard became part of the City of Spokane. At that time it had a population of some 4,500 people and an area of just under one square mile, covering from Crestline to the Great Northern Railway right-of-way, and from Rich Avenue to what is presently Francis Avenue. Once the vote was taken, both of the Hillyard governing councils cooperated with the respective City officials to facilitate a smooth transfer of all of the government functions.

Hillyard officially became part of the City of Spokane at 10:00 a.m. on September 24, 1924. After all of the transfers had been carried out, an official celebration was held on the 11th of October to conclude the annexation process, complete with a parade, dancing, and concerts.

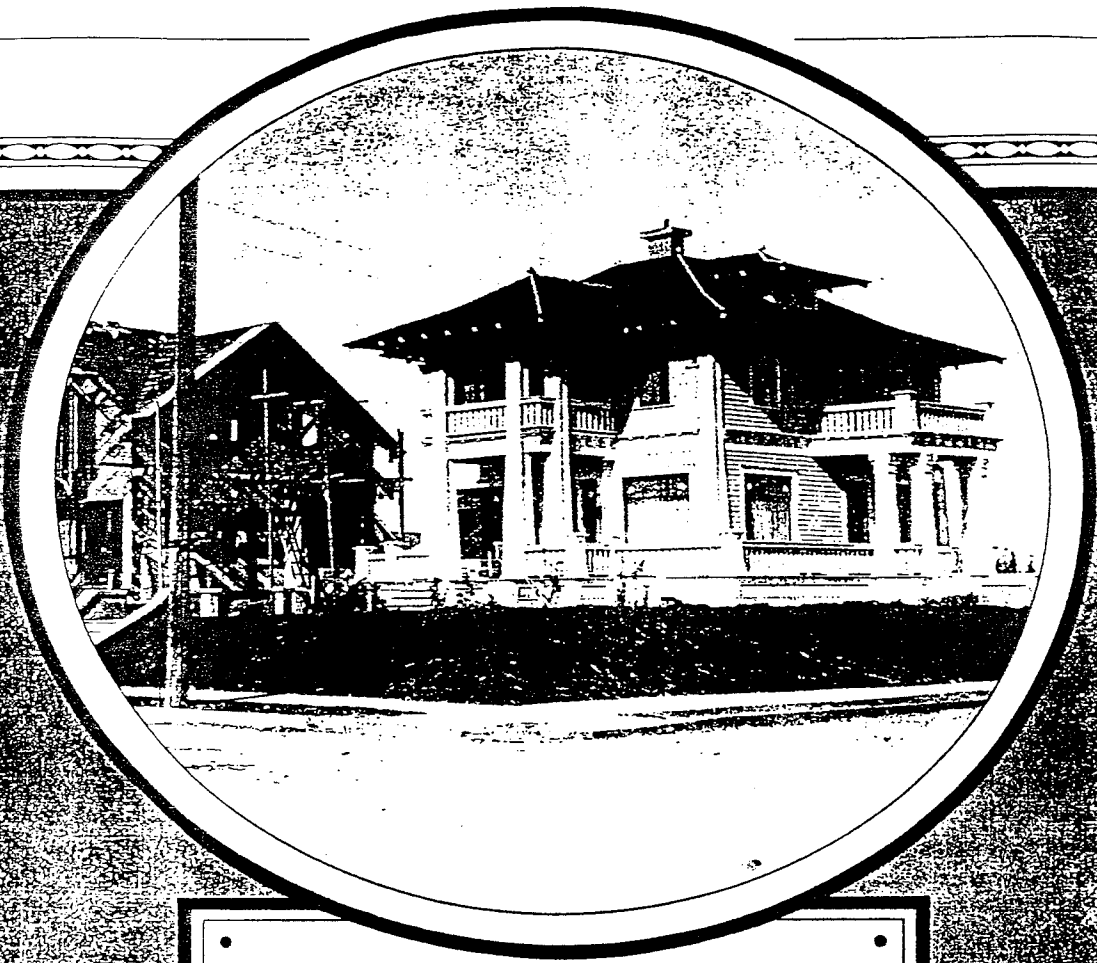
An annual Hillyard community celebration began in 1934 called the Hillyard Hijinks, continuing until 1968. Eventually it was discontinued because of difficulties involved in getting permits to hold the traditional parade. Initially sponsored by the Hillyard Booster Club, the festival ranged from one to four days and included fundraising for various neighborhood civic groups. In later years the Hillyard Lions took over sponsorship.



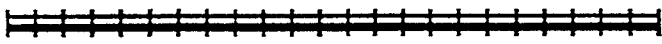
In 1970 the celebration, as Jim Hill Days, was revived by the Hillyard Development Corporation as part of its effort to promote the Hillyard community and offset the negative impact of the pending Burlington Northern merger. Revived by the Hillyard Neighborhood Steering Committee in 1978, the event has been held regularly since then and now is put on by the Jim Hill Days Committee with the help of area businesses, residents and service clubs.

In 1975 Hillyard was one of the first areas of the City to establish itself as a Community Development Neighborhood under the Department of Housing and Urban Development's Community Development program. Since then the volunteers on the Hillyard Steering Committee have led the neighborhood through a wide range of social service and physical improvements. The list of projects includes street and alley paving, sewer and sidewalk construction, home rehabilitation, school playground and park improvements, the Northeast Community Center, construction of low cost senior housing, block watch, an oral history project and more.

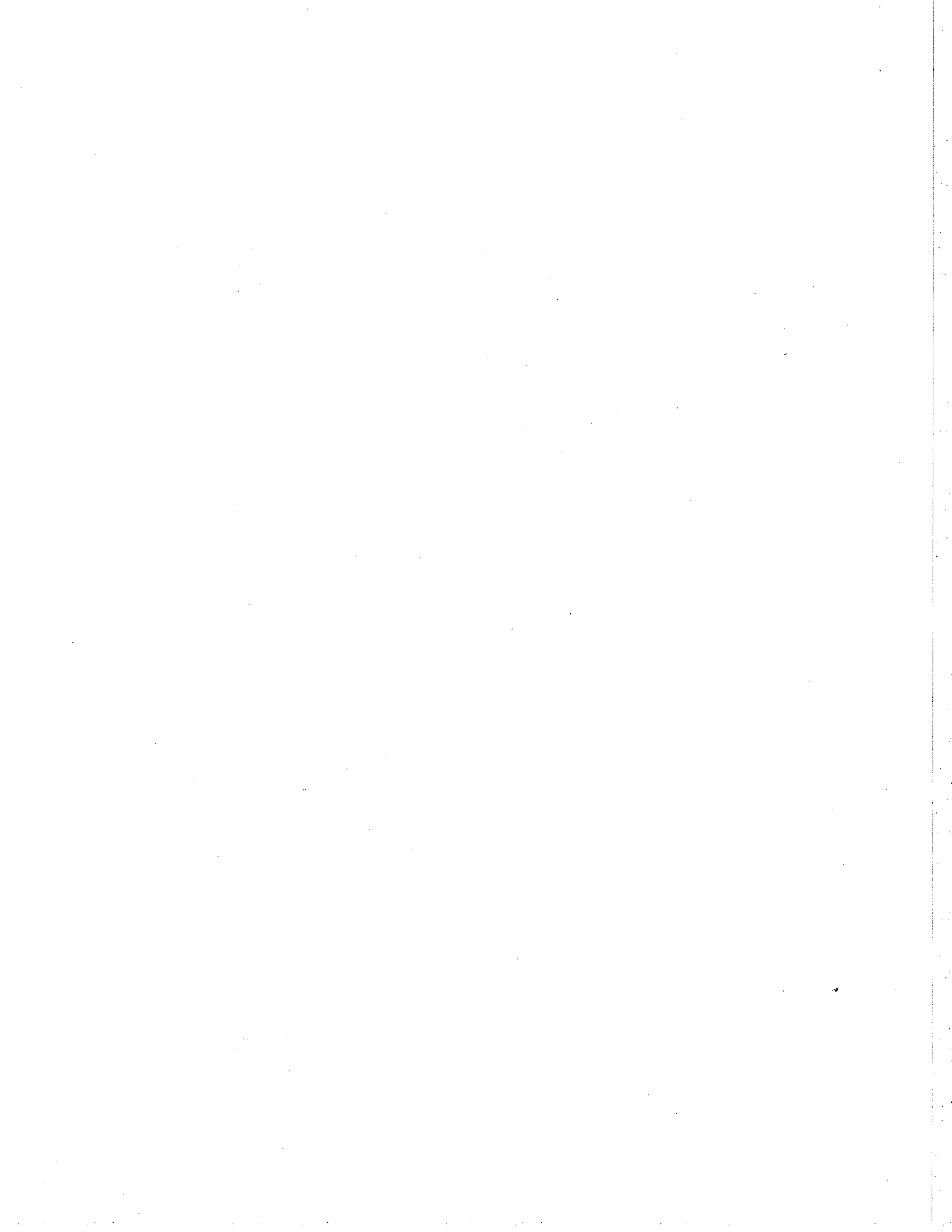




# • LAND USE ELEMENT •



- Overview
- Residential Policies
- Commercial Policies
- Industrial Policies
- Annexation Policies



## OVERVIEW

The Land Use Element of the Hillyard Design Plan reinforces existing development patterns and encourages new development patterns that will strengthen the neighborhood as an attractive place to live and work. The Land Use Element provides greater definition and detail to the Generalized Land Use Plan and is an element of the Comprehensive Plan. Land use policies were developed in two ways:

1. A thorough study of existing development patterns was prepared, which included a lot-by-lot land use inventory and a survey of development quality.
2. Public workshops were held with residential and business concerns in an effort to develop land use policies satisfying the desires to protect residential areas while encouraging a strong commercial and industrial development environment.

Neighborhood concerns related to land use are expressed in the following list of issues:

1. Maintenance and strengthening of existing low-density residential areas of the neighborhood.
2. An appropriate diversity of housing types, appropriately located to community services and shopping districts.
3. Continued diversity in business and industrial development at appropriate locations within the neighborhood.
4. Development quality, including concern for energy conscious design.
5. Development standards which encourage a higher quality of site improvements.
6. Major buffer zones of plantings to screen more intensive industrial uses from residential districts.
7. Continued support for home rehabilitation as a primary way of preserving and extending the life of existing neighborhood housing stock.
8. The need to aggressively promote Hillyard as a good place to live and work.



The following goal will guide land use development.

---

PROMOTE A HEALTHY, VIABLE, SAFE COMMUNITY RETAINING A SMALL-TOWN ATMOSPHERE. BLEND A SOUND BUSINESS DISTRICT AND CLEAN INDUSTRY WITH A VARIETY OF RESIDENTIAL TYPES.

---

The following policies, developed for residential, commercial, and industrial land uses, expand on the issues identified above. Refer to Figure 1 on page 22 for specific land use boundaries.

*RESIDENTIAL POLICIES*

Low-density residential development is the primary land use in Hillyard. Protection of residential areas from undesirable uses is an important aim of residents. Low-density land use designations are implemented with one-family or two-family residence zoning. One-family residence zones are designated for the more stable portions of the neighborhood and two-family residence zones are intended to encourage development in areas that have been slow to develop or are deteriorating.

Medium-density residential development is encouraged to locate where existing or planned use has comparable intensity. Medium-density uses often serve as a transition between low-density residential areas and more intensive commercial and industrial development. Medium-density residential areas have been located with greater access to business and public facilities because of the greater demand for these services.

