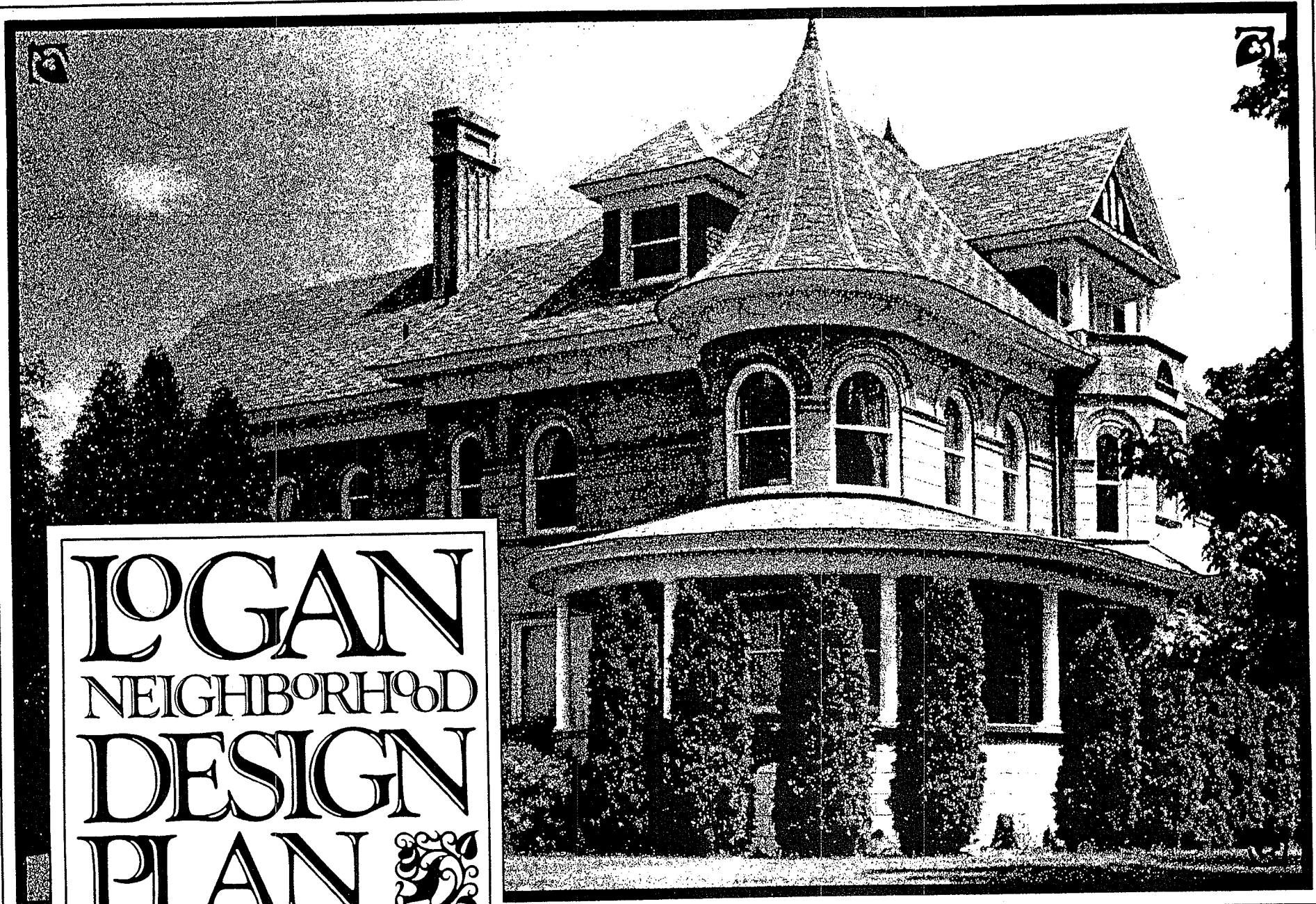


LOGAN  
NEIGHBORHOOD  
DESIGN  
PLAN

THE SPOKANE  
CITY PLAN COMMISSION

APRIL 12, 1982

M. B. HESS



LOGAN  
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.

PART OF THE SPOKANE COMPREHENSIVE PLAN

# PREFACE

"If you want something done right,  
you had better do it yourself."

A common phrase of the day and so true, particularly when expressing ones desires for a "better" neighborhood. A "better" neighborhood of course can have many meanings to different people. More parks to some may be considered a waste of money to others, particularly if such "basic" facilities as streets are perceived as sub-standard. Participation in the design plan process is one way of insuring that "things get done right" based on your belief in what your neighborhood needs.

The Logan Design Plan develops a framework for the future of concepts, programs and projects in response to what participants in the planning process identified as concerns and needs. The process was undertaken in April, 1980 with the appointment of the Logan Design Plan Task Force by the City Plan Commission. Close liaison was maintained throughout the process with the neighborhood. In fact, three Steering Committee members, including the chairman, Anne Cox, were represented on the Task Force. The result of this effort is presented in the following neighborhood design plan.





# ACKNOWLEDGEMENTS

## City Council & Mayor

JAMES CHASE, MAYOR  
ROBERT HIGGINS, PRO TEM  
RICHARD J. GOW  
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MARY & HOWARD FLYNN  
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SHERRI & KURT JOHNSON  
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MICHAEL D'ARIENZO

# RESOLUTION

A resolution adopting the Logan Neighborhood Design Plan as an element of the Comprehensive Plan.

WHEREAS, in 1979, the Logan Steering Committee approved the allocation of Community Development Block Grant funds for the preparation of a design plan for the Logan Neighborhood, and

WHEREAS, the design plan is intended to provide a master plan to guide future development and public improvements in the neighborhood generally bounded by Division, Euclid, Crestline and the Spokane River; and

WHEREAS, environmental review has been completed and it has been determined that the Logan Design Plan will not have an adverse impact on the environment; and

WHEREAS, public workshops, meetings, and hearings held on the plan have provided substantial comment on the Plan's contents that have been considered and incorporated in the final draft; and

WHEREAS, the design plan has been enthusiastically received by people from the Logan Neighborhood and Plans are underway to start a program of improvements as identified in the plan -- NOW, THEREFORE,

BE IT RESOLVED by the City Council of the City of Spokane that the Logan Neighborhood Design Plan is hereby adopted and incorporated into the City's Comprehensive Plan to be used as a guide for the improvement and revitalization of the Logan Neighborhood.

Adopted by the City Council April 12, 1982.

*Elizabeth Davidson*  
Deputy City Clerk

Approved as to form:

*Gregory A. Smith*  
Assistant Corporation Counsel





# APPROVALS & ADOPTION

The "Logan Neighborhood Design Plan" has been approved and adopted by:

The Logan Design Plan Task Force

Approved January 20, 1981

The City Plan Commission

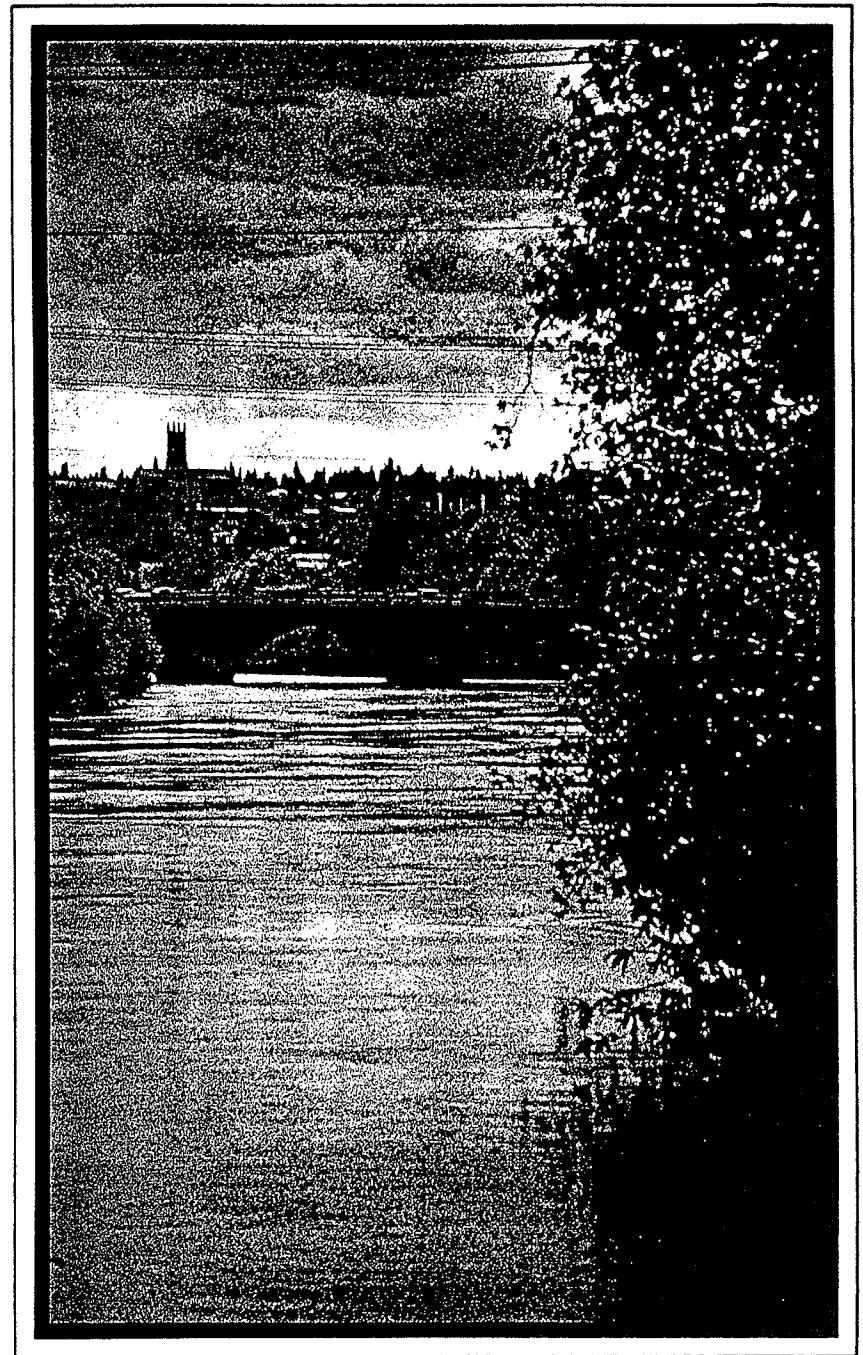
Approved March 10, 1982

The City Council

Adopted April 12, 1982

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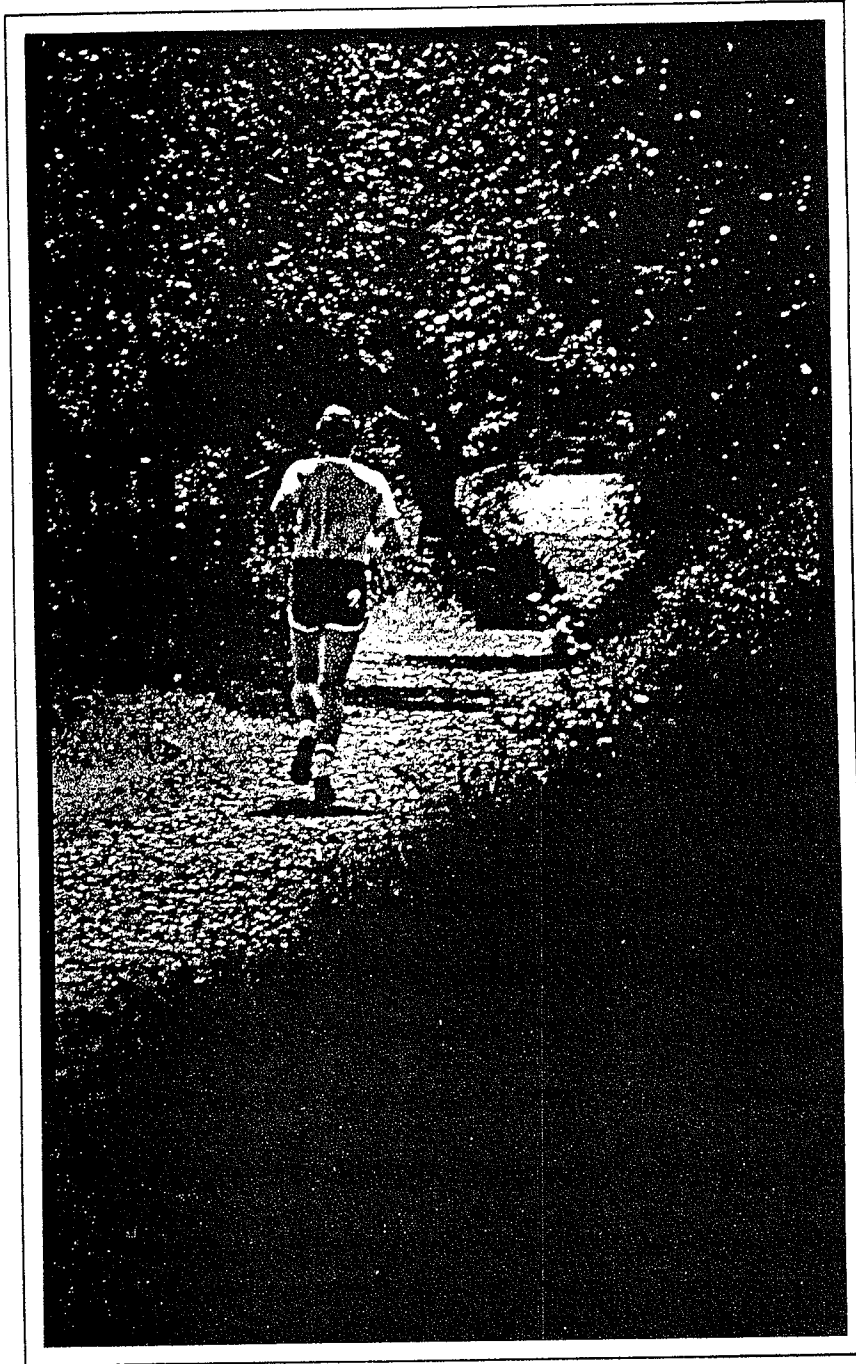






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# INTRODUCTION





## PURPOSE

In 1979, the Logan Steering Committee approved and allocated \$20,000 of Community Development Block Grant money for the preparation of a neighborhood design plan. The design plan provides an issue-oriented planning guide which concentrates on problems and potentials expressed by neighborhood residents and identifies projects and action programs for neighborhood improvement. The Steering Committee in its work since 1976 has accomplished a number of specific projects. The Design Plan is viewed as a way neighborhood concerns can be identified and specific projects developed in response to these concerns.

## BACKGROUND

Situated close to the heart of Spokane, the Logan Neighborhood has developed as one of the oldest residential neighborhoods in the Community. Platted and developed between 1884 and 1890 by Sylvester and Ida Heath and the Jesuits of Gonzaga College, the area developed as a "suburb" of downtown Spokane. The pattern of wide streets and boulevard landscaping was introduced by the priests as a reflection of popular trends in Europe and cities of the eastern United States. The wide streets, in particular, served the function of parade grounds for college men enrolled in the Reserve Office Training Corp. These were horse and buggy days and the generous platting accommodated the mix of pedestrian, horse, and occasional "horseless" carriage with only minor conflict.

