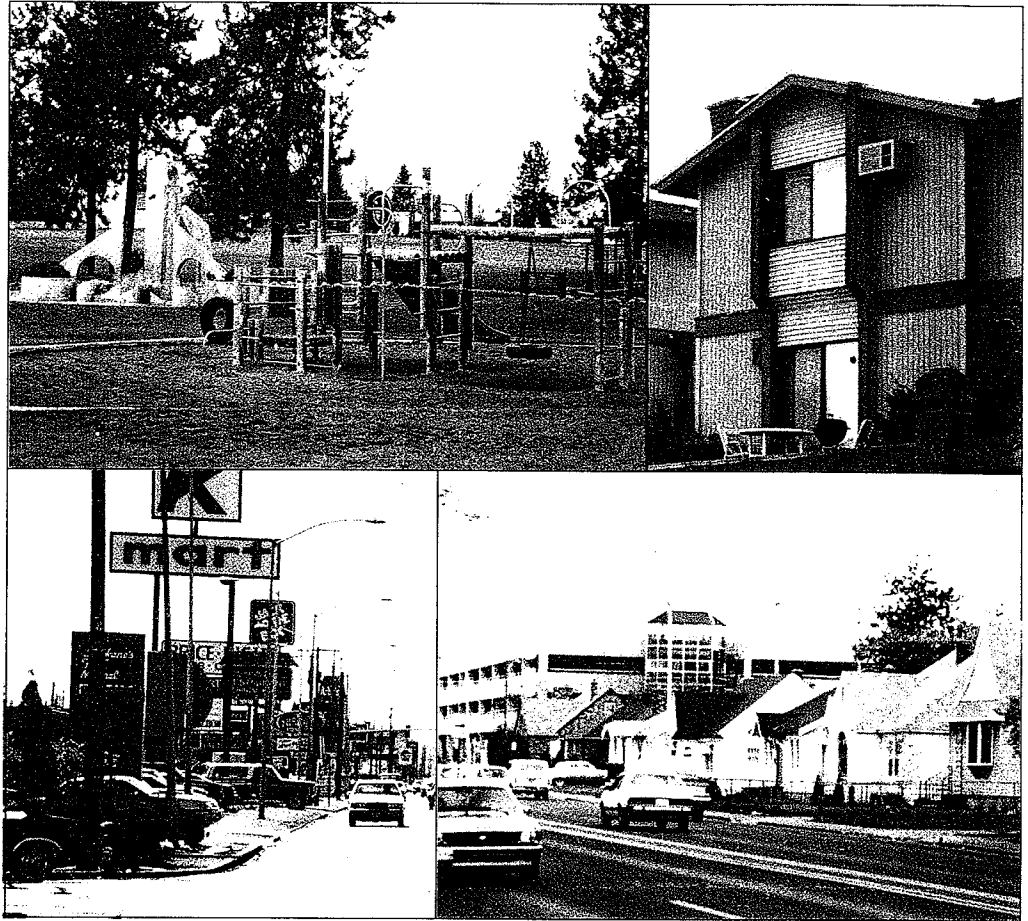


Nevada-Lidgerwood



Neighborhood Improvement Program

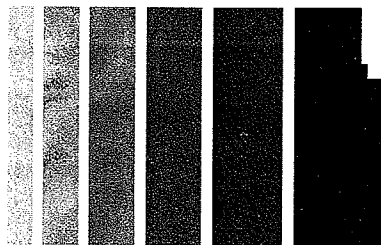


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Introduction

The Nevada-Lidgerwood Neighborhood Improvement Program represents the work of Phase II of the three phase Neighborhood Planning Process. This resultant document is intended to serve as a 20 year, long range capital improvement guide for allocation of neighborhood funds and construction of public projects within the Nevada-Lidgerwood neighborhood. (see neighborhood location map figure 1)

The first phase of the process is the development of the Neighborhood Specific Plan which provides detailed policy guidance on the subjects of Land Use, Circulation, Community Facilities, Housing and Design. The Specific Plan, upon City Council adoption on January 22, 1990, became a part of the City Comprehensive Plan. It serves as a policy guide for the development of the second phase document, the Neighborhood Improvement Program.

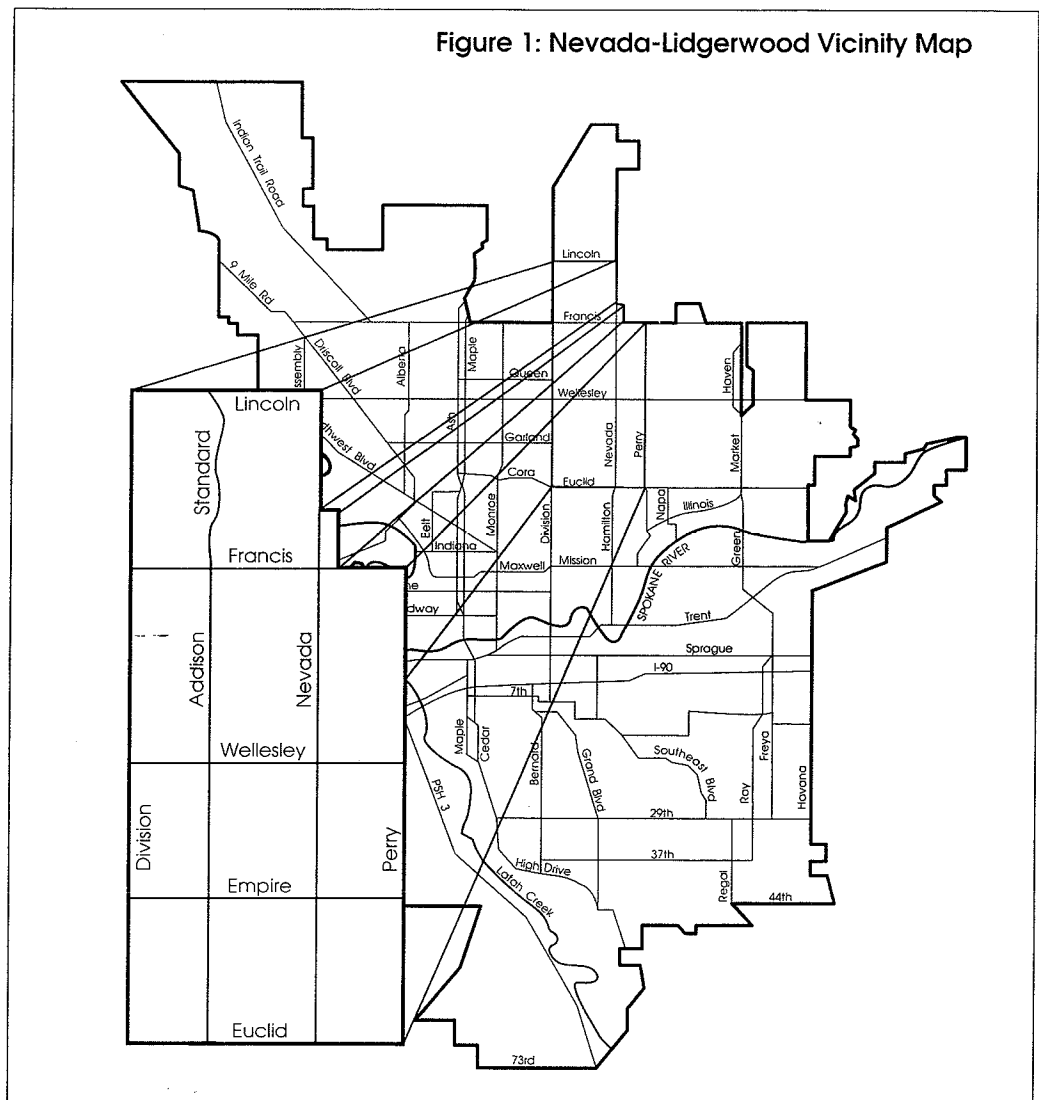
The Neighborhood Improvement Program (NIP) was developed by a Plan Commission appointed, neighborhood citizen Task Force. This document outlines future physical improvements in the neighborhood and is for use by city departments and neighborhood Steering Committee when considering future improvements. The neighborhood improvement projects listed in this document have been identified as high priority projects through an extensive public participation process that included numerous Task Force meetings, a neighborhood wide workshop and City Departmental input. Some of these projects, felt by the Task Force to need immediate attention, will be funded with Concentrated Construction funds which are Community Development Block Grant funds allocated to the neighborhood in a one time, three year funding cycle. Later funding for the NIP projects not scheduled to receive Concentrated Construction funds, will have to come from "other source funding" such as the City General Fund, Interagency Committee for Outdoor Recreation, and Community Development Neighborhood Fall Allocation funds.

When completed by the Neighborhood Task Force, the Neighborhood Improvement Program document is submitted for City Departmental review and then forwarded to the City Plan Commission for review and approval. Upon Commission approval the third phase of the process, the actual construction of the projects utilizing Concentrated Construction funds begins.

Phase III is guided by the NIP document, with actual design and construction monitored by another Plan Commission appointed neighborhood citizen committee. In an effort to provide continuity in the development of the

projects outlined in the NIP, the membership of this committee (referred to as the Project Advisory Committee) will be comprised of three members of the Specific Plan Task Force, three members of the Neighborhood Steering Committee and one Plan Commission member.

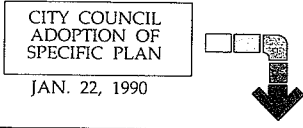
The projects contained in this document are accompanied by a brief description of the project's long range development and neighborhood benefit. The projects relationship to other plans, estimated cost and potential funding sources are also outlined. For ease of reference, the three "sub-area" neighborhood maps on pages 8-10 indicate the locations of the various projects.



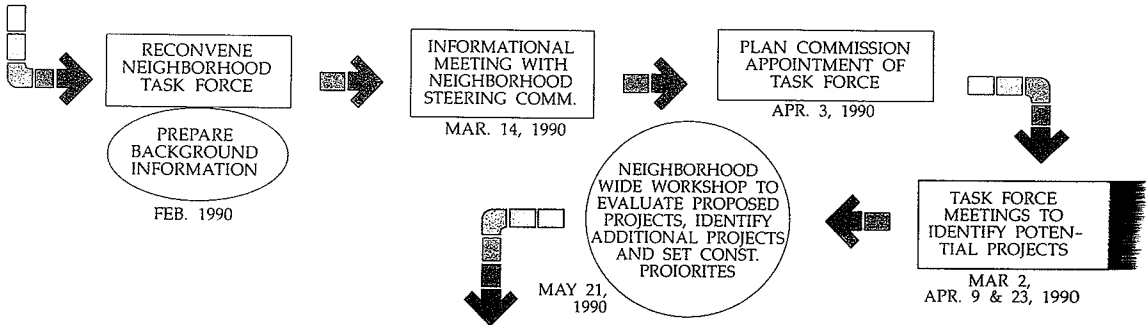
The approximate year long process for the development of the Neighborhood Improvement Program required a strong neighborhood citizen involvement, membership dedication and many evening man-hours. The following chart, while showing the step-by-step process, does not adequately represent all the time and effort expended by these citizens.

