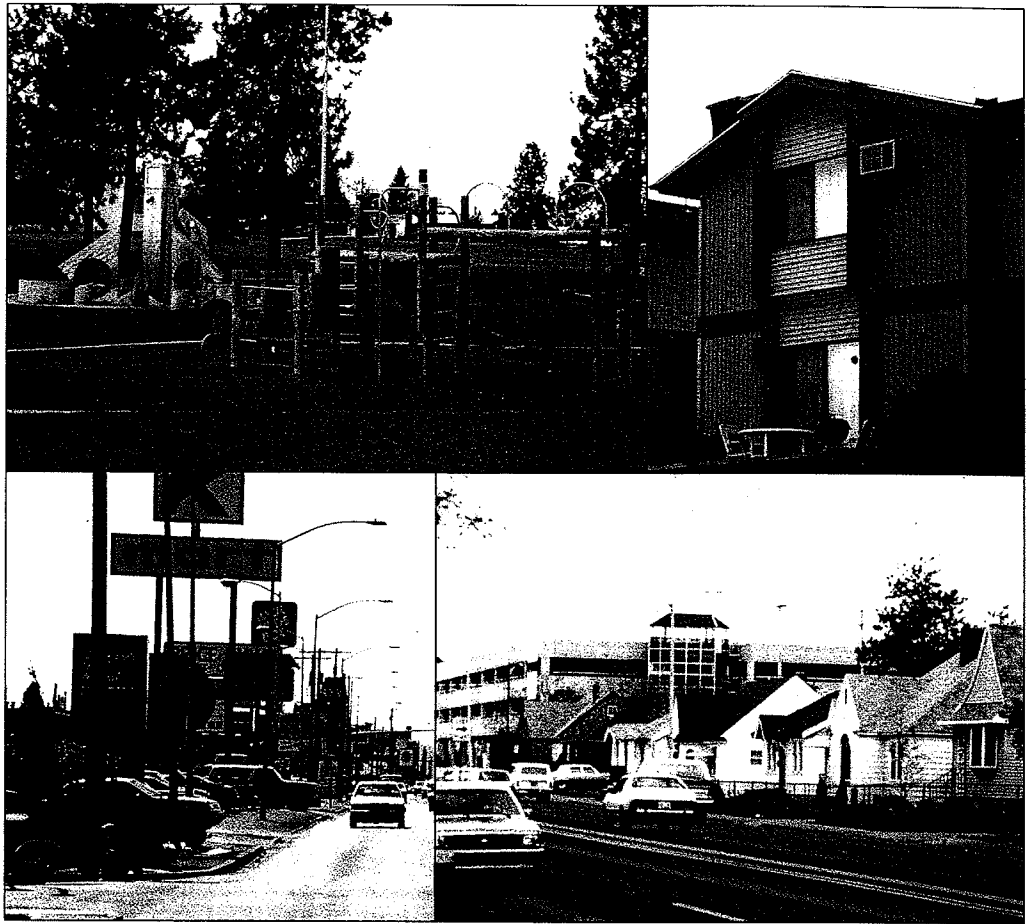
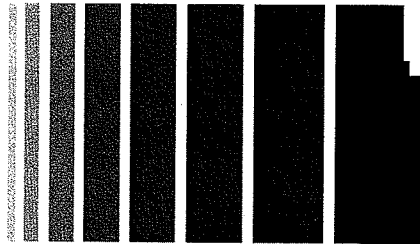


Neovada-Lidgerwood



Neighborhood Specific Plan



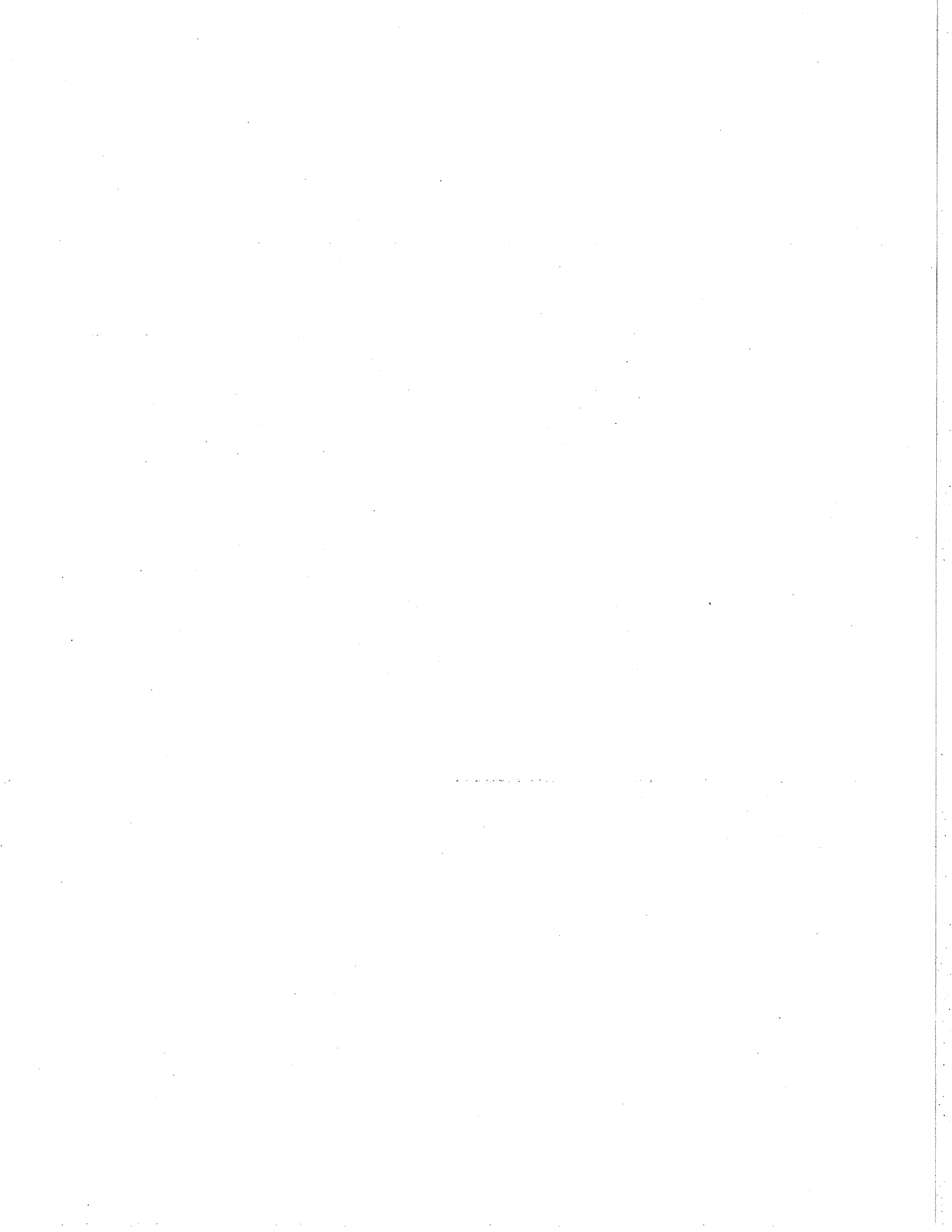


Table of Contents

About the Plan	1
Introduction	2
Land Use Plan	4
Shiloh Sub-area	4
Lidgerwood Sub-area	6
Longfellow Sub-area	8
Land Use Plan Map	10
Circulation Plan	12
Vehicular Circulation	12
Arterials	12
Residential Access	12
Parking	13
Circulation Map	14
Pedestrian and Bicycle Circulation	16
Sidewalks	16
Bicycling	17
Transit	17
Pedestrian and Bicycle Circulation Map	18
Community Facilities Plan	20
Existing Facilities	20
Parks	20
Schools	21
Desired Additions and New Facilities	21
Shiloh Sub-area	21
Lidgerwood Sub-area	21
Community Facilities and Transit Map	22
Housing Plan	24
Design	26
Site Planning and Building Design	26
Commercial Signs and Outdoor Advertising	27
Acknowledgments	29

Map Reference Guide

Vicinity Map	2
Shiloh Sub-area Land Use Plan	4
Lidgerwood Sub-area Land Use Plan	6
Longfellow Sub-area Land Use Plan	8
Land Use Plan	10
Vehicular Circulation	14
Pedestrian and Bicycle Circulation	18
Community Facilities and Transit	22

Funding for the preparation of this document was provided with a Community Development Block Grant from the U.S. Department of Housing and Urban Development under the provisions of the Housing and Community Development Act of 1977, as amended.

About the Plan

Planning is nothing more than working to increase the probability of desired future events. In this, the Nevada-Lidgerwood Specific Plan, the people of the Nevada-Lidgerwood Neighborhood attempt to add certainty that the neighborhood “evolves” along desirable patterns. The Specific Plan prescribes the form of future growth and recommends public improvements to enhance the neighborhood as a place to live, work and play.

This Specific Plan is a “tool” for decision making. The City Council, City boards and commissions, and City officials should utilize the Plan as the primary source of guidance to make determinations on private development proposals or public capital improvements. This guidance is in the form of policies which prescribe improvements in land use, circulation, community facilities, housing and design.

The Plan is also a source of information to the private sector about public expectations for private development. It provides background information about the development environment and expresses the intent and application of public policy in great detail. Along with the Zoning Code and other development regulations, the Plan should be referred to by property owners and developers in the formulation of development plans.

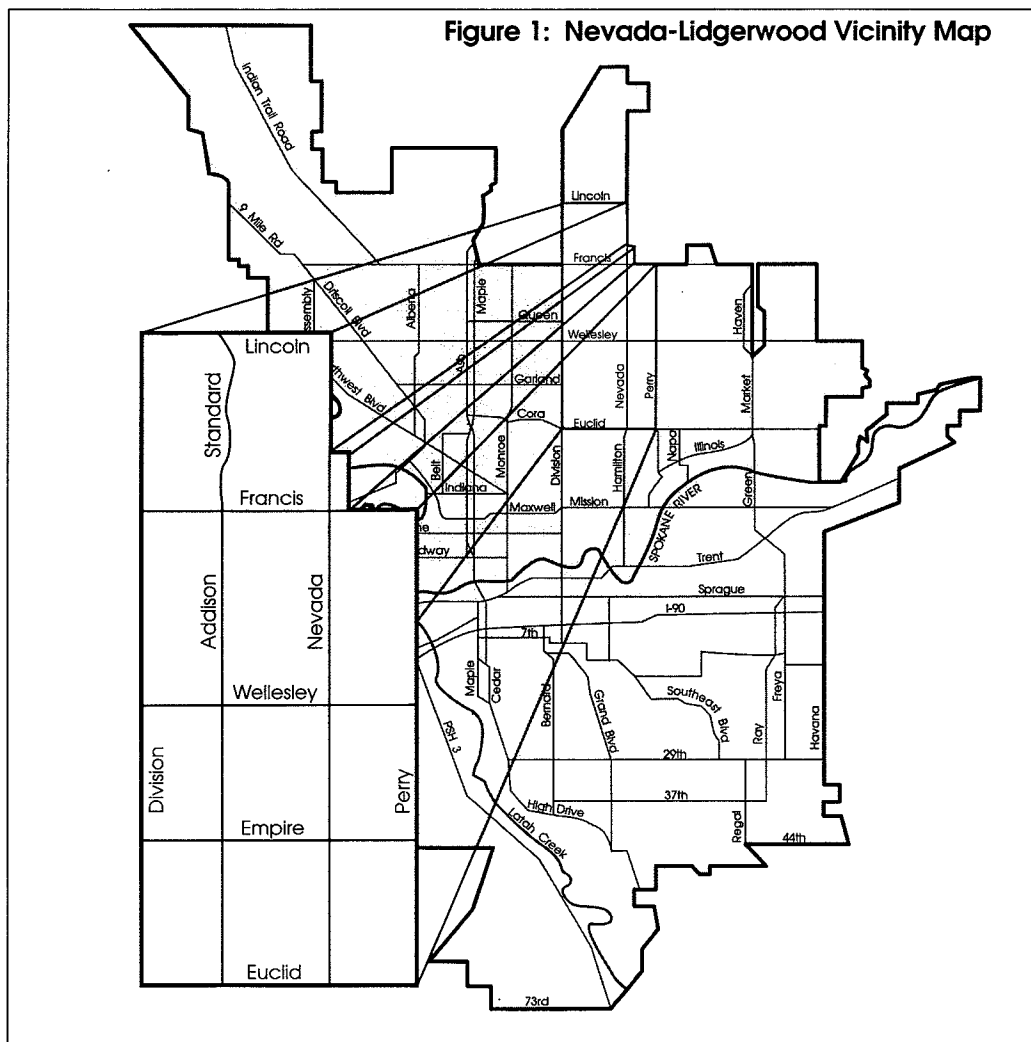
To the Neighborhood, incorporation of the Specific Plan into the City’s Comprehensive Plan provides a measure of assurance that the neighborhood will grow in an orderly manner with a relative invulnerability to unanticipated development, a major source of community conflict. The Plan injects the Neighborhood’s interests into the dynamics of City development.