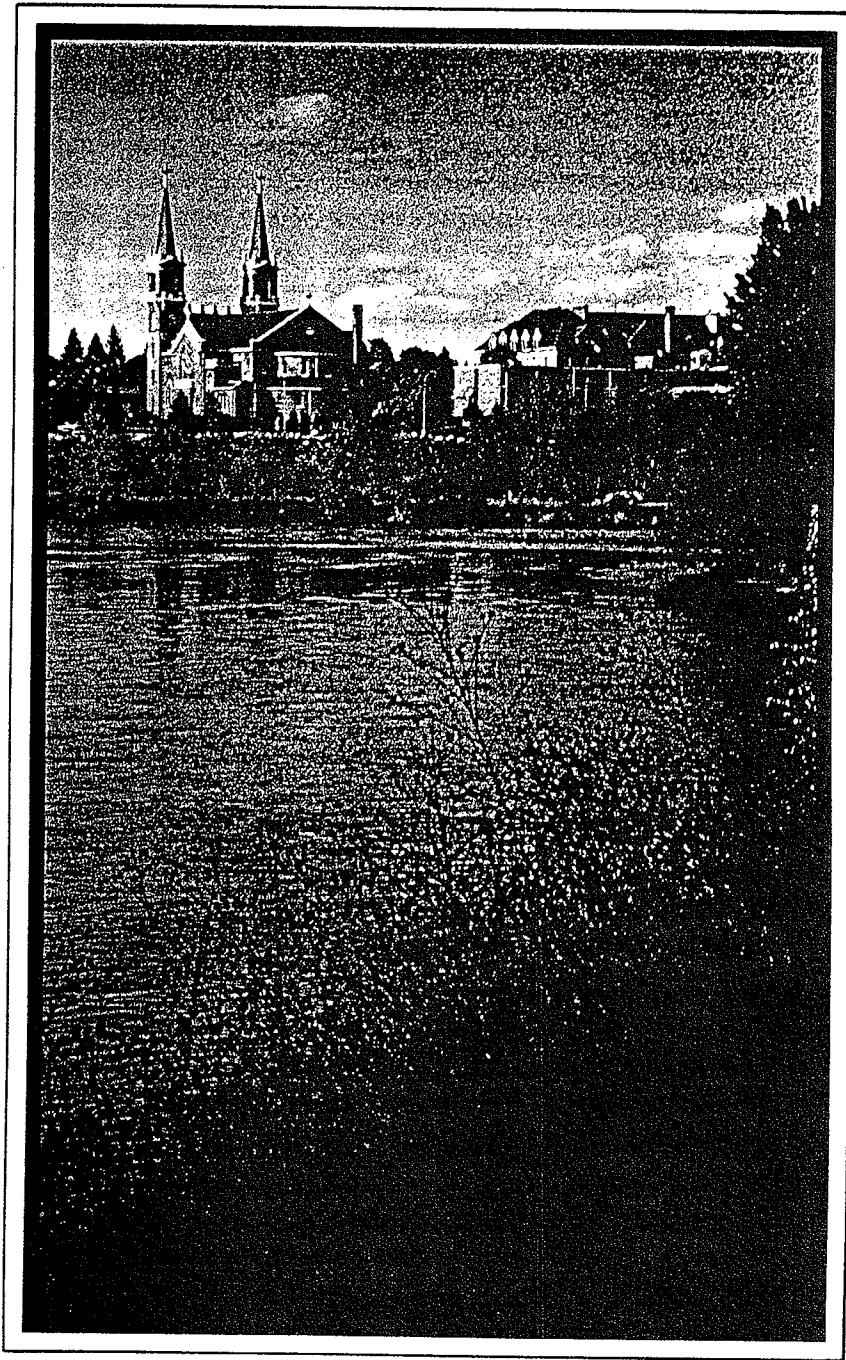
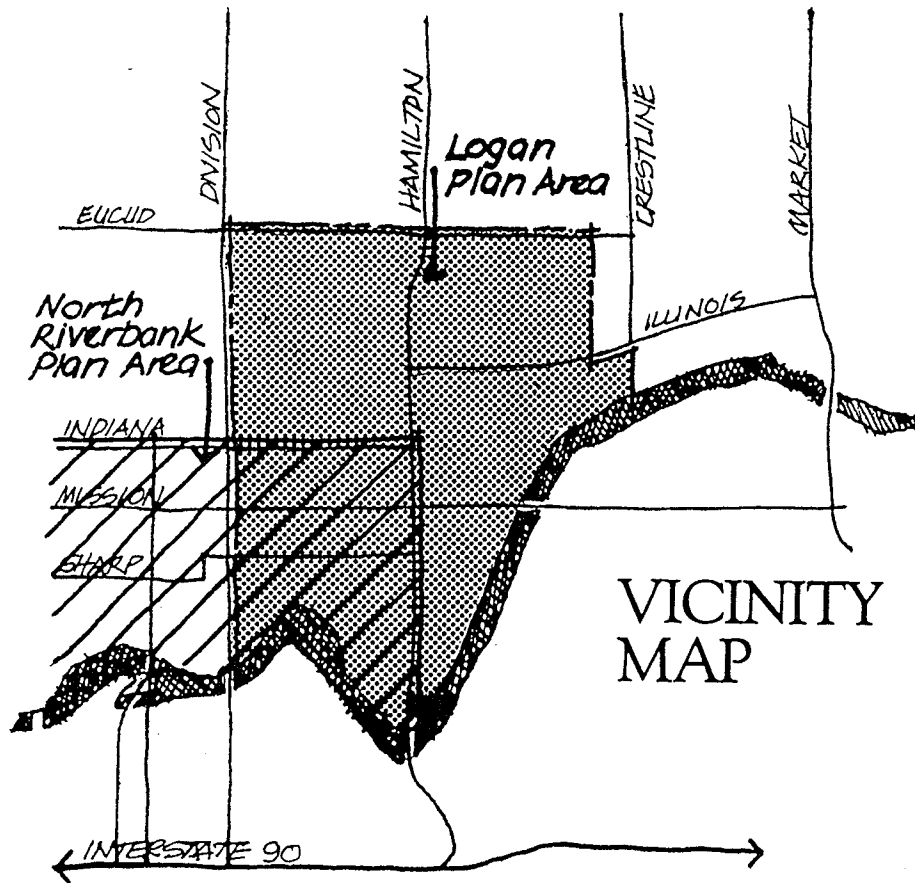
The context of the original platting by the Heath's and the Gonzaga Jesuits has changed. The neighborhood is responding to pressures of growth within and around the neighborhood. These pressures have included a gradual but recognizable shift from a very stable low density, family oriented community to a medium density neighborhood with a balanced mix of

family, elderly and single household types. The diversity results in a rich neighborhood character that residents desire to stabilize and encourage by expanding family living opportunities.

Several significant neighborhood issues provide impetus to a more comprehensive approach to community development planning in the neighborhood. First, replacement of older, turn of the century housing stock with new apartment buildings is perceived as a real threat to the character of Logan. New apartments, built to maximum density - usually seven to a lot - result in a site plan and building design that are poorly related to the existing neighborhood character. In addition, increased traffic, on-street parking demands, and a lack of property maintenance accompany the increased density.

Second, the neighborhood is well served by arterials. Three major arterials and six secondary arterials intersect the neighborhood and define several sub-areas, each with varying degrees of access to area community facilities. The importance of these arterials in moving people from the neighborhood and other parts of the City to downtown is recognized. The neighborhood wants no new arterials which would further divide the residential areas and that future arterial and other street improvements include aesthetic treatment such as street trees.

Third, the influence of Gonzaga University and other institutional uses on the neighborhood creates a mix of benefits and impacts which need to be considered in the context of neighborhood development. Some University development, particularly in recent years, has occurred in the residential areas north of Boone. This University expansion has progressed to the extent that some blocks between Boone and Sharp are almost entirely institutional uses. The expansion of the Law School has increased the neighborhood residents' perception of the campus moving north into the residential area. A balance of future institutional needs with the development desires of the neighborhood is an important objective in the Design Plan.





# SUMMARY OF FINDINGS

## LAND USE

- Basically-sound, older housing stock is being replaced by high density apartment development, which is perceived as negative by participants in previous workshops.
- Commercial development along Division and Hamilton is in need of visual improvement including frontage landscaping and sign design guidelines.
- Industrial areas are in need of basic improvements including paving, curbs, walks and landscaping.
- Institutional development in residential areas has strained available on-street parking and, in many cases, has been developed without consideration to adjacent residential uses.

## CIRCULATION

- The neighborhood is fully developed with arterials, and in the residential areas, no new arterials are desired.
- Existing arterials are in need of beautification.
- Residents wish to enhance bike travel through expanded routes and facilities.
- Transit service and facilities are needed throughout the neighborhood.

## COMMUNITY FACILITIES

- There are areas of the neighborhood where basic recreation facilities are needed.
- There are a number of existing opportunity sites and facilities which can assist in meeting the recreational needs of the neighborhood.
- Elementary schools in the area have been available for public use after school hours, yet the recreational use of school facilities could be expanded.

# SUMMARY OF RECOMMENDATIONS

## LAND USE

- High and medium density comprehensive plan designations should be changed to low density, except in areas adjacent to heavy commercial uses or Gonzaga University.
- Site planning and building design should incorporate building forms, setbacks and landscaping which complement the existing turn-of-the-century housing.
- Commercial development should incorporate generous landscaping. Signs should be designed compatible with the speed and distance at which they are seen. Strip commercial uses should not expand along Hamilton.
- Industrial areas are vital to the economic health of the community and neighborhood. Basic capital improvements should be implemented in the industrial districts, including roads, utilities and landscaping. An economic development strategy should be developed to enhance the marketability of these areas as viable, in-city industrial parks.
- Institutional expansion of parking lots should consider joint use of existing business parking as an alternative. in residential areas. A comprehensive "campus" and parking plan should be undertaken in the area around Gonzaga.

## CIRCULATION

- Arterial development in residential areas should be limited to improvements to existing roadways. Landscape improvements should be encouraged. North Foothills Drive is considered a high priority for development.
- The Bikeways Plan should be expanded to incorporate more connections to the proposed North-river Drive system.
- Transit facilities such as shelters, route maps and transit mini-parks should be expanded. Existing rail lines should be considered an opportunity for potential transit use.

## COMMUNITY FACILITIES

- A neighborhood park should be constructed in the North Montgomery sub-area, south of Buckeye. A neighborhood park should be constructed in the Mission Park sub-area, north of Mission and west of Perry. A neighborhood park should be built north of Montgomery in the Logan sub-area.
- Consider the development of the Pearl Street rail line for passive park, bicycle and jogging activities.
- Encourage the multiple use of school facilities for neighborhood activities and recreation.





## RELATIONSHIP TO OTHER PLANS & PROGRAMS

The Logan Design Plan is an official plan of action recognized by the City through adoption by the City Council. The City Plan Commission is responsible for the preparation and implementation of the Design Plan. The Design Plan Task Force, as an official arm of the Plan Commission, was charged with reviewing the preparation of the Plan and implementation program for recommendation to City Plan Commission and City Council.

The Logan Design Plan has an important relationship with other plans and programs ongoing within the City of Spokane. What follows is a brief description of those plans and programs of greatest relevance to the Design Plan.

### **The Comprehensive Plan — City of Spokane, 1968** North Riverbank Urban Design Plan — Policy Concepts, 1979

The Comprehensive Plan for the City of Spokane and the adopted policies of the North Riverbank Urban Design Plan as an adopted revision of the Comprehensive Plan provided the basis for the Logan Design Plan. From the outset of Logan's planning process, policies from these two documents were analyzed. The basis provided by these policies was supplemented by goals drafted by the Task Force which more directly identified the chief concerns and desires of the Logan Neighborhood.

Goals were drafted for land use, circulation and community facility concerns. In addition, policies were developed to guide specific plan proposals outside the North Riverbank Study area.

### **Goals and Policies to Update the Land Use Plan** January, 1979

This report contains the goals and policies recom-

mended by the Land Use Task Force and Technical Subcommittee of the City Plan Commission for the update of Spokane's Land Use Plan.

### **Park & Open Spaces** **Goals, Policies, Standards & Analysis** December, 1979

A major concern in the neighborhood is the availability and accessibility of park and open space facilities for all neighborhood residents. The park needs identified in the Logan Design Plan should be reflected in the City's Park and Open Spaces Plan if future development is to be realized. The chief function of the Design Plan here is to provide a "fine tuning" of the overall plan to respond to very specific needs of the neighborhood sub-areas.

### **Spokane Riverfront Development Program** Shoreline Master Program May, 1974

The Spokane Riverfront Development Program provides a guide to development of public and private land along the Spokane River. Many of the program proposals have been realized, and planning and development along the river continues to be influenced by this plan. The Logan neighborhood exists within the Upriver Environment as defined by the plan. A number of projects have been proposed in the plan including an educational center west of Gonzaga University and the North River Drive.

The Shoreline Master Program provides more detailed development guidelines for the area extending back 200' from the riverbank and includes a regulatory mechanism.

### **Six Year Comprehensive Street Program** 1981-1986 City of Spokane

The Six Year Comprehensive Street Program identifies a number of projects for the Logan Neighborhood. The general nature and configuration of these proposals

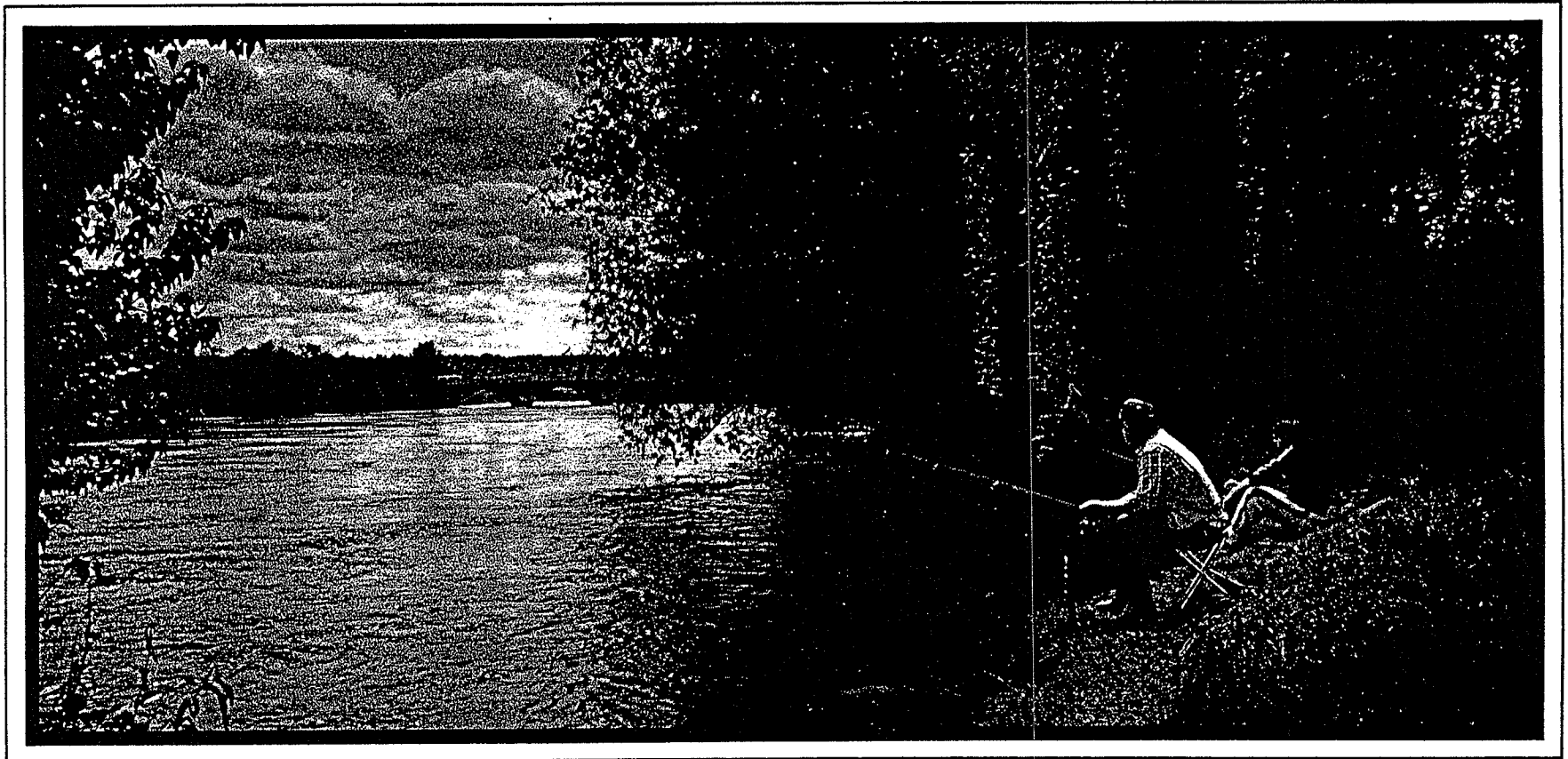


have been considered in the planning for Logan. Since the chief neighborhood concern is to minimize arterial development in residential areas, the importance of the Design Plans' interface with proposed circulation plans and projects is evident.

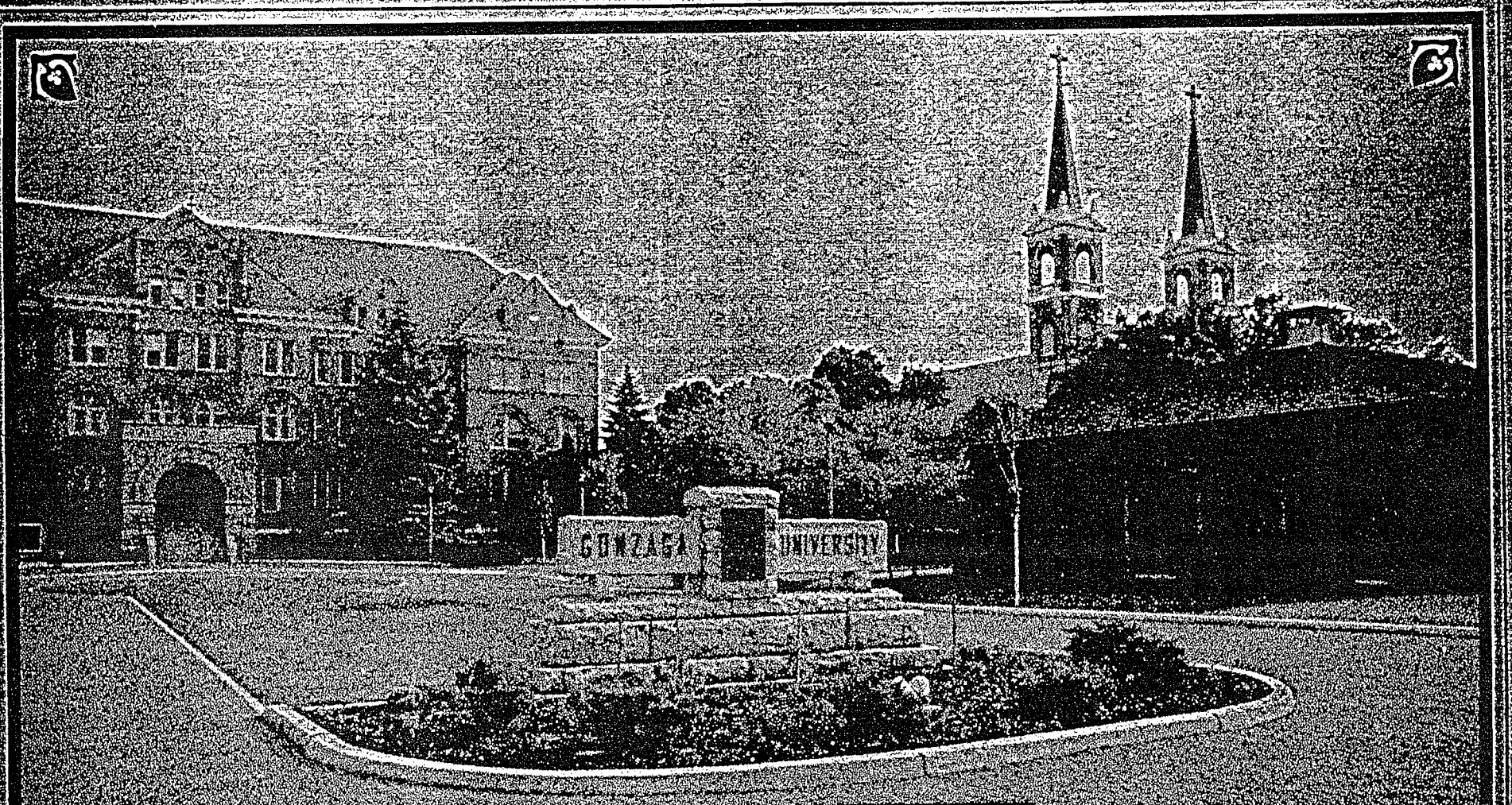
### The Bikeways Plan

Spokane City Plan Commission  
July, 1980

A high priority among Logan residents is bikeways. The Bikeways Plan is incorporated into the Design Plan and additional links and routes have been suggested to better serve the neighborhood. Additional means will be suggested to enhance bike travel, including route identification, funding and facility development.







