

Manito Cannon Hill



Neighborhood Specific Plan

City of Spokane



ADOPTED BY
SPOKANE CITY COUNCIL
MAY 15, 1995

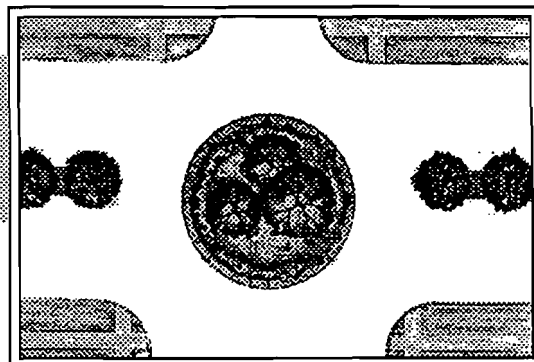
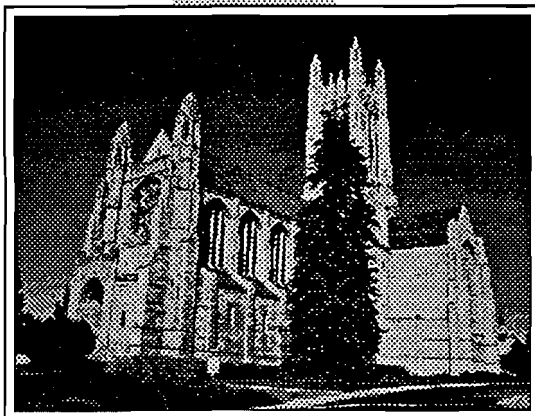


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Introduction



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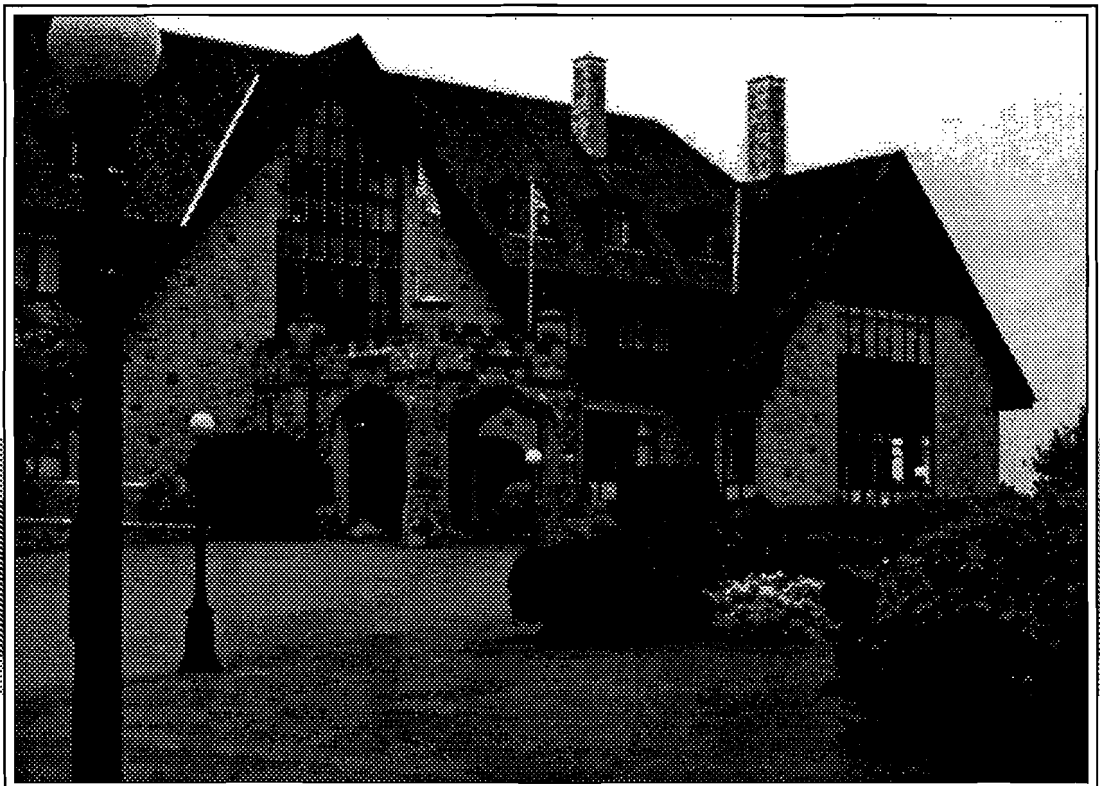
he Manito/Cannon Hill Specific Plan is the 13th "sub-area" plan to be developed within the City of Spokane. The earliest plans completed in the program were exclusively limited to Community Development-eligible neighborhoods. However, as the planning program branches out to cover all areas of the City, these plans frequently involve large areas outside of Community Development neighborhoods. This is the case for the Manito/Cannon Hill Plan, where only a small portion in the northern and northwest portion of the planning area involves Community Development neighborhoods. (A portion of the Downtown and all of the Historic Cannon's Addition neighborhoods).

The Specific Plan has been developed to add greater detail to the more generalized policies of City-wide planning documents such as the Generalized Land Use Plan, Arterial Street Plan, Bike-

ways Plan, and Parks and Open Space Plan. For example, this document provides more specific policy guidance regarding land use and zoning issues, the desired location of arterial streets and bikeways, future parks and open space needs, etc. The Plan also addresses issues which are of particular concern to this unique portion of the city.

Upon adoption of the Plan, the policies contained herein will represent the City's most recent expression of policy regarding those issues which are of importance to area residents. In the event of an apparent conflict between any policy of this Plan and that of any other, previously adopted document, the policies contained herein shall be considered applicable. Therefore, this document should be consulted for all development proposals (both public and private) contemplated within the area.

The Specific Plan has been developed to add greater detail to the more generalized policies of City-wide planning documents.



Cannon Hill Mansion

Setting



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he Manito/Cannon Hill planning area extends from 29th Avenue on the south to Interstate 90 on the north. The bluff of the South Hill of Spokane forms its western boundary, while the eastern border is generally formed by Pittsburg St., Rockwood Blvd. and Division. (The Lincoln Heights and East Central planning areas directly abut on the east). The planning area includes a portion of the Downtown Community Development neighborhood and all of the Historic Cannon's Addition Community Development neighborhood (see map). It also contains some of Spokane's most outstanding parks (Manito, Cannon Hill and Cliff) and two streets (High and Cliff Drives) which offer outstanding views of the Latah Creek valley and downtown, respectively.

When people envision Spokane's South Hill, with its gracious mansions and stately older homes along tree-lined streets, they are probably thinking about the Manito/Cannon Hill area. This portion of the City is blessed with an abundance of historic homes and landmarks which reflect the diversity of our rich architectural history. There are seven buildings or sites within the area which are listed on the National Register of Historic Places. The Marycliff National Historic District is also found here. In addition, the area contains at least four other potential historic districts and numerous buildings of historic significance. This historic and architectural legacy is a treasure for the entire City.

Besides these old homes, the extensive number of street trees in the area add significantly to its character and appeal. The Plan contains several policies which stress the need to maintain and cultivate this important resource, for environmental, aesthetic and safety reasons. Without these trees, the person (as opposed to automobile) oriented

character of the neighborhood would be severely compromised.

As one moves south from Interstate 90 into the area, leaving behind the hospital/office/high density apartment district, development patterns feature an intermix of single family homes, older homes converted into apartments and designed apartment structures. Relatively small lot sizes and the area's proximity to Spokane's downtown and medical center make this area amenable for a higher degree of pedestrian and public transit use than might be found elsewhere in Spokane. This potentially "pedestrian-friendly" environment continues to the southern portion of the area, which is predominantly single family residential in character.

That last statement hints at another feature of the planning area: its unique "neighborhoods," or sub-areas. Although many individuals may not feel that they share any common interests or problems with those living two miles away, this Plan represents an effort to recognize commonalities while not neglecting the entire area's diversity. For example, the architectural character noted above, while being diverse, is still reflective of "older" styles; many 1960's ranchers and split-level homes are not observed in this area. The Plan contains policies which address common concerns while providing flexibility to reflect the uniqueness of its neighborhoods, as reflected in the following master goal statement:

MASTER GOAL

PRESERVE AND ENHANCE THE HISTORIC URBAN RESIDENTIAL CHARACTER OF THE AREA WHILE ENCOURAGING DISTINCTIVE SERVICES AND AMENITIES WHICH ARE COMPATIBLE WITH AND FOSTER THE IDENTITIES OF NEIGHBORHOODS.

The Manito/Cannon Hill area is blessed with an abundance of historic homes and landmarks.

Planning Process



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he Manito/Cannon Hill Specific Plan has been developed by a citizens' Task Force appointed by the City Plan Commission. The Task Force was appointed by the Commission in January 1991 after individuals from the Historic Cannon's Addition neighborhood and the Upper Manito neighborhood expressed interest in developing a specific plan. The Task Force began meeting in February 1991 and generally met twice a month until the plan's completion.

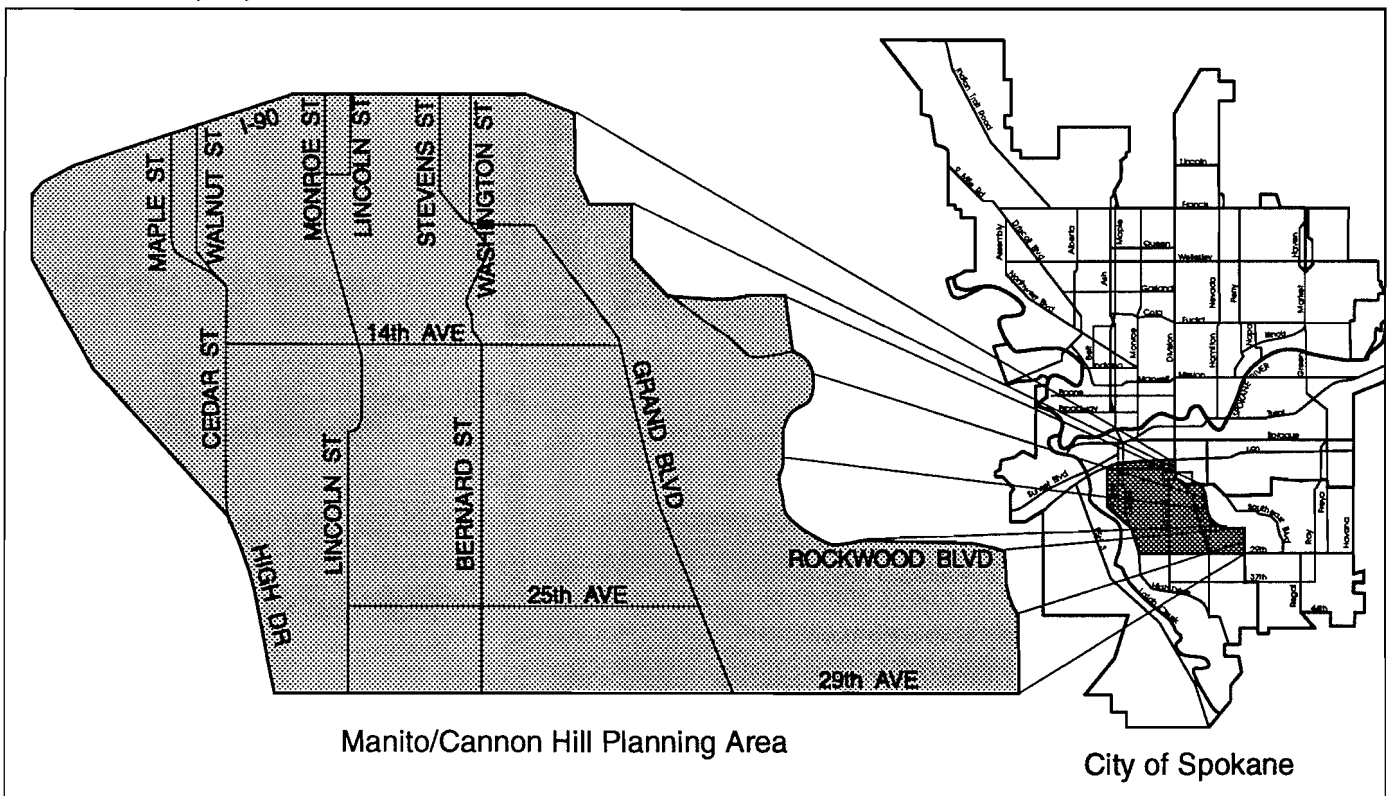
One of the primary charges for the Task Force was soliciting input from area residents to determine issues of importance to be addressed in the planning process. The Task Force hosted five separate "workshop" meetings in May and June of 1991 to obtain citizens' comments regarding growth and development issues facing the area. In addition to the workshops, questionnaires were available

as another means of input. In the fall, a special meeting for business and office property owners was also held. All of the comments received at these meetings were evaluated by the Task Force in the light of background information to develop this draft Plan.

In addition, the Task Force benefited from the involvement of Urban Planning students from Eastern Washington University and architectural students from Washington State University — Spokane. Both of these groups provided valuable analysis and commentary on some of the major design issues in the area.

A preliminary draft plan was completed by June 1992 and presented back to the neighborhood at two public meetings. Comments made at those meetings were utilized for some final "fine tuning" of the document.