Nevada-Lidgerwood is a valuable community asset that warrants careful treatment under the stewardship of public policy and regulation. The Nevada-Lidgerwood Specific Plan provides both the detailed policy and the basis for regulation necessary to meet this obligation.

Introduction

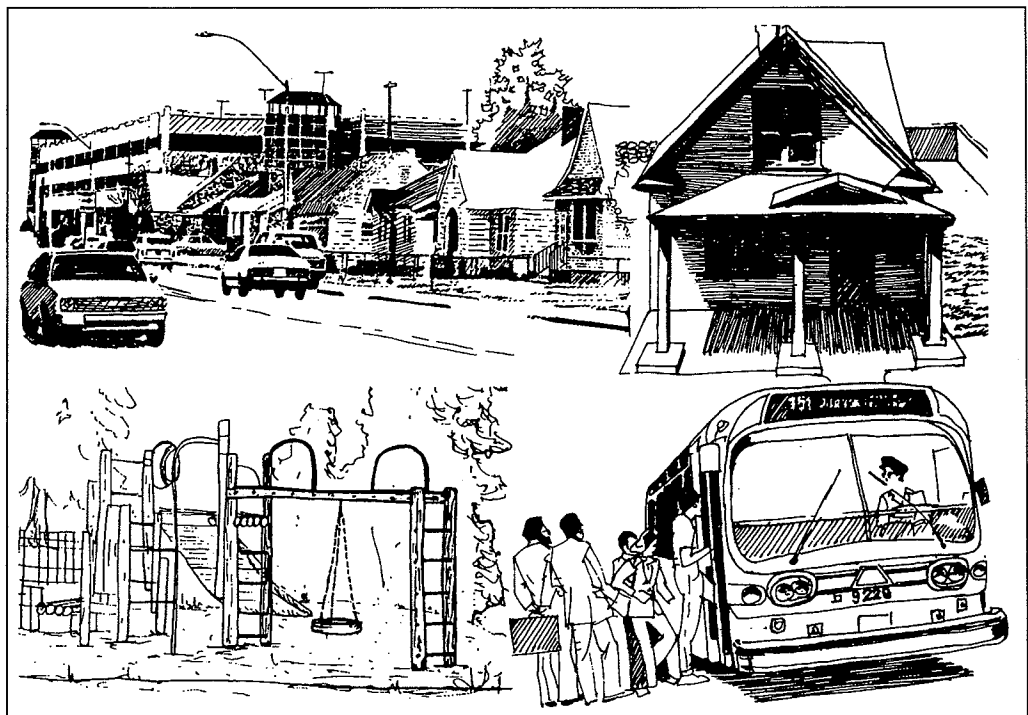
Nevada-Lidgerwood is a large neighborhood covering nearly three square miles, with a resident population of 9,400 persons. The neighborhood's physical character is generally conducive to good living environments and provides opportunities for a broad range of compatibly developed land uses.

Nevada-Lidgerwood's development spans over three-quarters of a century and continues today. South of Wellesley, vintage of structures includes every decade since 1900, but is most characterized by development between 1910 and 1950. The initial stages of the Northtown Shopping Center occurred in the early 1950's. Between Wellesley and Francis, development predominantly exhibits 1950's and 1960's structures. The last major developments in this area have occurred along Division, evidenced most noticeably by the Franklin Park Mall in the mid-'70's and a multi-block commercial project at Francis in the 1980's. North of Francis, urban growth was



precipitated with the development of "Continental City" in the early '60's. This area continues to develop with various housing densities, offices, and general commercial uses, including the Northgate shopping complex.

As a planning area, the Neighborhood is strongly defined along its west edge by Division Street and along its south edge by topography. On the east boundary at Perry, however, there is little to distinguish Nevada-Lidgerwood from the Hillyard Neighborhood—the residential environments along this edge are fully similar. Lincoln Road, at the north boundary, provides some delineation because of the character of this arterial, but the perception of distinct and separate neighborhoods on either side of the street is not apparent. (figure 1)



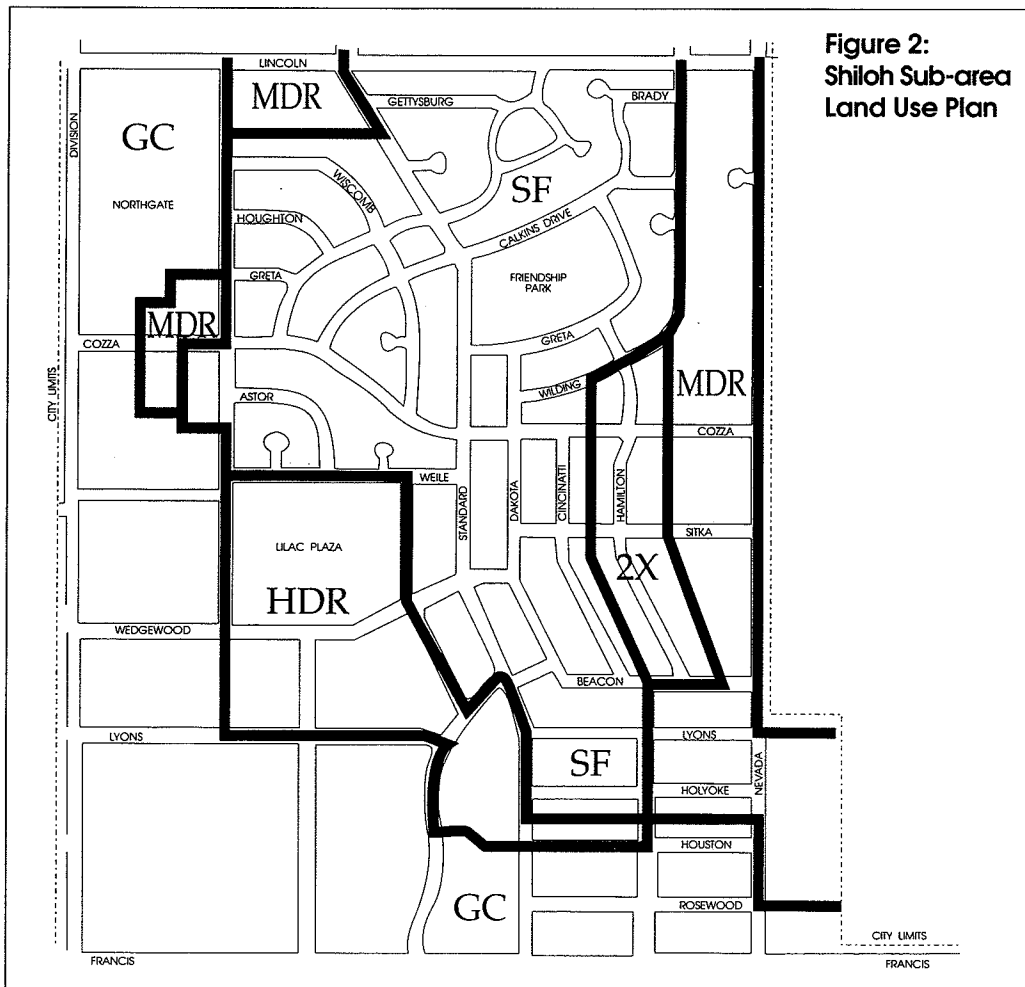
Nevada-Lidgerwood displays conditions and qualities that are typical of the city's north side neighborhoods. Residents enjoy good access to parks, schools, transit, and other public services, and a broad range of retail goods and services is equally accessible.

Residential streetscapes are generally pleasing with paved streets and well maintained homes, but sidewalks and street trees are needed along many frontages. Commercial uses along arterial streets exhibit the common confusion of signs and minimal pedestrian amenities; the interface between these non-residential areas and residential districts often generates impacts on the quality of the adjacent residential environment that are observable.

Land Use

Shiloh Sub-area

The "Shiloh sub-area" is the northern third of the neighborhood, generally bounded by Division, Lincoln Road, Nevada, and Francis. These principal arterials give Shiloh the strongest physical definition of the three sub-areas. (figure 2) Most of this sub-area has been developed in the last 10 to 15 years, in great contrast to the age of development to the south of Francis. It comprises a great range of land use intensities, from new single-family homes to heavy commercial and light industrial activities. The interior of the sub-area is a low-density environment of middle and upper middle income houses and duplexes, with higher residential densities developing to the northwest, east, and south and a general commercial edge dominating on the west. There is still considerable vacant land, particularly in areas where the interfaces between land uses of greatly disparate intensity have yet to be established. Friendship Park serves as a good neighborhood focus near the center of the sub-area. The major land use issues center on mitigating impacts of over-intensive, nonresidential uses and providing transitions in intensity, scale and character between uses.



Map District Land Use Policy

SF SINGLE FAMILY RESIDENTIAL: Maintain the exclusively single-family residential use in the interior of the sub-area.

2X TWO FAMILY RESIDENTIAL: Encourage single-family and two-family residential use which is compatible in site development and building scale with the existing duplex condominium developments on Hamilton Street frontages.

MDR MEDIUM DENSITY RESIDENTIAL: Allow medium density residential use on large sites along Lincoln Road and Nevada Street; require a gradation of building scale and landscape buffers along the interface between medium and low density residential use; orient primary vehicular accesses to the arterial(s). Maintain the small district of mixed medium-density residential and low-rise office uses, generally along Cozza Drive between Division and Colton.

HDR HIGH DENSITY RESIDENTIAL: Encourage continued development of low rise, high-density residential use as a transition between the Extensive General Commercial district in the sub-area's southwest corner and the low-density area in the sub-area's interior.

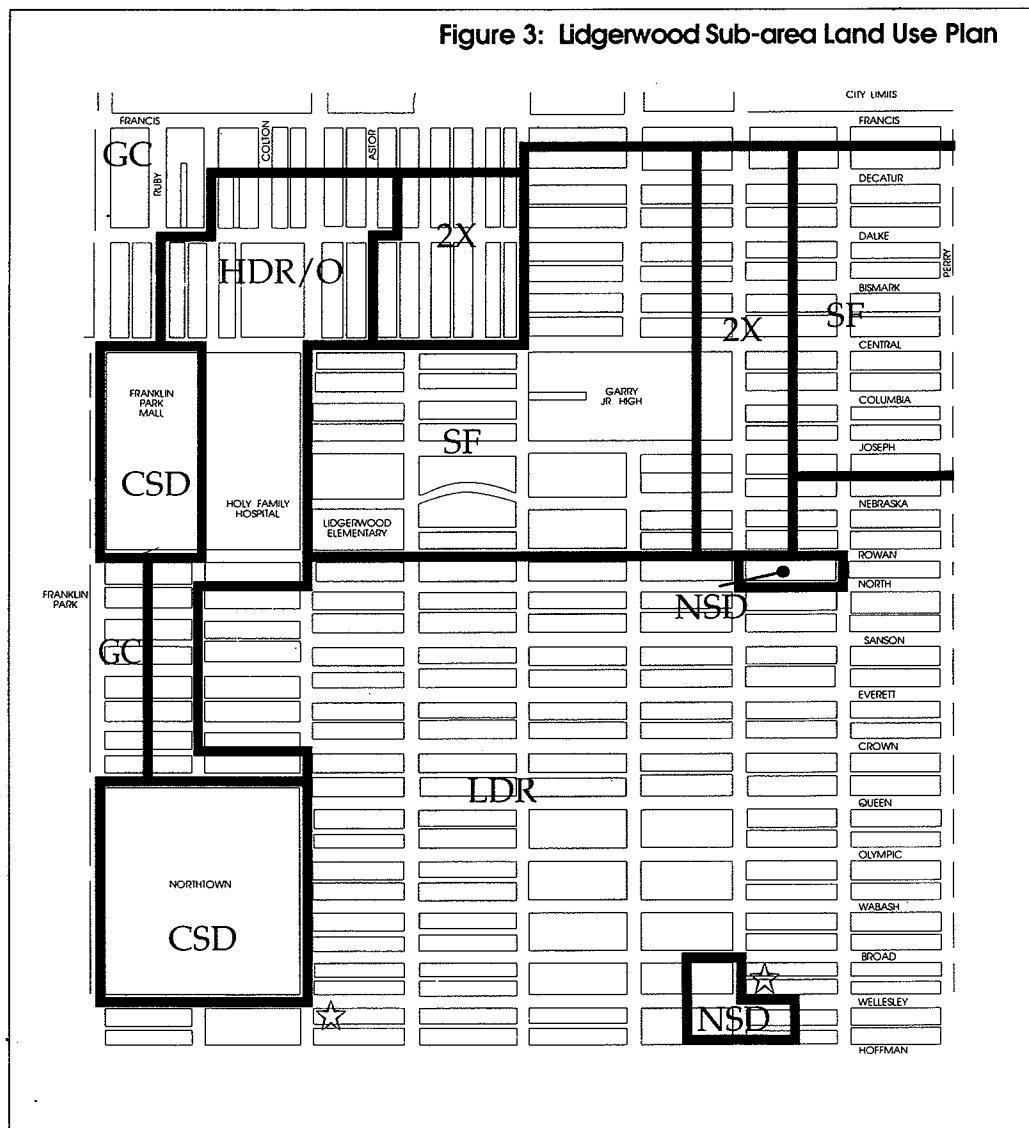
GC GENERAL COMMERCIAL: Promote continued development of community-scale retail, service, and office uses on large sites in the southern and western portions of the sub-area; encourage site orientation to arterial frontages, particularly for properties along Division and Francis.