# NEIGHBORHOOD PROFILE & NEEDS



## NEIGHBORHOOD PROFILE

The Logan Neighborhood is bounded by Division on the west, Euclid on the north, Napa and the Spokane River on the east and the Spokane River on the south. Typical of most neighborhoods in Spokane, the major land use is residential. However, unlike most neighborhoods, a major educational institution, Gonzaga University, and a large acreage of diverse commercial/industrial uses exist within the neighborhood boundaries.

Gonzaga University is the most recognizable element of the neighborhood and influences the neighborhood in many important ways. Demands on residential land use, traffic patterns and on-street parking and ownership patterns are all influenced by the University. University growth trends of the last decade have had a marked influence on the neighborhood. These growth trends have been the focus of neighborhood attention in recent years and are an important consideration in current planning efforts.

The bulk of the commercial uses occur in strips along Division and Hamilton Streets. The Division Street corridor includes commercial uses which draw from a regional shopping area while the commercial uses along Hamilton are primarily neighborhood oriented.

Industrial land use patterns vary significantly. Industrial uses have clustered in three major areas, all served by rail. The industrial area at the base of the north hill includes a scattered and diverse pattern of uses with a high percentage of vacant land. The two industrial areas southeast and southwest of the University are more fully developed with heavy trucking and warehouse uses. Although the industrial areas of the neighborhood offer little visual appeal, they provide an important base of commerce and employment for the City and neighborhood. With careful site planning and basic right-of-way improvements, the assets afforded by these industrial areas can be maximized for the benefit of the neighborhood.



The most outstanding physical feature of the neighborhood is the Spokane River. Until recently, however, few riverside developments have recognized the river's aesthetic beauty or potential as an amenity to be considered in site planning. Fortunately, the examples set by EXPO '74 and Riverfront Park have established standards for others to follow. Efforts are being made to take advantage of the qualities of the river. Landscape easements, walkways and jogging/bicycle paths are among recent proposals under consideration.

The other significant physical feature, the North Hill, was born out of the dynamic physiographic history of the river winding its course through the valley upon which the City is established. Euclid Street, at the crest of the North Hill, defines the northern boundary of the neighborhood. Much potential exists along this slope for panoramic views of not only the neighborhood, but the City skyline. Vacant land and unopened right-of-way provide potential park and open space lands along its entire length.

The neighborhood character is as much influenced by street pattern, however, as by physical features. Several significant arterials, including Division, Mission, Hamilton, Illinois and Indiana, influence the pattern of neighborhood activity to the extent of actually defining sub-areas. These sub-neighborhoods include Gonzaga, North Montgomery, Logan Elementary and Mission Park. The sub-neighborhoods each have unique characteristics, qualities and problems and provide a degree of diversity to Logan. Characteristics and problems unique to each sub-neighborhood are discussed in general below.

The reconnaissance of the neighborhood also included the following specific study elements:

- Land Use
- Zoning
- Circulation
- Property Ownership
- Community Facilities

The information was developed from plans, reports and conversations with the City Planning, Public Works, Traffic Engineering, and Parks and Recreation Departments. Extensive field surveys were also conducted to determine lot by lot land use and housing quality.

## SUB-AREA DESCRIPTIONS

### NORTH MONTGOMERY

The North Montgomery sub-area is bounded by Euclid on the north, Indiana on the south, Hamilton on the east and Division on the west. The sub-area includes the bulk of commercial and industrial land uses of the neighborhood. Residential uses are primarily single family, of basically sound quality, with scattered pockets of apartment and duplex structures. Some high quality housing sited to take advantage of the views afforded by the North Hill (exist along Euclid). Some poor quality housing can be found scattered within a few blocks of the industrial zones of North Montgomery. Various industrial and commercial land uses predominate between the two residential areas at the base of the North Hill. Much of the industrial zoned land remains vacant. A significant problem is the unpaved streets which, combined with heavy truck traffic, create a dust nuisance for surrounding residences. Basic public right-of-way improvements, including paving and street tree planting, would do much to improve the condition of the North Montgomery sub-area. North Montgomery lacks park and open space lands, even though both Logan Elementary and St. Aloysius Schools are within one-half mile walking distance of most houses. These two play areas are only marginally accessible by foot due to arterial traffic on Hamilton and Indiana streets.

### LOGAN ELEMENTARY

The Logan Elementary sub-area is bounded by Euclid on the north, Illinois on the south, Napa on the east and Hamilton on the west. The sub-area is similar to North Montgomery in terms of land use mix. Residential uses are located chiefly to the south of the industrial uses and are not as adversely affected



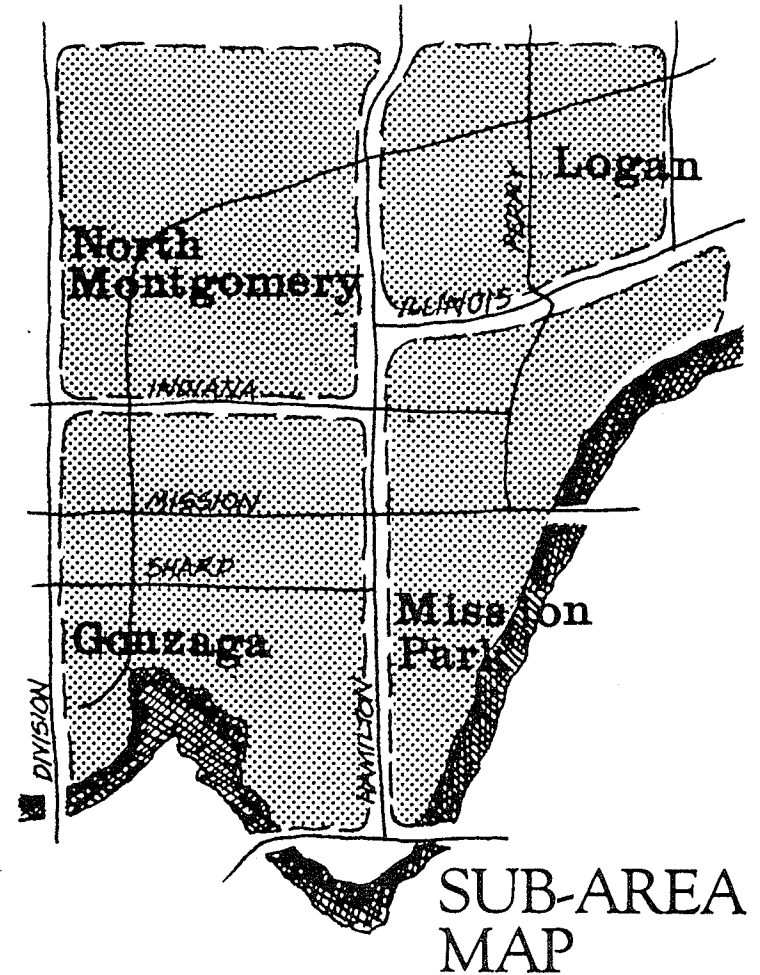


by the heavy commercial and industrial activity as in North Montgomery. Commercial land uses are clustered at the intersections of Hamilton and Illinois, and Perry and Illinois. These uses serve as neighborhood convenience businesses in contrast to the community business character established along Division. The residential area is stable and primarily older, well established single family homes. Duplex development has expanded adjacent to the industrial district, replacing older deteriorated housing and vacant underutilized land. The area is generally well served by parks. Logan Mini-park and Logan Elementary are both within easy walking distance of most homes. The area east of Perry is less well served by play areas.

#### MISSION PARK

The Mission Park sub-area is bounded by Illinois on the north, Trent on the south, Hamilton on the west and the Spokane River on the east.

In terms of land use, Mission Park is the least homogenous sub-area of the neighborhood. The sub-area has some of the best quality housing in the neighborhood and a large acreage of industrial property including Washington Water Power and the Industrial uses north of Trent. The sub-area has many good park facilities, including Mission Park, Witter Pool and the private park at Washington Water Power. A linear park and open space system with bike and jogging trails is located the length of Upriver Drive north of Mission. The sub-area is visibly affected by arterials. Illinois, Perry, Indiana, Mission and Hamilton all route through or along the area, isolating the residents north of Mission from children's play areas.



## GONZAGA

The Gonzaga sub-area is bounded by Indiana on the north, Division on the west, the Spokane River on the south, and Hamilton on the east. Much of the character of the Logan neighborhood is drawn from the Gonzaga sub-area. A mix of single-family and multi-family housing is strikingly evident within Gonzaga. The mix is due to a number of factors. The area's close proximity to downtown, coupled with the residential demands of Gonzaga University, is reflected in the trend toward apartments and other group quarters. Many stately older homes have been converted to apartment units in response to these demands. Existing high density zoning is a major factor in the expansion of the apartment market.

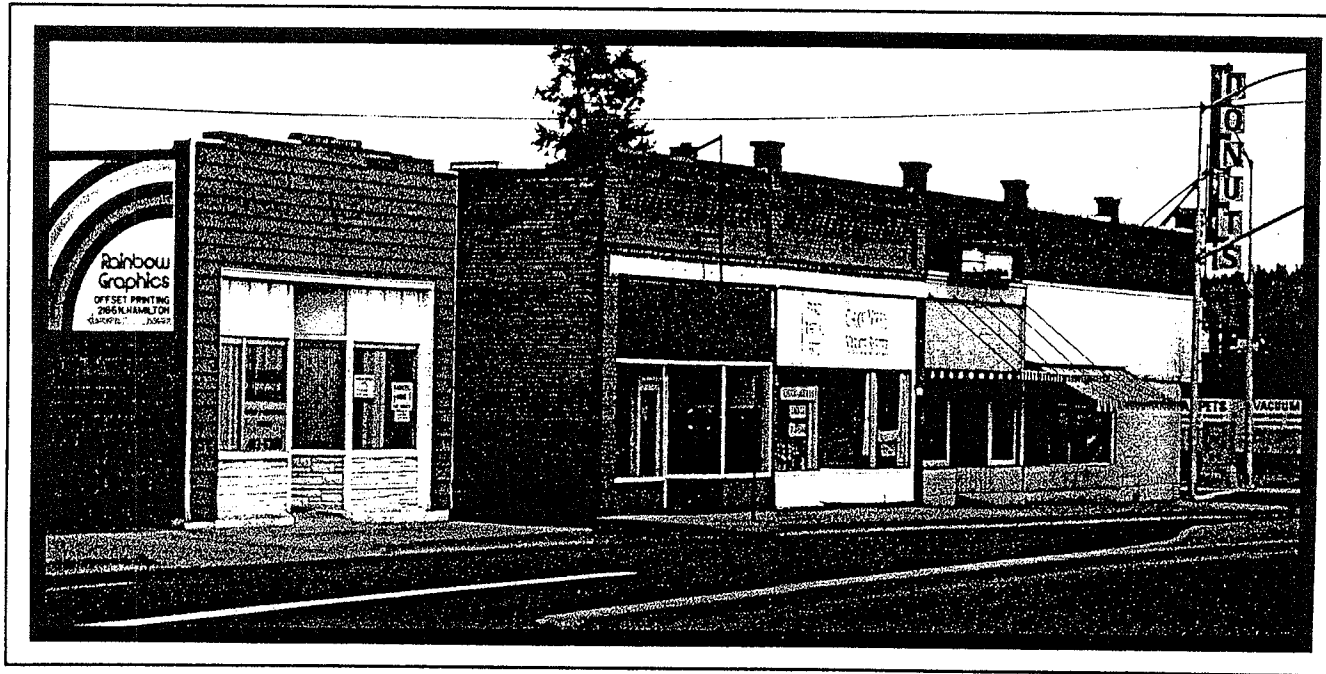
The single family homes tend to be occupied by two groups. The first is families who recognize the amenities and sense of neighborhood provided by Gonzaga's residential community who undertake the

challenge of housing rehabilitation. The second group, established families, many of second and third generation, is also widely evident. The established neighborhood families continue their fine maintenance of homes.

Commercial development in Gonzaga occurs for the most part along Division and Hamilton. Commercial development here is characteristic of other sub-areas.

Industrial uses have located along rail lines which skirt the boundaries. The Pearl Street rail corridor and the line adjacent to Lake Arthur have historically provided direct rail access to primarily warehouse uses. With the relocation of freight rail facilities out of the central city, use of the neighborhood rail lines has diminished.

Park needs in Gonzaga are served by Heath Park and the University. Facilities at Heath are in need of improvement.







# LOGAN DESIGN PLAN





## THE LOGAN DESIGN PLAN

The Design Plan for Logan has been prepared with the idea that land use, circulation and community facilities are all components of neighborhood character and measures of neighborhood quality. In the sections that follow, each of these major areas has been explored and a general goal expressed identifying neighborhood desires. Each major section incorporates a set of objectives and policies which identify specific issues important to the neighborhood. The specific objectives and policies have been directed at four areas of concern.

1. Concept and structure for development in the entire neighborhood.
2. Development of a block or group of blocks as a basic unit in neighborhood development.
3. Site planning for individual properties.
4. Building Design.

The Logan Design Plan expands on the adopted policies of the North Riverbank Urban Design Study with the concept of stabilizing and conserving neighborhood qualities important to residents. The Design Plan does not intend to stifle development with the adoption of a conservation approach. On the contrary, recommendations are made which will enhance the attractiveness of business clusters for neighborhood and community shopping and promote improvements to industrial areas which will encourage a strong and attractive base of employment within the neighborhood.

Residential policies have been directed toward preserving the qualities that set Logan apart from other neighborhoods. Overall density will be lowered in some areas, making it much more attractive, economically, to rehabilitate more of the older neighborhood homes. Design recommendations are made which recognize the block as an important unit in the concept of the neighborhood and encourage a cooperative approach to single or multiple block development in residential as well as non-residential areas. Site planning and building design guidelines are provided which establish practical examples of how improvements can be accomplished with sensitivity and respect to Spokane's climate and the existing neighborhood design quality.

## IMPLEMENTATION

There are three primary ways by which the concepts presented may be realized: first there are actions which are the responsibility of the City such as street improvements, utility undergrounding, street tree planting, public transportation and the locating and development of public buildings. The City is also responsible for initiating and implementing plans and ordinances which guide private development. This plan is to be implemented by development regulations contained in the City's zoning ordinance. Second, individual property owners and businesses may undertake new development and improvements on an incremental basis over a period of time. Third, cooperative actions may be taken between private property owners and the City. These actions may include development of planned blocks, parking and service areas, pedestrian open spaces and walkways. Also, there may be situations where the City will encourage improvements by crediting private sector actions with increased density or floor area ratios.



