



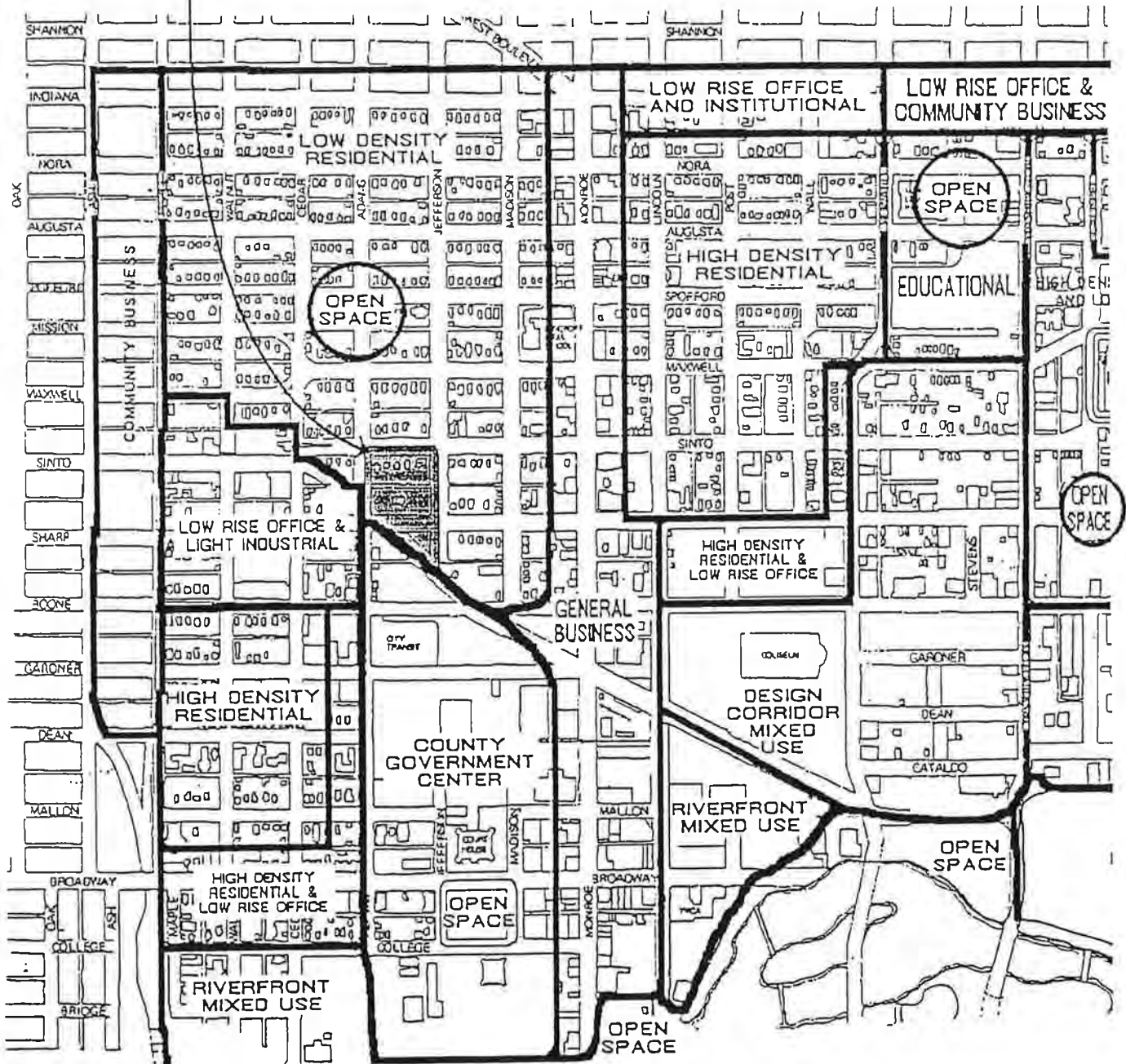
NORTH RIVERBANK DESIGN PLAN

**PART OF THE SPOKANE COMPREHENSIVE PLAN
SPOKANE CITY PLAN COMMISSION**

NORTH RIVERBANK DESIGN PLAN

Land Use Plan Map *

Area of expansion of County Government
Center Designation



* Information is 1981

H1-7

COUNCIL MEETING OF: September 14, 1992

5 p.m. Consent Agenda
6 p.m. Hearing Agenda

0
0

Prior to Meeting:
Spokane Valley Advisory Council 0
Other?

TO: MAYOR AND CITY COUNCIL

0 For Action
0 For Information

RECEIVED

SEP - 9 1992

CITY CLERK'S OFFICE
SPOKANE, WA

DA CATEGORY

RECOMMENDATION

0	Hearing	0	Accept
0	Annexation	0	Approve
0	Report	0	Deny
0	Contract	0	Place on File
0	Resolution	0	Set Hrg./Review
0	Emergency Ord.		Date for: <u>9-14</u>
0	First Rdg. Ord.	0	Defer/Continue
0	Report of City Mgr.		To: _____
		0	Adopt
		0	Council
			Direction

Clerk's File # PLN 92-16
(PLN 81-155)
Eng./LID # _____ Bid # _____

AGENDA WORDING:

Application by Spokane Police Guild and Police Beneficial for an amendment to the land use plan map of the North Riverbank Design Plan to change the designation of land from "Low Density Residential" to "County Government Center." The property involved in this request is located on the south side of Sinto Avenue between Adams Street and Jefferson Street.

BACKGROUND:

The purpose of the plan amendment is to allow the applicant to seek a rezone of the property to allow expansion of the existing facility and add parking to the site.

ENVIRONMENTAL FINDING: A determination of non-significance was issued July 22, 1992.

FISCAL IMPACT: Would allow additional development on the property after proper rezoning.

BUDGET ACCOUNT#: _____

ATTACHMENTS: (List) 1. Letter from Plan Commission President; 2. Proposed City Council Resolution; 3. City Plan Commission Findings; 4. Vicinity Map.

Signatures of:

Chas. J. Smith
Submitting Department

Pat Delf
Legal

Division Director

Finance

Pr C
City Manager

COUNCIL ACTION:

APPROVED & ADOPTED BY
SPOKANE CITY COUNCIL:

SEPTEMBER 14, 1992

Janet L. Duane
DEPUTY CITY CLERK

DISTRIBUTION AFTER COUNCIL ACTION:

Planning, ATTN: Ken Pecton
CCAF

#1-1

RES 92-68

RESOLUTION

A Resolution amending the North Riverbank Design Plan Land Use Map.

WHEREAS, the City Council adopted the North Riverbank Design Plan on March 15, 1982, as a guide for both public actions and private development and use of land;

WHEREAS, the City Plan Commission held a public hearing on August 12, 1992 and recommended approval of the proposed amendment to the Spokane City Council;

WHEREAS, an environmental checklist and supporting information for the proposed map change was submitted pursuant to the requirements of the Spokane Environmental Ordinance and the State Environmental Policy Act. A Determination of Nonsignificance for the proposal was issued on July 22, 1992. The Commission finds the environmental determination to be proper;

WHEREAS, public notice of the Plan Commission hearing was provided as required by Section 11.20.040 of the Spokane Municipal Code. Published newspaper occurred in the July 29, 1992 edition of the Spokesman-Review. Notices were mailed to the owners, taxpayers and occupants of property within 300 feet of the site on July 28, 1992;

WHEREAS, a "County Government Center" designation would permit the applicant to seek a rezone of the property to allow the existing use to become a conforming rather than a non-conforming use. It would also allow the facility room to grow in the future as needed to serve a larger police force that is necessary for an expanding population;

WHEREAS, the recommended height, bulk and scale limits are intended to reduce the impact of this proposal on the properties to the north of Sinto Avenue. By limiting the height of structures to no higher than two stories, the shadow effect of future development will be reduced substantially. The bulk and scale limit will result in the development of new structures that are more consistent with the size of existing structures in the area of the site;

WHEREAS, the proposed "County Government Center" designation of the property on the North Riverbank Design Plan Map is consistent with the intent, goals and policies of the design plan;

WHEREAS, the proposed use is a minor expansion of an existing facility that does not significantly impact the surrounding residential area;

WHEREAS, the City Council finds the amendment to the North Riverbank Design Plan promotes the health, safety, and well-being of the City's population and furthers it's growth consistent with the Comprehensive Plan;

NOW THEREFORE, BE IT RESOLVED by the City Council of Spokane that the North Riverbank Design Plan Land Use Map be amended to

H13
RES 92-68

change the designation of the property located on the south side of Sinto Avenue between Adams Street and Jefferson Street extending south to the existing area designated "County Government Center" from "Low Density Residential" to "County Government Center".

ADOPTED BY THE CITY COUNCIL September 14, 1992.

Janet Edwards
City Clerk (Deputy)

Approved as to Form:

Pat Jelt
Assistant City Attorney

H1-4

RES 92-68

CITY PLAN COMMISSION FINDINGS

FILE #92-34-LU

RE: Request for an amendment to the land use plan map of the North Riverbank Design Plan to change the designation of land from "Low Density Residential" to "County Government Center". The property involved in this request is located on the south side of Sinto Avenue between Adams Street and Jefferson Street.

The City Plan Commission recommends to the City Council that the North Riverbank Design Plan be amended as requested by the applicant. The recommendation is subject to the condition that the maximum building height of any future structures located to the north of the alley between Adams Street and Jefferson Street be limited to no greater than the height of existing residential structures. Further, the bulk and scale of any new development must be consistent with the bulk and scale of the existing single family houses. This recommendation is based on the following findings:

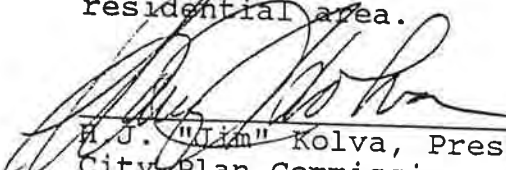
1. At a July 8, 1992 workshop session, the Commission set a public hearing date of August 12, 1992 to consider the proposed amendment.
2. An environmental checklist and supporting information for the proposed map change was submitted pursuant to the requirements of the Spokane Environmental Ordinance and the State Environmental Policy Act. A Determination of Nonsignificance for the proposal was issued on July 22, 1992. The Commission finds the environmental determination to be proper.
3. Public notice of the Plan Commission hearing was provided as required by Section 11.20.040 of the Spokane Municipal Code. Published newspaper notice occurred in the July 29, 1992 edition of the Spokesman-Review. Notices were mailed to the owners, taxpayers and occupants of property within 300 feet of the site on July 28, 1992.
4. A public hearing was conducted by the Plan Commission on August 12, 1992.
5. A "County Government Center" designation would permit the applicant to seek a rezone of the property to allow the existing use to become a conforming rather than a non-conforming use. It would also allow the facility room to grow in the future as needed to serve a larger police force that is necessary for an expanding population.
6. The recommended height, bulk and scale limits are intended to reduce the impact of this proposal on the properties to the north of Sinto Avenue. By limiting the height of structures to no higher than two stories, the shadow effect of future development will be reduced substantially. The bulk and scale limit will result in the development of new structures that are more consistent with the size of existing structures in

H-5

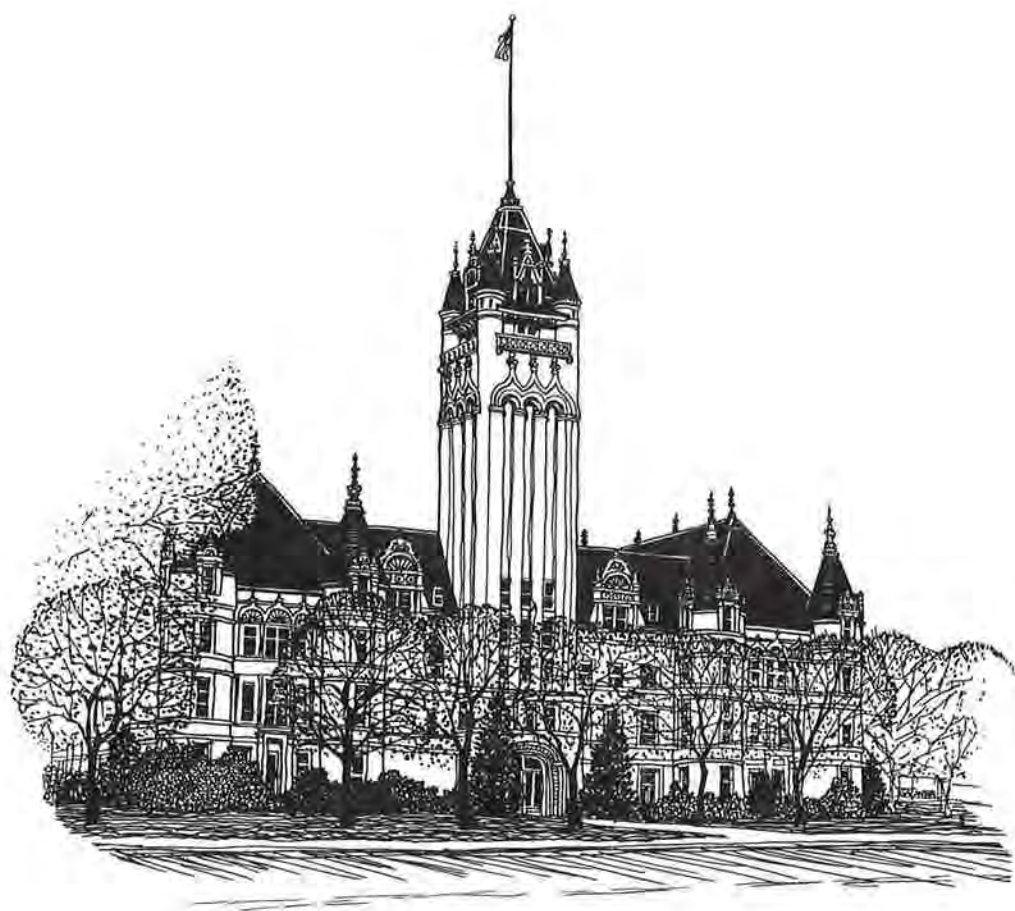
the area of the site.

7. The proposed "County Government Center" designation of the property on the North Riverbank Design Plan Map is consistent with the intent, goals and policies of the design plan.

8. The proposed use is a minor expansion of an existing facility that does not significantly impact the surrounding residential area.


H. J. "Jim" Kolva, President
City Plan Commission

27 Aug 92
Date



NORTH RIVERBANK DESIGN PLAN

PART OF THE SPOKANE COMPREHENSIVE PLAN

OFFICIALS, COMMITTEE MEMBERS AND STAFF

CITY COUNCIL (1981)

Ron Bair, Mayor
J. Robert Andren, Mayor Pro Tem
James E. Chase
Richard J. Gow
J. M. (Jack) O'Brien
Martha Shannon
James E. West

CITY PLAN COMMISSION

Jean Beschel, President
Michael Brewer, Vice-President
J. Ware Ashurst
Kenneth Brooks
William Anderson
Douglas L. Fullington
Molly Myers
Robert Price
Timothy V. Swartout
Lee A. Wade

CITY COUNCIL (1982)

James E. Chase, Mayor
Richard Gow
John R. Hebner
Robert M. Higgins
Gerald David Robinson
James E. West

CITIZEN TASK FORCE

Jean Beschel, Chairman	Carroll Martell
Jack Neupert, Vice Chair.	David Peterson
John Aylor	Neal Brady
Don Barbieri	Anne Cox
Father Arthur Dussault	Mary Dewey
Barbara Rutherford	Ella Hawker
Janet Filanoski	William Rafferty
Dr. William Riggs	Ron Roberts
Francis Soule'	Robert Woerner
Pat Walter	

TECHNICAL ADVISORY COMMITTEE

William Fearn, Manager,
Community Services
Irving Reed, Director,
Public Works
Robert Reese, Director,
Building
Bernie Schmitz, Traffic
Engineer
John Swanson, Director,
Public Utilities

CITY MANAGER

Terry L. Novak

MANAGER - PLANNING AND DEVELOPMENT

Vaughan P. Call

PARTICIPATING STAFF

Lyle E. Balderson, Planning Director
E. Terry Clegg, Zoning Director
Marion B. Hess, Senior Planner
Chris Hugo
Fred Dayharsh

CONSULTANT

CH2M HILL

CONTENTS

	<u>Page</u>
Summary	S-1
Introduction	I-1
<u>Part I. Areawide Development Plan</u>	
Chapter 1. Land Use and Density	1-1
Chapter 2. Urban Form	2-1
Chapter 3. Development Character	3-1
Chapter 4. Vehicle Circulation	4-1
Chapter 5. Public Transit	5-1
Chapter 6. Pedestrian Circulation	6-1
Chapter 7. Bikeways	7-1
Chapter 8. Landscaping and Lighting	8-1
Chapter 9. Parks and Open Space	9-1
Chapter 10. Preservation	10-1
<u>Part II. Site-Specific Development</u>	
Chapter 11. Riverfront Development	11-1
Chapter 12. West Central Subarea	12-1
Chapter 13. Central Subarea: Howard-Washington Street Design Corridor	13-1
Chapter 14. Central Subarea: Coliseum Site	14-1
Chapter 15. Central Subarea: Rock Outcrop Site	15-1
Chapter 16. Central Subarea: City Shop Site	16-1
Chapter 17. Gonzaga Subarea	17-1
Chapter 18. Wide Streets	18-1
Chapter 19. Gonzaga University	19-1

Page

Part III. Implementation

Chapter 20. Implementation	20-1
Introduction	20-1
Public Improvements	20-1
Phasing of Improvements	20-4
Funding Sources	20-5
Chapter 21. Private Improvements	21-1
Incentives for Private Development	21-1
Private Demonstration Projects	21-2
Public Development Authority	21-4

OFFICIAL APPROVALS AND ADOPTION

The "North Riverbank Design Plan" was approved and adopted by:

The North Riverbank Urban Design Task Force

Approved August 20, 1981

The City Plan Commission

Approved December 9, 1981

The City Council

Adopted March 15, 1982 —

NORTH RIVERBANK DESIGN PLAN

FINDINGS AND CONCLUSIONS

1. It is in the public interest and welfare to guide and encourage the development of this North Riverbank central area of the City in accordance with a coordinated design plan.
2. The Environmental Impact Statement is adequate to permit reasonable examination of all potential environmental impacts, and the public hearings, task force and staff reports, and consultant guidance have afforded ample opportunity for public input and Commission consideration of the public concerns, environmental impacts, and technical aspects of this Design Plan, all of which the Commission has duly considered.
3. When adopted and put into action the Design Plan provides the following benefits:
 - a) Provides urban form to achieve orderly development.
 - b) Provides public policy and direction needed to instill confidence essential for public and private investment in development and improvements.
 - c) Provides needed attraction to and enhancement of residential areas in the central City.
 - d) Generally enhances the opportunity for economic use of properties and provides incentive to both developers and current property owners to upgrade the quality and appearance of their properties.
 - e) Provides a designed land use direction more consistent with economic reality, diminishing the speculation and detriments of over-zoning.
 - f) Provides protection against a currently possible 10- to 13-story wall of buildings along the riverbank.
4. The Design Plan shows the desired land uses which form a guide for zoning and other public action. When Council approves the design plan, then the zoning regulations will be prepared for public hearing and Council adoption. In the meanwhile, the design plan would serve as the interim zoning in lieu of the policy concepts adopted October 15, 1979.
5. The net economic impact of the plan and rezoning in total should be positive.
6. The alternative to the plan adoption is to keep the present plan and 1958 zoning. These have a depressing economic effect of overzoning and speculation, and an adverse impact on residential uses, the riverfront, the Central Business District, and the

North Riverbank area in general. We do not believe this alternative is in the best interest of the area or the public.

7. The goal to guide public and private action, provide incentive for development, and attract substantial levels of private investment that will serve the public interest in the orderly development of this area of the City, can best be achieved by adoption of this Design Plan as a part of the City Comprehensive Plan.

Adopted by the City Plan Commission

December 9, 1981

R E S O L U T I O N

A Resolution adopting the North Riverbank Urban Design Plan as a part of the City's Comprehensive Land Use Plan.

WHEREAS, the City adopted the Land Use Element of the City's Comprehensive Plan on May 27, 1968, as a guide for both public actions and private development in the use of land, and

WHEREAS, conditions have changed within parts of the City of Spokane sufficiently to warrant amendment to that Comprehensive Plan from time to time, and

WHEREAS, the City Council ordered the North Riverbank Urban Design Study on December 4, 1978, to study the land use in the area north of the Spokane River generally bounded by Ash Street, Indiana Avenue and Hamilton, and

WHEREAS, on October 15, 1979, the City Council adopted the design policy concepts to be used as a guide in the development of the North Riverbank Plan, and

WHEREAS, the plan has now been completed and is recommended for approval by the City Plan Commission, and

WHEREAS, an Environmental Impact Statement has been prepared and is adequate to permit a reasonable examination of all potential environmental impacts, and

WHEREAS, the public hearings held on the plan, as well as citizen task force input, staff reports and guidance from professional consultants have afforded ample opportunity for public input as Plan Commission consideration of the public concerns, environmental impacts, and technical aspects of this design plan, all of which have been duly considered, and

WHEREAS, the net economic impact of this plan and the subsequent rezoning should be positive as the alternative to the plan adoption is to maintain the present plan and zoning, which was adopted in 1958, and which have a depressing economic effect of overzoning and speculation,

and which also have an adverse impact on residential uses, the river-front, the Central Business District and the north riverbank area in general, and

WHEREAS, the goal of the plan is to provide incentive for development and attract substantial levels of private investment that will serve the public interest in the orderly development of this area of the City; - Now, Therefore,

BE IT RESOLVED by the City Council of the City of Spokane that the North Riverbank Urban Design Plan is hereby adopted as a part of the City's Comprehensive Land Use Plan and that the Findings and Conclusions set forth in this Plan Commission Report attached hereto, are hereby adopted in support of the approval of this Plan.

Adopted by the City Council

March 15, 1982

Marilyn J. Montgomery
City Clerk

Approved as to Form:

Gregory A. Smith
Asst. Corporation Counsel

SUMMARY

SUMMARY

The North Riverbank Design Plan has evolved as a set of objectives, policies, and proposals that together provide a framework for the development of this significant area of Spokane. The "study area" for the plan is bounded by Ash-Maple Streets, Indiana Avenue, Hamilton Street, and the Spokane River. The plan is presented at two scales--the generalized scale of the area as a whole and a smaller, site-specific scale. A concluding section deals with implementation. The plan has the main features summarized below.

AREAWIDE DEVELOPMENT PLAN

Land Use and Density

The plan encourages a substantial increase in the supply of housing on the North Riverbank and the protection of the present low-density character of the Logan and West Central neighborhoods.

Economic projections indicate that the highest demand is for office space and for "support commercial" space, followed by multi-family housing and convenience-retail space.

In areas to be substantially redeveloped, the plan favors "mixed uses," combining residential, office, commercial, and institutional uses in compatible arrangements. Private developers are encouraged to acquire larger tracts of land which can be planned and developed as a single unit.

Residential density standards are intended to encourage housing in locations close to the river.

Urban Form

Height and bulk criteria for new buildings are proposed in support of City policies to maintain a strong, concentrated Central Business District, to more widely share the amenities of the river and Riverfront Park by avoiding "wall-like" development along the river, and to protect important views and vistas.

Development Character

The plan promotes districts with a strong image--neighborhoods or sections having distinctive character and identity. Generally, small-scale development and compatible building design will create a rich variety of uses and activities within a framework of order. Overall, the plan proposes a "vastly improved" environmental setting

that combines the best qualities of the city with some of the softening features of the countryside.

Vehicle Circulation

The plan acknowledges the conflict between growing arterial traffic and the desire to protect residential neighborhoods and shopping districts from the adverse impacts of heavy traffic. A hierarchy of street improvements is proposed that makes maximum use of fewer, higher volume arterials before through traffic is encouraged on other routes. Land use and environmental goals are emphasized, sometimes at the expense of easy traffic flow on major streets.

Long-range solutions to traffic congestion include improvements in mass transit and increases in the supply of attractive, near-in housing.

Public Transit

Spokane is planning a number of improvements in its public transportation system that will benefit the North Riverbank. A secondary system of smaller busses with shorter headways is recommended for study, to link activity centers in the North Riverbank with one another and with the Central Business District. This system might initially be provided by the private sector.

Pedestrian Circulation

The plan favors the person on foot. Major pedestrian paths are planned along the river and in a corridor designed to connect the riverfront with North Central High School. In general, the entire area is interconnected by public walks and pathways that encourage walking in a safe, clearly defined system. Overpasses and underpasses, while costly solutions, are proposed where necessary to avoid arterial traffic.

Bikeways

The City's Bikeway Plan provides a scheme for the accommodation of bicycle traffic on city streets. The plan includes a variety of structural improvements to make biking safer and easier for commuters and recreation bikers. Separate bikeways are planned along the river and in other locations where a higher volume of recreation biking is encouraged.

Landscaping and Lighting

Generous landscaping will carry the environment of Riverfront Park northward into less favored districts. Land-

scaped street corridors and pedestrian paths will penetrate commercial and residential enclaves. Individual buildings will be set back far enough from the street to allow significant opportunities for greenery. The general theme will promote massed "native" plant materials, for their compatibility with "informal" architectural themes and easy maintenance.

A lighting system not only enhances safety but provides directional clarity. Variations of intensity, color, spacing, and height are used to define street classifications in selected areas. Distinctive lighting can give identity to commercial districts, residential neighborhoods, individual planned unit developments, and such public areas as the county office complex.

Parks and Open Space

The study area borders what is surely one of the most attractive river parks in any American city. The design plan carries the river environment north into neighboring residential and commercial districts and connects Riverfront Park with the County Courthouse, the Coliseum, and other public and institutional facilities.

The West Central neighborhood needs a park, and a 3-acre site is proposed. The many rock outcrops that dot the study area can be developed as "pocket parks," with covered and open seating areas and native plantings related to the rock. A system of small parks will help give the study area its own sense of identity and give people a nice place to sit.

Preservation

The study area contains approximately 60 structures that have been identified in the City's recent survey of historic landmarks. The architectural character of some of these older homes and buildings may well provide a design theme for the redevelopment of a larger area around them.

SITE-SPECIFIC DEVELOPMENT

At a site-specific scale the plan has the features described below.

Riverfront Development

The north bank of the Spokane River is planned over much of its length as a series of linked public spaces, with small shops, restaurants, hotels, and housing opening onto plazas and green spaces along the river.

The riverbank changes character with changes in topography and land use. The west end is a more natural environment, where a broad walkway high above the river follows the railroad berm and a secondary "trail" leads to the river. In the central area a narrow path clinging to the bank offers the exciting experience of the falls. East of Washington Street, the walkway becomes a plaza with a colorful mix of shops and restaurants. Beyond Division Street the riverbank gradually returns to its wooded character around Lake Arthur.

As a whole, the North Riverbank plan will continue the civic effort begun with Expo '74, further developing the river as a primary scenic and recreation resource in the heart of the city.

West Central Subarea

Policies are proposed that will encourage a transition to higher-density housing and mixed-use development. High land values impede the redevelopment of small parcels for housing at lower densities. Strategies include planned unit development of larger tracts, with design review to ensure compatibility with existing neighborhood character.

Some of the blocks between Maple and Cedar Streets and the railroad berm and College Avenue are suitable for high-rise residential development. Parking should be placed within the building, and commercial-office uses are encouraged at street level.

Central Subarea

Howard-Washington Street "Design Corridor"

A strong visual and functional linkage between North Central High School and the river can be achieved by redeveloping a seven-block area bounded by Howard and Washington Streets, Maxwell Avenue, and Riverfront Park. The concept of "super block" or enclave development is proposed. The plan extends Riverfront Park into the "design corridor" by bridging North River Drive.

Coliseum Site

A new coliseum built on the site of the existing coliseum would provide for continuing sports and entertainment activities in this near-in, accessible location and a catalyst for related development of hotels, restaurants, and limited retail and service uses. Improved parking facilities might continue to be shared with downtown workers.

An alternative is planned unit, mixed-use development--for high-density housing, offices, and related commercial use. Development of housing would require that the existing coliseum structure be razed.

Rock Outcrop Site

A mix of low-rise office and high-density residential use is shown on this unique site. The physical form of the development should follow the topography; building character should be consistent with the natural quality of the site.

City Shop Site

A suggested housing scheme designed to complement the development of the Rock Outcrop Site has a density of 22 units per acre. An imaginative designer may find that the attractive old brick walls of the City Shop buildings provide a theme for redevelopment.

Gonzaga Subarea (Logan Neighborhood)

Development Characteristics

Zoning regulations have allowed high-density, multi-family projects in a "shoebox" building "envelope." This is incompatible with the neighborhood's essential low-density, family-oriented character. The plan reduces the permitted density from six units per typical lot to a maximum of two units in general and three units in designated areas. Emphasis is on rehabilitation of existing structures.

Wide Streets

Too-wide streets can be narrowed at intersections to improve visual quality and to help discourage through traffic. Some streets may be closed by creating cul-de-sacs.

Gonzaga University

The plan encourages the university to plan for expansion south of Boone Avenue. At the same time, the plan allows continuing university development north of Boone Avenue as far as Sinto Avenue subject to design review by city staff in order to protect residential properties which are not owned by the university.

The "Gonzaga community" can be further consolidated if portions of Boone Avenue and Addison Street are redeveloped as landscaped pedestrian streets, with vehicle access limited to the service needs of abutting properties.

IMPLEMENTATION

The plan provides a set of guidelines and recommendations, both general and specific. For the most part, implementation by the City of Spokane requires specific action by the City Council in the form of new zoning (now adopted) and the scheduling of capital improvements.

A number of public improvements are recommended. These include street improvements, bikeways, pedestrian pathways, street and sidewalk landscaping and lighting, a new coliseum and parking garage, transit improvements, and new parks. These should be incorporated into the city's Capital Improvements Program, and developed in phases.

A major level of private development is required if plan goals are to be met. A combination of incentives and regulations is required to increase the chances of development consistent with the goals.

INTRODUCTION

INTRODUCTION

SCOPE AND PURPOSE

This report describes the Design Plan for the North Riverbank area of Spokane. The "study area" is bounded by Ash-Maple Streets, Indiana Avenue, Hamilton Street, and the Spokane River. The Design Plan is an amendment to the City's Comprehensive Plan.

The reason for this plan and the accompanying implementation program is to revitalize an important part of the central city. The plan provides guidelines for public and private action and incentives for redevelopment. The plan seeks to attract substantial levels of private investment that will serve the public interest.

Background studies indicate that this area of the city has high potential for redevelopment. Its proximity to the Central Business District and to the Spokane River, with its magnificent falls and Riverfront Park, and the availability of underdeveloped land, contribute to this potential. The present untidy condition of the area, described by Garrett Eckbo as "marvelous disorganization," has no doubt contributed to the relative lack of interest by private developers at a time when, for energy and other reasons, there is a clear national trend to rebuild the central city.

The plan will be used by public officials as a basis for land use regulations, for programming specific public works and for the review of specific private projects. The plan will be used by property owners and developers as a frame of reference for private development.

The Design Plan for the North Riverbank has significance for the entire city. Large parts of the area are currently misused or underused. Increases in the intensity of land use will strengthen the city's tax base, help to reduce travel distance to the Central Business District, and generally encourage more efficient, more economic development patterns.

At the same time, the Design Plan is responsive to the city's adopted plans for the Central Business District, which promote a high concentration of office, retail, and related activities framed by medium- and lower-density commercial and residential uses. This pattern is important to the economic well-being of the city's core and to the efficient working of its transportation system, and to less tangible but not less important goals--a sense of order and a strong visual image.

The Design Plan seeks ways to preserve and enhance near-in residential areas and to introduce new housing enclaves oriented to the river, integrated with commercial and institutional uses in areas that are suitable for redevelopment. At the same time, the plan attempts to draw the attractions of the river and Riverfront Park northward into areas that are now lacking in such amenity, by creating stronger physical and visual connections.

PLAN SCALE

The Design Plan is presented at two scales--the scale of the area as a whole, and a site-specific scale. At the generalized area-wide scale, the Design Plan is organized in the following plan elements:

1. Land use and density
2. Urban form (defined as the relationship between building mass and space, related to circulation)
3. Development character
4. Vehicle circulation
5. Public transit
6. Pedestrian circulation
7. Bikeways
8. Landscaping and lighting
9. Parks and open space
10. Preservation

At a site-specific scale, more detailed plans are described for the riverfront, including the "Howard-Washington Street design corridor," linking the new North Central High School to the river; a redevelopment scheme for the present city shop properties and the adjacent high rock outcrop to the south; alternative schemes for the development of the coliseum site to the west; and neighborhood improvements in the Gonzaga subarea of Logan Neighborhood and around the Spokane County Courthouse.