General Commercial area fronting Division St.

Lidgerwood Sub-area

The middle third of the neighborhood is the "Lidgerwood sub-area", bounded by Division, Wellesley, Perry, and Francis. (figure 3) Land use patterns in this sub-area are more complex, with general commercial uses in the northwest corner, two community-scale shopping centers fronting on Division, a hospital/medical office complex, offices, and high-density residential use dominating the portion of the sub-area west of Lidgerwood Street. East of Lidgerwood, land uses are nearly all neighborhood scale with a lower incidence of duplex use than the Longfellow sub-area. The impact of duplex development on single-family uses, development pressure to expand nonresidential use along the west and north sides of the sub-area, and the interfaces between land uses comprising a wide range of intensity form the major land use issues.



Map District Land Use Policy

SF SINGLE FAMILY RESIDENTIAL: Maintain single family residential uses within the existing R1 zoned areas located generally north of Rowan Ave.

2X TWO FAMILY RESIDENTIAL: Allow two-family residential development as a buffer along Nevada, not to extend more than three lots from the arterial; and maintain the existing concentration of two-family use northwest of Central and Standard, as shown on the Land Use Plan Map.

LDR LOW DENSITY RESIDENTIAL: (One and two family residence) Promote single family residential use as the foundation of the low density residential neighborhood environment. Maintain concentrations of duplex use where currently found within the area and encourage new duplex development as a buffer along Nevada.


HDR/O HIGH DENSITY RESIDENTIAL/LOW-RISE OFFICE: Allow high-density residential and low-rise office uses:

- ◆ as a transition between low-density areas and major focal points of activity in the west and northwest parts of the sub-area, and
- ◆ as a buffer along Division Street east frontages, not to exceed one-half block in depth.

NSD NEIGHBORHOOD SHOPPING DISTRICT: Encourage expansion of neighborhood business under the following guidelines: Rowan and Nevada district not to exceed two acres and arterial frontages not to exceed 300 linear feet. Wellesley and Nevada district not to exceed three acres and arterial frontages not to exceed 300 linear feet.

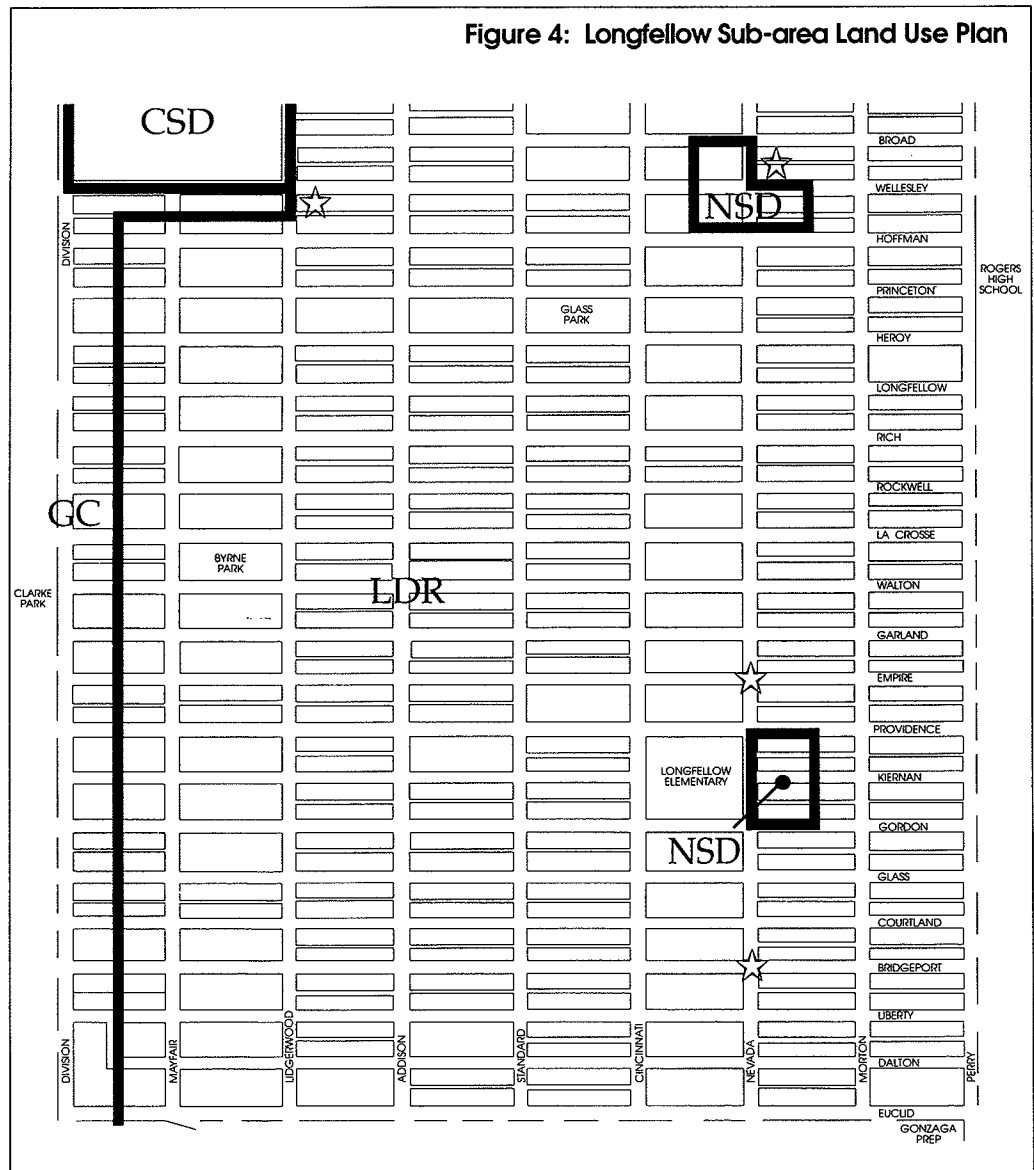
CSD COMMUNITY SHOPPING DISTRICT: Maintain community shopping districts at the Northtown and Franklin Park Mall centers and only allow expansion according to city-adopted center master plans.

GC GENERAL COMMERCIAL: Allow community-scale retail, service, and office uses southeast of the intersection of Division and Francis; on Francis frontages east of Mayfair, limit the southward extent of general commercial use to the first half block; on Division between Northtown and the Franklin Park Mall, limit the eastward extent to one-half block.

 CONVENIENCE SHOPPING: Allow convenience shopping facilities at the arterial intersections of Wellesley/Nevada and Wellesley/Lidgerwood, according to the guidelines of the Land Use Plan.

Longfellow Sub-area

The southern third of the neighborhood bounded by Division, Wellesley, Perry, and Euclid, is a sub-area of fairly homogeneous land use, dominated by single-family and, to a much lesser degree, duplex homes. (figure 4) There are neighborhood business uses at arterial intersections along Nevada and strip commercial uses along Division. Longfellow Elementary, Glass Park, and Byrne Park serve neighborhood scale school and park needs at dispersed sites in the sub-area's interior. Land use issues in this "Longfellow sub-area" focus on the impact of sporadic two-family use on the low-density residential environment, appropriate intensities of commercial development at specified locations, and the extensive interface between residential and commercial uses.



Map District Land Use Policy

LDR

LOW DENSITY RESIDENTIAL: (One and two family residence) Maintain a predominantly single family character within this area. Allow duplex use as a buffer to commercial uses on Division, as a buffer along Nevada, and in areas where existing use is predominantly duplex residential.



CONVENIENCE SHOPPING: Allow convenience shopping facilities at the arterial intersections of Bridgeport/Nevada, Empire/Nevada, Wellesley/Nevada, and Wellesley/Lidgerwood, according to the guidelines of the generalized Land Use Plan.

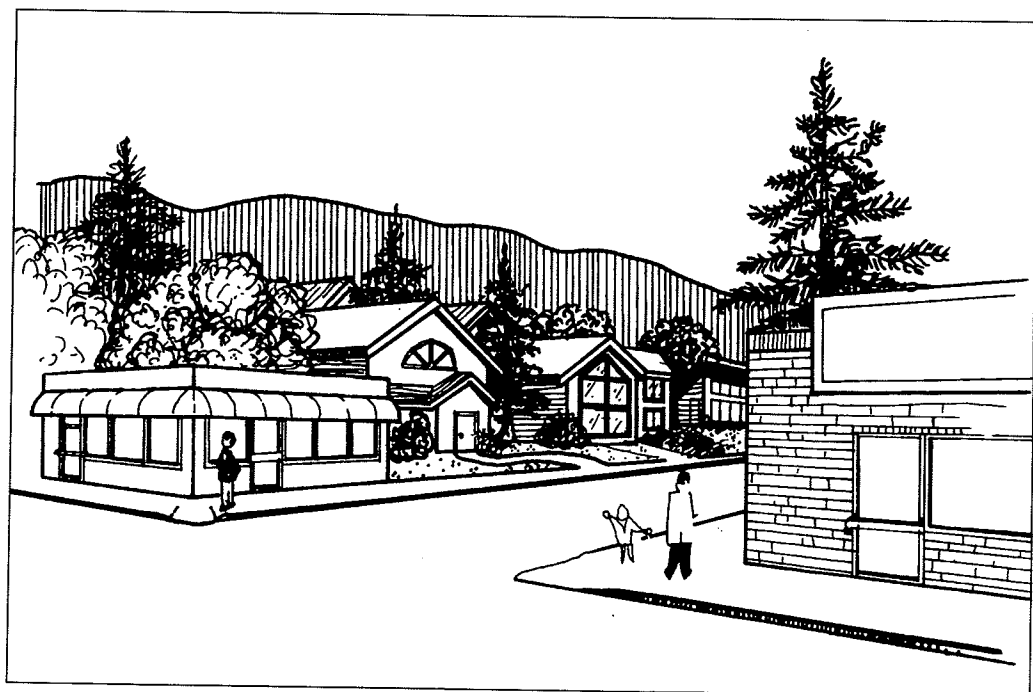
NSD

NEIGHBORHOOD SHOPPING DISTRICT: Maintain a neighborhood shopping district southeast of the arterial intersection of Empire and Nevada, not to exceed three acres; contain existing neighborhood business use south of Providence to existing development and direct new projects to the southeast corner of Empire and Nevada.

GC

GENERAL COMMERCIAL: Allow community scale retail, service and office uses along specified arterial frontages, not to extend more than one-half block from the arterial:

- ◆ along the south frontages of Wellesley from Division to Lidgerwood,
- ◆ and along east frontages of Division Street.