Manito/Cannon Hill
Vicinity Map



Land Use



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lthough primarily residential in character, the Manito/Cannon Hill area contains a variety of land uses. Development intensity is greatest in the northern portion of the area, where historic zoning patterns have allowed institutional and high-rise apartment uses to flourish. The scale and intermix of multifamily uses diminishes moving south to the area around 14th Avenue, where duplexes become the predominant non-single family residential housing type. From 14th Avenue south, the area is almost exclusively single family homes.

The two medical complexes, Sacred Heart Medical Center and Deaconess Medical Center/Shriner's Hospital, dominate the northern portion of the area. Lewis and Clark High School is also found here — another institutional use and activity generator. In spite of a number of high density apartments, the area is somewhat lacking in businesses which can serve the daily needs of both residents and workers.

Outside of this area, residents' basic shopping and service needs are adequately met by the neighborhood shopping areas found at 10th and Monroe, 14th and Monroe, along Grand Blvd. from 12th to 14th, and at the Manito Shopping Center. There are numerous old "mom and pop" storefronts found scattered throughout the area; other than the Rockwood Market, these buildings now house uses which are not primarily neighborhood-oriented. The closeness of the Central Business District provides residents with convenient accessibility to major purchasing needs. This proximity, coupled with the lack of large sites suitable for major retail development, negates the need for creating new or expanded business zones.

LAND USE GOAL

PROVIDE A VARIETY OF USES, ACTIVITIES AND INTENSITIES WHICH REINFORCE AN URBAN RESIDENTIAL CHARACTER.

Discussion: The Manito/Cannon Hill area reflects a traditional, urban residential character: relatively small lot sizes, tree-lined streets and alleys, and small, neighborhood-serving stores and services. It has maintained its historic context without being compromised by new residential and commercial developments that have resulted in a "suburban" character for much of Spokane. The area also contains a wide variety of uses at varying intensities. Two major hospitals in the City's growing medical "industry" — Deaconess and Sacred Heart — are located within the area. Numerous high-rise apartments are found surrounding the medical campuses. Supporting medical offices and other service facilities are also located in this area.

Moving south through the area, the intensity of development decreases until reaching the predominantly single-family southern half. Manito and Cannon Hill Parks are the two predominant features of this very pleasant residential area.

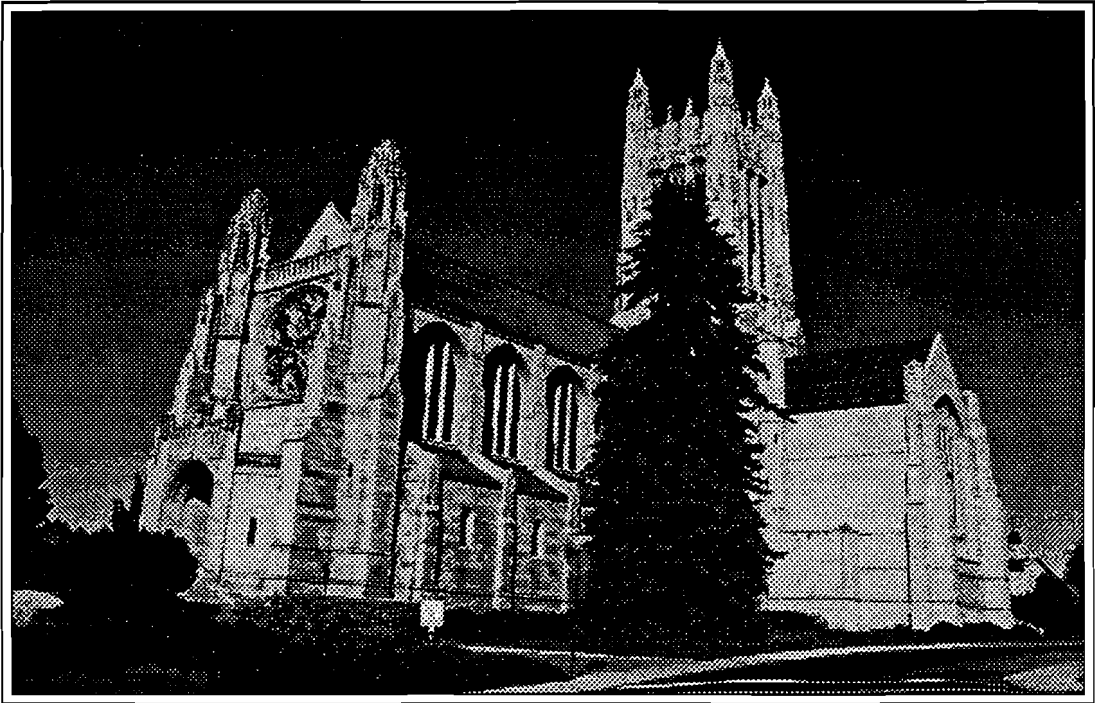
Neighborhood-serving commercial facilities are found at 10th and Monroe and also at 14th and Monroe. This plan recognizes the potential of adding to these resources by encouraging the re-use of the older, isolated storefronts which are scattered throughout the area.

POLICY #1

Preserve the architectural character of the area by establishing design standards



St. John's Cathedral



for new multi-family, office and commercial development in areas designated MDR, HDR, HDR/O, O, LB, NB or CB on the Land Use Map.

Discussion: Objections to new development typically center more around design issues than the use itself. For example, additional apartment development may be acceptable to the neighborhood, if it is done in a fashion that compliments the architectural character of its immediate surroundings. The design guidelines contained in this plan provide a tool to ensure architectural compatibility and should be utilized to review all non-single family developments.

Objective #1a: Protect views from the south, looking north, through building height and bulk limitations.

Discussion: Many locations within the area offer stunning views of downtown and north Spokane. Two height districts currently provide special zoning regu-

lations to protect desired views for limited portions of the area: the Cliff Dr. and St. John's Cathedral's Height Districts.

This Plan encourages similar sensitive treatment of valuable views, both from private properties and public right-of-ways. Views should not be obstructed or diminished by buildings which are too tall (i.e., Sacred Heart Hospital) or too wide (i.e., the Deaconess Hospital surgical wing, which spans Lincoln Street). The design guidelines contained within the Plan further address the need to break up long building facades and carefully evaluate building height when new developments are considered.

POLICY #2

Promote an intensive urban character in the area designated HDR/O on the Land Use Map. Allow high-rise, high density residential, office, and medical uses throughout the area.



Discussion: The area between Interstate 90 and generally 7th and 9th Avenues is dominated by three hospitals, associated office facilities and Lewis & Clark High School. However, a number of high-rise apartments and businesses are also found here, together with two often-overlooked parks: Cowley and Pioneer. The area is within easy walking distance of the downtown core and is perhaps the most truly "urban" portion of the city as measured by the square footage of building in relation to land area. Although the northern portion is currently zoned B3, commercial uses are generally limited to Washington St. frontage properties. The High Density Residential/Office designation utilized on the Land Use Plan Map more clearly reflects the character and future of this area.

Objective #2a: Ensure opportunities for public review and comment on development/expansion plans for major medical facilities.

Discussion: Deaconess and Sacred Heart Medical Centers are the two most dominant land uses in this area. Both medical center campuses are primarily located within zones which allow hospitals and their associated uses as outright permitted activities. However, because of their size and intensity of use, both hospitals have significant impacts on the surrounding area, particularly in terms of traffic, on-street parking and views. Being located in zones which allow hospitals and offices as outright permitted uses does not generally provide the public with the opportunity to comment and potentially influence

development plans of these two major facilities.

This Plan encourages the public review of master plans rather than project-by-project review, in order to provide the public with the chance to obtain a clear understanding and opportunity to comment upon the long-range development plans of these important activities.

Objective #2b: Favorably consider parking waivers to allow off-street parking requirements to be reduced when warranted.

Discussion: The HDR/O area is located within easy walking distance of the downtown. Many residents within (and visitors to) the area do not require automobiles to meet their daily needs. Probably the only uses which have significant off-street parking needs are the hospitals and their associated medical offices. Demand for parking in these areas is so great that it has become economically feasible to construct multi-story parking garages. However, due to the size of their work forces, these institutions should encourage alternate modes of transportation to the single occupancy automobile, such as transit, car pooling, bicycling, walking, etc., thereby reducing their parking needs.

Part of the urban flavor of this area comes from the high building floor-area ratios and presence of on-street parking. Realizing that many of the standards of the Zone Code are oriented towards development occurring on the fringe of the City (where land is

The new Zone Code includes a framework which encourages the hospitals to develop a master plan.



available in larger quantities), this Plan recommends that "parking waivers" be given favorable consideration to office and commercial property owners to reduce the amount of off-street parking ordinarily required, upon demonstrating that other mechanisms such as transit, walking, bicycling, etc. are being utilized to reduce their parking needs.

Objective #2c: Retail and service uses outside of the Washington corridor should be limited to small businesses (<5000 sq. ft. floor area).

Discussion: Currently commercial activities are primarily found along Washington St. and generally are not neighborhood oriented. Some of these uses are dependent upon traffic passing by the sites. This Plan does not discourage those types of land uses and the associated commercial zoning.

The inner part of the area contains numerous apartment buildings and employee-intensive activities which can benefit from easy access to small retail and service uses such as food and drug stores, delis, restaurants, etc. For example, the Knickerbocker Apartments once featured a small store on the first floor. New facilities such as these should be favorably considered and the typical off-street parking requirements should be waived in recognition of the pedestrian-oriented character of the area.

Objective 2d: Allow building heights greater than 40 feet only upon finding negative impact to view corridors and vistas.

Discussion: Although the HDR/O area is intended to be an intensive urban environment, protection of views to the north is of major concern to the neighborhood. In its review of proposed projects, the Design Review Committee should evaluate proposals for the potential of view degradation and obstruction. An overlay zoning district will need to be established which specifies views worthy of preservation and also desired building designs to minimize potential impacts.

POLICY #3

The area designated HDR on the Land Use Map should allow low-rise (three stories and under), high-density apartments, with office uses also being allowed in converted homes along principal arterial streets.

Discussion: The areas on the Land Use Map designated HDR enjoy quick and convenient access to downtown and the medical complex areas and are currently zoned for high density residential use. The majority of structures are three stories in height or less, although the zoning would allow for greater building height. The Plan encourages this land use pattern to continue and recommends that building height be limited to three stories in order to protect the existing character of the area and to allow for a transition in development intensity and scale moving south through the planning area. New structures need to comply with the design guidelines contained elsewhere in this Plan.

Properties situated along principal arterial streets are impacted by the high volume of traffic found in these corridors,

The Plan recommends that building height be limited to three stories in the High Density Residential area.



making them desirable for business and professional office uses. Numerous old homes of architectural significance are also found along these streets, which the neighborhood desires to see preserved. Conversion of these residences into offices should be allowed, subject to approval of a zone change and review for consistency with the design guidelines of this Plan by the City's Design Review Committee.

POLICY #4

Allow an intermix of medium density apartments, smaller multifamily structures and single family homes in areas designated MDR on the Land Use Map.

Discussion: Numerous small multifamily structures and apartment complexes are found in the areas designated MDR, including many converted large houses.

Although the latter blend in well with their surroundings, newer apartments frequently don't "fit" with the historic character of the area. Review of proposed projects in accordance with the design guidelines contained within this Plan is necessary to assure compatibility.

POLICY #5

Maintain the current concentration of duplex use along 14th and 15th Avenues.

Discussion: The 14th/15th Avenue corridor between Wall and Division Streets already features numerous duplexes, both older home conversions and newer structures. Although traffic volumes on 14th aren't high enough to warrant the use of duplexes as a buffer, their present concentration indicates the desirability of continuing this pattern.

Typical Single Family Home in the Manito-Cannon Hill area





POLICY #6

Preserve the single family residential character of the southern portion of the planning area.

Discussion: The majority of this area consists of almost exclusive single family use. There are no indications of deterioration which might indicate a need to allow more intensive residential use. Single family housing is thus recommended to be the predominant housing type for the area, including along 29th Avenue west of Grand Blvd.

Single family housing is recommended to be the predominant housing type in the southern portion of the planning area.

POLICY #7

Encourage small, neighborhood- and pedestrian-oriented businesses to locate throughout the area in the old commercial buildings (<5000 sq. ft.) found throughout the area.

Discussion: There are several old retail/business buildings located throughout the area; most appear to be old "Mom & Pop" grocery stores. These are designated Local Business on the Land Use Map. The continuing use or re-use of these structures can maintain neighborhood-serving facilities within easy walking distance of many individuals.

some on-street parking may occur in the vicinity of these activities. However, this is seen as a reasonable trade-off for smaller parking lots and less visual impact to the surrounding area.

Due to the fact that these sites were developed years ago, before current requirements for on-site landscaping, the opportunities for providing landscaping on-site are limited. In recognition of this problem of attaining code compliance, the Plan recommends that favorable consideration be given to proposals such as providing landscaping and street furniture within the adjacent street right-of-way, reducing the scale of on-site landscaping, etc.

Objective #7b: Ensure adequate pedestrian linkages to these business locations.