The "policy concepts" that introduce each section are based on the report of the Citizens Task Force adopted by the City Plan Commission and City Council in October 1979 and on subsequent public review and action by the Plan Commission and City Council.

PART I
AREA WIDE
DEVELOPMENT
PLAN

Chapter 1

LAND USE AND DENSITY

GOALS AND POLICIES

1. Substantially increase the supply of housing in the North Riverbank.
2. Protect the present low-density character of the Logan (Gonzaga) and West Central Neighborhoods.
3. In areas to be substantially redeveloped, encourage mixed-use patterns of residential, office, commercial, and institutional uses in compatible arrangements.
4. Offer density-bonuses for the development of housing in locations close to the river.
5. Encourage the acquisition and redevelopment of larger tracts by means of "planned unit development."

PLANNING PRINCIPLES

Much of the North Riverbank area is characterized by mixed land use, and the general impression is one of visual and functional disorganization. The scale of development is mostly small, and new development is scattered.

A sense of order and coherence is achieved when development patterns are more homogeneous, when residential neighborhoods are clearly defined, when retail and service establishments are grouped together in convenient locations, and when the location of public and institutional facilities relate closely to their service areas. As a general principle, the separation of residential, commercial, and industrial uses has wide acceptance.

At the same time, so-called mixed-use development has become increasingly common as cities have encouraged the "in-filling" of vacant or underused land and have sought ways to achieve greater compatibility between different uses. One way to realize compatible mixing of uses is by the compatible appearance of different uses. (See Chapter 3, "Development Character.") Another is "planned unit development," the planning of larger tracts of land as a single unit, perhaps with a single architectural theme. Such a planned unit may include, for example, medium- and low-density housing, offices, and retail stores--but the overall appearance of the development expresses a common design theme. Access, parking, and internal circulation can be arranged to recognize the needs of each use, and internal open space can be

apportioned to provide a focal point for related activities. Such a planned unit, turned inward, becomes an enclave that establishes its own environment independent in some degree of the surrounding development.

DESIGN PLAN

Land use and density patterns are shown on the Land Use Plan Map on the following page. The Land Use categories in the plan are described below.

Residential

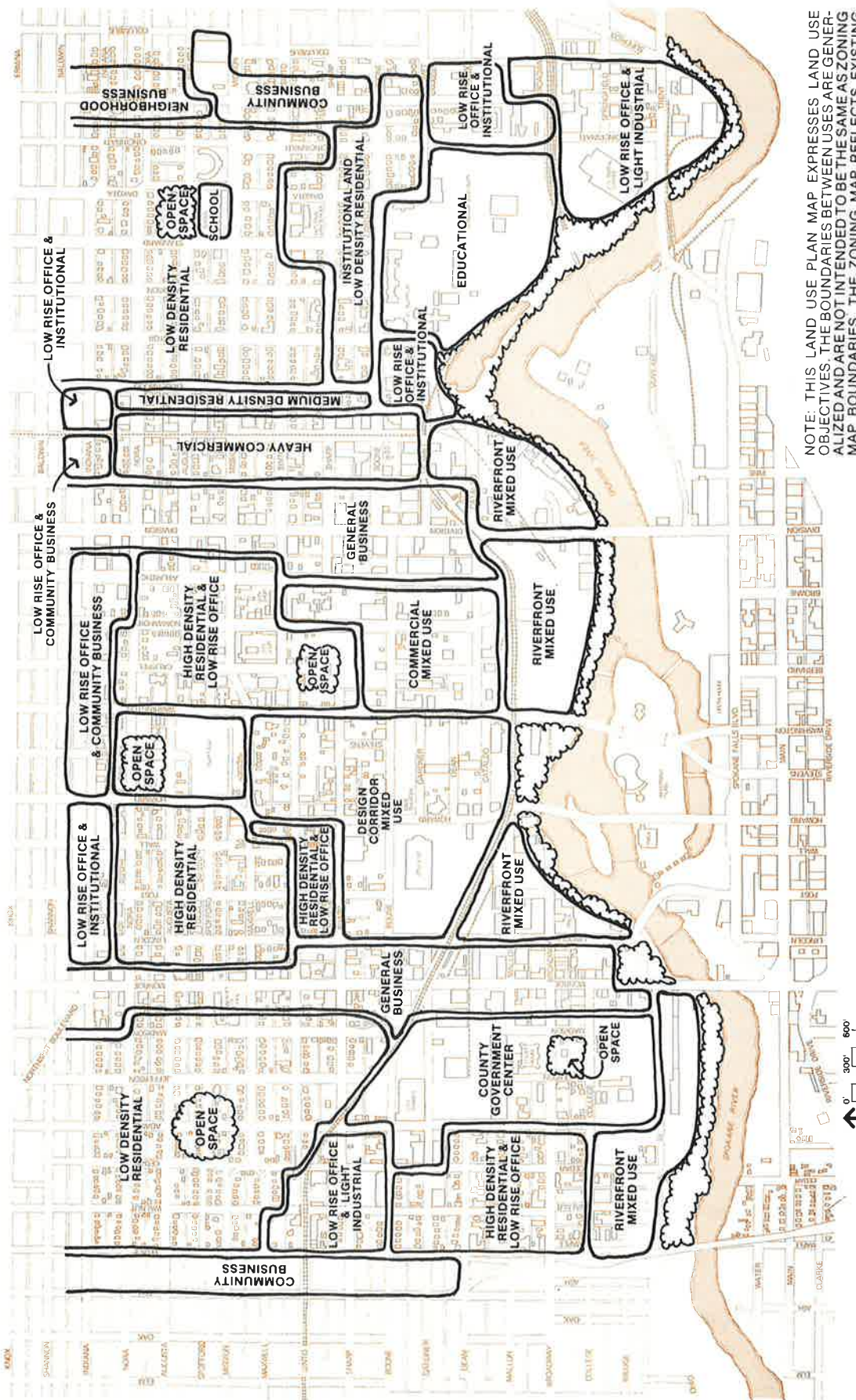
Low-density Residential. Permitted uses: Single-family homes and duplexes similar to uses described in the "R2" Two-family Residential Zone; allow conversion of large homes to triplex use adjacent to arterials or nonresidential districts. Maximum height: Up to two stories.

Low-density Residential/Institutional. Permitted uses: Single-family homes and duplexes similar to uses described in the "R2" Two-family Residential Zone; allow conversion of large homes to triplex use adjacent to arterials or nonresidential districts; allow by special permit institutional uses including schools, colleges, universities and related supportive facilities, cultural centers, churches, and medium-density residential uses. Maximum height: Up to two stories.

Medium-density Residential. Permitted uses: Family-oriented residences up to one fourplex per lot similar to uses described in the "R3" Multi-Family Zone. Allow larger groupings by special permit at 2,000 square feet of lot area per dwelling unit for apartment buildings. Maximum height: Up to two stories.

High-density Residential. Permitted uses: Multi-family dwellings similar to uses described in the "R4" Multi-family Zone. Maximum height and bulk: Up to three stories at a maximum density of one residential unit per 1,000 square feet of lot area, provided that no more than 75 percent of the lot area may be covered by building.

High-density Residential/Low-rise Office. Permitted uses: Multi-family dwellings similar to uses described in the "R4" Multi-family Zone; and office uses similar to those permitted in the "R0" Residential Office Zone. Maximum height and bulk: Up to three stories, provided that no more than 75 percent of the lot area may be covered by building. Maximum height limit: The equivalent building volume may be redistributed to any height up to 150 feet.



**FIGURE 1-1 SPOKANE NORTH RIVERBANK
LAND USE PLAN**

Business

Neighborhood Business. Permitted uses: Neighborhood-oriented retail, offices, and service facilities located on an arterial. Uses similar to uses allowed in the "B1" Local Business Zone are permitted. Maximum height: Up to two stories.

Community Business. Permitted uses: Community retail, office and service facilities similar to uses allowed in the "B2" Category I Community Business Zone. Maximum height: Up to three stories.

General Business. Permitted uses: General retail and service uses similar in character to uses allowed in the Community Business "B2" Category II Zone. Maximum height and bulk: Up to six stories, provided that no more than 75 percent of the lot area may be covered by building. Maximum height limit: The equivalent building volume may be arranged to any height up to 150 feet.

Low-rise Office. Permitted uses: Office uses similar to those permitted in the Category I "R0"/Residential Office Zone. Category II uses are allowed by special permit. Mixed-use structures up to nine stories allowed by special permit at a ratio of two floors residential to one floor office. Maximum height and bulk: Up to three stories, provided that no more than 75 percent of the lot area may be covered by building.

Low-rise Office/Light Industrial. Permitted uses: Low rise office uses similar to those permitted in the "R0" Residential Office Zone and Light Industrial uses similar to those allowed in the "M1" Category I zone. Maximum height: Up to three stories.

Heavy Commercial. Permitted uses: Wholesaling, warehousing and some types of light manufacturing similar to the uses permitted in the "C1" Category I Commercial Zone. Maximum height and bulk: Up to three stories, provided that no more than 75 percent of the lot area may be covered by building. Maximum height limit: The equivalent building volume may be redistributed to any height up to 150 feet.

Mixed Use

Commercial Mixed Use. Permitted uses: A mix of offices, general business, commercial recreation, Central Business District-oriented distribution uses, high-density residential, and limited light industrial uses permitted in the "C1" Category I Zone. Maximum height and bulk: Up to nine stories, provided that no more than 75 percent of the lot area may be covered by building. Maximum height

limit: The equivalent building volume may be redistributed to any height up to 150 feet.

Riverfront Mixed Use. Permitted uses: Offices, high-density residential, commercial recreation, and community business uses along the riverfront. Maximum height and bulk: Up to nine stories between Division and Monroe, and up to six stories east of Division and west of Monroe; provided that no more than 75 percent of the lot area may be covered by building. Maximum height limit: The equivalent building volume may be arranged to any height up to 150 feet.

Design Corridor Mixed Use. Permitted uses: A mix of medium- and high-density residential, offices, commercial, recreation, community business, and cultural uses. Maximum height and bulk: Up to nine stories, provided that no more than 75 percent of the lot area may be covered. Maximum height limit: The equivalent building volume may be arranged to any height up to 150 feet.

County Government Center. Permitted uses: Offices, county courthouse, county administrative offices, county health district offices, city/county public safety offices and jail facilities, judicial offices, county shops, transit offices and shops, off-street parking lots and structures, and related state-county-city and private business facilities similar to uses permitted in the "R0" Category II Zone. Maximum height and bulk: Up to three stories, provided that no more than 75 percent of the lot area may be covered. Maximum height limit: The equivalent building volume may be arranged to any height up to 150 feet.

Educational. Permitted uses: High schools, colleges, or universities and related facilities. Maximum height: Up to three stories.

Policy concepts for the distribution of land use create more homogeneous or single-use areas in the northern part of the area, mainly north of Boone, and more intense, mixed-use areas closer to the river, including selected areas of higher-density housing. A "buffer area" of medium-density housing and mixed low-rise office-commercial uses can serve to separate lower-density districts from the more intense development of areas closer to the river. Buffers between different land uses or different intensities of land use can also be created by open space and landscaping. Where densities change, land use regulations can require greater setbacks from the street right-of-way.

The density or intensity of land use that is proposed in the plan is somewhat higher than the demand that is

indicated by present economic forecasts. (See Spokane North Riverbank Economic Analysis, prepared by Urban Economics Corporation, April 1979.) These forecasts indicate the strongest demand in the North Riverbank area will be for office and service commercial space in support of the Central Business District. Uses expected to have moderate demand are multi-family housing and convenience retail stores. The lowest demand is forecast for single-family housing and durable-goods retail stores.

Forecasts of this nature are necessarily based on general trends and are subject to a number of variables that are not easily measured. The relative attraction of competing housing developments is an example. A housing development may be successful even when the market is generally poor simply because it is better designed or better located or otherwise more attractive (or more strongly marketed) than competing developments at a particular time. One retail merchant may market more effectively than another and therefore be successful in a location where another merchant would fail.

Still, forecasts give a sense of perspective and can indicate limits on what is possible. Table 1-1 suggests the demand for different types of development that might reasonably be expected over the next 20 years.

Table 1-1

LAND USE DEMAND/ABSORPTION PROJECTIONS, 1980-2000

	<u>Absorption</u>		<u>Relative Market Strength</u>
	<u>Average Annual Demand</u>	<u>20-Year Demand</u>	
Single-family dwellings (units)	0	0	Weak
Multi-family dwellings (units)	100	2,000	Moderate
Retail--shoppers (sq ft)	5,000	100,000	Weak
Retail--convenience (sq ft)	2,500	50,000	Moderate
Support commercial (sq ft)	10,000	200,000	Strong
Office (sq ft)	15,000	300,000	Strong
Industrial warehouse (sq ft)	5,000	100,000	Weak

Source: Spokane North Riverbank Economic Analysis. Urban Economics Corporation. April 1979.

The absence of a strong demand forecast for multi-family dwellings suggests that the City should attempt to program their distribution. A single large-scale or high-density housing development in one location, for example, could absorb much of the demand for a period of years and jeopardize a more orderly redevelopment of the larger North Riverbank area.

The land use and density patterns in the plan will result in higher land values in the study area as a whole. This is in part because the amenity of the river and Riverfront Park is shared by a larger area. The economic impacts of the plan are analyzed more fully in the environmental impact statement.

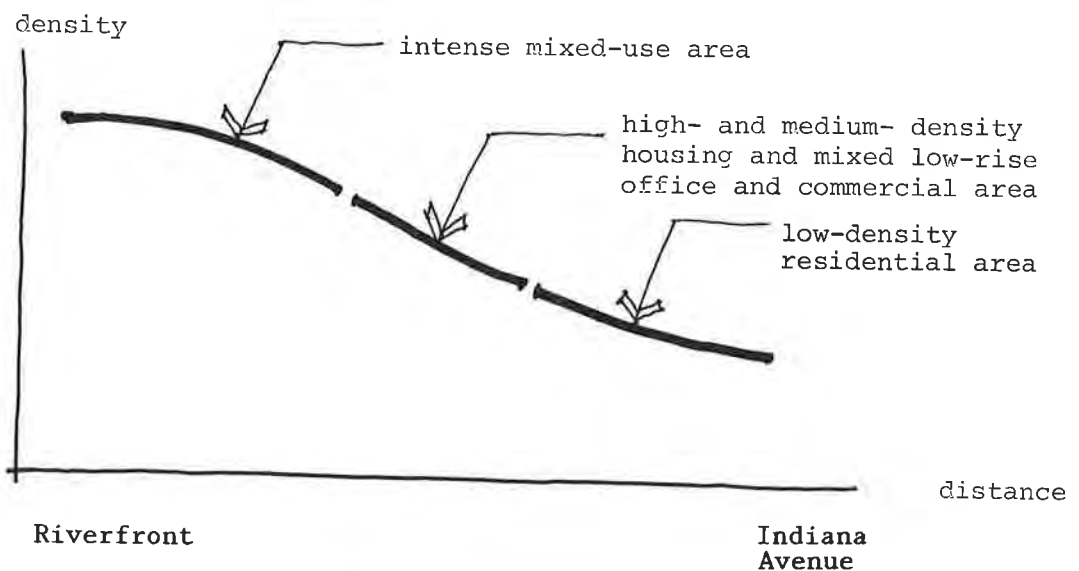
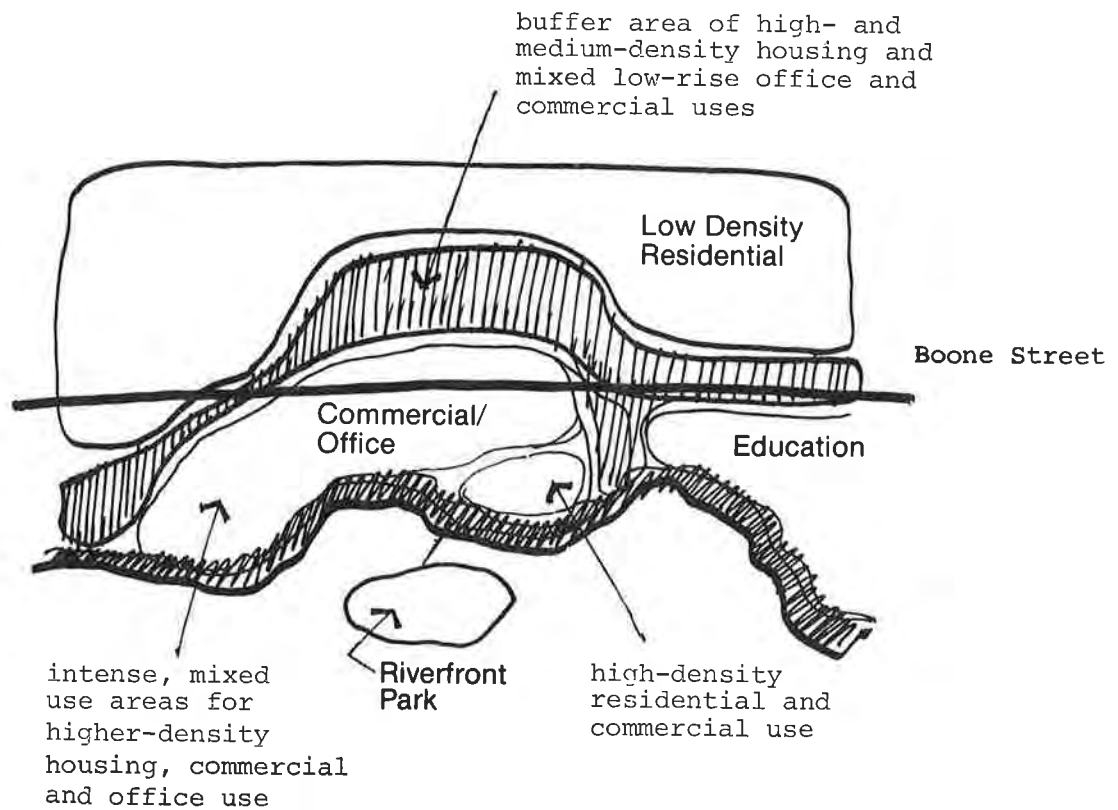


FIGURE 1-2 LAND USE DISTRIBUTION

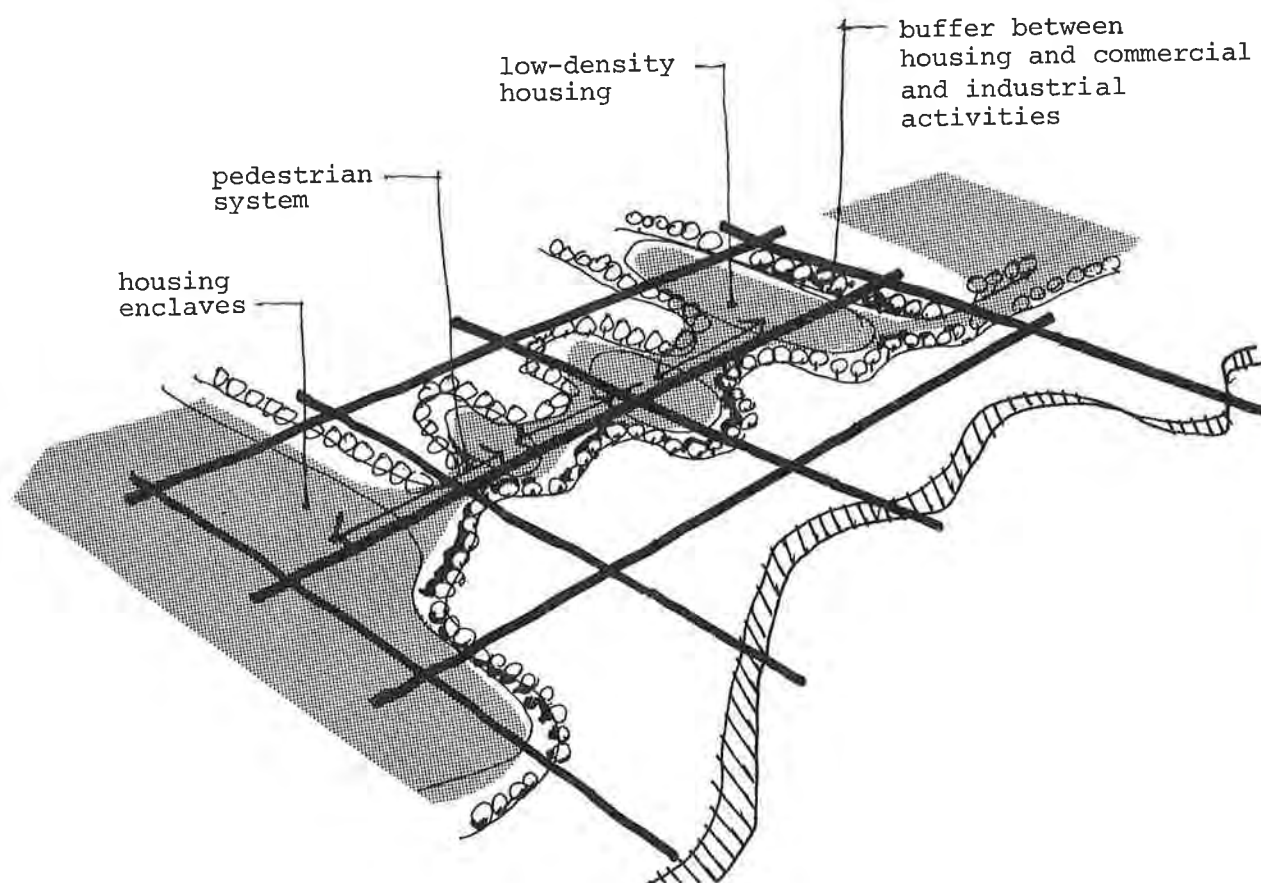


FIGURE 1-3 OPEN SPACE AND LANDSCAPE BUFFERS BETWEEN HOUSING AND OTHER USES

Chapter 2

URBAN FORM

GOALS AND POLICIES

1. Protect the present strong urban form created by the taller buildings in the Central Business District from indiscriminate high-rise development on the North Riverbank.
2. Develop a balance and distribution of building mass and open space that is in scale with the essential density or intensity of development in each part of the study area.
3. In the interest of visual harmony, avoid massive or bulky buildings that are out of scale with the buildings around them. Where taller buildings are permitted, encourage slender forms with articulated facades that relate to the "grain" of surrounding development.
4. Avoid a "high wall" effect that impedes views and public access to the river.
5. Encourage the location of taller buildings where they will enhance the topographic form of the city, where they will define and symbolize centers of activity, and where their scale does not detract from surrounding development. Avoid locations that block important views.
6. Carry the open space amenities of Riverfront Park northward into the study area by means of malls, pedestrian and bicycle paths, and similar linear patterns. Help to define these linear open space patterns by complementing building mass.

PLANNING PRINCIPLES

The term "urban form" refers to the physical shape of the city, as determined by landforms, building mass, and open space. We can do little to change the basic lay of the land, but we can do a great deal to influence the shape and the arrangement of buildings on the land and the open space around them.

Spokane has a strong urban form that results from its distinctive natural features--the river, and the hills to the south and west--and the tight grouping of taller buildings in a compact Central Business District. This is a highly functional as well as visually pleasing

pattern of development, denoting a sense of strength and order, and the planning of the North Riverbank should protect against the erosion of this pattern as the city grows.

The arrangement of buildings, their size and shape, and the open spaces that are formed by streets, yards, walks, squares, and plazas are the components of urban form. A principal public determinant of urban form is zoning, which should implement the city's development objectives in each part of the city, as set out in the city's comprehensive plan. In the case of the North Riverbank, the land use objectives set out in the preceding section are a determinant of urban form with regard to the location of taller buildings.

In general, high-rise buildings, defined here as buildings more than six stories high, should be located where they will:

- o Complement existing development rather than overwhelm it.
- o Emphasize rather than obscure important topographic features.
- o Provide views, without blocking views from other properties.
- o Be well served by the city's street and utility systems.
- o Provide compensating open space.
- o Provide economic support for other less intensive uses in the same development parcel.

These same general guidelines have application for the location of "massive" buildings as well--buildings that are much longer or wider than the buildings around them. Like high-rise buildings, massive buildings can block views, obscure pleasing landforms, and generally overwhelm neighboring development.

A main concern in the planning of the North Riverbank is the relation of the entire area to its principal attraction--the river and Riverfront Park. The amenity of the river and the public investment in Riverfront Park should be widely shared, not limited to those properties immediately adjacent. Market forces alone will tend, over time, to create a wall of tall and massive buildings along the river in order to take advantage of its attraction.

Limiting the height and mass of buildings in the area will make it possible to extend northward the open space amenity of Riverfront Park and the river. In the categories listed below, total coverage of the lot is limited to 75 percent and building height limits are established as follows:

1. Up to nine stories in all Riverfront Mixed-Use areas, Commercial Mixed-Use areas, and the Design Corridor Mixed-Use area between Monroe and Division Streets.
2. Up to six stories in the Division Street and Monroe Street General Business areas, and in the Riverfront Mixed-Use areas east of Division Street and west of Monroe Street.
3. Up to three stories in the High-density residential/Low-rise office areas, the Heavy Commercial area east of Ruby Street and the County Government area west of Monroe.
4. Up to three stories in the Community Business areas, Low-rise Office/Institutional areas, and Low-rise Office/Light Industrial areas.
5. Up to two stories in Neighborhood Business areas.

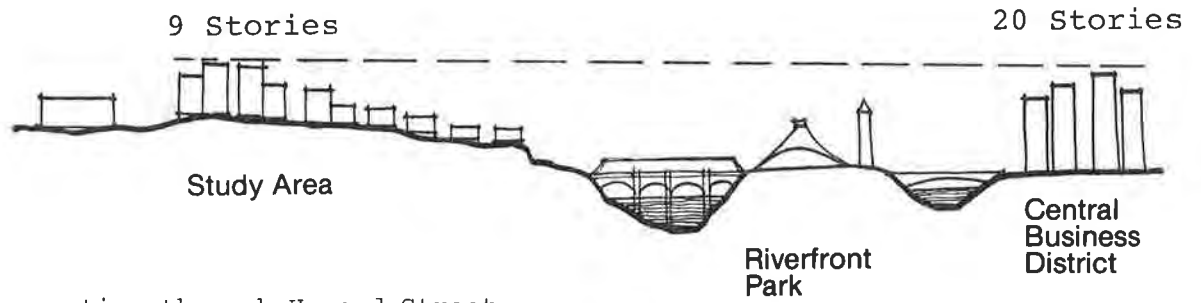
Urban form can provide linear open spaces in the forms of malls, pedestrian and bicycle paths, and similar patterns to link centers of activity. By such means, the environment of the river and Riverfront Park can be extended northward, to the benefit of a far larger area.

DESIGN PLAN

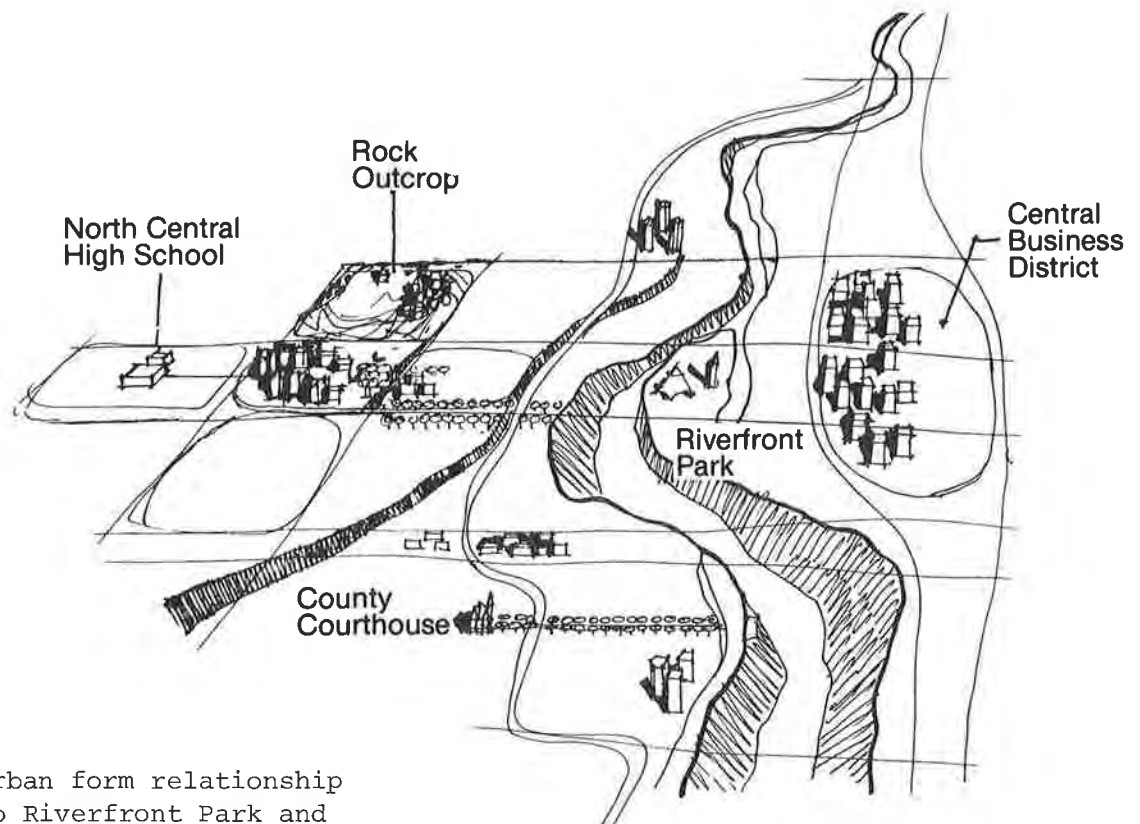
The diagrams on the following pages illustrate appropriate urban forms for the study area, based on the policies and principles indicated above. Figure 2-1 illustrates desirable urban form relative to Riverfront Park and the Central Business District.

The drawings in Figure 2-2 are studies of the North Riverbank viewed from Riverfront Park.

Figure 2-3 illustrates how taller buildings can relate to lower, smaller-scale buildings when the change is not excessive; the towers are lean (not bulky) and the facades are articulated to blend with the smaller-scale ("finer grain") of the lower buildings around them. In this manner, taller buildings may sometimes be allowed by special permit in locations where they are generally excluded.



section through Howard Street
showing building height relationship
to the Central Business District

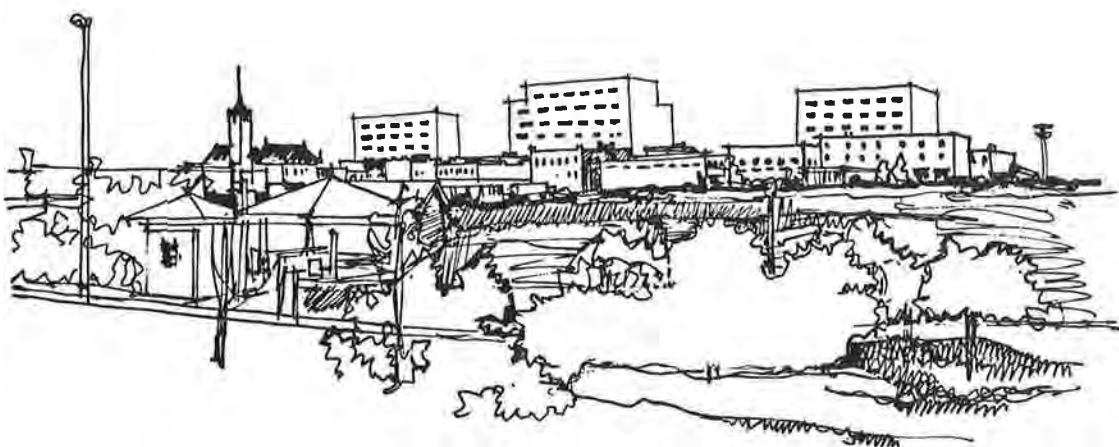


urban form relationship
to Riverfront Park and
the Spokane Central
Business District

FIGURE 2-1 DESIRABLE BUILDING HEIGHTS RELATIVE TO RIVERFRONT PARK AND THE CENTRAL BUSINESS DISTRICT



Preserve Existing Urban Form



Discourage Extreme Height and Bulk
of New Buildings

FIGURE 2-2 VIEW FROM RIVERFRONT PARK

Major open space corridors leading northward into the study area are illustrated schematically in Figure 2-4, and are detailed in later sections of the plan.