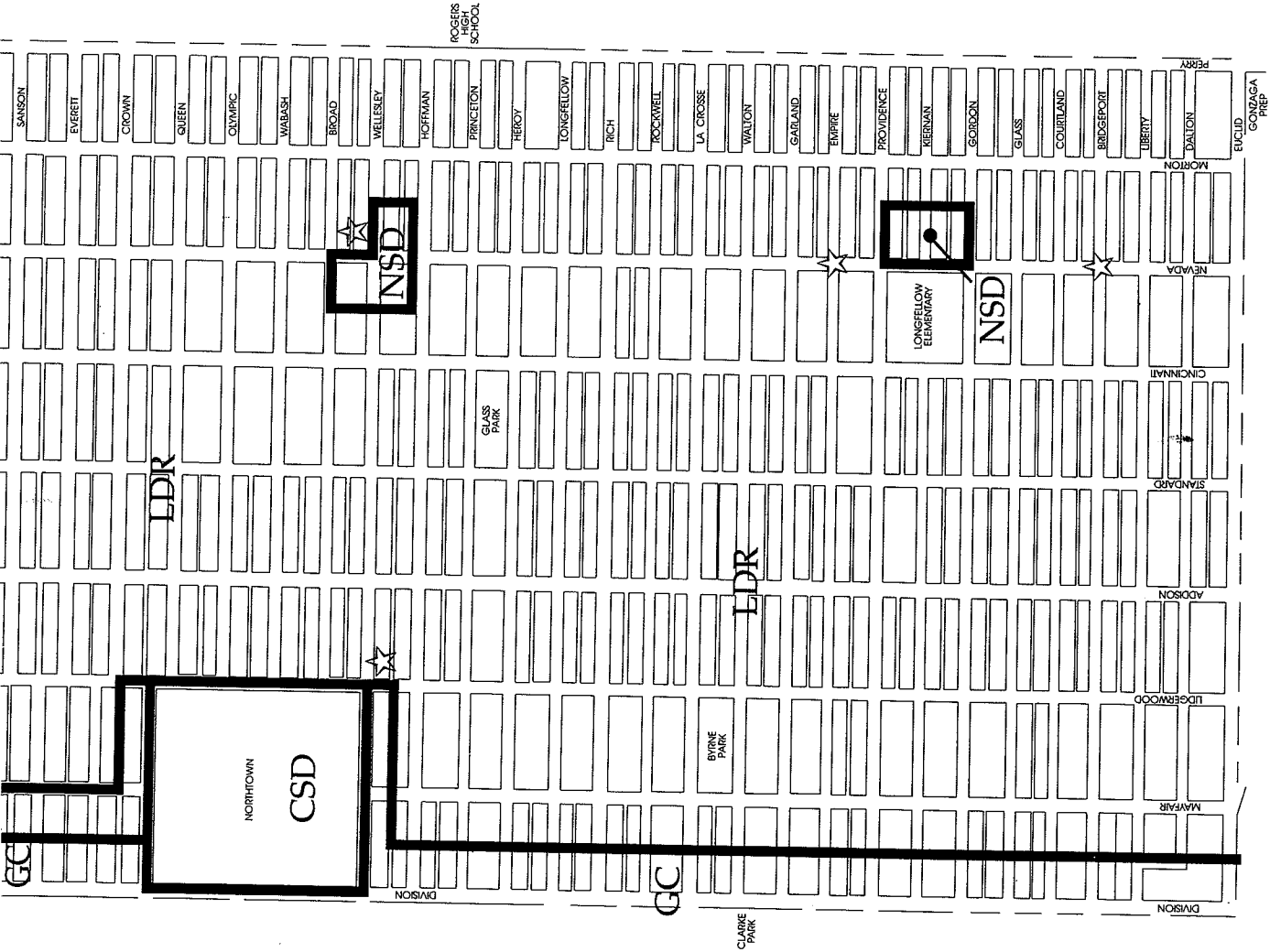


Example of a Neighborhood Shopping District

Land Use Plan

- SF Single Family Residential
- 2X Two Family Residential
- LDR Low Density Residential
- MDR Medium Density Residential
- HDR High Density Residential
- HDR/O High Density Residential/
Low Rise Office
- GC General Commercial
- NSD Neighborhood
Shopping District
- CSD Community
Shopping District
- ☆ Convenience Shopping

Figure 5



Circulation

Nevada-Lidgerwood is a neighborhood greatly affected by the general circulation needs of the community. Average weekday traffic volumes of more than 61,000 vehicles for north/south arterials intersecting Wellesley and more than 52,000 for east/west arterials intersecting Nevada were recorded in 1984-85. Traffic generated by two community shopping centers and extensive "ribbon commercial" use in the neighborhood compound the impacts of daily commuter traffic. The Arterial Plan attempts to direct traffic through the neighborhood on facilities and routes presenting the least impacts to adjacent residential districts. Improvements to enhance walking, bicycling, and use of transit within the neighborhood are important to residents. Sidewalks along all street frontages are of particular priority to maintain safe pedestrian routes for children and the elderly.

Vehicular Circulation

Arterials

The city-wide Arterial Street Plan, updated in 1986, classifies arterial streets within Nevada-Lidgerwood according to neighborhood and community circulation needs. The Circulation Map confirms the city-wide plan with one adjustment: the upgrading of Addison Street from Francis north to Lyons as a Minor Arterial in recognition of the increasing traffic counts and needs in that road segment.

Cozza Drive is currently classified and functioning as a Neighborhood Collector Arterial. However, the street was initially constructed without sidewalks. Installation of sidewalks on Cozza is now necessary and should be a priority project in the Neighborhood Improvement Program for the neighborhood.

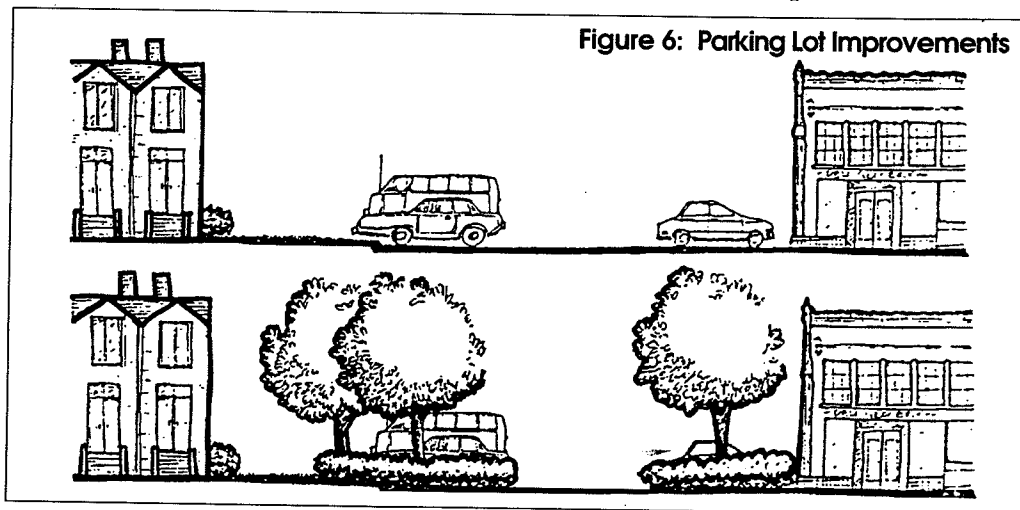
Rowan Avenue is classified as a Minor Arterial throughout the neighborhood, providing connections to both Holy Family Hospital and the Franklin Park Mall. It passes through what is primarily a single family residential area and also by Lidgerwood Elementary School. Rowan should remain a 2-lane configuration (except in the vicinity of the Franklin Park Mall) in order to minimize potential negative impacts on residences and the elementary school.

Residential Access Streets and Alleys

Local Access: Residential uses within the neighborhood are fully accessible on the developed system of "residential access streets." South of Francis, this system follows the city's predominant "grid" pattern and most residential blocks also include alleys for rear yard access. The Shiloh sub-area north of Francis exhibits post-1960 platting patterns with curvilinear streets, cul-de-sacs, and no alleys. The only undeveloped areas of the neighborhood are large sites north of Francis that will probably not require additional public right-of-way dedications for development.

Paving: Street paving is a condition of city development approval for all new projects. The few unpaved neighborhood streets are largely north of Francis along properties which are not yet fully developed. The city should maintain a high commitment to paving these streets through development regulations and public funding. Alleys, like streets, are more functional and require less maintenance when paved. Alleys exist only in blocks south of Francis and most of these are unpaved. The city should continue to support efforts, primarily through LID petitions, to pave these alleys.

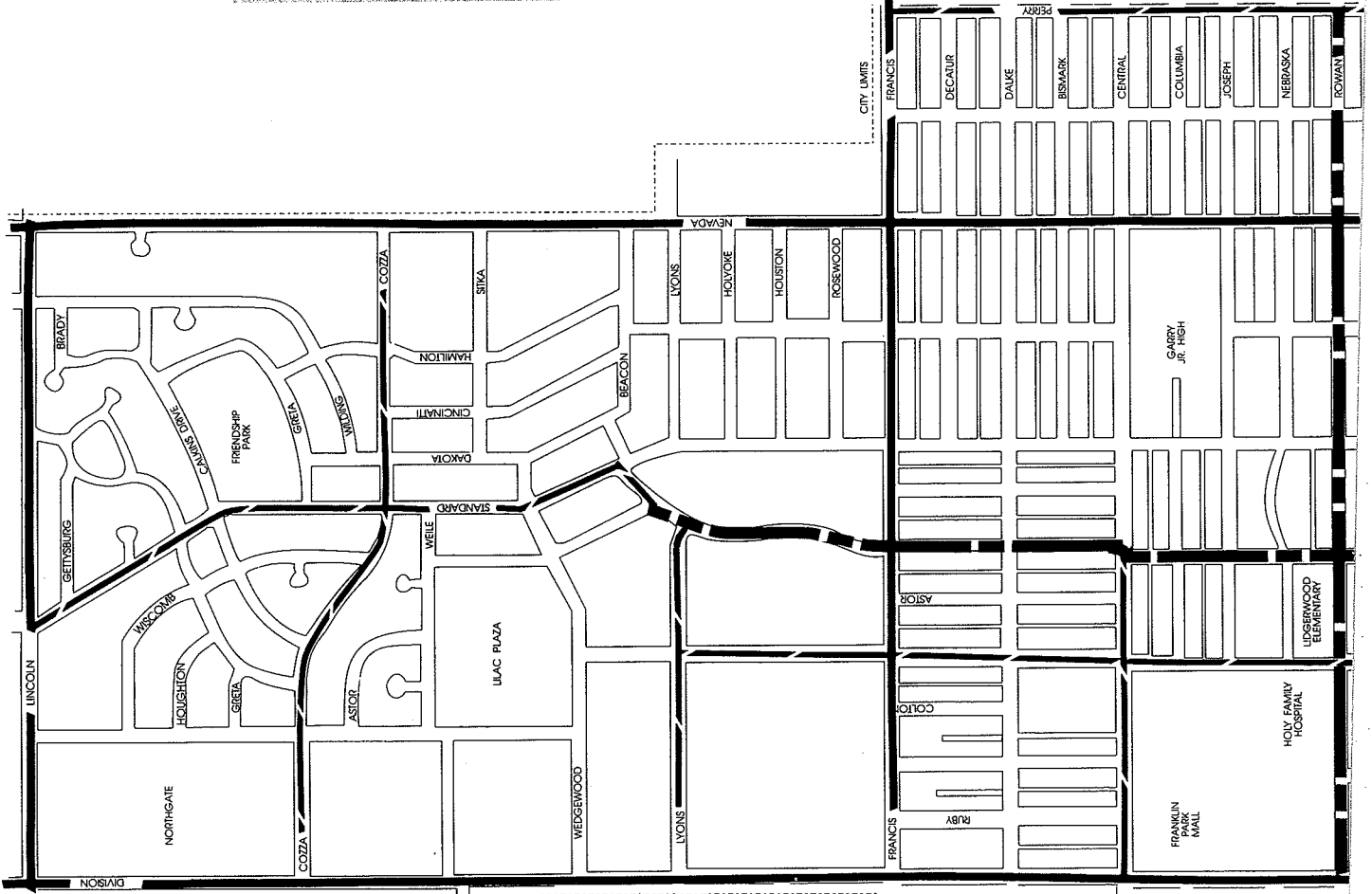
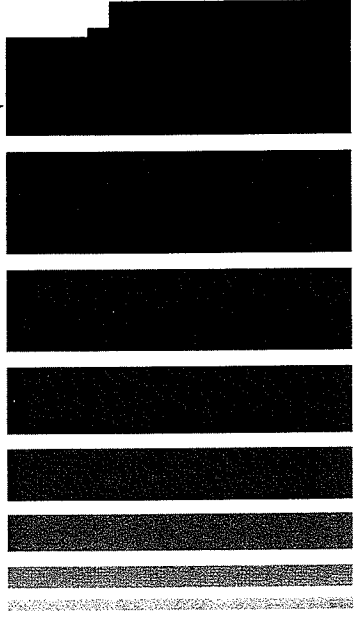
Parking Lot Zoning: One of the most characteristic features of multi-family, office, and commercial land uses is the vehicular parking generated by these more intensive developments. When these uses abut low-density residential uses, parking activity surfaces as one of the greatest negative impacts on the adjacent use. The intrusion of multi-family or non-residential parking lots between homes on a residential street presents the severest example of these impacts.