Figure 2: Planning Process Chart

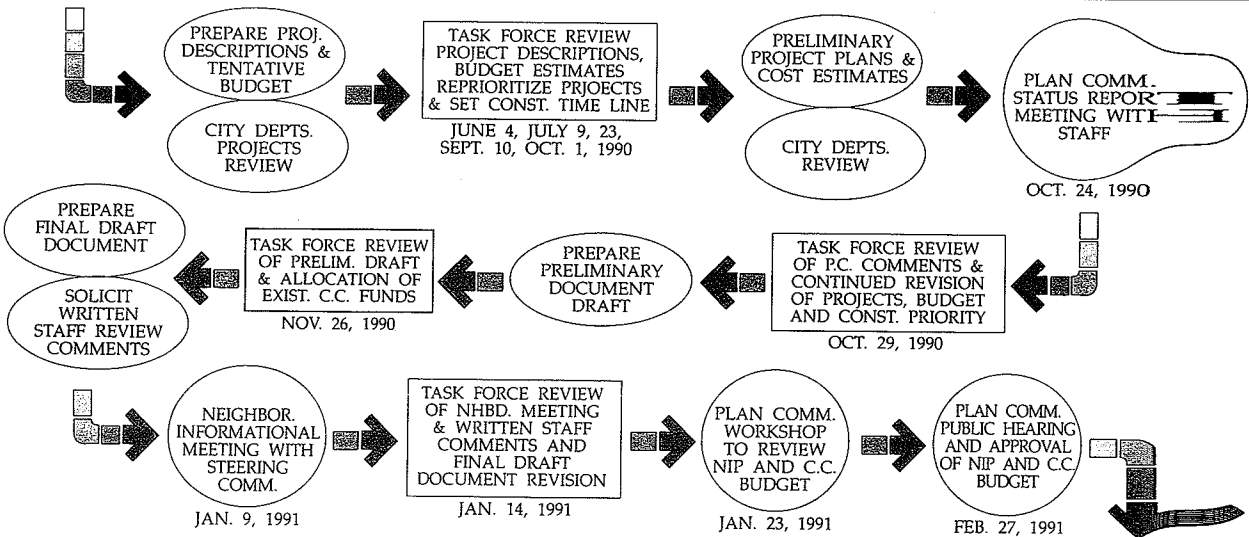
SPECIFIC PLAN



NIP PROJECT IDENTIFICATION



PROGRAM DEVELOPMENT



PROJECT IMPLEMENTATION

Neighborhood Improvement Program

Neighborhood Improvement Program (NIP)

The following tables, diagrams and maps provide information on identified improvements within the Nevada-Lidgerwood neighborhood. Projects include vehicular, pedestrian and bicycle circulation improvements, public transit projects, community facilities projects, neighborhood design, and housing projects.

More detailed information on the projects identified is provided later on in the plan.

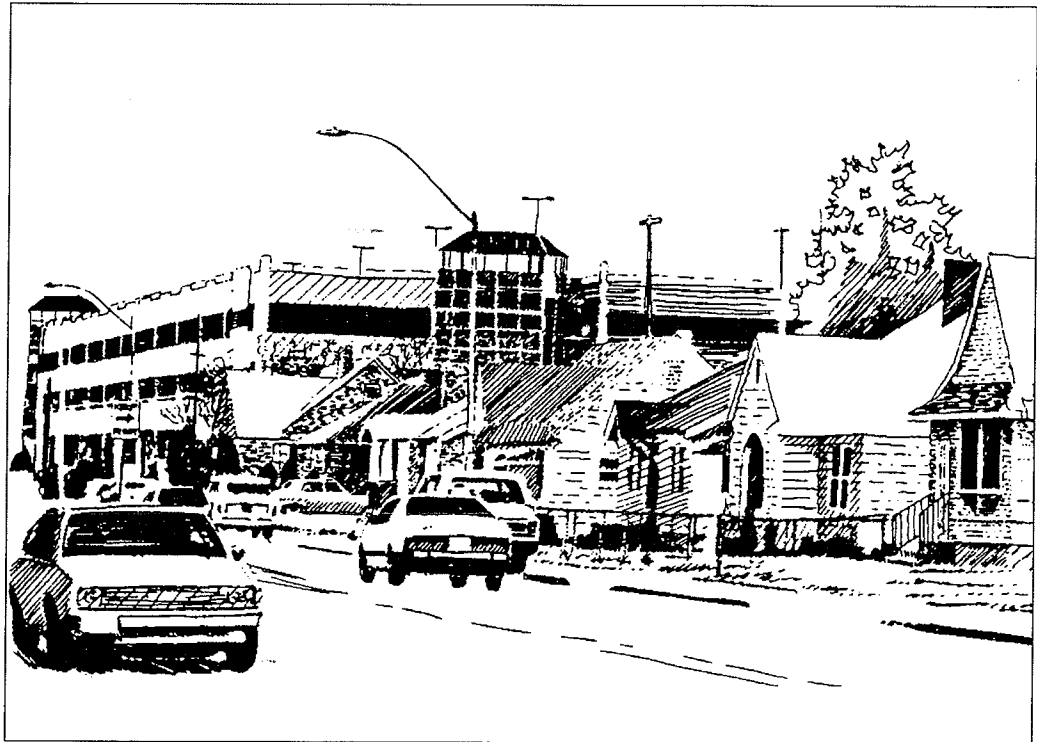


Figure 3: Neighborhood Improvement Program Table

NEIGHBORHOOD IMPROVEMENT PROGRAM							
IMPROVEMENT	1990-1993	1993-1996	1996-2000	ALLOCATED CDBG CC FUNDS	ADDN'L. FUNDING SOURCES	NEIGHBORHOOD BENEFIT	
A LAND USE PROJECTS							
None at this time							
B VEHICULAR CIRCULATION PROJECTS							
1. Friendship Park Area Speed Reduction	pg. 11	X		\$0.00	GF	Safety of area children and driver awareness	
2. Textured Mid-Block or Crosswalk Paving	pg. 12		X	\$43,200.00 @ \$10,800/ea.	CDBG	Safety of pedestrian school children and increasing driver awareness by design element placement	
3. Traffic Control at Standard and Lincoln Rd.	pg. 13		X	\$0.00	CDBG SASF	Driver safety, eliminate traffic congestion, eliminate the use of Standard as through arterial	
4. Intersection Redesign at Nevada and Empire	pg. 14	X		\$120,000.00	CDBG SASF	Driver and pedestrian safety, ease traffic congestion on Empire, and provide pedestrian amenities	
5. Neighborhood Parks Traffic Control	pg. 15	X		\$0.00	GF	Children and park user safety and driver awareness	
6. School Bus Pull-Outs	pg. 15	X		\$14,400.00	CDBG PS	Student safety, lessen traffic congestion around schools	
C PEDESTRIAN / BICYCLE CIRCULATION PROJECTS							
1. Friendship Park Pedestrian Crossings	pg. 17	X		\$0.00	GF	Children and park user safety and driver awareness	
2. Bikeways Plan Implimentation	pg. 18		X	\$18,000.00 (2 miles of class II)	CDBG P&TR IACOR	Bicycle rider safety, driver awareness an implementation of City policy	
3. New Sidewalks	pg. 19	X		\$200,000.00	CDBG PS	Pedestrian safety and convenience and comply with City street design standards	

NEIGHBORHOOD IMPROVEMENT PROGRAM

IMPROVEMENT	1990- 1993	1993- 1996	1996- 2000	ALLOCATED CDBG CC FUNDS	ADDN'L. FUNDING SOURCES	NEIGHBORHOOD BENEFIT
4. New Sidewalks on Cozza Drive	pg. 20		X	\$0.00	GF CDBG PS	Pedestrian safety and convenience and comply with City street design standards
D PUBLIC TRANSIT PROJECTS						
1. Transit Shelters	pg. 22	X 1st shelter		\$50,000.00 (for 6 shelters)	STA CDBG	Promote Public Transportation and provide rider shelter and convenience
E COMMUNITY FACILITIES IMPROVEMENTS PROJECTS						
1. Glass Park Improvements	pg. 23	X		\$32,500.00	CDBG IACOR	Increase the recreational opportunities in central area of the neighborhood
2. Byrne Park Improvements	pg. 24	X		\$52,500.00	CDBG IACOR	Increase the recreational opportunities in southern area of the neighborhood
3. Nevada Playfield Lighting	pg. 25		X	\$16,000.00 (for 3 standards)	CDBG IACOR	Meet recreational and safety needs, promote extended park usability
4. Indoor Neighborhood Swimming Pool	pg. 25		X	\$0.00	CDBG PS GF	Increase local neighborhood recreational opportunities
5. Improved School Outdoor Lighting	pg. 26	X		\$0.00	PS	Promote neighborhood evening use of facility and provide light for user safety
6. Septic Tank Elimination	pg. 26	X		\$80,000.00 (for 100% funding)	CDBG PS	Environmental improvement and implement City policy
F NEIGHBORHOOD DESIGN PROJECTS						
1. Street Tree Replacement On Cozza Drive Median	pg. 27		X	\$0.00	CDBG GF	Maintain and beautify significant norther neighborhood entrance
2. Neighborhood Identification Entry Signs	pg. 28		X	\$5,000.00 (for first sign)	CDBG	Promote neighborhood cohesiveness an sense of identity

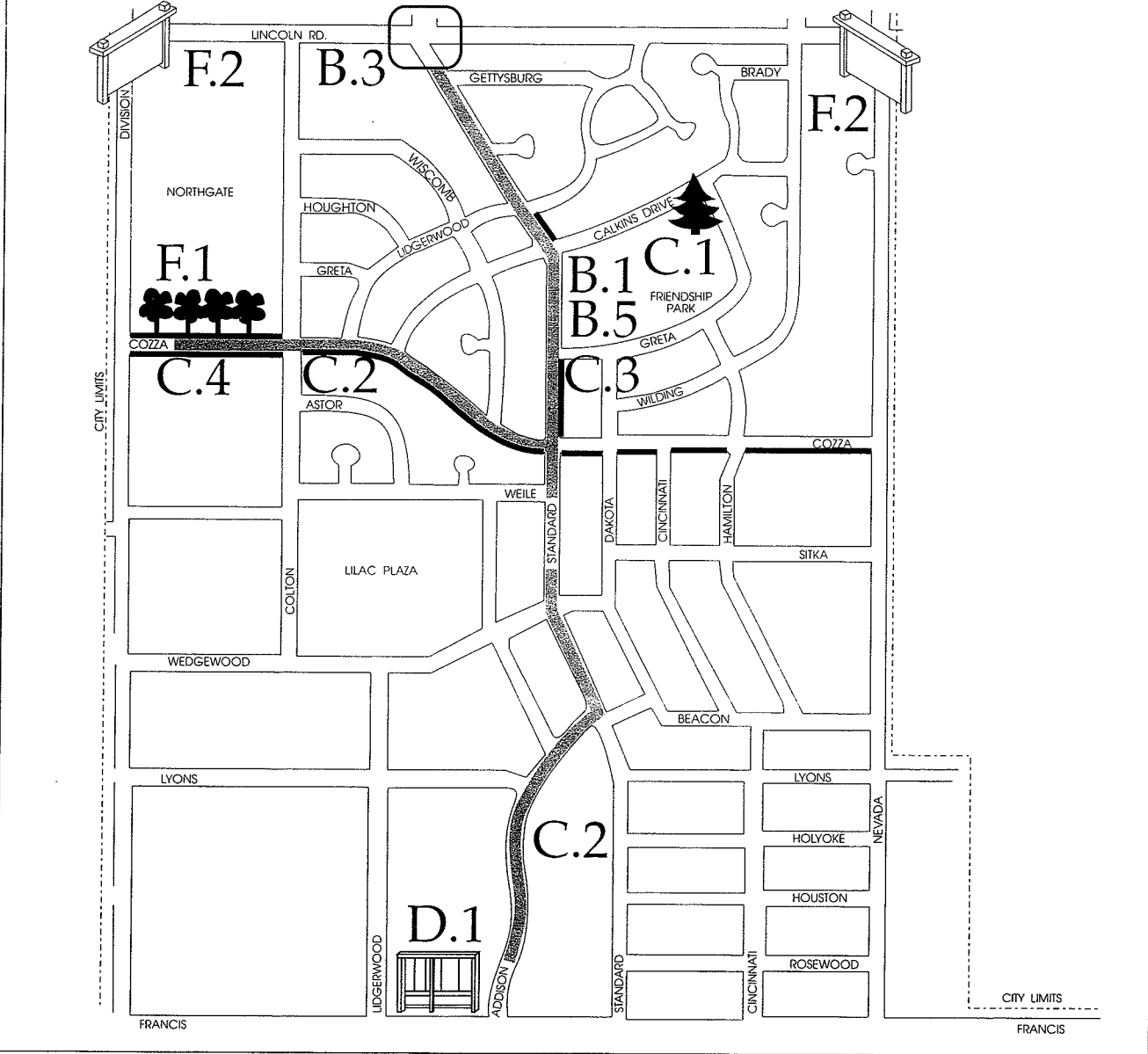
NEIGHBORHOOD IMPROVEMENT PROGRAM

IMPROVEMENT	1990- 1993	1993- 1996	1996- 2000	ALLOCATED CDBG CC FUNDS	ADDN'L. FUNDING SOURCES	NEIGHBORHOOD BENEFIT
F NEIGHBORHOOD DESIGN PROJECTS (cont.)						
3. Historic Building Identification Signs	pg. 28		X	\$5,000.00 (for survey & signs)	PS CDBG	Promote sense of neighborhood identity, recognition of neighborhood historical context
G HOUSING PROJECTS						
1. Owner-Occupied Home Rehabilitation	pg. 29	X		\$149,400.00 (for both projects @ \$6,000/home)	CDBG HUD 312	Maintain quality housing and improve image of established residential areas
2. Targeted Exterior Home Rehabilitation	pg. 30	X			LLRP UHP SHFC	Improve the image of frequently seen areas of the neighborhood
TOTAL ALLOCATED EXPENDITURES (CDBG CC Funds)				\$786,000.00		
Project Contingency Fund				\$50,000.00	CDBG	Reserve fund to augment project(s) as directed by the PAC
CONCENTRATED CONSTRUCTION ALLOCATION				\$836,000.00		