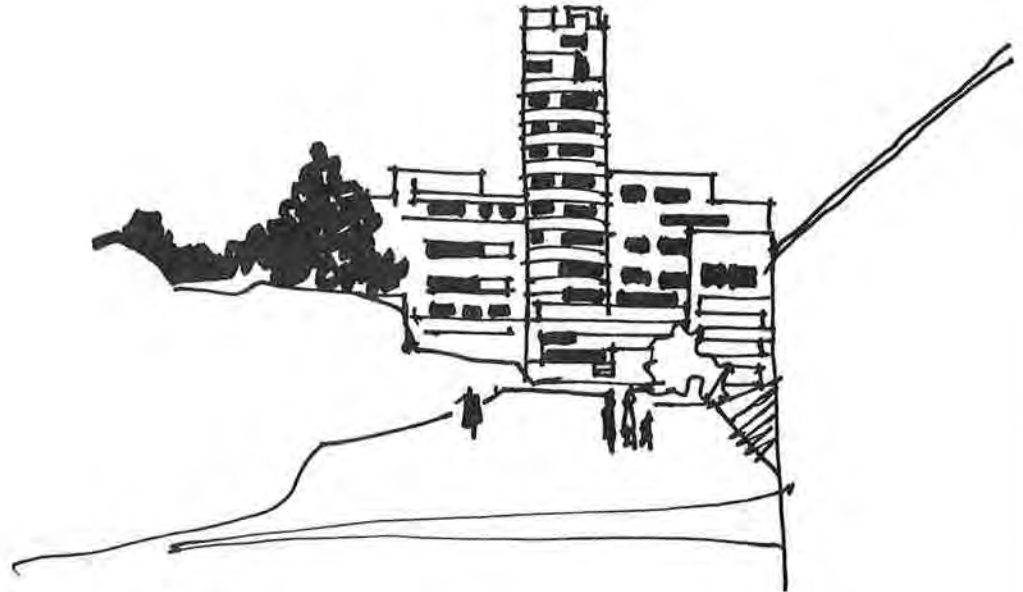


FIGURE 2-3 RELATIONSHIP BETWEEN TALL BUILDINGS AND SMALL BUILDINGS AROUND THEM

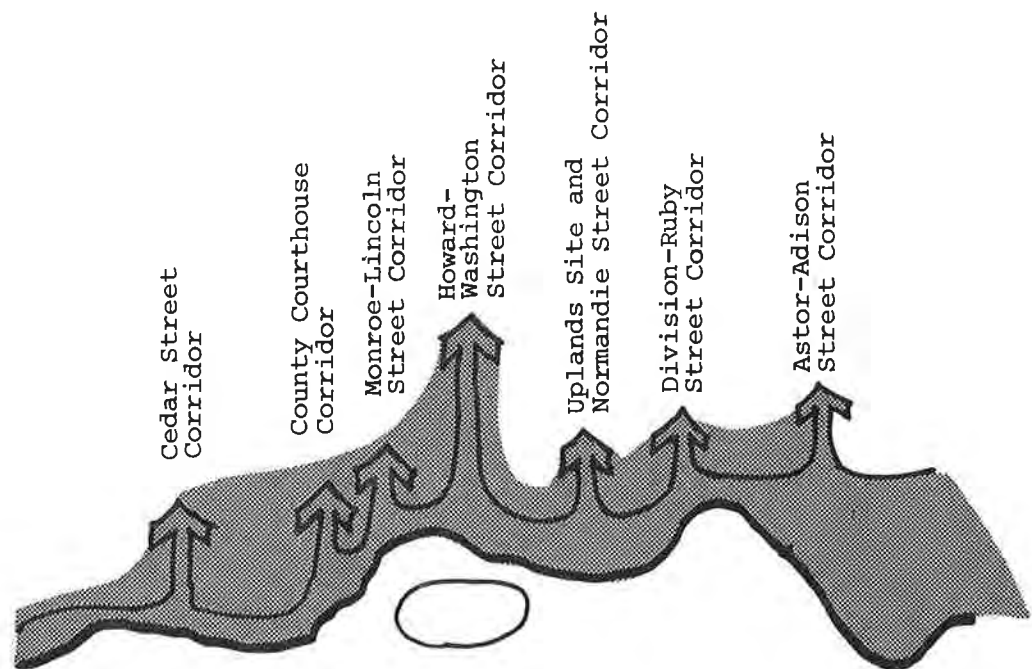


FIGURE 2-4 MAJOR OPEN SPACE CORRIDOR

Chapter 3

DEVELOPMENT CHARACTER

GOALS AND POLICIES

1. Protect and enhance the character and quality of existing "imageable" districts--Logan Neighborhood, West Central Neighborhood, Garfield-Emerson Neighborhood, and Riverfront Park.
2. Establish a sense of identity and "imageability" in areas to be substantially redeveloped.
3. Vastly improve the environmental quality of areas which presently appear blighted and disorganized.
4. Create a rich, colorful urban setting for a variety of related and compatible uses.

PLANNING PRINCIPLES

Two issues are considered in this section: (1) how to preserve existing neighborhood character and quality and (2) how to introduce new development in areas that presently lack character and visual quality. The term "character" is used here in the sense of "identity"--having distinguishing features which set an area apart from other areas around it.

Character--having distinguishing features--is important to an area or neighborhood because it helps to establish a sense of order and organization. At the same time, an area can have too much order if it results in a drab sameness, with look-alike buildings and too uniform an architectural style. Good urban design will provide rich variety and diversity within a framework of order.

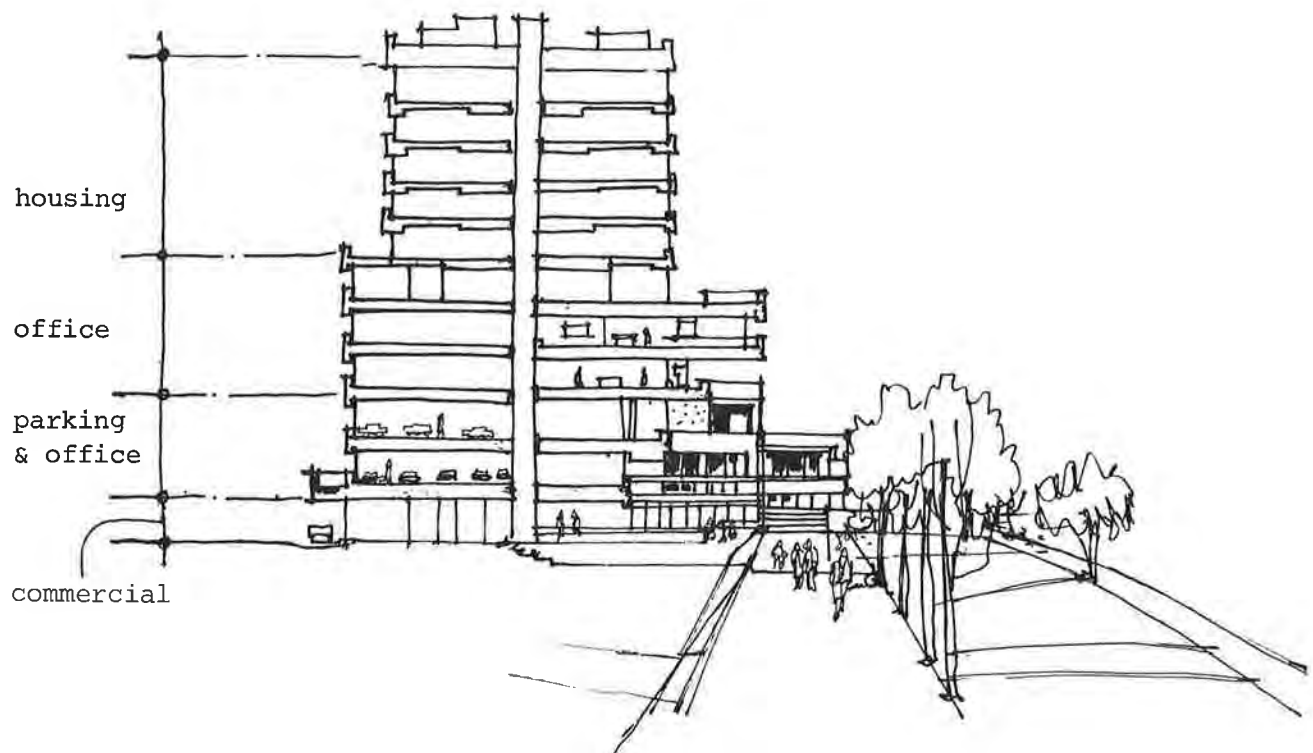
The character of older residential neighborhoods in Spokane has been especially vulnerable to erosion by the demand to build new multi-family structures and to convert some of the large older homes to apartments. While land and building costs may preclude the replacement of older, run-down single-family homes at the same density, design standards can require that new structures are sited and designed in a manner that is not destructive of neighboring property. Each major proposal can be treated so that the city has an opportunity to review the impact of a new development on the adjacent property and on the neighborhood in general. New multi-family housing in predominantly single-family neighborhoods, when it is allowed at all, can adopt the architectural character of existing housing, and parking can be enclosed or screened.

When mixed-use areas permit residential use, the ground floor can be occupied by commercial or office uses and housing can be provided on the upper floors. In multi-story structures it is not uncommon to have shops and offices on the ground floor, parking on one or more floors above the ground floor, and residential uses on the upper floors. Possible combinations are illustrated in Figure 3-1.

In neighborhoods that are in transition, scale is an important element in the protection of existing uses. New commercial developments--a major supermarket or large furniture store, for example--can have a negative impact on a block of smaller shops. Sometimes the impact can be lessened by the manner in which new development is sited and designed, to the mutual benefit of old and new.

In general, retail and service businesses benefit when they are part of a larger grouping of similar uses. The modern shopping center is such a grouping, with larger "anchor" stores connected by smaller scale specialty shops and service establishments. The same pattern can be approached by encouraging clusters or nodes of commercial development at convenient, accessible locations rather than allowing commercial uses to scatter at random along major or secondary streets, as presently occurs in so many cities. Residential use, as an alternative, is a viable use on busy streets if the structures are oriented away from the street and protected by ample setbacks and greenery. Some stretches of Hamilton Street, for example, are still bordered by older housing. New multi-family housing can be developed on these parcels as an alternative to the continuation of the strip commercial patterns that tend to be a blighting influence on the adjoining neighborhoods. Or if the properties are developed for commercial uses, setbacks, signing, and building design can be sensitive to adjoining residential values.

The appearance of individual buildings can have a marked impact on the character of an area; not only their height and bulk but their configuration, color, the detailing of their facade, and their arrangement and orientation on the site. Appearance is not easy to regulate because it is in some degree subjective--a matter of individual judgment or opinion. Still, "design control" is not uncommon in American cities, especially in redevelopment areas or in historic districts. It seems possible, moreover, to get general agreement that building design should not be "jarring" to the eye, that colors should not be loud or garish, and that buildings should look like buildings. Structures that are designed mainly to attract attention by their unusual shape or color are better classified as "signs" rather than buildings. They can be regulated because they tend clearly to have a negative effect on



Mixed-use structures: Housing units on top of, or as an integral part of, business or office uses in mixed-use areas where residential uses are allowed.

FIGURE 3-1 MIXED-USE STRUCTURE

the value and marketability of neighboring properties, quite apart from any general concern for "taste."

More difficult to deal with are buildings that look like buildings but are simply unattractive by reason of their color, shape, or ornament. Some degree of influence in the promotion of "good design" can be exercised by "good example." Both terms are subjective, but Spokane has many fine examples of the type of buildings that will make a contribution to the environment of the North Riverbank. In general, these buildings are "quiet," have pleasing proportions, and are built of materials that match or blend well with the buildings around them.

URBAN DESIGN PLAN

Medium- and High-density Housing

Development character appropriate to each type of land use is illustrated in the figures below. Figures 3-2 and 3-3 indicate medium- and high-density housing that is sited with regard for its inner-city setting. Housing units are oriented away from the noise and danger of vehicle traffic. Except for required setbacks, open space is interior space that is used in common by residents or is part of a pedestrian system that links other housing enclaves and related activity nodes--shopping and public facilities.

Commercial Clusters and Parking

Figures 3-4 and 3-5 show commercial clusters--for office, retail, and service uses. Low- and mid-rise buildings are sited to allow for landscaped setbacks and midblock pedestrian movement. Parking is screened in the interest of appearance. The number of driveways for access to the street is limited in the interest of safety. Note that the present landscaped parking lot west of the Public Safety Building is a useful model for improvement of the many open parking lots that presently help to blight the study area. The city currently requires parking lots to be landscaped as a condition of rezoning when the lot borders a residential zone. The plan extends this policy. Parking lots need to be screened from the street and sidewalk, and large lots should include islands of greenery within the lot as well (Figure 3-6). Where the terrain is favorable, lowering or raising the grade of a parking lot is also helpful, although the rocky conditions north of the river make this solution impractical for some properties. Even a 1-foot difference in grade can make a significant improvement in the appearance of a parking lot when seen from the street or sidewalk. However, care must be exercised to minimize grade differences at points of egress for clear vision.

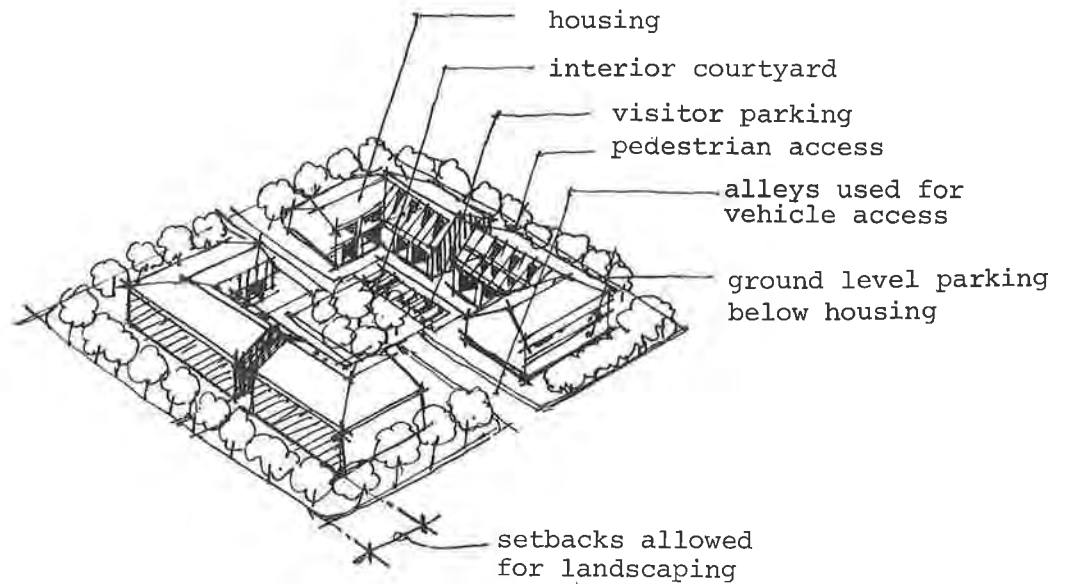


FIGURE 3-2 SITING CONCEPT: MEDIUM-DENSITY HOUSING

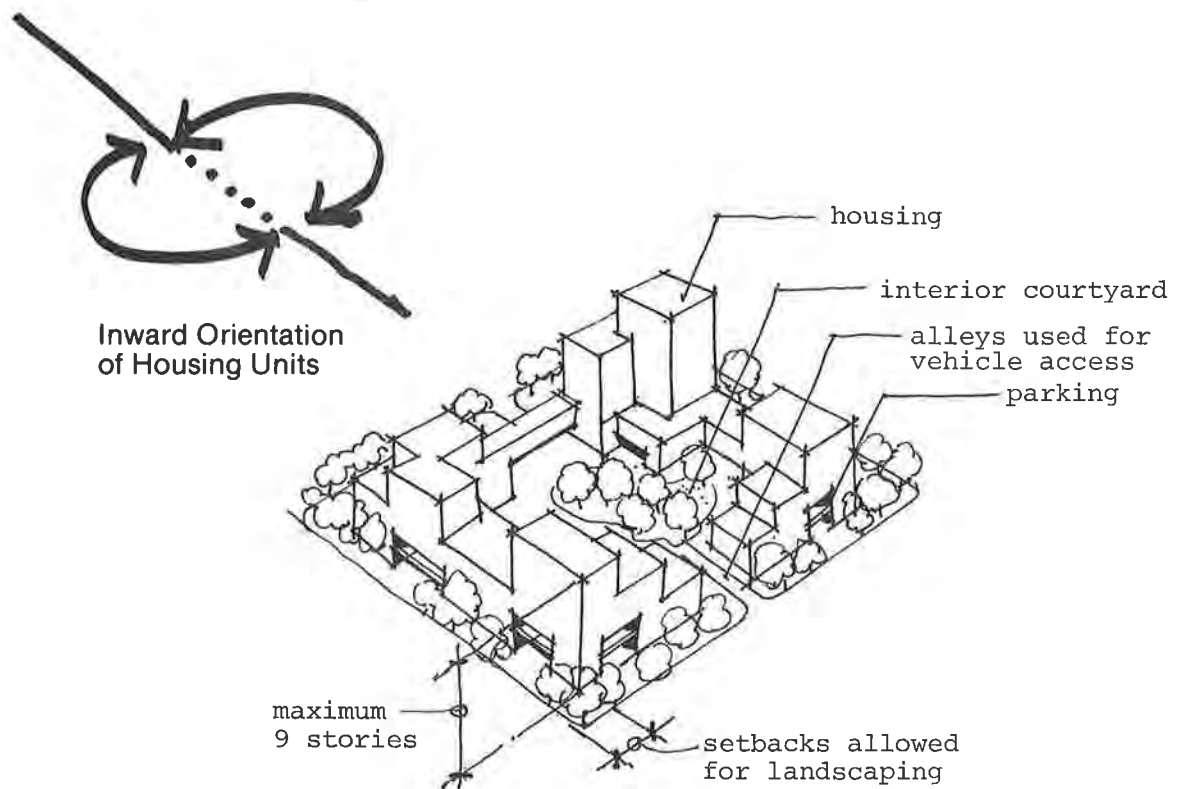
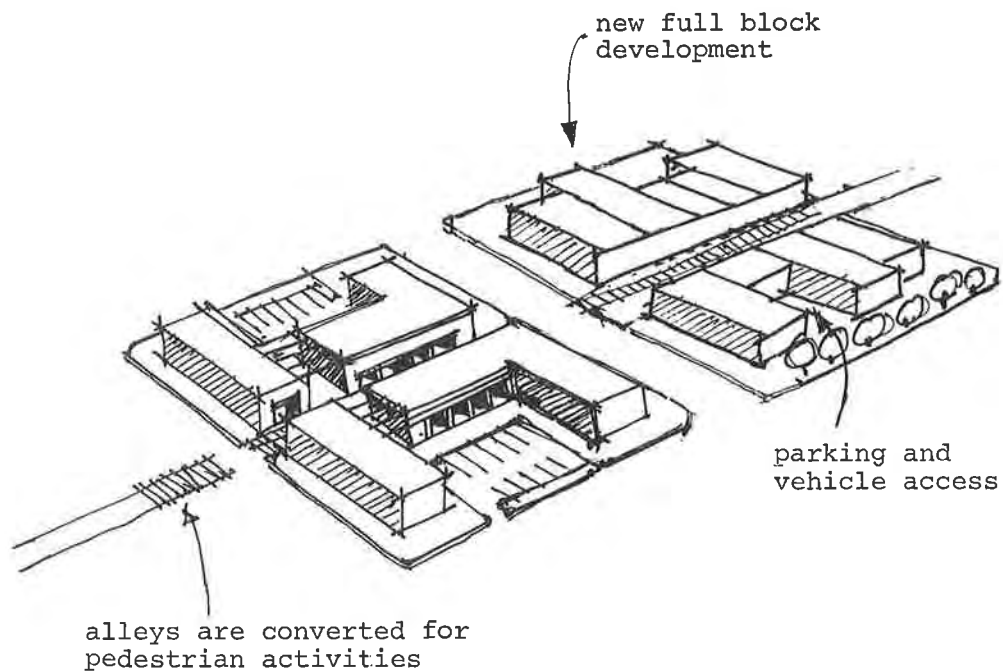
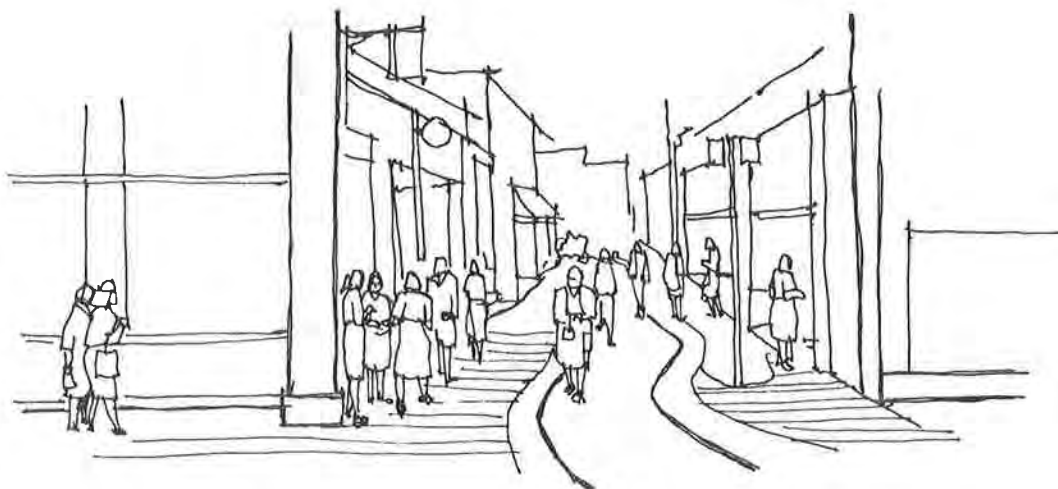


FIGURE 3-3 SITING CONCEPT: HIGH-DENSITY HOUSING



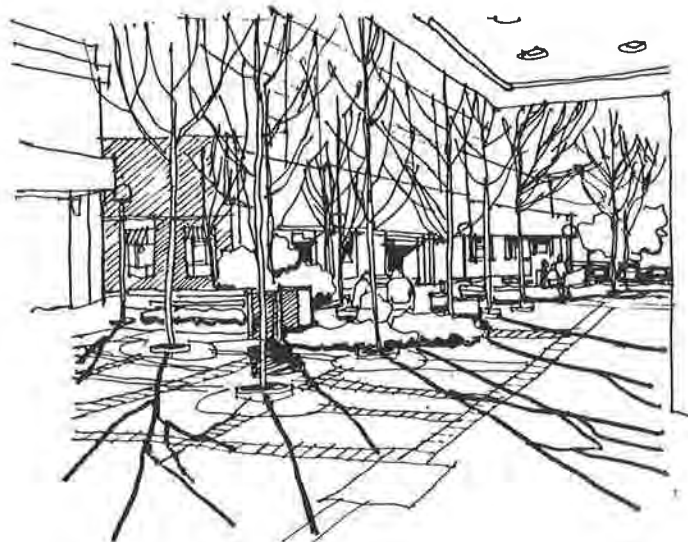
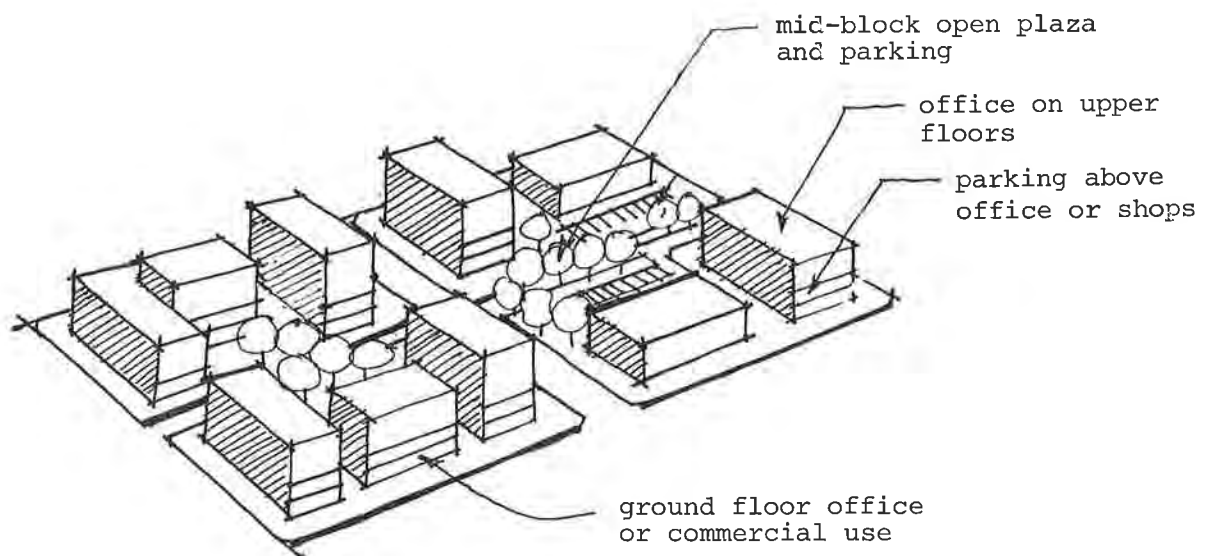
Siting Concept: Commercial Buildings

Commercial buildings can be served by a pedestrian mall. Alleys can sometimes be converted for this purpose. Covered walkways, seating, and landscaping can be provided. Often, space can be made available for outdoor bazaar or a small cafe.



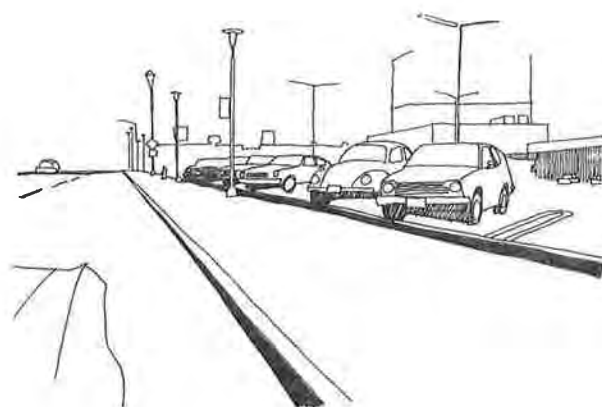
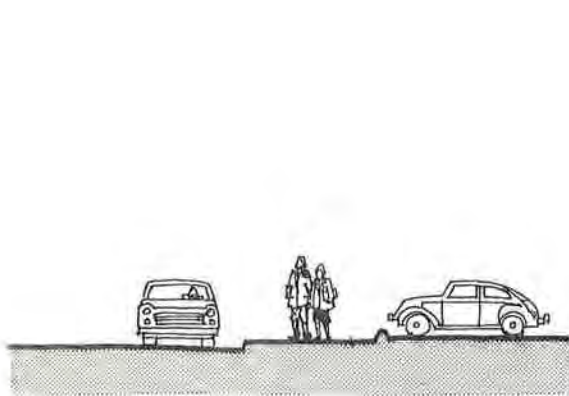
Alleys for Pedestrian Activities

FIGURE 3-4 LOW-RISE COMMERCIAL BUILDING CLUSTERS

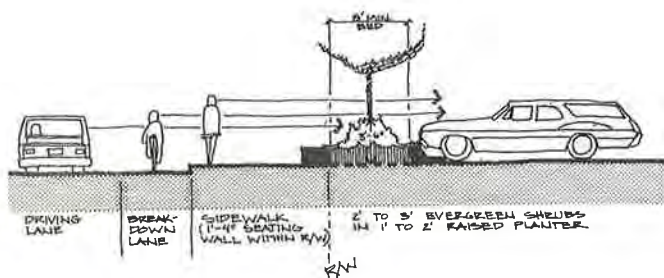


Mid-block Open Plaza

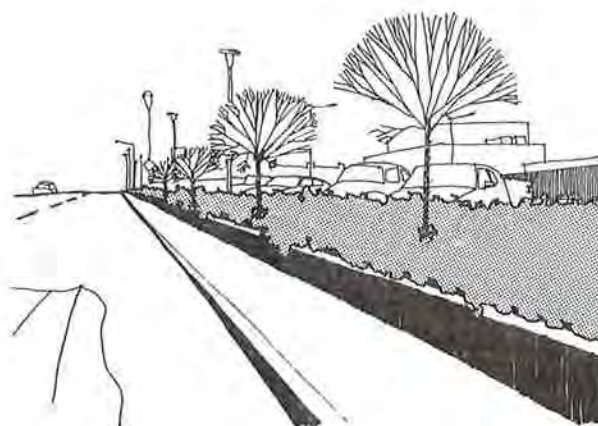
FIGURE 3-5 MID-RISE COMMERCIAL BUILDING CLUSTERS



Existing Street: Relationship Among Parked Cars, Pedestrians, and the Street



Appropriate Height for Parking Screens



Visual Effects of Parking Screen

FIGURE 3-6 PARKING LOT LANDSCAPING

Signs

Always a lively issue, signs are a special subject for regulation. The size, shape, color, and other characteristics of signs have an impact on their surroundings that can be positive or negative. As with buildings, signs that have both qualities can be seen on the North Riverbank. The plan discourages rooftop signs and outsized signs shaped like the merchandise they advertise. The same goes for signs that flash or twirl. Signs that are placed flat against a building are preferred over signs that stick out from the building, although projecting signs are acceptable when they are not out of scale with the building and do not compete with or obscure other signs nearby.

Too many signs defeat their purpose, which is to inform. Some limit needs to be placed on the number of signs on each property, and the best number is probably one, or two if the lot is on the corner.

Based on these quite general notions, the city should regulate signs in the North Riverbank in the interest of safety, order (lack of clutter), and appearance.

Figures 3-7 and 3-8 show some examples of signs, good and bad.



roof top signs and signs shaped
like merchandise, birds, or animals

FIGURE 3-7 STREETS WITH UNREGULATED SIGNS



visual organization achieved by regulated signs

FIGURE 3-8 STREETS WITH REGULATED SIGNS

Chapter 4

VEHICLE CIRCULATION

GOALS AND POLICIES

1. In general, limit the number of arterial streets through the study area. Balance the need of the general public to pass through this central area of the city with the need of local residents for access and use of their property.

In particular, retain all arterial classifications as shown on the city's present long-range arterial plan, except:

- a. Downgrade Boone Avenue east of Division Street to residential street standards. Take measures to reduce the volume of traffic on this segment of Boone and to encourage the use of Sharp.
 - b. Utilize Post north of Sharp as an arterial route unless future circumstances permit the development of Lincoln as the northbound leg of the couplet in this area.
 - c. If the coliseum site is redeveloped for another use, as proposed in the design plan, Howard Street may be reduced to a major pedestrian and bicycle way south of Boone with designed vehicle access to abutting properties.
2. Most of the arterials in the study area are generally improved to the width the existing right-of-way permits; however, any other possible improvements that will enhance safety and ease of traffic flow to benefit of both the general public and the study area should be encouraged. Additionally, as traffic volumes necessitate further capacity-building improvements to arterials in the study area, proceed with these improvements generally in the order of the following: Group A before further substantial improvements in Group B, and Group B before further substantial improvements in Group C.

North-South Arterials

Group A

Maple-Ash couplet

Monroe-Lincoln-Post Streets
Division Street¹

Group B

Washington Street (from river to Indiana)
Hamilton Street²

Group C

Howard Street

East-West Arterials

Group A

Trent Avenue³
Mission-Maxwell Avenue
Indiana Avenue (Monroe-Division)
Broadway (Monroe-Maple)

Group B

Boone-Sharp Avenue
Indiana (Division-Hamilton)

Group C

Indiana (Ash-Monroe)

Note: It is recognized that the priorities may change if circumstances warrant it. The grouping of the streets listed above relates to their relative priority for improvements within the North Riverbank area and not to arterial designations or classifications (see Table 4-1).

3. Design North River Drive as a tree-lined scenic route, incorporating bicycle and pedestrian paths. Figure 4-1 shows both a short-range corridor (15-20 year)

¹Division Street and Trent Avenue are state highways and are subject to state highway classification and design standards.

²The policy for Hamilton Street is qualified by other considerations. These are discussed in the technical appendix.

³Division Street and Trent Avenue are state highways and are subject to state highway classification and design standards.