# 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:

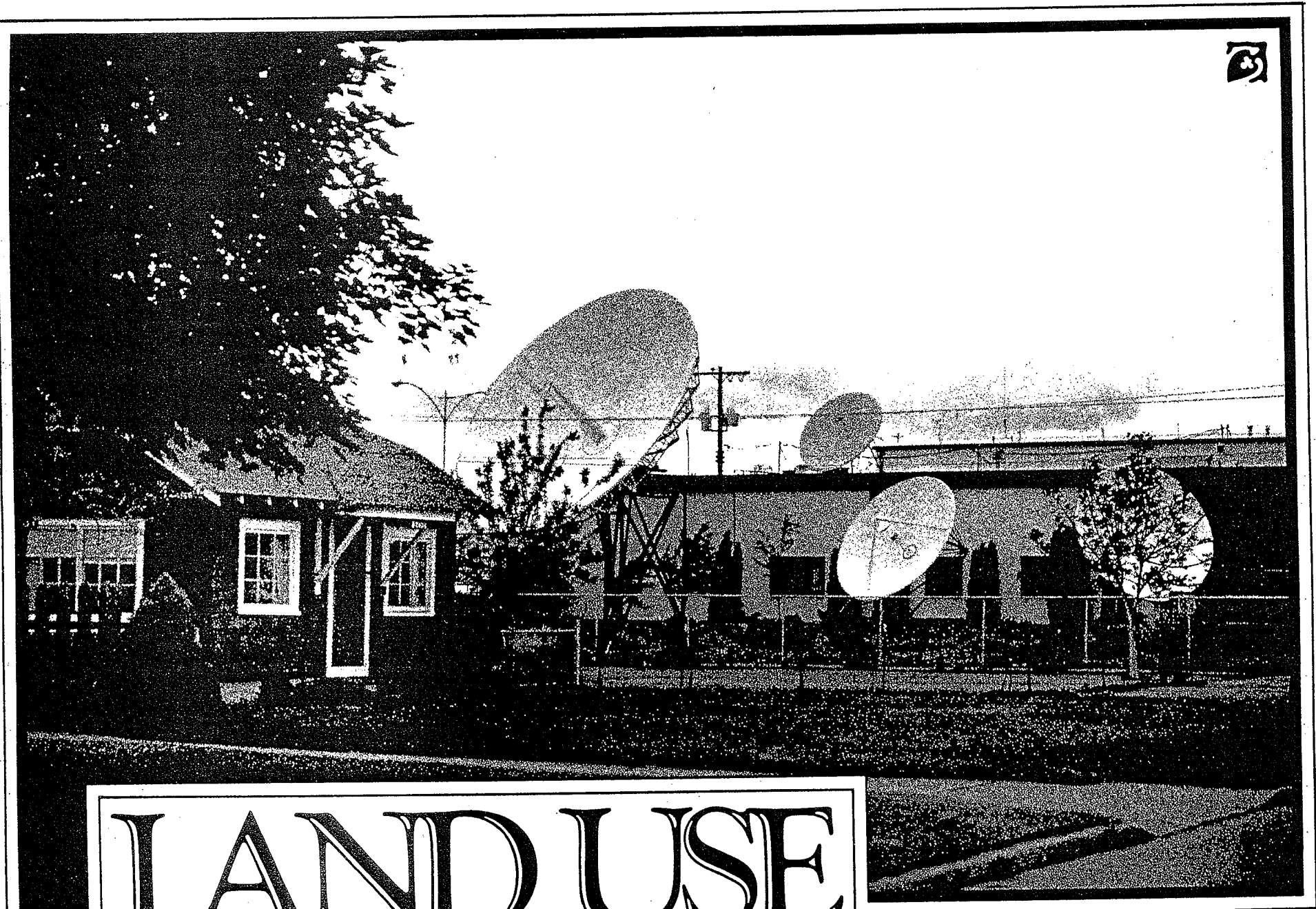
1. Low-Density Residential: Single-family homes and duplexes. Allow conversion of large homes to triplex as a "conditional"<sup>1</sup> use. Maximum height 2 1/2 stories.
2. Medium-Density Residential: Family-oriented residences up to one fourplex per lot. Allow larger groupings at this density on more 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. Maximum height 3 stories.
3. Neighborhood Business: Neighborhood-oriented retail and service facilities similar in character to uses allowed in the B1 zoning category, up to two stories, except that "automobile-oriented" uses shall not be permitted.
4. Community Business: "Conditional" community retail and service facilities similar in character to uses allowed in the B1 and B2 Category I zoning categories, up to two stories.
5. General Business: General retail and service uses similar in character to uses allowed in B2 zoning category, up to two stories. Allow three stories on full block developments as a "conditional" use.
6. Low-Rise Office/Institutional: "Conditional" office and public/quasi-public institutional uses up to two stories. Allow three stories on full block developments as a "conditional" use.
7. Heavy Commercial: "Conditional" wholesaling and warehousing similar to those uses allowed in the C-1 commercial zone.
8. Light Industrial: "Conditional" light industrial park-type development up to two stories.
9. Riverfront Mixed Use: A mix of high density residential and "conditional" office, commercial recreation<sup>2</sup>, and community business uses.
10. Institutional: Public and/or private educational uses up to two stories.
11. Institutional/Residential: "Conditional" Gonzaga University uses by special review and approval by the Planning Department and low-density residential.

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<sup>1</sup> "Conditional":  
Special performance standards implemented with a "D" zoning designation related to landscaping and buffers, height and bulk, off-street parking, off-street loading noise & dust controls, lighting controls, sign controls and minimum yards.

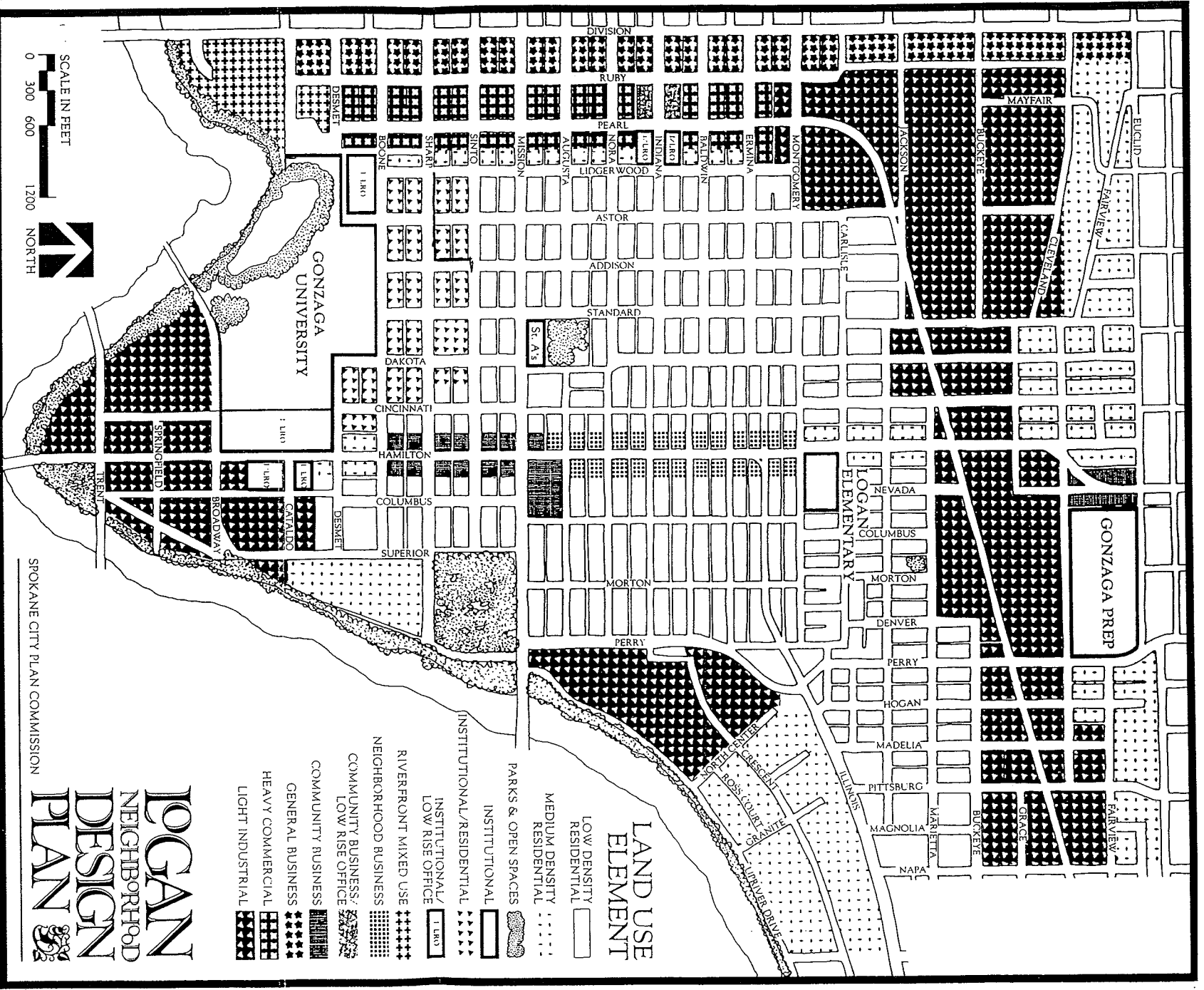
<sup>2</sup> "Commercial Recreation":  
"Conditional" motels, amusement facilities, sports facilities, restaurants, cultural facilities, public and semi-public tourist attractions, up to four stories or 48 feet.





# LAND USE

Decorative border with a repeating floral or scrollwork pattern.



SPokane City Plan Commission

# LOGAN NEIGHBORHOOD DESIGN PLAN

- LAND USE ELEMENT**
- LOW DENSITY RESIDENTIAL
  - MEDIUM DENSITY RESIDENTIAL
  - PARKS & OPEN SPACES
  - INSTITUTIONAL
  - INSTITUTIONAL/RESIDENTIAL
  - INSTITUTIONAL/LOW RISE OFFICE
  - RIVERFRONT MIXED USE
  - NEIGHBORHOOD BUSINESS
  - COMMUNITY BUSINESS/LOW RISE OFFICE
  - COMMUNITY BUSINESS
  - GENERAL BUSINESS
  - HEAVY COMMERCIAL
  - LIGHT INDUSTRIAL



# LAND USE

## OVERVIEW

Many of the concerns expressed by local residents are land use issues directly related to the City's Comprehensive Plan and zoning regulations. Concerns regarding the increasing number of new apartment buildings, for example, can be considered within the Comprehensive Plan and zoning processes. The Logan Design Plan proposes modifications to the Comprehensive Plan and zoning code in ways which deal with neighborhood issues without significantly affecting investment interests in the neighborhood.

Major concerns related to land use are expressed in the following list of issues.

1. The conversion of basically sound, older housing stock, to new apartment buildings which are out of character with the established neighborhood.
2. The expansion of strip commercial uses along Hamilton and the unsightly appearance of commercial uses along Division.
3. The relationship between existing commercial areas and established residential areas.
4. The unattractive appearance of industrial areas and their relationship to existing residential areas.
5. The growth trends of institutional uses such as Gonzaga University.
6. Site planning for new development which is out of character with the established neighborhood.
7. The impact of on-street parking associated with Gonzaga University and the development of higher density residential uses.

8. Building design which is out of character in terms of height, bulk, setback, and detail with existing residential structures.

The following goal has been stated with regard to Land Use:

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**GOAL: Stabilize the existing neighborhood character by preserving predominantly single family uses and limiting industrial and commercial development to areas now established for these uses.**

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The following policy concepts deal specifically with the above issues. Policies have been drafted for residential, commercial, industrial and institutional land uses.

## RESIDENTIAL POLICY CONCEPTS

The residential policy concepts have been drafted primarily in response to issues 1, 6, 7 and 8. Through the course of planning, residents have expressed great concern over the loss of many fine older homes to new apartment buildings. The new apartment uses are most often developed out of character with the neighborhood. Box-like designs with minimum side yard setbacks, little or no common or private open space, property line to property line parking with no landscaping and minimum property maintenance have been the rule with new apartment developments in Logan. In addition, on-street parking demands have increased, particularly in areas close to Gonzaga. The policy concepts direct neighborhood residential development toward a lower density, family oriented living environment.

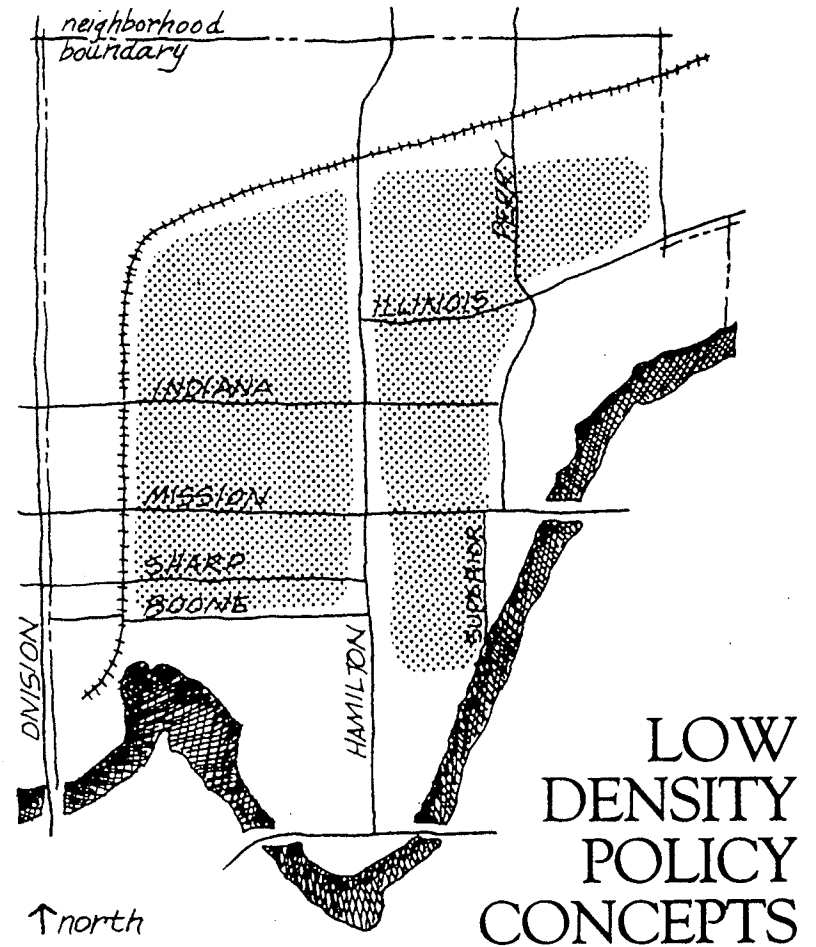
The market conditions of the last several years have been very conducive to converting single family uses to income property, particularly when the property owner/developer has enough capital for land purchase and construction. Zoning of the R-4 and R-3 provides densities of between 4 and 7 units per lot thus a land value to unit value ratio which makes income property developed at maximum densities attractive. Costs of home rehabilitation are usually much higher per square foot than new construction; therefore the choice for new construction is made even more attractive.

The policy concepts presented below provide an approach which stimulates home rehabilitation. High density residential designations have been reduced to low and medium density categories as a means of accomodating both single family and multiple family uses within existing housing stock. New construction would still be desirable in instances where housing stock has reduced to a delapidated and unrepairable condition. However, reduced densities will make it much more attractive for home rehabilitation. Guidelines are also presented which identify desirable site planning and building design considerations for Logan.

### RESIDENTIAL POLICY CONCEPTS

Preserve the primarily single family, low density character established in the Logan Neighborhood.

1. Retain existing and permit new, low density family oriented residential use:
  - a. North of Boone to Montgomery between Lidgerwood to one-half block east of Cincinnati.
  - b. North of Montgomery to the existing industrial zoned property between Astor and Cincinnati.
  - c. North of Illinois to the existing industrial zoned property between one-half block east of Hamilton and Napa.



- d. North of one half block north of Cataldo to Illinois between one-half block east of Hamilton and to Perry.
- e. North of Desmet between one-half block east of Hamilton and to Superior.
- f. South of Mission to one-half block south of Desmet and from one-half block east of Hamilton and to the Spokane River.



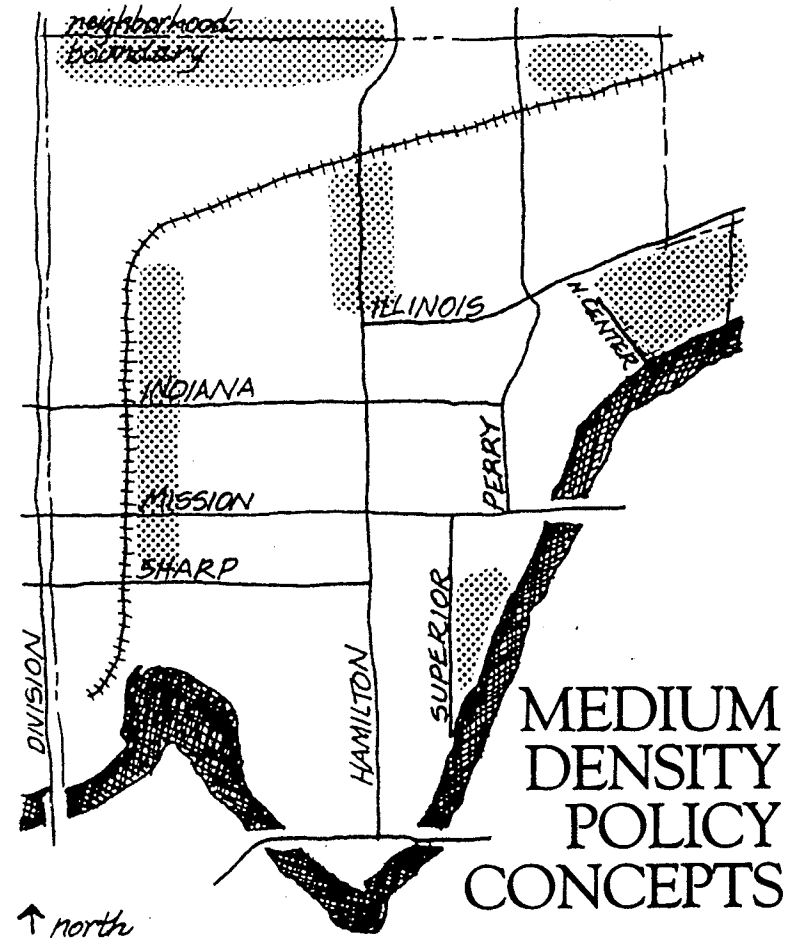
Multi-family uses should develop in character with existing neighborhood homes. The replacement of existing older housing stock to multi-family use is discouraged.

2. Permit Medium-density, family oriented residential use:

- a. East of North Center Street - south of Illinois.
- b. North of Cleveland to Euclid between Ruby and one-half block west of Nevada.
- c. North of Grace to Cleveland between Standard and Hamilton.
- d. North of Fairview between Perry and Napa.
- e. North of Cleveland between Perry and one-half block west of Madelia.
- f. The one-half block west of Lidgerwood between Boone and Montgomery.
- g. North of Montgomery to Marietta between one-half block east of Cincinnati and one-half block east of Hamilton.
- h. South of Sharp and east of Superior. Allow a density of up to 44 units per acre for elderly housing by special permit of the Zoning Board.

3. Encourage rehabilitation of existing residential structures throughout all residential areas in order to retain the existing older housing stock.