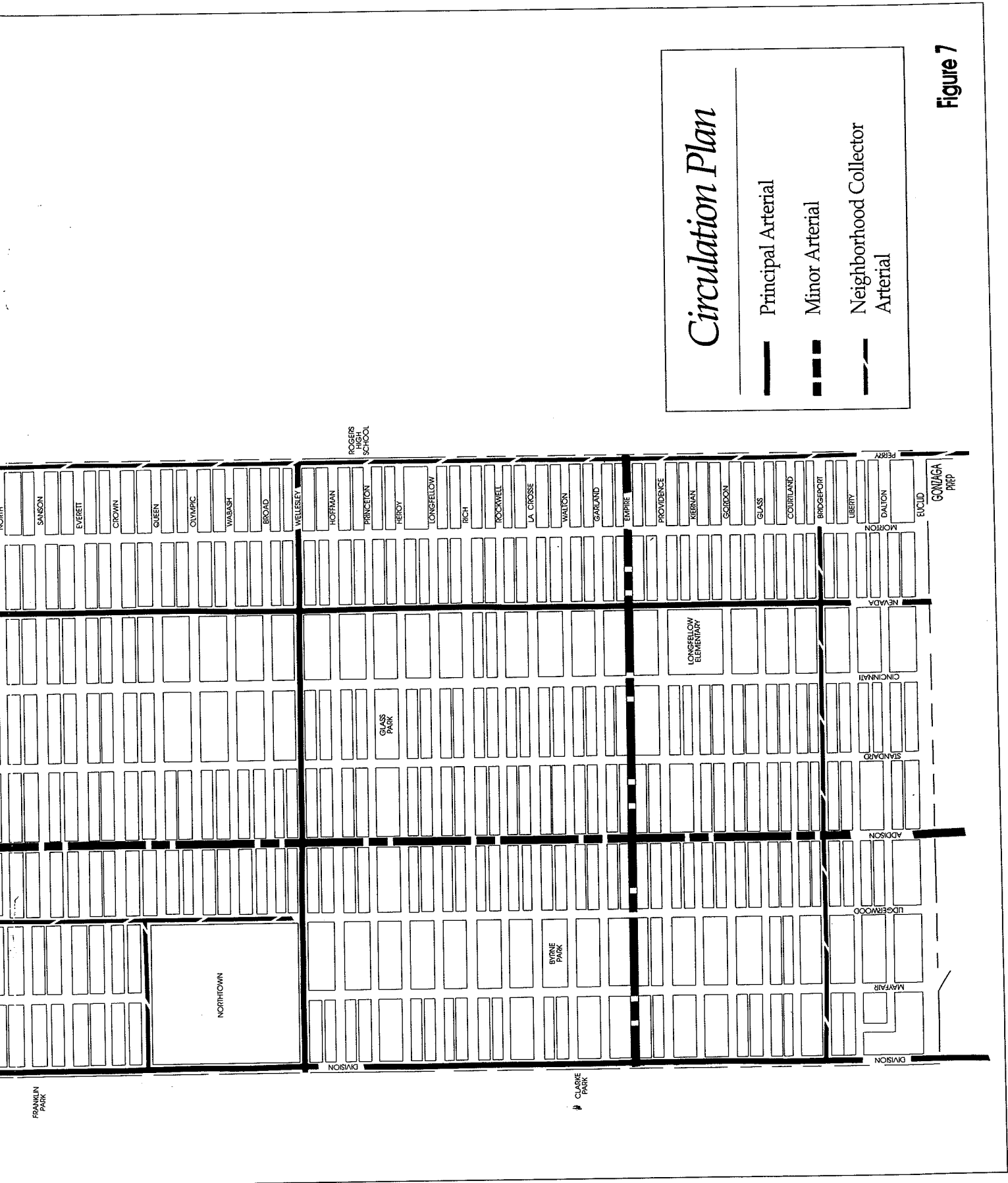


Parking lots which are accessory to a multi-family or non-residential use should be developed according to the same policies and zoning regulations as govern the location of the primary use, and they should have the zone classification as that primary use. For example, general commercial uses and their accessory parking lots along the east frontages of Division should both be limited to the specified one-half block depth of general business development, and all property associated with those uses should carry the applicable "B2-L" zone designation.

Parking Lot Site Development: Parking lots for multi-family and non-residential uses should be developed to minimize adverse operational and environmental impacts to adjacent properties. All lots should be paved and landscape buffers to fully screen lots from adjacent, less intensive uses should be included. (figure 6)

Circulation





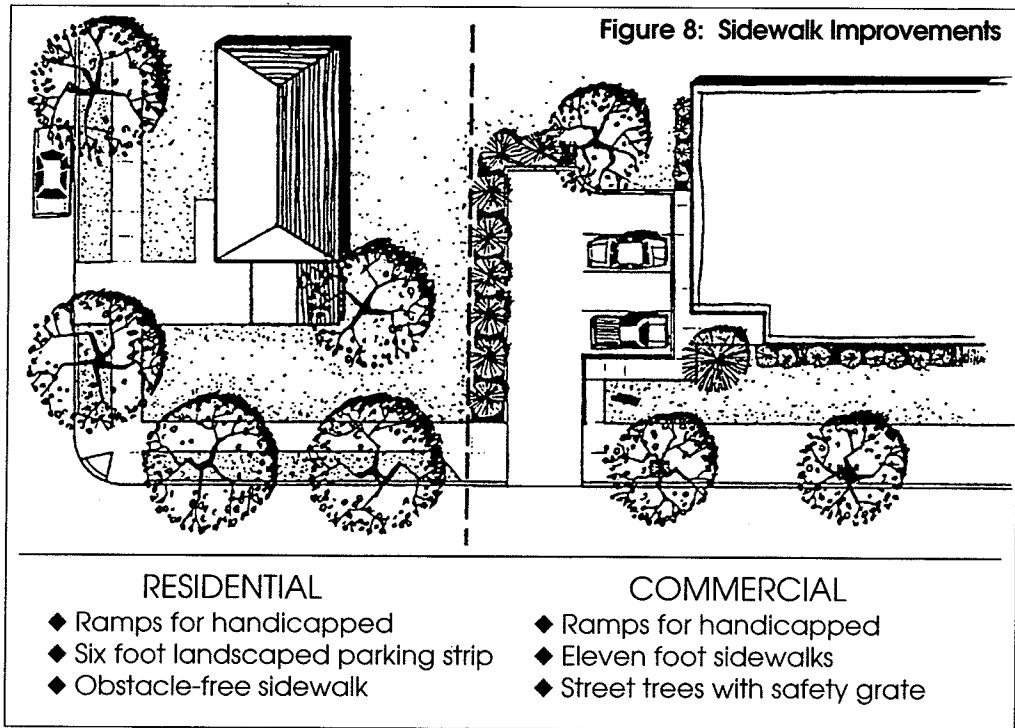
Circulation Plan

- Principal Arterial
- Minor Arterial
- Neighborhood Collector Arterial

Figure 7

Pedestrian and Bicycle Circulation

Sidewalks: The need for sidewalks along all street frontages is a matter of safety and convenience. Sidewalks are particularly important along arterials in commercial areas and along routes to neighborhood parks and schools. The city should strictly enforce its Sidewalk Ordinance as well as support sidewalk improvements through LID's and other funding efforts. See the following map for street frontages that do not have sidewalks. (figure 10)



Sidewalk improvements should be designed to optimize the walking experience. They should include ramps for the handicapped at intersections and be free of obstacles to the handicapped traveler.

Landscaped parking strips are desirable to provide at least six feet of separation between vehicles and pedestrians. This separation enhances safety, keeps the sidewalk clear of driveway ramps and provides an area for "storing" snow along plowed streets. In non-residential areas where landscape maintenance may be a problem, the same objectives may be met with 11 foot wide integral curbs and sidewalks. (figure 8)

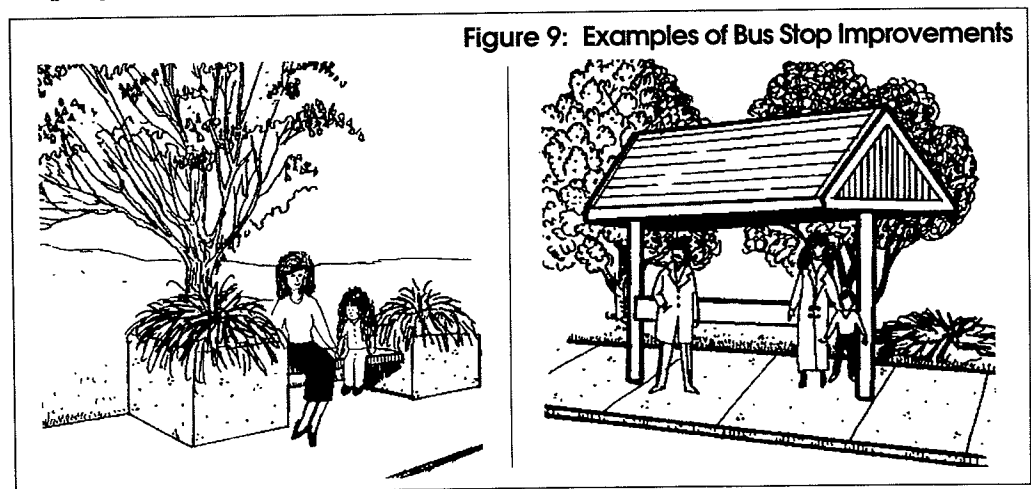
For the safety of children, 20 m.p.h. speed zones should be designated along all streets adjacent to school grounds, parks, and play fields. Also, pedestrian caution signs and crosswalks should be installed at the Nevada/Columbia, Nevada/Kiernan and Perry/Euclid intersections, which are primary arterial crossings for school children.

Bicycling: Most residents enjoy bicycling for transportation or recreation at some period of their lives. One of the benefits of the city's arterial street system is the maintenance of residential environments, which minimize conflicts between motorists and leisure bicyclists. The city's Bikeways Plan presents standards for bikeway improvements and proposed routes to connect Nevada-Lidgerwood to adjacent neighborhoods and downtown. The plan is considered by the neighborhood to be an adequate guide for enhancing bicycling in Nevada-Lidgerwood, with the possible addition of a connection between Addison Street and the Pearl Street rail-line bike route.

Transit

Transit Routes and Service Intervals: The neighborhood enjoys good transit service with routes and schedules that respond well to the needs of residents, shoppers, and employees. With isolated exceptions, homes and businesses in the neighborhood are within two blocks of a bus route. (figure 12) The Spokane Transit Authority (STA) should continue to maintain convenient schedules along accessible routes to promote transit as the primary means of neighborhood transportation.

Transit Stop Facilities: In Spokane's four-season climate, shelters at transit stops contribute to patron comfort and convenience. At centers of neighborhood activity, such as Northtown, all-weather enclosed shelters should be provided for the higher ridership they generate. Along routes traveling through less intensive environments, however, less elaborate improvements can add amenity to transit stops. Benches, sitting walls, leaning rails, shelter rails, and similar features to increase comfort of waiting passengers may be installed at points of lower ridership or where site dimensions limit large shelter structures. STA should consider these improvements as a complement to permanent, enclosed shelters and include, where practical, landscaping, area lighting, and informational route signs in site development.