Table 4-1
PRESENT AND PROPOSED ARTERIALS

	Use 1979-80 Vol ¹	R/W Width	Curb Width (ft)	Number Lanes	Arterial Plan Classifi- cation	Proposed Arterial Classifi- cation	Plan Lanes
<u>NORTH-SOUTH</u>							
Maple-Ash	14,600/15,300		40/40	3/3	Major	Major	3/3
Monroe-Lincoln-Post	26,900/13,550		51/ /55	4+/4	Major	Major	4+/4
Division	34,400		60	4+	Major	Major	4+
Hamilton	21,400		49 -51	4+	Major	Major	4+
Washington (River to Maxwell)	21,500		51	4	Major	Major	4
Washington (Maxwell to Indiana)					Secondary	Secondary	4
Howard (Monroe- Indiana)	5,450		50	4	Secondary	<u>Collector</u>	2
<u>EAST-WEST</u>							
Trent	15,600		40	4	Major	Major	4
Mission-Maxwell	19,900		51	4	Major	Major	4
Indiana-Monroe/ Division	20,600		51	4	Secondary	Secondary	4
Broadway, West of Monroe	12,700		51	4	Collector	Collector	4
Boone-Sharp	11,600/7,350		58/68	4/4+	Collector	Collector	4/4+
Indiana-Division- Hamilton				4	Secondary	Secondary	2
Indiana, West of Monroe	2,800		51	2+	Collector	Collector	2
Boone, East of Division							
North River Drive					Major		2/4

¹Average Daily Week Day Volume

⁺Plus Parking

⁺Plus Left Turn Lane

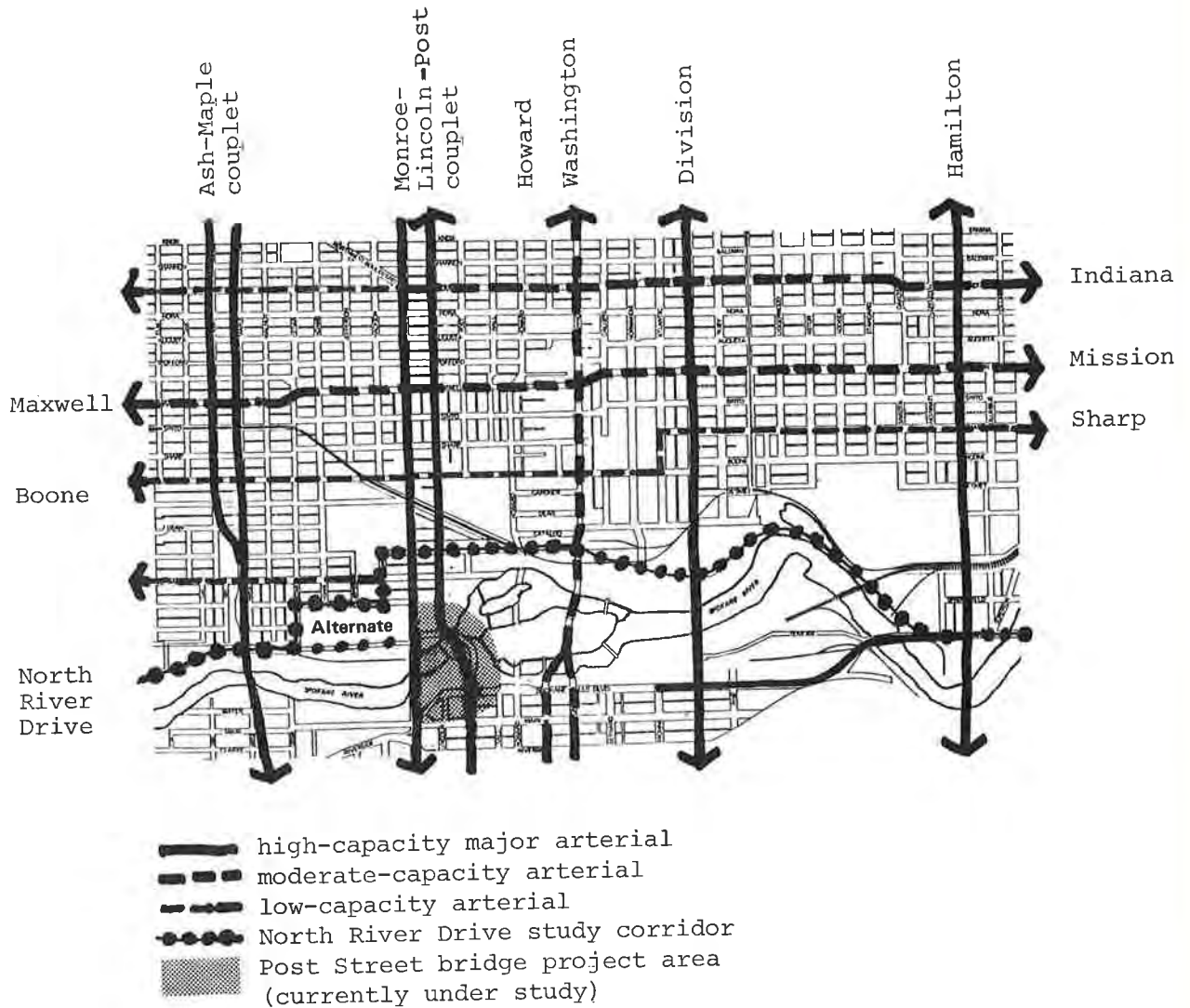
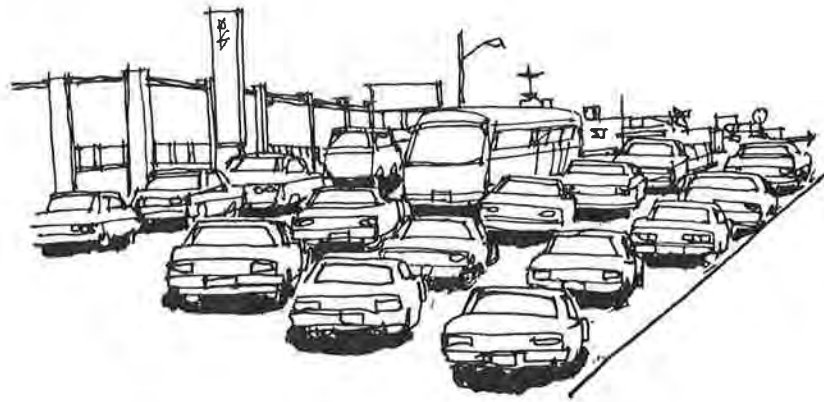


FIGURE 4-1 PROPOSED VEHICLE CIRCULATION SYSTEM

and a long-range corridor (beyond 15-20 year) in the Courthouse vicinity. The short-range corridor maximizes the use of existing streets to accommodate projected traffic volumes. In the long term, the westward movement of development along the riverbank can generate sufficient traffic volumes to make the long-range alternative feasible and desirable.

PLANNING PRINCIPLES

In an urban environment such as the North Riverbank area, development and use of land is dependent on easy access to the street system. Some land uses (such as business) often generate vehicular traffic volumes which conflict with other land uses (such as residential).

Because the study area is in the central area of the city, large volumes of traffic pass through it. To serve the through traffic demand and still provide access to local streets, arterial streets are essential both to the city as a whole and to the properties in the study area. The overall adverse impact of traffic on land use can be minimized if traffic is directed to as few arterials as is reasonable without jeopardizing an acceptable "level of service."

The "level of service" of a given arterial can be measured. Once that level of service falls below an acceptable standard, the traffic engineer is obliged to recommend steps to restore proper service. These steps include, among others, street widening, removal of parking, adjustments in signalization and signing, and the installation of turning lanes. Once these measures are no longer available to maintain an adequate level of service, additional streets are identified and improved as arterials. A common practice (as in the case of the Monroe-Lincoln and Maple-Ash systems) is to designate a parallel street as one leg of a couplet. This directs arterial traffic to an existing residential street, which will usually adversely affect the residential character of the street. Another solution, far more costly, is to increase traffic capacity through the acquisition of additional right-of-way. The remaining alternative is to increase the number of arterial streets.

CIRCULATION PLAN

The priority improvement in the plan for traffic circulation in the North Riverbank area is based on the policy concepts described above and is illustrated on the map in Figure 4-1.

The recent history of the lack of implementation of traffic plans in Spokane provides a background to the current dilemma facing the city in attempting to accommodate the growing north-south through-traffic demand on the existing arterial system. Presently, traffic volumes on Division and Monroe exceed their design capacities. Washington is operating at design capacity; volumes on the Maple-Ash couplet are near design capacity; and Howard is operating below design capacity except for peak periods associated with coliseum events and use of downtown fringe-area parking lots adjacent to Howard. With the Hamilton Street Bridge connection to I-90 completed, Hamilton Street is projected to exceed its design capacity by the year 2000.

This situation clearly results from the decision in the 1960's not to build a north-south freeway. Still, the development of a single high-volume north-south facility is a solution which should be considered further. Even a broad boulevard (not a freeway) would substantially ease present and future traffic pressures, but such a facility should not go through established neighborhoods. Division Street seems an obvious alignment for an improved facility if Federal funds and authorization were available for acquisition of right-of-way and connection to the east-west freeway. The high cost, coupled with legal, relocation, and engineering problems, makes such a solution unlikely. Under the North Riverbank Design Plan, the city's arterial plan would remain essentially the same except for the changes shown in Table 4-1.

The only classification reductions are as follows:
(1) Howard Street south of Boone may be closed to auto traffic if the Coliseum is relocated away from Howard Street; (2) Lincoln north of Sharp may be reclassified as a residential street if Post is designated as an arterial; (3) Boone Avenue east of Division is not on the Arterial Plan, but it is still so listed by city ordinance. This designation should be eliminated from the ordinance.

The five-legged intersection at Monroe Street, Indiana Avenue, and Northwest Boulevard impedes north-south through traffic on Monroe Street. The Traffic Department recognizes this problem. One possible long-term solution is to implement a Monroe-Post (or Lincoln) couplet, possibly to include a new Lincoln Street Bridge.

Chapter 5

PUBLIC TRANSIT

GOALS AND POLICIES

1. Encourage the increased use of public transit as one means to reduce vehicle traffic congestion and air pollution.
2. Study the use of existing rail right-of-way for possible future public transit.
3. As the area develops, consider expanding a transit loop service connecting downtown Spokane with activity centers on the North Riverbank.

PLANNING PRINCIPLES

With growing concern for energy and pollution, cities across the country are upgrading their public transportation systems. Improvements fall into three categories: service, equipment, and operations. No doubt the availability and frequency of service are the critical components of transit use. How far do people have to walk? How long do they have to wait? Existing transit routes through the North Riverbank area are shown in Figure 5-1.

A wider variety of equipment is becoming available. "Light-rail" studies are underway in many cities. Some transit systems are experimenting with smaller busses for specialized uses. Bus shelters enhance the attractiveness of mass transit use, serve to advertise the system, and when well-designed, can complement other street furniture.

Operational improvements include special bus lanes, including turnout lanes for loading, more sensitive routing between commercial/employment/educational/medical centers and residential areas, and improved methods of ticketing to speed up service.

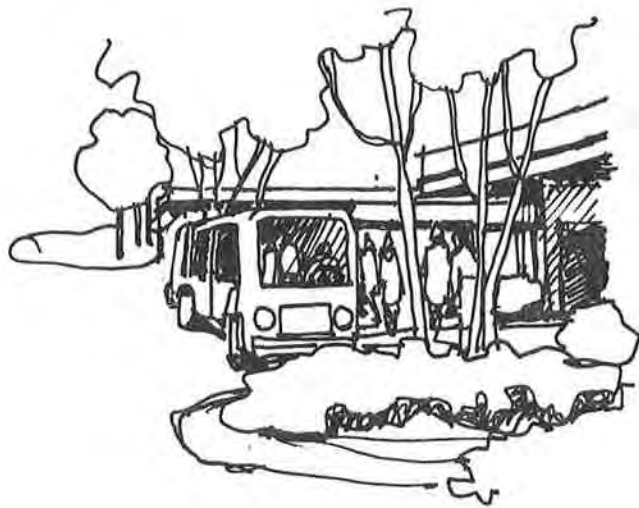
TRANSIT PLAN

In addition to improvements in the existing transit system already planned or under study, a secondary system connecting the North Riverbank with downtown Spokane developed by either the public or the private sector, would stimulate the City's development program north of the river.

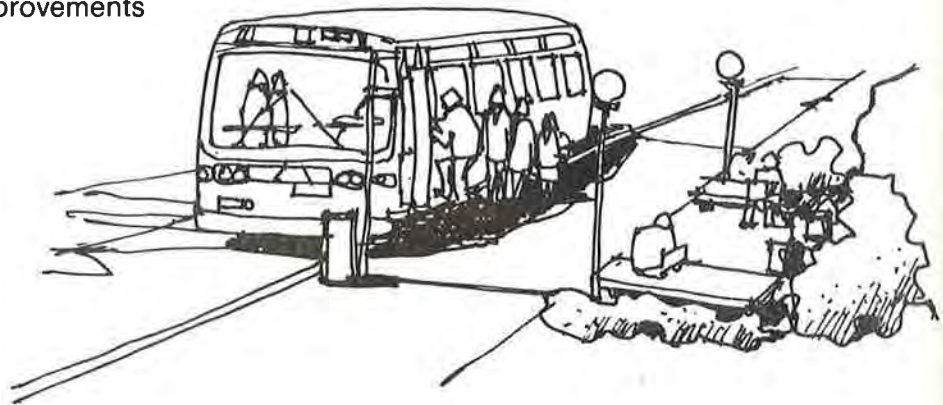
A secondary loop system connecting the North Riverbank to downtown Spokane is suggested in Figure 5-2. Possibly using lighter vehicles, the system would provide a convenient tie between downtown and the County office complex,

the coliseum, the higher density housing in the central subarea, and Gonzaga University. Variations of this routing might include North Central High School. The economics of such a system obviously depend on the substantial redevelopment of the North Riverbank. A privately operated system might be initiated by the motel-office-commercial uses on the North Riverbank that would benefit directly from easy access to and from the Central Business District.

Bus shelters should be provided throughout the North Riverbank area, for their comfort, and to help make the transit system visible and understandable. In general, the shelters should be a part of a larger district-wide system, and their design should be uniform. Exceptions can be made in such locations as the coliseum, where larger-than-normal structures are required, or where shelters can be incorporated in the design of buildings or follow the theme of a special architectural district.



Bus Stop Improvements



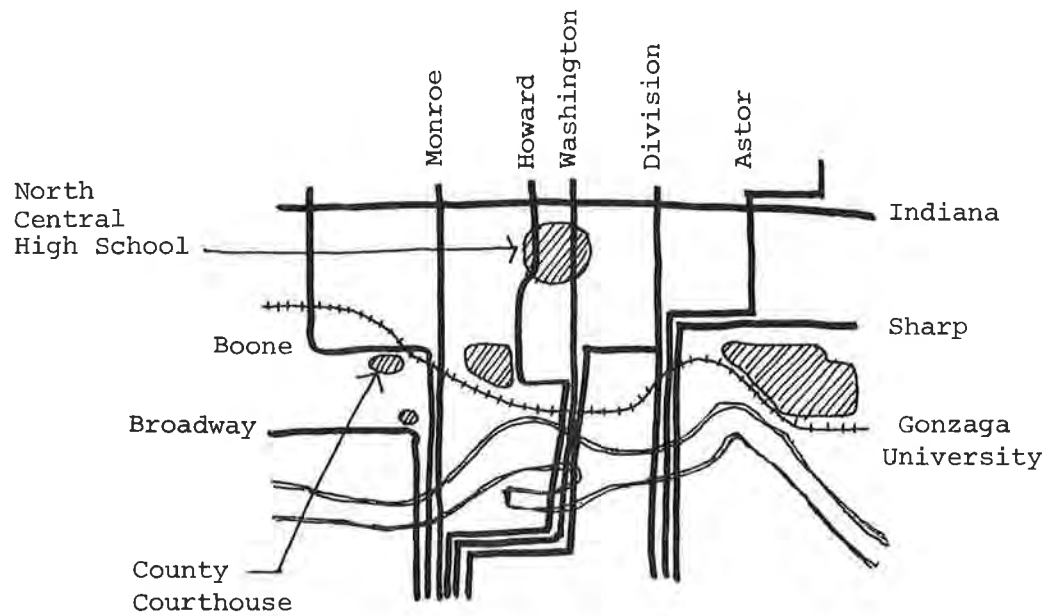


FIGURE 5-1 EXISTING BUS ROUTES

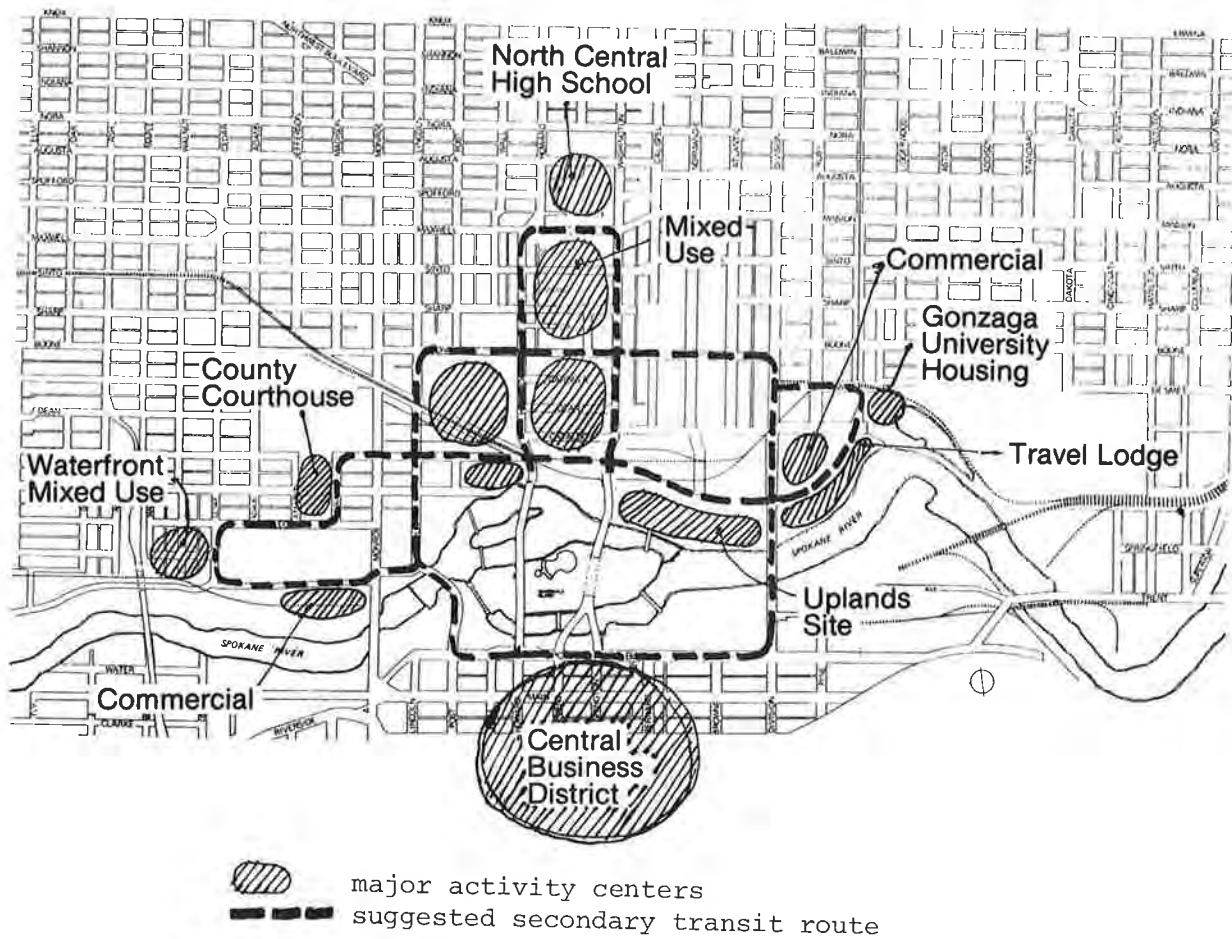


FIGURE 5-2 SUGGESTED SECONDARY TRANSIT ROUTE

Chapter 6

PEDESTRIAN CIRCULATION

GOALS AND POLICIES

1. Develop a riverfront pedestrian trail along the full length of the north bank of the river with extensions into adjacent areas wherever possible.
2. Develop pedestrian paths from residential and commercial areas down to the riverfront.
3. Develop strong pedestrian connections (pathways, walks, plazas, etc.) between North Central High School, the coliseum, central Riverfront Park, and downtown.
4. Develop a pedestrian connection between downtown and the county courthouse.
5. Develop pedestrian connections between Gonzaga University and downtown.
6. Encourage development of pedestrian trails along existing railroad rights-of-way.
7. Develop pedestrian connections between North Central High School and residential areas.
8. Avoid pedestrian-bicycle conflicts by constructing separate pathways where possible.
9. Develop a pedestrian (and bikeway) river crossing downstream from the Trent Avenue Bridge, using existing bridge piers.
10. Pedestrian connections should include, where appropriate, such amenities as viewpoints, overpasses, etc.

PLANNING PRINCIPLES

The heavy vehicle traffic through the North Riverbank area discourages the person on foot. There is plenty of experience to tell us that people will walk more frequently and longer distances when the walking environment is enjoyable.

The enjoyment of walking is determined in large part by the convenience of the route, its length, and the scale and character of the buildings, spaces, and activities along the way. In general, pedestrian routes, or paths,

are most successful when they are separated from vehicle traffic, are clearly marked so that people can find their way, are visually pleasant and interesting, and when they connect activity centers which generate foot traffic.

Such pedestrian routes are best planned as a system, as streets are planned, with attention to the demand for foot traffic, safety, and appropriate detailing of the pathway. Paths are wider where the traffic is heavier. Good lighting and signing can contribute to pedestrian safety. A variety of surface materials can be selected with a concern for safety, appearance, and ease of maintenance.

There are a number of ways to help pedestrians cross busy streets that go beyond installing "walk-wait" signals and striping crosswalks. The pedestrian overpasses or underpasses that are an obvious solution to the separation of pedestrian and vehicle traffic are costly and often awkward. Unless they are easy and convenient, they go unused.

Underpasses can be unsafe. Still, changes in the natural grade often present opportunities to design such structures with a minimum of climbing, or such grade changes can be created as part of a larger landscaping scheme.

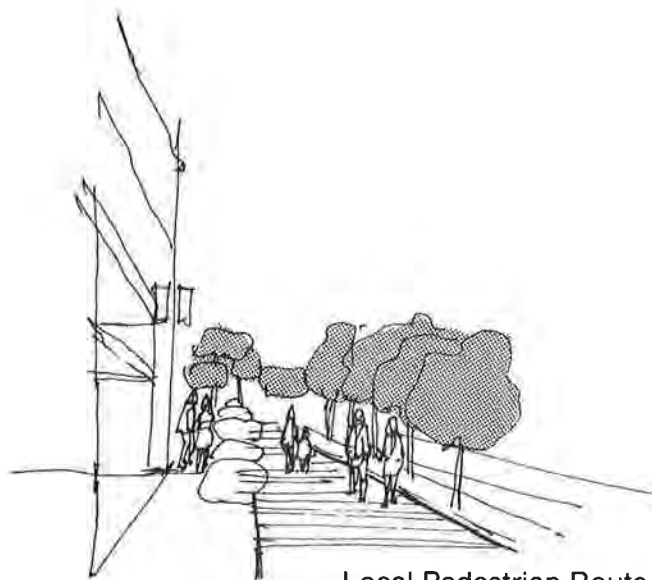
An effective way to reduce the hazard of street crossing, with advantages for improved landscaping as well, is to extend the sidewalk into the parking lane at street intersections, as illustrated in Figure 19-1. Landscaped "safety islands" are also workable when the right-of-way is wide enough to accommodate them.

DESIGN PLAN

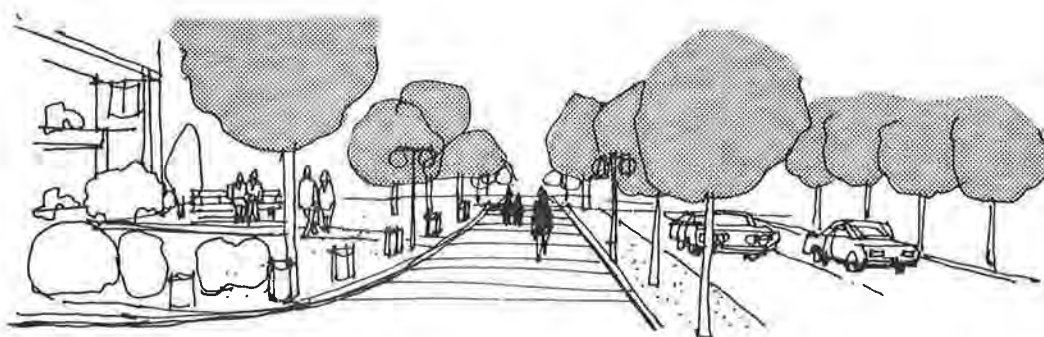
The plan encourages a pattern of arterial-free pedestrian precincts, as shown in Figure 6-1 with the improved pedestrian linkages described by the policy concepts. Where the topography is favorable or the demand is high, grade separated pedestrianways are proposed.

In general, pedestrian paths will be developed in locations removed from arterial traffic. Where possible, mid-block locations are preferred, as suggested by Figure 6-2. New buildings should be oriented toward adjacent pedestrian paths, if any.

Detailed proposals are found in sections of the plan dealing with Riverfront Development, the Howard-Washington Street Design Corridor and the Gonzaga Subarea of the Logan Neighborhood.



Local Pedestrian Route



Major Pedestrian Route

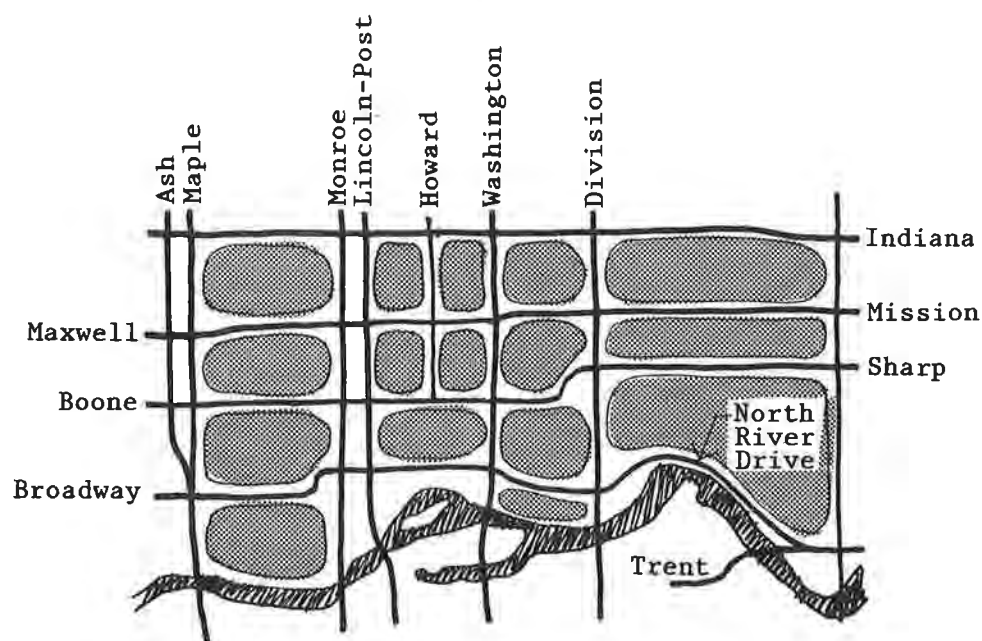
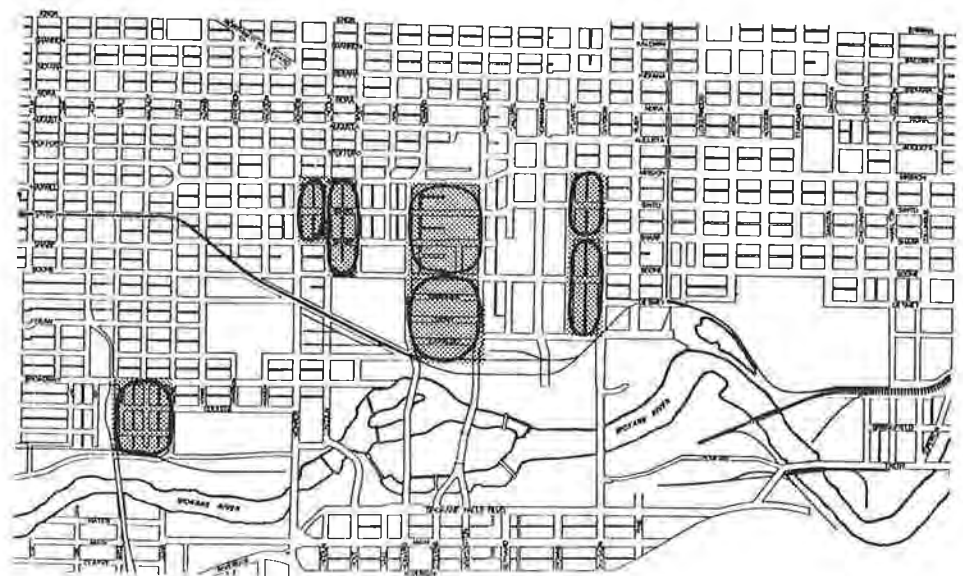


FIGURE 6-1 ARTERIAL-FREE PEDESTRIAN PRECINCTS



View into Mid-block




 suggested areas for mid-block pedestrian crossings

FIGURE 6-2 MID-BLOCK PEDESTRIAN AREAS

Chapter 7

BIKEWAYS

GOALS AND POLICIES

1. Recognize the separate requirements for commuter and recreation bikers in the design of a bicycle system for the North Riverbank.
2. Avoid conflicts between bikers and pedestrians by creating separate pathways where possible.
3. Develop bikeways connecting North Central High School, the coliseum, Riverfront Park, Gonzaga, and downtown.
4. Develop safe and convenient bicycle connections between North Central High School and residential areas.
5. Use Howard Street as a major north-south bikeway.
6. Develop a bicycle path as an integral part of North River Drive.
7. Encourage development of bicycle pathways along existing railroad rights-of-way.

PLANNING PRINCIPLES

The last 10 years or so have seen a sharp increase in the use of bicycles for transportation. While bikers are mostly in the younger age groups, they now include a significant number of adults.

Two types of bikers ride through the North Riverbank area: commuters, mainly north and south with their origin or destination downtown, and all others, who bike mainly for pleasure. There is probably a third group: youngsters who just bike around. This is an in-between category that overlaps with the other two, but is characterized by shorter trips.

As with pedestrian facilities, bikeways should be planned as a system, taking into account major origins and destinations, the needs of different user groups, and concerns for safety and amenity.

BIKEWAY PLAN

The bikeway plan for the North Riverbank is incorporated in the citywide Bikeway Plan and Program and is described

separately. The city's bikeway program is coordinated with the 6-year arterial street improvement program by the Public Works Department.

Major bikeway routes through the North Riverbank study area are shown schematically in Figure 7-1.

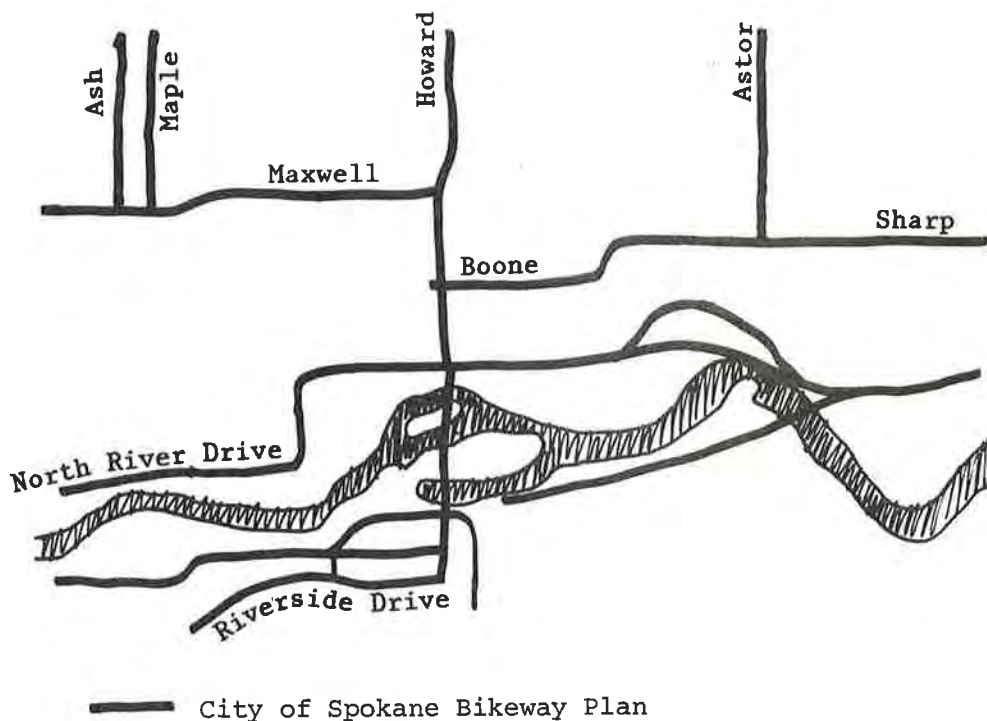


FIGURE 7-1 PROPOSED BIKEWAYS

Chapter 8

LANDSCAPING AND LIGHTING

GOALS AND POLICIES

1. Improve the visual image of the North Riverbank by providing generous landscaping along the street right-of-way, in parking lots, and other public open spaces.
2. Encourage a high standard of landscaping on private property. Set minimum standards for the landscaping of required setbacks.
3. Encourage unifying lighting systems to help distinguish special districts or to identify certain streets, pedestrian paths, or bikeways, as appropriate.