The following goal has been stated with regard to residential land uses:

---

PROTECT AND STABILIZE THE EXISTING NEIGHBORHOOD CHARACTER BY ELIMIATING CONFLICTING LAND USES WITHIN RESIDENTIAL AREAS AND BY PROVIDING AMENITIES TO IMPROVE THE OVERALL QUALITY OF LIFE. HIGH-DENSITY RESIDENTIAL USES ARE ENCOURAGED TO LOCATE DIRECTLY ADJACENT TO THE BUSINESS DISTRICT TO TAKE ADVANTAGE OF THE MANY SERVICES AVAILABLE.

---

~~Policy~~ *Policy LU 1.*

Retain existing and encourage new, low-density family-oriented residential use in the following areas:

- a. North of Illinois and west of the apartment districts identified on the land use map.
- b. South of Wellesley and east of Greene.





~~2000~~ Policy LU 2.

Allow the development of duplex housing in the following areas:

- a. East of Perry and west of Crestline, north of Wellesley and south of Nebraska.
- b. East of Crestline and west of Regal, north of Wellesley and south of Francis.
- c. East of Perry and west of Crestline, north of Illinois and south of Glass.
- d. East of Crestline and west of Cook, north of Euclid and south of Glass.
- e. East of Greene and west of Freya, north of Upriver Drive and south of Liberty.
- f. North of Francis, surrounding Arlington Elementary.

~~2000~~ Policy LU 3.

Medium-density residential uses should be encouraged in the following locations:

- a. East of Lacey and west of Haven, north of Sanson and south of Francis.
- b. Between Lacey and Cook and Wellesley and Euclid, as shown on the land use map.
- c. South of Illinois between Crestline extended and Ralph.

~~2000~~ Policy LU 4.

Encourage high-density residential development between Sanson and Wellesley, Smith and the half block west of Haven, as shown on the land use map.

*HOUSING.*

Hillyard's housing varies widely in age and condition. Older housing is scattered throughout the neighborhood but is clustered in two areas: south of Empire Avenue and west of Market in the south end of the neighborhood, and in the area of the former Town of Hillyard between Market and Crestline on the east and west and between Wellesley and Rowan Avenues on the south and north. The northwest and southwest corners of the neighborhood are comprised mostly of post-WWII housing, and between Rowan and Euclid (west of Crestline) homes can be found of all vintages.



Housing deterioration is evident in many parts of Hillyard and ranges from minor to severe. East of the "tracks" (the Burlington Northern right-of-way) much of the housing, of marginal quality when built, is at or beyond the end of its useful life. Less severe but substantial deterioration is apparent in the Old Hillyard area; elsewhere, deterioration is minor to moderate (one to five deteriorated properties per block).

Efforts to preserve Hillyard's existing housing, especially efforts involving use of public funds, should be carefully focused, with resources allocated in such a way as to obtain the maximum result per dollar spent, given all of the neighborhood's preservation and development goals. Preservation efforts should not conflict with other parts of the Plan, nor should resources be allocated on bases which do not relate to the neighborhood's goals.

The following home rehabilitation goal is stated for Hillyard:

---

PRESERVE HILLYARD'S SOUND HOUSING, ENCOURAGE OWNER-OCCUPANCY, AND ENCOURAGE REPLACEMENT OF SUBSTANDARD HOUSING WITH UNITS OF HIGHER QUALITY.

---

*Figure 1  
Infill Housing  
Haven St. and Queen Ave.*



**Policy LU 5.**

Concentrate general home rehabilitation efforts in those older areas of the neighborhood, designated for continued low-density residential use, where the housing remains sound but is threatened.



*Discussion.* North of Rowan and west of Crestline and in the southeast corner of the neighborhood (east of Market and south of Esmeralda Golf Course), the housing is newer and exhibits little or no deterioration. Housing rehabilitation resources invested in these areas would often be expended on elective type improvements. If the home is in need of basic repairs, the quality of the surrounding properties will often provide the owner with sufficient incentive to initiate them.

Areas east of the BN right-of-way would require excessive investments to accomplish significant rehabilitation; in addition the housing protected would likely be lost as the property is converted to more intensive industrial uses.

General rehab efforts, therefore, should be limited to the areas west of Market, excluding the neighborhood's northwest corner and any area not designated for residential use in the Land Use Element. To discourage conversion of owner-occupied units to rental use, assistance to landlords should be limited to exterior improvements, except in the case of an historic building.

~~2000~~ **Policy LU 6.**

Improve the visual aspect of the neighborhood by rehabilitating the exteriors of homes located along major thoroughfares.

*Discussion.*

It is a goal of this Plan to bring new investment to Hillyard, and in such an effort "image counts." Exterior rehab should be encouraged along Wellesley, Crestline, Upriver Drive, Illinois, Perry, Rowan, and Empire, probably in the priority order established by the traffic counts along the various streets.

~~2000~~ **Policy LU 7.**

Encourage preservation of Hillyard's historic heritage by providing special incentives for rehabilitation of historically or architecturally noteworthy structures

*Discussion.*

Hillyard should not lose the identity it developed while it was an independent city and railroad center. Assistance should be sought from the Spokane City/County Landmarks Commission and Historic Preservation Office in developing a survey of significant structures. Special efforts should be made to rehabilitate historic buildings, perhaps as part of a broader strategy for recognizing Hillyard's history.



**Policy LU 8.**

Encourage conversion of single-family rental property to owner-occupancy by permitting accelerated access to rehabilitation assistance.

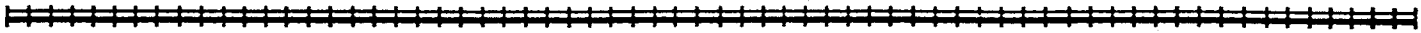
*Discussion.*

Persons who purchase single-family homes which are currently rentals should be considered for immediate assistance through public rehabilitation programs. Widespread knowledge of the availability of such assistance will encourage home ownership. Conversion to rental use may be discouraged by making public rehabilitation loans due and payable if the property ceases to be owner-occupied.

**Policy LU 9.**

New construction should incorporate energy-saving building practices as described in the 1980 Washington State Energy Code, including the following:

- a. Insulation should have a minimum R value of 30 in the roof, 13 in the walls, and 11 in the floor.
- b. Windows should be double-paned and maximum glazing of the gross exterior wall area limited to 19%. Encourage south-facing windows by exempting from glazing total when passive solar requirements are met.
- c. All doors and windows should be weatherstripped and cracks should be caulked.
- d. Pools should be equipped with solar heating devices.



~~2007~~ Policy LU 10.

New development proposals are encouraged to consider site planning for energy efficiency.

- a. Buildings should be oriented on lots to take advantage of solar access and natural ventilation.
- b. Vegetation should be located to allow solar radiation in colder months and block solar radiation in warmer months. It should also allow summer breezes and block winter wind.
- c. Parking lots should include planting islands with broad-leaf trees to provide shade and reduce heat from asphalt in summer months.

*COMMERCIAL POLICIES*

Residents and property owners of the Hillyard Neighborhood have a very positive attitude about business development. The major concern voiced at workshops was the development quality of commercial areas. Many comments were received which encouraged buffers of plant materials between businesses and homes, refurbishing and rehabilitation of existing structures, general business cleanup, and the desire for integrated design based on a theme.

Business development in Hillyard is of two general types: First, uses along Market and Francis tend to draw from a citywide market area, taking advantage of high traffic volumes and good traffic exposure. Land uses which include fast-food restaurants, auto service uses, and more intensive commercial development can be found within these corridors. Second, uses along Wellesley and Crestline draw customers primarily from within the immediate neighborhood. These areas include a mixture of neighborhood convenience businesses, which serve the daily needs of surrounding residential areas.

The policies for commercial development in Hillyard deal primarily with the demand of neighborhood and community businesses. Generally the policies reinforce existing development patterns and encourage business development in areas that can accommodate and are appropriate for additional growth. Because of the importance of the Hillyard Business District to the neighborhood, a separate section is included which deals exclusively with the District.



The following business goal is stated for Hillyard:

=====

PROVIDE A VARIETY OF COMPATIBLE BUSINESSES WITH  
MAJOR EMPHASIS OR SPECIAL CONSIDERATION FOR THE  
HILLYARD BUSINESS DISTRICT.

=====

~~XXXX~~ *Policy LU 11.*

Limit the expansion, but encourage the continued operation of convenience business uses.

- a. At the intersection of Diamond and Crestline.
- b. At the intersection of Diamond and Regal.
- c. At the intersection of Thor and Euclid.

~~XXXX~~ *Policy LU 12.*

Encourage the development of neighborhood-oriented business uses which are compatible with surrounding residential districts and are located at the intersection of arterial streets:

- a. The intersection of Crestline and Francis.
- b. The intersection of Crestline and Wellesley.
- c. The intersection of Crestline and Euclid.
- d. The intersection of Crestline and Bridgeport.

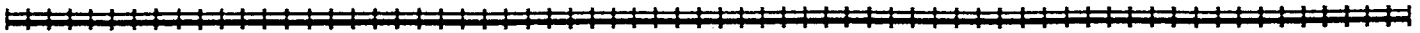
~~XXXX~~ *Policy LU 13.*

Permit and contain general business uses along major arterial frontages in areas already developed as such.

- a. Along Francis between Perry and Crestline.
- b. Along Market between Francis and Garland.  
Development should be oriented toward Market Street.
- c. Along Market between Liberty and Buckeye.

~~XXXX~~ *Policy LU 14.*

Encourage the development of the Hillyard Business District as an important community business district serving the needs of several adjacent and outlying neighborhoods. Please see the Hillyard Business District chapter for more specific recommendations.



**Policy LU 15.**

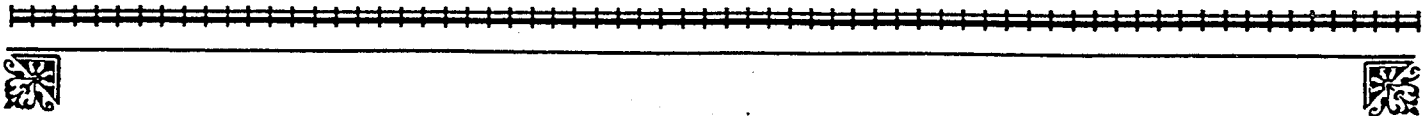
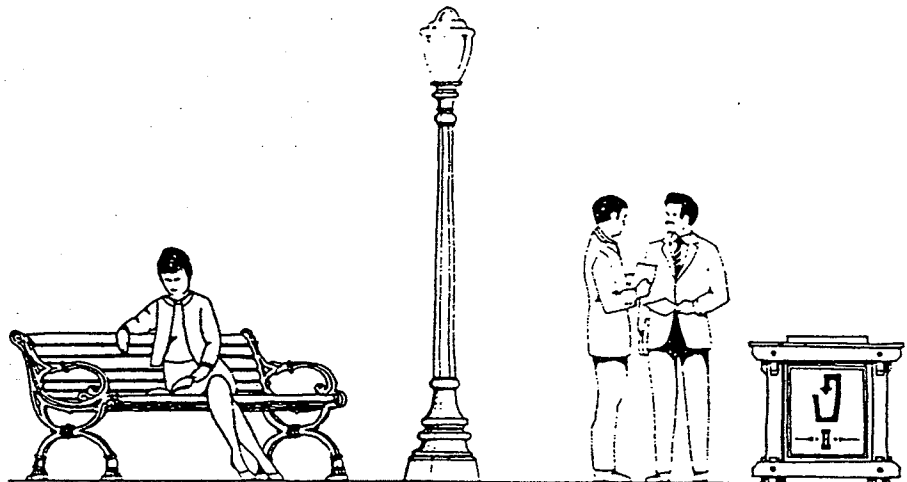
Encourage business development which is sympathetic and compatible with surrounding residential uses.