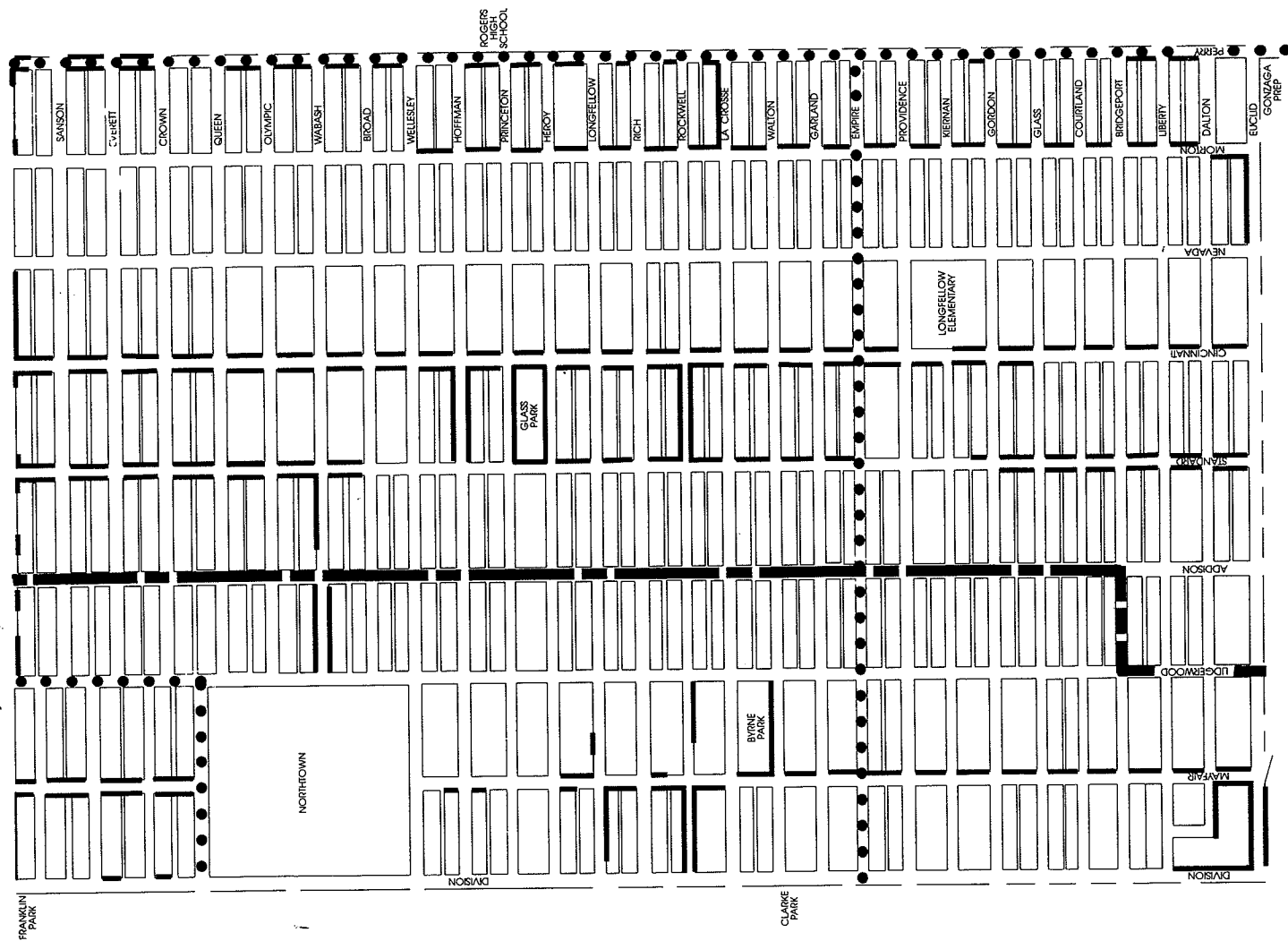


Pedestrian & Bicycle Circulation

- Proposed Bikeway Routes
- ▬ Priority Bikeway Routes
- Sidewalks
- No Sidewalks

Sidewalks based on an inventory conducted in the fall of 1984

Figure 10



Community Facilities

With a few exceptions, Nevada-Lidgerwood is well-served by those community facilities which are expected of a "built" neighborhood. The distribution of schools, play fields, and parks generally meets facilities criteria and accessibility standards and only limited new facilities are needed. The neighborhood is also included in the service area of the Northeast Community Center, which is located in the adjacent Hillyard Neighborhood. The center provides social and recreational programs and services which benefit Nevada-Lidgerwood residents, although the center's location makes it inaccessible to many in the neighborhood.



Existing Facilities to be Maintained

Parks:

1. Friendship Park (Shiloh sub-area) — 2.9 acres improved site plus development of 9.1 adjacent acres (*figure 11*)
2. Nevada Field (Lidgerwood sub-area) — 8.6 acres of playfield/park
3. Byrne Park (Longfellow sub-area) — 3 acres
4. Glass Park (Longfellow sub-area) — 3 acres

Schools:

1. Lidgerwood Elementary (Lidgerwood sub-area), with playground
2. Longfellow Elementary (Longfellow sub-area), with playground
3. Garry Junior High School (Lidgerwood sub-area), with playfield/park

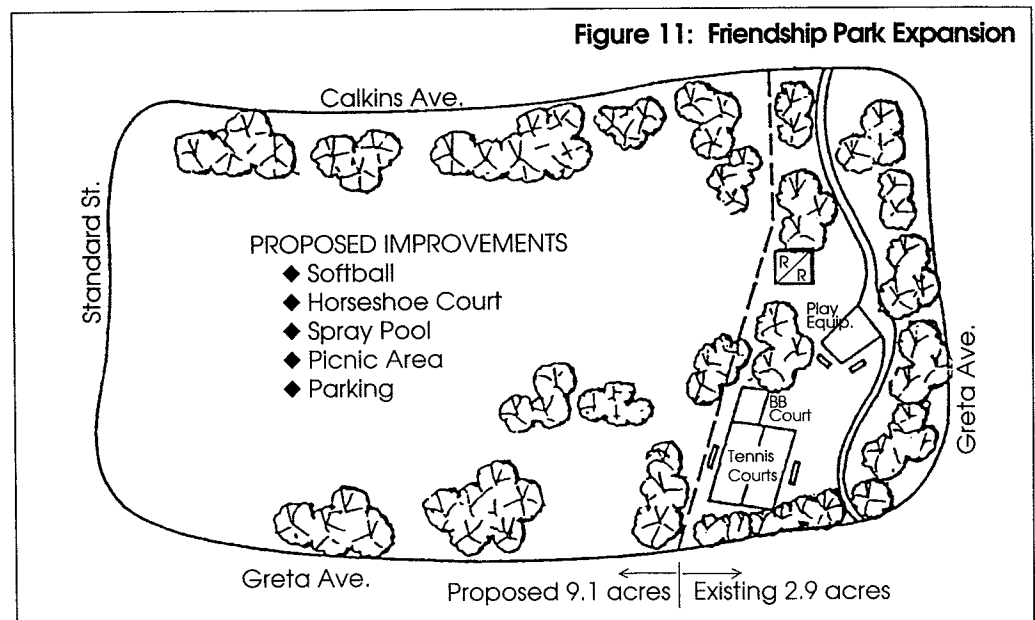
Desired Additions and New Facilities

Shiloh Sub-area:

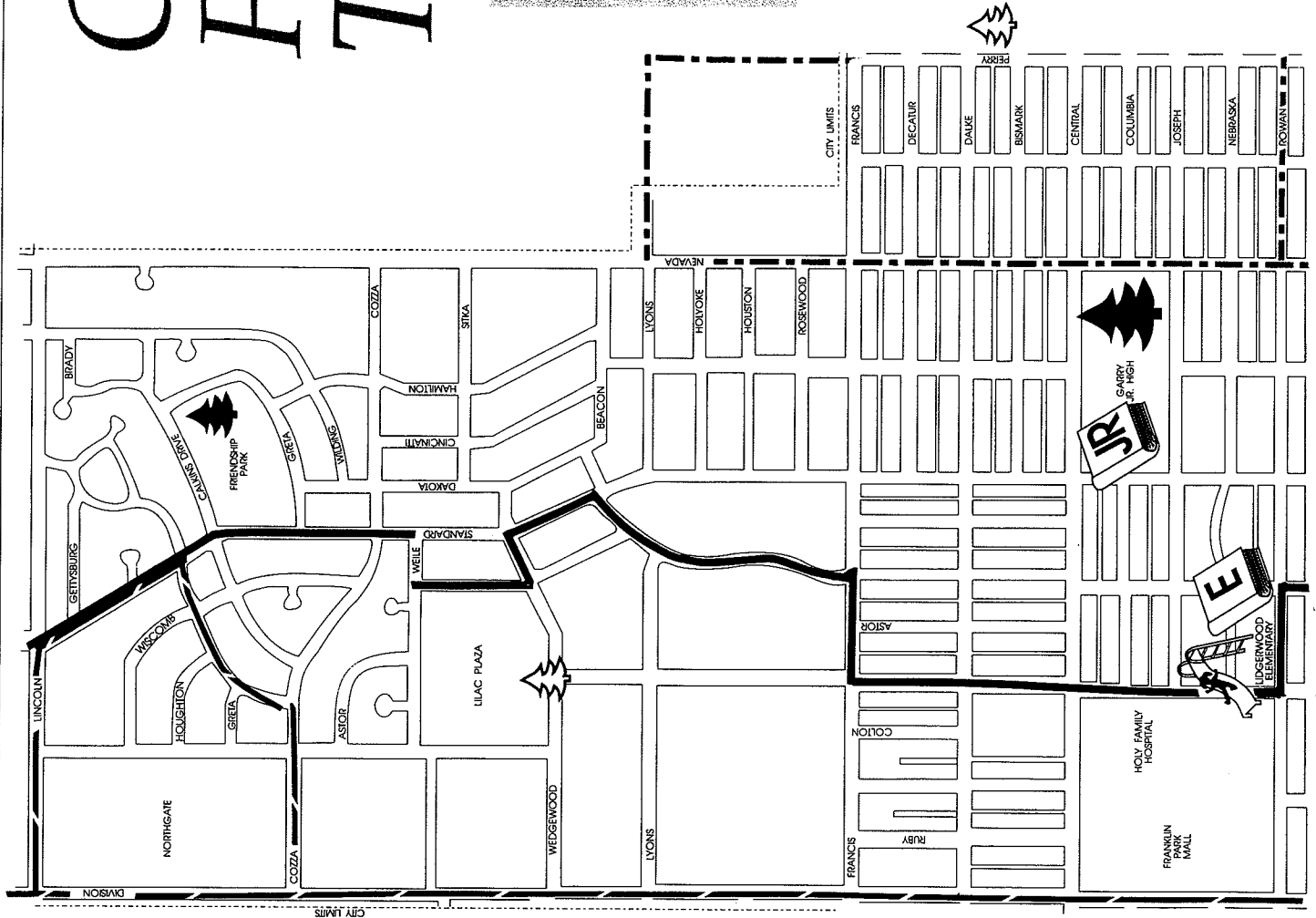
1. Friendship Park — complete park improvements with development of 12 acres of contiguous site; emphasize facilities for family use recreation.
2. New “Senior Park” — acquire and develop two to three acres for a passive recreation neighborhood park in the vicinity of Lidgerwood and Wedgwood, where there is a concentration of retirement living.

Lidgerwood Sub-area:












3. Lidgerwood School — if the school is no longer needed for public elementary education at any time in the future, this facility should be reused for health education programs related to the adjacent hospital/ medical office complex and for community services of benefit to the neighborhood.



Community Facilities and Transit Map



Community Facilities and Transit Routes

-  Existing Community Park
 -  Existing Neighborhood Park
 -  Proposed Neighborhood Park or Park Expansion
 -  Existing Elementary School
 -  Existing Jr. High School
 -  Existing High School
 -  Existing Playground
-
-  #1 North Nevada
 -  #5 North Standard
 -  #6 North Division
 -  #15 Northside Crosstown

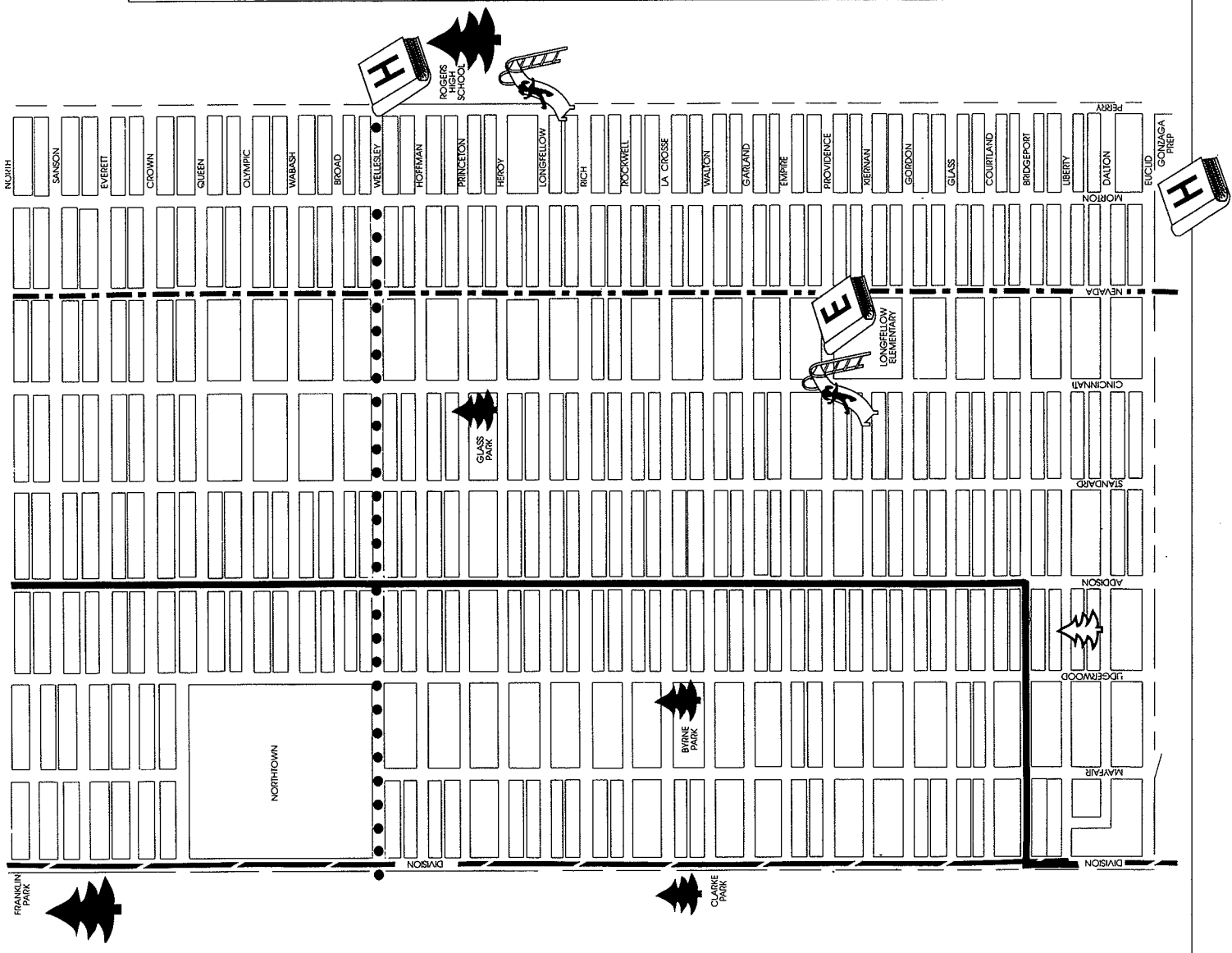


Figure 12

Housing

Land use in the Nevada-Lidgerwood neighborhood is predominantly low-density residential. The quality of life in this neighborhood is essentially a matter of the quality and condition of its single-family housing.