PLANNING PRINCIPLES

Landscaping softens the city. Landscaping deals mainly with the introduction of plant materials, paving, and related structures to the open spaces of the city. Broadly speaking, landscaping deals with the design of the street as well, and is sometimes called "streetscaping."

Compared with many parts of Spokane--the South Hill comes to mind--areas of the North Riverbank are virtually devoid of landscaping. There are important exceptions that include the tree-lined residential streets north of the Gonzaga campus and in other older areas. Typically, however, areas that suffer most from the appearance of run-down buildings or traffic-congested streets are also areas with fewer trees and little lawn.

The value of landscaping is clear when one compares the visual delights of an older tree-lined residential street with streets that are sparsely planted or are lacking any trees at all. Not surprisingly, such visual amenity translates into higher property values. Except for the occasional chore of raking leaves, people like to live on tree-lined streets.

Street trees can help to establish the identity and clarity of streets. The consistent use of one species, uniformly planted, can help to indicate the importance and continuity of such streets as Ash-Maple, Monroe-Lincoln, and Hamilton. (The continuity of Division Street is well established by the visibility, if not the uniformity, of its helter-skelter advertising.)

In other locations, less formal plantings can be introduced. Where residential or pedestrian-oriented uses abut high volume arterials, landscaped buffers can provide protection. Landscaping can screen unsightly views and, conversely, can frame or direct attention to attractive views and vistas.

Paving need not be limited to asphalt and raw concrete, and Spokane has many fine examples of the use of brick and aggregate pavers in its public spaces. Planters, benches, waste receptacles, and similar "street furniture" can be visually attractive as well as practical. The landscaping of Riverfront Park sets a high standard for future projects on the North Riverbank.

Lighting systems can be an important design element apart from their primary purpose to provide safety and security. As with street trees, rows of evenly spaced lighting fixtures can add directional clarity and importance, even a comforting sense of enclosure. Variations in brightness, color, and direction and the height and spacing of fixtures can be appropriately matched to the hierarchy of streets. The same is true for pedestrian paths and bike-ways. North River Drive, for example, might be marked by its own lighting system.

Distinctive lighting can set off commercial districts, residential neighborhoods, individual planned unit developments, and such public areas as the county office complex and the coliseum. In recent years, a wider variety of light sources has become available, including quartz iodine, metal halide, and mercury and sodium vapor. An odd point: Lighting can delay dormancy in young trees, and the location and type of lighting used in landscaped areas need to be coordinated with the type of plant materials that are used in severe climate conditions such as in Spokane.

LANDSCAPE AND LIGHTING PLAN

Generous landscaping of street right-of-way and other public corridors can help to carry the environment of Riverfront Park north into the rest of the study area (Figure 8-1). Opportunities for heavy plantings along arterial streets are suggested in Figure 8-2. The diagrams in Figure 8-3 indicate the relative amount of planting suggested for different arterial street categories. More detailed schemes for landscaping are shown in the design of specific sites in Part II. These suggestions may be applied as street right-of-way allows and safety is maintained.

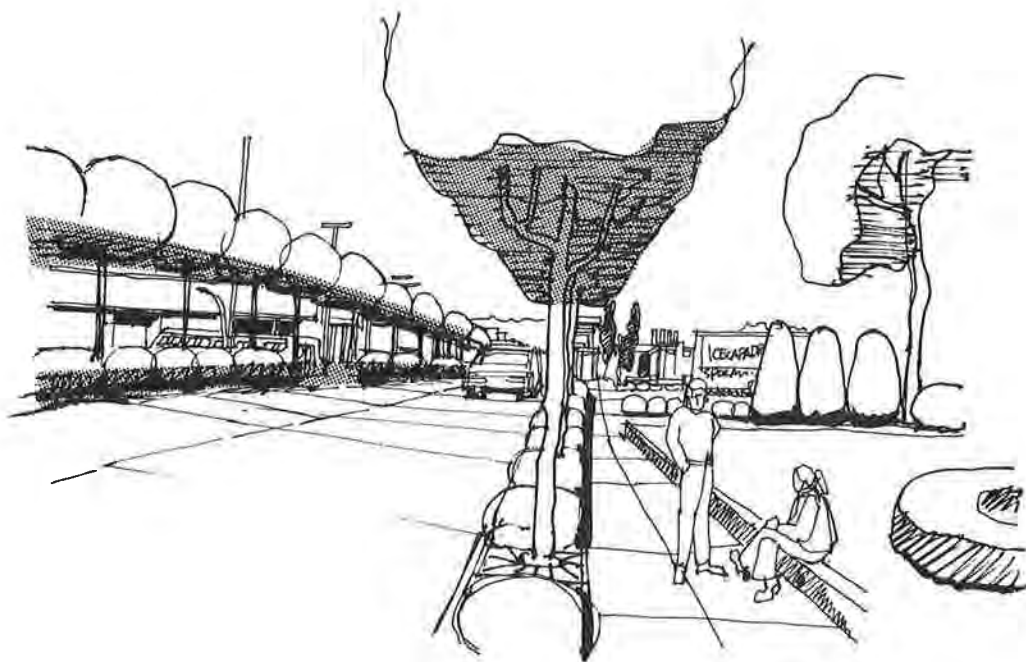


FIGURE 8-1 LANDSCAPING SOFTENS THE CITY

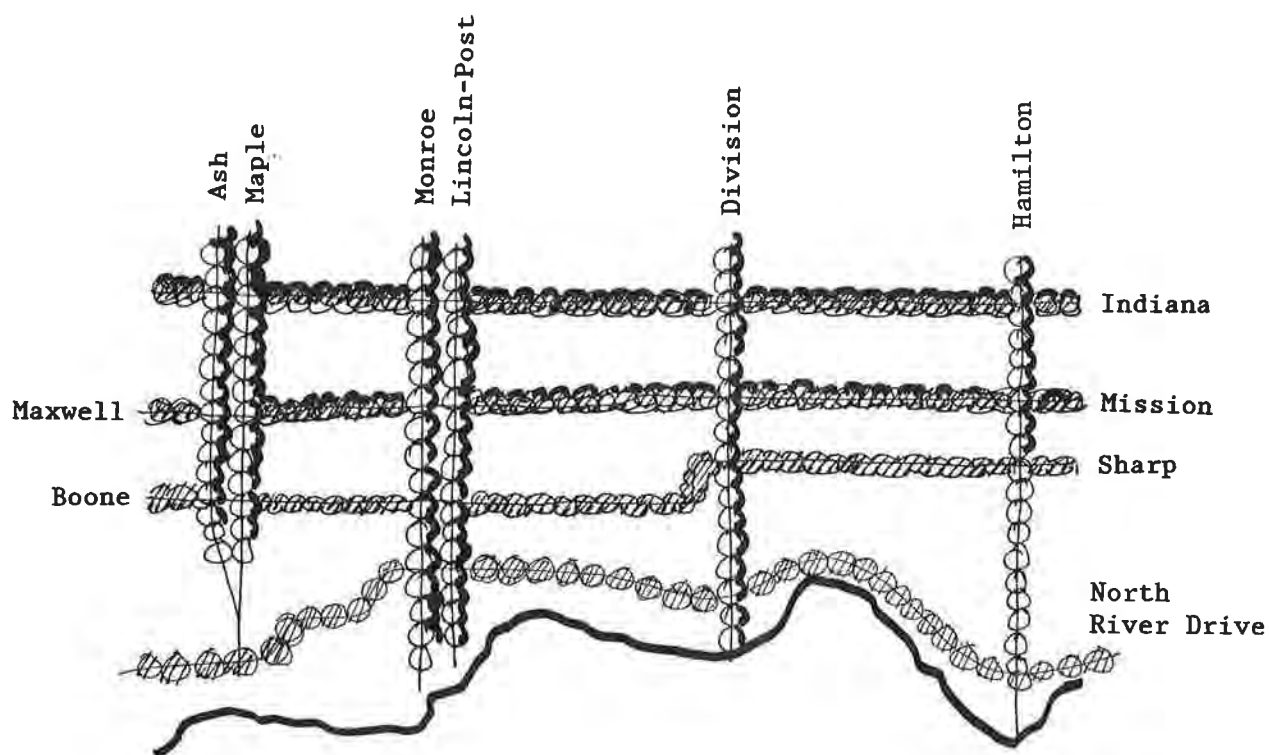


FIGURE 8-2 SPECIAL LANDSCAPED STREETS

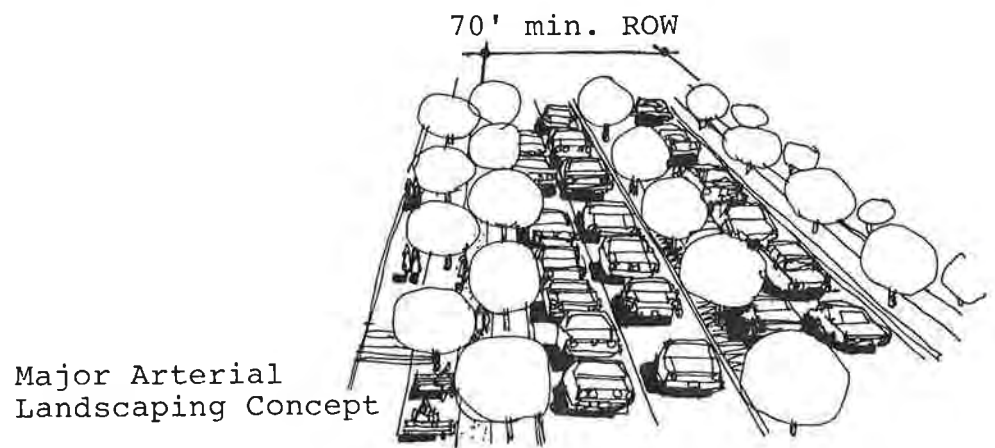
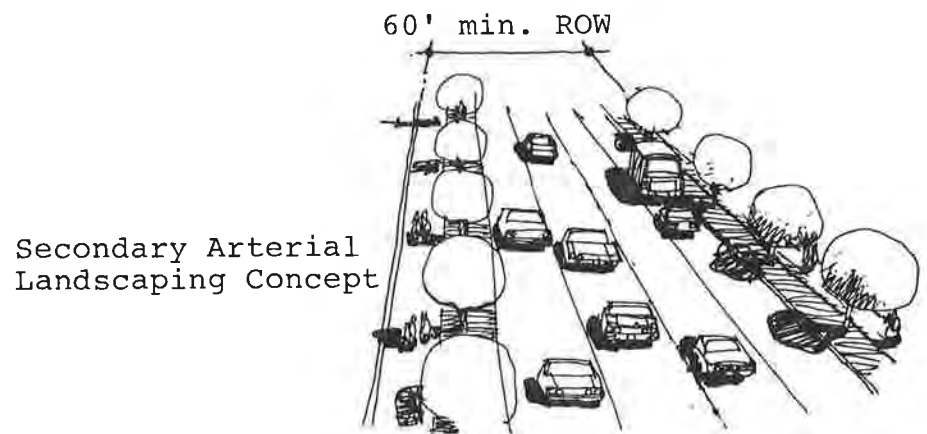
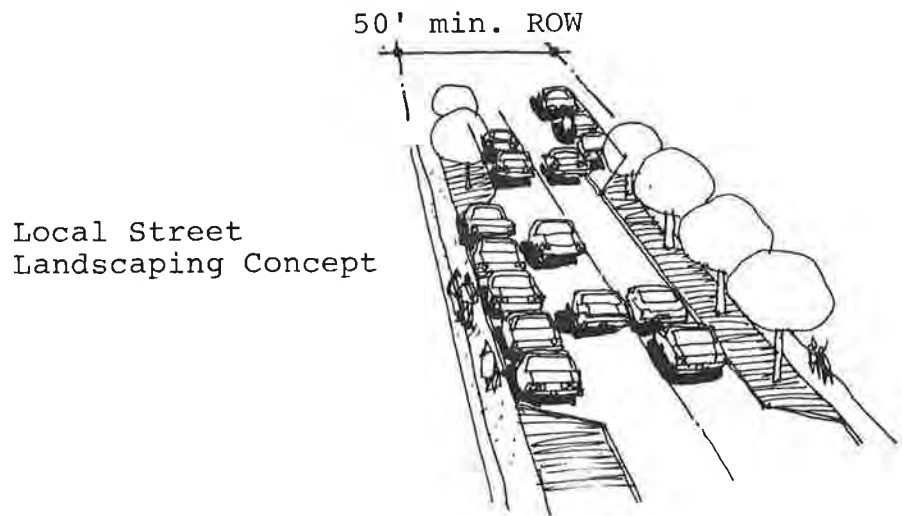
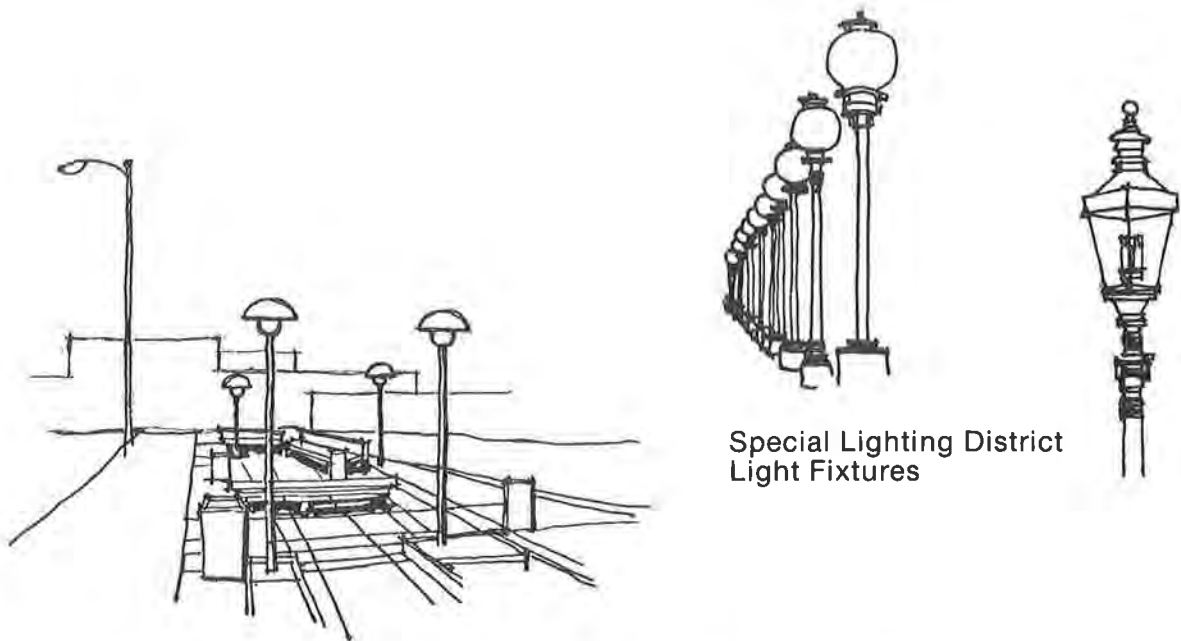


FIGURE 8-3 STREET LANDSCAPING

The city's street lighting program is planned in coordination with Washington Water Power Co., and lighting standards are the responsibility of the city traffic engineer.

Areas in which special lighting may be appropriate are suggested in Figure 8-4.



Special Lighting District
Light Fixtures

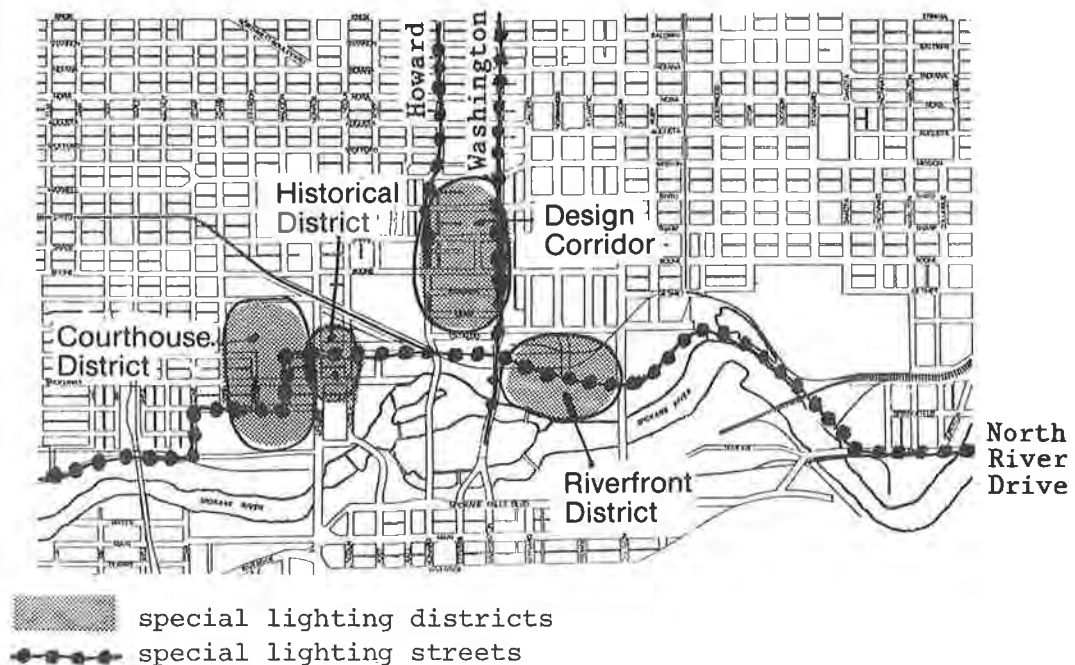


FIGURE 8-4 LIGHTING

Chapter 9

PARKS AND OPEN SPACE

GOALS AND POLICIES

1. Develop linear open space patterns that will connect Riverfront Park with other public facilities in the North Riverbank study area.
2. Encourage joint use of selected public and institutional open spaces.
3. Develop a neighborhood park to serve the residential areas between Maple and Monroe Streets.
4. Develop the top of the large city-owned rock outcrop bounded by Boone, Washington, Sinto, and Normandie as a passive "pocket park." Acquire and develop other rock outcrops for similar development, as possible.
5. Study the closure of selected streets, if not required for access, as locations for pocket parks, playgrounds, or pedestrian paths (see Page 19-1).

PLANNING PRINCIPLES

Spokane's park system, much of it laid out with beauty and foresight by the famous Olmsted brothers early in the century, sets a high standard for the future. Riverfront Park represents a renewed commitment to implement the Olmsteds' early concepts for river-park development through the center of the city. The park and open space concepts for the North Riverbank build on this foundation.

Four main principles are the basis for park and open space proposals in the North Riverbank:

1. The shoreline along the Spokane River should be accessible to the public.
2. Major public buildings should have connections to the riverfront park system.
3. Unique physical features that lend themselves to recreational use should be acquired and developed as part of the city's larger park and open space system.

4. The acquisition and development of parkland should be closely coordinated with the city's plans for the redevelopment of residential neighborhoods. A neighborhood playground, planned for both active and passive use, can stimulate redevelopment in older residential areas.

PARK AND OPEN SPACE PLAN

Figures 9-1 and 9-2 illustrate the location of major park and open space improvements in the North Riverbank Plan based on the policy concepts described above. Specific proposals are described in Part II. Private land shown in the plan for public use is only a desirable goal. Such land will be zoned for private development consistent with surrounding zoning.

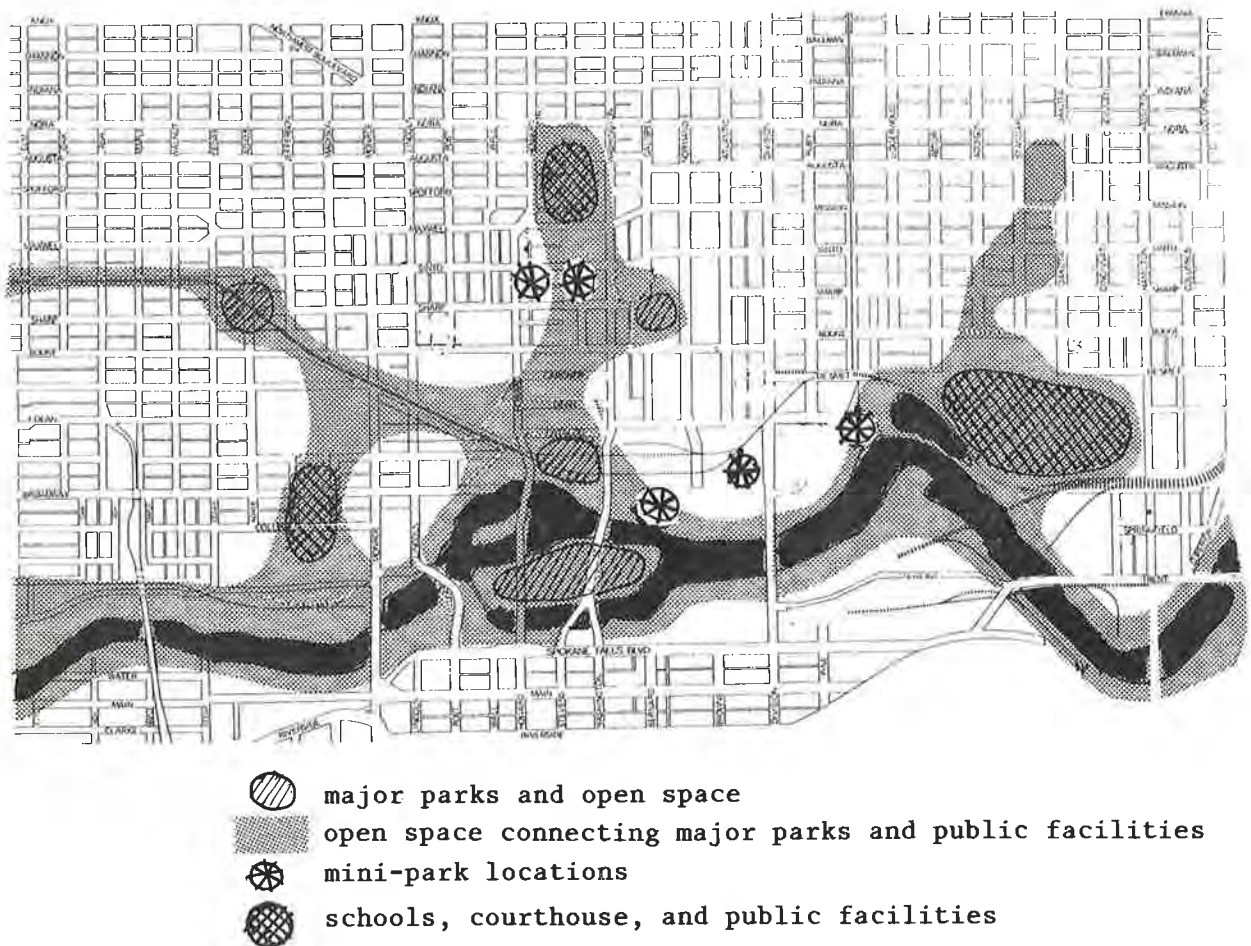
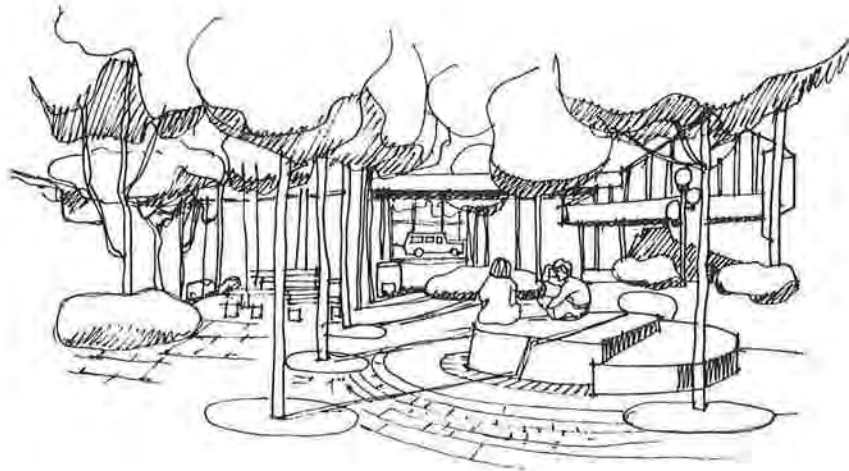


FIGURE 9-1 PARKS AND OPEN SPACE CONCEPT



Small Neighborhood Park

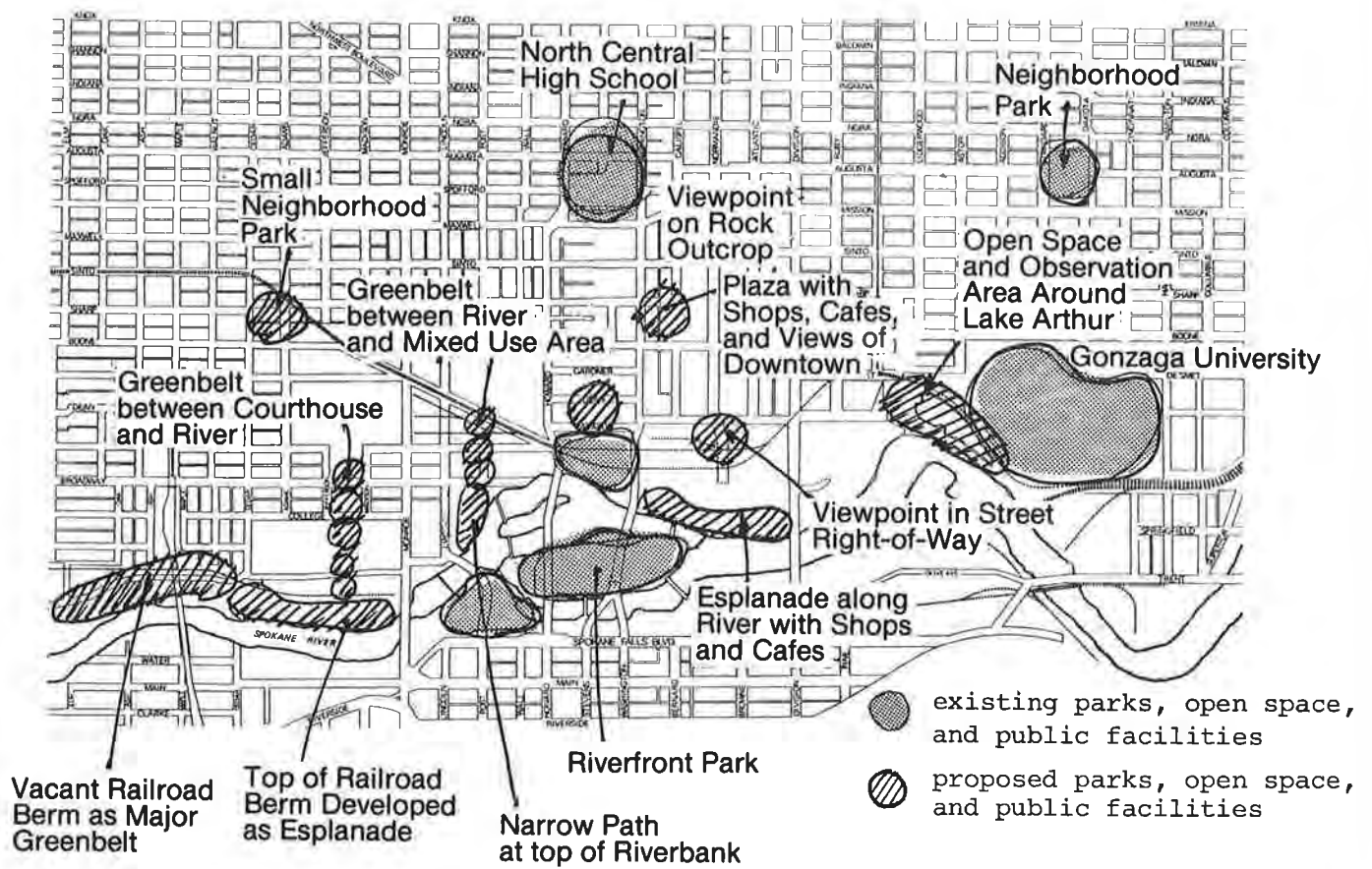


FIGURE 9-2 EXISTING AND PROPOSED PARKS AND OPEN SPACE

Chapter 10

PRESERVATION

GOALS AND POLICIES

1. Encourage the preservation and use of older buildings with historic significance and architectural merit.
2. Renovate older housing that is structurally sound.

PLANNING PRINCIPLES

Some parts of the North Riverbank contain older structures that are part of the city's history. The brick facades of many older buildings are valued today for their rich texture and detail, and for their often pleasing contrast with modern building design. The Flour Mill and Import Market are two examples in the study area of older buildings that have been successfully renovated in a manner that respects the original design.

The study area contains a number of other commercial buildings that might lend themselves to similar renovation. Some of these are located along Monroe Street. The high cost of new construction today suggests that such projects can be financially attractive as well as visually pleasing.

The study area is replete with older homes that still have a long and useful life ahead. Many of them have been well-maintained over the years, a few show signs of recent renovation, and others need substantial repair. Many of these older homes are in solid residential areas. Others are in areas of mixed use and will, in time, give way to higher-density development.

DESIGN PLAN

The staff of the Spokane City Plan Commission has conducted a historic landmarks survey in Spokane, identifying structures and sites that are significant either for their architecture or for historic activity associated with them. Some 60 buildings in the study area are identified in this inventory, which includes a short narrative description of each site. The inventory is based on a visual survey and does not indicate whether a building is structurally sound or otherwise suitable for renovation.

The group of older buildings on the block bounded by Monroe and Lincoln streets and Broadway and Bridge avenues has a unique visual quality. This block can be designated as historic and the structures can set a theme for redevelopment. Buildings fronting on Monroe Street between Broadway and Bridge Avenue also comprise a group having architectural significance, but they require extensive repair.

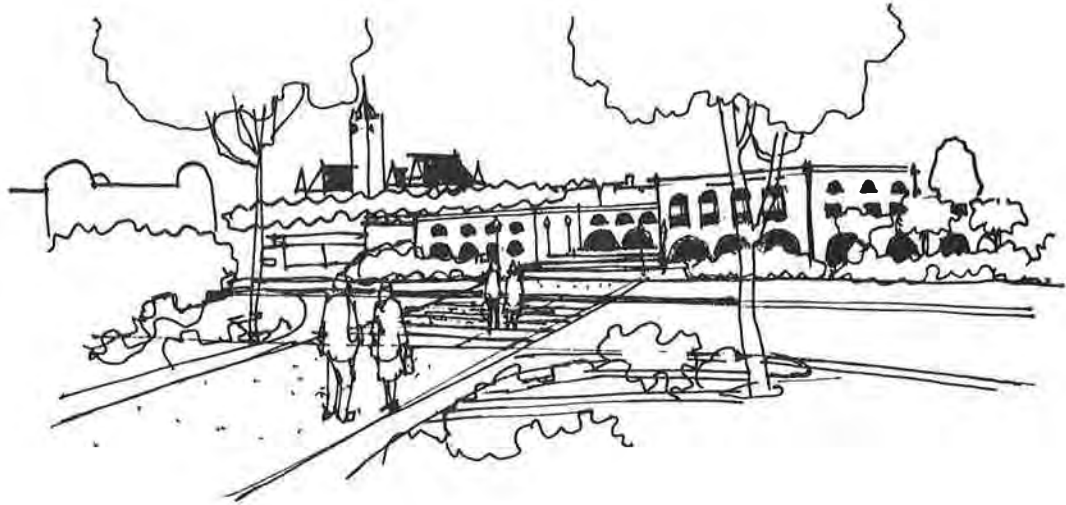


FIGURE 10-1 MONROE-LINCOLN DISTRICT

PART II
SITE-SELECTION
DEVELOPMENT

Chapter 11

RIVERFRONT DEVELOPMENT

GOALS AND POLICIES

1. Develop a pedestrian way along the full length of the north bank of the river. Where necessary, obtain easements over private land and through private development. The pedestrian right-of-way should be wide enough, to provide space for landscaping. Include plazas, squares, and esplanades as part of the pedestrian system.
2. Relate Lake Arthur to the riverfront park system.
3. Develop the triangular parcel of vacant railroad property north of the post office distribution center as part of the riverfront park system.
4. Close or relocate Bridge Street between Monroe and Lincoln Streets to consolidate park property on both sides of Ide.
5. Include a wide public esplanade as an integral part of any new riverfront development.
6. Encourage clusters of small shops and restaurants on parcels fronting the river.
7. Discourage blank walls and inaccessible developments fronting the river.
8. Permit mixed-use development patterns, to include high-density residential, medium-rise office, commercial recreation, and community business, in the following locations:

Riverfront Mixed Use

- a. Between Maple-Ash and Adams from the river to College Avenue and between Adams and Monroe from the river to Ide.
- b. Between Lincoln and Howard Streets from the Burlington Northern tracks to the river.
- c. Between Washington and Division Streets from the "bluff" to the river.
- d. Between Division Street and Pearl Street from Cataldo Avenue-Ruby Street-Desment Avenue-Pearl Street to the river.