- a. Development should be encouraged to enhance the image of the neighborhood and to provide usable open space, connections to public facilities, street furniture and other amenities.
- b. Encourage building development which maintains solar access, preserves views and achieves compatible transitions between individual properties.
- c. Encourage the joint use of parking lots.
- d. Minimize the visual impact of large parking lots through the use of architectural features and generous landscaping.
- e. Maximize the convenient and safe access of pedestrians from parking lots to buildings.
- f. Minimize parking lot curb cuts along major arterials.
- g. Encourage a high standard of landscaping along the street right-of-way and on private property.
- h. Encourage signs which are limited to identification, appropriate to the surroundings, expressive of the use and visible at the speed and distance at which they are viewed.

**Policy LU 16.**

Identify and locate street furniture in areas of high pedestrian use.

*Figure 2  
Street Furniture*



## INDUSTRIAL POLICIES

Hillyard includes a variety of industrial uses, varying in intensity and appearance. Approximately one-fourth of the neighborhood planned and zoned for some type of industrial use in 1984 remained vacant. The industrial policies of the design plan, coupled with circulation and public utility recommendations take significant steps toward developing these areas in ways that enhance both Spokane's economy and the character of the neighborhood.

Most important to the development of the neighborhood's industrial areas is appropriate and efficient access. At the present, access to the neighborhood's industrial area is inadequate and poorly defined. City policies which encourage the use of the Market Street corridor for heavy trucks tend to compound access problems.

Another important issue voiced at neighborhood workshops was the appearance of industrial areas adjacent to residential districts. Unpaved streets, dust, a lack of utilities, a lack of vegetation and unscreened storage yards are issues that are addressed by the policies.

The following industrial goal is stated for Hillyard:

---

ENCOURAGE CLEAN INDUSTRIAL DEVELOPMENT IN APPROPRIATE LOCATIONS, WELL SERVED BY ARTERIALS AND OF A DEVELOPMENT QUALITY THAT IS COMPATIBLE WITH SURROUNDING RESIDENTIAL DISTRICTS.

---





~~2007~~ Policy LU 17.

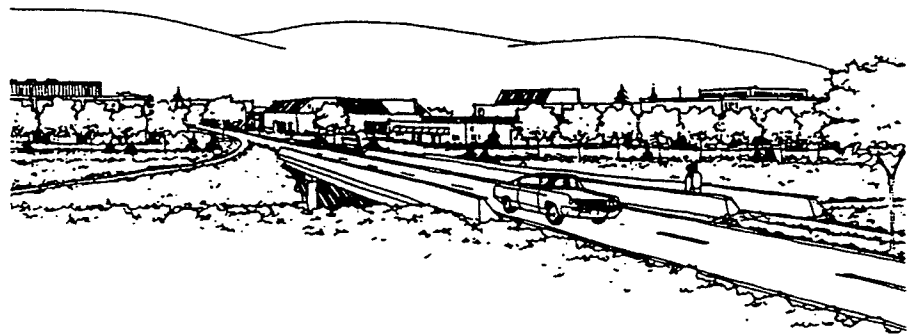
Encourage the development of a mix of industrial office, small warehouse and housing generally along the Pearl Street rail line, north and south of Euclid between Napa and Smith.

~~2007~~ Policy LU 18.

Encourage the development of industrial uses in a park-like setting in areas adjacent to residential districts.

- a. Between Wellesley and Garland, Greene and Freya.
- b. Between Garland and Liberty, Lacey and Greene.
- c. Between Everett and Francis, Market and Greene. Encourage office and warehouse development in support of the Hillyard Business District.
- d. Enhance the boundaries of industrial park areas with generous landscaping and right-of-way improvements, with particular attention to areas adjacent to residential districts.
- e. Encourage the construction of two and three-story buildings as a transition between residential areas and industrial districts.
- f. All new development and substantial remodeling should be required to curb and pave streets. Sidewalks should be developed on all industrial streets.
- g. Landscaping in industrial park areas should include required "208" water quality grass areas. Development in industrial park areas shall be further guided through the application of the "L" suffix and the conditions outlined for the same in the zoning code.

*Figure 3  
Industrial Park  
Looking east at Queen Ave.  
and Greene St.*



*ANNEXATION POLICIES*

Land areas adjacent to the City of Spokane and Hillyard may be appropriate for future annexation. Annexation of these areas should be guided by the annexation policy of the City of Spokane's Growth Management Plan. The City's Growth Management Plan serves to achieve land needed for necessary growth and establishes procedures for review of proposed annexation.

The following is the City's annexation goal:

=====

PURSUe ANNEXATIONS OF LAND TO PROVIDE SPACE FOR INDUSTRIAL BUSINESS AND RESIDENTIAL DEVELOPMENT AND VARIED LIFESTYLES; TO MAINTAIN FISCAL SOLVENCY; TO RETAIN DIVERSIFIED INCOME AND AGE OF POPULATION IN THE CITY; AND TO SERVICE AREAS NEEDING URBAN SERVICES.

=====

~~XXXX~~ *Policy LU 19.*

The City of Spokane should actively pursue the annexation of the Burlington Northern property south of Francis Avenue. Burlington Northern's property is very important to the development of surrounding commercial and industrial areas. The site is now served by City water, sewer and streets. The Design Plan includes land use and community facility policies which are directed at enhancing this property and maximizing its attractiveness for industrial and office development.

~~XXXX~~ *Policy LU 20.*

Annexation of other areas adjacent to the Hillyard Neighborhood should be guided by the policies and implementing actions of the Growth Management Plan.



# · 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
- C1** Commercial
- M1** Light Industrial
- 1** Less Intensive Use
- L** Limited Conduct

SCALE IN FEET (100's)

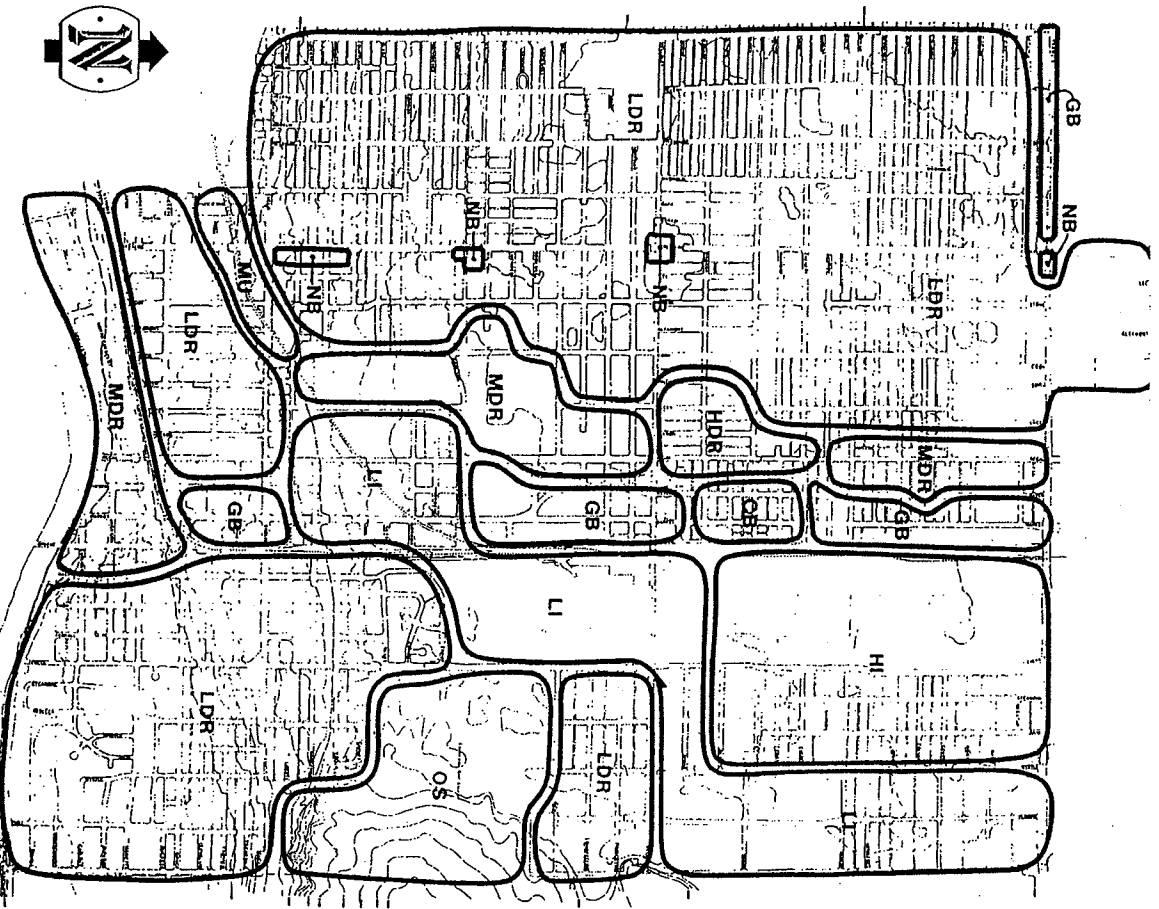


Figure 4

## HILLWARD

NEIGHBORHOOD

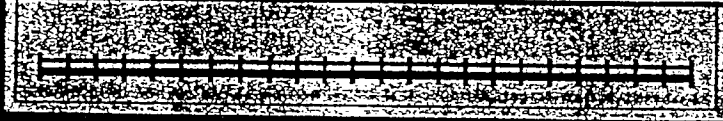
### DESIGN PLAN

THE SPOKANE CITY PLAN COMMISSION



*St. Scene - Hillyard*

**·CIRCULATION ELEMENT·**



**OVERVIEW**

The Circulation Element of the Hillyard Design Plan encourages a variety of travel modes aimed at improving the efficiency and safety of neighborhood travel. Issues, such as full development of existing arterial street capacities, the need for a major north-south transportation route through the City, and increasing the opportunities for pedestrians and bicyclists influenced the development of Hillyard's circulation policies. Figure 8 on page 43 illustrates the circulation element.

Neighborhood concerns related to circulation are expressed in the following list of issues:

1. Improve vehicular safety at critical intersections.
2. Create better connections between East and West Hillyard.
3. Beautify streets through traffic island and tree planting.
4. Improve parking near neighborhood and community business districts.
5. Install sidewalks throughout the neighborhood, especially along major routes to parks and schools.
6. Expand trails along the Spokane River and other open space areas.
7. Repair existing sidewalks where necessary.
8. Improve bus facilities including signs and furniture.
9. Improve bicycle connections consistent with the Bikeways Plan of the City.
10. Pave and sewer all unimproved streets.

The following goal has been stated with regard to circulation:

=====

**PROVIDE A SAFE AND EFFICIENT CIRCULATION SYSTEM THAT ENCOURAGES THE USE OF A VARIETY OF TRANSPORTATION TYPES.**

=====



## VEHICLE POLICIES

### ~~XXXX~~ Policy C1.

If, in the process of regional transportation planning, a major limited access arterial in the Hillyard vicinity would be desirable, it should be developed in the Greene Street corridor. A limited access arterial in this vicinity will accomplish a number of objectives. First, it will divert the large volume of through traffic off of Market. Second, it will provide access needed to facilitate development of the many acres of undeveloped industrial land east of Market. Third, it will provide the catalyst for the redevelopment of the Hillyard Business District. The following criteria should guide the development of the limited access arterial:

- a. Below-grade construction, heavy planting and structural sound barriers to absorb and deflect vehicle noise away from adjacent neighborhoods and improve the appearance.
- b. Adequate connections between East and West Hillyard as reflected on the circulation map.
- c. Connections to the limited access arterial should be made at Francis, Wellesley and Illinois/Euclid.