- a. Priority should be given to home rehabilitation projects which can be implemented on a block wide basis. Site improvements would be eligible for funding in addition to normal home repairs.
- b. Undertake a neighborhood home rehab information program in targeted sub-areas of highest

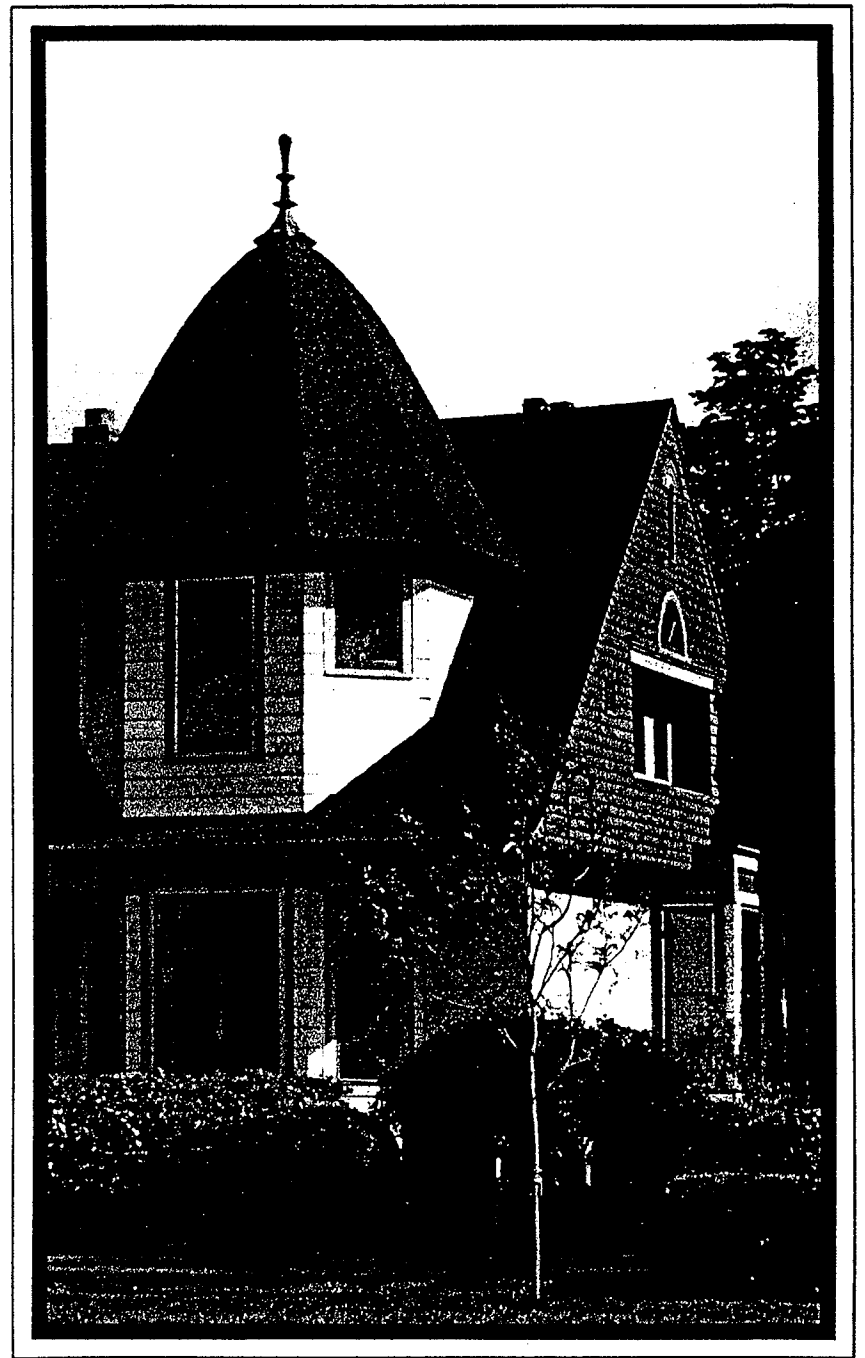


need. Information regarding qualifications, funding and project eligibility should be circulated throughout the neighborhood.

4. Enhance the concept of the block as an important and basic unit in the development of the neighborhood.

- a. Encourage the joint development of blocks or portions of blocks in order to maximize the opportunities for joint use, open space, recreation and parking facilities.
- b. Unify the visual character of individual blocks by encouraging street tree planting and parking strip landscaping.

- c. Expand parking strips around blocks with wide streets as a way to increase open space. Develop these parking strips as parks with benches, trashers, shelters and/or kiosks.
5. Recognize the character of the neighborhood in site planning for new development.
    - a. Provide substantial front yard setbacks consistent with existing homes especially for south facing lots.
    - b. North facing lots should maximize rear yard setbacks and opportunities for outdoor living.
    - c. Parking shall not be permitted in front yards, but should access from alleys and be enclosed in carports or garages-unless major block redevelopment includes alternative use of interior block space.
    - d. Parking lots should include adequate sideyard landscaping.
    - e. Site plans should provide a hierarchy of open space opportunities including public space at the street, semi-public space at entrances to multi-family structures and private ground level open space attached to each unit.
  6. Encourage the development of new building in character with the architectural styles of the neighborhood. Strict adherence to any one particular architectural style is not the intent. New residential units should recognize characteristic "elements" such as bay windows, sloping roofs, gables, dormers, sun porches, rich detailing, second story balconies, wide eave overhangs, etc. Building design should also consider the height, bulk and setbacks of adjacent structures.





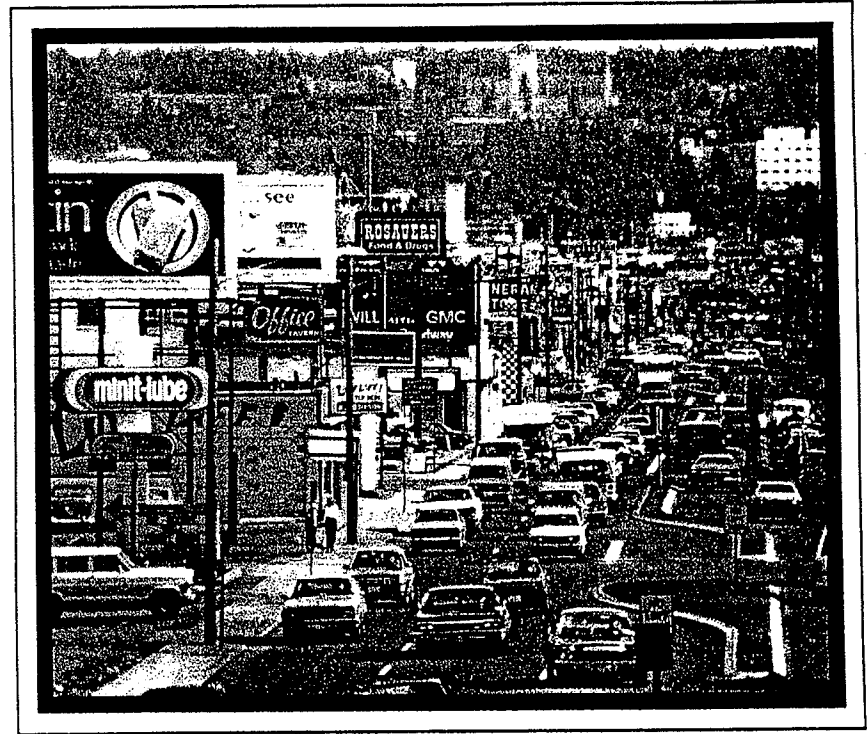
## COMMERCIAL POLICY CONCEPTS

Commercial policy concepts have been drafted in response to land use issues 2, 3, 6, and 8. It is evident that the greatest neighborhood worry with regard to commercial development is that the development character along Hamilton may become similar to Division. Land uses along Division Street offer little visual appeal. Steps should be taken to improve the visual quality of Division and promote quality development along Hamilton.

Many factors add to the unattractiveness of this corridor. The lack of any significant vegetation, no street amenities, inadequate or poorly accessed parking, garish signing, a maze of overhead utilities and a lack of continuity between properties are major factors of the visual blight. The policy concepts outlined below deal with these issues in the spirit of introducing the positive qualities of Logan's residential areas into the framework of commercial development.

Commercial developments within Logan are of two general types: First, uses along Division tend to draw from a city wide market area, taking advantage of high traffic volumes and good exposure. This is reflected in the land uses which include fast food restaurants, auto service uses, department stores and drive-in banks. Some existing office development adds a degree of stability. Second, uses along Hamilton and Illinois draw customers primarily from a neighborhood market area. They include a mixture of long established neighborhood convenience stores, restaurants and laundries as well as new uses like a convenience grocery located to serve the immediate area.

The policy concepts for commercial development deal appropriately with the demand for uses along both Division and Hamilton. Concentration is given to an incremental approach to site development in consideration of the multitude of ownerships and the nature of existing uses.



## COMMERCIAL POLICY CONCEPTS

Commercial development should be consistent with and enhance the character and identity of the neighborhood.

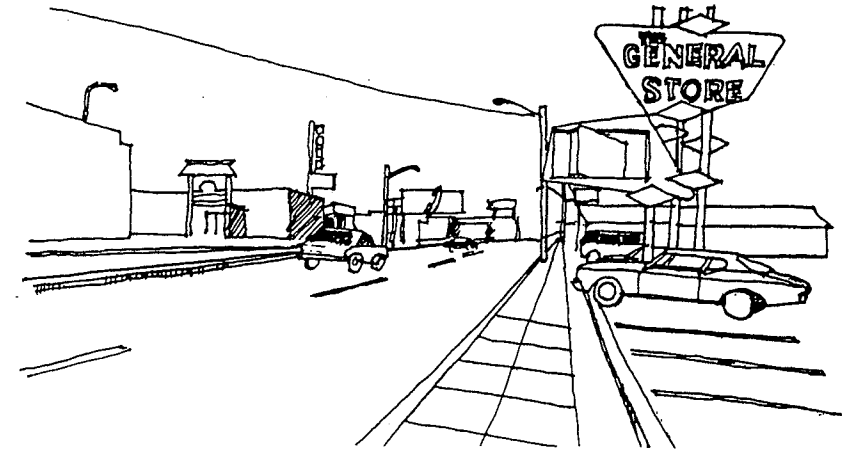
1. Limit the development of new commercial uses along Hamilton and Illinois. Strip commercial development along Hamilton is discouraged.
  - a. Permit neighborhood business uses along Hamilton Street frontage from Augusta to Montgomery to serve, primarily, the Logan Neighborhood.
  - b. Permit neighborhood business uses at the intersection of Perry and Illinois.

- c. Permit general business uses along Nevada from Cleveland to Euclid between one-half block east of Hamilton to one-half block west of Columbus extended north.
  - d. Permit community business uses to serve adjacent neighborhoods along Hamilton from Boone to Augusta.
2. Encourage the cooperative development of neighborhood business properties along Hamilton.
- a. Encourage a neighborhood character to develop with emphasis on accessibility for a walking, bicycling and transiting neighborhood population.
  - b. Develop streetscape improvements which enhance the neighborhood business character of Hamilton. Include privately developed "vest-pocket" parks\*, street furniture, architecturally appropriate street lighting, scaled down identification signs and street landscaping.
  - c. Encourage the development of half-blocks as planned commercial developments. Cooperation on access, parking, landscaping and plaza type pedestrian areas should be encouraged along the Hamilton corridor.
  - d. Mixed uses are encouraged. Residential units should locate above ground floor businesses or, when separate structures are used, toward the rear of properties.
  - e. Off-street parking should be developed to the rear of properties, screened from street views. Parking lots shall incorporate heavy landscape buffers especially when adjacent to residential properties.

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\* This would not preclude the use of public money, particularly for projects of general benefit to the neighborhood.

- f. New buildings should strive for design quality on all facades. Rear entrances should be incorporated for ease of access from rear parking lots.
  - g. All outdoor storage and refuse areas should be enclosed or screened from view. These areas should be designed as a part of the design concept.
3. Permit general business uses and low-rise office uses to locate on Division. Encourage planned full-block, general business and low-rise office park development with adequate off-street parking.
4. Recognize the regional importance of businesses located along Division and work for the improvement of this corridor consistent with the character established by Logan's residential areas.
- a. Encourage full-block, planned unit developments, where opportunities exist along the corridor.
  - b. Given multiple ownerships and a diversity of uses, develop plans which evenly distribute parking and pedestrian open spaces internally along existing alleys.



DIVISION STREET TODAY

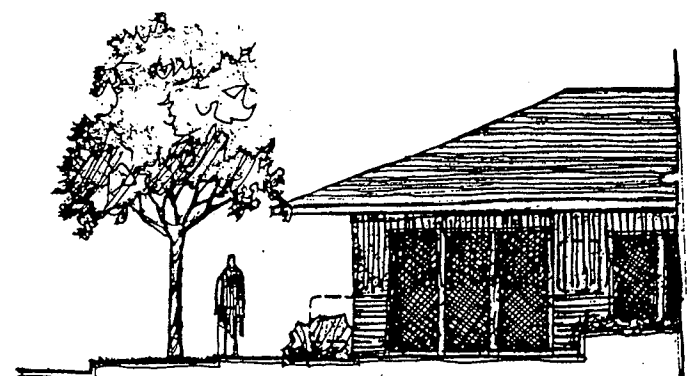




- c. Encourage mixed uses of general commercial and office.
  - d. Eliminate alley access, curb cuts and drive-ways along Division. Redirect entrances for parking areas to surrounding local streets, where possible.
  - e. Encourage street improvements along Division, including landscaping, street lights, street furniture, parking areas to surrounding local streets, where possible.
  - e. Initiate a comprehensive program of street improvements along Division, including street trees, street lights, street furniture, scaled down identification signs and parking lot landscaping.
5. Permit low-rise office and institutional uses:
- a. Along Indiana Avenue frontage between Pearl and Lidgerwood.
  - b. Along Hamilton between Desmet and Broadway.
6. Permit "conditional" heavy commercial uses and low-rise office uses from Desmet to Montgomery, between Ruby and one-half block east of Pearl, except for the half blocks north and south of Indiana.
7. Permit a mix of high density residential and "conditional" medium-rise office, commercial recreation and community business uses between Division and the Indian Center from Cataldo to the river.



## DIVISION STREET POTENTIAL



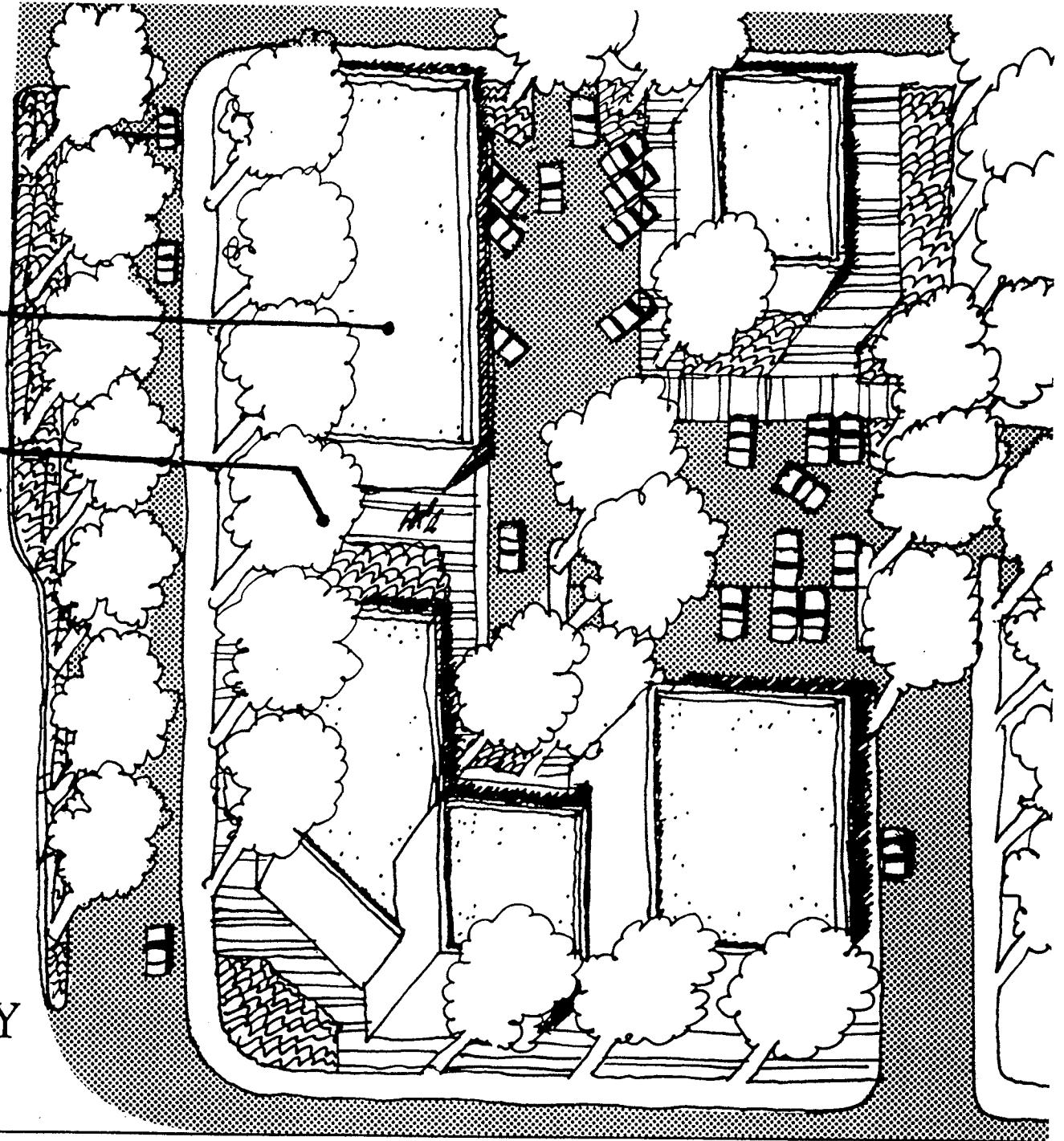
- Interior court yards with planters and landscaping would add to pedestrian environment.
- Street amenities should include sidewalk landscaping, street trees and special paving.
- Signage in scale and character with buildings and people.

Existing buildings can establish a framework within which pedestrian spaces can be created.

Minimize traffic conflicts along arterials by eliminating alley accesses.

New development can occur utilizing a planned block approach by vacating alleys and creating interior car parks.