FUNDING SOURCE CODES

GF	General Fund of the City
CDBG	Community Development Block Grant
SASF	State Arterial Street Fund
P&TR	Paths and Trails Reserve
IACOR	Interagency Committee for Outdoor Recreation
PS	Private Source funding
STA	Spokane Transit Authority
HUD 312	HUD 312 Home Rehab. Program
LLRP	Lender Loan Rehab. Program
UHP	Urban Homestead Program
SHFC	State Housing Finance Commission

Figure 4: Shiloh Sub-area Map



Project Location Map — Shiloh Sub-area

Vehicular/Circulation Improvements

- B.1 Friendship Park Area Speed Reduction
- B.3 Traffic Control at Standard and Lincoln Rd.
- B.5 Neighborhood Parks Traffic Control

Neighborhood Design Projects

- F.1 Street Tree Replacement on Cozza Drive
- F.2 Neighborhood Identification Entry Signs

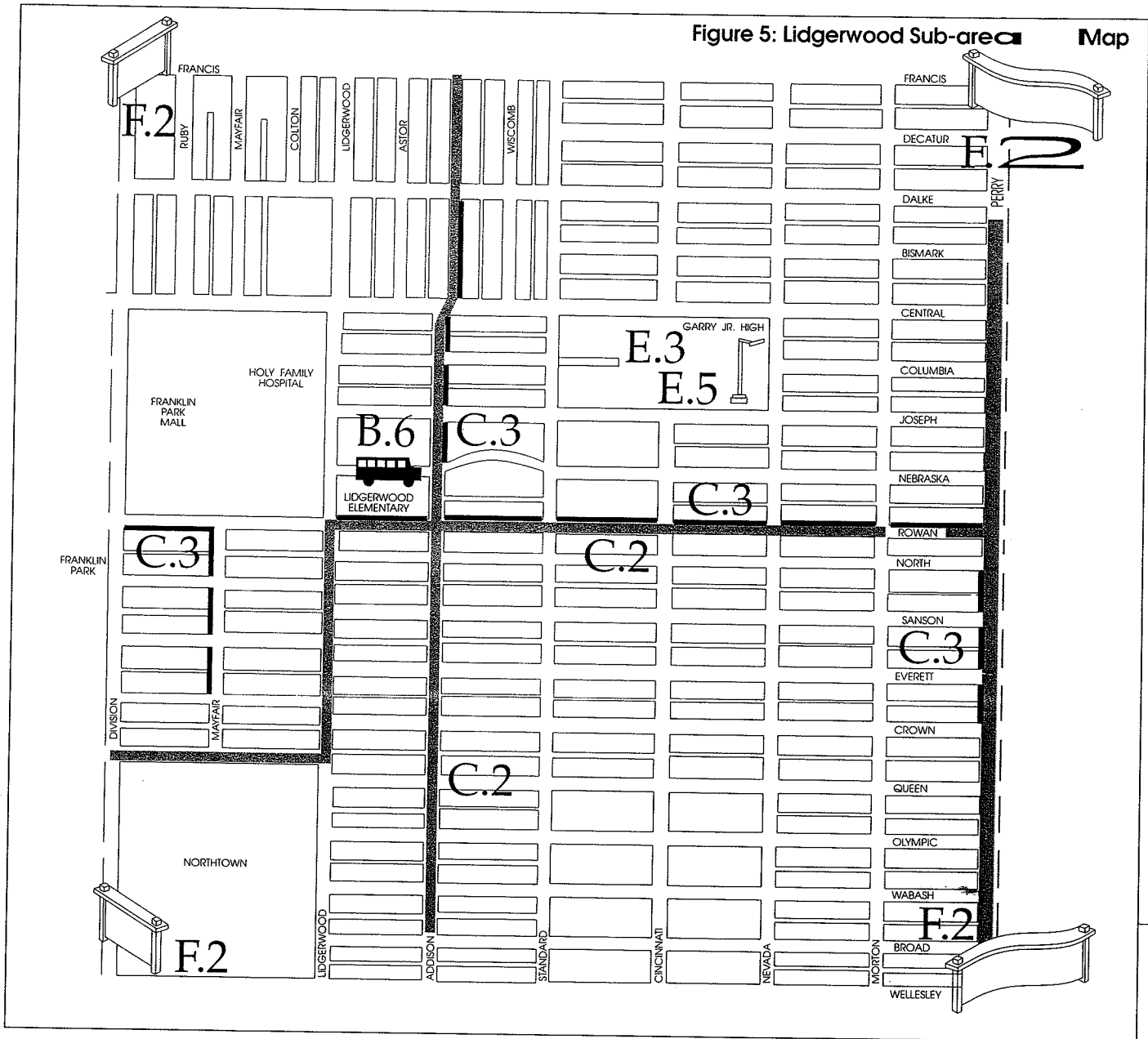
Pedestrian/Bicycle Circulation Improvements

- C.1 Friendship Park Pedestrian Crossing
- C.2 Bikeways Implementation
- C.3 New Sidewalks
- C.4 New Sidewalks on Cozza Drive

Public Transit Projects

- D.1 Transit Shelters

Figure 5: Lidgerwood Sub-area Map



Project Location Map — Lidgerwood Sub-area

Vehicular Circulation Projects

B.6 School Bus Pull-outs

Community Facilities Improvement Projects

E.3 Nevada Playfield Lighting

E.5 Improved School Outdoor Lighting

Pedestrian/Bicycle Circulation Improvements

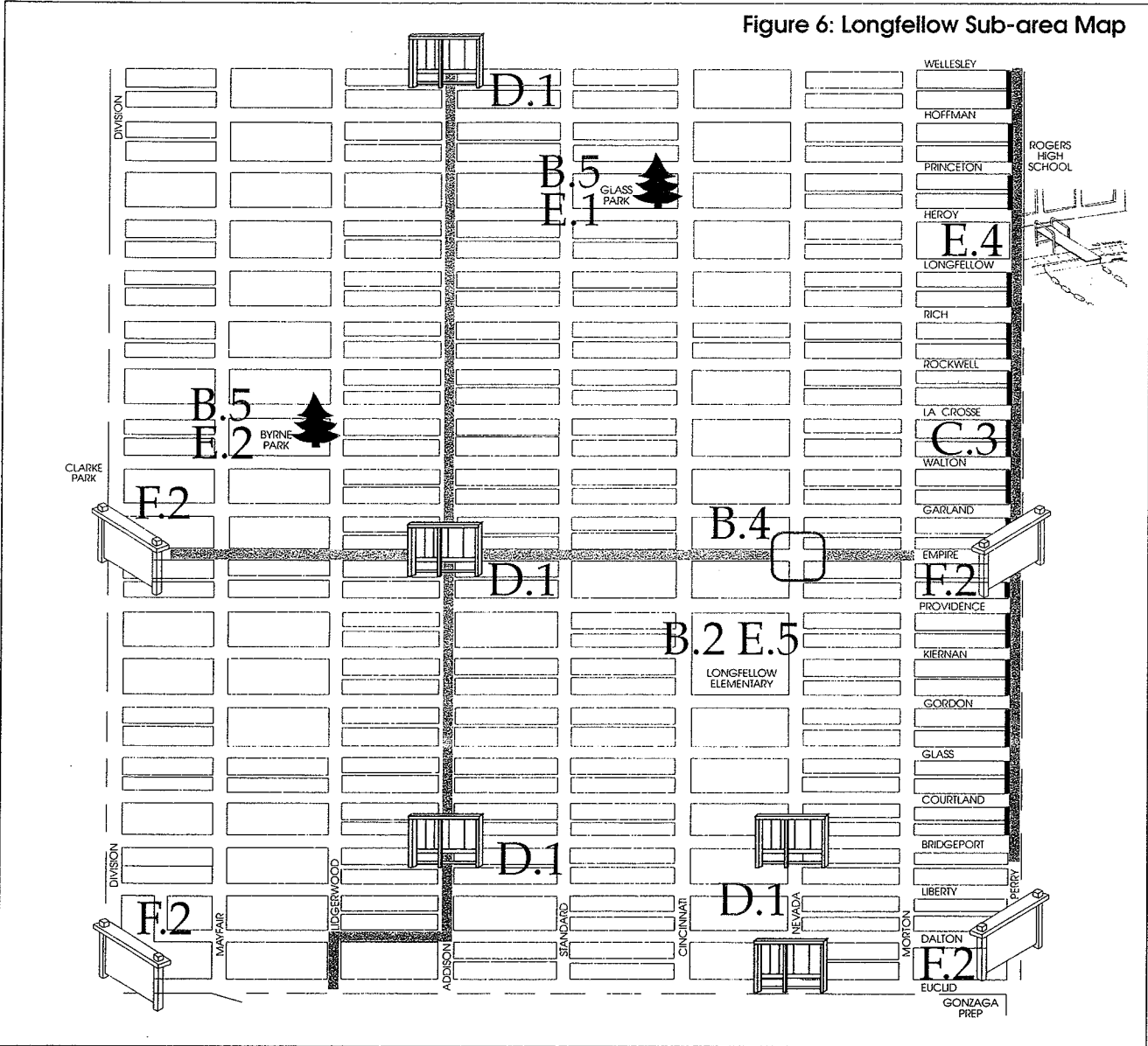
C.2 Bikeways Plan Implimentation

C.3 New Sidewalks

Neighborhood Design Projects

F.2 Neighborhood Identification Entry Signs

Figure 6: Longfellow Sub-area Map



Project Location Map — Longfellow Sub-area

Vehicular/Circulation Improvements

- B.2 Textured Mid-Block Paving
- B.4 Intersection Redesign at Nevada and Empire
- B.5 Neighborhood Parks Traffic Control

Pedestrian/Bicycle Circulation Improvements

- C.2 Bikeways Plan Implementation
- C.3 New Sidewalks

Public Transit Projects

- D.1 Transit Shelters

Community Facilities Improvement Projects

- E.1 Glass Park Improvements
- E.2 Bryne Park Improvements and Crosswalk Paving Surfaces
- E.4 Indoor Neighborhood Swimming Pool
- E.5 Improved School Outdoor Lighting

Neighborhood Design Projects

- F.2 Neighborhood Identification Entry Signs

B.1 Friendship Park Area Speed Reduction

Project Description:

Post speed limit signs on Standard one block north and south of Friendship Park to reduce speed of vehicular traffic and increase safety for pedestrians and park users. Currently there are no speed limit signs existing in the area, however the maximum lawful speed is set at 30 m.p.h.. Neighborhood residents suggest installing speed control signs reducing vehicular traffic to 20 m.p.h. to alleviate unsafe conditions.

The City Traffic Department does not consider speed limit signing necessary at this time. If it does become necessary, the Traffic Department will install the signs at their cost.