Discussion: Because it is assumed that a large portion of traffic to and from these businesses will occur by foot, it is important that adequate street lighting, sidewalks and safe arterial crossings be maintained or provided, as necessary. Further study of the various areas will be needed.

Objective #7a: Reduce site development standards for landscaping and parking for small retail and service businesses, subject to design review of proposed projects.

Discussion: A reduction in off-street parking requirements is necessary to both maintain the small scale of these businesses and to encourage travel to them by foot. It is recognized that

POLICY #8

Continue to allow low-rise offices in the areas noted on the Land Use Map.

Discussion: Office uses and zones are found in the vicinity of all of the neighborhood and community shopping districts in the area. The continuance of low-rise (maximum two stories) office use within existing zoned areas should be allowed, but the expansion of these zones should not occur. Since users of the offices typically come from a wider area



than the immediate neighborhood, full compliance with off-street parking standards should be required.

POLICY #9

Encourage existing Neighborhood Shopping Centers to redevelop within their current sites. Allow reductions in off-street parking requirements as an incentive for redevelopment.

Discussion: Two "traditional" neighborhood shopping centers exist within the area, both on Monroe: one at 10th and the other at 14th. Both include a grocery store as the primary use and appear to be viable on their present sites without expanding onto surrounding properties, which could adversely effect the character of the adjacent residential environment.

In lieu of expansion, redevelopment on current sites is encouraged. Off-street parking requirements should be reduced to allow additional building floor area to accommodate changing market demands, without necessitating expansion of these sites.

POLICY #10

Develop a design theme for the shopping area on Grand Blvd. between 12th and 14th Avenues. Improve pedestrian accessibility between the two sides of Grand Blvd.

Discussion: The commercial area at the top of the Grand Blvd. hill has the potential of providing unique neighborhood-serving shopping opportunities. The area is currently developed with an interesting mix of shops, but is laid out in a confusing and incongruous fashion. The architectural style of buildings is inconsistent, off-street parking is severely limited for some businesses, and access between the two sides of Grand Blvd. is poor.

The Plan recommends that an overall design theme be developed for this area to address the shortcomings noted above. This could be done through a City-sponsored effort, in which the City could assume responsibility for resolving the access problems between the two sides of the street. The vegetation which currently surrounds the area should be extended into the area to provide beautification and continuity.



Land Use Plan

The map on the following page generally portrays the intended types and densities of the use of lands within the planning area, both public and private. This is not a zoning map, but a graphic portrayal of policy which is implemented through area-wide zoning actions and the individual rezone requests of private property owners.

The Land Use Map was developed according to an overall philosophy of providing a gradation in intensity from north to south. High density housing and medical/office uses are proposed along Interstate 90 in the north, transitioning to gradually decreasing housing densities to the south, where the area becomes predominantly single family residential. The map also recognizes current business and multifamily residential zones through the otherwise single family residential southern portion of the area; however, the plan does not encourage the expansion of these zones.

The map districts portrayed on the Land Use Map are described as follows:

Single Family Preservation of single family residential areas at existing platted lot sizes; planned unit developments could result in slightly higher densities and varied housing types.

2X (Duplex) Both single family homes and duplexes possible on existing lots; P.U.D.'s possible.

Medium Density Residential Triplexes, fourplexes and apartments on existing lots or at a density of 1 unit per 2000 sq. ft. of lot area. Maximum height 3 stories.

High Density Residential Apartments (either new or conversions) at a density of 1 unit per 1000 sq. ft. of lot area. Limited off-street parking. Max. ht. 3 stories. Office conversions OK along major arterials.

High Density Residential/Office High-rise apartments at up to 1 unit per 300 sq. ft. of lot area; offices & medical uses; retail uses limited to Washington/Stevens corridor or to serve immediate area. Basic height 40 feet.

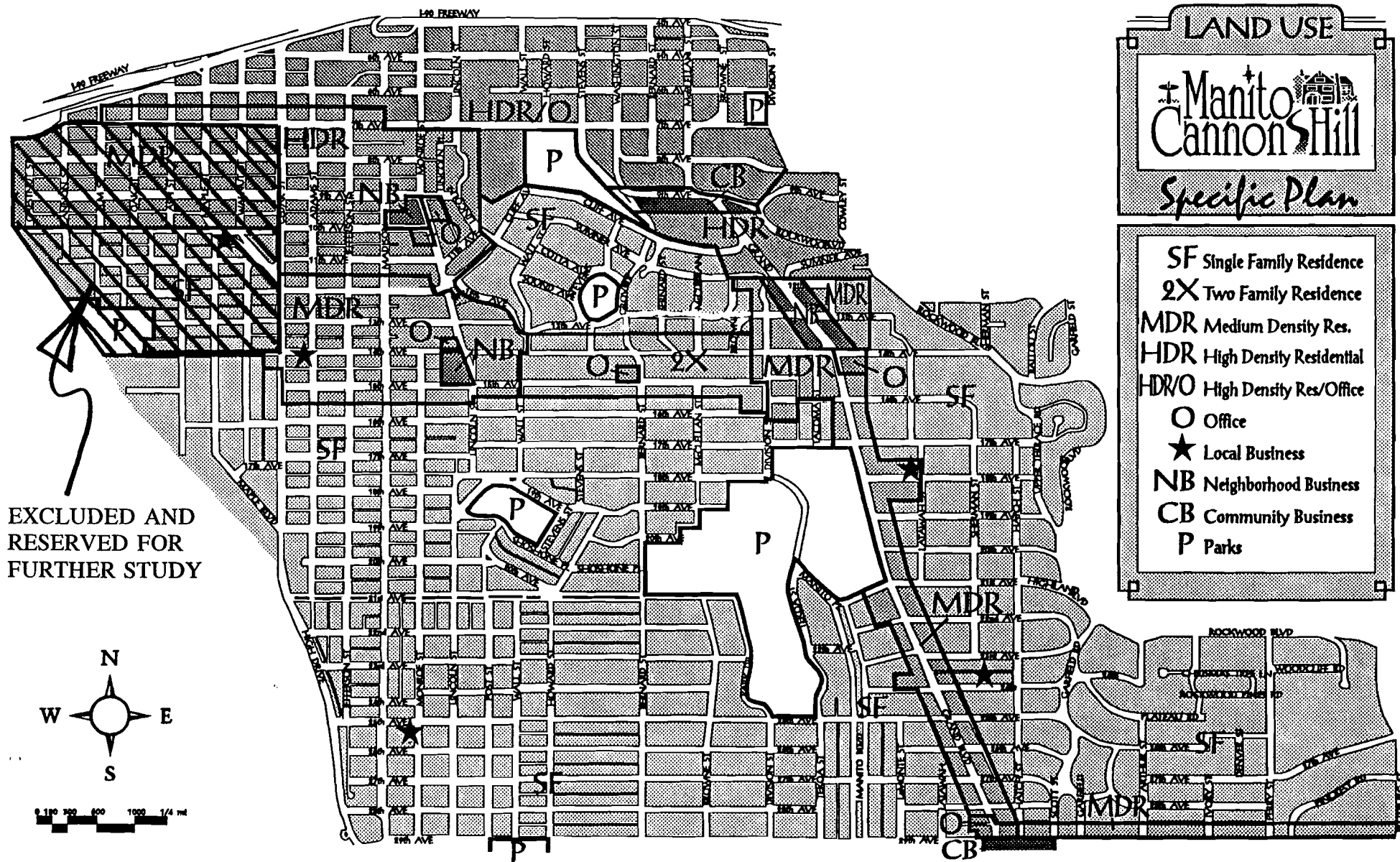
Office Low-rise (1-2 stories) offices adjacent to shopping areas.

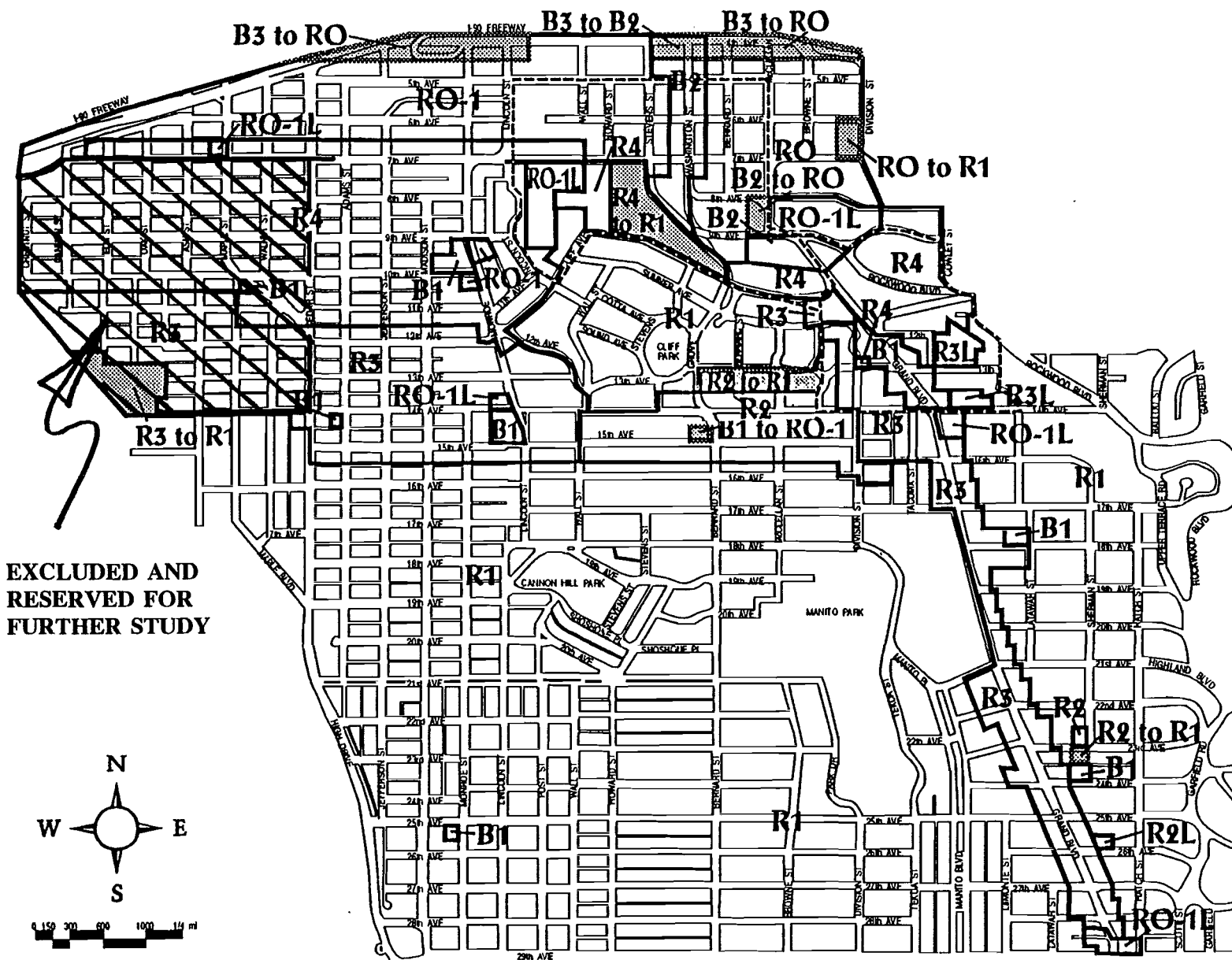
Local Business Small retail and services in old commercial buildings/zones. Limited amounts of parking and landscaping required.

Neighborhood Business Retail centers at 10th/14th and Monroe; Grand Blvd. & 12th/14th.

Community Business Greater lot coverage, building height than allowed in Neighborhood centers.

Parks Properties owned/managed by City Parks Department.





Proposed Zoning

Manito
Cannon Hill

Specific Plan

- R1 One Family Residence
- R2 Two Family Residence
- R3 Multi-Family Residence
- R4 Multi-Family Residence
- RO Residential/Office
- RO-1 Residential/Office
- B1 Local Business
- B2 Community Business
- B3 Central Business Dist.
- L Limited Zone

-- Special Height Districts

Areas shaded in gray are proposed for a change in zoning as noted.



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he Manito/Cannon Hill area enjoys quick and convenient access to Spokane's downtown and major medical facilities, making commute trips to work by foot, bicycle, or public transit an attractive possibility for many individuals. These alternate forms of transportation help reduce private automobile traffic within the area. Major traffic impacts to the area appear to generate from points to the south and east: south Spokane, Lincoln Heights, and Moran Prairie. Continued development in these areas is expected to result in ever-increasing amounts of automobile traffic passing through the planning area, even with the encouragement of alternatives to the single-occupancy motor vehicle.

Grand Blvd. and High Drive/Cedar/Maple/Walnut are the primary north-south arterials passing through the area. In 1988, Grand Blvd. traffic counts peaked at around 16,700 trips per day, while counts on the western route have increased significantly since the removal of the toll on the Maple St. bridge north of the neighborhood. Residents of the area also rely upon Monroe/Lincoln and Bernard streets to travel north and south. All of these streets pass through predominantly residential areas, resulting in detrimental impacts to the adjacent residences in the form of noise, air pollution, and a sense of decreased safety.

CIRCULATION GOAL

PROVIDE A SAFE, EFFICIENT CIRCULATION SYSTEM THAT PROMOTES PEDESTRIAN, BICYCLIST, AND TRANSIT USE AND LIMITS IMPACTS FROM MOTORIZED TRAFFIC.