**Policy C2.**

Arterial improvements should be initiated to facilitate the safe and efficient movement of vehicular traffic. The following improvements should be considered:

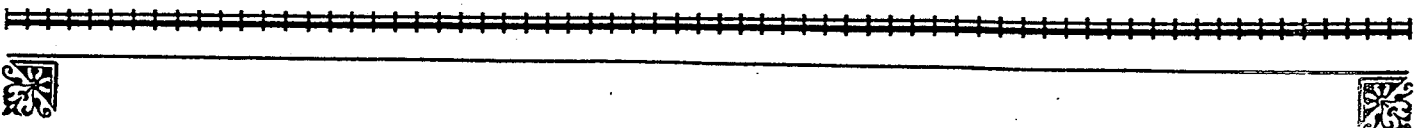
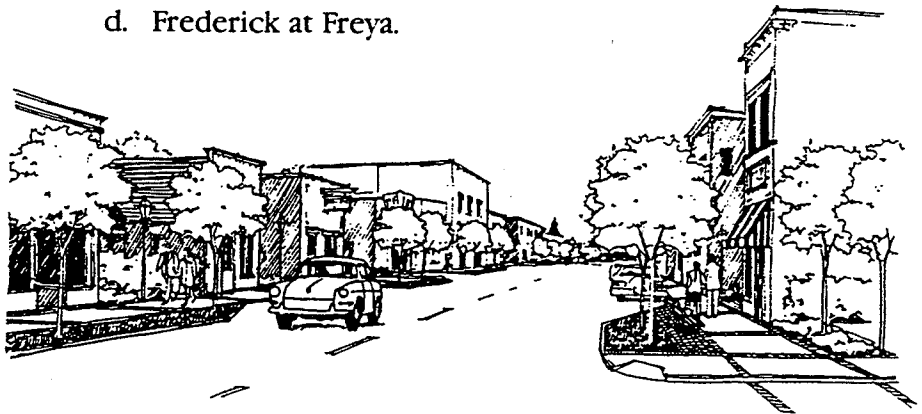
- a. Extend Garland east of Market and connect with Freya.
- b. Extend Rowan and Queen east to Freya in order to provide better access for the industrial office area.
- c. Raise the grade of Wellesley in the vicinity of Greene Street in order to eliminate the underpass. Work with Burlington Northern to create a safe traffic crossing. Increase Wellesley to four lanes east of Market.
- d. Investigate the warrant for traffic lights at Crestline and Rowan, Frederick and Freya, Wellesley and Freya, North Foothills Drive and Crestline, and Rowan and Haven.

**Policy C3.**

The planting of street trees is encouraged throughout the neighborhood. The following intersections have been identified for special landscape treatment:

- a. Market at Joseph.
- b. Market at Rockwell.
- c. Market at Illinois.
- d. Frederick at Freya.

*Figure 5  
Market Street Improvements  
Looking north at  
Wabash Ave.*



## PEDESTRIAN POLICIES

### ~~XXXX~~ Policy C4.

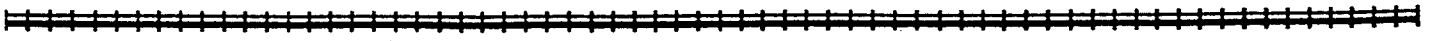
Walking is an important means of travel in the neighborhood. Improvements should maximize safe walking opportunities of the neighborhood, especially to schools. Where possible, walkways should be separated from streets a minimum of six feet. Priority should be given to sidewalks in the following locations:

- a. Along all parks, schools and other public facilities of the neighborhood.
- b. Along all major travel routes to public facilities.
- c. Along all arterials with priority to developing residential districts in East Hillyard.

### ~~XXXX~~ Policy C5.

Develop improved pedestrian access to the open space along the Spokane River. Connections to the river should be developed in the vicinity of:

- a. The Railroad bank at Illinois and Crestline.
- b. Upriver Drive at Haven.
- c. Upriver Drive at Freya.





## BICYCLE POLICIES

### ~~2007~~ Policy C6.

The following routes should be added to the Spokane Bikeways Plan

- a. A Class I bikeway along the "Pearl Street" rail line north to the Hillyard Business District.
- b. A Class III bikeway along Wellesley between Greene and Havana.

### ~~2007~~ Policy C7.

Develop identifiable bikeways throughout the neighborhood consistent with the Bikeways Plan. Please refer to Figure 6, which illustrates the proposed bikeways.

### ~~2007~~ Policy C8.

As a priority, complete the bikeway path along Upriver Drive.

Figure 6  
Bike Routes

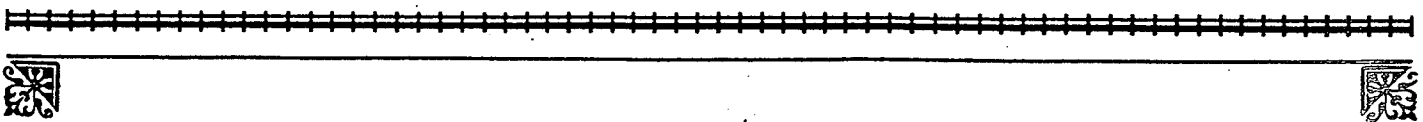
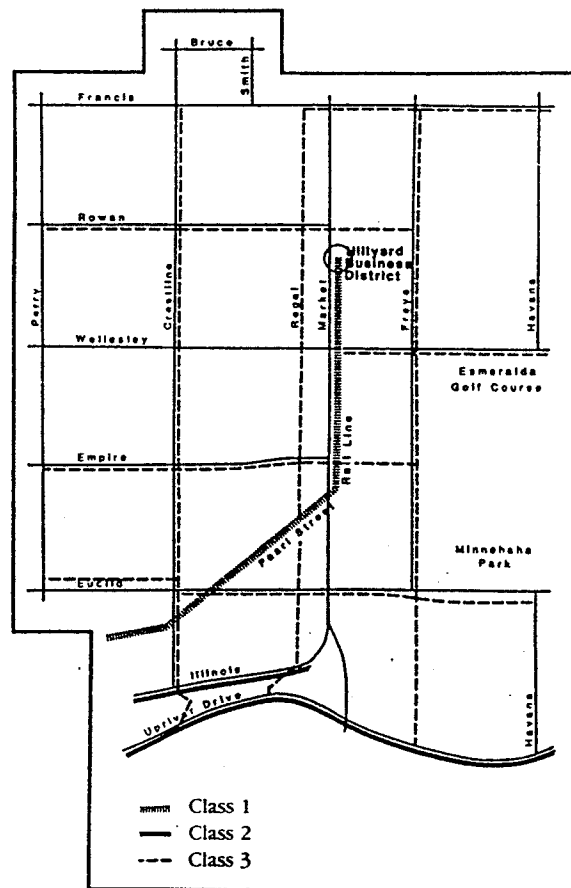
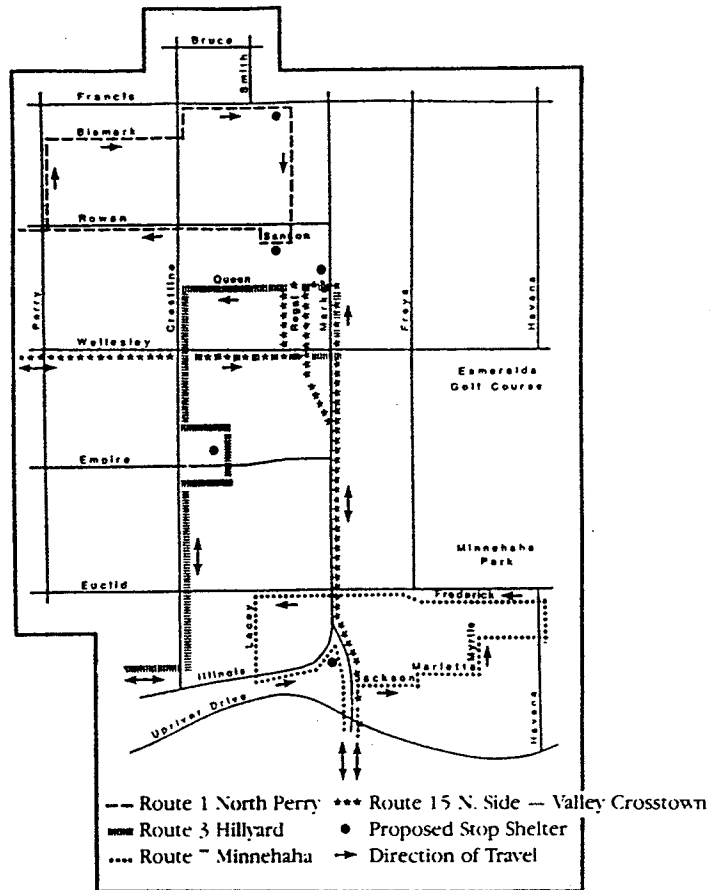


Figure 7  
Bus Routes

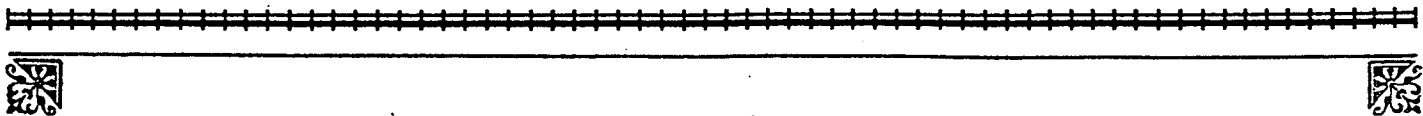


**TRANSIT POLICIES**

**Policy C9.**

Provide transit facilities at key locations to improve patron comfort and enhance bus ridership. Transit routes, stops and shelters are more easily identified if they have a unified image and are convenient and safe. See Figure 7 for existing bus routes and proposed bus shelter locations. Refer to Community Facilities Chapter, Policy CF 4, for additional recommendations. The following improvements should be made to the Hillyard transit system:

- a. Construct a bus shelter at the Northeast Community Center.
- b. Additional bus shelters should be constructed at the intersections of Regal and Francis, Regal and Sanson, Greene and Marietta, Garland and Market.
- c. It is recommended, in conjunction with the improvements in the Hillyard Business District, that the STA investigate a park-and-ride facility.