Estimated Cost:

No cost to the neighborhood

Potential Funding Source:

- State Arterial Street Fund
- Community Development Block Grant
- General Fund
- Concentrated Construction Funds

Supporting City Plans and Projects:

City Arterial Street Plan



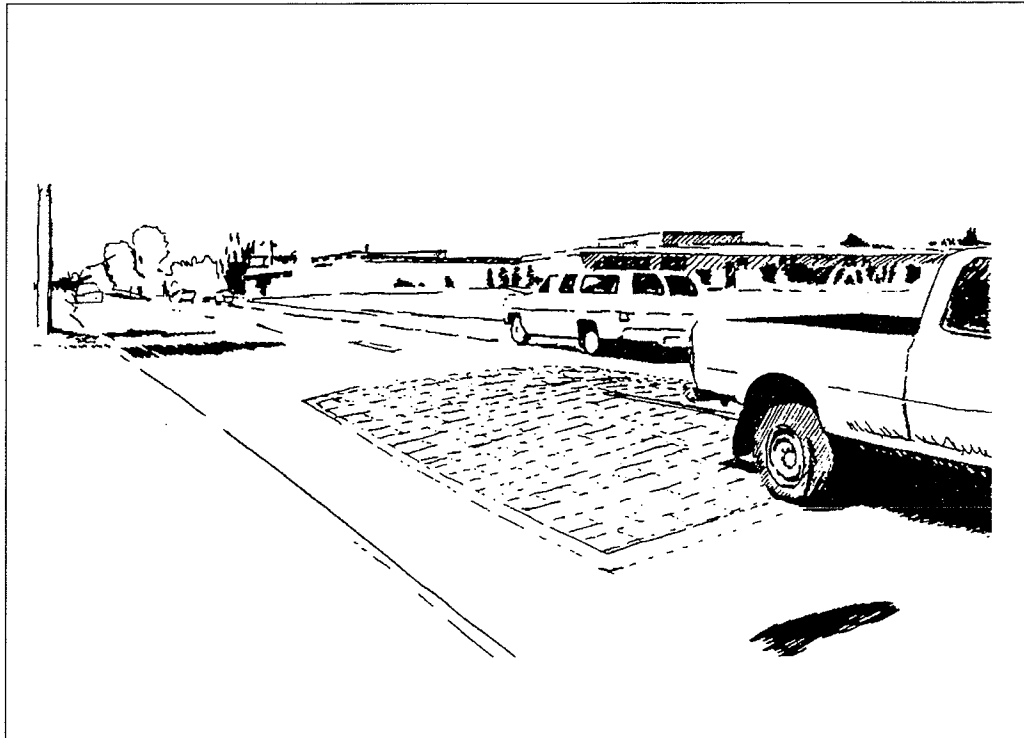
B.2 Textured Mid-Block or Crosswalk Paving Surfaces

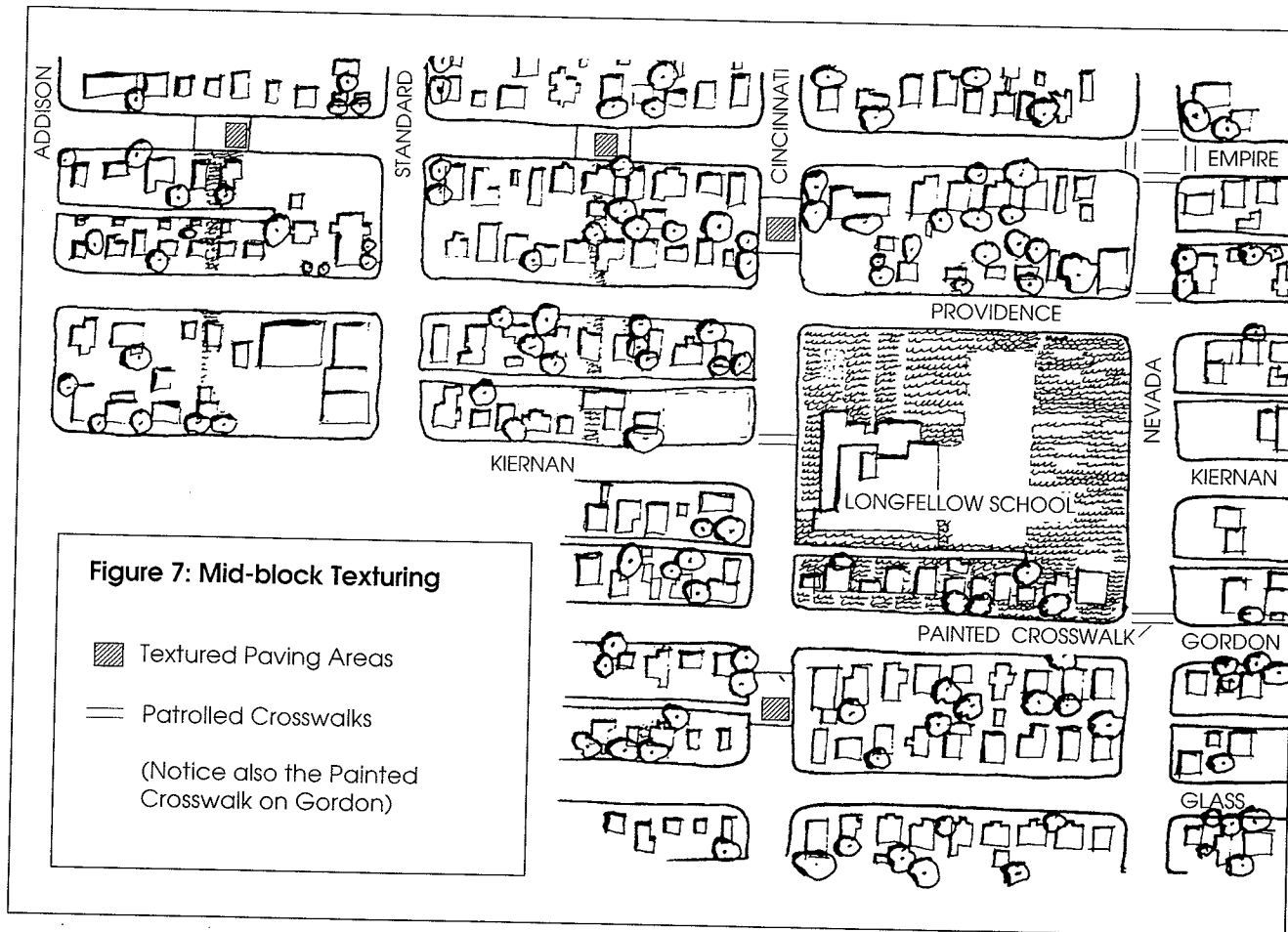
Project Description:

Construct textured mid-block or crosswalk paved areas near neighborhood schools to alert motorists of potential pedestrian and traffic hazards upon approaching specific intersections. Although according to the Traffic Department, mid-block texturing is not an approved traffic control device, residents suggest demonstrating the effectiveness of textured surfacing for traffic control, for the area near Longfellow Elementary School before greater financial investment is made. The mid-block textured areas are not intended for use as crosswalks. Mid-block textured surfacing is recommended for:

- 1) Empire between Addison and Standard
- 2) Empire between Standard and Cincinnati
- 3) Cincinnati between Empire and Providence
- 4) Cincinnati between Gordon and Glass

As an alternative to mid-block texturing, and more acceptable to the Traffic Department, textured crosswalks could be installed along the designated school walking routes. The painted white crosswalk lines would have to remain in place. The intersection location of this style of improvement could limit its effectiveness as a driver warning device.





Possible construction technology would be to remove a 10' wide section of asphalt and replace it with concrete pavers, rumble strips, or an embossed material compatible with the existing asphalt surface of the street.

Estimated Cost:

approximately \$9,000.00 per crosswalk or midblock textured paved area

Potential Funding Sources:

- Community Development Block Grants
- Concentrated Construction Funds
- Federal Aid Safety Project

B.3 Traffic Control at the Intersection of Standard and Lincoln Road

Project Description:

Install traffic control devices on Lincoln Road (a principal arterial) at the intersection of Standard (a neighborhood collector arterial) to relieve vehicular congestion caused by heavy through traffic on Lincoln Road and left turn and through traffic on Standard. Neighborhood residents recommend the use of 4-way stop signs at the intersection to promote the use of Standard as a neighborhood collector arterial instead of a through arterial. Although the City Traffic Department recommends the installation of vehicle channelization devices, the neighborhood does not believe the elimination of all through traffic on Standard would be in the best interest of arterial traffic on other neighborhood streets.

In any redesign of the intersection, pedestrian safety should be considered as of utmost concern.

Prompt action regarding the design is advisable for this project to be included in the City's 1991 "6 Year Arterial Improvement Plan."

Estimated Cost:

\$120,000.00 for the traffic diverter alternative, a 4-way stop would cost substantially less

Potential Funding Sources:

- State Arterial Street Fund
- Community Development Block Grant
- General Fund
- Concentrated Construction Funds

Supporting City Plans and Projects:

- City Arterial Street Plan

B.4 Nevada/Empire Intersection Redesign

Project Description:

Overcrowded left turn conditions on Empire, a minor arterial, and at Nevada, a principal arterial, cause traffic to stack up on Empire, disrupting the flow of through traffic traveling east and west on the arterial. Left turn lanes are recommended on Empire to alleviate this problem. The redesign shall conform to city standards and include pedestrian improvements such as crosswalks, handicapped access ramps, sidewalks, and curb cuts. Where needed, widening the street may be required. (see figure 8)

Coordination with the City Traffic Engineering Department will be necessary.

Prompt action regarding the design is advisable for this project to be included in the City's 1991 "6 Year Arterial Improvement Plan."

Estimated Cost:

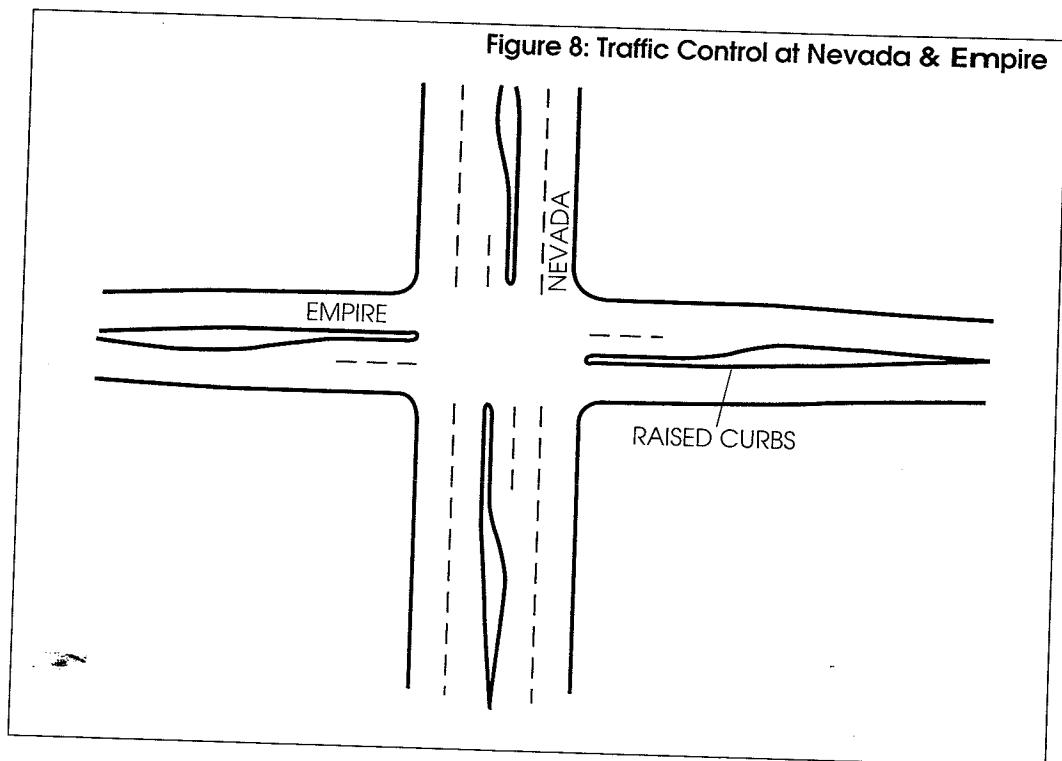
\$360,000.00 plus right-of-way acquisition costs

Potential Funding Sources:

State Arterial Street Fund
Community Development Block Grant
Concentrated Construction Funds

Supporting City Plans and Projects:

City Arterial Street Plan



B.5 Neighborhood Parks Traffic Control

Project Description:

Install traffic control devices as warranted around neighborhood parks in the Nevada-Lidgerwood Neighborhood. The neighborhood suggests the Traffic Department consider the following recommendations:

- 1) Provide playground sign on the southeast corner of Walton and Lidgerwood.
- 2) Provide yield signs on the west corner of the Lidgerwood/Walton intersection near Byrne Park for traffic headed east on Walton.
- 3) Install playground notification signs along Standard in the vicinity of Friendship Park.
- 4) Install playground sign on the corner of Standard and Princeton for cars heading south on Standard.

Suggested control devices are subject to the approval of the City Traffic Engineering Department.

Estimated Cost:

The City Traffic Dept. will provide any warranted signs at no cost to the neighborhood.