Discussion: The Circulation policies of this plan seek to limit the disruptive impacts

of traffic and encourage the use of alternatives to the private automobile for individuals residing both within and south of the area. The overall theme is to protect and enhance the "friendliness" of the area for these alternative means of transportation.

POLICY #1

Provide convenient, safe and pleasant pedestrian linkages to internal activity areas such as shopping and services, parks and schools, etc. and to adjoining neighborhoods.

Discussion: The Manito/Cannon Hill area is, for the most part, an inviting area for pedestrians. Neighborhood parks, schools and shopping areas are within easy walking distance for the majority of residents. However, there are several areas where pedestrian movement is made more difficult by the existence of arterial streets and traffic. The following objectives offer solutions to make the area more "pedestrian friendly."

Objective #1a: Improve the crossing of Maple/Walnut/Cedar at 10th Avenue.

Discussion: The slope of the hill and traffic speeds can make crossing these north-south streets hazardous to pedestrians (as well as automobiles.) A pedestrian crossing needs to be made more evident and reduction of traffic speeds to 20 M.P.H. should be considered.

Objective #1b: Reduce traffic speeds and install control devices in the vicinity of all parks and schools.

Discussion: Parks and schools (both public and private) are areas of high concentrations of children and youth,

The overall theme is to protect and enhance the "friendliness" of the area for alternative means of transportation.



two groups which are particularly susceptible to accidents with motorized traffic. One way to avert this possibility is to reduce traffic speeds in these areas. This can be done through both lowering the speed limit and installing traffic controls (stop and yield signs).

Objective #1c: Impose a 20 M.P.H. speed limit in the vicinity of 10th and Monroe.

Discussion: The 10th and Monroe shopping area is an important node for this portion of the neighborhood. Business operators have stated that almost 25% of their customers arrive on foot, so safe access to the area is important. North-bound traffic on Monroe typically reaches speeds in excess of the currently-posted 30 M.P.H. limit after a long downhill descent, while motorists heading south have limited sight distance as they crest a steep hill. A signal and a reduction of traffic speed is thus important to protection of pedestrians attempting to cross Monroe.

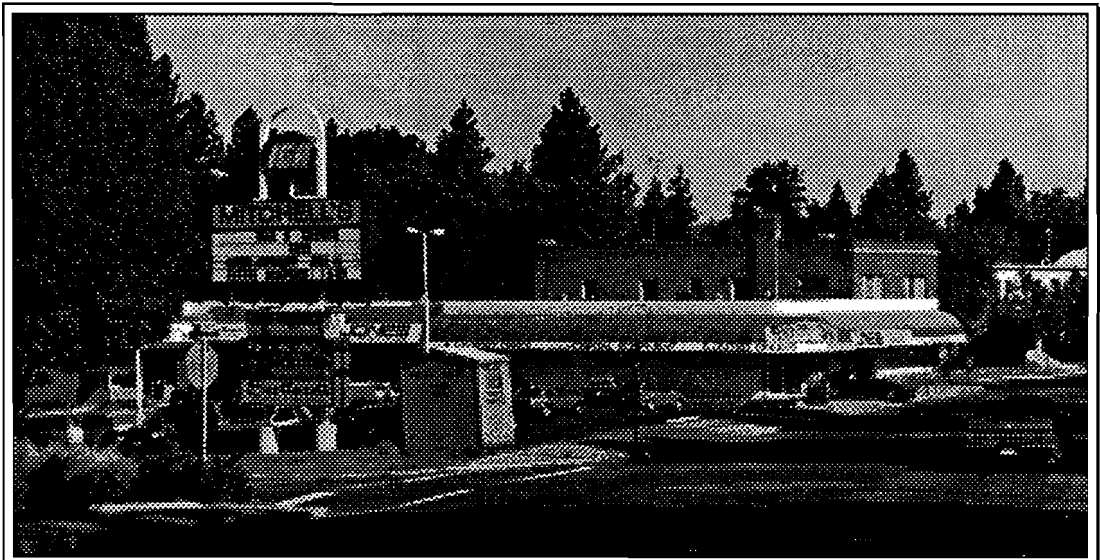
Objective #1d: Install a pedestrian-activated signal at 14th and Cedar.

Discussion: 14th is one of the two east-west collector arterials serving the area. It provides connections between the area west of Monroe with Roosevelt Elementary School and the shopping center at Monroe. However, Cedar St., a Principal Arterial, is a major obstacle for pedestrians residing to the west. Painting of a crosswalk and installing a pedestrian-actuated signal would help facilitate walking from this area to points east.

Objective #1e: Paint a crosswalk across High Drive, south of 29th Avenue.

Discussion: 29th Avenue provides a means of access to Comstock Park, located directly south of the planning area. High Drive provides a pleasant walking environment along the crest of the western bluff of the City, but crossing it to access Comstock can be difficult. A crosswalk location should be identified and painted south of 29th where crossing distance is minimal and visibility is high for motorists.

Mitchell's IGA at
10th and Monroe





Improve Bicycle and Pedestrian access to Manito Park.

Objective #1f: Create and/or improve pedestrian routes to the Central Business District, Latah Creek valley and Browne's Addition.

Discussion: Improving the internal pedestrian circulation system within the area is important, but linkages to external points should not be neglected. Priority routes to the Latah Creek valley, Browne's Addition and downtown need to be identified and protected, enhanced, or developed.

One project which will enhance access to the downtown area would be to construct a path and/or staircase interconnecting Pioneer Park with Cliff Drive. A staircase formally existed within the park; replacing it would provide a safe passageway and alternative to use of Ben Garnet Way, where "sidewalks" are too narrow for safe travel.

Another route to be explored is the Ash Blvd. right-of-way south of 14th. This could provide a connection between High Drive and the new park site to be developed at the western terminus of 14th Avenue.

Objective #1g: Require safe pedestrian access across parking lots.

Discussion: Modern commercial development typically results in a layout with all parking located in front of buildings that are situated at the rear of the site. The result is often a large expanse of asphalt parking lot which a pedestrian visitor must cross over in order to reach the stores and services—a very unfriendly environment to those on foot.

Public sidewalks along streets need to be connected to the storefronts in a safe and aesthetic manner. Completing these types of connections will help to encourage pedestrian activity within the area.

POLICY #2

Create designated bike lanes to Manito Park.

Discussion: Manito Park is the recreational focal point of the planning area. It is also a pleasant bicycling environment for recreational rides. However, getting to the park can be a problem for some recreational riders, many which prefer designated bike lanes to increase feelings of safety. Possible routes need to be identified, coming to the park from all directions. Since these would be recreational (not commuting routes), use of residential streets should be given favorable consideration.

POLICY #3

Encourage the operation of an "express" bus route to downtown from the Lincoln Heights/Southeast Spokane area and also improved east-west service within the area.

Discussion: A large portion of the traffic impacts within the planning area originate from points further south, which continues to be an attractive market for residential development. One means of reducing impacts from this traffic would be to "capture it" on public transit before it gets into more central portions of the City. The Spokane Transit Authority should be encouraged to establish an "express route" originating on the Moran Prairie, with only limited stops within the City limits. The goal should be to provide speedy connections to the Central Business



Bridge in Manito Park



District and other interconnecting transit routes.

East-west service within the neighborhood is limited. Many area residents could benefit from better service, especially to the Lincoln Heights shopping area.

Objective 3a: Explore the feasibility of recreating trolley service within the area.

Discussion: Trolleys used to provide public transit service within portions of the area. Many of the tracks still exist, though they may be covered by pavement. Beginning trolley service once again would emphasize the history of the area and be a potential catalyst for increased business opportunities both here and in the downtown.

POLICY #4

Construct bus shelters, which reflect the architectural character of the area, at high ridership locations.

Discussion: The Spokane Transit Authority often installs bus shelters at high-ridership

locations. This plan encourages construction of shelters to occur as a promotion for increased transit use, rather than as a response to existing ridership. It also encourages STA to explore the possibility of utilizing designs which are more in keeping with the historical architectural character of the area than the plexiglass shelters currently in use throughout much of the City. No advertising should be allowed in these shelters or on isolated bus benches, and they should be set back a sufficient distance from the edge of the street for safety purposes.

POLICY #5

Require the installation of bike racks at all multifamily, institutional, office, and retail developments as a "trade-off" for decreased automobile parking.

Discussion: This Plan seeks ways to make the area less automobile dependent and more "friendly" to users of alternative means of transportation. Bicycling is one of those means and potentially one of the most important. However, for bicyclists to be willing



Direct traffic outside the area to arterials such as Grand Blvd.



Bicyclists need safe and secure parking facilities.

to utilize their bikes for commuting and shopping trips, they need safe and secure parking facilities at their destinations. Bike racks and lockers are the best means of providing these facilities.

Proposed Zone Code standards for bicycle parking facilities are too lenient to result in a positive impact. The Code should be amended to require a minimum quantity of parking, regardless of the size of the development. In addition, bicycle parking facilities should also be required at multifamily housing projects, where they are typically lacking. Provision of additional bicycle parking above minimum limits should be accomplished by authorizing reductions in automobile parking requirements.

POLICY #6

Direct motor vehicle traffic originating outside of the area to principal arterial streets.

Discussion: Two of the area's four north/south arterial routes are classified as Principal Arterials: Grand Blvd. and the High Drive/Cedar/Maple/Walnut route. 29th Avenue is the only east-west Principal Arterial in the area, forming its southern boundary. The intent of this Plan is that the major-

ity of traffic coming or going to points outside of the area continue to utilize these routes and that use of other arterial streets such as Bernard, Lincoln/Monroe, Rockwood Blvd. and 14th Avenue be discouraged. One way this can be done is by focusing traffic improvement efforts on the Principal Arterials and resisting efforts to increase the capacity of the other routes.

POLICY #7

Encourage the construction of a "ring road" or "beltway" through the Moran Prairie area, connecting with SR-195.

Discussion: There has been considerable discussion in recent years regarding the long-term potential of constructing a "beltway" or limited access arterial route through the Moran Prairie and Glenrose areas south of the City, connecting Interstate 90 in the west Spokane Valley with SR-195 in the Latah Creek Valley. The City previously expressed support for this improvement in the Lincoln Heights Specific Plan, and Spokane County has now adopted this concept as part of its Comprehensive Plan for the South Spokane metropolitan area.



The Manito/Cannon Hill area also has noted the potentially positive aspect of reducing traffic on the City's arterial system which could result from construction of this facility. This Plan continues to express support for the proposed beltway.

POLICY #8

Maintain the current lane configuration of minor and neighborhood collector arterial streets.

Discussion: The street standards contained within the city-wide Arterial Street Plan portray an "ideal" street width and lane configuration for the various classifications of arterials (Neighborhood Collector, Minor and Principal). Although the Circulation Plan Map contained within this Plan indicates the presence of all three classifications of arterials within the area, it is not the intent that the neighborhood collector and minor arterial streets be widened and/or re-striped to increase the number of lanes to the maximums envisioned by the Arterial Street Plan. For example, two lane Minor Arterials such as Bernard and Lincoln should remain as two lane streets; they should not be re-striped to accommodate four lanes of moving traffic.

The thrust of this Plan is to foster alternative means of transportation to the private automobile. This cannot be effectively accomplished if area streets are made to accommodate actual or anticipated increased volumes of motorized traffic. (Which may be minimal, considering the limited densities possible under the land use recommendations of this plan and the General Land Use Plan.) For example, existing pavement widths should be protected to provide adequate room for bicyclists to safely utilize the streets.

POLICY #9

Discourage the use of Rockwood Boulevard as a route for through traffic.

Discussion: Rockwood Blvd. is a historic and aesthetic resource for not only the planning area, but the entire City. Its winding, tree-lined configuration, passing stately old homes, makes it unsuitable to carry significant amounts of traffic. Rockwood Blvd. is classified as a Neighborhood Collector Arterial street, routes which are not intended to serve traffic originating outside the area. However, Rockwood is frequently utilized as a route between the central city and the Lincoln Heights area, since it has relatively few stop signs at crossing streets. The resulting traffic volumes and speeds disrupt the adjacent residential area and threaten its aesthetic ambience. The following objectives suggest ways to address this problem.

Objective #9a: Continue the historic aesthetic concept of the street east of Garfield Road to Southeast Blvd. Constrict the width of the street with tree plantings and sidewalk construction.

Discussion: Although the western end of Rockwood Blvd. features a winding configuration, narrow travel surface and many street trees, the eastern end of the street "opens up" to a widened roadway section which lacks sidewalks and street trees. This widened visual field is a contributing factor to increased traffic speeds in this section.

Area residents have met with City officials in an effort to find a solution to this problem. The street should be improved to include sidewalks and street tree plantings. The narrowed street section and reduced visual field for drivers



should help reduce speeds along the street. Financing for this project could occur through formation of a Local Improvement District or Transportation Improvement District.

POLICY #10

Make "spot" improvements to improve internal circulation safety by implementing a Neighborhood Traffic Improvement program.

Discussion: There are several locations within the neighborhood where improvements could be made to increase the safety and functioning of the circulation system and reduce negative impacts on adjacent residential areas. The form of improvements may include the installation of traffic circles; narrowing pavement widths through planting strip widening and planting of street trees; or installing stop signs or other control devices.