## DIVISION/RUBY CORRIDOR

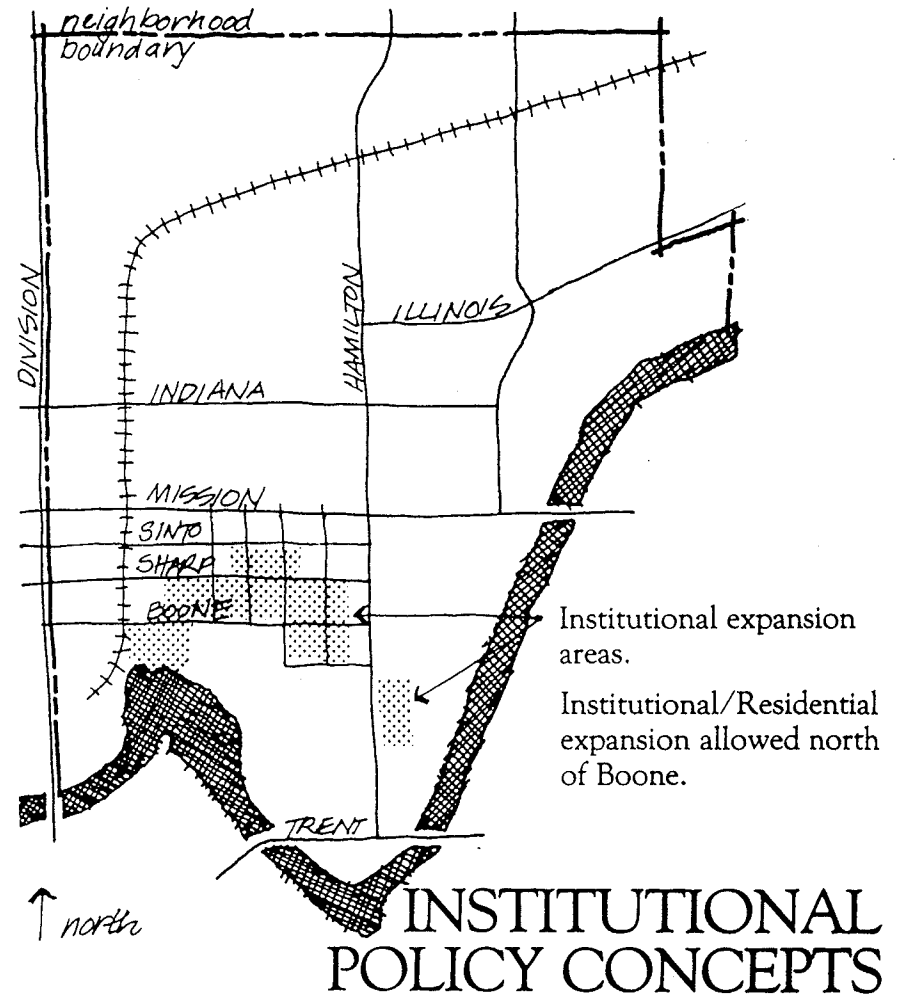


## INSTITUTIONAL POLICY CONCEPTS

Institutional policy concepts have been drafted in response to land use issues 5, 6, 7, and 8. Institutional uses, especially Gonzaga University, establish some of the most influential elements on the image and function of the neighborhood. Demands for higher density land uses, increased traffic, on-street parking and new construction replacing existing housing stock are all impacts associated with institutional uses. Growth trends of Gonzaga University in the last decade have been cited as a particular example.

The policy concepts presented below provide direction for institutional development. One major recommendation calls for a detailed look at the areas south of Sharp between Ruby and Cincinnati in the form of a Master Plan for institutional development. The master plan would focus on issues such as parking and formulating a plan of action for converting the area west of the present campus into an area for institutional development and expansion convenient for the University and available for other institutional uses.

Other recommendations include converting some streets to pedestrian use south of Sharp and policies which encourage other quasi-public uses to locate on the fringes of residential neighborhoods.



## INSTITUTIONAL POLICY CONCEPTS

Recognize the importance and influence of Gonzaga University and other institutional uses on the Logan Neighborhood and encourage the development of these uses consistent with the goals established for residential development in the neighborhood.

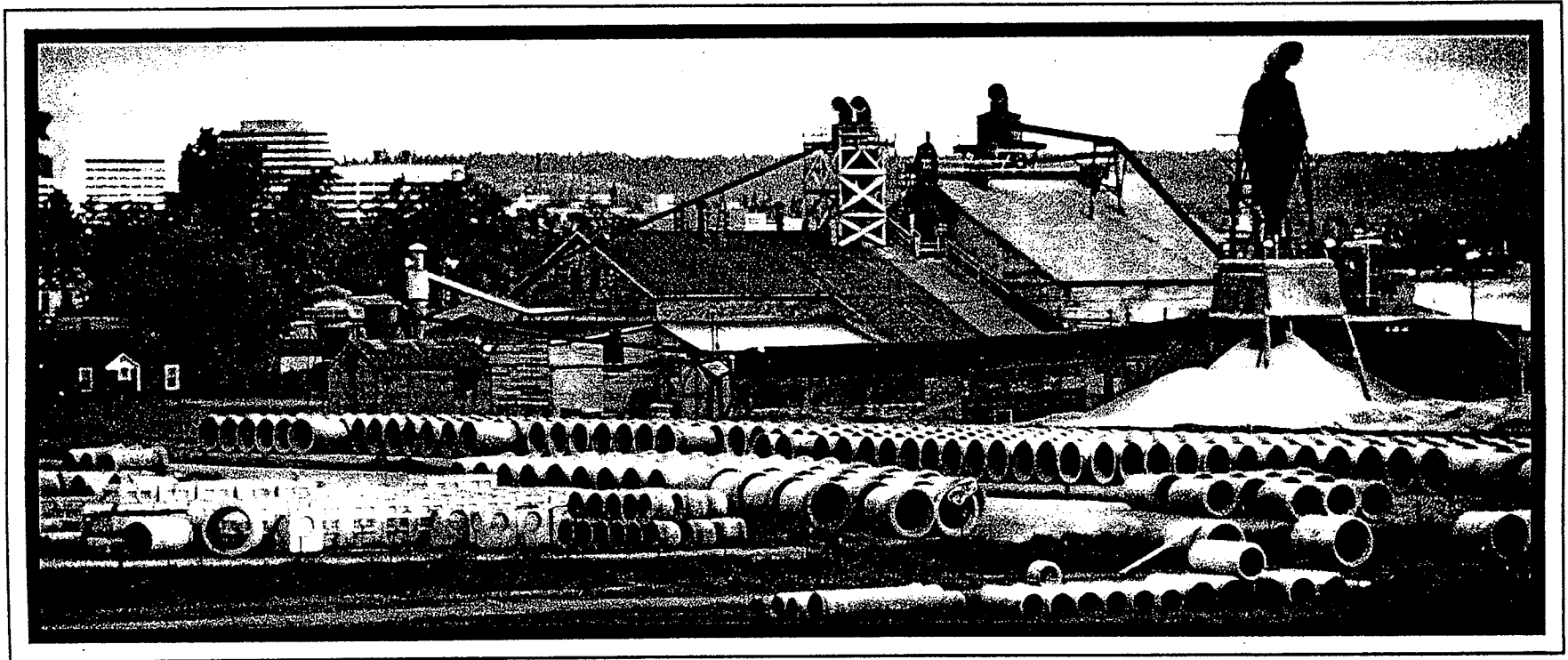
1. Encourage educational and institutional uses in the area south of Sharp between Ruby and Astor, which will be complementary to Gonzaga University and the Indian Center. Encourage institutional/low rise office uses east of Hamilton between one-half block south of Desmet and Broadway and Columbus.
  - a. Consider the area described above as a total site unconstrained by existing right-of-ways. New proposals for the area should take advantage of possible vacated rights-of-way.
  - b. Parking around Gonzaga is a critical issue. Develop a master plan for the area, with consideration for the parking needs of Gonzaga University and other potential educational uses. Consider any opportunities to close existing streets for pedestrian use.
2. Retain the Gonzaga University Campus in its present configuration. Encourage future expansion, if needed, eastward to Columbus and westward into the proposed educational-institutional area.
  - a. Vacate and develop for pedestrian use the following streets around Gonzaga University:
    1. Boone from Astor to Dakota.
    2. Addison from Boone to Sharp.
  - b. Off street parking on the blocks bounded by Astor, Dakota and Sharp should be relocated based on the proposed Master Plan and parking recommendations proposed in institutional policy lb.
3. Encourage existing churches and other religious and social organizations to maximize off-hour joint-use of business area parking lots, shuttle service and car pooling to meet parking needs.
4. Logan Elementary is one of the most important community facilities in the neighborhood. Every effort should be made to insure its continued and expanded use for all neighborhood residents.
  - a. Playgrounds and buildings should remain available during after-school hours for neighborhood use.
  - b. Logan Elementary should not be considered for closure in the future. The facility is located in the heart of the neighborhood within one-half mile of most residents. No other public elementary facility could adequately serve the entire neighborhood.
5. University facilities may develop north of Sharp to the half-block east and full block west of the law school, upon City Planning staff's approval of development plans.



## INDUSTRIAL POLICY CONCEPTS

Industrial policy concepts have been drafted in response to land use issues 4, 6, and 8. Economic redevelopment of Logan's industrial areas is a prime neighborhood concern. Existing industrial development provides an important employment base for both the City and neighborhood. The attractiveness and functional efficiency of these areas are equally important. The most pressing concern identified by residents is the appearance and relationship of industrial uses to surrounding residences. Unpaved streets, dust, a lack of vegetation and unscreened storage yards are concerns expressed and dealt with through the industrial policy concepts. As long as these areas are viewed as of poor quality, disincentives will exist which discourage improvement.

Policies have been drafted which identify the visual quality of the district as an important element of economic vitality. In fact, the appearance of the area is a major factor in encouraging investment. The policies identify basic street improvements such as paving, curbs, sidewalks, utilities and landscaping. Public works projects initiated by the City will underscore the importance of the industrial districts and will also be prime target areas for economic development projects such as Urban Development Action Grants.

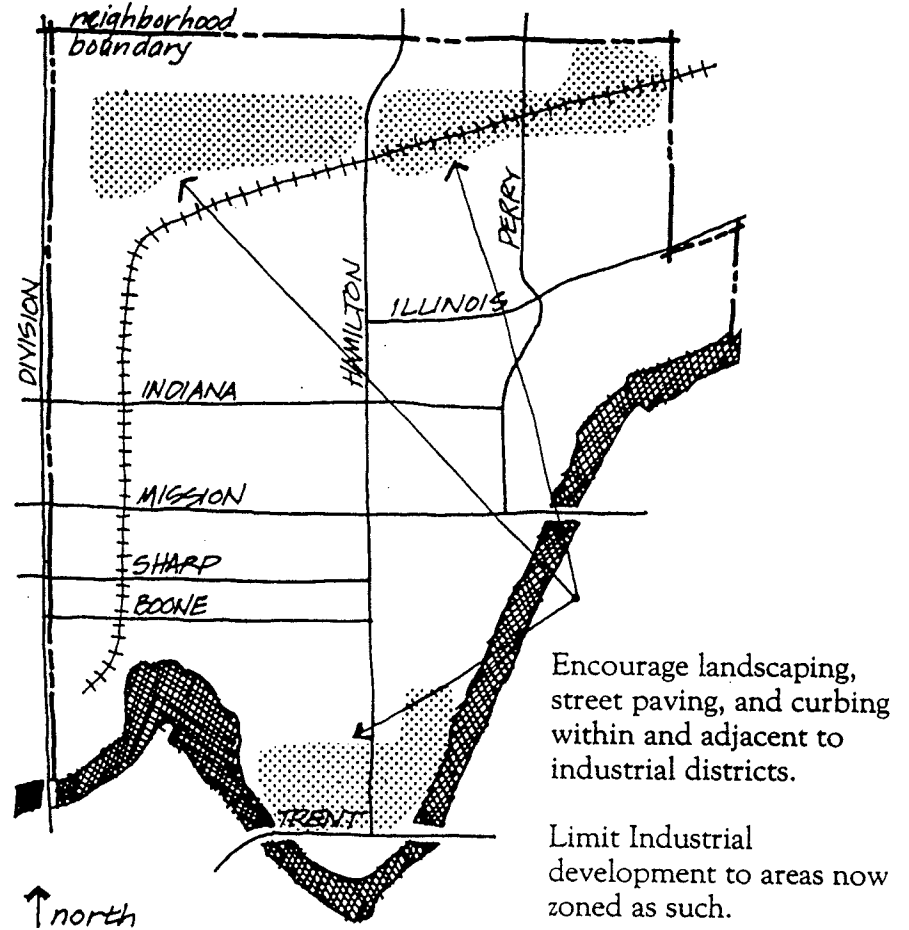




### INDUSTRIAL POLICY CONCEPTS

The existence of industrial land uses in the neighborhood can be a positive feature. New industrial improvements should develop to enhance the visual quality of the neighborhood.

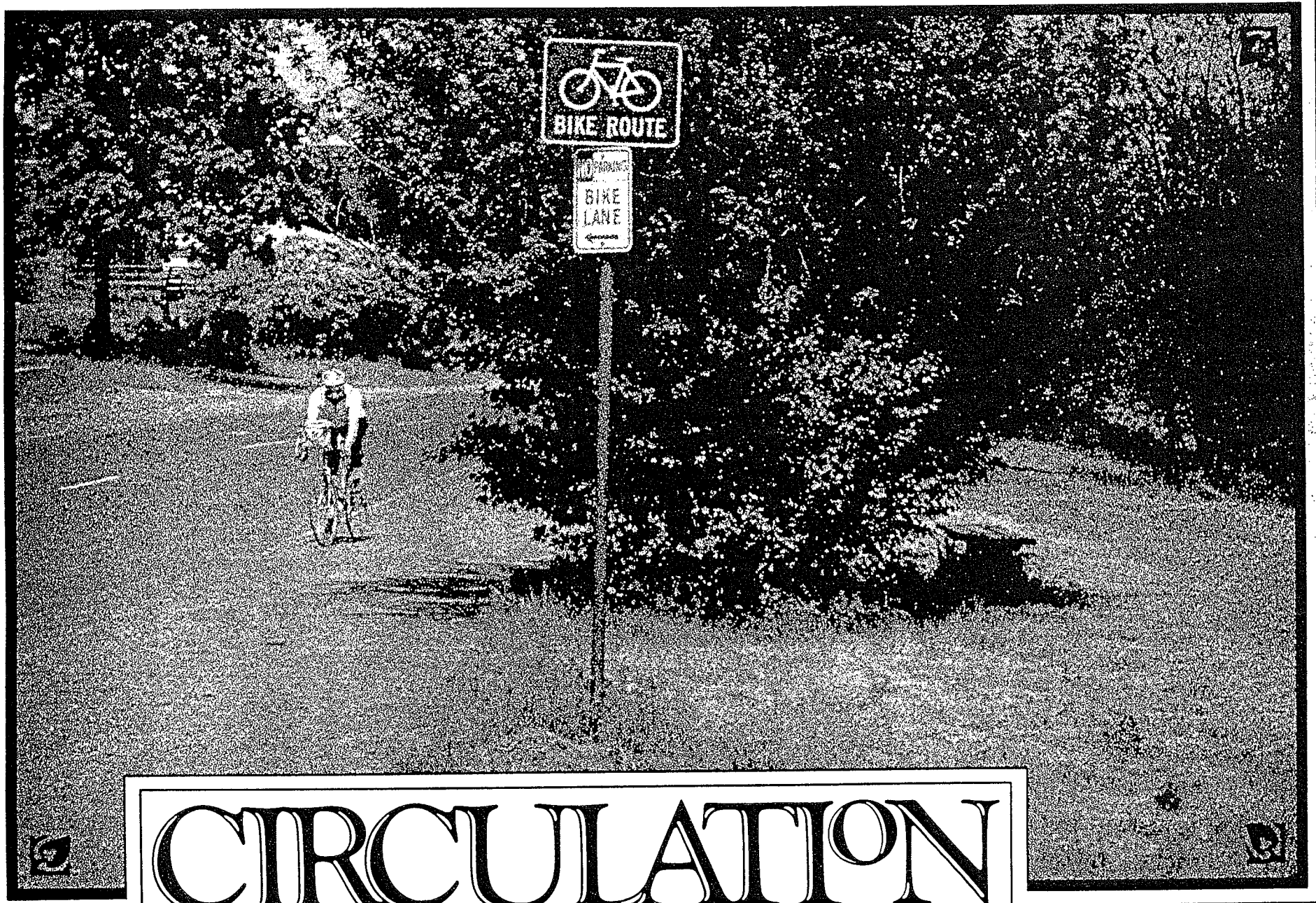
1. Limit the expansion of industrial land uses to those areas already zoned for the same. Encourage public and private improvement of right-of-ways and property within Industrial Zones.
2. Permit "conditional" Industrial Park uses in the North Montgomery, Mission and Logan Elementary sub-areas.
  - a. Enhance the boundaries of Industrial Park areas with generous landscaping and right-of-way improvements, particularly in areas adjacent to residential land uses.
  - b. Maintain a neighborhood scale in balance with adjacent developments in order to insure solar access and visual compatibility.
  - c. Encourage the pattern of street tree development established in residential areas into the Industrial Park area. Expand internal landscaping in the district by requiring property line planting areas between industrial uses. Require generous landscaping of parking lots.
  - d. Encourage the inclusion of office/warehouse, government, recreation and educational uses within the Industrial Park area.
  - e. All new development will be required to upgrade their street frontage to include paving, curbs, gutters, sidewalks and street trees.
  - f. Substantial front yard setbacks should be provided in Industrial Park zones. A minimum