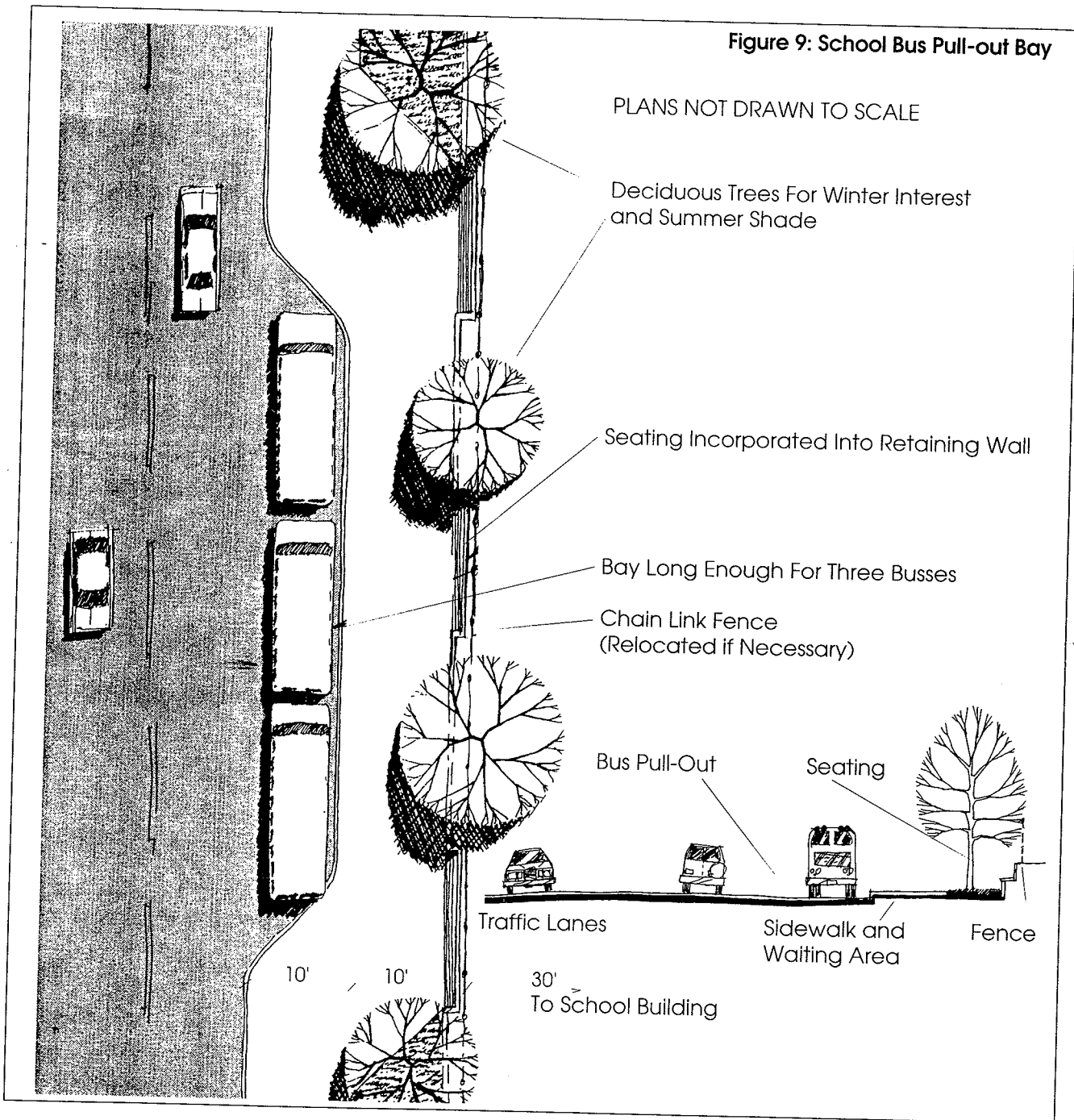
Potential Funding Source:

Community Development Block Grants
Concentrated Construction Funds
General Fund

B.6 School Bus Pull-Out Bays

Project Description:

Construct school bus pull-out bays at neighborhood schools to relieve vehicular congestion and reduce pedestrian safety hazards during the loading and unloading of students. Bus parking on streets adjacent to the schools for student boarding congests traffic and obstructs the vision of motorists.



Longfellow Elementary School and Garry Junior High School already have bus pull-outs to serve their students. Neighborhood residents suggest constructing a pull-out bay on Nebraska between Addison and Lidgerwood to serve Lidgerwood Elementary. The pull-out bay should be sufficiently large to accommodate three buses at a time. Approval by and coordination with School District 81 will be necessary.

The existing conditions are such that the playground fence would not require to be moved. However, the curb would have to be removed and the pull-out area regraded and paved to the level of the adjoining street. Depending on the desires of the neighborhood and school district, this project could provide opportunities for landscaping and/or benches to provide shade and seating for waiting students.

Estimated Cost:

\$14,400.00 for the pull-out bay, additional amenities would be an additional cost.

Potential Funding Sources:

- Community Development Block Grants
- Concentrated Construction Funds
- Private Source Funding
- Federal Aid Safety Project

C.1 Friendship Park Pedestrian Crossing

Project Description:

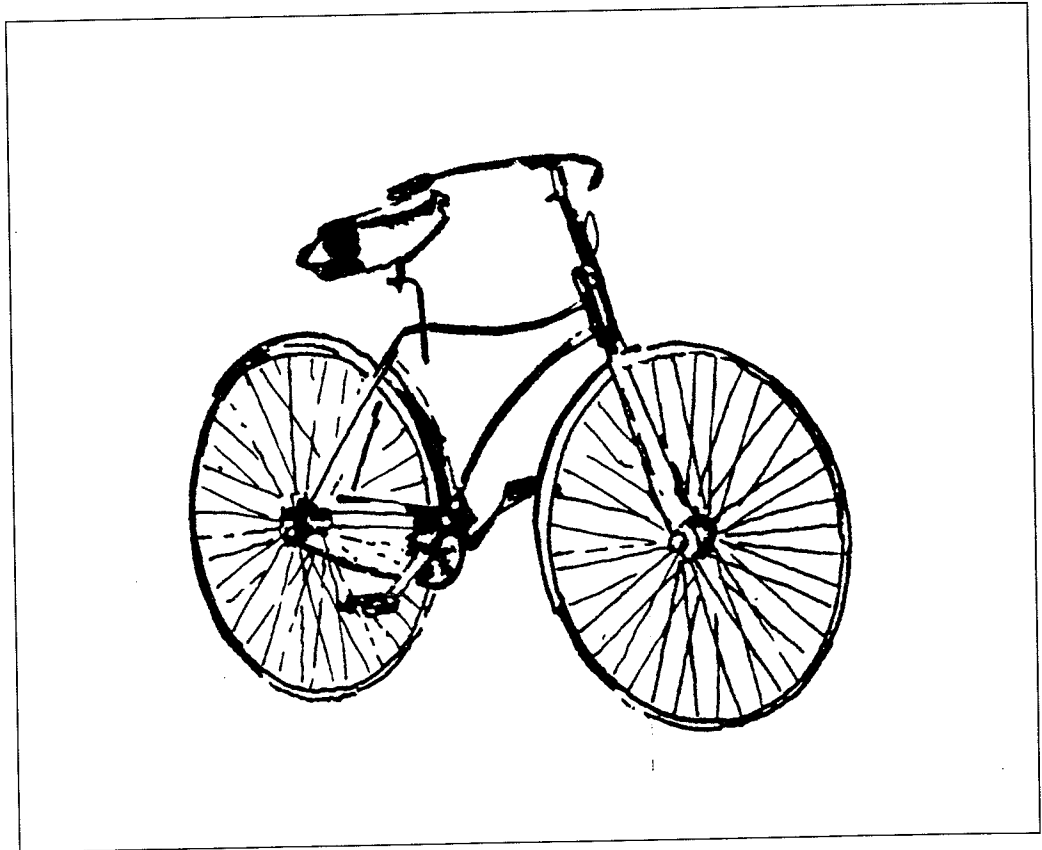
Construct designated pedestrian crossings at intersections adjacent to Friendship Park as a safety precaution measure for park users. Currently there are no signals, signs, nor street markings to caution drivers and designate pedestrian crossings. According to the Parks Department this is not a part of the current Friendship Park improvement project. This project should be done in conjunction with Vehicular Circulation projects: speed limit signs (project #1) and playground traffic signs (project #5).

Estimated Cost:

This would be done at Traffic Department cost once the new sidewalks to the north and south of the park are installed (Pedestrian Circulation project: new sidewalks (project #3)).

Potential Funding Sources:

- State Arterial Street Fund
- Community Development Block Grant
- Concentrated Construction Funds



C.2 Bikeways Plan Implementation

Project Description:

The neighborhood has recommended the timely implementation of the City's Bikeway Plan. Recommended bikeways need to be established and designated through appropriate signage and pavement graphics to increase visibility and enhance neighborhood identity. Residents suggest eliminating on-street parking on arterials to accommodate the bikeways. This removal of parking and the painting and signage for bike travel would create a Class II bikeway.

Currently, no bikeways exist in the neighborhood. However, Lidgerwood Hill, on the southern edge of the neighborhood, leading into Logan Neighborhood, is signed as a bike route.

Routes along Addison, between Euclid and Francis, and Standard Street, between Francis and Lincoln Road, have been recognized as priority bikeways and should be developed first.

According to City Traffic Dept. policy, the removal of any on-street parking would require the agreement of 100% of the fronting properties owners and the City Council.

Estimated Cost:

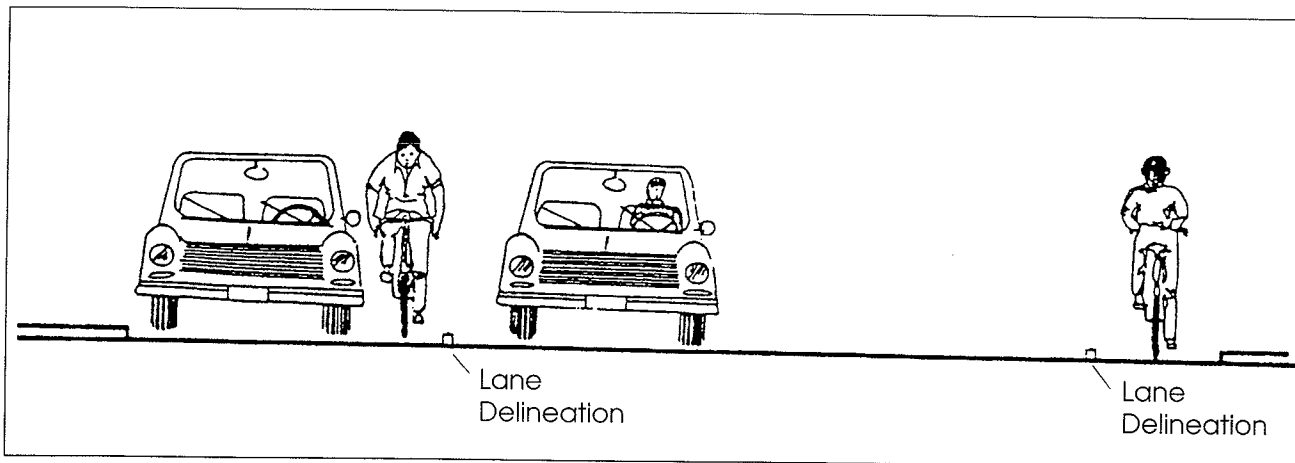
\$18,000.00 for approximately 2 miles of class II bike lanes, suggested for Addison, between Euclid and Francis

Potential Funding Sources:

- I.A.C. for Outdoor Recreation
- Paths and Trails Reserve
- Concentrated Construction Funds
- Community Development Block Grant

Supporting City Plans and Projects:

- City Bikeways Plan
- City Arterial Street Plans



C.3 New Sidewalks

Project Description:

Provide new sidewalks, disabled access ramps, curbs, dropped curbs, and driveway aprons for safe and convenient pedestrian routes to encourage walking for recreation and travel along specifically recommended streets. Within the neighborhood there are 9362 linear feet along such streets and arterials, recognized by the neighborhood as in need of sidewalks and curbs. The 1990 cost of sidewalk construction is \$12.00 per linear foot. Allowing for an additional 20% contingency would equal \$14.40 per foot.