A Neighborhood Traffic Improvement program similar to that utilized in Seattle should be implemented by the City. This

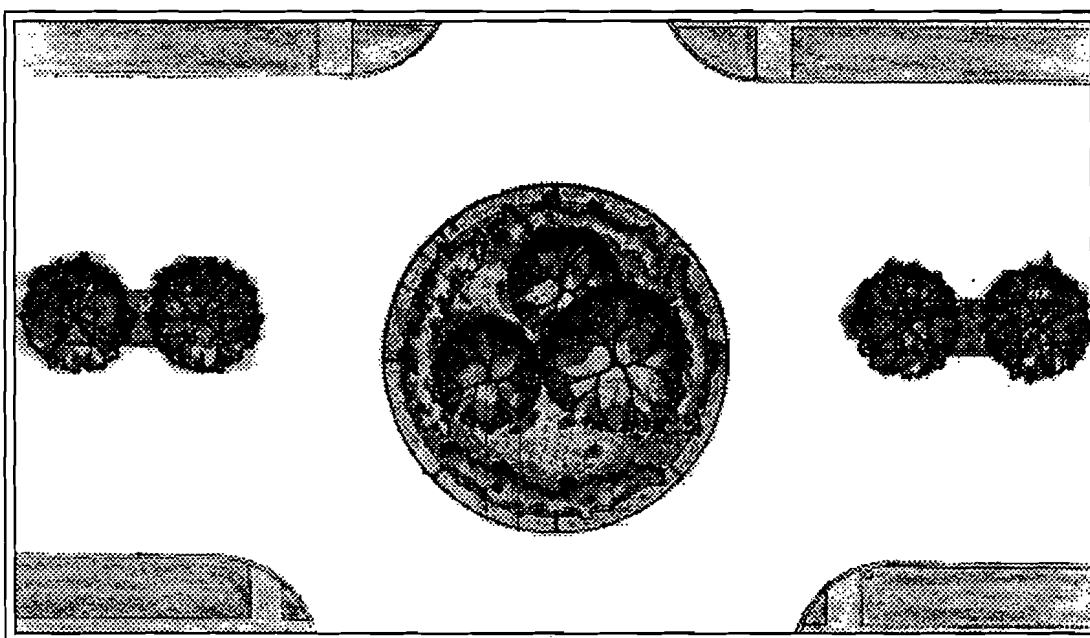
program would provide a formal means by which neighborhoods could approach the City with local traffic problems and explore possible solutions. If an acceptable solution is found, the City would bear the responsibility of implementation, with the adjoining neighborhood accepting some maintenance costs if necessary (as in the case of landscaped traffic islands.) Traffic problems would have to be documented in order for work to proceed, after the majority of the surrounding neighborhood expressed support of correcting the deficiency.

Objective #10a: Utilize physical impediments to discourage the use of Garfield Road as a "short cut" between 29th Ave. and Rockwood Blvd. and as a route to circumvent the 29th and Grand Blvd. intersection.

Discussion: Garfield Road is a wide, gently curving road that interconnects 29th Avenue and Rockwood Blvd., passing by Hutton Elementary School. A 3-way stop sign at Rockwood

The construction of a traffic circle on Garfield Road may discourage its use as a "short cut" and increase traffic safety.

Example of a traffic circle design





Blvd. provides safe access onto this street. Although not an arterial, it is frequently utilized as a connecting route between 29th Avenue and Rockwood Blvd. It is also utilized by some motorists as a bypass route to the 29th and Grand Blvd. intersection when it becomes congested. Both situations result in the street being utilized more extensively than intended, with negative impacts to adjoining residences.

There are several ways by which this problem could be resolved. One would be to simply close the intersection of Garfield and 29th Avenue. If this is done, the adjacent intersection of Scott St. should also be closed, or traffic will likely utilize that street instead. Another possibility would be to maintain the access, but slow down traffic by constructing traffic circles and medians. This would improve safety and discourage the use of the street.

Objective #10b: Install stop or yield signs on the side streets entering 25th Avenue west of Bernard.

Discussion: 25th is classified as a Neighborhood Collector Arterial by this Plan and is utilized as such by the adjoining neighborhood. However, intersections west of Bernard are not currently controlled with any type of device. The street should be officially designated as a collector arterial west of Bernard and the requisite stop or yield signs on the side streets should be installed to ensure traffic safety.

Objective #10c: Explore means of decreasing traffic congestion at the Maple St. exit from Interstate 90.

Discussion: This particular intersection becomes heavily congested during rush hour traffic. The City of Spokane and the Washington State Department of Transportation should work cooperatively together to find a solution to this problem.

Objective #10d: Clearly identify the one-way status of 5th Avenue at Walnut.

Discussion: 5th Avenue in this area changes from a two-way to one-way (east-bound) street. However, motorists are frequently confused by the change, which is not clearly marked. Additional signage is need at this location to prevent possible accidents.

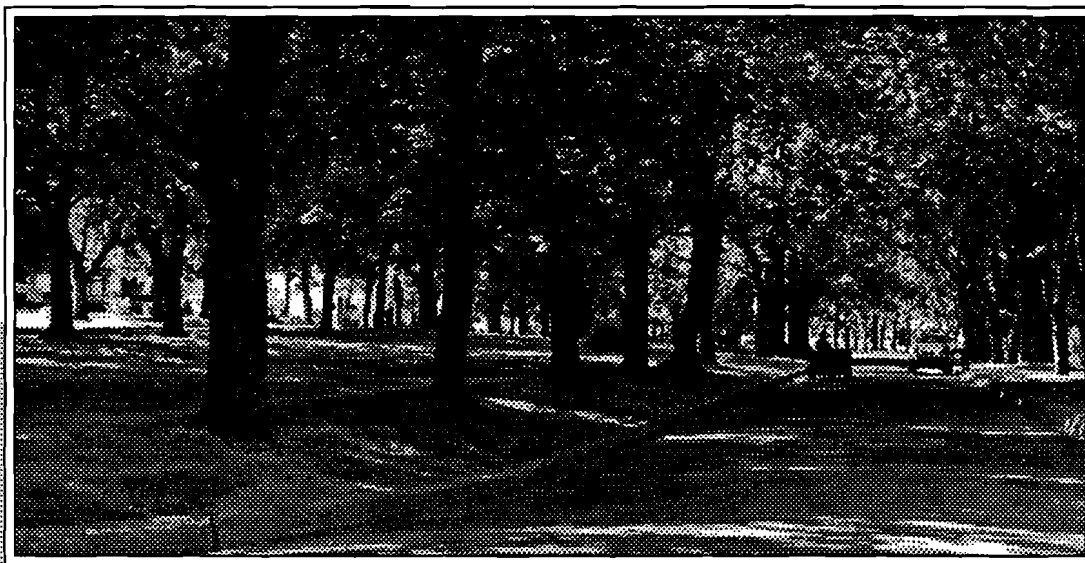
Objective #10e: Improve the service capacity of the 29th and Grand Blvd. intersection.

Discussion: This intersection can also become congested during rush hour, resulting in traffic diverging to residential streets. The Traffic Engineering Department needs to explore ways to increase the volume of traffic passing through this intersection during the busy times of day.

Objective #10f: Provide smooth transitions where 4-lane streets narrow to 2-lanes, i.e., Bernard south of 14th, 29th Avenue west of Grand Blvd., Cedar south of 11th Avenue, and Monroe/Lincoln south of 14th Ave.



Planting Strip on
Manito Drive



Discussion: These streets constrict from 4 to 2 lanes after crossing through the respective intersections. This frequently results in cars in the outer lanes being “squeezed” against parked vehicles or the curb. Smoother transitions should be made by extending no parking zones and providing informative striping to allow for a more gradual merging of traffic to one lane.

POLICY #11

Ensure that future street improvements include a planting strip, street trees and sidewalks.

Discussion: Sidewalks and street trees are important elements of the visual landscape of the neighborhood. Sidewalks are necessary for pedestrian safety, while

street trees are typically located within a planting strip which separates the street from the sidewalk. Future street improvements should not abandon these key elements in favor of additional lanes of traffic, but find ways to accommodate all elements of the street cross-section as shown in the Arterial Street Plan.

POLICY #12:

Preserve brick streets where currently found throughout the area.

Discussion: Another important ingredient of the neighborhood are its many brick streets. In some areas, these old surfaces have been covered with asphalt. This Plan recommends that this practice not continue in the future and that these brick streets be preserved and even reclaimed, where feasible.



Circulation Plan

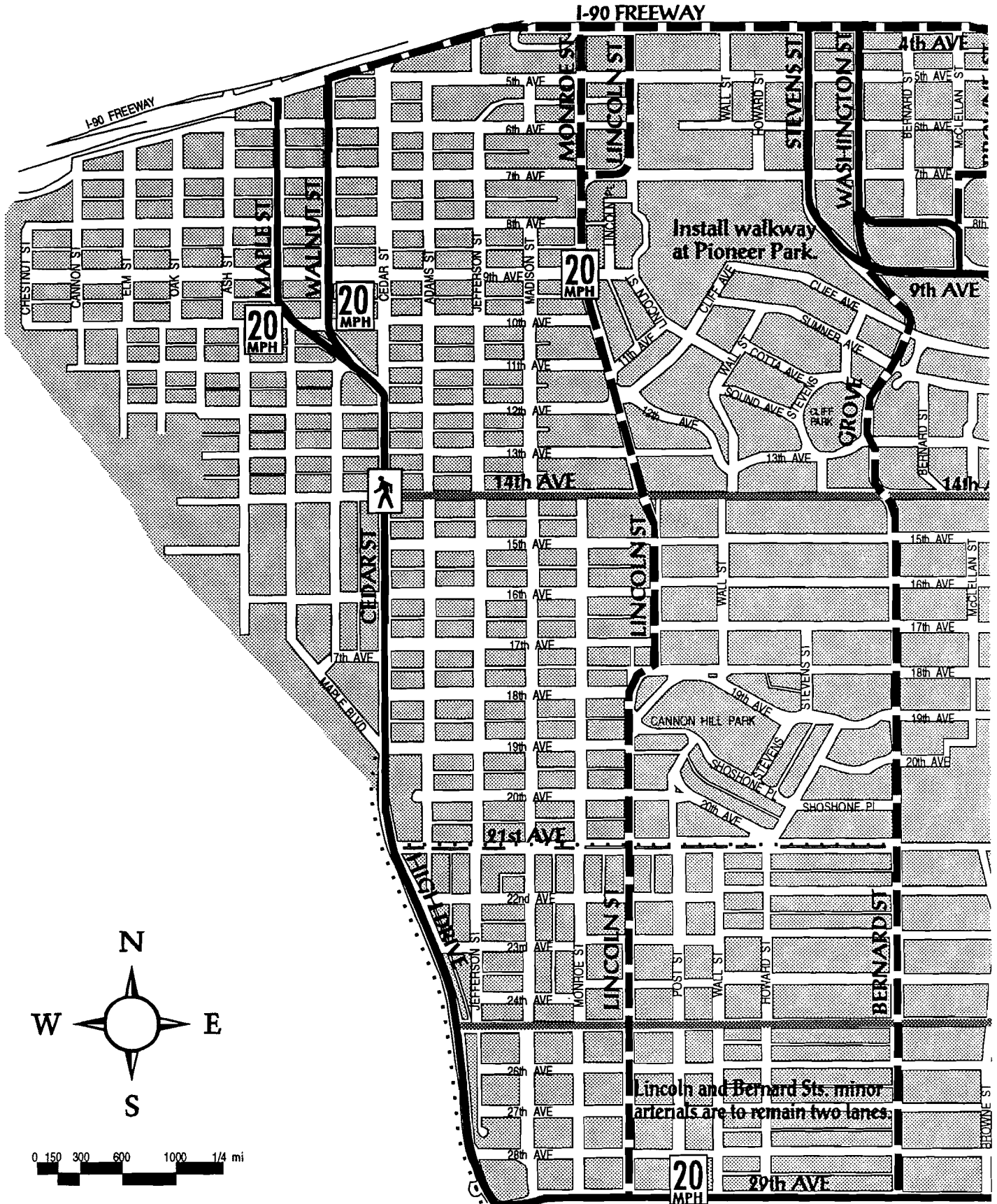
The Circulation element of the Specific Plan places its emphasis on transportation alternatives to the single-occupancy motor vehicle: walking, bicycling, and public transit. Since the Manito/Cannon Hill area is located close to downtown and includes two major employers, walking, bicycling and transit are all viable means of transportation for area residents. The Plan seeks to augment this geographic advantage to make the area truly "friendly" to these modes of transportation.