### INDUSTRIAL POLICY CONCEPTS

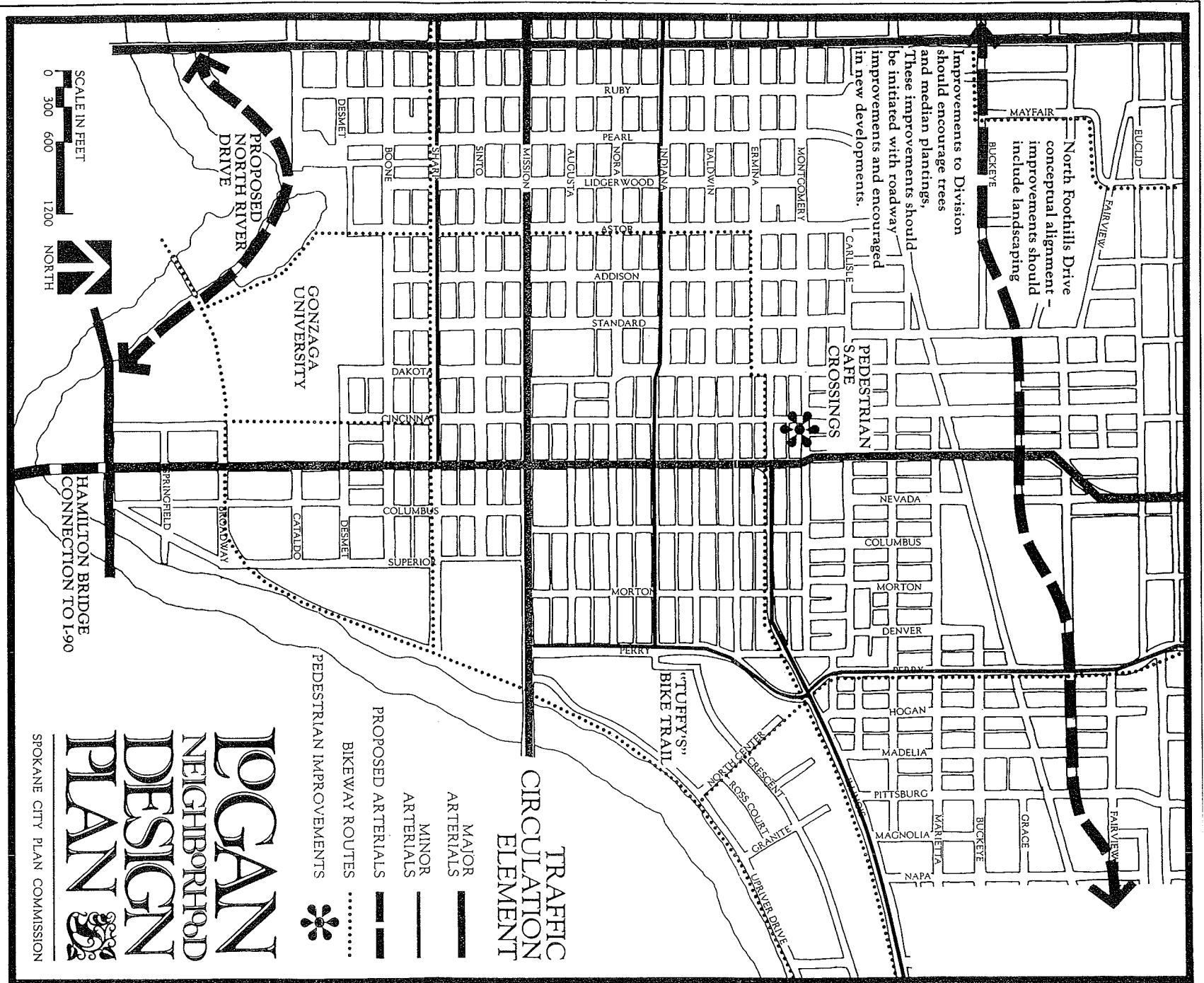
- g. 50' - 0" front yard setback should be provided where possible.
- g. Parking and loading areas should be located in side or rear yards and screened from view. All parking areas should be encouraged to include generous landscaping including trees.





# CIRCULATION

A decorative border with a repeating floral or scrollwork pattern runs along the bottom edge of the 'CIRCULATION' text box.



Improvements to Division should encourage trees and median plantings. These improvements should be initiated with roadway improvements and encouraged in new developments.

North Foothills Drive conceptual alignment - improvements should include landscaping

Improvements to Division should encourage trees and median plantings. These improvements should be initiated with roadway improvements and encouraged in new developments.

PEDESTRIAN SAFE CROSSINGS

- TRAFFIC CIRCULATION ELEMENT**
- MAJOR ARTERIALS
  - MINOR ARTERIALS
  - PROPOSED ARTERIALS
  - BIKEWAY ROUTES
  - PEDESTRIAN IMPROVEMENTS

**LOGAN NEIGHBORHOOD DESIGN PLAN**

SPOKANE CITY PLAN COMMISSION



HAMILTON BRIDGE CONNECTION TO I-90

GONZAGA UNIVERSITY

PRINCETON ROADWAY

PERKINS ROADWAY

PERKINS ROADWAY

PERKINS ROADWAY

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# CIRCULATION

## OVERVIEW

Arterials, by far, have had the greatest impact on the neighborhood. Logan's proximity to downtown, like other "close-in" neighborhoods, results in a multitude of medium and high volume traffic streets. In addition, the construction of the Hamilton Street Bridge, connecting Hamilton with Interstate 90, will result in average daily traffic counts similar to those currently experienced on Division. The provision of adequate and attractive arterials, coupled with increased opportunities for pedestrians and bicyclists, are the focus of the following Policy Concepts.

Neighborhood residents have voiced a number of transportation concerns which are listed below as issues:

1. Accessibility to some neighborhood facilities is inadequate due to the many arterials which intersect the area.
2. Unattractive arterial streetscapes in the neighborhood and the lack of landscaping.
3. Inadequate bike trails and associated bike facilities.
4. Inadequate transit routes and transit facilities.
5. Insufficient safe pedestrian crossings of arterial streets, particularly along Hamilton.

The following goal has been stated with regard to Circulation:

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**GOAL: Develop a safe, efficient and aesthetic circulation system through the neighborhood with special consideration and emphasis on pedestrian, bicycle and transit traffic.**

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## CIRCULATION POLICY CONCEPTS

Neighborhood streets should be developed in the spirit of Mission Boulevard. Street tree planting should be encouraged.

1. Streets should have street trees planted at the discretion of private property owners, consistent with policies established in the plan. Street tree planting, as well as basic right-of-way improvements, will be required of private developers in all Industrial Park areas of the neighborhood. This requirement applies to new developments only.

Street improvements should be considered to facilitate safe and efficient auto movement.

1. The development of the proposed North Foothills Drive will be an important element in the revitalization of the north industrial districts. The following improvements should be considered in planning and design.

- a. Realignment of existing right-of-ways to allow a more continuous route should be explored wherever possible.
  - b. The budget for North Foothill Drive should include street tree planting and right-of-way landscaping.
  - c. A pedestrian overpass, if necessary, should be built at Gonzaga Prep over North Foothills Drive.
2. Paving of streets in the Logan Elementary and North Montgomery sub-areas are a priority in the Plan. Highest priority paving projects are those streets which separate residential from commercial and industrial land uses.

Develop a safe and convenient bicycle system through the neighborhood, encouraging the connection of major activity areas to each other as well as to the proposed North River Drive.

1. Recommend the following additions to the City of Spokane Bikeways Plan.
  - a. Class II bikeways along Cincinnati from Sharp through Gonzaga University to the North River Drive.
  - b. Class II bikeways along Astor from Sharp to the proposed North River Drive bike system around Lake Arthur.
2. Develop identifiable bikeways through the neighborhood per the City's proposed plan. Every effort should be made to accommodate on-street parking, along with new bikeways, in neighborhood residential areas only.
3. Encourage the purchase and development of the Burlington Northern rail bridge, south of Gonzaga, as an important link to downtown for the Logan Neighborhood.

4. Encourage city-wide, Community Development support for implementation of the Bikeways Plan.

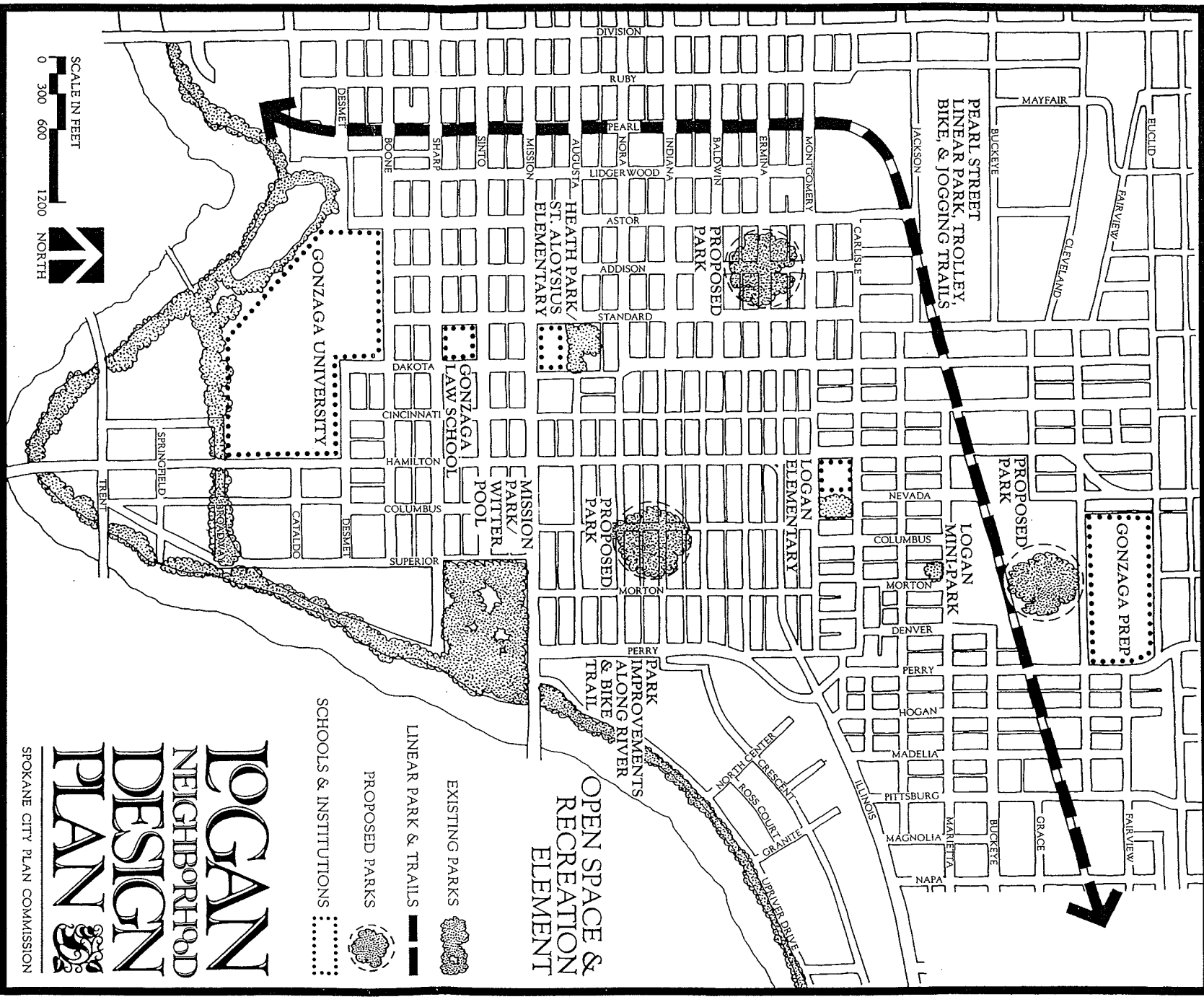
Walking is an important means of travel in the neighborhood. Maximize the opportunities and safety of walkways and crosswalks. Where possible, develop walkways separated from arterials.

1. Efforts should be made to enhance the walking experience along Hamilton and Division. Sidewalk amenities including benches and shelters should be provided at regular intervals within commercial areas.
2. Given the anticipated traffic volume of Hamilton, pedestrian overpasses or other methods to facilitate safe street crossing should be considered at Montgomery.





Encourage the expansion of transit service and facilities in the neighborhood as a means of increasing air quality and decreasing traffic congestion.

1. Transit shelter parks should be built throughout the neighborhood, particularly at points of heavy ridership or in areas with concentrations of elderly.
2. Recommend to the Spokane Transit System they undertake a comprehensive study of shelter and route signage needs throughout the City. Encourage other Community Development Neighborhoods to join Logan in assisting the Spokane Transit System in this effort.
3. Consider developing the Pearl Street rail line eventually, as a light rail transit facility. Initially, it could serve as a connection between Riverfront Park and the Hillyard Business District. Expand the facility later as a transit opportunity incorporating accessible transit stops at regular intervals along with a landscaped right-of-way with joint use bicycle and pedestrian trail.



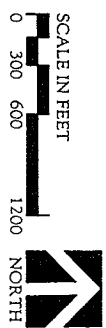


OPEN SPACE &  
RECREATION  
ELEMENT

- EXISTING PARKS 
- LINEAR PARK & TRAILS 
- PROPOSED PARKS 
- SCHOOLS & INSTITUTIONS 

# LOGAN NEIGHBORHOOD DESIGN PLAN

SPOKANE CITY PLAN COMMISSION









# COMMUNITY FACILITIES

## OVERVIEW

Community Development funding over the last four years has concentrated on community facility improvements. New parks have been created and existing parks improved in areas of highest demand. The focus of the following policy concepts concentrates first, on fulfilling basic recreational needs in the neighborhood and second, on expanding existing facilities and capitalizing on opportunities. Facilities such as Heath Library and Logan Elementary are also important to the neighborhood. Policies encourage the expanded use of these facilities for all ages.

The following community facility issues have been voiced:

1. The provision and accessibility of parks to all areas of the neighborhood.
2. The maximum use and accessibility of school facilities.
3. The expansion of Library services and facilities.

The goal of the neighborhood for community facilities has been expressed as follows:

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**Develop community facilities such as parks, primarily to serve basic neighborhood needs.**

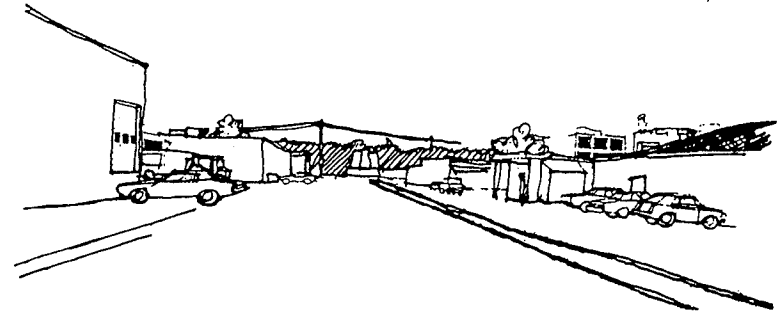
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## COMMUNITY FACILITY POLICY CONCEPTS

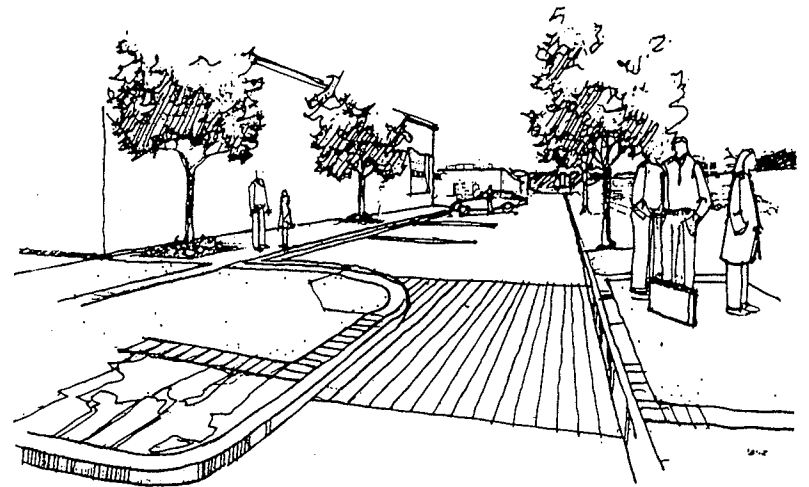
Develop a park and open space system to serve the needs of all residential areas of the neighborhood. Include in this system safe and convenient pedestrian and bicycle access within and between facilities.

1. Develop park facilities to primarily serve children's play needs in the following areas:
  - a. Between Indiana and Carlisle and Lidgerwood and Hamilton.
  - b. North of Buckeye between Hamilton and Napa.
  - c. Between Illinois and Mission and Hamilton and Perry.
2. Develop the Pearl Street rail line as a linear park and open space connection between Riverfront Park and the Hillyard Business District.
  - a. In addition to potential use as a transit facility and tourist attraction, develop the corridor with basic landscape improvements, bikeways and pedestrian trails.
  - b. Expand, where possible, the park system into neighborhood commercial and residential development and open space.
3. Further develop existing park facilities as a priority second to ensuring the entire neighborhood is adequately served by parks. Refer to park policy 1 a and b.
4. Shoreline development in Logan shall conform to the adopted Shoreline Management Program. In addition, the following concepts shall be implemented along Logan's shorelines:
  - a. Develop a wide public promenade along the front of and as an integral part of any new development adjacent to the riverfront.
  - b. Develop Lake Arthur and adjacent vacant land as part of the riverfront park system.
  - c. Develop the triangular parcel of vacant railroad property north of the post office distribution center as part of the riverfront park system.

- d. Develop a riverfront pedestrian trail along the full length of the north bank of the river. The trail and landscape width should be at least 20 feet from the top of the river bank.
  - e. The triangular parcel defined by Trent, Hamilton and the Spokane River, created with the construction of the Hamilton Bridge, should be developed as a city park. Trail improvements, landscaping and sidewalks should be included with the construction of the bridge.
5. Encourage the closure of portions of selected residential streets, which are not needed for access, for "vest pocket" and linear "strip" parks, or to facilitate land assembly for public or private projects.
  6. Encourage the expansion of library hours and services at Heath Library for all neighborhood age groups.
    - a. Allocate funds for the rehabilitation and accessibility of the existing historic structure.
    - b. Explore the use of historic preservation funds for the rehabilitation of the Heath Library building.
    - c. Encourage the expansion of library program geared at serving neighborhood residents. Story times for children and special programs for the elderly are needs which should be considered.