Most 20th Century home styles found elsewhere in Spokane are represented in the neighborhood. South of Empire Avenue, pre-WWII styles predominate, with 1 1/2 story cottages featuring full-width porches and overhanging second stories, and single-story builder's bungalows establishing the motif (a notable grouping of brick bungalows, built between 1926 and 1929, lines the south side of Glass Avenue between Mayfair and Addison and between Standard and Cincinnati Streets). Homes north of Empire are generally newer, with post-WWII tract houses appearing in the middle of the neighborhood and ranchers to the north. However, older homes can be found in all areas south of Francis. North of Francis, the post-1960 housing is characterized by medium value ranchers and split-entry structures.



In most areas, housing appears to be in good condition. There are no well-defined areas where deterioration is concentrated; instead, one or two properties exhibiting mild deterioration can be found in most blocks and one seriously deteriorated property in every two to three blocks. Deterioration is perhaps more serious in the older area south of Empire, but still not severe.

Some housing has been lost as a result of commercial development along Francis and Division. Along Division, non-residential uses extend as far east as Lidgerwood Street in the north end of the neighborhood, following development of the Northtown and Franklin Park Mall shopping centers and Holy Family Hospital. South of Wellesley commercial uses are confined, with a few exceptions, to the lots actually fronting Division. Commercial development is progressing rapidly along Francis and currently extends as far south as the alley between Francis and Decatur Avenues. A dozen homes are estimated to have been lost since 1960 as a result of these developments; another nine within the corridors are threatened, of which most



are substandard. Because strip developments of this kind tend to be self-limiting (to the blocks fronting the strip) there is little likelihood of encroachments by non-residential uses into the central portions of the neighborhood, but adverse impacts to housing can be expected on the residential periphery in the absence of thoughtful land use policies.

At present, no heroic measures appear to be needed to preserve the housing stock in the Nevada-Lidgerwood neighborhood. The watchwords should be: conserve and maintain.

- 1 Maintenance and rehabilitation of single-family housing south of Francis should be encouraged through private initiative and participation in public home rehabilitation programs. Allocating public housing rehab resources on a first-come, first-served basis within this area is probably as efficient a method as any. A few homes remain in the commercial corridors along Francis and Division. In view of the rapid pace of commercial development along these strips, housing conservation resources should not be invested there, except as might be justified on grounds of health and safety.

Experience has shown that a high proportion of the deteriorating properties in any neighborhood are owned by investors for income purposes; thus, some resources should be directed to rental housing if maximum neighborhood impact is desired.

- 2 Enhance the image of the neighborhood as a desirable place to live by improving the exterior appearances of homes, especially in high-visibility areas. A community's impressions of the character of its neighborhoods arise primarily from conditions in those portions most exposed to public view. In Nevada-Lidgerwood, whether or not the neighborhood appears attractive will depend especially upon the condition of housing along Bridgeport, Empire, Wellesley, and Rowan Avenues, and Addison, Nevada, and Perry Streets. Housing rehabilitation strategies in the neighborhood should direct some resources to these high-visibility areas.

Design

In Nevada - Lidgerwood there are two design issues which attract the attention of the Neighborhood:

- 1) the impact of large-scale buildings on adjacent, less intensive uses, and
- 2) the location and design of certain types of commercial advertising.

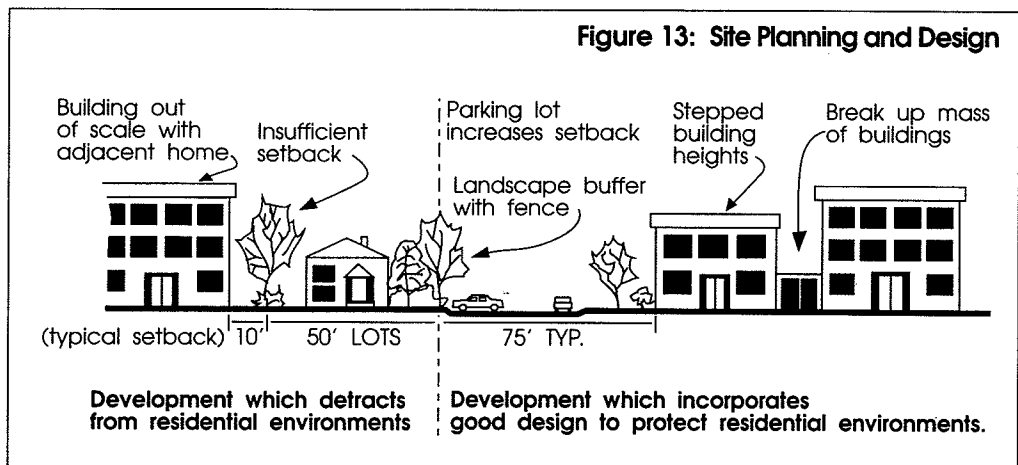
The great extent of business use along the Division and Francis corridors and the extensive general commercial, office, and multi-family use north-east and southeast of the Division/Francis intersection creates numerous occasions for building development and/or commercial signs.

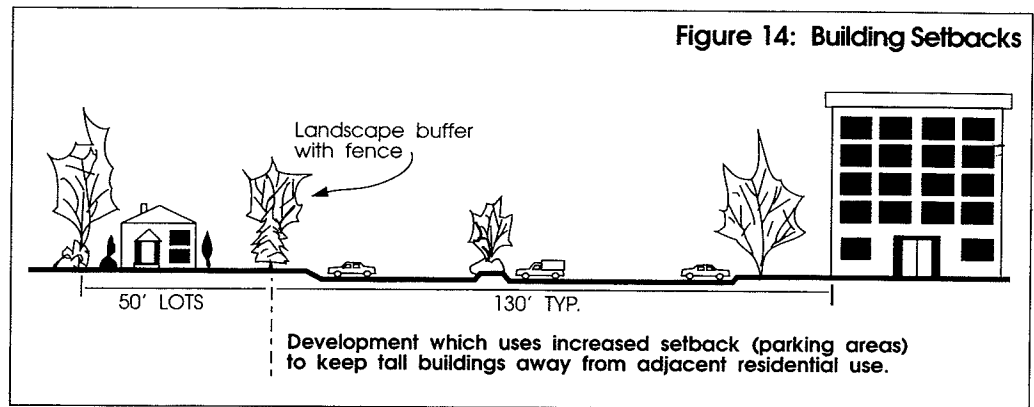
While these issues generate quite different concerns, both affect the character of the neighborhood as a pleasant place to live.

Site Planning and Building Design

The land use patterns in the neighborhood create extensive interfaces between developments of differing intensity. The Land Use Plan specifies graduations in intensity of uses where existing interfaces generate land use conflicts. However, this traditional planning practice, "buffering", is in itself, inadequate to fully mitigate the impacts of large structures on adjacent uses of less intensity. For example: introducing multi-family residential use to provide a transition between commercial and low density residential districts will provide a gradation in use intensity, but the new multi-family development may still impact the low density environment by presenting buildings which are much taller or massive than adjacent homes.

Site planning and building design should correspond to adjacent developments to mitigate height and bulk impacts. Building setbacks should correspond to relative building height and/or width and should be greatest along borders adjacent to less intensive land use districts. To respond to this guideline, site plans may direct required parking, landscaping, or other





development requirements to the setback area to maintain good site utilization. Where lot area, property dimensions, or other site characteristics constrain site plan flexibility, building height should be “stepped down”: and bulk of individual structures limited to maintain compatibility with adjacent, less intensive districts. (*figures 13 & 14*)

Commercial Signs and Outdoor Advertising

Commercial Signs: Signs which identify businesses or promote products are the most visually prominent streetscape feature along much of the Division Street and Francis Avenue frontages. The size, shape, color or illumination of signs, as well as their proliferation along the street, can generate debate on grounds of aesthetics. In Nevada-Lidgerwood the primary concern is insuring that regulations controlling commercial signs are enforced and that measures to gain sign code compliance by violators are available and effective.

“Portable” signs are a particular problem in the neighborhood. Reader boards with changeable letters and “A”-frame signs are the most common types, found along almost every block of strip commercial development. These signs tend to gain permanency in locations which may obstruct clear views of motorists or impede pedestrian movement along sidewalks. The City should strictly enforce zoning code regulations which prohibit portable signs in some commercial zones and should periodically take action to remove all portable signs which illegally encroach onto sidewalks or other public rights-of-way.

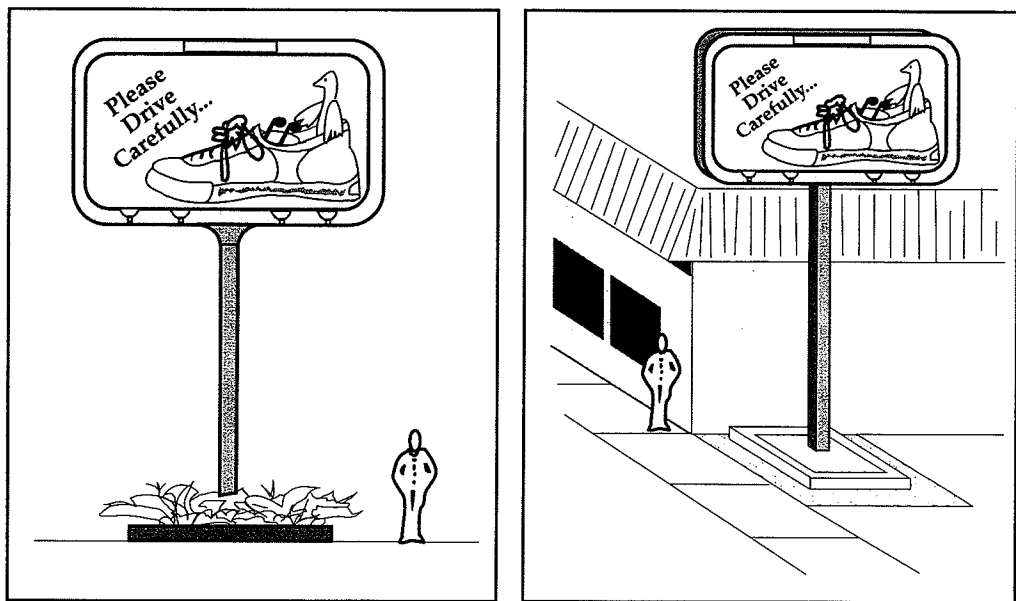
Outdoor Advertising: In Nevada-Lidgerwood billboards comprise the bulk of off-premises, outdoor advertising. Billboard advertising is a long-established industry within the community, and in recent years, industry representatives have demonstrated sensitivity to community values regarding billboard installations.

The size and location of billboards are regulated by the zoning code. They are generally prohibited in neighborhood environments, i.e., they are not allowed in residential and neighborhood business zones. Locations of greatest interest to the industry are those which provide exposure to high volumes of vehicular traffic, such as the Division Street and Francis Avenue frontages. Predominantly, the zoning along these frontages allows billboards consistent with the industries' locational interests. Billboards should continue to be confined to these more intensive commercial corridors.

The large scale and high visibility of billboards makes them visually stand out on the skyline above other development, and the typical structural support systems do not enhance the streetscape. The simplicity of single-pole supports makes billboards more attractive, and they are becoming more common in the industry. However, site constraints and current building codes preclude these "unipole" installations in some situations. The use of single-pole standards is encouraged for new installations and to upgrade billboards at current locations within the neighborhood, to the extent that conditions permit.