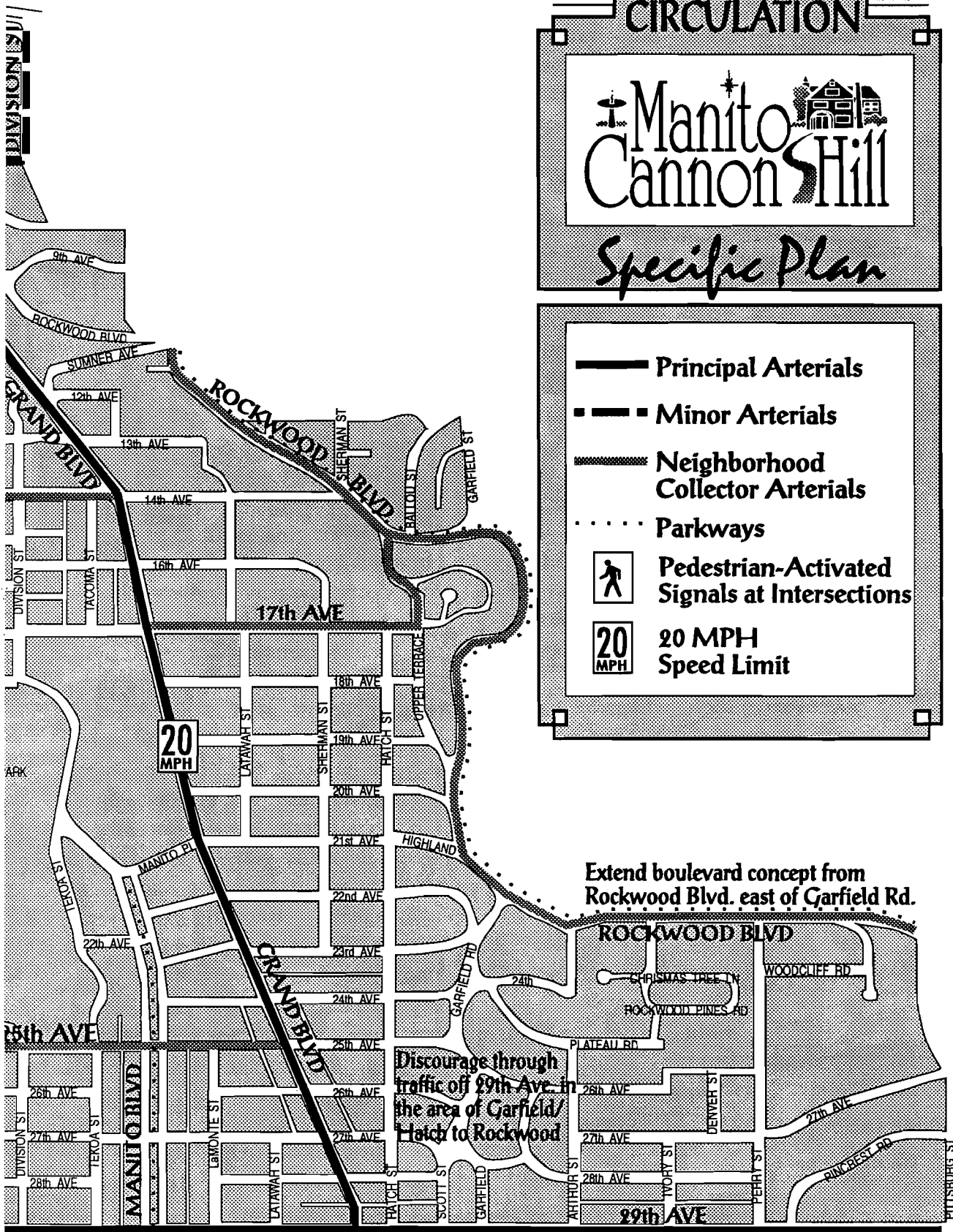
Reflective of this basic orientation, the Plan recommends that a number of specific improvements be made to make for easier travel through the area by foot or bicycle. It also recognizes that the amount of off-street parking required in some areas and for some uses may be reduced, in recognition that many people travel by means other than personal car.

Many residential streets have witnessed increases in traffic due to motorists attempting to circumvent busy intersections and other "bottlenecks." The Plan recommends that the City establish a Neighborhood Traffic Improvement Program whereby individual neighborhoods can work with City officials to find solutions to these problems, be they additional signs, traffic circles, street narrowing, etc.

The Plan does not propose any changes to the basic arterial framework; arterials shown on the map are as currently designated. The Principal Arterials, such as Grand Blvd., High Drive and 29th Ave., are intended to be the primary means of travelling through the area, especially for trips originating from or heading to points further south. They are supplemented by Minor Arterial Streets such as Monroe/Lincoln and Bernard, which are not intended to carry as much traffic. The Plan specifically states that additional lanes of traffic should not be created for these streets. The final classification of arterials are the Neighborhood Collectors, which also have only 2 travel lanes. They are not intended to be through routes, but instead serve well-defined neighborhoods.

Manito-Cannon Hill Circulation Plan Map





Community Facilities



T

he ready availability of community facilities is a distinguishing characteristic of urban life. City dwellers expect to have adequate police and fire protection services and easy access to parks, schools and libraries. This is especially true in older, established residential areas such as Manito/Cannon Hill.

This Plan encourages continued efforts to provide service to the area. An example of a recent approach of the City is the fire bond issue which resulted in the construction of a new fire station at 18th and Bernard. The City should likewise be continually looking for ways to improve all services to meet the needs of changing tastes and populations.

COMMUNITY FACILITIES GOAL
PROVIDE COMMUNITY FACILITIES AT CONVENIENT LOCATIONS WHICH OFFER A VARIETY OF OPPORTUNITIES FOR A DIVERSE CITIZENRY.

Discussion: Although the area is generally well-served with community facilities, they are lacking or not conveniently located for all neighborhoods. Easy access to some of these facilities can also be a problem. This Plan provides recommendations to address these issues.

POLICY #1

Develop additional parks to adequately serve all portions of the area.

Discussion: The Manito/Cannon Hill area enjoys numerous parks which provide a variety of recreational opportunities and needed urban open space: Cliff, Cowley and Pioneer, Manito and Cannon Hill. In addition, Comstock Park is located just south of the area on 29th Avenue. The

three elementary schools found within the area also provide active recreational opportunities for youth. However, the 1989 Parks and Open Space Plan recognized that some neighborhoods within the area were lacking outdoor recreational opportunities and indicated the need for new parks to alleviate these deficiencies.

This Plan includes the desired additional parks noted on the City-wide Parks Plan and encourages continued efforts to acquire and develop both these and other sites which may become available in the future.

POLICY #2

Provide opportunities for neighborhood input into plans for improvements to and use of existing and new parks.

Discussion: This area has experienced controversies in the past resulting from improvements made to neighborhood parks (e.g., the installation of playground equipment at Cannon Hill Park.) Since surrounding neighbors are typically the greatest users of parks and are subject to their visual and operational impacts, it is important that they be given the opportunity to comment on potential improvements before they are made. For example, playground equipment may be needed if there are large numbers of children in the surrounding area. Facilities such as ball fields can attract users from outside the adjacent neighborhood, potentially increasing traffic problems. Area residents should be given the opportunity to actively participate in the development and use of "their" park.

Finally, all improvements at parks should be designed in conformance with the architectural and natural character of the surrounding area.

Park improvements should be designed in conformance with the architectural & natural character of the surrounding area.



POLICY #3

Improve non-motorized access to all park facilities.

Discussion: One of the primary goals of this Plan is to improve the area as a "friendly" environment for pedestrians and bicyclists. This is especially true in terms of accessing parks facilities. People should be able to reach these in safety and with convenience, without utilizing their private automobiles. They should also be able to travel from one park to another in a safe and pleasant environment. Many potential improvements could be made, without excessive costs to the general revenues of the City.

Objective #3a: Develop means of providing easy pedestrian access to Manito Park for residents living east of Grand Blvd.

Discussion: Although Manito is by definition a Regional Park, it also serves the function of a neighborhood park for the surrounding area. It is therefore impor-

tant that area residents be able to reach the park with ease and in safety.

Traffic volumes on Grand Blvd. make that a difficult proposition for individuals residing east of the park. The City should develop some means of improving access, whether it be a signalized at-grade crossing, an overhead pedestrian bridge, or some other method.

Objective #3b: Create designated bike routes to Manito Park from all points in the area.

Discussion: Manito Park is a focal point for the entire area and offers numerous outdoor recreational opportunities. The size of the park makes it an enjoyable spot for recreational bicycling. Many recreational bicyclists desire designated bike lanes on the streets to feel comfortable riding with traffic. Routes should be developed where bike lanes can be striped at the side of the road; these routes would not necessarily need to

Duncan Gardens
in Manito Park





follow arterial streets, but could utilize residential streets that are wide enough to accommodate a designated bike lane.

Objective #3c: Provide access to Pioneer Park from Cliff Dr.

Discussion: Cliff Drive offers outstanding views of the downtown area and North Spokane. However, pedestrian access from Cliff Dr. to the north is very limited. The old staircase which used to be found in Pioneer Park should be reconstructed or replaced with a ramp and designed to interconnect with Cliff Drive, thereby linking these two recreational amenities and also providing an important pedestrian circulation link for the area.

POLICY #4

Continually maintain and improve Manito Park as the "showpiece" of the City's Park system.

Discussion: Manito Park is the finest example of Spokane's exemplary park system. It has both a rich history and a wide variety of elements, ranging from playground areas to the formal Duncan Gardens. It is

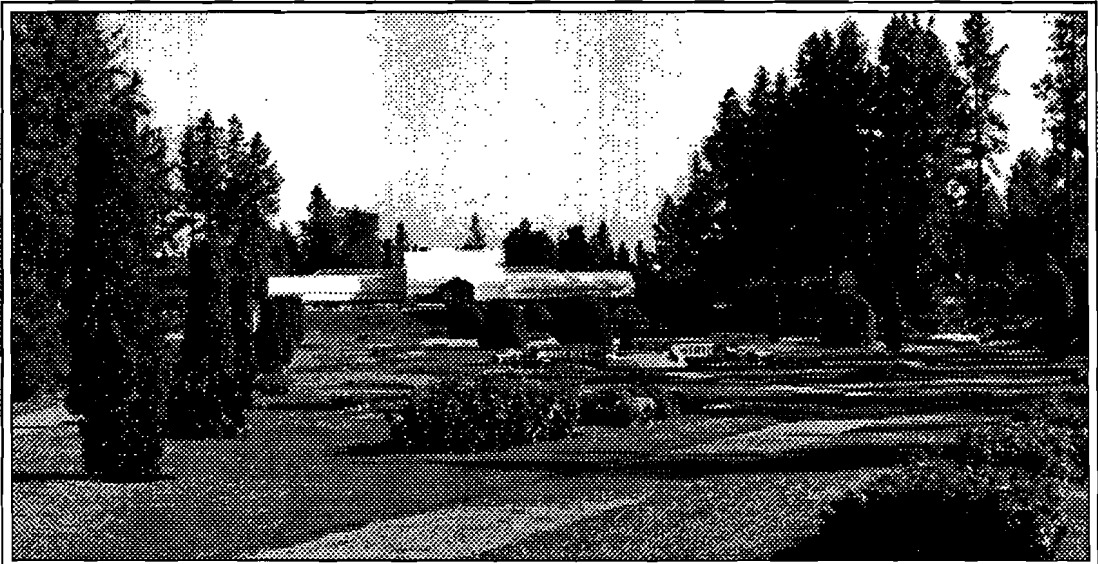
designated as a Regional Park by the City-wide Parks and Open Space Plan; this Plan does not recommend deviating from that philosophy, but does encourage improvements to increase its accessibility for area residents.

Objective #4a: Limit the speed within the park to 10 m.p.h.

Discussion: Manito is divided by numerous roads; traffic on these roads can disrupt the quiet, passive character of the park and make it less friendly to walkers and bicyclists. Roadways to major park attractions such as the Japanese Gardens, Duncan Gardens, the greenhouses and the Park Bench are necessary, but traffic speeds should be limited to reduce the possibility of accidents and enhance the "friendliness" of these routes for non-motorized traffic. As roads are improved and/or rehabilitated in the future, design features should be utilized to discourage excessive speeds.

Objective #4b: Erect historical markers/signs within the park which inform of its past.

Manito Park





New public buildings should be designed in conformance with the character of the surrounding area.

Discussion: As noted earlier, the park has a rich history, being almost as old as the City itself. However, little has been done to highlight this history. The construction of historical markers at appropriate locations throughout the park could overcome this deficiency. Another possibility would be to construct an interpretive center which fully explains the storied history of Manito and the City's park system.

POLICY #5

Provide locations for community meetings and activities.

Discussion: Other than public school buildings and a few churches, the area is currently lacking in available meeting spaces. Many individuals have expressed a desire to have some sort of community center. Two possibilities which exist for the northwest portion of the area are the former Fire Station #9 at 8th and Monroe, and the Women's Club at 9th and Walnut. The fire station has been closed as part of the effort to redistribute fire stations through the area to provide better service. The City has sold the property, but maintains a facade easement to ensure the integrity of the buildings' historic architecture. Should the building become available again in the future, the City should attempt to purchase it for community use.

The Women's Club offers an opportunity for cooperative use between its functions and other neighborhood activities. The possibility of utilizing this facility for greater neighborhood use should be explored.

The southern portion of the area will be partially served by the new fire station at 18th and Bernard, which will include a small meeting room.

POLICY #6

New public buildings should be designed in conformance with the character of the surrounding area.