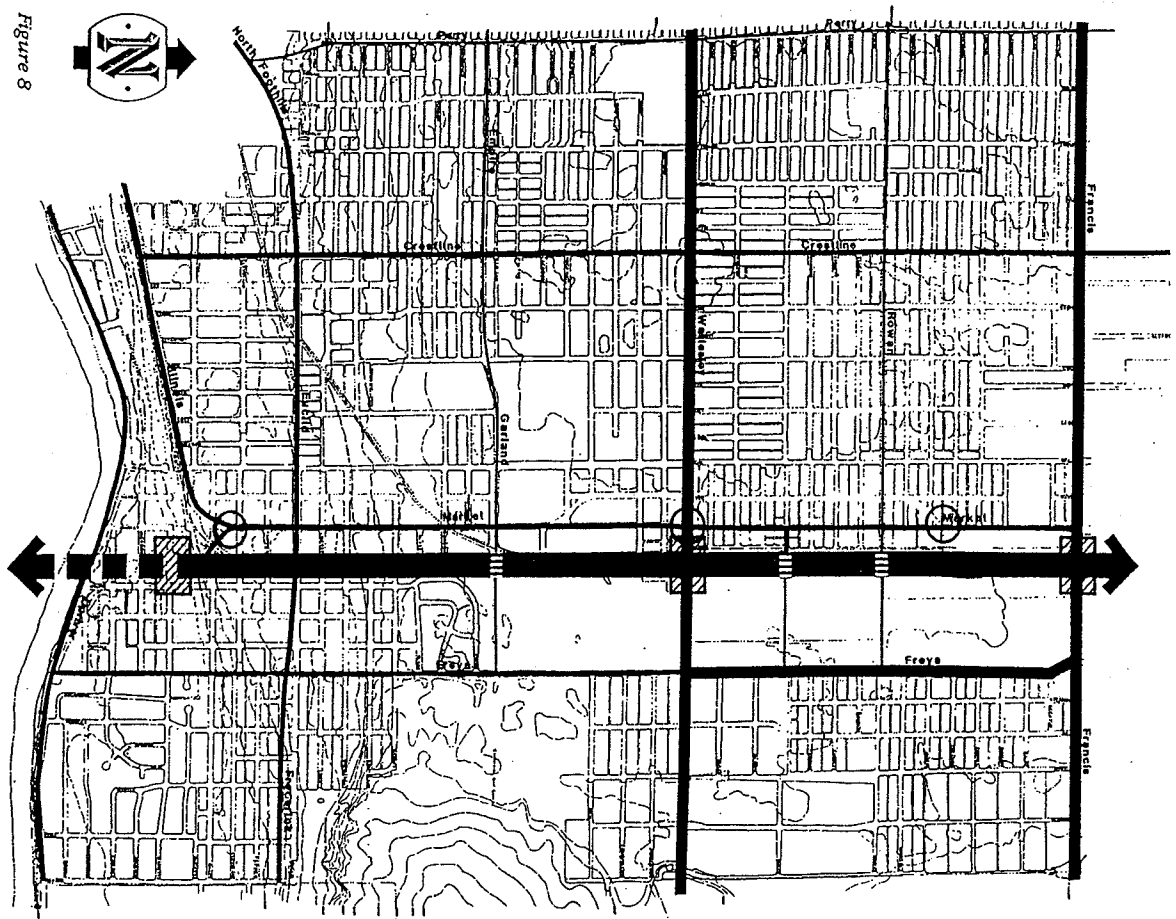
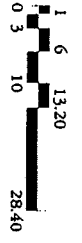


Figure 8

**CIRCULATION ELEMENT**

- Limited Access Route
- Principal Arterial
- Minor Arterial
- Neighborhood Collector
- New Crossing
- Route to be Determined
- Planting
- Unsafe Intersection
- Major Access

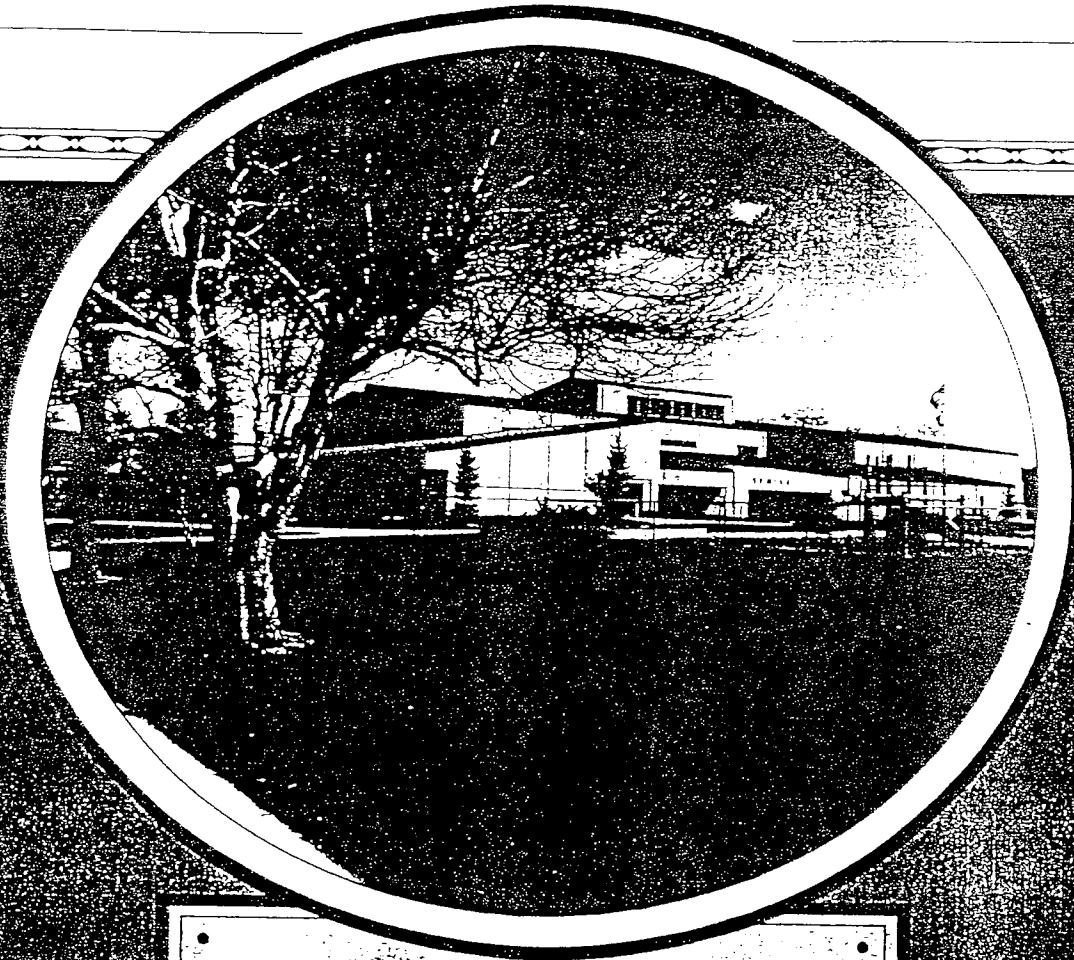
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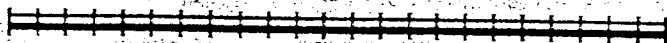
**MILLWARD**  
NEIGHBORHOOD  
**DESIGN PLAN**

THE SPOKANE CITY PLAN COMMISSION





**COMMUNITY FACILITIES.  
ELEMENT**



**OVERVIEW**

Hillyard Neighborhood has a variety of existing community facilities and an abundance of open space. Existing parks include Minnehaha Park, Courtland Park, J. J. Hill Park, Jim Hill Park, and Harmon Park. The five schools in the neighborhood have recently been rebuilt and also provide open space and areas for recreation. The Hillyard Pool is another important facility in the neighborhood. A major focus of Spokane's Community Development program, the Northeast Community Center is centrally located to serve the neighborhood. The existing community facilities need to be expanded and new ones developed to further meet the area's needs. The following community facility policies focus on developing new parks, improving existing facilities, retaining access to open space and promoting the neighborhood's heritage and identity. Figure 10 on page 51 illustrates the Community Facilities Element.

The following is a list of community facility issues expressed by the neighborhood:

1. Construction of new parks where necessary.
2. Improvements to existing parks.
3. Improvements to the community center.
4. Retention and better access of open space, including bikeways.
5. Promotion of neighborhood heritage and identity.

The following goal has been stated with regard to community facilities:

=====

PROVIDE A SAFE AND CONVENIENT SYSTEM OF PUBLIC FACILITIES FOR THE WHOLE COMMUNITY. PROVIDE AN ADEQUATE AND ACCESSIBLE PARK SYSTEM.

=====

**OPEN SPACE POLICIES**

- ~~SPokane~~ Policy CF 1. Develop community garden space for neighborhood residents.
- ~~SPokane~~ Policy CF 2. Take advantage of nonbuildable land for use as public space.
- a. Establish a park along the riverbank and develop four acres of floodplain west of Greene for public use.
  - b. Encourage public open space development of steep slopes in Beacon Hill area.



*PARK POLICIES*

~~2000~~ *Policy CF 3.*

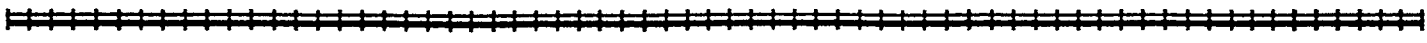
Enhance existing parks through additions of space and/or physical improvements.

- a. Develop a portion of Shaw Junior High play area for use by small children.
- b. Acquire the right-of-way and triangle south of Hillyard Pool for park use.
- c. Acquire the south half block adjacent to St. Patrick's School for neighborhood park use and investigate the potential for a joint use and maintenance agreement.
- d. Provide additional picnic facilities at Rochester Heights and Hays Parks.
- e. Provide picnic shelters, horseshoe pits, stage and parking at Harmon Park.
- f. Identify safe fitness trails in the neighborhood along popular and heavily traveled jogging and bicycling routes.
- g. Increase lighting in parks.
- h. Provide restroom facilities for longer park seasons.
- i. Improve information systems to facilitate park usage.

~~2000~~ *Policy CF 4.*

Develop park and open space opportunities in inadequately served areas.

- a. Acquire five acres in the northwest corner of Hillyard, north of Joseph and west of Crestline, for park use.
- b. Acquire four acres in the southeast corner of Hillyard, south of Marietta, and east of Freya, for park use.
- c. Acquire two acres north of Esmeralda and south of Wellesley for park use.
- d. Acquire two acres west of Greene between Illinois, the Pearl Street rail line, for park use.
- e. Provide two acres south of Wellesley, north of Empire and west of Crestline for small children.



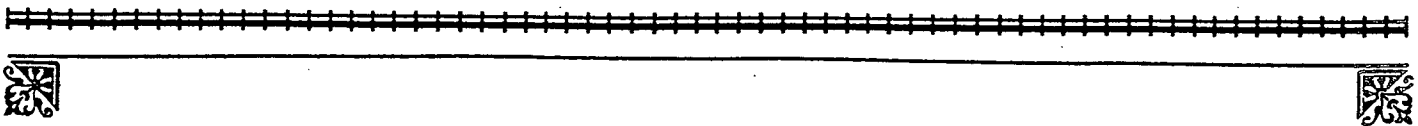
- f. Develop the Pearl Street rail line as a linear park and open space connection between Riverfront Park and the Hillyard Business District.
  - (1) In addition to potential use as a transit facility and tourist attraction, develop the corridor with basic landscape improvements, bikeways, and pedestrian trails.
  - (2) Expand, where possible, the park system into neighborhood commercial and residential development and open space.
  - (3) At the end of the rail line at the Hillyard Business District, develop a park and a museum.
- g. Develop a worker's park in East Hillyard north of Wellesley.

*COMMUNITY SERVICE  
POLICIES*

- ~~XXXX~~ Policy CF 5. Expand the Northeast Community Center to provide facilities to better serve the people of Northeast Spokane, including additional library space.
- ~~XXXX~~ Policy CF 6. Provide all-season public restroom facilities in the Hillyard Business District.
- ~~XXXX~~ Policy CF 7. Support the street paving policy adopted by the Spokane City Council January 10, 1983, which will ensure paved streets and sidewalks for better accessibility to community facilities.
- ~~XXXX~~ Policy CF 8. Provide an all-season, Olympic-sized swimming pool in the vicinity of Rogers High School.

*NEIGHBORHOOD HERITAGE  
AND IDENTITY POLICIES*

- ~~XXXX~~ Policy CF 9. Promote Hillyard's heritage to protect and enhance the neighborhood's historic character.
  - a. Recapture the actual historic character, utilizing the following building characteristics and streetscapes rather than a contrived character:



- (1) Commercial building characteristics include brick, cut stone, quoining, and cornice details.
- (2) Residential building characteristics include shingle, Second Empire, or Queen Anne styles, rock walls, brick veneered foundations, and jigsaw trim below eaves.
- (3) Streetscape characteristics include replicated gas lanterns and street furniture with an historic character.