Modest site improvements at the base of billboards should be included for all ground-mounted installations. Ideally, this should include landscaping around the base, but in situations where maintenance of landscaping is impractical, enhancement of the streetscape can be attained with hard surface materials, e.g., a low perimeter brick wall on a pad of brick pavers around the pole. (figure 15)

Figure 15: Billboard Installations



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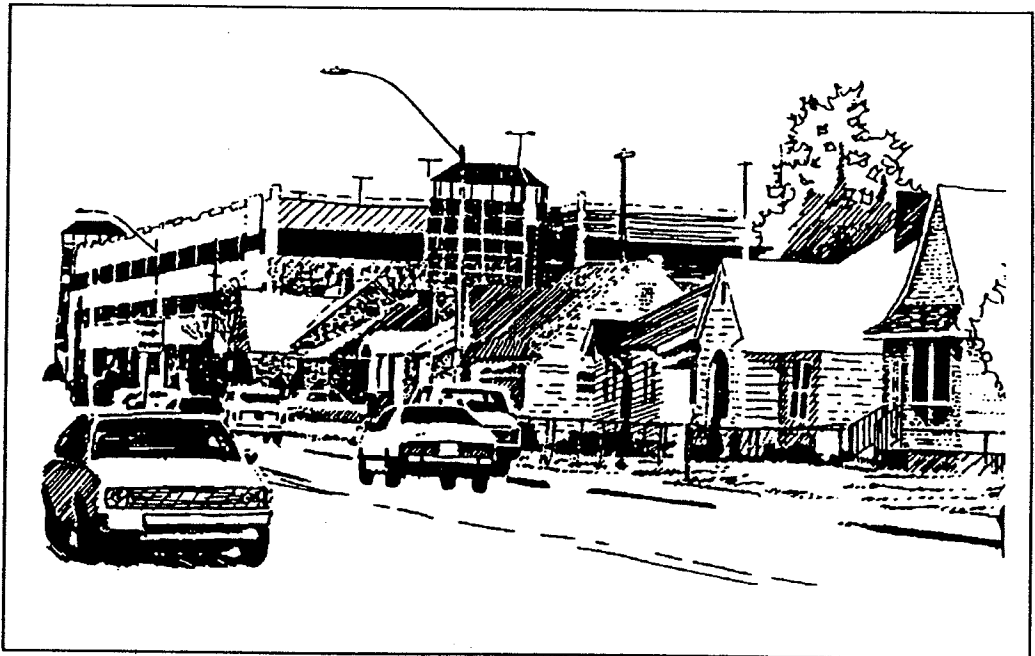
Document design and production by Gordon Tyus

Notes

Amendments

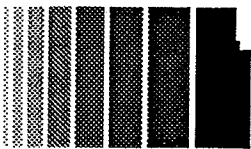
The Washington State Growth Management Act requires consistency between long range plans and development regulations such as zoning. To reconcile differences between existing zoning and the land use element of the Nevada-Lidgerwood Neighborhood Specific Plan, the City Plan Commission recommended amending the land use plan and map rather than changing the zoning of specific properties. The changes were approved by the City Council on September 21, 1992 and are described on the following pages.

To clearly describe the many different land uses, the Neighborhood has been broken down into three sub-areas: Shiloh (north of Division), Lidgerwood (between Francis and Wellesley) and Longfellow (between Wellesley and Euclid.) The information contained in this insert amends and replaces the maps and text descriptions on pages 4, 5, 6, 8, and 9 of the Nevada-Lidgerwood Specific Plan. Also refer to the sub-area maps in this insert rather than the overall land use plan map on pages 10 and 11 of the specific plan for land use designations.



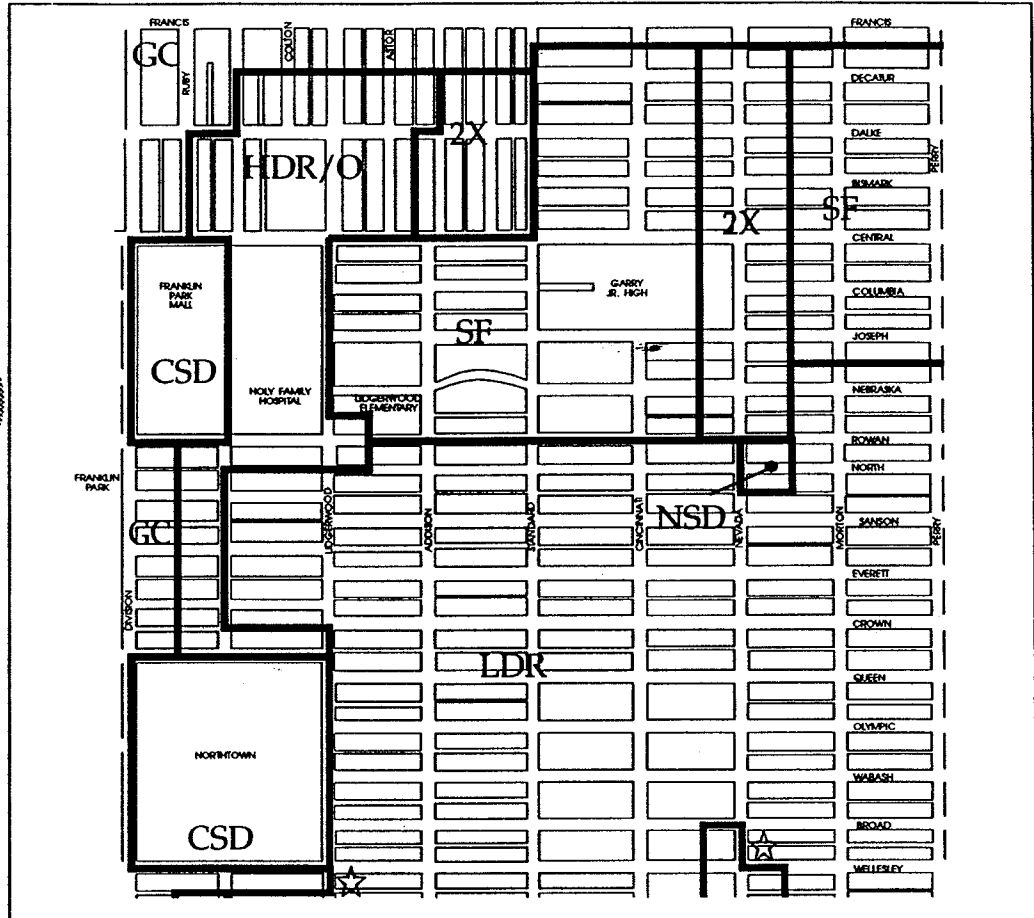
Shiloh Sub-Area

The "Shiloh sub-area" is the northern third of the neighborhood, generally bounded by Division, Lincoln Road, Nevada, and Francis. These principal arterials give Shiloh the strongest physical definition of the three sub-areas. Most of this sub-area has been developed in the last 10 to 15 years, in great contrast to the age of development to the south of Francis. It comprises a great range of land use intensities, from new single-family homes to heavy commercial and light industrial activities. The interior of the sub-area is a low-density environment of middle and upper middle income houses and duplexes, with higher residential densities developing to the northwest, east, and south and a general commercial edge dominating on the west. There is still considerable vacant land, particularly in areas where the interfaces between land uses of greatly disparate intensity have yet to be established. Friendship Park serves as a good neighborhood focus near the center of the sub-area. The major land use issues center on mitigating impacts of over-intensive, nonresidential uses and providing transitions in intensity, scale and character between uses.



Lidgerwood

sub-area are more complex, with general commercial uses in the northwest corner, two community-scale shopping centers fronting on Division, a hospital/medical office complex, offices, and high-density residential use dominating the portion of the sub-area west of Lidgerwood Street. East of Lidgerwood, land uses are nearly all neighborhood scale with a lower incidence of duplex use than the Longfellow sub-area. The impact of duplex development on single-family uses, development pressure to expand nonresidential use along the west and north sides of the sub-area, and the interfaces between land uses comprising a wide range of intensity form the major land use issues.

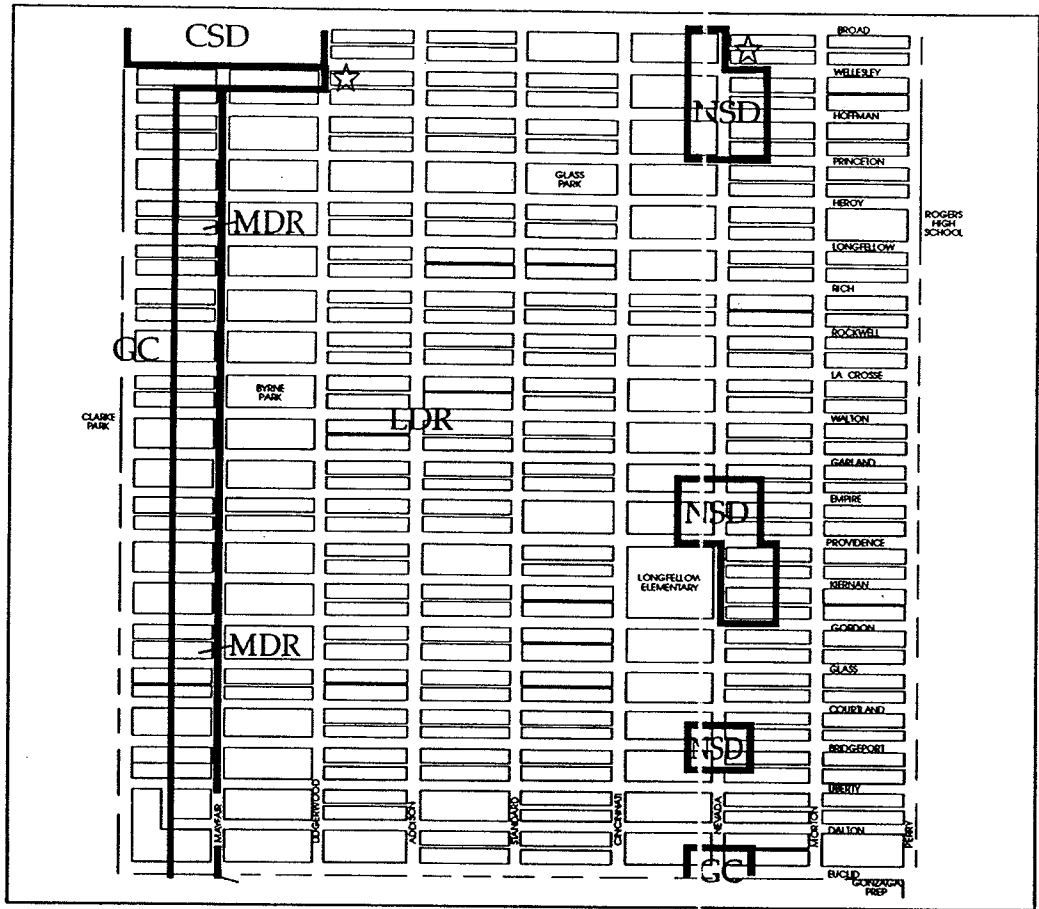


The map above reflects only minor boundary changes. Refer to page 7 of the Specific Plan for the text descriptions of the land uses in this sub-area.

Longfellow Sub-Area

The southern third of the neighborhood bounded by Division, Wellesley, Perry, and Euclid, is a sub-area of fairly homogeneous land use, dominated by single-family and, to a much lesser degree, duplex homes. There are neighborhood business uses at arterial intersections along Nevada and strip commercial uses along Division. Longfellow Elementary, Glass Park, and Byrne Park serve neighborhood scale school and park needs at dispersed sites in the sub-area's interior. Land use issues in this "Longfellow sub-area" focus on the impact of sporadic two-family use on the low-density residential environment, appropriate intensities of commercial development at specified locations, and the extensive interface between residential and commercial uses.

Longfellow



- LDR** Low Density Residential: (One and two family residence) Maintain a predominantly single family character within this area. Allow duplex use as a buffer to commercial uses on Division, as a buffer along Nevada, and in areas where existing use is predominantly duplex residential.
- MDR** Medium Density Residential: Maintain the existing R3 zone behind the Division St. commercial frontage, east to Mayfair, as a transition to the Low Density Residential area to the east.
- ☆ Convenience Shopping: Allow convenience shopping facilities at the arterial intersections of Bridgeport/Nevada, Empire/Nevada, Wellesley/Nevada, and Wellesley/Lidgerwood, according to the guidelines of the generalized Land Use Plan
- NSD** Neighborhood Shopping District: Maintain the neighborhood shopping district located on Nevada from Empire to Gordon Avenues. Contain neighborhood business zoning south of Providence to existing development and allow expansion of the district to a depth of two lots from Nevada, in the area north of Providence. Maintain the small business district at Bridgeport and Nevada. Limit commercial development to a depth of two lots off Nevada on all four corners of the intersection.
- GC** General Commercial: Allow community scale retail, service and office uses along specified arterial frontages, not to extend more than one-half block from the arterial: along the south frontages of Wellesley from Division to Lidgerwood, and along east frontages of Division Street. Recognizes the existing general commercial activities on the north side of Euclid and Nevada, and limit their extent to no greater than two lots from Nevada.