Discussion: Architectural and site compatibility is an important design recommendation of this Plan. Although applicable to all development (private or public), it should especially hold true for the actions of government agencies. Too often, economics have dictated standardized designs which bear little relationship to the architectural context in which the new building is constructed. The new fire station at 18th and Bernard is a good example of this type of public building construction program. The City and other public agencies should be in the forefront of innovative design solutions that reflect sensitivity for compatibility between old and new.

POLICY #7

Retain the existing building facades as a condition of re-use of any public or semi-public building in the area.

Discussion: The numerous public and semi-public buildings found throughout the area often provide significant contributions to its rich visual character. Retaining their facades can help maintain the current ambience.

The City should require a facade easement as a condition of approval for any re-use of public or semi-public buildings, unless it is determined that the structure does not significantly contribute to the surrounding area.

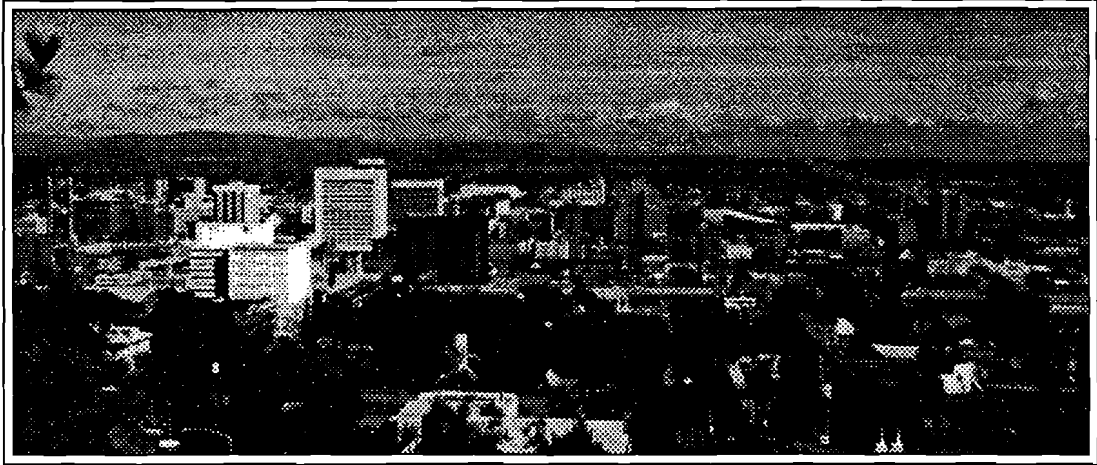
POLICY #8

Increase maintenance activities at existing park facilities.

Discussion: Maintenance is a critical need at all parks and publicly owned lands within the area. Failure to maintain the attractiveness



View of Downtown
Spokane from Cliff Drive



and safety of these amenities becomes a blight upon the entire area. The City should consider establishing an "adopt-a-park" program similar to the program used by the State Department of Transportation to keep area highways clear of litter. This could free up Parks staff time for other needed maintenance activities.

Objective #8a: Police problems of "partying" and littering along Cliff Drive and in Cliff Park.

Discussion: Cliff Park and Cliff Drive offer unparalleled views of downtown and north Spokane. Unfortunately, they also tend to attract a lot of undesirable behavior and litter.

A variety of actions have the potential of successfully addressing this problem. Along Cliff Drive, sidewalks and a low basalt rock wall could be constructed to create a more formal atmosphere, which could discourage aberrant behavior. More frequent police patrols on weekend evenings and during summer months could also address the partying problem. The potential "adopt-a-park" program could help foster local neighborhood "ownership" of the park and increase litter control efforts.

Objective #8b: Dredge and rehabilitate the ponds at Cannon Hill Park.

Discussion: The Manito Park pond project will be completed in Spring 1992. This has greatly improved water quality in the ponds and will result in increased enjoyment of the ponds by park users. A similar effort should be made at Cannon Hill Park as soon as funds are available, in order to preserve this amenity.

POLICY #9

Improve viewpoints on Cliff and High Drives to increase their appeal and use.

Discussion: Both Cliff and High Drives offer outstanding views. Current viewpoints consist primarily of widened road shoulders. There are no signs posted to identify significant features. Ideally, paved turnouts should be provided, with identification signs erected to provide useful information to viewers. Paved sidewalks and perhaps low rock walls could be constructed to create a more pleasant and formal setting.

POLICY #10

School District #81 should maintain Lewis and Clark High School as a facility for educational use.



Discussion: The possibility of closing Lewis & Clark has frequently been mentioned in the past by school district administrators. The plan would be to relocate the facility further up the South Hill, near Hart Field, with the future of the old structure on 4th being undetermined.

Closing Lewis & Clark would eliminate a unique educational opportunity for many Spokane high school students. The building itself is filled with history and character. Its historical significance to Spokane cannot be overlooked. Additionally, its location next to the downtown area offers students opportunities for more diverse educational experiences which would not be possible in a more residential setting. Although the structure is in obvious need of some improvements, this should not be utilized as a reason for closure of the building. Rather,

deficiencies should be corrected and increased efforts should be made to continue its rich educational heritage.

POLICY #11

Support the construction of a new elementary school in the Latah Creek Valley.

Discussion: School District #81 has acquired a site at Qualchan Drive and SR-195 in the Latah Creek valley for the purposes of constructing a new elementary school. This school would probably serve the growing Latah valley / west Spokane area, Browne's Addition and downtown, all of which currently feed into area schools (Roosevelt, Wilson, and Hutton.) This would result in smaller student populations at these facilities and return them to their original purpose as "neighborhood" schools, thereby strengthening the social fabric of the area.

Community Facilities Plan

The map on the following page presents both existing and future publicly-owned parks and recreational facilities. The Specific Plan contains numerous policies and objectives regarding the development and use of these resources.

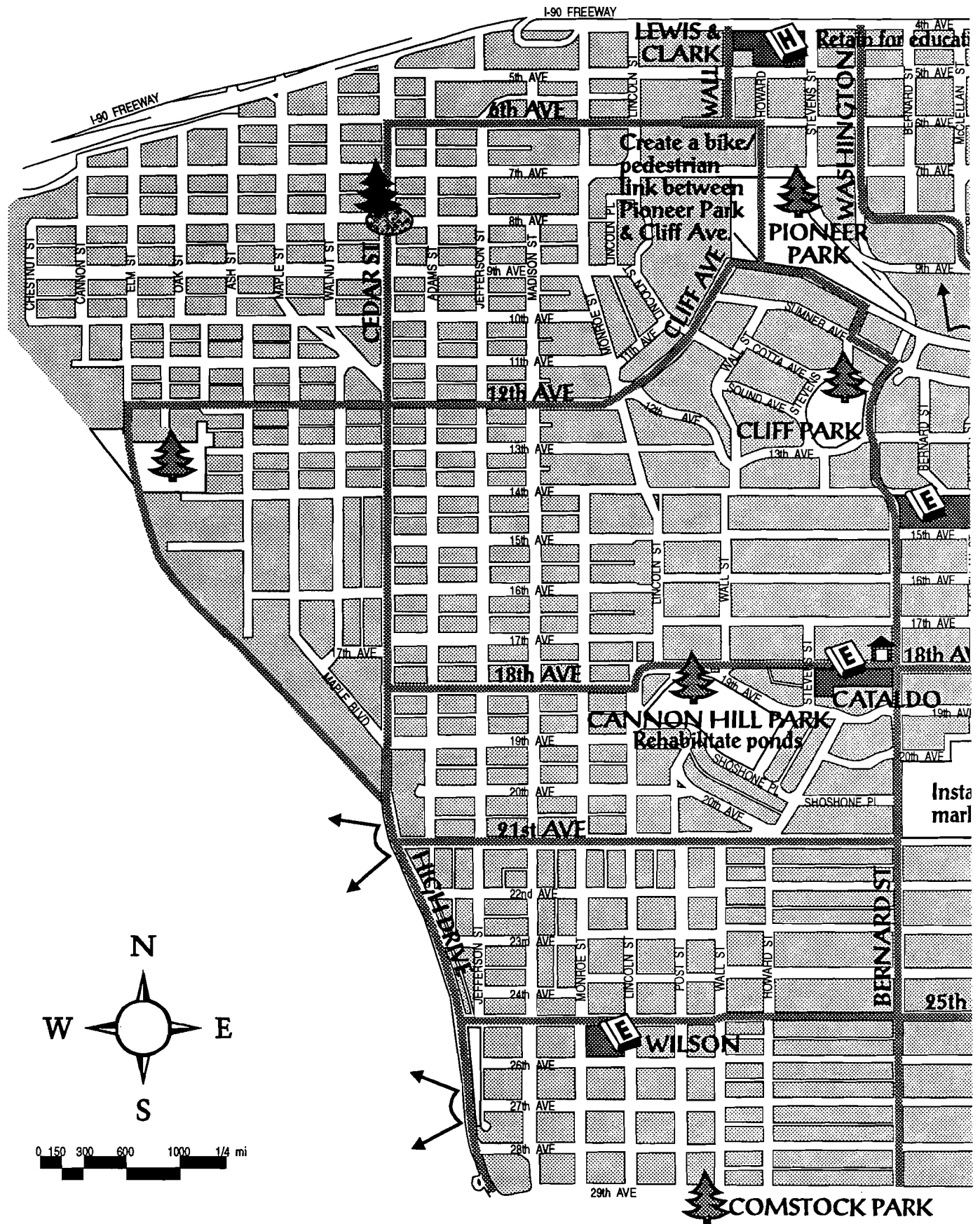
Manito Park is the focal point of the area's parks system and perhaps for the City as a whole. The Plan suggests that the rich history of the park be emphasized through the erection of historical markers. It also recommends imposing a 10 m.p.h. Speed limit within the park boundaries to enhance safety for pedestrians and bicyclists.

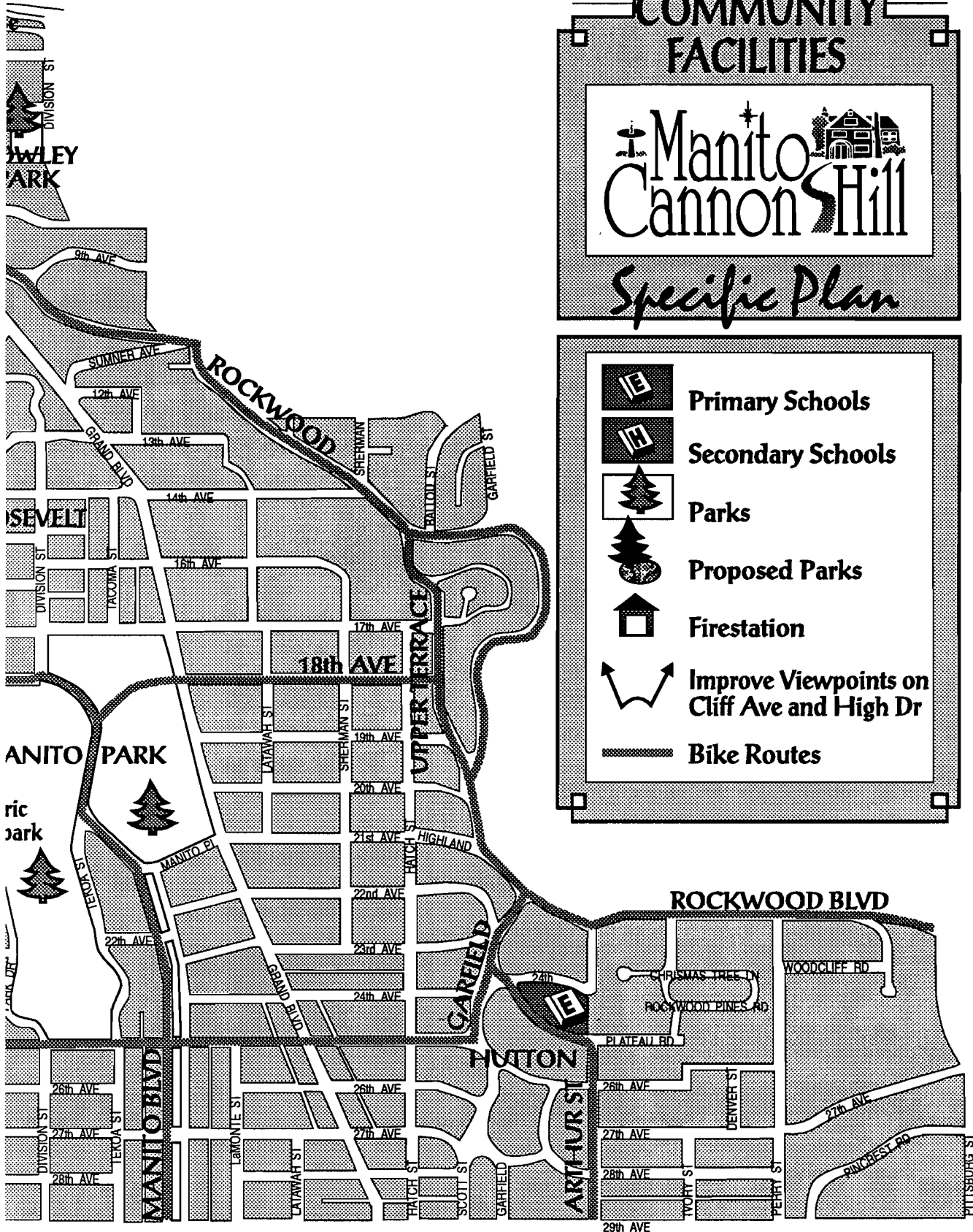
The City has recently acquired land at the west end of 14th Avenue to develop as a neighborhood park. A mechanism should be created to ensure opportunities for neighborhood input into its development and also into plans for additions / changes to other established parks.