Handicapped access ramps will be installed at all corners where new sidewalks are installed. Depending on the condition of the existing curbs, the handicapped access ramps may be able to be installed at no additional cost. Where sidewalks already exist, the placement of new handicapped ramps would cost approximately \$350.00 each. Driveway aprons, to provide vehicular access to private property, from street to sidewalk, would cost approximately \$250.00 each. An inventory of the required driveway aprons and handicapped ramps would be required to establish actual costs.

In general, the priorities for the sidewalk replacement shall be arterial streets first, school children pedestrian routes second, with the remainder third. In-fill sections of sidewalk shall be placed where necessary, to complete the side of the street herein indicated, even if the section is not specifically included on the list.

The Neighborhood recommends the improvements be funded at 100% for the following designated street frontages:

Sidewalk Segment	Length	Est. Cost
East side of Standard between		
Greta and Cozza	400'	\$5,760
Calkins Drive and Lidgerwood	180'	\$2,592
East side of Addison between		
Dalke and Nebraska	1330'	\$19,152
West side of Mayfair between		
Rowan and Crown	810'	\$11,664
West side of Perry between		
North and Sanson	270'	\$3,888
Everett and Crown	270'	\$3,888
Wellesley and Hoffman	270'	\$3,888
Princeton and Heroy	1080'	\$15,552
LaCrosse and Providence	1080'	\$15,552
Kiernan and Bridgeport	270'	\$3,888
Unpaved portions on the west side of Perry between		
Sanson and Everett	127'	\$1,829

Hoffman and Princeton	127'	\$1,829
Longfellow and LaCrosse	381'	\$5,486
Providence and Kiernan	127'	\$1,829
Unpaved portions on the south side of Rowan between		
Division & Mayfair	300'	\$4,320
Unpaved portions on the north side of Rowan between		
Division and Perry	2340'	\$33,696
Total, new sidewalks	9,362'	\$134,813
Total, handicapped ramps	67 @ \$350.00/ea.	\$23,450
Total, driveway aprons	59 @ \$250.00/ea.	\$14,750
TOTAL PROJECT COST:		\$173,013

Potential Funding Source:

Community Development Block Grant
 Concentrated Construction Funds
 Private Source Funding

Supporting City Plans and Projects:

City Sidewalk Master Plan
 City Arterial Street Plan

C.4 New Sidewalks on Cozza Drive

Project Description:

The Neighborhood Specific Plan states that the provision of sidewalks along Cozza Drive should be a priority project in the Neighborhood Improvement Program. The 1976 City Arterial Street Plan upgraded this street to a neighborhood collector arterial; however, without the requirement that sidewalks be constructed along the arterial.

New sidewalks, disabled access ramps, curbs, dropped curbs, and driveway aprons would provide for safe and convenient pedestrian circulation and would encourage walking as a means of recreation and travel along this neighborhood collector arterial. The provision of sidewalks along one side of the street would probably be adequate and meet with less adjoining neighbor resistance. A continuous sidewalk should be provided from Division Street to Nevada Street. The total length of this segment of sidewalk is approximately 3,600 feet.

Handicapped access ramps would be installed at the corners. There would be 12 along the south side of Cozza from Division to Nevada. Depending on the condition of the existing curbs, the handicapped access ramps may be able to be installed at no additional cost. Driveway aprons, to provide vehicular access to private property, would cost approximately \$250.00 each.

Although this project is mentioned in the Specific Plan as appropriate as a Neighborhood Improvement Project, the Neighborhood believes that, because of the circumstances that led to this street to be classed as a neighborhood collector arterial, it should be the responsibility of the City to develop it to city arterial standards.

Estimated Cost:

\$51,840.00 (3,600 ft. @ \$14.40/ft.) Additionally, an inventory of curb conditions and required driveway aprons is necessary to establish costs of these improvements.

Potential Funding Source:

- General Fund
- Community Development Block Grant
- Concentrated Construction Funds
- Private Source Funding

Supporting City Plans and Projects:

- Neighborhood Specific Plan
- City Sidewalk Master Plan
- City Arterial Street Plan

D.1 Transit Shelters

Project Description:

Residents of Nevada-Lidgerwood Neighborhood recommend installing transit shelters at the following Spokane Transit Authority bus stop sites:

- 1) Wellesley and Addison
- 2) Empire and Addison
- 3) Bridgeport and Addison
- 4) north side of Francis on west side of Addison
- 5) Bridgeport and Nevada
- 6) Euclid and Nevada

Spokane Transit Authority has a list of potential transit shelter sites based on ridership, location, neighborhood concerns, etc. Some of the Nevada-Lidgerwood recommended sites are not currently on this list. However, STA is willing to consider including these sites, and to possibly enter into an agreement with the neighborhood for installation and future maintenance of the transit shelters. Location of shelters is contingent upon site availability and transit operational considerations. Design of the shelters are subject to approval of STA. (see figure 10)

Estimated Cost:

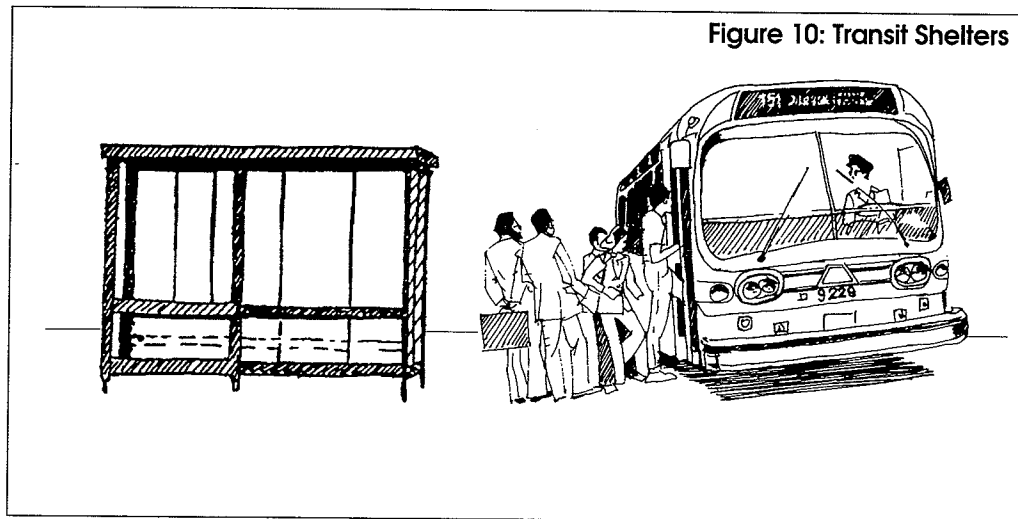
Approximately. \$7,000.00/ea. for the standard STA approved, single wide, shelter. Property acquisition and site development costs would be extra.

Potential Funding Source:

Spokane Transit Authority
Concentrated Construction Funds

Supporting City Plans and Projects:

STA Co-op Shelter Design Criteria



E.1 Glass Park Improvements

Project Description:

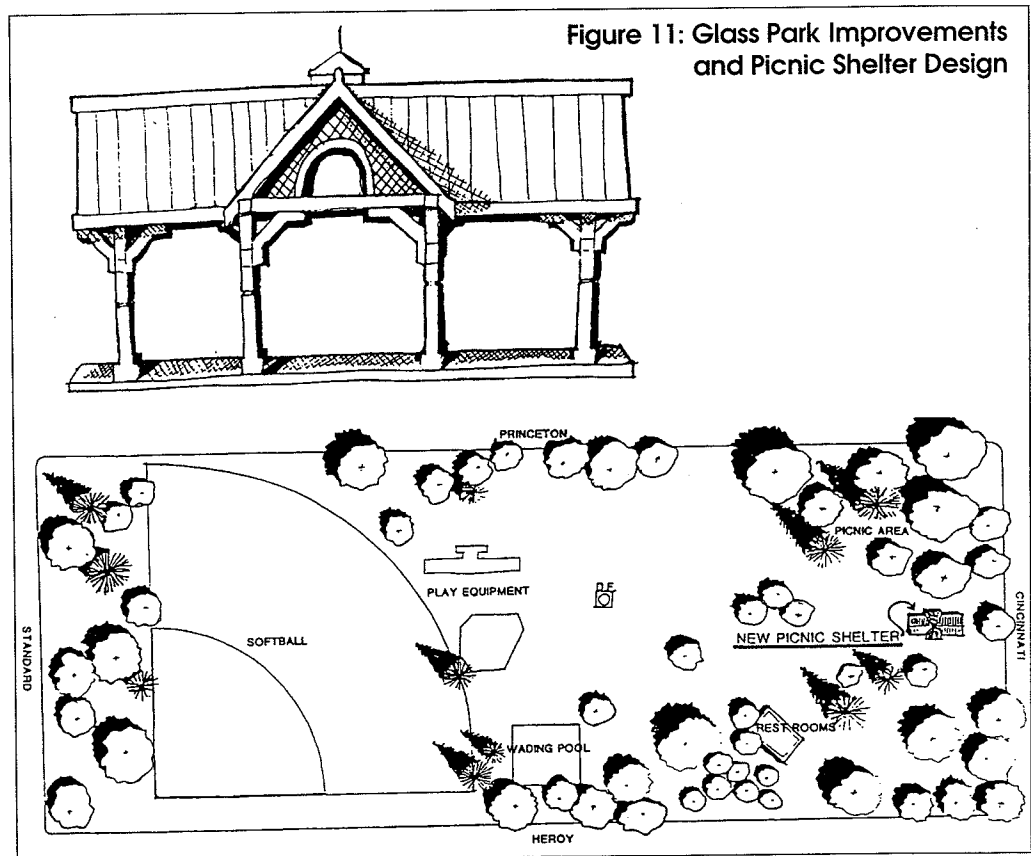
Contemplated improvements planned for Glass Park to expand use, correct some functional problems, and create new uses. (see figure 11) This includes construction of a picnic shelter to accommodate four, permanently installed, picnic tables providing additional eating areas and protection from severe weather conditions. The Picnic shelters would be constructed utilizing an open plan with a concrete slab floor. It is to be located in the established picnic areas so not to infringe on the existing active and passive activity areas. The shelter should be provided with at least one electric outlet and fresh, potable water should be available, either in the shelter or close-at-hand. If at all possible, trees should not be removed for placement of the shelter. No cooking facilities are to be included with the improvement.

Estimated Cost:

\$32,500.00

Potential Funding Sources:

Concentrated Construction Funds
Community Development Block Grant
I.A.C. for Outdoor Recreation



E.2 Byrne Park Improvements

Project Description:

Several improvements are planned for Byrne Park to increase use, correct some functional problems, and create new uses. (see figure 12) Included in the contemplated improvements are the following:

1) Construction of a picnic shelter to accommodate four permanently installed picnic tables providing additional eating areas and protection from severe weather conditions. The Picnic shelters would be constructed utilizing an open plan with a concrete slab floor. It is to be located in the established picnic areas so not to infringe on the existing active and passive activity areas. The shelter should be provided with at least one electric outlet and fresh, potable water should be available, either in the shelter or close-at-hand. If at all possible, trees should not be removed for placement of the shelter. No cooking facilities are to be included with the improvement.

2) Construct a 25'x25' concrete slab incorporating one standard basketball hoop for use as a basketball court. The Neighborhood recommends the south-west corner of the park as an appropriate location for the court.