Design Corridor Mixed Use

Between Howard and Washington Streets from Riverfront Park to Maxwell Avenue and between Lincoln and Howard, from Sharp to the Burlington Northern tracks.

Commercial Mixed Use

Between Normandie and Atlantic from the bluff to Sinto; and between Washington and Normandie from the bluff to one-half block north of Boone.

Uses related in Areas a, b, c, and d will have a strong design orientation to the river; development in the Design Corridor will relate to a strong north-south pedestrian and open space connection from downtown and Riverfront Park to North Central High School.

9. In riverfront-oriented mixed-use areas, encourage designs that include housing as a conditional use above ground floor office and commercial uses.

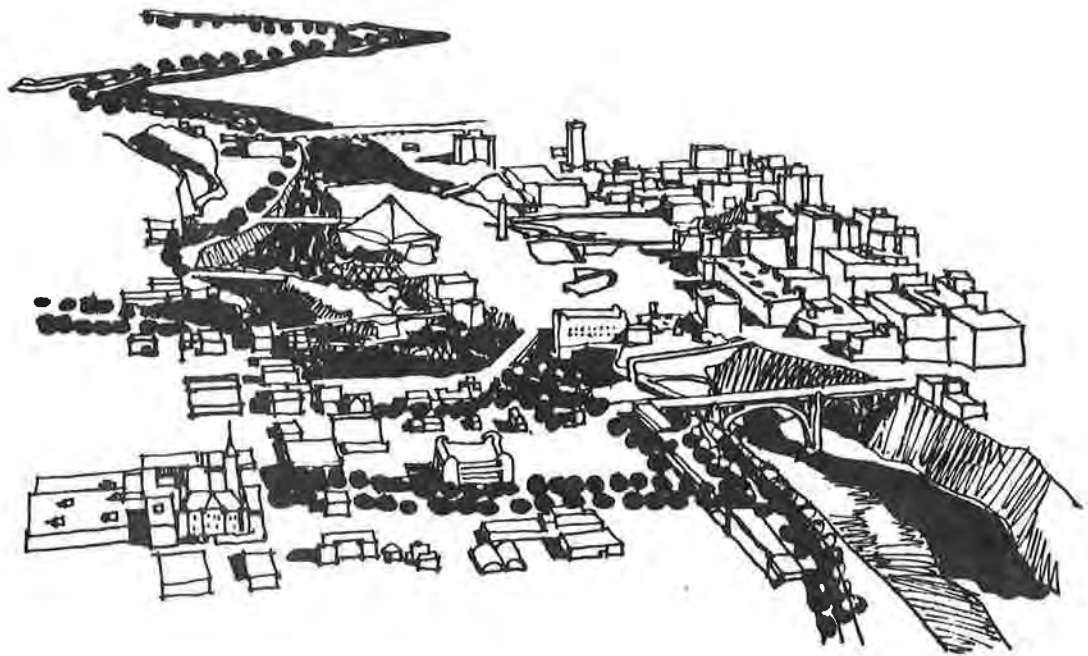
PLANNING PRINCIPLES

The Spokane River and its banks contain natural and man-made features of exceptional visual drama. A general objective of the urban design plan is to realize the full benefits of this powerful riverscape. This is the course of action that the city has already set in the development of Riverfront Park. Properties on the south bank are largely developed. Further opportunities to realize the full potential of this magnificent scenic resource are found mainly on the north bank.

General planning principles relating to riverfront development are concerned with: (1) the physical access to the river, (2) the view of the river, and (3) the sharing of the river environment with properties farther away.

The shoreline along the Spokane River should be accessible to the general public. Each building site should be developed with regard for its unique relationship to the river and with consideration for public access, and public view corridors.

The river and the falls are a public resource, and views from the riverbank should be maximized and preserved. The owners of view property along the river and the falls have a public responsibility to provide viewpoints and public access to the river in cooperation with the city.



Central Riverfront Area

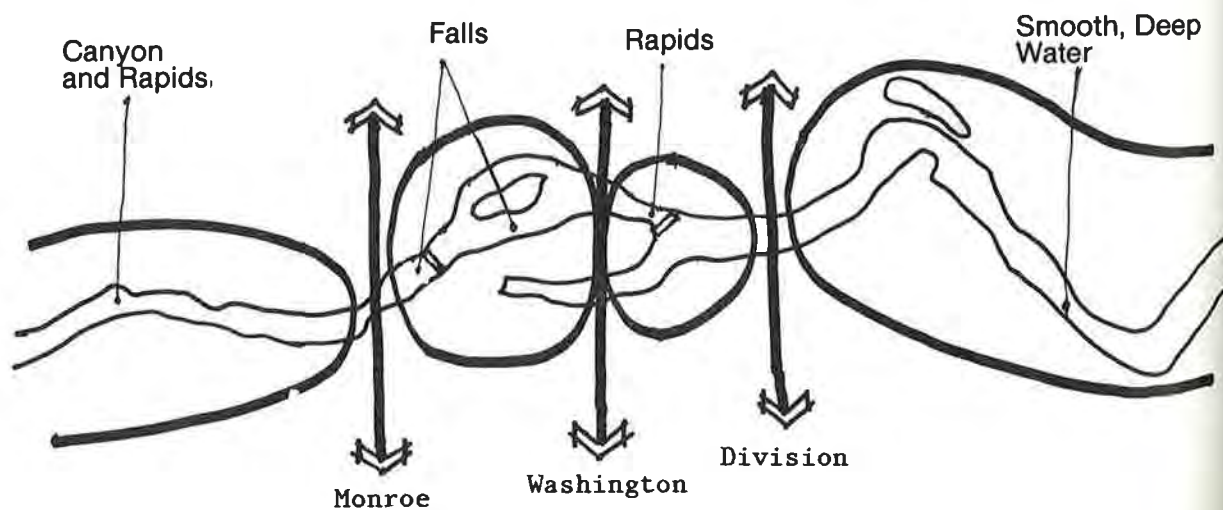
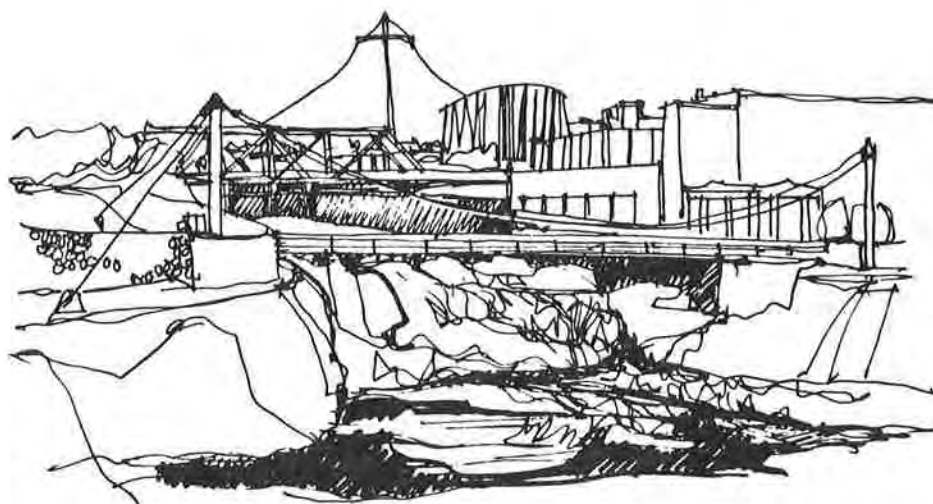


FIGURE 11-1 RIVER CHARACTER

The environment of the river need not be confined to the immediate area of the river. By extending open-space corridors in the form of landscaped street right-of-way and pedestrian paths northward into the rest of the study area, the environment of the river and Riverfront Park can be shared with properties farther away.

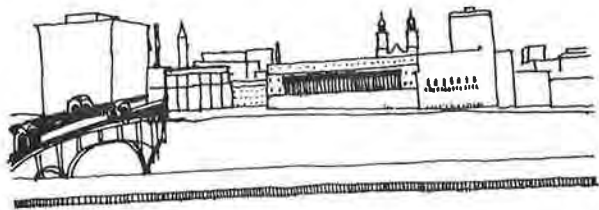
DESIGN PLAN

The North Riverbank can be divided into several areas of distinct character, as described below:

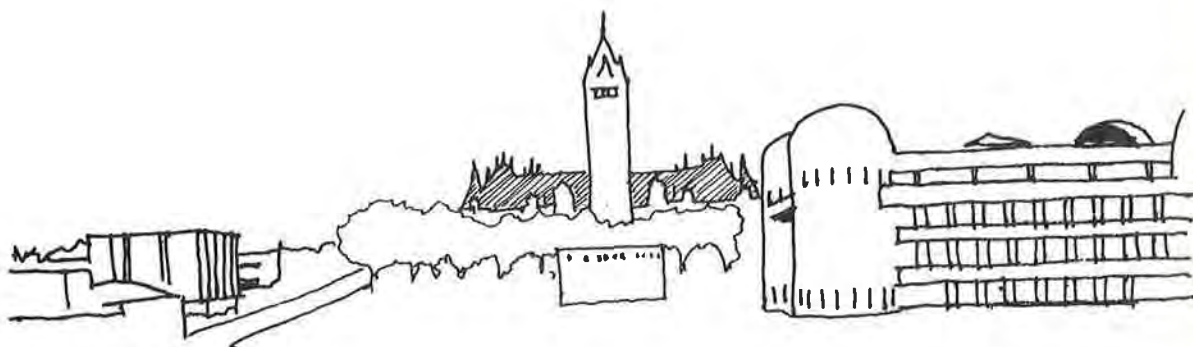
- o West of Monroe Street. A railroad berm is located at the top of the riverbank, and the river is in a deep canyon. The view from the top of the berm is exceptional.
- o Between Monroe Street and Washington Street. Most of the riverbank here is in park ownership. This area contains the dramatic cascades of Spokane Falls. Access to the riverbank is restricted between Lincoln Street and the pedestrian suspension bridge because of the absence of a pedestrian footpath (Figure 11-2b).
- o Between Washington Street and Division Street. The riverbank here is in park ownership. This area contains the diversion dam that separates the smooth deep waters to the east from the cascades and rapids of the lower river.
- o Between Division Street and Lake Arthur. The riverbank here has the most wooded appearance of any area under consideration. The top of the bank is close to the water surface. Lake Arthur is a valuable visual and recreational asset in this area.

The location of major features along the Spokane River is shown in Figure 11-3. A continuous riverfront parkway stretching from areas west of Monroe Street to Lake Arthur is proposed in several adopted city plans.¹ This parkway is discussed here in sections numbered as proposals 1 through 15, as shown below. These proposals are intended to integrate major features and opportunities with new public and private development to create a unified system of esplanades and plazas along the river. The proposals

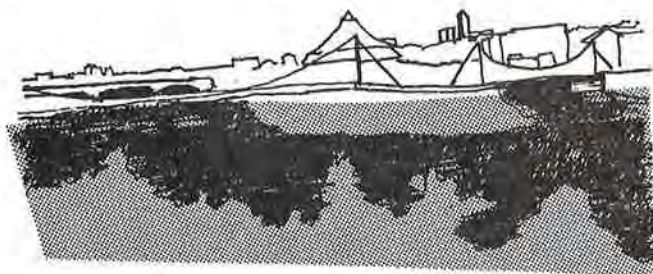
¹Spokane North Riverbank Policy Concepts Plan (1979); Spokane Central Riverfront Park Master Plan (1974); Spokane Riverfront Development Program, Central Falls Design Plan (1975).



a. View South From
Railroad Berm



b. View North From
Railroad Berm



c. Central Falls Area

**FIGURE 11-2 VIEWS FROM RAILROAD BERM AND
PEDESTRIAN FOOTPATH**

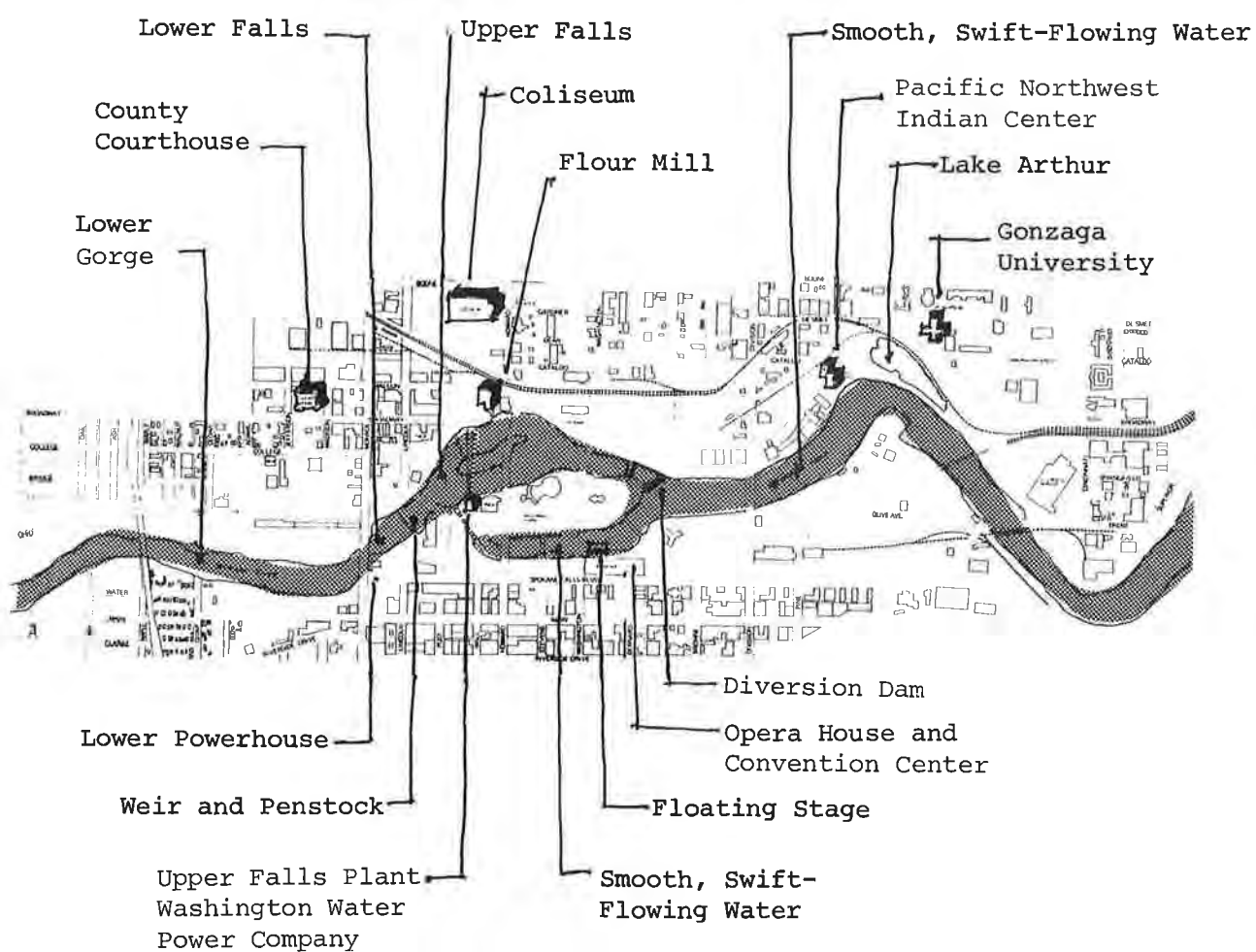
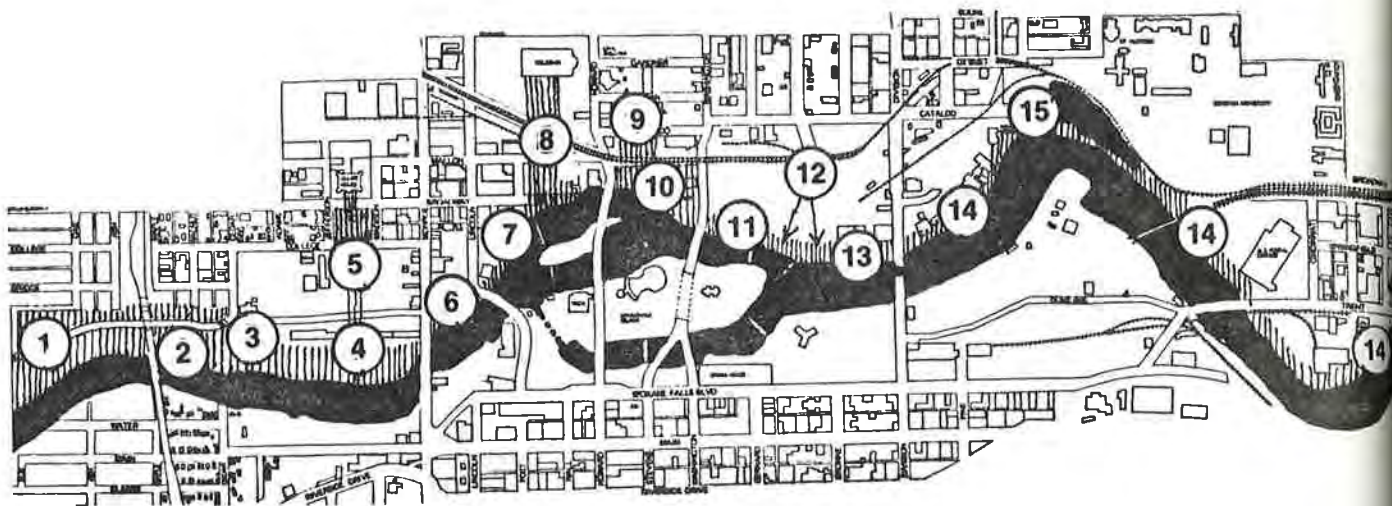


FIGURE 11-3 MAJOR FEATURES ALONG THE SPOKANE RIVER



1. major greenbelt extending to Summit Boulevard
2. hiking trail along riverbank
3. greenbelt atop railroad berm
4. plaza on railroad berm with cafes, shops, and motel
5. major open space connection between courthouse and river
6. view point with public plaza
7. narrow paved path with seating, lighting, and landscaping
8. major open space connection to Coliseum
9. plaza on top of bluff with restaurants and shops
10. green area with large open lawn and market place
11. plaza with adjacent motel and restaurants
12. view point and view corridor
13. plaza with terraces to river, shops, and cafes
14. paved path along river
15. park with shaded areas and access to Lake Arthur

FIGURE 11-4 CONTINUOUS RIVERFRONT PARKWAY

will not only afford spectacular views of the river and downtown, but will also provide a catalyst for shops and restaurants to locate on their perimeter.

The following sections describe each proposal in detail.

Proposal No. 1: Major Greenbelt Extending to Summit Boulevard and High Bridge Park

This stretch of land should be managed as a natural forest that provides contrast to the built-up areas of the city. Some open lawn can be provided, but development would consist mainly of dense plantings of evergreen and deciduous trees.

Proposal No. 2: Hiking Trail Along Riverbank

This trail can be similar to those found in our state parks. The path surface should be unpaved, with wooden steps and rails in difficult terrain. Access to the water should be informal, with the possibility of getting wet.

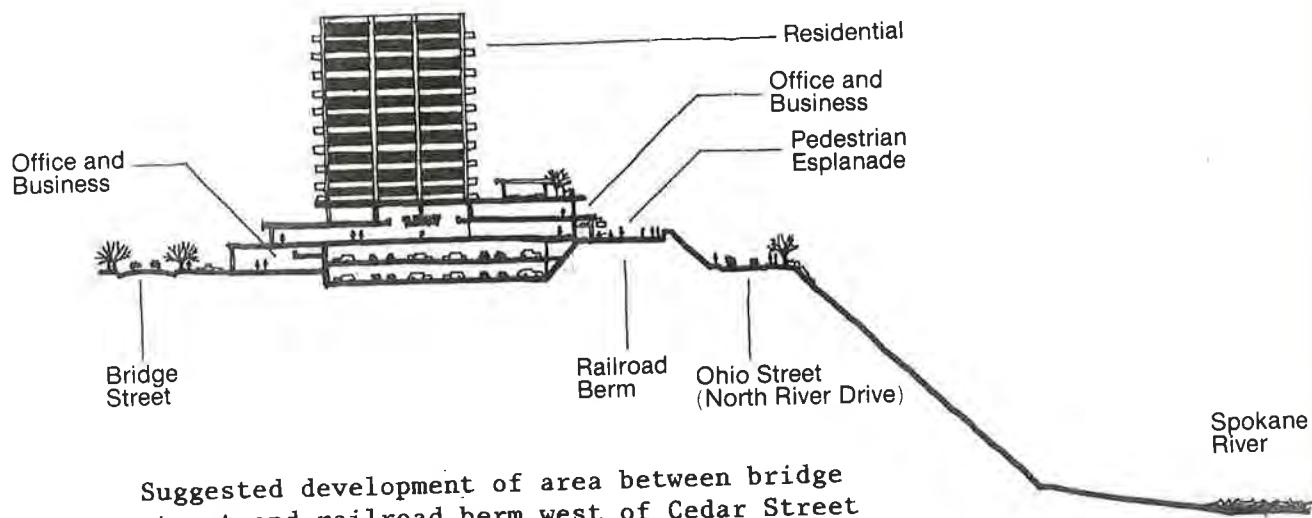
Proposal No. 3: Greenbelt on Railroad Berm Between Maple and Cedar Streets

Housing and office uses are proposed adjacent to the greenbelt. A function of this space is to provide residents and office workers with a place to relax and enjoy the fine views of the city and the river. To support this activity, the space should contain shade trees and lawn, and only a narrow path is needed. The bridges at each end of the area should be upgraded for pedestrian use. The greenbelt should be no less than 30 feet wide and continuous from Maple to Cedar Street.

The railroad berm in this area provides unique development opportunities. Parking for new development along the berm can be placed between the berm and Bridge Avenue to the north. Housing and office uses are recommended. Buildings can be constructed on an elevated deck above the parking, level with the top of the berm.

Proposals No. 4 and 5: Plaza on Railroad Berm with Cafes, Shops, and Hotel

This space should be strongly related to the County Government Complex. If feasible, development of the area should be designed to preserve open space amenities between the courthouse and the south riverbank. Gondola service could be extended from downtown to this view corridor.



Riverfront Mixed Use District

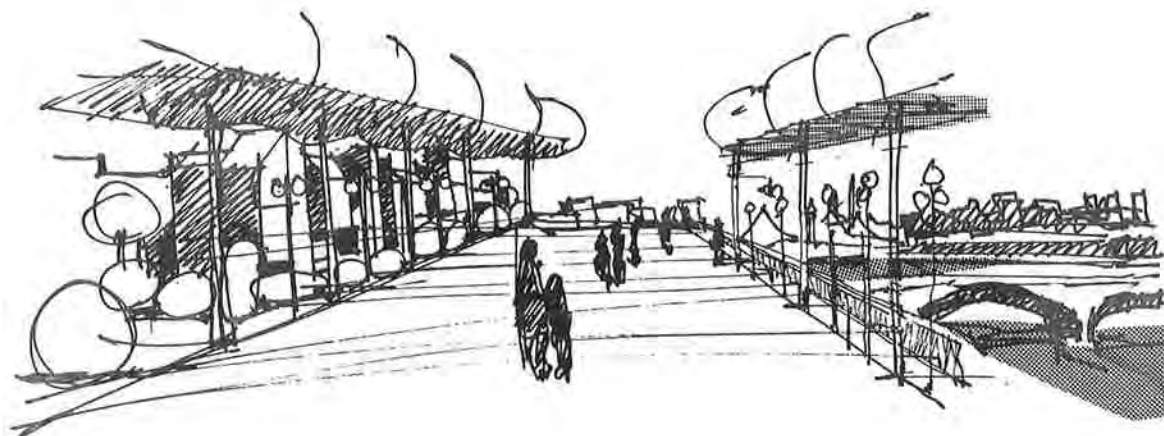
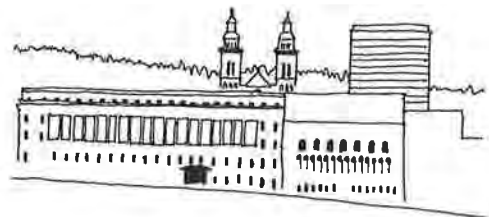
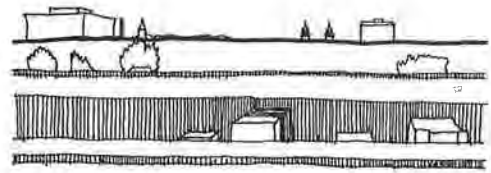
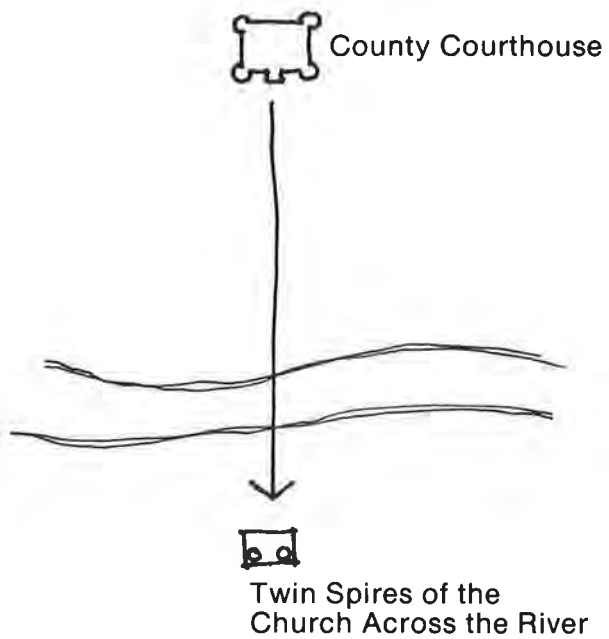


FIGURE 11-5 RIVERFRONT ESPLANADE

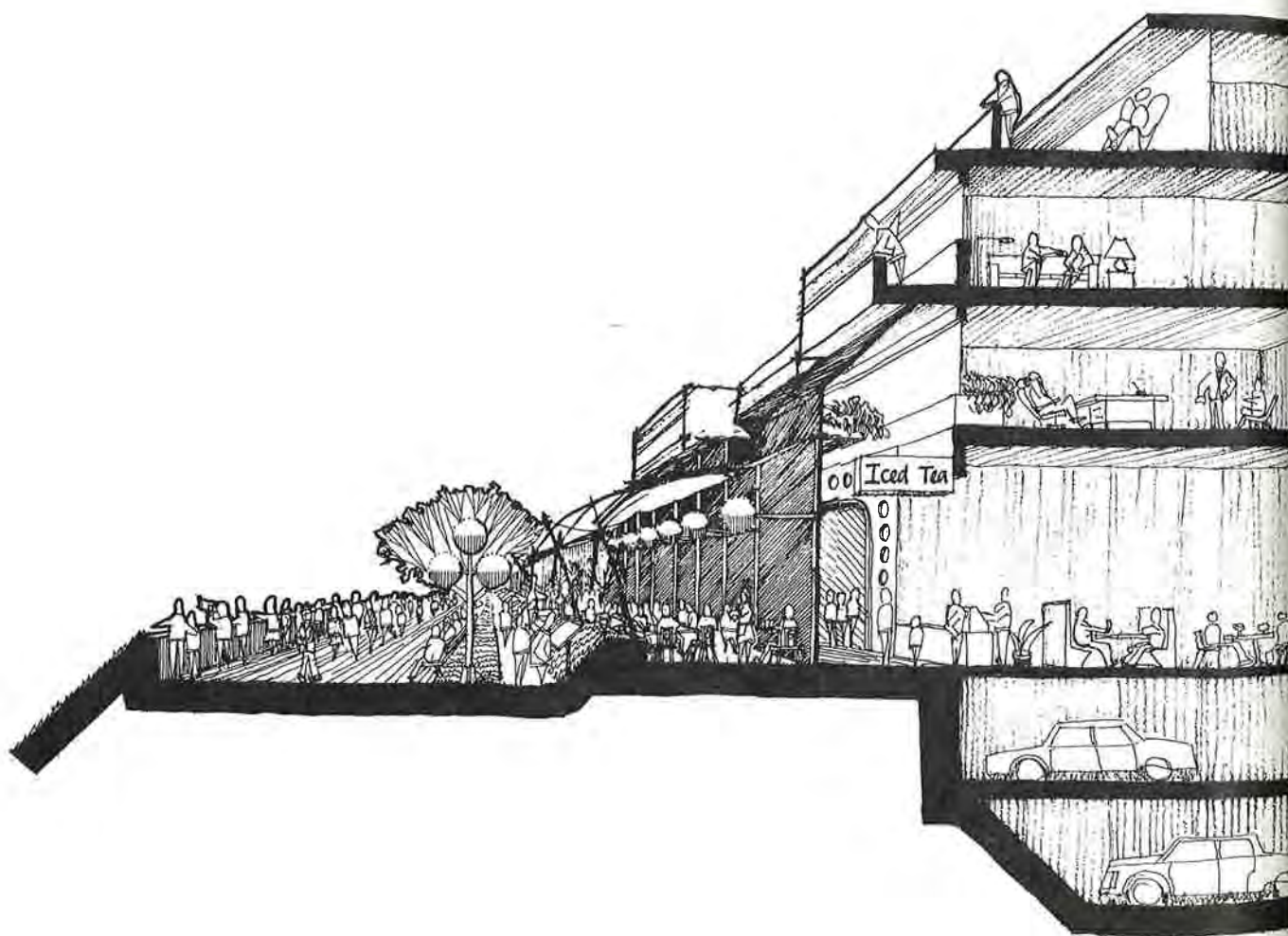


View north to the Courthouse
from Railroad Berm



View south to the Church from
the Public Health Building Area

**FIGURE 11-6 RELATIONSHIP BETWEEN THE
COUNTY COURTHOUSE AND THE
CHURCH ACROSS THE RIVER**



**FIGURE 11-7 DEVELOPMENT ALONG THE RAILROAD BERM
IN THE COUNTY COURTHOUSE AREA**

Note that the courthouse spire is on an axis with the twin spires of the church across the river, which is recognized by the mall leading from the courthouse main entrance.

The termination of this open space connection to the courthouse in a viewpoint can be a focus for the area. If a motel were constructed here, the plaza could have direct access to lobby shops and restaurants, which could, in turn, use the plaza as an outdoor eating area. The plaza should be no less than 30 feet in width and continuous from Monroe Street to Cedar Street.

To support activity along the pedestrian esplanade on top of the railroad berm, retail uses can be encouraged in buildings fronting onto the berm, particularly in the courthouse area. Elevated outdoor eating areas would allow diners a view of the skyline. A weather-protected arcade can extend use into the winter. A restaurant located at the east end of the berm can afford views of the falls under the Monroe Street Bridge.

Proposal No. 6: Viewpoint or Educational-type Development with Public Plaza

A major viewpoint is appropriate here, with the viewing area separated from the parking lot. The existing viewpoint site can be expanded to the north by relocating Bridge Avenue to city-owned property north of the present right-of-way. A public use facility (such as an environmental learning center) might be located on a portion of the expanded site.

Proposal No. 7: Narrow Paved Path with Seating, Lighting, and Landscaping between the Black Angus Restaurant and Flour Mill

In areas with difficult terrain, this path may be as narrow as 4 feet wide, and steps may be used to minimize grading. Sufficient land should be acquired to provide two or three seating areas between the Black Angus Restaurant and the YWCA as well as to thoroughly screen the view of parking from the path.

Proposal No. 8: Major Open Space Connection to Coliseum

If the coliseum is retained in its present location, a visual and functional connection will strengthen the image of this facility. This connection should be at least a block wide and contain the fountains, walkways, plazas, and landscaping properly associated with the main approach to a civic facility of this importance.