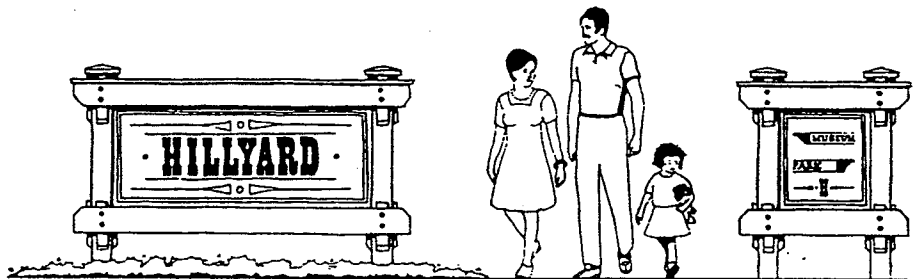
- b. Provide a museum of Pacific Northwest railroad history in the Hillyard Business District. Refer to Hillyard Business District chapter for additional information.
- c. Continue the oral history program.
- d. Identify historical structures.

~~XXXX~~ Policy CF 10.

Encourage a neighborhood identity program to develop activity and neighborhood pride within the community.

- a. Provide entrance and information signs to the neighborhood in character with the historic theme.
- b. Continue and expand the Jim Hill Days Neighborhood celebration encouraging the whole community to attend.

Figure 9  
Neighborhood Entrance and  
Information Signs

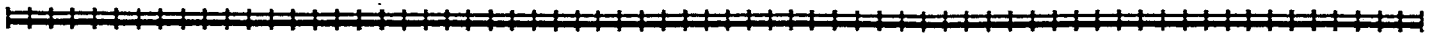


~~XXXX~~ Policy CF 11.

Identify and preserve historic buildings and significant historical sites.

~~XXXX~~ Policy CF 12.

Identify and preserve significant archaeological sites.





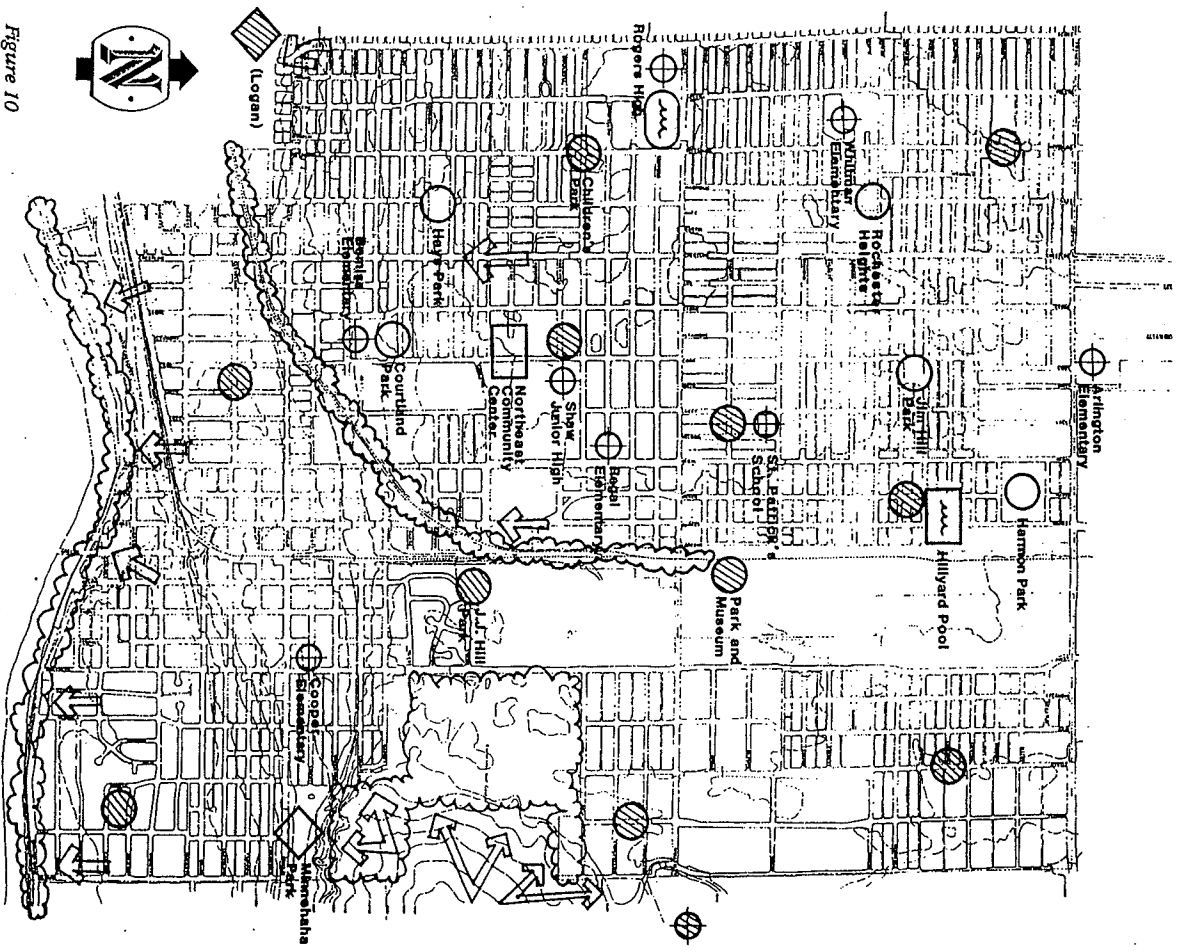
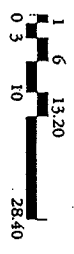


Figure 10

**COMMUNITY FACILITIES ELEMENT**

- Existing Neighborhood Park
- ◐ Proposed Neighborhood Park
- ◑ Existing Community Park
- ◒ Proposed Community Park
- ◓ Existing Community Center
- ◔ Existing Swimming Pool
- ◕ Proposed Swimming Pool
- ◖ Proposed School
- ◗ Existing School
- ◘ Viewpoint
- ◙ Open Space

SCALE IN FEET (100'S)

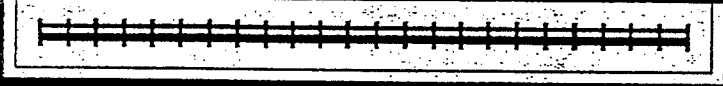


**MULLYARD NEIGHBORHOOD DESIGN PLAN**

THE SPOKANE CITY PLAN COMMISSION



**HILLIARD BUSINESS  
DISTRICT ELEMENT**



...employment...  
...public...  
...station...

## OVERVIEW

The Hillyard Business District has been a subject of great interest and concern to the Hillyard Neighborhood for a number of years. The Business District poses many problems and opportunities for development. Within the boundaries of the Business District is a variety of retail, wholesale and heavy commercial land uses. The "core" area of retail activity occurs between Diamond and Wabash Avenues and has been targeted for the initial physical improvements.

Image remains the biggest stumbling block to revitalization. "Hillyard" presents an image of traffic congestion, bars, vacant buildings and crime. Street life in the past decade has done little to dispell this image.

The District today is a sharp contrast to the district prior to the late '50s. Downtown Hillyard was the primary comparison shopping area for the far northeast side of town. People could shop for furniture, appliances, autos and just about anything found in today's shopping mall. Market Street was a two-way arterial then and people could walk conveniently from the neighborhood without much trouble with traffic.

The development of North Spokane has bypassed downtown Hillyard and in many ways created barriers to improvement that will be difficult to overcome. The Business District's decline can be traced to three important factors: 1) the creation of the Haven/Market couplet, 2) the construction of shopping malls, and (3) the merger of the Great Northern.

Rapid development of the north side in the 1950s and '60s necessitated the improvement of the arterial street system to serve the growing population of North Spokane and Spokane County. A proposal in 1961 to mall downtown Hillyard and create a Greene/Haven couplet was presented as one way to curb the "decline" of the District while improving northside circulation. The mall plan died for lack of interest. However, the couplet was implemented and identified as the City's primary north/south truck route. The couplet, with additional truck traffic, has had a predictable and deteriorating effect on the Business District and surrounding neighborhood. The District is no longer a safe and convenient shopping area for people on foot. Heavy traffic volumes and the many "tractor-trailer rigs" add to the perception of congestion and parking problems. The traffic, noise and deteriorated air quality all detract from the environment necessary to promote a viable shopping experience. The adjacent residential district suffers similar ill



effects. Homes, schools and parks that front Haven suffer from high vacancies and poor maintenance.

While Hillyard's shopping mall plans failed to attract support, the Northtown Mall experienced tremendous success. Ample free parking, modern, air-conditioned department stores and a wide variety of complementary small shops were elements to Northtown's popularity. This resulted in downtown Hillyard experiencing further decline, as its share of the shopping market shifted west.

Finally, the 1970 merger of the Great Northern Railroad into the Burlington Northern and the subsequent shift and consolidated of facilities to the Spokane Valley has been cited as a milestone in Hillyard's history. The yard which once employed over 2,000 is now being dismantled. The property is being prepared for marketing as prime industrial land.

The Hillyard Business District is now at a crossroads. Neighborhood leaders and businessmen realized this and have completed a market analysis to determine the extent to which revitalization of downtown Hillyard was economically feasible. The report, titled *Downtown Hillyard Market Analysis*, determined the potential of the Business District in terms of economic growth. The market analysis outlines a strategy for maximizing retail market opportunities and discusses the best ways for implementing physical improvements, such as parking and beautification projects.

In 1983 the Neighborhood Steering Committee undertook the Hillyard Neighborhood Design Plan. The following is the overall Design Plan goal: "Promote a healthy, visible, safe community, retaining a small-town atmosphere; blend a sound business district and clean industry with a variety of residential types." The Design Plan further states a business goal: "Provide a variety of compatible businesses with major emphasis for special consideration for the Hillyard Business District." In addition, the Design Plan Task Force discussed a number of objectives for the Business District:

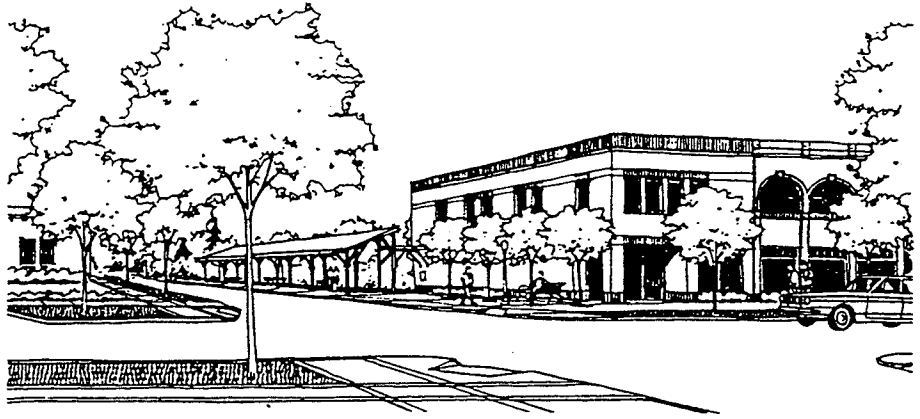
1. Create a business environment that will attract new retail businesses to the Hillyard Business District.
2. Encourage the development of clean light industry in the area east of the Hillyard Business District.
3. Encourage basic improvements to the infrastructure of the Business District.