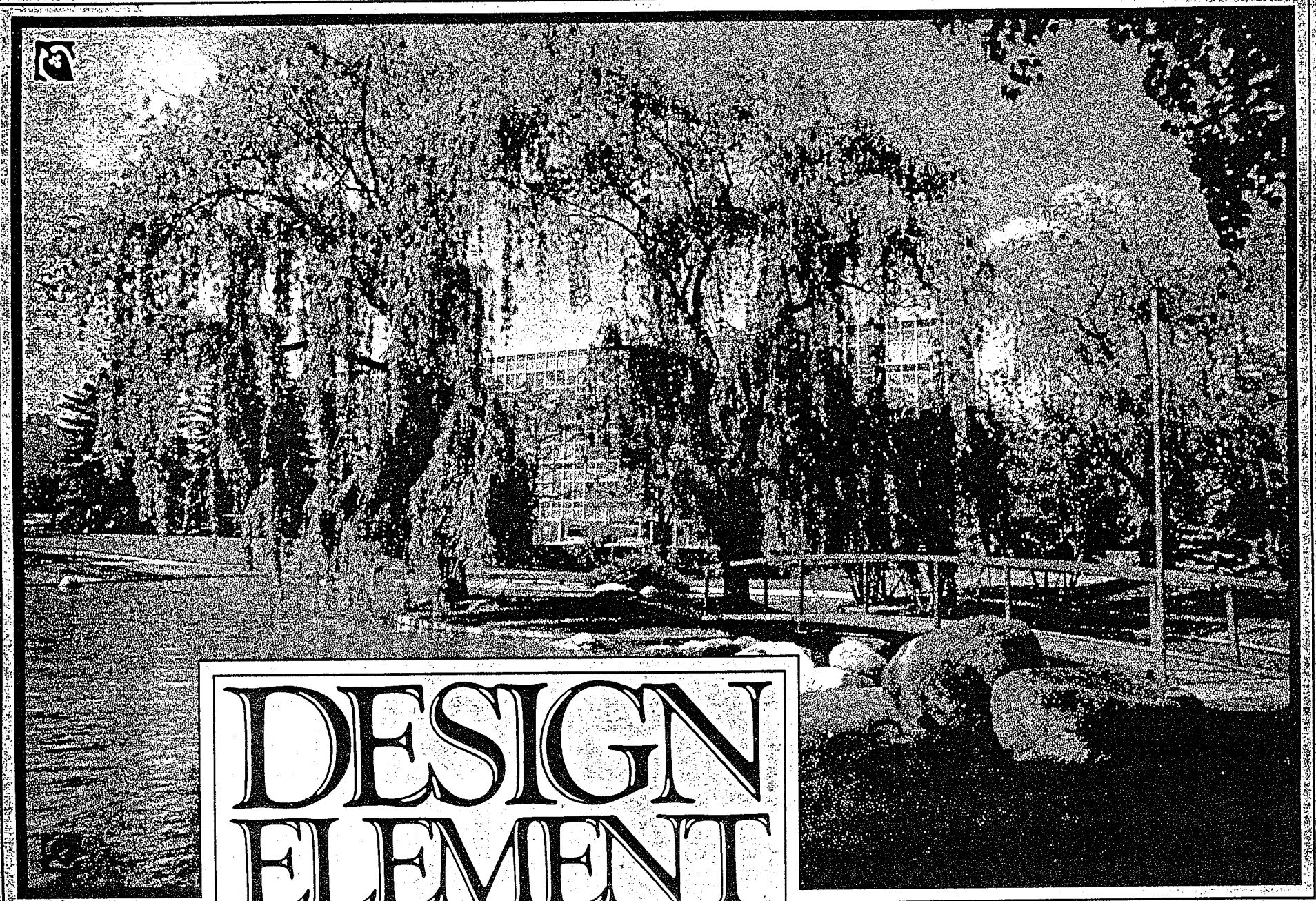


## PEARL STREET TODAY



## PEARL STREET LINEAR PARK





# DESIGN ELEMENT



# DESIGN ELEMENT

## OVERVIEW

The following policy concepts have been developed in the interest of preserving and enhancing the design character of the Logan Neighborhood through thoughtful site planning and building design. There are many characteristics both man-made and nature influenced which establish parameters which should be considered and reflected in design solutions. In general the desire is to encourage building forms and site planning which are consistent with the neighborhood character rather than a contrast to it.

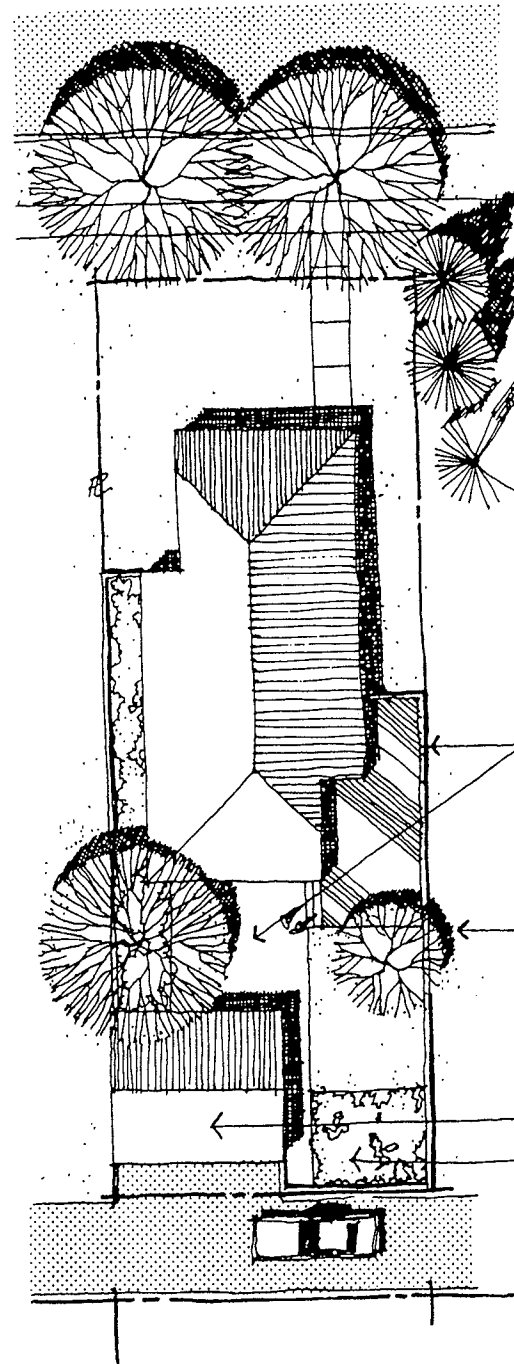
Many design elements considered together establish the character of a neighborhood. In Logan, the elements of urban design are easy to identify as desirable qualities. The following Design Element Policy Concepts identify these qualities important to the character of Logan and suggest ways in which they can be incorporated into site planning and building design.

## DESIGN ELEMENT POLICY CONCEPTS:

### SITE PLANNING CONSIDERATIONS

Site planning is as important to maintaining the character of the neighborhood as building design. Proper site planning should incorporate not only responses to natural influences, but also consideration for existing design features of the neighborhood.

An initial step in the planning and design process involved an inventory of neighborhood qualities most identifiable as characteristic of Logan. Basic to the inventory was understanding the neighborhoods functional characteristics established by the lot, block and street layout.



Access strictly prohibited from front yards.

Existing sidewalk

Wind protection for entrance on north elevations.

Patios and outdoor living areas on east and southern elevations.

Privacy — Attained by walls — fences.

Deciduous plantings appropriate along west and south elevations.

Car park; storage and refuse area.

Good garden area

Alley access



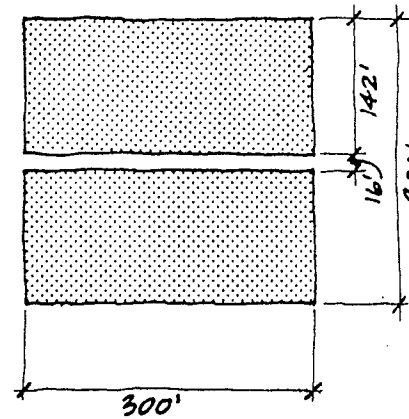
In Logan, the basic block size is 300' x 300', with 16' service alleys oriented east-west. Unlike many newer neighborhoods without alleys, Logan's automobile access and parking is oriented within the block, hidden from street view. On-street parking, for the most part, serves guests. This arrangement has avoided the penetration of front yards with driveways and thus reinforces the pedestrian quality of the streetscape. Wide parking strips and deep front yard setbacks supplement this character.

The typical basic building unit is a lot of approximately 7100 sq. ft. with a dimension of 50' x 142'. The building envelope established by the zoning code varies the height, bulk and setbacks depending on the particular zone. Lots, for the most part, are oriented north-south.

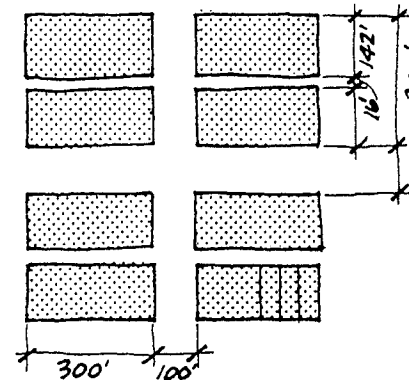
#### SOLAR ACCESS

For sitting on your patio or walking along a neighborhood street, shade is an important consideration during summer months. Average summertime temperatures are in the 80's and temperatures in the 90's are not uncommon. Spokane usually receives 2 or 3 days in the 100 degree range.

Major outdoor living areas, therefore, should be adequately shaded either by plantings or by architectural elements such as arbors. Deciduous trees should be used on south and west elevations to allow solar access during winter months. Outdoor patios on east elevations are particularly desirable as these areas are usually well shaded from the late afternoon sun. Street trees should be planted in parking strips. Site planning should minimize front yard setbacks in order to maintain solar access to rear yard outdoor living areas, for North facing lot.

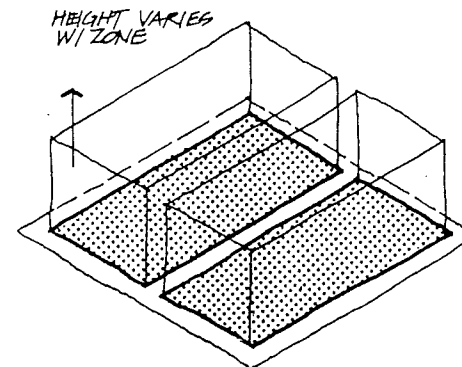


Basic block size in Logan



Typical street and block layout

Typical lot 50' x 142' or 7200 sq ft



Block height and bulk





## WIND PROTECTION

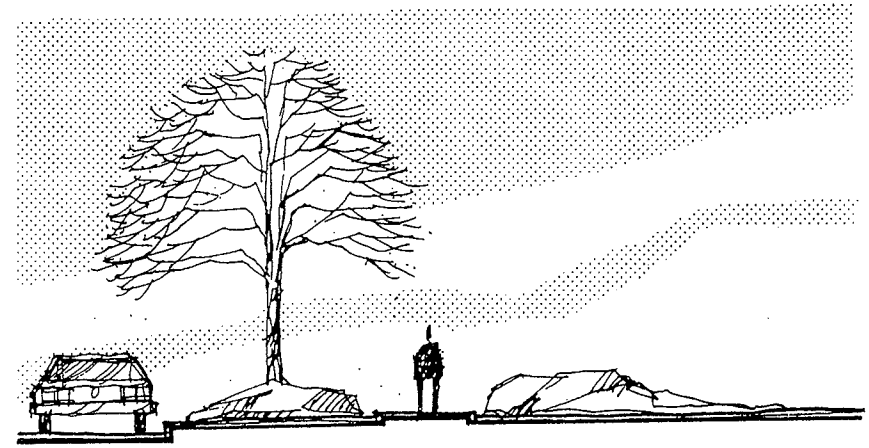
Winds in the Spokane area prevail from the south-southwest in summer and from northerly directions in winter. Access to summer breezes is always desirable so deciduous plantings are most effective on south elevations. Winter winds can often be severe; therefore, wind protection should be provided on north elevations. Entrances to buildings on lots with north aspects should be protected from severe winter weather by covered porches, or wind screens.

## SNOW CONSIDERATIONS

Snow occurs in Spokane from approximately November through February, with snow flurries common in late October and March. In an average year, 12 to 18 inches will accumulate, with depths to 3 feet or more once every ten years. In site planning and design for snow conditions, a number of factors should be considered. Adequate snow storage areas should be provided adjacent to walkways and driveways. Lawn or other ground cover plantings provide the best snow storage areas. Shrub planting beds are usually undesirable locations for snow accumulation. Large parking strips are excellent areas for accommodating snow from both walks and streets. Light residential construction should incorporate steeply sloping roofs to more easily accommodate snow loads and for design consistency with older established homes.

## ACCESS AND PARKING

Parking for residents should access from alleys and be enclosed or screened from view. Driveways and parking should not be permitted in front yards. Parking structures should be designed in character with the main building and incorporate refuse storage with direct alley access. Refuse containers should always be screened and covered. Rear yard parking areas should incorporate side yard landscaping at least 5' wide.

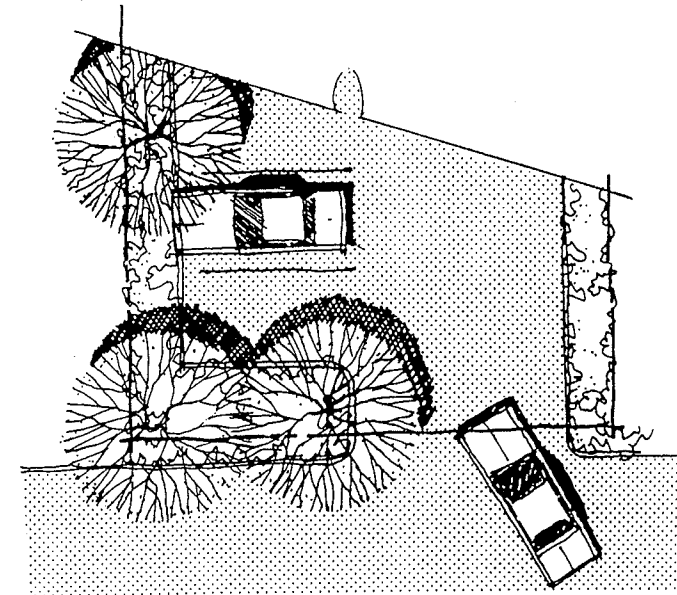


### SNOW STORAGE:

Wide neighborhood parking strips serve well for snow storage.

### PARKING AREAS:

Access from alleys and adequately landscaped. Incorporating shade trees shrubs and ground cover. Access would be discouraged in front yards.





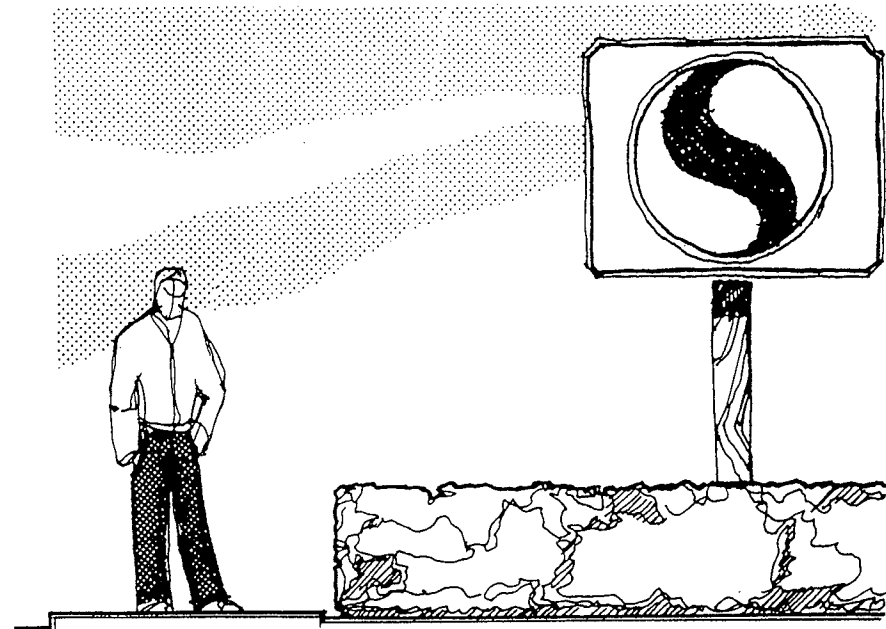
## SIGN DESIGN GUIDELINES

Identification signs should be encouraged to be designed in balance with the streetscape and building structures by assuring that they are: compatible with their surroundings; appropriate to the type of activity to which they pertain; expressive of the identity of individual business and the neighborhood as a whole; and readable at the speed and distance at which they are seen.

- a. The City should develop a comprehensive sign ordinance in consideration of the inherent visual impacts, both positive and negative, associated with signage.
- b. In Logan, the following sign guidelines should be encouraged prevail for all new signage:
  1. One sign should be encouraged per street front.
  2. Free standing signs, located within required yard setbacks should not exceed 4'-0" in height. All other free standing signs should not exceed 12'-0" in height. Maximum sign size should be 50 square feet.
  3. Wall signs should not exceed a size of 50 square feet or 30% of signable wall area, with no height limit.
  4. No private signage should be permitted within public right-of-way, except signs of a temporary nature.
  5. Projecting signs should not exceed 50'-0" square feet or a height of 12'-0".
  6. All signs should maintain a clearance over walkways and parking areas of 8'-0".



Signage should be appropriate scale and complementary to the pedestrian streetscape.



The use of logos can be a particularly effective identification method.