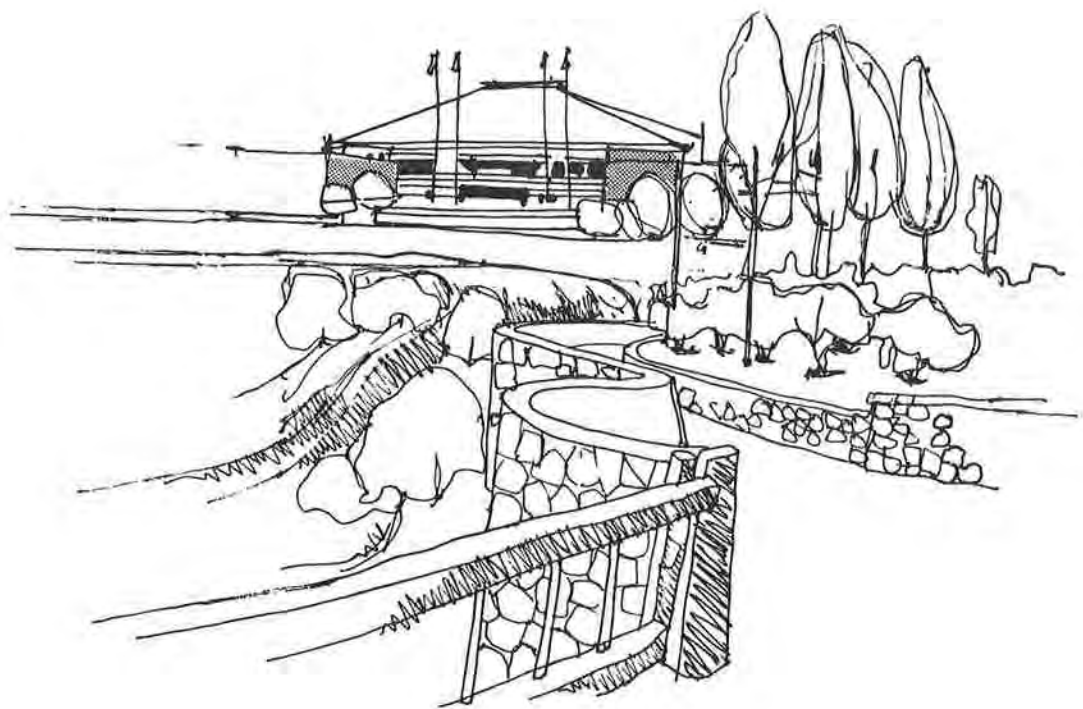


FIGURE 11-8 MAJOR OPEN SPACE CONNECTION TO COLISEUM



FIGURE 11-9 PLAZA WEST OF DIVISION STREET

Proposal No. 9: North River Drive Overpass

A strong overpass connection to the Riverfront Park can be designed as an integral part of the plaza. Freeway Park in downtown Seattle is one model for the type of overpass that is appropriate at this location.

Proposal No. 10: Green Area with Large Open Lawn

This expanse of flat land along the river is suited to larger gatherings and active recreation. Although the park maintenance shop that currently occupies much of the site is in a convenient location, its relocation would allow more intensive use of the site for recreation. The site should be separated from North River Drive by a buffer. Lawn areas for games as well as shaded areas for picnics can be provided in addition to the several new "outdoor market" and picnic shelter structures that have been recently constructed. A children's play area could be developed here, possibly by using the existing maintenance building.

Proposal No. 11: Plaza With Adjacent Motel and Restaurants East of Washington Street

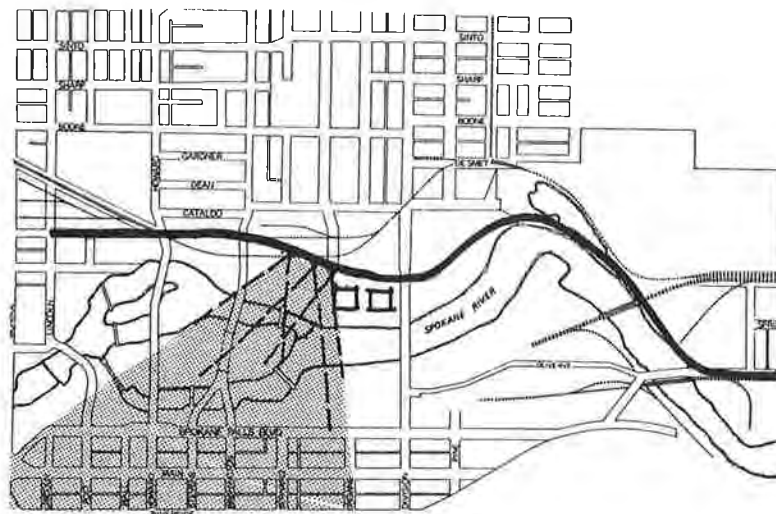
The esplanade should relate strongly to ground floor pedestrian activities and adjacent buildings. Additional building set-back from city-owned property is encouraged. Private open space is to be landscaped and improved to blend with the esplanade landscaping along the river. Space can be provided for outdoor eating areas. The minimum building set-back from the river is 50 feet, as set forth in the city's Shoreline Management Master Program.

Proposal No. 12: Normandie Street Viewpoint

A viewpoint can be developed in the Normandie Street right-of-way adjacent to North River Drive as shown on Figure 11-10. It can contain a few view parking spaces and a separated viewpoint for pedestrians. The Normandie Street right-of-way width extended to the river can be maintained as an open space connection to the river.

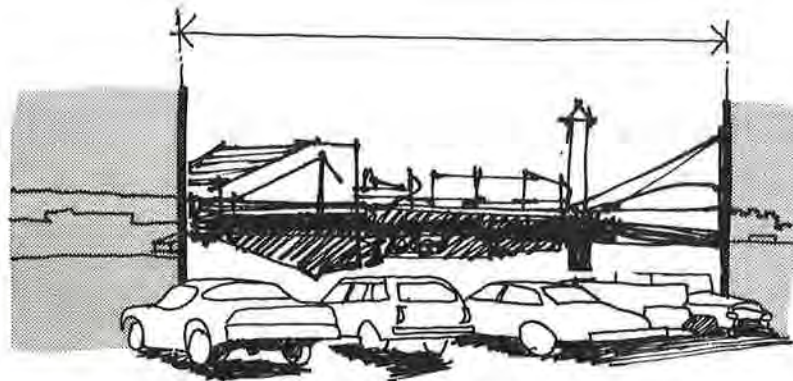
Proposal No. 13: Plaza with Terraces to River, with Shops and Cafes

Here the esplanade can widen out to provide for cafes and more public area. Terraces cut into the riverbank can establish a stronger tie between the esplanade and river cafes, and other eating establishments can be designed to afford views of the river.



North
River Drive

View Corridors



View Corridor from North River Drive

FIGURE 11-10 VIEW CORRIDORS FROM NORTH RIVER DRIVE

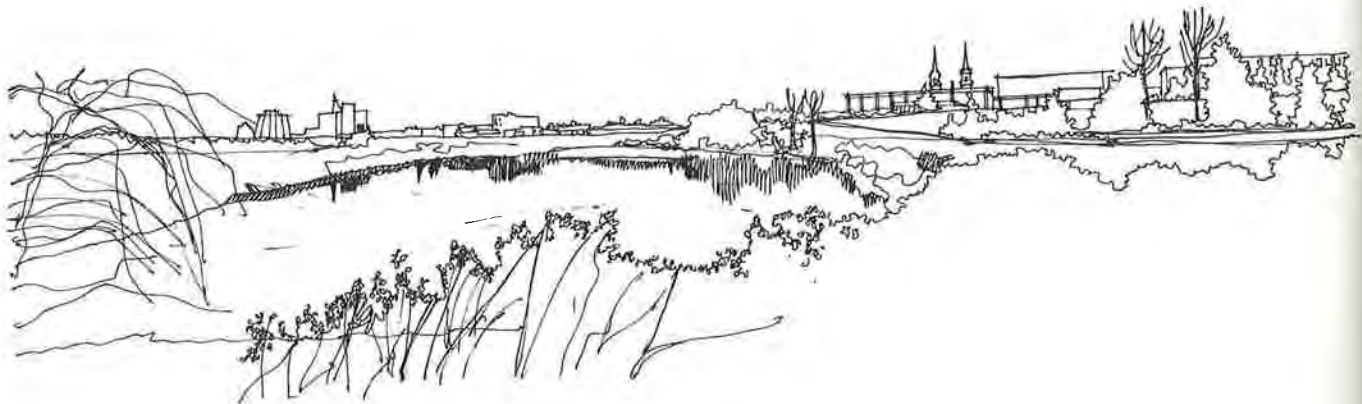
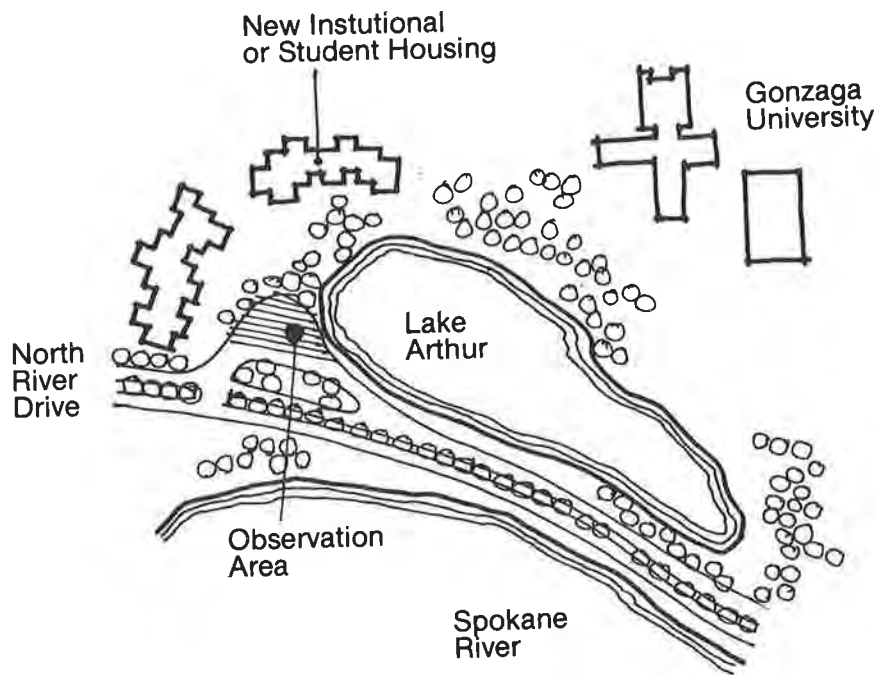


FIGURE 11-11 LAKE ARTHUR OBSERVATION AREA

Minimum esplanade width should be 50 feet. The terraces to the river should have risers of 16 to 18 inches to facilitate seating and discourage their use as stairs. Paving can be unit clay, concrete pavers, or poured-in-place concrete.

Proposal No. 14: Paved Path along River

The unpaved path east of Division should be at least 10 feet wide and flanked with natural vegetation. Crushed rock or asphalt are acceptable surfacing materials. A 50-foot-minimum easement and building set-back is required by the city's Shoreline Management Master Program.

Proposal No. 15: Park with Shaded Observation Area and Lake Access along Lake Arthur

With the cooperation of Gonzaga University, a band along the south shore of Lake Arthur can be developed as a passive recreation area with landscaping. Some parking can be provided when North River Drive is constructed, but the lake should be reached primarily by foot and bicycle.

Chapter 12

WEST CENTRAL SUBAREA

GOALS AND POLICIES

1. Encourage a compatible mix of high-density residential and low-rise office uses west of the County Government Center.
2. Permit a mix of high-density residential and office uses, commercial recreation, and community business uses in locations oriented to the river (see Land Use Map).

DESIGN PLAN

Existing residential development consists primarily of single-family structures on 50- by 120-foot lots, with an occasional commercial or multi-family structure. It is expected that most blocks would require incremental development, although some blocks could allow full-block new development.

The redevelopment plan encourages parking within a midblock corridor. A typical block in this area will accommodate about 60 parked cars. If 1.5 parking spaces are required per unit, 50 units can be developed per block.

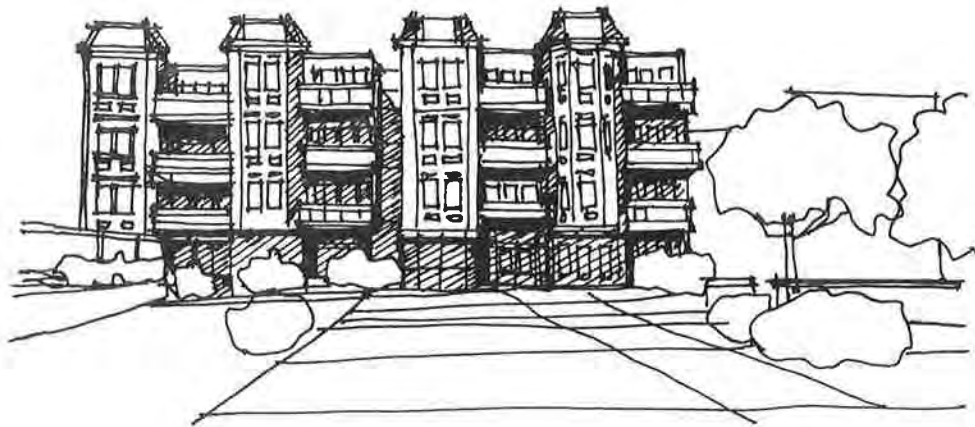
Excessive visibility of parking for new developments can degrade the existing residential character. Some flexibility in parking arrangements can be allowed for full-block developments, but parking should be screened from the street and pedestrian paths.

The three-block site bounded by Maple and Cedar streets from the railroad berm to College Avenue is suitable for either an office building complex or a housing complex with commercial and recreational use. Development of these blocks should relate to the existing neighborhood character to the north and west while allowing higher residential densities and a mix of uses within the structures.

The development on each block can focus on a recreational facility, with parking located underneath. Office uses are suggested for the ground floor of structures along College Avenue to relate to the office district across the street. The upper floor of these structures as well as the rest of the structures in the four-block area should be used for housing.

Residential densities should be scaled to match available parking. Building heights can range from two to nine stories with the highest buildings along College Avenue.

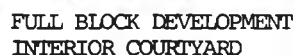
The facades of the new structures can be "jogged" or modulated about every 25 feet to maintain a residential appearance. The use of historical architectural forms is preferred as an alternative to the modern forms typical of recent development.



Modulated Facades of
Multi-Family Residential Buildings



1. An existing house is converted to apartments.
2. Existing houses remain.
3. New apartment building
4. The parking for the commercial structure is relocated into the parking corridor.
5. Six new townhouses are constructed on three lots.
6. Existing house remains.
7. Parking corridor



- c. Full Block Development
Note Parking Access to
Non-Arterial Street Only.



FIGURE 12-1 RESIDENTIAL DEVELOPMENT IN WEST CENTRAL SUBAREA

Chapter 13

CENTRAL SUBAREA: HOWARD-WASHINGTON STREET DESIGN CORRIDOR

GOALS AND POLICIES

1. Develop a strong visual and functional linkage between North Central High School and Riverfront Park by the substantial redevelopment of the corridor between Howard and Washington Streets. Establish high standards for siting, landscaping, and building design. Retain ample open space. Develop pedestrian pathways, plazas, malls, crosswalks, viewpoints, etc.
2. Direct through traffic around residential and shopping areas.
3. Consider the vacating of selected streets as part of a planned unit development.
4. Encourage development of larger tracts of land as a "planned unit" or other similar devices to promote the compatible and mutually supportive development of neighboring properties.

PLANNING PRINCIPLES

Historically, the great cities of the world have been characterized by, among other things, a system of linkages between important places or activity centers. These may not be only grand boulevards or main thoroughfares but can include parkways, pedestrian malls, and any other linear development patterns that have a unifying theme. Such linkages are commonly a part of one or more of the movement systems within the city, although in some cases the linkage may be only visual. The Spokane River, for example, is a visual linkage and becomes part of a movement system only when a scenic pathway or road is built along it.

A system of linkages--functional and visual--provides a sense of order and understandability, qualities which contribute to the comfort people feel about the city they live in. Beyond that is the strength of the system or plan of linkages to influence development--the test of any city plan. A plan is successful only as it stimulates action to implement it. Obviously, the existence of a street, or a water or sewer line, induces the development of housing or other uses along it that might not otherwise

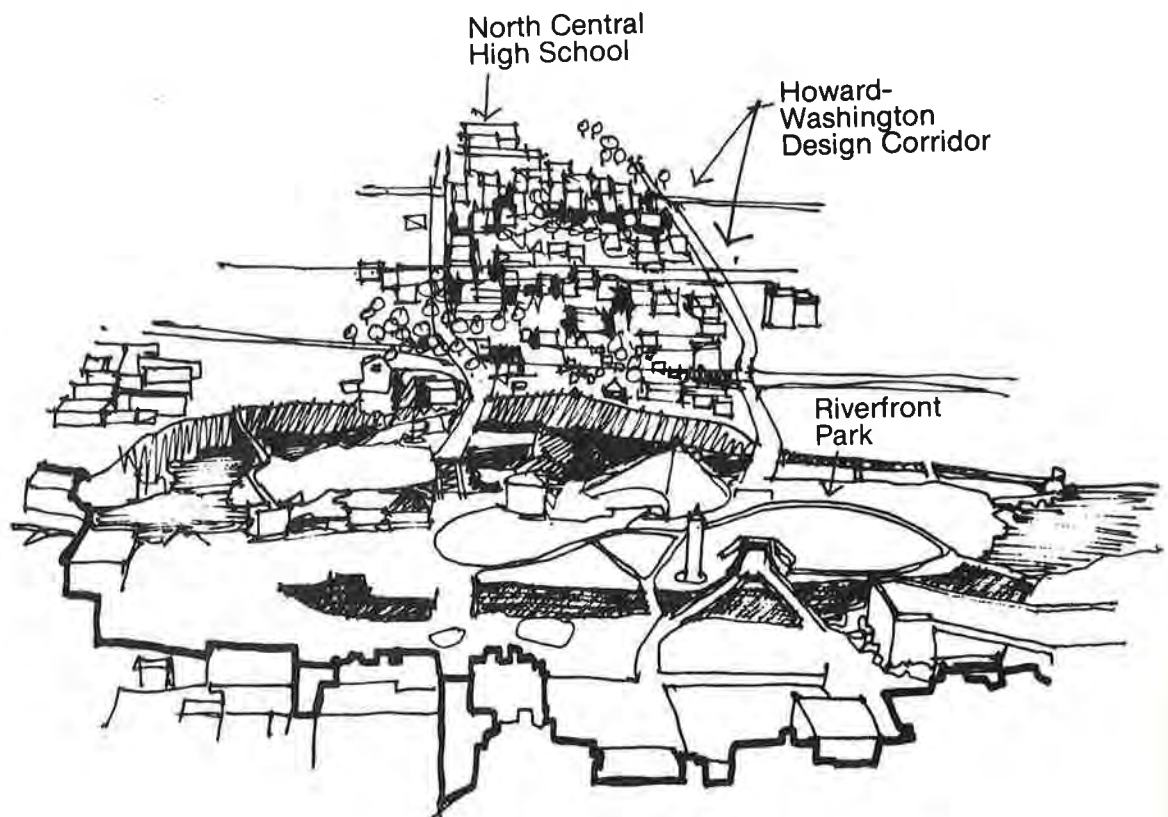
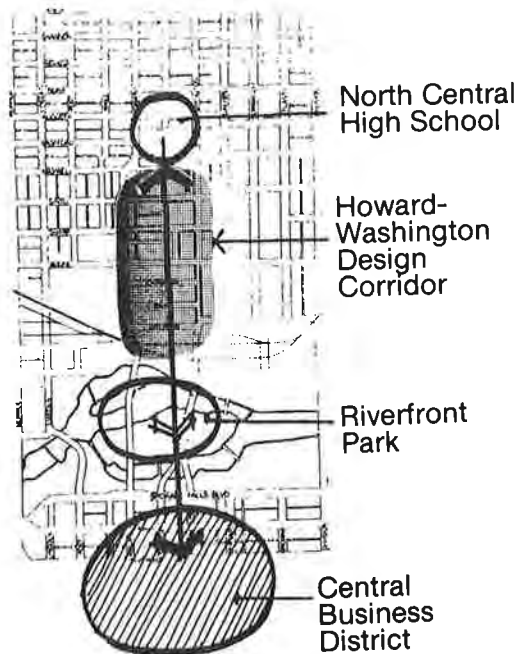


FIGURE 13-1 HOWARD-WASHINGTON STREET DESIGN CORRIDOR

occur. But in much the same way, the plan for a public mall or parkway will attract complementing development.

The system of streets and utilities is the most basic framework that influences the pattern of private development in a city, but superimposed are such added inducements as public parks and playgrounds, schools, neighborhood centers, churches, and all manner of special purpose public facilities that support our city life.

The "design corridor" proposed to link the new North Central High School with Riverfront Park and Downtown Spokane is conceived both as an ordering element in the design of this section of the city and as an inducement or catalyst for redevelopment.

DESIGN PLAN

The primary concept for the subarea is a strong visual and functional linkage between the new North Central High School and the river. A north-south corridor bounded by Howard and Washington Streets should be developed with ample open space, a strong pedestrian orientation, and high design standards for new construction. Land use within the corridor can be mixed. Residential (at medium and even high densities), commercial, office, and cultural uses can all be accommodated in a compatible manner. Development should occur in large increments, and each project should be carefully designed to relate to neighboring uses.

The Howard-Washington Street design corridor should be developed with a clear "sense of place." The circulation system within the corridor should be well defined, with strong north-south linkages to the river and the Central Business District for both pedestrians and transit. East-west linkage to areas with their own distinct character should also be clearly defined. In these adjacent areas, use rather than appearance might establish the desired character of development. Adjacent areas will have a more homogeneous land use pattern; for example, a district east of Washington Street could be designated for a variety of commercial uses.

The area north of Boone Avenue consists of some 65 private ownerships. Approximately 35 parcels are smaller than 5,000 square feet. Because of the large number of owners involved, implementing the plan will require strong public participation. The area south of Boone Avenue is in relatively few ownerships. More than half of the land is owned by the city.

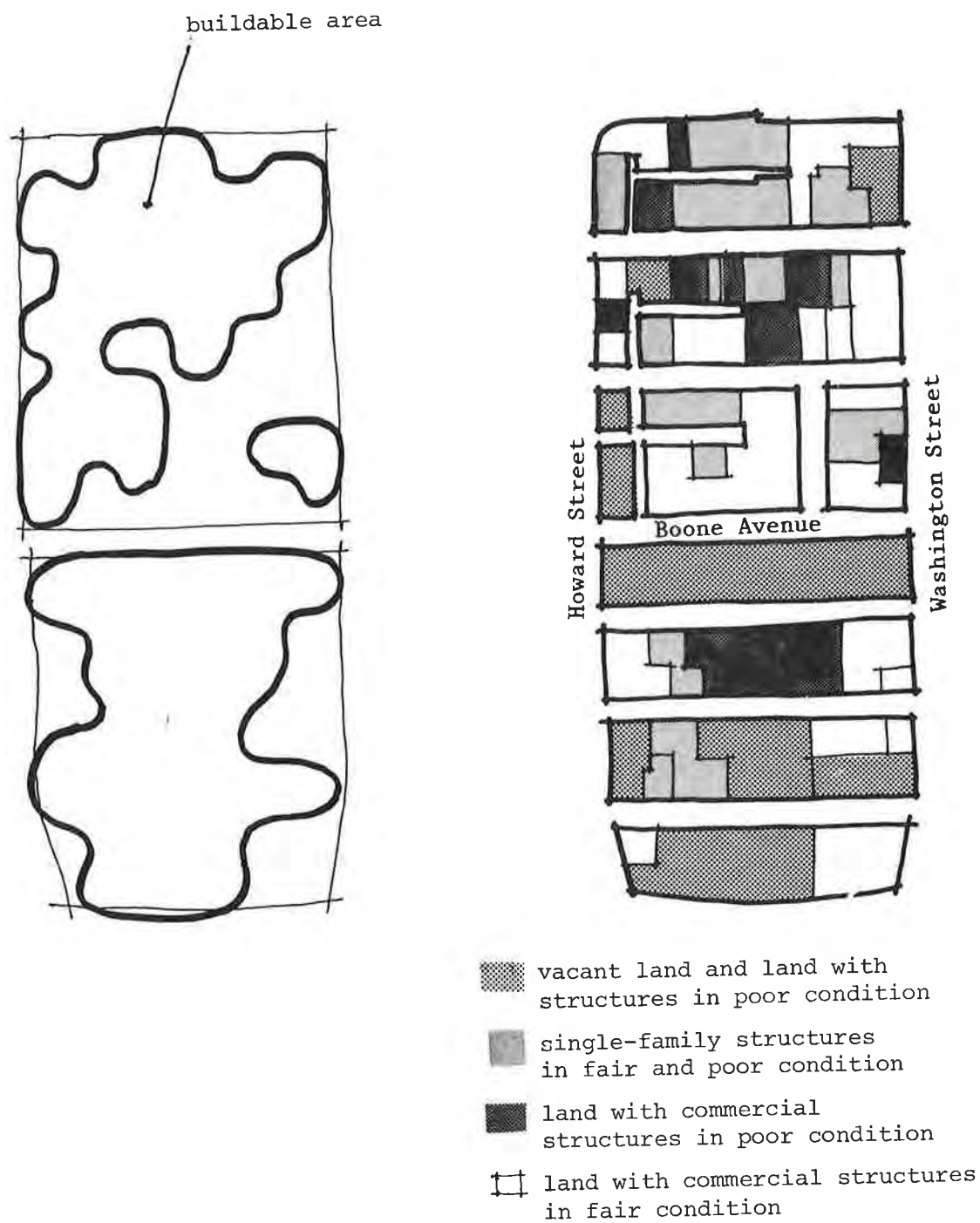


FIGURE 13-2 BUILDABLE AREAS

Developable Land and Building Conditions

Approximately 80 percent of the land in the corridor is suitable for new development or redevelopment (Figure 13-2). Building condition varies widely. Most of the older single-family housing units are in need of major repair or demolition. Some of the older commercial buildings are structurally sound and still productive. New development can consider structurally sound older buildings as an integral part of the redevelopment plan.

Open Space and Building Configuration within Superblocks

The Howard-Washington Street corridor is served by many local streets. Land utilization will increase as non-arterial streets are closed to create superblocks. Figure 13-3 shows a suggested open-space configuration and siting scheme within a "superblock." The buildings are arranged to form an interior space with parking and vehicular access at the outer edge.

The clover-shaped open space in the center of the superblock creates a series of small parks. Block corners open onto pedestrian street crossings at intersections. Buildings are oriented inward, away from the street. Shops and building entrances surround the open space. The configuration separates pedestrian and vehicle movement. Where local streets are closed to vehicle traffic, access can still be maintained for service and emergency vehicles.

Vehicle Circulation

In the vicinity of the design corridor, Maxwell and Boone Avenues and North River Drive are proposed as principal arterials serving east-west traffic, Howard north of Boone, and Washington Streets as principal arterials serving north-south traffic. Within the corridor east-west traffic will be restricted to Boone Avenue, creating two large superblocks, 840 feet by 1,100 feet and 840 feet by 900 feet. Vehicular access to individual properties is from the major parking areas on the periphery of the superblocks. Major ingress and egress to the periphery parking areas will be provided at existing local street intersections.

One-way access is encouraged between parking areas and streets bounding the superblocks.

PEDESTRIAN CIRCULATION

If the coliseum is relocated as discussed in Chapter 14, Howard Street between Boone Avenue and the proposed North

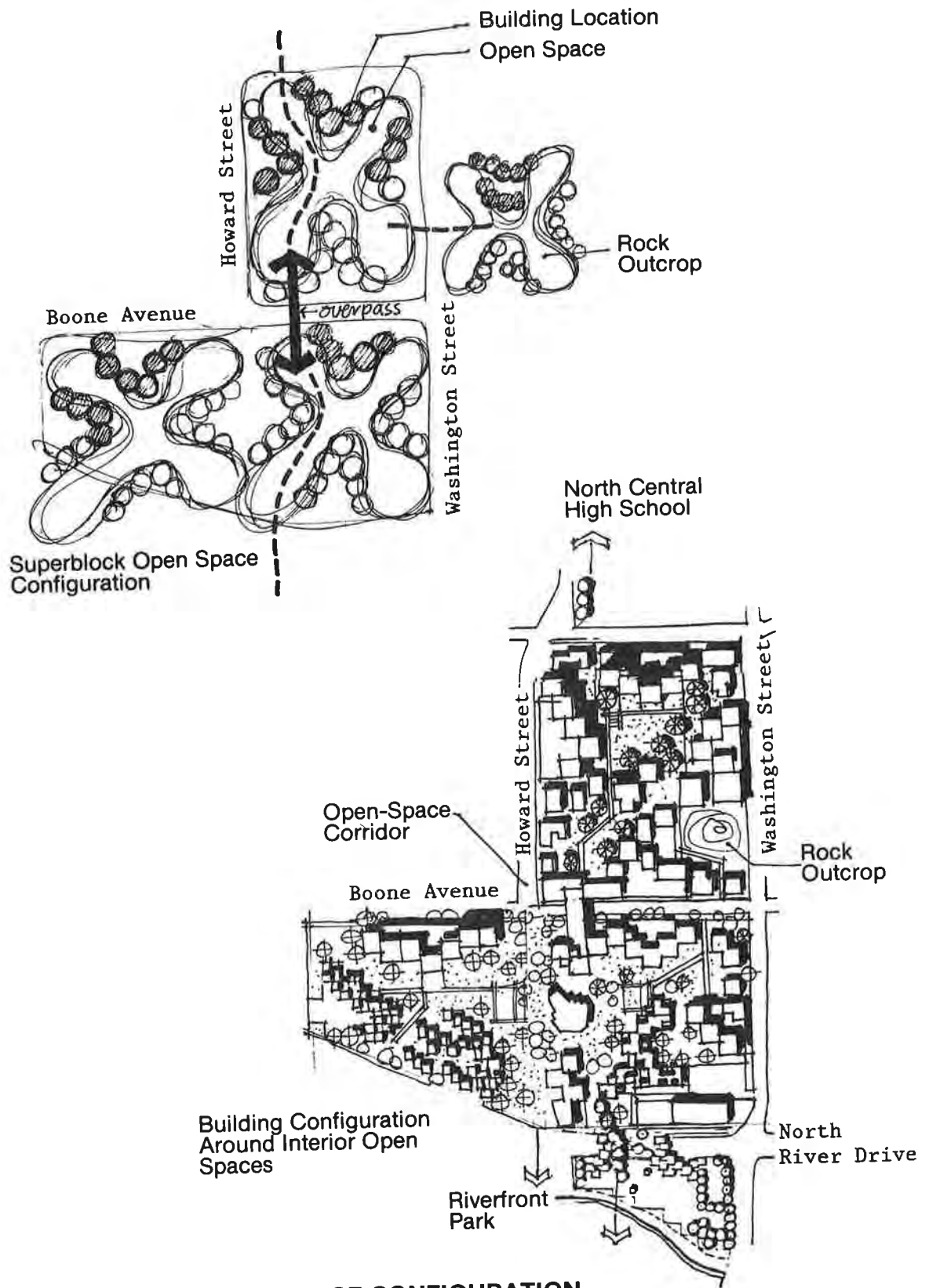


FIGURE 13-3 OPEN SPACE CONFIGURATION AND SITING CONCEPT

River Drive (now Mallon Avenue) should be closed to vehicles and developed as a major pedestrian way. This will extend the existing Howard Street foot bridge pedestrian way to Boone Avenue. Pedestrians, bicycles, and service vehicles will be permitted on this street. The primary pedestrian path between Boone and Maxwell Avenues will be located at midblock on public rights-of-way and small portions of what is now private property. Figure 13-4 identifies proposed major pedestrian paths in the design corridor.

A secondary east-west pedestrian system within the design corridor is suggested to link important nodes and open spaces. The proposed secondary system will connect the coliseum site, rock outcrop, and city shop sites, and the Riverfront Park.

The 15-foot grade separation between the design corridor and the city park provides an exceptional opportunity to create an attractive open space and observation area north of the city park. Proposed is a multi-level open plaza, extending the design corridor to the existing park system. A series of small seating areas and observation points can be developed along the major pedestrian corridor. (Figures 13-5 and 13-6.)

Land Use

Specific uses proposed for the design corridor are support commercial, multi-family residential, and office buildings. The corridor area can accommodate 15 to 25 percent of the projected market demand for residential development (500 multi-family units), 30 percent of the demand for office space (100,000 square feet), and 25 percent of the demand for support commercial space (40,000 square feet).

Building Height

Views of downtown will be maximized and shadow effects minimized if buildings on the north block are generally higher than buildings on the south block. This configuration gives a sense of openness toward the river and provides views of the cityscape from most of the residential and office units.

In general, within each superblock the highest buildings should have locations near the center of the block, away from the street, and with ample setbacks to avoid overpowering existing or planned lower buildings nearby. This approach permits a harmonious visual transition between existing low-rise buildings and new high-rise buildings.