Both Cliff and High Drive offer outstanding views of two vastly different portions of the City. Improved vehicle turnouts should be provided for both streets. The Plan recommends that the Cliff Drive area be made more formal in character by the installation of a rockway and rock wall, which is intended to minimize problems of littering.

Improved pedestrian and bicycle access to all parks is a principal policy of the Plan. Year-round speed limits of 20 M.P.H. should be required adjacent to all parks to facilitate pedestrian access. Pedestrian linkages between parks facilities is also important; the Plan recommends a connection be made between Cliff Drive and Pioneer Park.

Manito-Cannon Hill Community Facilities Plan Map







The Manito/Cannon Hill area defines the concept of "the South Hill" of Spokane for many people.

The Manito/Cannon Hill area defines the concept of "the South Hill" of Spokane for many people, whose images of quiet residential neighborhoods of old homes along tree-lined streets find expression here. With the exception of the medical district and specific commercial areas, the Manito/Cannon Hill area is dominated by old-single family residential structures of varying ages, styles and sizes. In the northern part of the area, many of the larger homes are being used for multiple family or group housing and offices, yet without significant impact to the appearance of the structure. Many of the older, designed apartments also blend well with their surroundings, due to their age and style. Put together, the varying architectural styles create an overall character and scale that is worthy of preservation.

DESIGN GOAL

PRESERVE, PROTECT AND ENHANCE THE UNIQUE SPATIAL AND AESTHETIC CHARACTERISTICS OF THE MANITO/CANNON HILL AREA.

Discussion: The Design chapter of this plan includes policies and guidelines which should be consulted for both new developments and proposed improvements to existing facilities, both public and private.

POLICY #1

New construction should reflect the architectural scale, style and ornamentation of other structures in the surrounding area.

Discussion: Since the style and character of the area varies considerably from neighborhood to neighborhood, new construction and rehabilitation of existing buildings should be linked to the characteristics of other structures in the immediate area.

For the purpose of ensuring design compatibility, the "design area" should include the two block fronts which face on the street where the development is proposed.

In reviewing new development and redevelopment proposals, the following guidelines should be utilized:

- a) the height of new structures should not exceed the average height of the other structures found within the design area. All roof-lines should be pitched.
- b) the front yard setback of new structures or structural additions should be within 10% of the average front yard setback of other structures within the design area.
- c) multi-family, office and commercial construction should not include long (greater than 50 feet) continuous walls without providing facade articulation; the articulation should reflect a rhythm and pattern similar to other structures in the design area.
- d) exterior surface materials should be consistent to those of other structures found within the design area.

POLICY #2

Maintain existing trees in street planting strips and replace as necessary.

Discussion: The planning area is generally blessed with an abundance of street trees and landscaped boulevards. These contribute greatly to the visual character of the area, provide needed shade in summer months, and serve to lessen the impacts of noise and air pollution. Many of the trees in the area are old and are either too large for the planting strip or have become diseased. Removal and replacement will need to occur in the foreseeable future.



A comprehensive tree replacement plan should be developed prior to initiating any activity. In general, the removal and replacement program should occur on a selective, incremental basis, interspersing new trees among the old, to minimize the disruption to the street canopy. This is particularly important along Grand Blvd., which, being a heavily travelled arterial, helps to "set the tone" for the entire area. Other guidelines for utilization of the planting strips are:

- a) planting strips should include both trees and vegetative ground cover, and should be at least 6 feet in width. The use of tree "planter boxes" should be avoided whenever possible.
- b) preferred tree species should be those that provide a sufficient canopy at maturity to provide a sense of enclosure to the street.

POLICY #3

Provide adequate landscaping at all shopping areas, both existing and new.

Discussion: Most of the shopping areas and individual stores within the area were developed before the City required on-site landscaping. As a result, many are lacking sufficient landscaping to screen buildings and parked vehicles from view from adjacent streets and properties. This "barren" appearance of some of the sites detracts from not only their own appeal, but the aesthetics of the surrounding area.

Typically, landscaping is installed when new construction or redevelopment occurs. However, it can often be years until a site is expanded or redevelops. The City should consider implementing a program for the area which will provide incentives for property owners to upgrade their sites

with the installation of landscaping. This could come in the form of financial assistance and/or authorizing reductions in off-street parking in lieu of obtaining desired landscaping.

It is recognized that the application of landscaping requirements to old commercial sites will need to occur with case-by-case evaluations, given the varying conditions found on these sites. The plan's primary goal is to encourage the continued use of the properties with neighborhood-serving businesses; if landscaping standards must be relaxed to obtain this end, then it should be done.

POLICY #4

Limit the size and types of new signs to maintain compatibility with this predominantly residential area.

Discussion: Businesses require signs in order to identify their location to passersby, whether they be in cars or on foot. Since most of the business activities in the area are primarily neighborhood serving, the need for large signs is minimal—most residents know where to find their local facilities. Therefore, the number and size of signs in the planning area should not obtain the scale found in larger commercial areas.

No more than one freestanding sign is required for a neighborhood shopping center and it should be limited to no greater than 20 feet in height and 50 square feet of area. Incentives (i.e. increased size) should be developed to encourage indirectly-lit ground signs. Individual businesses require only a wall sign for identification purposes. Increased size should be allowed to encourage non-internally illuminated signs. Billboards in the area should be strictly prohibited, as should advertising on bus benches.



POLICY #5

Encourage the formation of historic districts in eligible neighborhoods throughout the area.

Discussion: The formation of historic districts has a potentially beneficial impact to both area residents and the city as a whole. For resident property owners, it can foster neighborhood cohesion and cooperation, plus ensure that the character of the area remains intact. The City benefits from the retention and preservation of its valuable historic resources.

Four areas have already been identified as having the potential to qualify as historic districts: 9th Avenue west of Monroe (currently under evaluation by the Historic Preservation Office); Manito Blvd.; the area around Cannon Hill Park; and the Rockwood Blvd./Garfield Rd. area. Efforts should be made to evaluate the feasibility of forming historic districts in the other suitable neighborhoods within the planning area.

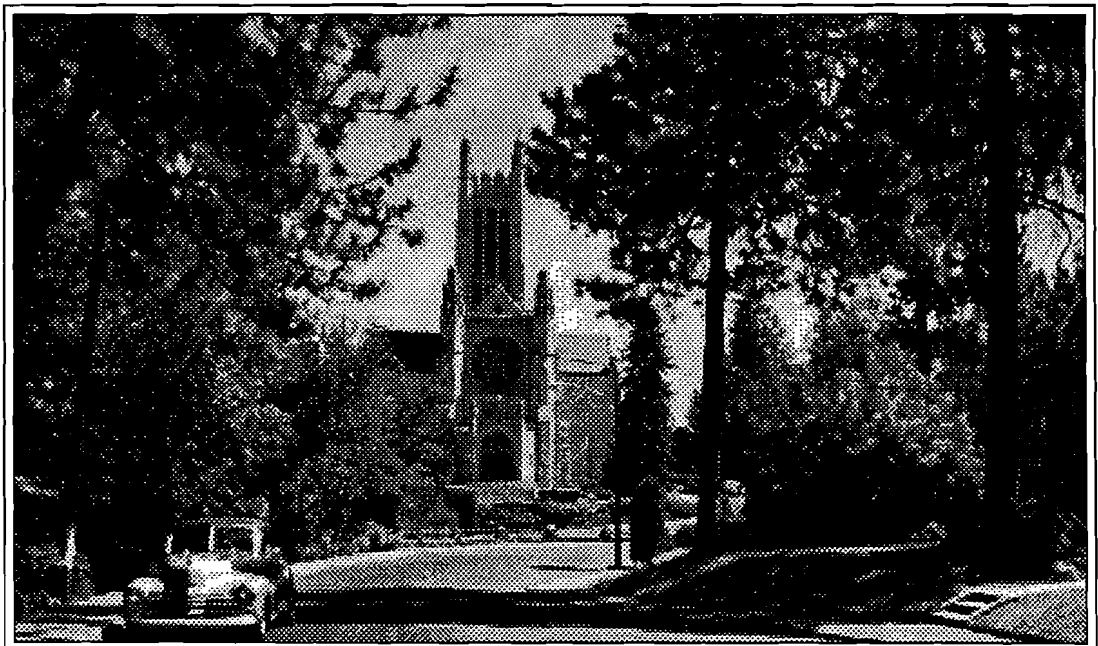
POLICY #6

Protect and preserve significant natural features (such as rock outcrops and viewpoints) from the potentially adverse effects of development.

Discussion: The Manito/Cannon Hill area is blessed with outstanding views of the Latah Creek valley, downtown and north Spokane. Two special zoning districts which limit building height are found within the area; the purpose of these districts are to protect views of downtown and St. John's Cathedral. Other policies in this plan note the desirability of enhancing viewpoints along public streets such as High Drive and Cliff Drive. The intent of this policy is that views from private properties should be given consideration for protection when new developments are proposed.

Many basalt rock outcrops are located within the planning area, providing variety and interest to the landscape. New development should be sensitive to these features, incorporating them into their site design in lieu of removal.

View of St. John's
Cathedral





An urban design study for the planning area was conducted by WSU-Spokane students under the direction of Professor John Abell. The study examines the physical features of importance to the character of the area, notes which should be pre-

served or enhanced, and provides some suggested improvements in specific areas. Since it does not contain any policy statements, the study is included as an appendix to this plan and is available in a separate document.

The figure to the right is an example of the contents of the urban design study.

Character: Grand Boulevard/St. John's, Focus Area 2



Grand Boulevard/St. John's
St. John's Cathedral is a regional landmark and a distinguished structure in the area. Although a special height district

provides a degree of protection, careful consideration should be given to assure new developments do not detract from the visual integrity of this landmark.

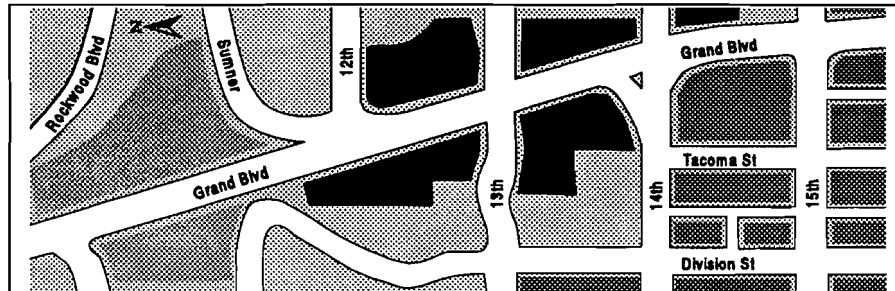


Figure 12: Plan view of focus area 2. Mixed commercial uses indicated in darkest tone.

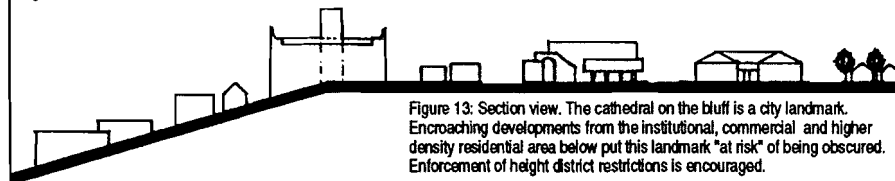


Figure 13: Section view. The cathedral on the bluff is a city landmark. Encroaching developments from the institutional, commercial and higher density residential area below put this landmark "at risk" of being obscured. Enforcement of height district restrictions is encouraged.

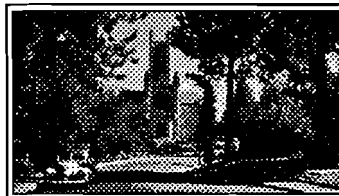


Figure 14: View of St. John's Cathedral from within the neighborhood.

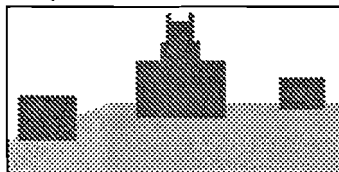


Figure 15: Schematic Diagram showing conceptual profile of the cathedral on the bluff.

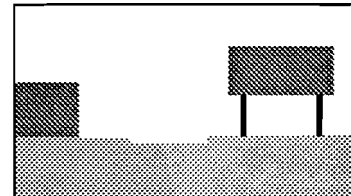


Figure 16: Mixed commercial uses along Grand Blvd. Large, bulky structures supported on columns are out of character.

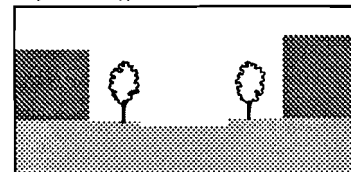


Figure 17: Large mixed use commercial structures can dwarf trees and be out of scale with the neighborhood.

Acknowledgments



MANITO/CANNON HILL SPECIFIC PLAN TASK FORCE

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Downtown Residents and Landmarks Commission

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Grand Boulevard Area

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