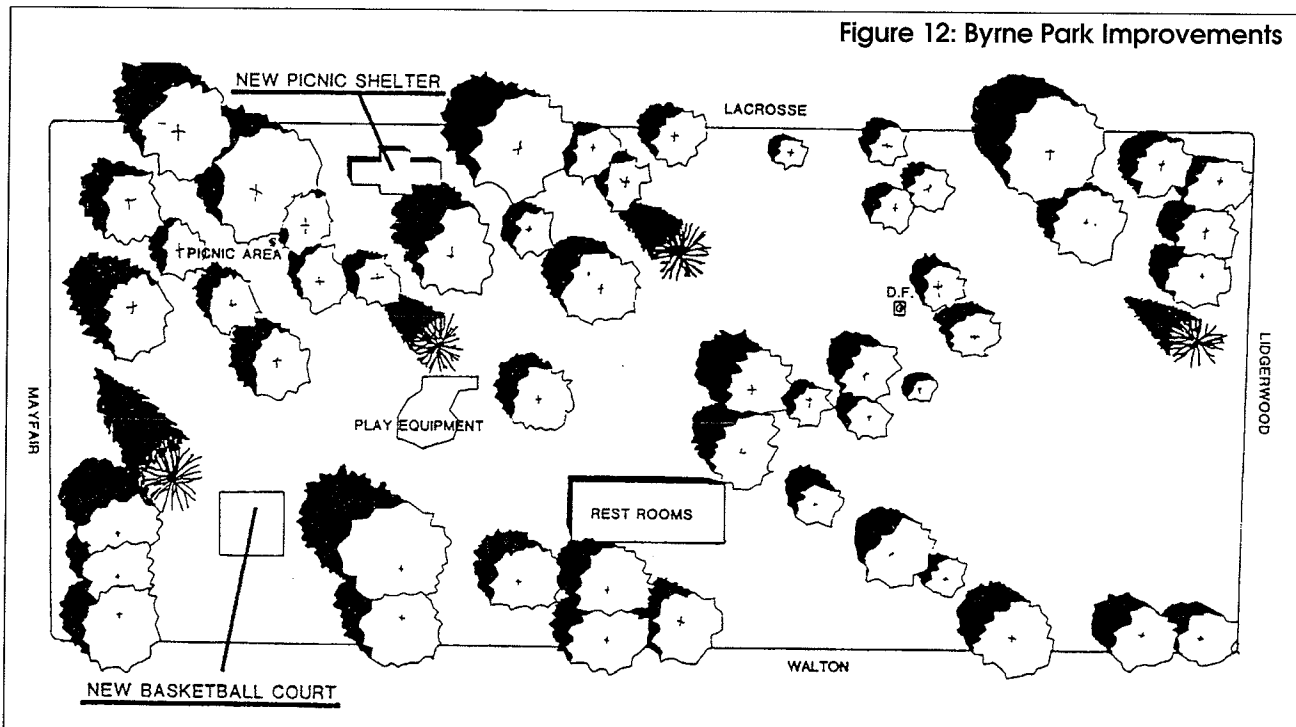
Estimated Cost:

\$52,500.00

Potential Funding Sources:

Concentrated Construction Funds
Community Development Block Grant
I.A.C. for Outdoor Recreation

Figure 12: Byrne Park Improvements



E.3 Nevada Playfield Lighting

Project Description:

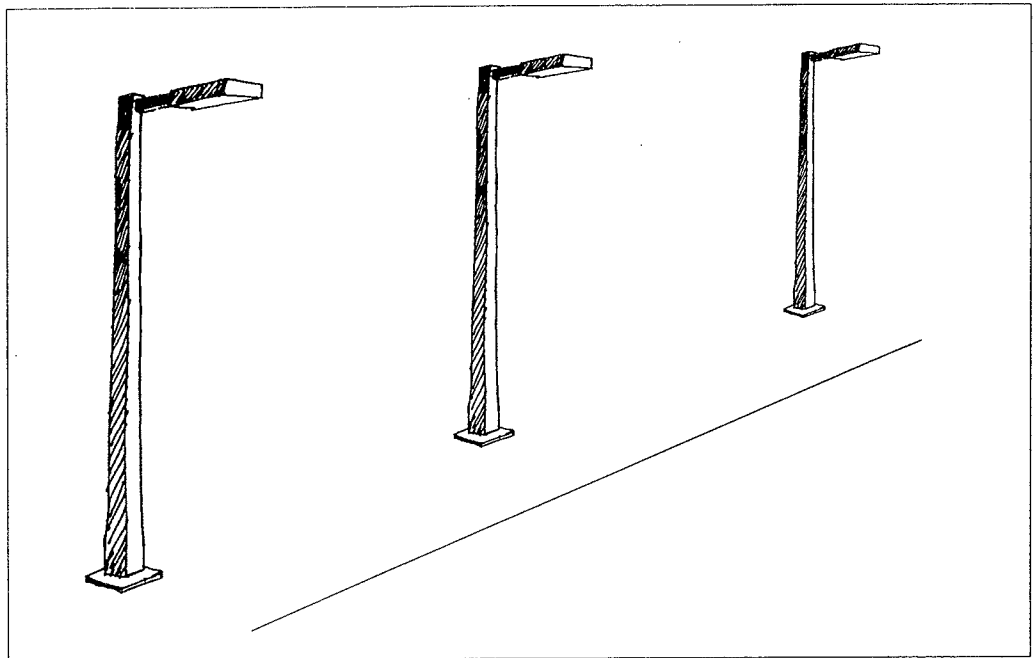
Provide additional lighting within Nevada Playfield, especially in the northeast corner of the park near the baseball field. The addition of 2 - 3 light standards in the playfield will improve park security and safety, promoting use of the park during twilight hours. Park lighting would remain on timers to discourage night time use of parks. Currently the Parks Department does not have plans to provide additional lighting. However, placement would have to be in conformance with the park design and as directed by the Parks Department. It is recommended that the School District and park fronting property owners be consulted regarding this proposal.

Estimated Cost:

\$16,000.00 for installation of three light standards

Potential Funding Source:

Community Development Block Grant
Concentrated Construction Funds
I.A.C. for Outdoor Recreation



E.4 Indoor Neighborhood Swimming Pool

Project Description:

The neighborhood does not have a swimming pool within its borders. Currently, neighborhood residents have to use either the Hillyard Pool, Shadle Pools, or Witter Pool at Mission Park, all of which are in adjacent neighborhoods and all requiring at least a minimum of one mile of travel.

The 1989 Parks and Open Space Plan indicates a year round pool, possibly in conjunction with Rogers High School, is a priority for this area.

The neighborhood recommended this as a long range project to be considered possibly in conjunction with School District 81.

Estimated Cost:

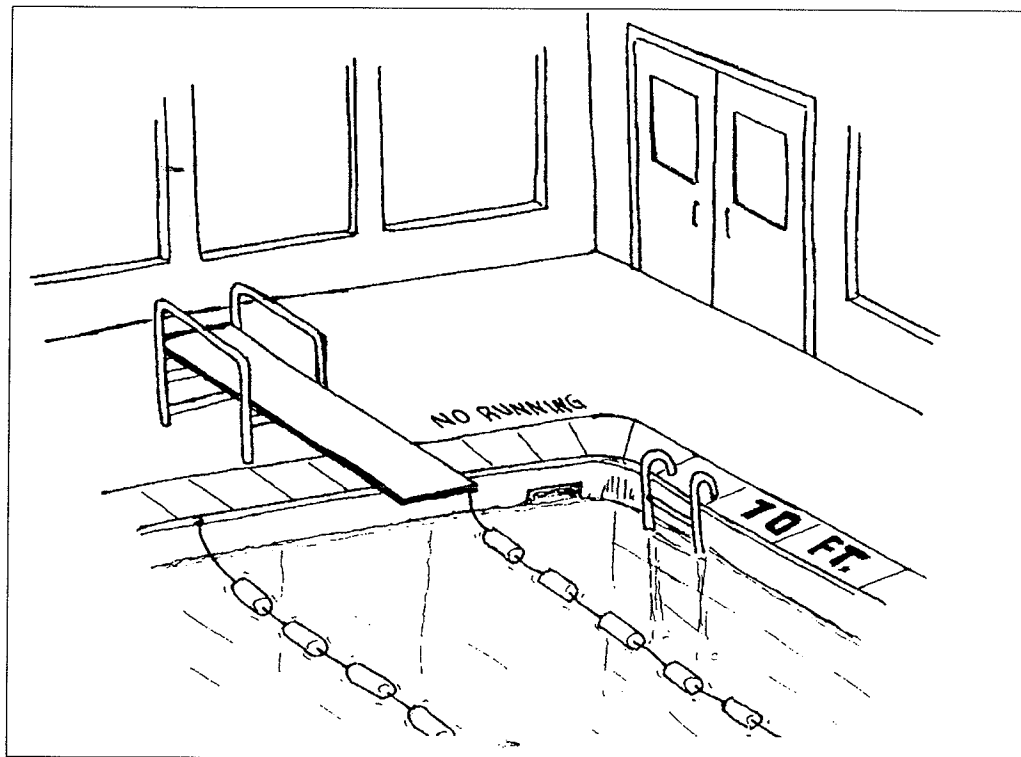
\$1,300,000.00 for an indoor pool w/o land costs

Potential Funding Source:

- Concentrated Construction Funds
- Community Development Block Grant
- Park Department Funds
- Private Source Funding

Supporting City Plans and Projects:

- City Park and Open Spaces Plan
- Hillyard Neighborhood NIP



E.5 Improved School Outdoor Lighting

Project Description:

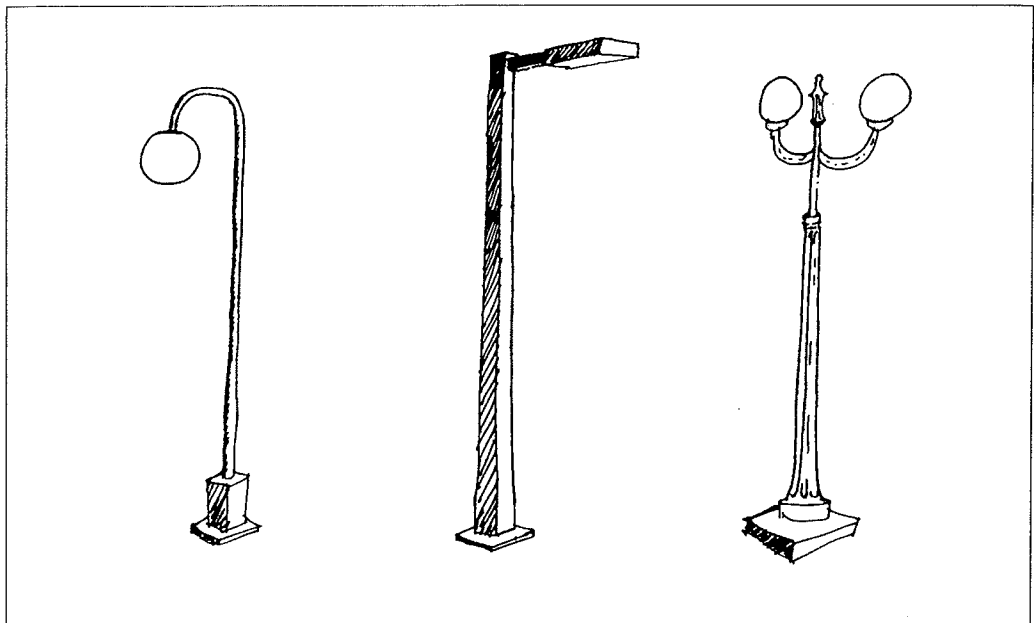
Where necessary, install lighting around neighborhood schools, especially at school entrances, parking lots, play areas, and bus pull-out zones. Updated lighting with timers will improve safety and security around schools during evening activities and meetings. For security, the turning off of night lighting at neighborhood schools is current School District 81 policy. However, the School District has indicated that lighting can be left on for specific activities, at neighborhood request.

Estimated Cost:

No cost if only existing lighting is used & the School Dist. agrees to their use.

Potential Funding Source:

Private Source Funding
Community Development Block Grant
Concentrated Construction Funds



E.6 Septic Tank Elimination

Project Description:

For health and ecological reasons the elimination of septic tanks is a priority of the neighborhood and the City. There are approximately 50 existing septic tanks in the Nevada-Lidgerwood Neighborhood. According to Public Works all of the houses have sewer available, were assessed for the line installation and are paying a monthly sewer charge. By law, once sewer becomes available, these properties must be hooked-up to the sewer within one year.

For ecological reasons the neighborhood strongly recommends that the city actively encourage the owners of these homes to abandon their septic tanks in favor of the sanitary sewer.

Funding assistance for sanitary sewer hook-up would be based on Community Development guidelines relating to income levels.

Estimated Cost:

\$80,000.00 if, due to income levels, 100% funding is implemented

Potential Funding Source:

Community Development Block Grant
Concentrated Construction Funds
Private Property Owner

Supporting City Plans and Projects:

Six-Year Comprehensive Sewer Program
City Septic Tank Elimination Program

F.1 Street Tree Replacement on Cozza Drive Median

Project Description:

Remove any severely damaged, diseased, or dead street trees from the Cozza Drive median. Replace trees with species and varieties appropriate to the area which are aesthetically pleasing to the neighborhood and acceptable to Park Maintenance. Replacement of street trees on the median will insure the aesthetic character of the median while maintaining its ecological integrity.