4. Encourage the development of commercial and industrial uses in order to create a variety of job opportunities for the neighborhood and the City.

Redevelopment of the Hillyard Business District is possible with a combination of aggressive private and public support. Private actions necessary for success are articulated in the Hillyard Market Analysis recommendations, with some of the recommendations already being implemented. A Hillyard Business Association has been formed, and committees are mapping out advertising, cleanup and improvement strategies. Public actions should come in three forms: 1) positive planning and zoning policies, 2) investment in physical improvements, and 3) a commitment to improved arterial access. The following recommendations identify the specific private and public actions necessary to improve the district.

*Figure 11  
Business District  
Improvements  
Looking east at Queen Ave.  
and Market St.*



**MARKET ANALYSIS  
RECOMMENDATIONS —  
PRIVATE ACTIONS**

*Organization.*

A Downtown Hillyard Business Association (e.g., the Hillyard Commercial Club) should be formed. Its number one objective would be to ensure that downtown Hillyard revitalizes itself as a commercial node in northeast Spokane.

*Government.*

Downtown Hillyard Business interests in conjunction with residents should pursue various avenues of government assistance in concert with the City of Spokane Planning Department. At present, public funds for revitalization are very scarce. It should be the responsibility of the City — particularly the Planning Department — to keep abreast of possible public funding opportunities such as Community Development Block Grants. For example, should downtown Hillyard interests organize and move aggressively toward improvement, the Hillyard Community Development Neighborhood should consider funding of some of the projects. Working closely with City of Spokane officials will ensure that this implementation avenue remains open.



*PHYSICAL IMPROVEMENT  
RECOMMENDATIONS —  
PUBLIC ACTIONS*

*Planning and zoning.*

Downtown Hillyard is designated a community business district in the Generalized Land Use Plan. The Hillyard Neighborhood Design Plan retains this designation. As a community shopping district, City policy will continue to encourage comparison shopping activities to locate in downtown Hillyard. This policy is supported both by the market analysis and the development potentials adjacent to Spokane's north and east city limits. The Task Force recommends implementing the plan recommendations with B2 zoning including supplemental regulations further implemented with an "L" designation.

*Enhanced residential opportunities.*

New residential development must be encouraged in order to enhance the community shopping opportunities of downtown Hillyard (see page 24). First, a better physical relationship must be created between the neighborhood to the west and the core shopping district. This can be accomplished with the implementation of the circulation recommendations of this chapter. Second, high density housing should be developed within enclaves on blocks surrounding the core shopping area. By introducing housing to the core area, a more direct tie is created between the neighborhood and business community. The benefits of this proposal are numerous. First, to intensify the use of this underutilized area, more than just business is needed. Housing has the potential of realistically developing on available properties within a reasonable time frame. Expected new commercial development can easily be accomplished within existing buildings or on vacant land.

More new housing built within the core area results in a number of other benefits. More housing will provide a level of vitality and life now absent. Such action would improve the retail opportunities and the character of night life. Hillyard has an older population. It is expected that new apartment development would be occupied by retirees and singles in search of housing that is convenient to shopping and transportation services.



### *Circulation improvements*

Several circulation improvements should be implemented to enhance downtown Hillyard's shopping characteristics. To improve the physical relationship between the district and neighborhood, the Haven/Market couplet should be downgraded to a minor arterial. Additionally, with the construction of a limited access arterial along Greene Street, the couplet should be eliminated and Market Street returned to a two-way facility.

The Pearl Street Trail which originates near Gonzaga University should end within the downtown area. The trail plan includes pedestrian and bicycle improvements and could accommodate a working trolley car. The Logan Neighborhood Design Plan describes the trail as incorporating a small trolley to carry tourists.

### *Parking.*

One of the key responsibilities of a downtown revitalization effort would be to ensure that adequate on and off-street parking is available. Several vacant parcels are available near Hillyard's downtown core which could serve as parking areas. These locations should be investigated by the Hillyard Business Association and, assuming adequate funds could be raised, a site purchased.

### *Create a positive image.*

In order to attract housing and commercial uses, downtown Hillyard's image must improve. Hillyard's physical quality must change and the perception of Hillyard as a "tavern community" must be reversed. A number of recommendations are proposed to accomplish these objectives:

1. No new liquor licenses should be allowed within downtown Hillyard. The neighborhood has lobbied the Liquor Control Board and gained assurances that no new licenses will be granted. The Neighborhood and Business Association must continue to watch the situation to make sure the policy does not change.
2. The City, in cooperation with commercial property owners, must improve the physical condition of the downtown. New curbs, sidewalks and street paving should be constructed where necessary. Street trees should be planted to soften the street and provide shade for pedestrians. New theme street furniture, including improved street lighting, would attract shoppers to the area and provide amenities for new residents.

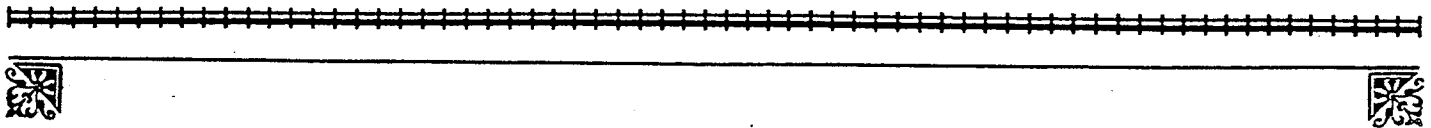
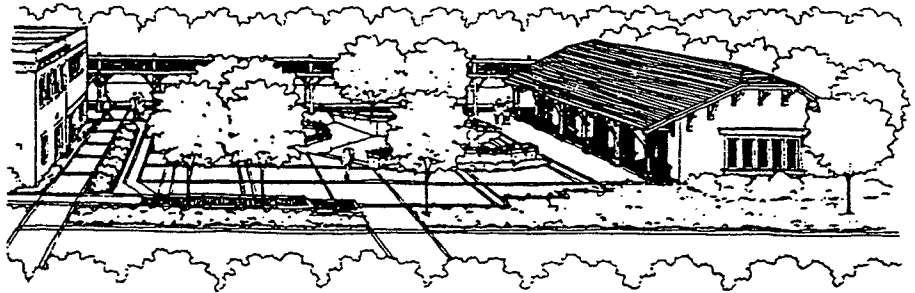


3. The north and south boundaries of downtown Hillyard should be identified by entrance signs. Permanent entrance monuments of indigenous stone and concrete, highlighted by evergreen and floral plant materials would define the business district and welcome visitors.
4. Decorative banners or windsocks attached to character lighting fixtures would highlight improvements to the downtown streetscape and signal new vitality to the Neighborhood and visitors.

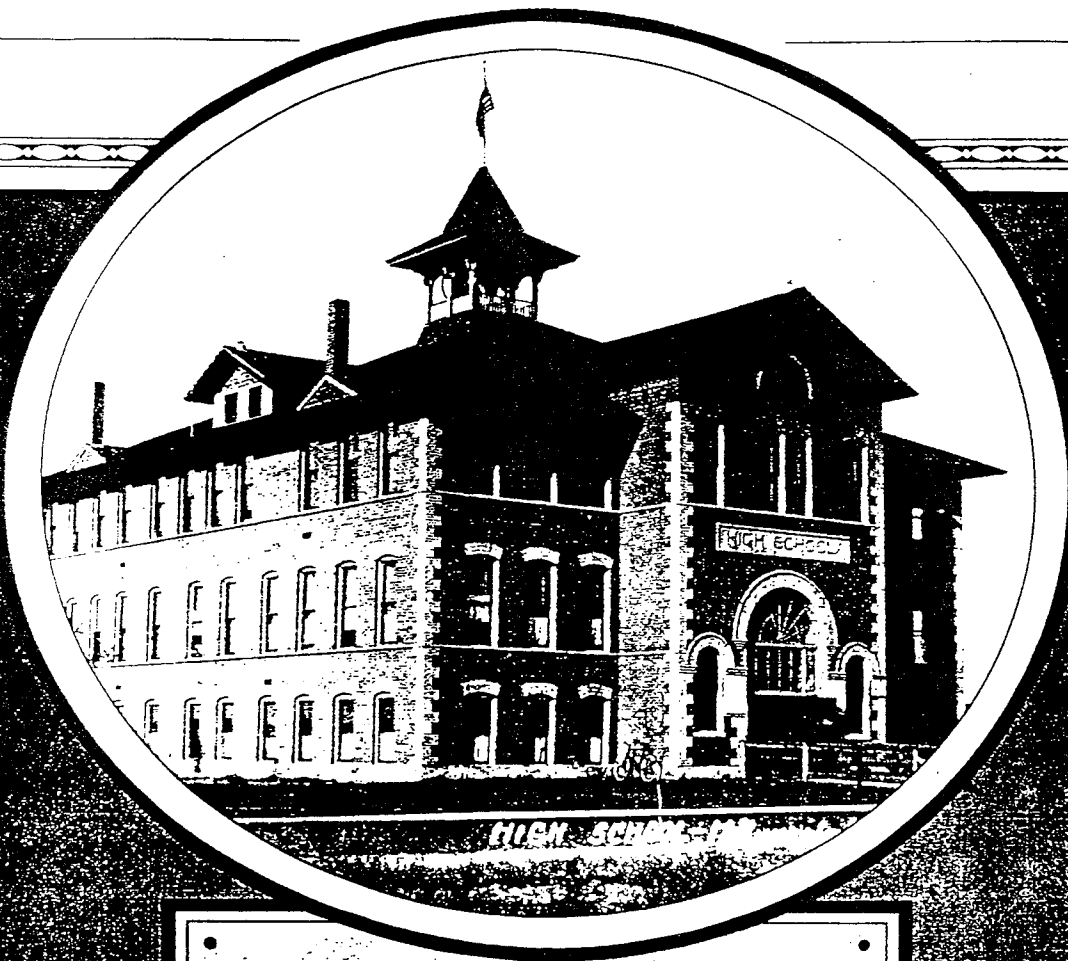
*Build a downtown park  
and railroad museum.*

A small park should be built in the vicinity of Queen and Market, to be the focal point for downtown revitalization. The park should be located at the end of the Pearl Street Trail and provide the setting for a Museum of Inland Pacific Northwest Railroad History. The park would become the symbol of an improved downtown and a space for Neighborhood celebrations. The park's design would interface with the architectural character of the district and could include a new museum building displaying the history of the railroad industry in Spokane and the Inland Pacific Northwest. Restored, vintage, railroad hardware, including steam and diesel locomotives, would be on permanent display. The park would also be the northern terminus of the Pearl Street Trolley, which would carry passengers from downtown Spokane to the Museum.

*Figure 12  
Park and Railroad Museum  
Half block west of Greene St.  
at Queen Ave.*



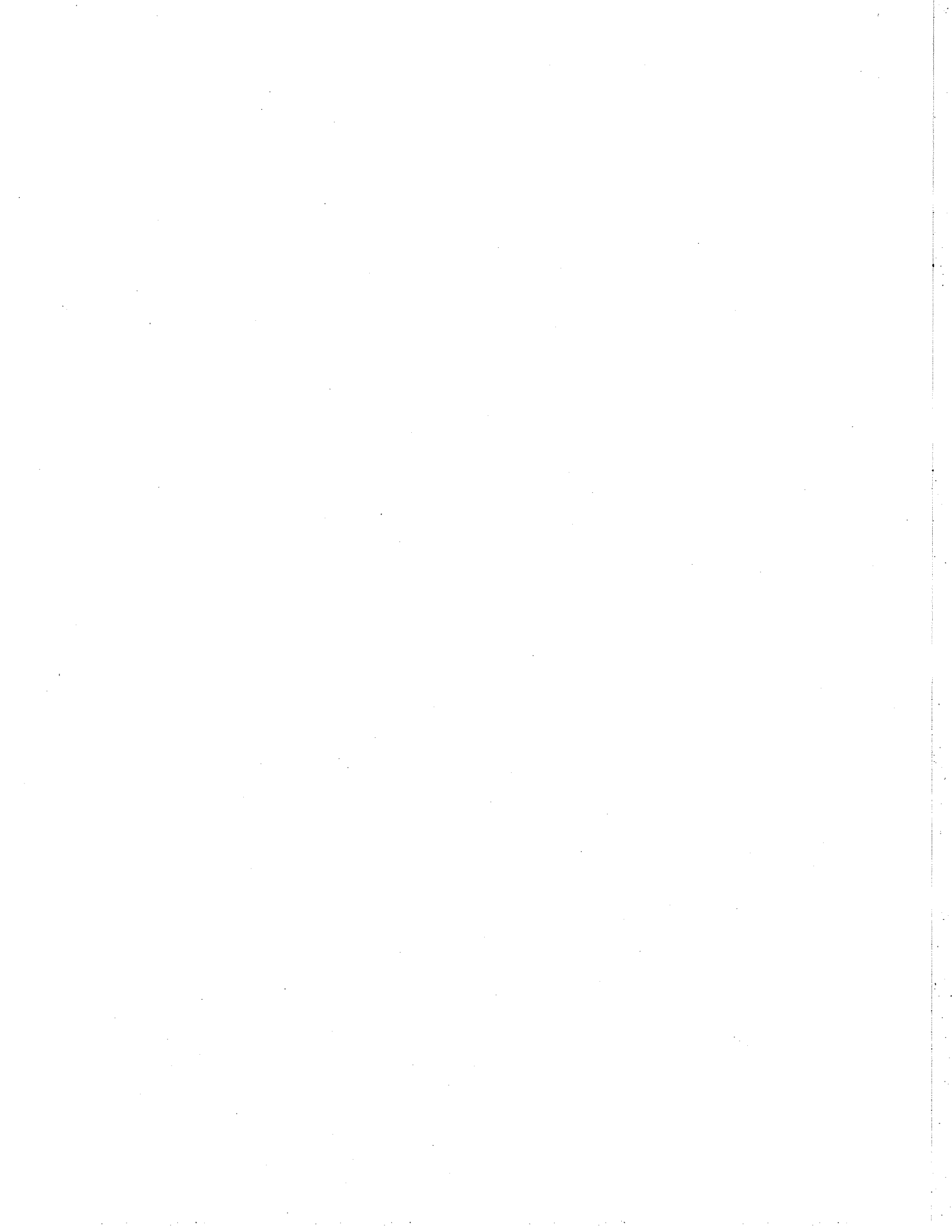




# IMPLEMENTATION



- Overview
- zoning
- Public Compliance
- Environmental Policy Ordinance
- Floodplain Regulations
- Stormwater Use Regulations



## *OVERVIEW*

The Design Plan described in the preceding sections is a statement of development guidelines for directing growth in the Hillyard 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 14 on page 67 illustrates the 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 Hillyard reflect the general intent of the land use and design elements of the Design Plan as they relate to private development.

In order to achieve commercial and industrial development that is compatible with the surrounding neighborhood, conditions and performance standards are proposed for the less intensive heavy commercial and industrial areas of the neighborhood. To achieve this intent, "L" suffix zoning is proposed. 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*

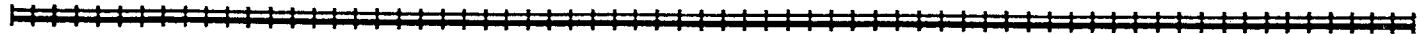
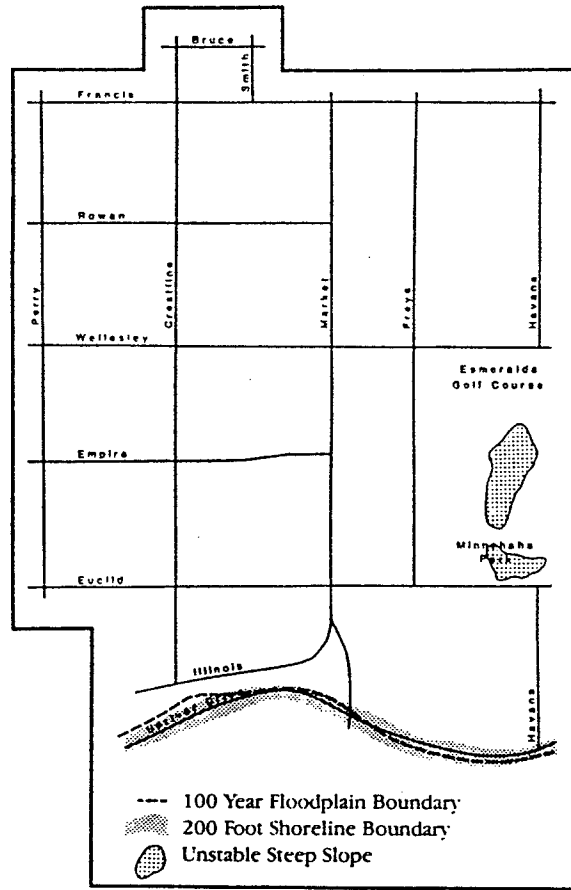
All development within the Hillyard Design Area shall be reviewed by the Planning Director to determine if the proposal complies with the regulations of the Zoning Code and, in the case of rezones, etc., the intent of the Design Plan and its elements, goals, policies and guidelines and implementing regulations.



*ENVIRONMENTAL POLICY  
ORDINANCE*

The City's Environmental Inventory, first prepared in 1974 and updated periodically, identifies areas of potential hazard or sensitive to the effects of man. Two features of concern in the Hillyard Neighborhood are unstable steep slopes and land adjacent to the Spokane River. Proposals to develop in these areas should be carefully reviewed to assure minimum disruption of the natural forces responsible for the sensitive condition. If excessive disruption would result, proposals should be denied. Please refer to Figure 13, which identifies hazardous areas in the neighborhood.

*Figure 13  
Hazardous Areas*



## *FLOODPLAIN REGULATIONS*

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.

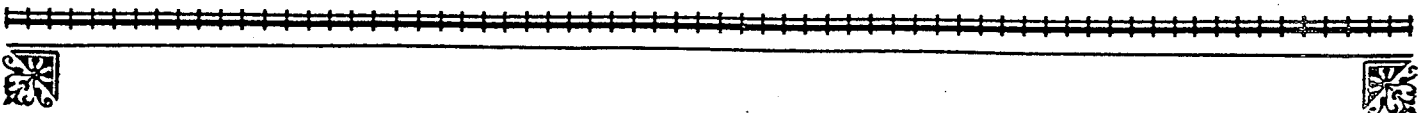
In order to accomplish its purposes, the Flood Damage Prevention Ordinance restricts or prohibits uses which are dangerous to health, safety and property due to water or erosion hazards, or which increase erosion, flood heights or velocities. It requires that uses be protected against flood damage at 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.

## *SHORELINE USE REGULATIONS*

The Shoreline Master Program focuses attention on the river and is aimed at achieving the most probable 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.

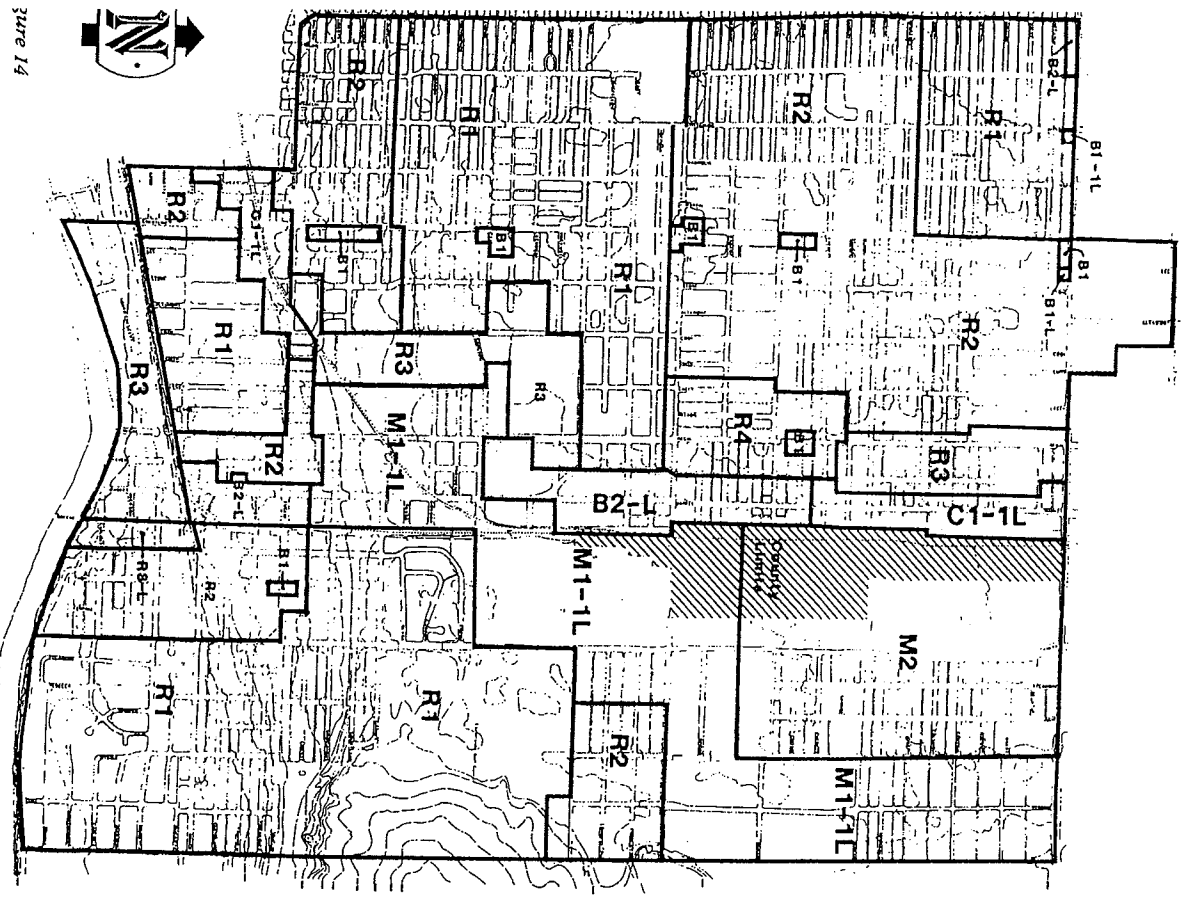


The State Shoreline Management Act requires that the Master Program identify and establish goals for the major elements that can be found in the shoreline area. Spokane's Master program addresses economic, public access, circulation, recreation, conservation, shoreline uses, historical-cultural, and 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.





**LAND USE ELEMENT**

- LDR** Low Density Residential
- MDR** Medium Density Residential
- HDR** High Density Residential
- NB** Neighborhood Business
- CB** Community Business
- GB** General Business
- LI** Light Industrial
- HI** Heavy Industrial
- MU** Mixed Use
- OS** Open Space

SCALE IN FEET (100's)



**BULLWARK**  
NEIGHBORHOOD  
**DESIGN PLAN**

THE SPOKANE CITY PLAN COMMISSION

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And to the Hillyard Steering Committee and the people of the  
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