According to the City Parks Department, there are currently 13 American Elm trees on this Parks Department maintained median. The trees have the Elm Leaf Beetle, which defoliates slowly, but according to park maintenance they are not a threat to the 50 to 60 year old trees. The city would pay the cost of removal, should any removal be necessary. However, once a tree is removed the City Parks Department would not automatically replace it. The neighborhood could petition the Parks Board for replacement trees should any be removed. For replacement the tree species and variety must comply with the Recommended List of Street Trees for the City of Spokane.

Estimated Cost:

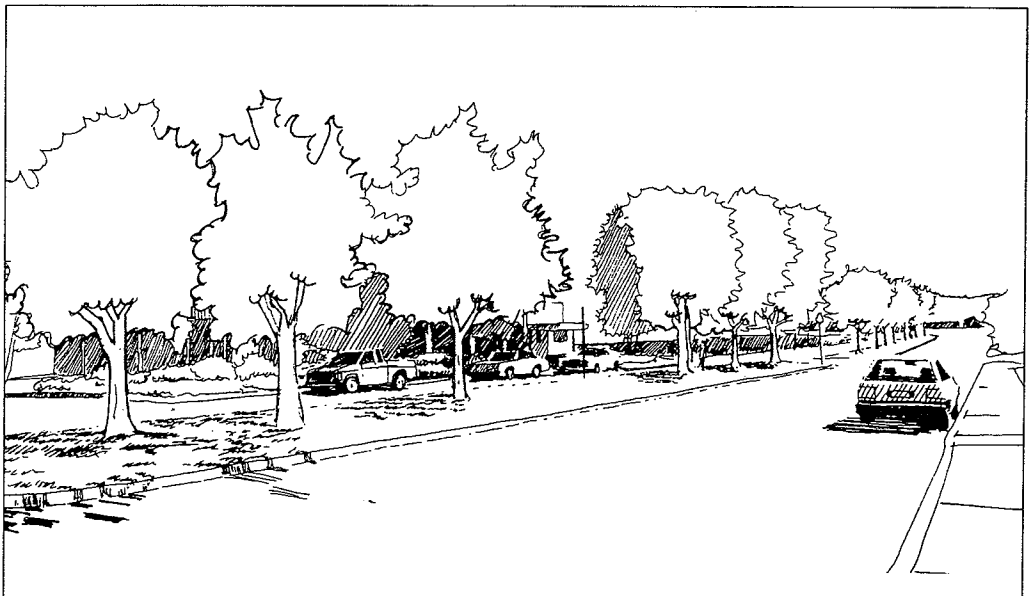
\$250.00 / each replacement tree

Potential Funding Source:

- Parks Department Funds
- Community Development Block Grant
- Concentrated Construction Funds

Supporting City Plans and Projects:

- City Arterial Street Plan
- City Park and Open Spaces Plan



F.2 Neighborhood Identification Entry Signs

Project Description:

Neighborhood entry signs located at highly visible, frequently used entry points to the neighborhood will emphasize and enhance the Nevada-Lidgerwood Neighborhood identity. (see figure 13) The entry signs would be located on publicly owned property and in a manner that would not impede pedestrian and vehicular traffic. Although property ownership remains a question, locations that should be considered for signage are as follows:

On Division Street, entering Lincoln, Francis, Wellesley, Empire, and Euclid; On Nevada at Lincoln; and on Perry at Francis, Wellesley, Empire, and Euclid.

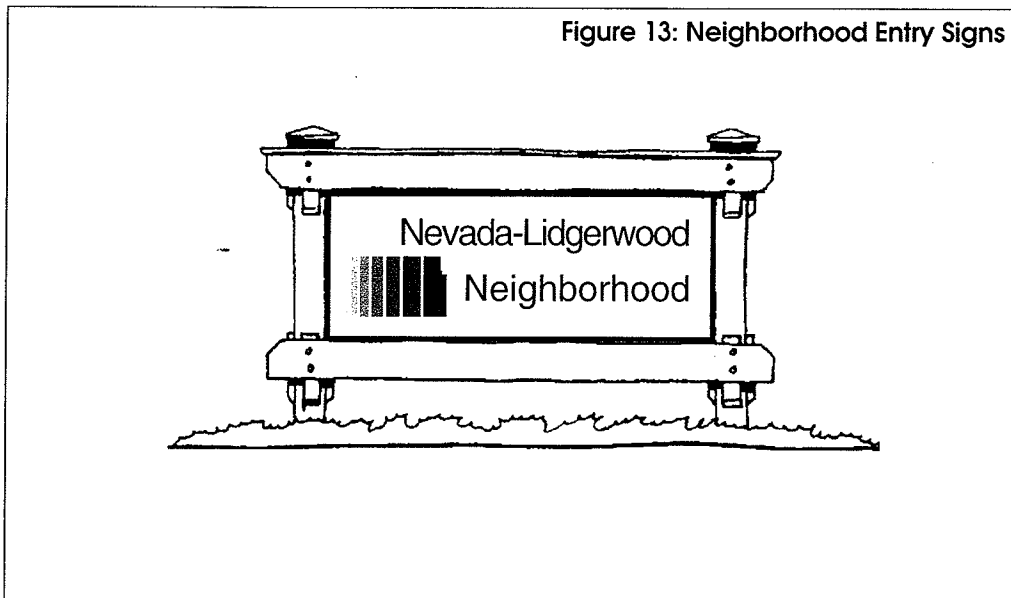
The Parks Department recommends that the signs be of concrete construction for vandalism resistance.

Estimated Cost:

\$5,000.00 to \$7,000.00 each, depending on type of sign, not including property acquisition costs

Potential Funding Source:

Concentrated Construction Funds



E.3 Historic Building Identification Signs

Project Description:

Vintage buildings of historic significance to the neighborhood will be identified by plaques mounted to the building identifying original owners, year of construction, and architectural style and other pertinent information. (see figure 14)

Currently, there are 5 buildings and three parks that are listed in the "1978 Historic Landmarks Survey," all are ranked as a "supportive sites" of historical significance.

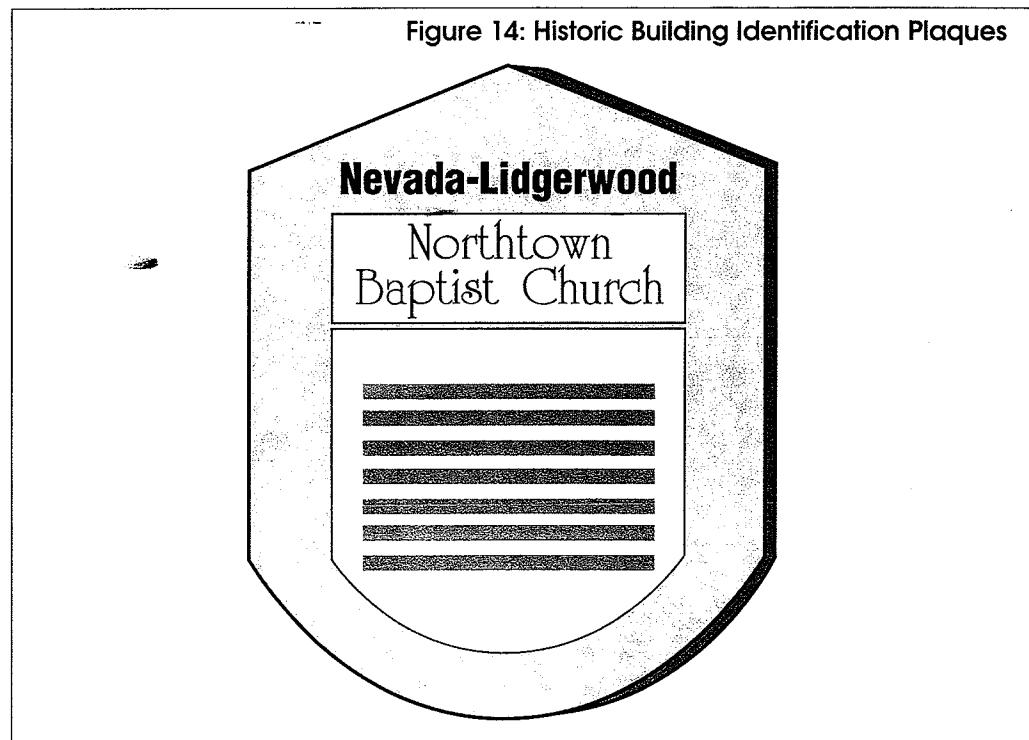
The Historic Preservation Officer considers this survey as outdated and recommends that the neighborhood have a neighborhood wide survey done that will serve to identify all significant sites and also serve in the future, as a base line study.

Estimated Cost:

\$200.00 per each plaque,
a neighborhood wide survey would cost approximately \$5,000.00

Potential Funding Source:

Community Development Block Grant
Concentrated Construction Fund
Private Source Funding



G.1 Owner-Occupied Home Rehabilitation

Project Description:

Home rehabilitation projects improve the health, safety, and visual condition of existing residences of the neighborhood, fostering a sense of community and neighborhood pride. The home rehabilitation program, as currently sponsored by the City of Spokane, provides financial help to low and moderate income homeowners for basic home repairs and improvements. Assistance in the form of monthly payments, deferred loans, and grants (depending on the household income) are for making repairs such as plumbing, heating, painting, and roofing. Participation is through the neighborhood allocation of Fall Allocation or Concentrated Construction funds. The program is administered by the Northwest Regional Facilitators. This is a project specifically mentioned in the Neighborhood Specific Plan.

Estimated Cost:

Approximately \$6000.00 per home

Potential Funding Source:

- Community Development Block Grant
- Concentrated Construction Funds
- HUD 312 Home Rehab. Program
- Lender Loan Rehab. Program
- Urban Homestead Program

Supporting City Plans and Projects:

Spokane Home Rehab. Program



G.2 Targeted Exterior Home Rehab Program Owner or Renter Occupied

Project Description:

This project will improve the visual aspect of the neighborhood by rehabilitating the exteriors of homes located along major thoroughfares. This will enhance the image of the neighborhood as a desirable place to live.

Homes to be improved will include owner-occupied homes not needing interior and structural rehab but in need of exterior visual improvement, and rental properties. The greatest benefit will be achieved by targeting the improvement project to high visibility areas. For this reason the neighborhood recommends that exterior rehab should be encouraged along Bridgeport, Empire, Wellesley and Rowan Avenues, and Addison, Nevada and Perry Streets.

Rehabilitation work eligible for financing includes exterior painting (including repairs to siding, trim, porches, doors, and windows needed to provide sound painting surfaces or insure good visual results) and roofing.

Estimated Cost:

Approximately \$6,000.00 per home

Potential Funding Source:

- Community Development Block Grant
- Concentrated Construction Funds
- HUD 312 Home Rehab. Program
- Lender Loan Home Rehab. Program
- Urban Homestead Program
- State Housing Finance Commission
- Rental Home Rehab Program

Supporting City Plans and Projects:

- Spokane Home Rehab. Program

Implementation

The Phase II, Neighborhood Improvement Program (NIP) document represents the primary manual for the implementation of the Goals and Policies of the Neighborhood Specific Plan through construction of neighborhood improvement projects.

During the Phase III construction of public improvement projects, utilizing Community Development Concentrated Construction funds, the neighborhood Project Advisory Committee will use this Phase II Neighborhood Improvement Program document for:

- 1) Monitoring and directing the NIP projects design and development when being done by either a City Implementing Department or private contractor;
- 2) Concentrated Construction funds budget management of specific NIP projects;
- 3) Coordinating project development between the neighborhood and the City Implementing Department.

Additionally, NIP document serves as a tool the Neighborhood Steering Committee will use for:

- 1) Allocation of Community Development Fall neighborhood funds;
- 2) Evaluation of proposed future neighborhood projects;
- 3) Monitoring the status of current construction projects;
- 4) Evaluating and recording the benefits of completed neighborhood projects;
- 5) Developing the Neighborhood "3 Year Plan" for capital improvement projects.

It is anticipated that the NIP document will require periodic revision due to change in neighborhood emphasis and/or emerging needs that necessitate new capital improvement projects which are currently unforeseen. This revision shall be done in conjunction with a revision of the Neighborhood Specific Plan and shall incorporate public neighborhood input in a process similar to that utilized in the development of the original documents. Revisions that are considered clarifications or modifications of contemplated projects and do not significantly change the emphasis of the project or the NIP document, may be processed through the City Planning Department, without a revision of the Neighborhood Specific Plan. These will, however, require coordination with the appropriate City Implementing Department, a vote of the Neighborhood Steering Committee and approval by the City Plan Commission.

Notes