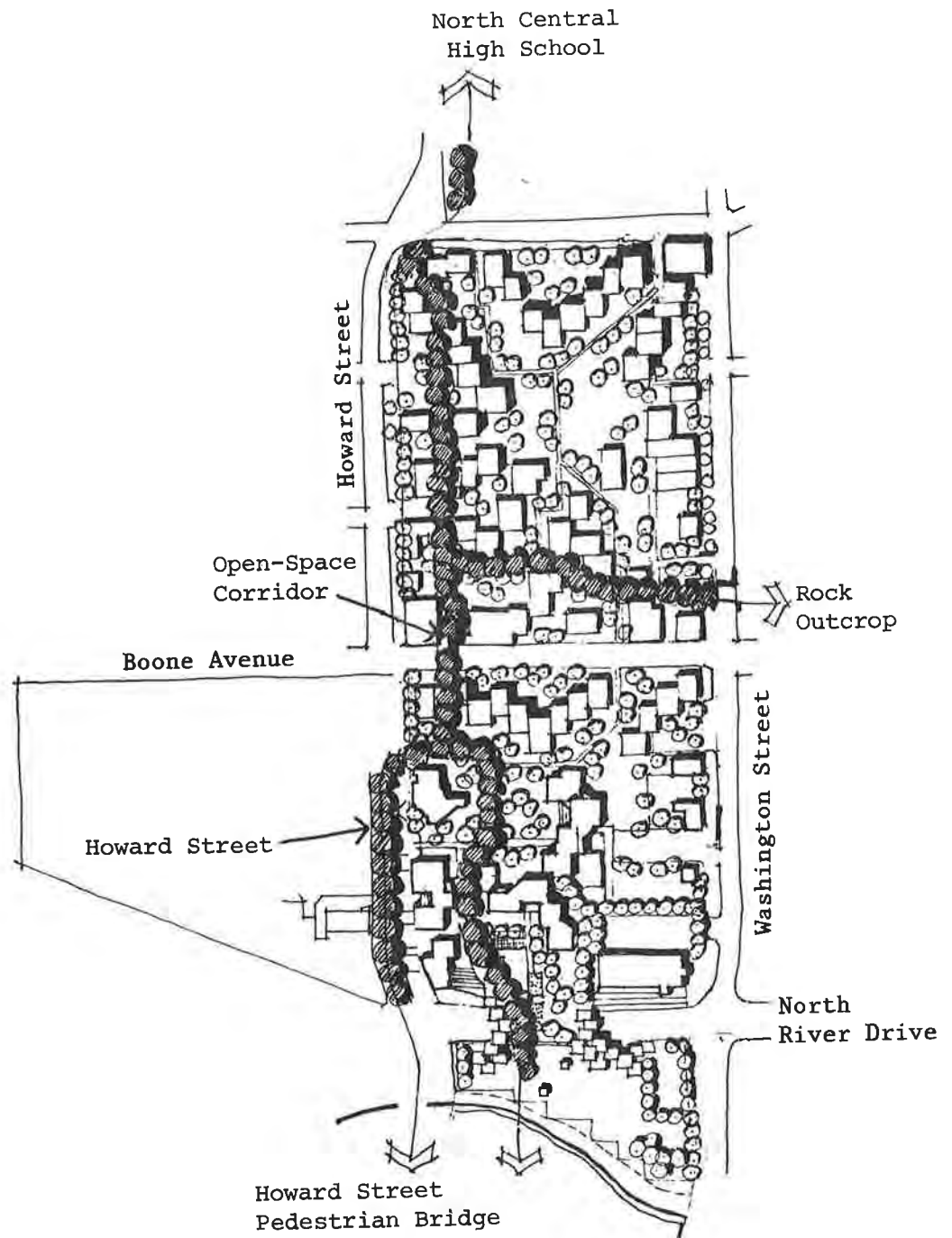


FIGURE 13-4 MAJOR PEDESTRIAN PATHS IN HOWARD-WASHINGTON STREET DESIGN CORRIDOR

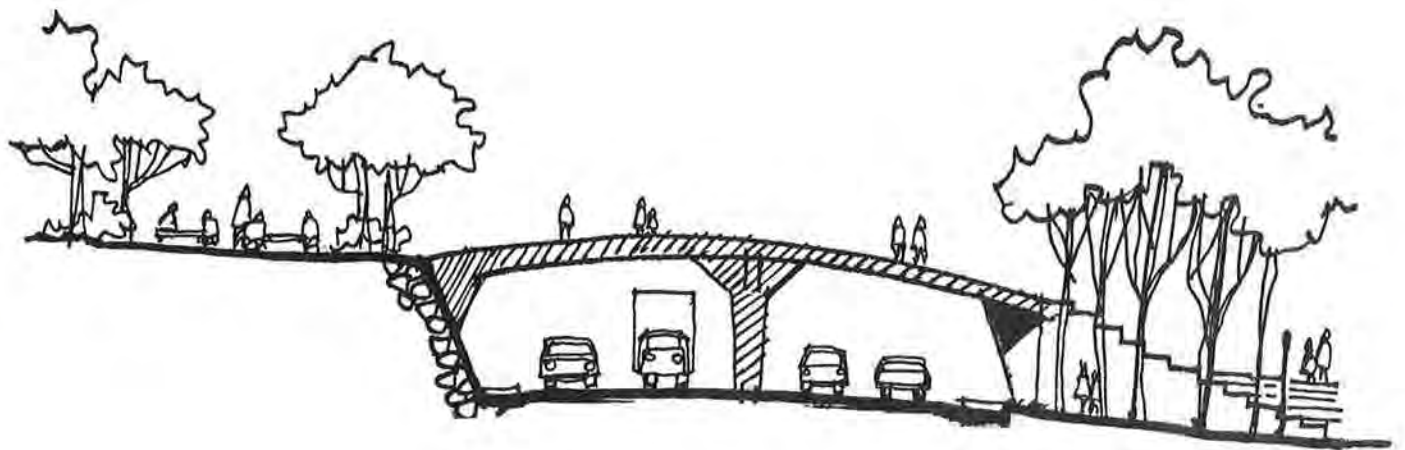
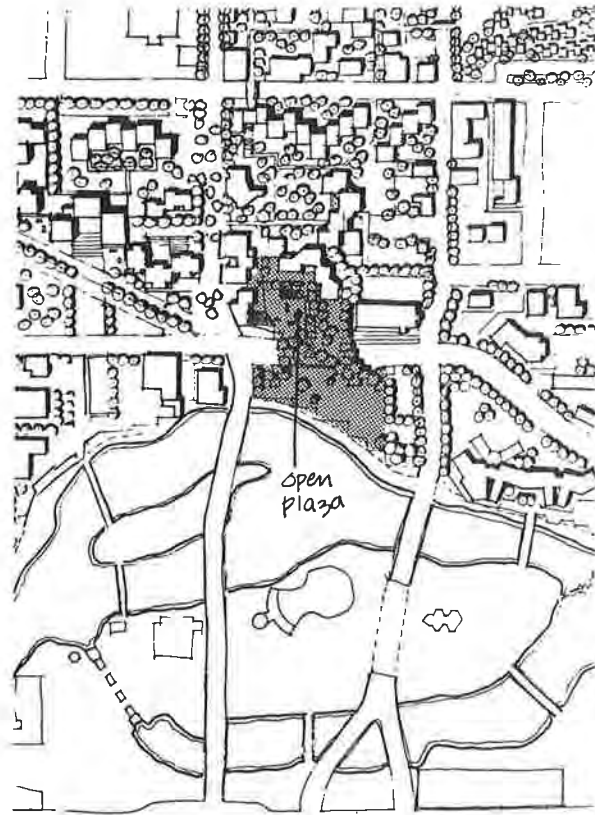
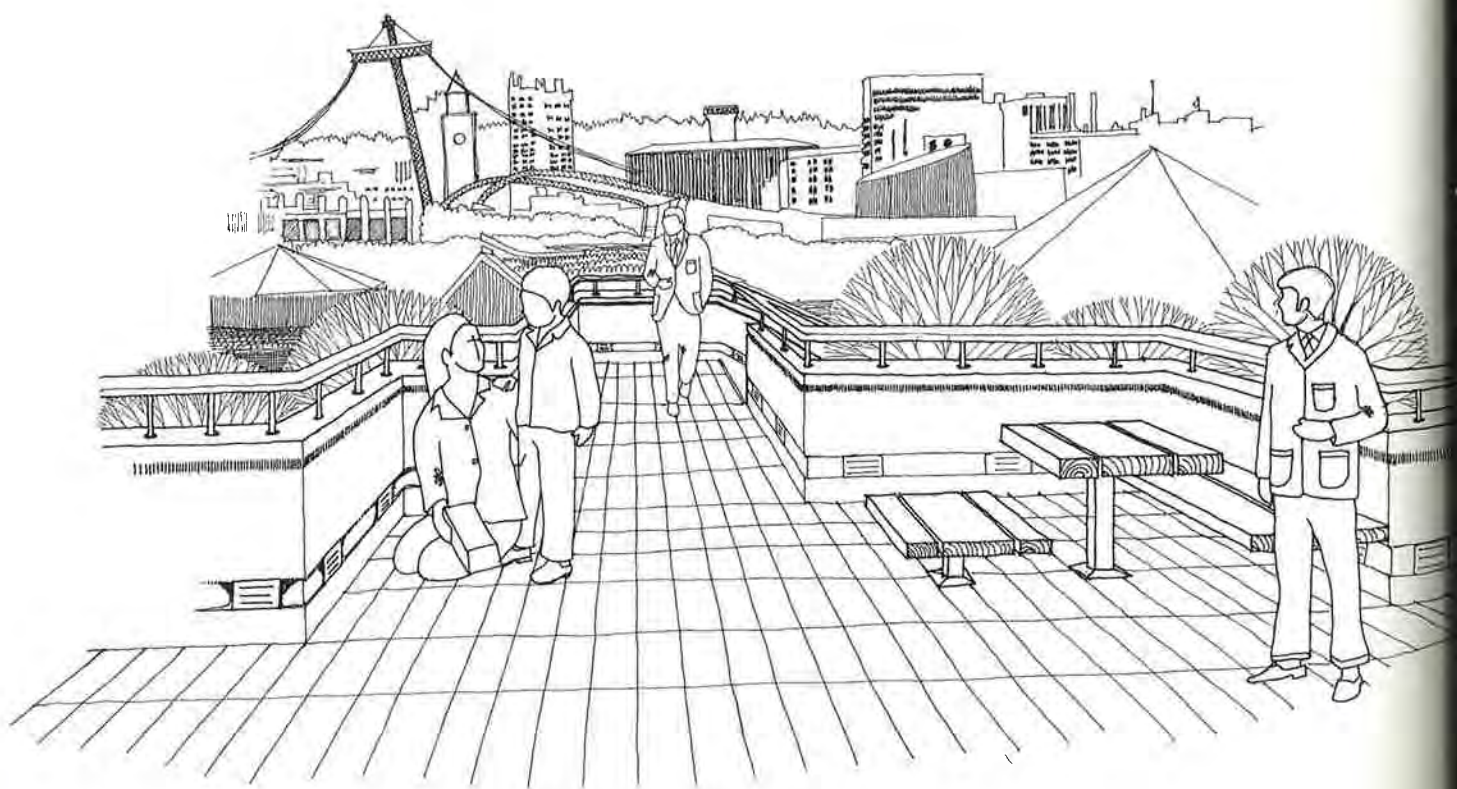


FIGURE 13-5 MULTI-LEVEL OPEN PLAZA OVER NORTH RIVER DRIVE



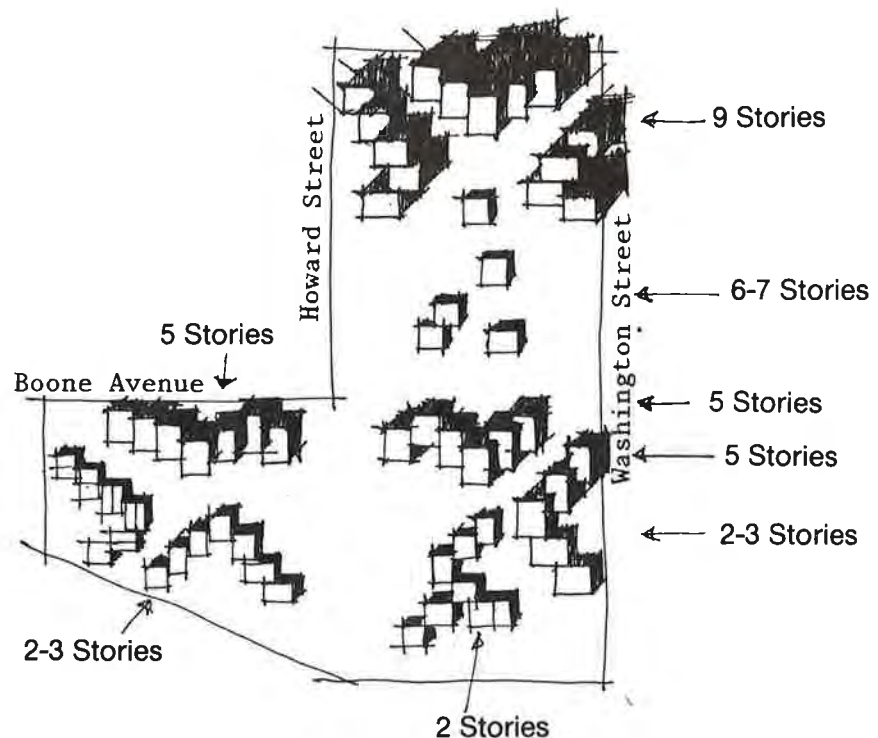
**FIGURE 13-6 SECONDARY PEDESTRIAN AND OBSERVATION
POINT IN HOWARD-WASHINGTON STREET
DESIGN CORRIDOR**

primarily for public use. Alternative 3 suggests low-density development in the corridor because greater land area is available to accommodate the same number of activities or uses. Alternative 2 is the preferred alternative because it balances projected supply and demand. A comparative analysis of these land use alternatives is shown in the technical appendix.

Building Heights

Views of downtown will be maximized and shadow effects minimized if buildings on the north block are generally higher than buildings on the south block. This configuration gives a sense of openness toward the river and provides views of the cityscape from most of the residential and office units.

In general, within each superbblock the highest buildings should have locations near the center of the block, away from the street, and with ample setbacks to avoid overpowering existing or planned lower buildings nearby. This approach permits a harmonious visual transition between existing low-rise buildings and new high-rise buildings.



**FIGURE 13-7 SUGGESTED BUILDING HEIGHTS
IN DESIGN CORRIDOR**

Chapter 14

CENTRAL SUBAREA: COLISEUM SITE

GOALS AND POLICIES

1. If the coliseum is retained in its present location or a new facility is built on the present site, strengthen the coliseum-civic theater relationship with the design corridor, Riverfront Park, and downtown. Introduce trees and other plantings throughout the coliseum parking areas.
2. If the coliseum is relocated, redevelop the site as a planned unit for mixed uses including housing, office, and commercial activities. Remove the existing coliseum structure.

DESIGN PLAN

Continued sports and entertainment activity is one suggestion for the large parcel bounded by Howard Street, Boone Avenue, Lincoln Street, and the Burlington-Northern tracks. A new coliseum on this near-in, accessible site would provide a catalyst for additional development of hotels, restaurants, and related retail and service uses. Improved parking facilities could be shared by county and downtown workers.

One siting alternative is the construction of a new coliseum on the same lot and immediately adjacent to the south of the existing coliseum. The existing coliseum should be razed. The new building might be placed at a lower elevation so that its height would not exceed that of the existing coliseum. The orientation of the building would be toward the river, on a deck above underground parking.

Additional buildings can be located on the site to provide space for support activities or other cultural, recreational, or even educational functions. An environmental learning center, recreational center (aquatic stadium, bowling alley, handball, etc.), arts and crafts studios, and senior citizen activities could all be accommodated. By developing a second level of retail facilities within the arts and crafts buildings along the north side of Mallon, the commercial activities in the Flour Mill can be extended to the coliseum site.

A second alternative for the site has been developed by SEACAB independent of the North Riverbank Design Study. SEACAB consultants had conducted a feasibility study for a new coliseum site and have recommended that a new

coliseum be built on the south side of the river east of Division Street, closely tied to the Riverpark Center (Opera House/Convention Center). A condition of the city's acceptance of a different coliseum site should be assurance that the present coliseum structure will be razed and the entire site made available for redevelopment as a planned unit.

If the existing coliseum site is cleared and made available for redevelopment, it could be planned as a unit for a mix of residential, office, and commercial uses, to the probable advantage of the North Riverbank over the site's continued use for the coliseum. This is because a coliseum is incompatible with housing--a major thrust of the North Riverbank plan. While a new coliseum would no doubt have a more handsome appearance than the present structure--indeed, given Spokane's architectural resources, a splendid design can be assumed--the necessary size of the structure would overwhelm the finer-scale buildings around it. The size of a coliseum and the heavy traffic it generates would not create an attractive environment for housing.

The recommended alternative, then, is for mixed-use development, with high-density housing combined with office buildings and supporting retail and service uses at the ground level.

Chapter 15

CENTRAL SUBAREA: ROCK OUTCROP SITE

GOALS AND POLICIES

Develop high-density housing and low-rise office uses around and on the slopes of the large, mostly city-owned rock outcrop bounded by Boone and Sinto Avenues and Normandie and Washington Streets.

PLANNING PRINCIPLES

There are basically two approaches to the development of such a site. The rock can be seen as a liability and leveled, or seen as an asset and featured.

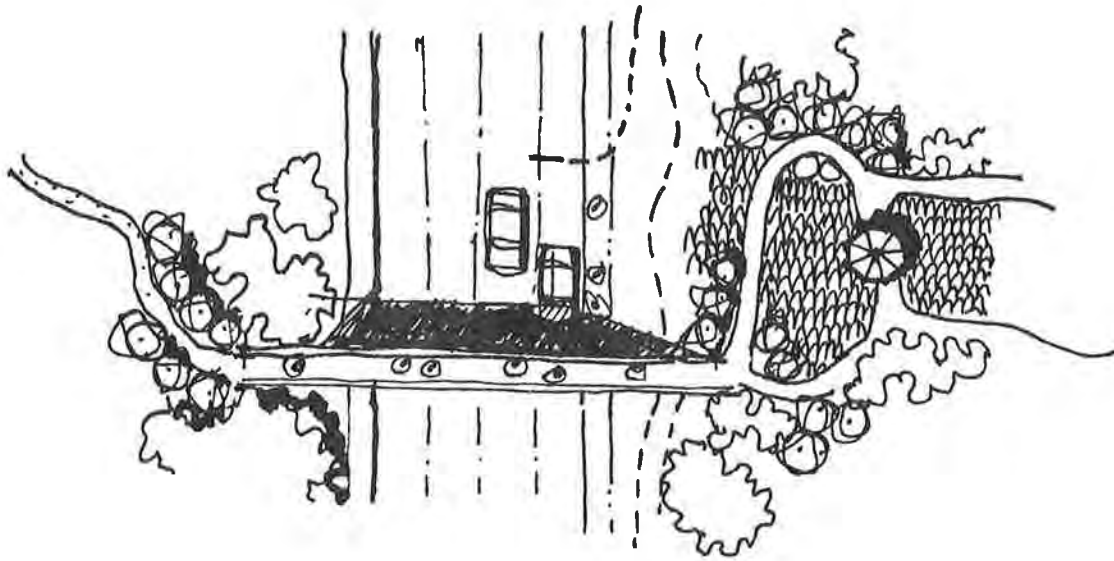
The North Riverbank is comparatively flat, and the higher rock outcrop provides an opportunity for a viewpoint. The view from the top is worthy of development for public use; hence, some kind of gazebo or cupola.

DESIGN PLAN

The rock outcrop site, as defined here, contains 11 acres. Only about 5 acres contain good building sites, and most of these are in private ownership. The city owns 4.5 acres, mostly the steeper land and the top of the outcrop. The city land is suited for public use as open space.

Figure 15-2 suggests a siting scheme for about 200 housing units. Recommended building heights are limited to three and four stories, so that the top of any building is still below the top of the rock. A gazebo affords a fine view of the city in all directions. The gazebo and the park area around it are connected by foot-path to the design corridor pedestrian system.

Vehicle access is from Sinto Avenue and Normandie Street. The present pattern of land uses bordering the site is not conducive to residential development. Yet the topography tends to force a design solution that orients the housing units outward. The view of the immediate area around the site is not attractive. The preferred land use configuration would permit low-rise office uses on the periphery of the site, with housing above and within. Thus, the office uses would in some degree provide a buffer between the housing and the surrounding area.



Pedestrian Overpass Connecting Rock Outcrop
to Design Corridor

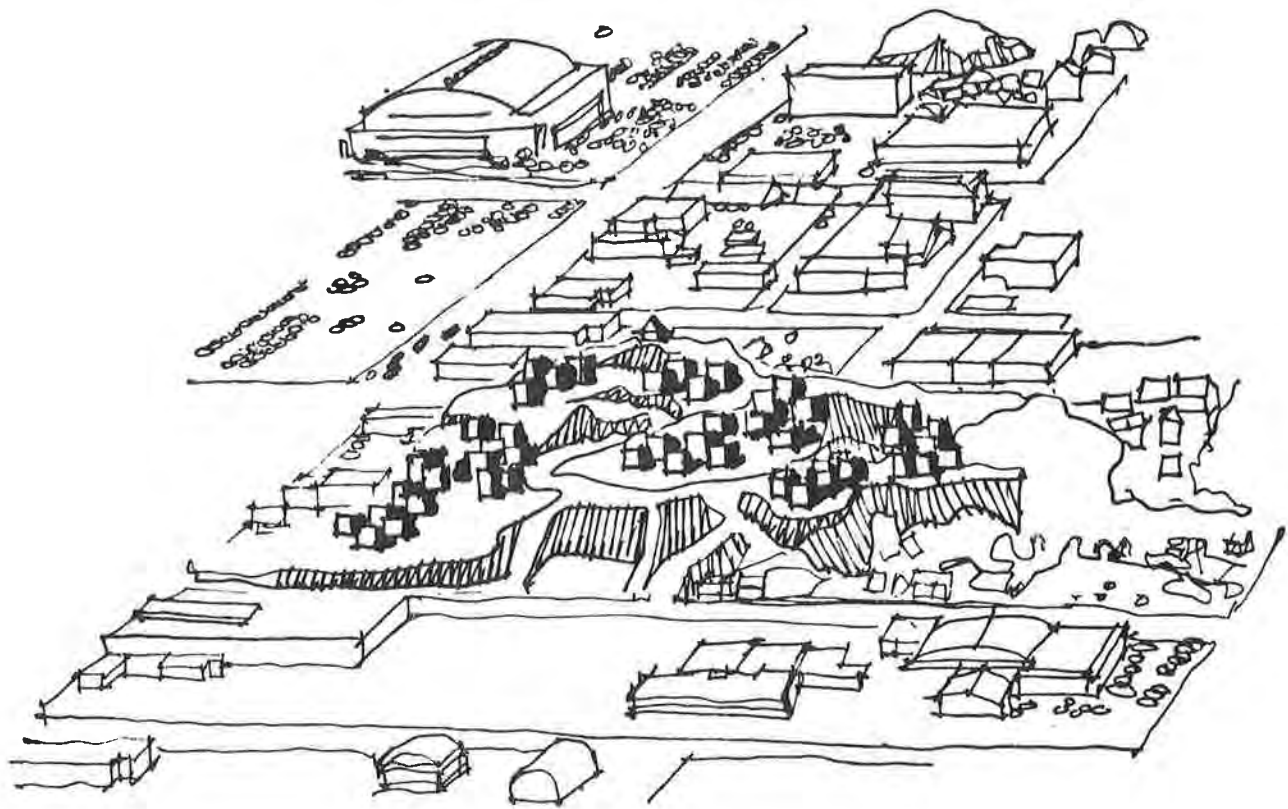


FIGURE 15-1 ROCK OUTCROP SITE

Suggested Development



Existing View

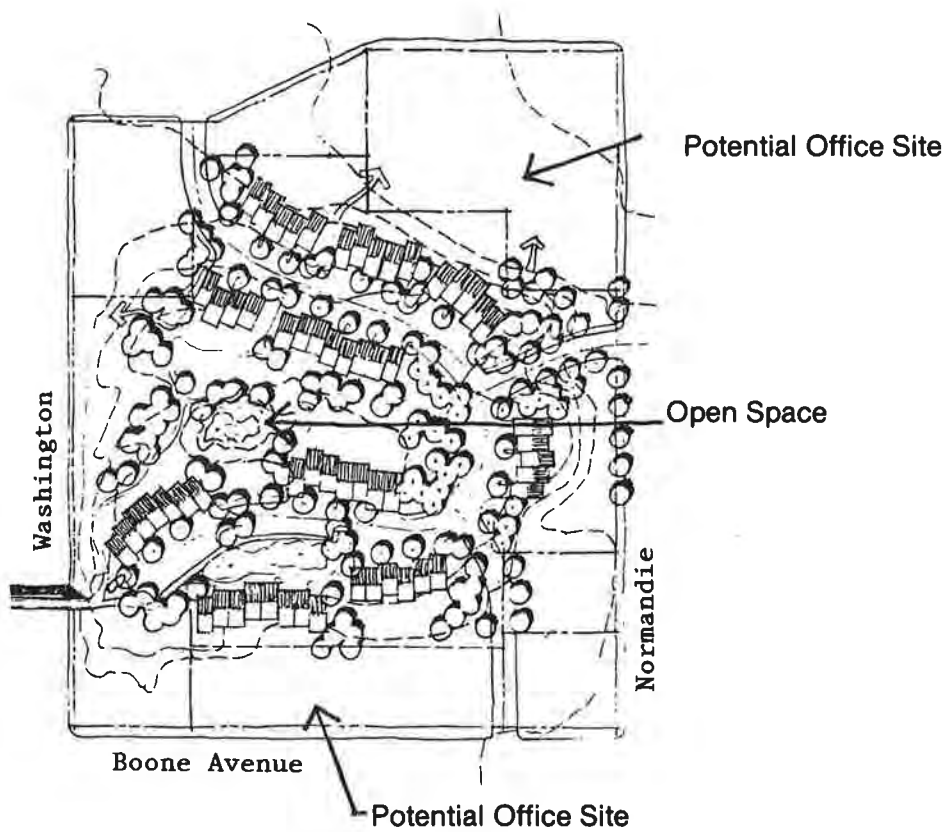
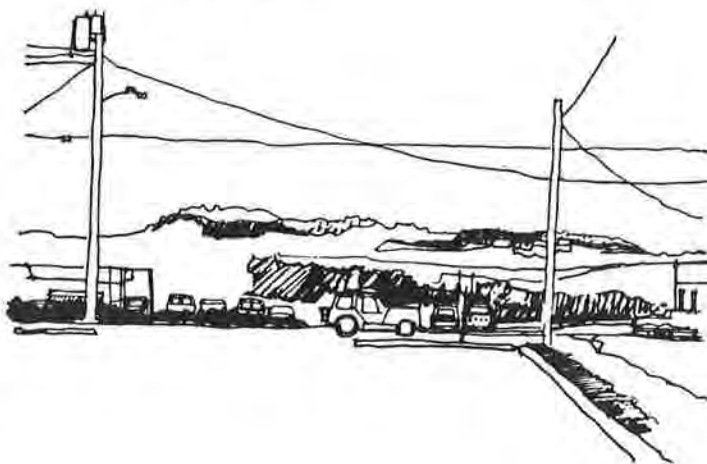


FIGURE 15-2 ROCK OUTCROP: SITING CONCEPT

Chapter 16

CENTRAL SUBAREA: CITY SHOP SITE

GOALS AND POLICIES

1. Relocate the city public works shops bounded by Calispel and Atlantic Streets and Mission and Sinto Avenues.
2. Redevelop these two blocks for high-density residential and low-rise office uses as a demonstration project to stimulate additional residential development in this part of the study area.

PLANNING PRINCIPLES

Introducing housing into areas with a predominantly commercial or industrial character is increasingly common as we rebuild our central cities. One technique that will help to make such a mixed-use pattern successful can be called "enclave development"--in which the housing turns its back on its less attractive neighbors.

Typically, housing enclaves are introduced as planned unit developments, on parcels of half a block or more. Orientation is inward, away from the street and toward landscaped interior space that serves the residents of the enclave. Larger developments can have enough space for active recreation such as swimming pools and racket courts. It is sometimes possible to design the open space in larger enclaves as part of a larger system of open spaces and pedestrian paths. Such connections can help to reinforce scattered clusters of housing in a mixed-use development.

DESIGN PLAN

The present location of the city public works shops is a two-block site bounded by Calispel and Atlantic Streets and Maxwell and Sinto Avenues. The surrounding uses are mainly commercial and older residential. The site is designated in the Land Use Plan as suitable for high-density residential and low-rise office uses.

The site plan example below shows two-story housing units arranged in an enclave pattern. The units are oriented toward a central open space, with active and passive recreation facilities. Parking is on the perimeter, in both covered and open spaces. A pedestrian system connects the central open space with the higher-density housing scheme proposed for the rock outcrop site to the south and to other housing enclaves proposed for the "design corridor."

The existing old brick buildings on the site give character to the area that will be lost in redevelopment. Some of the elements of these buildings may be retained. It may be possible, for example, to incorporate the brick walls along Maxwell into the development plan as a partial visual and noise barrier against the heavy traffic on this arterial street.

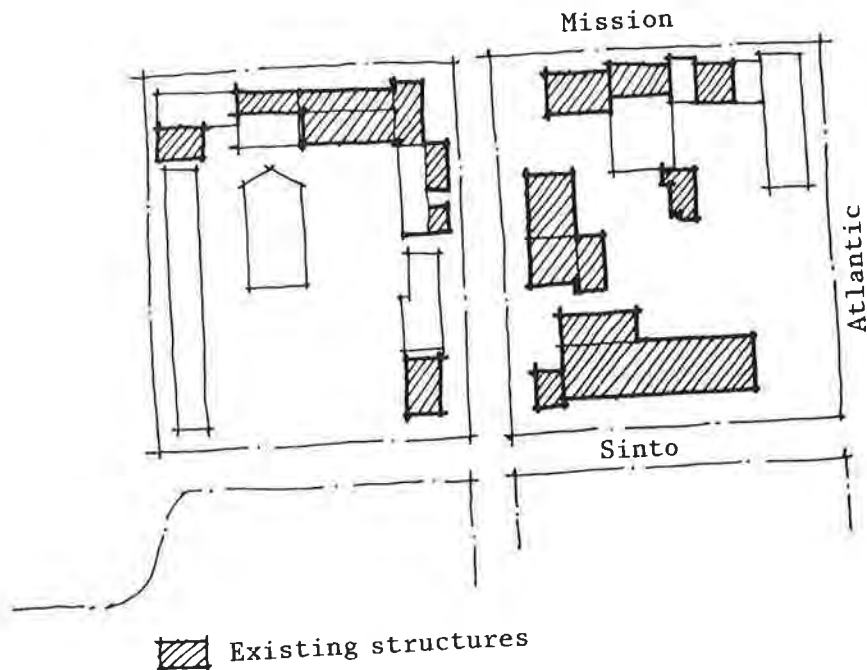


FIGURE 16-1 CITY SHOPS SITE

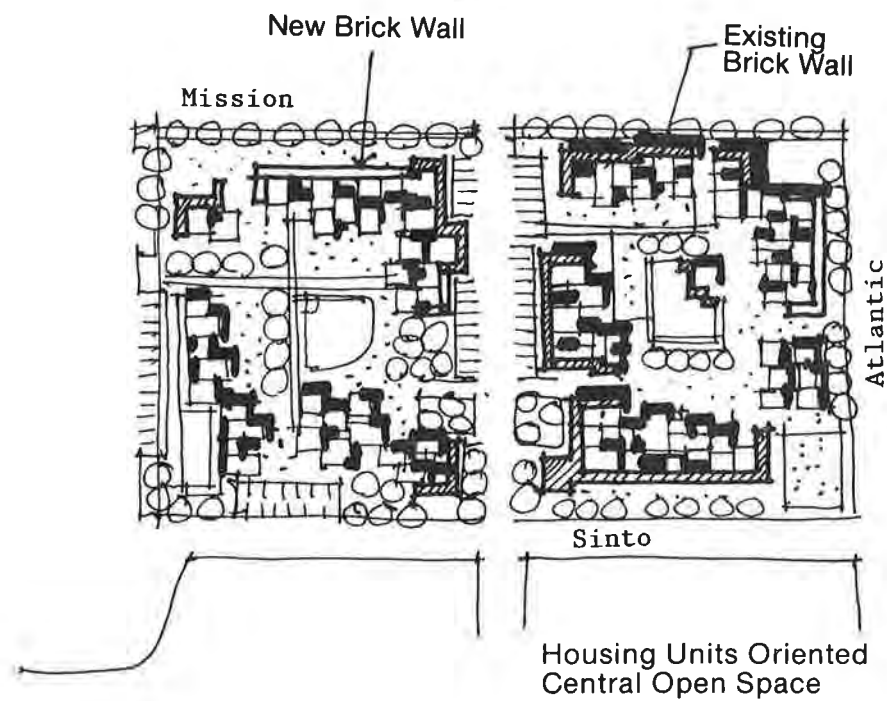
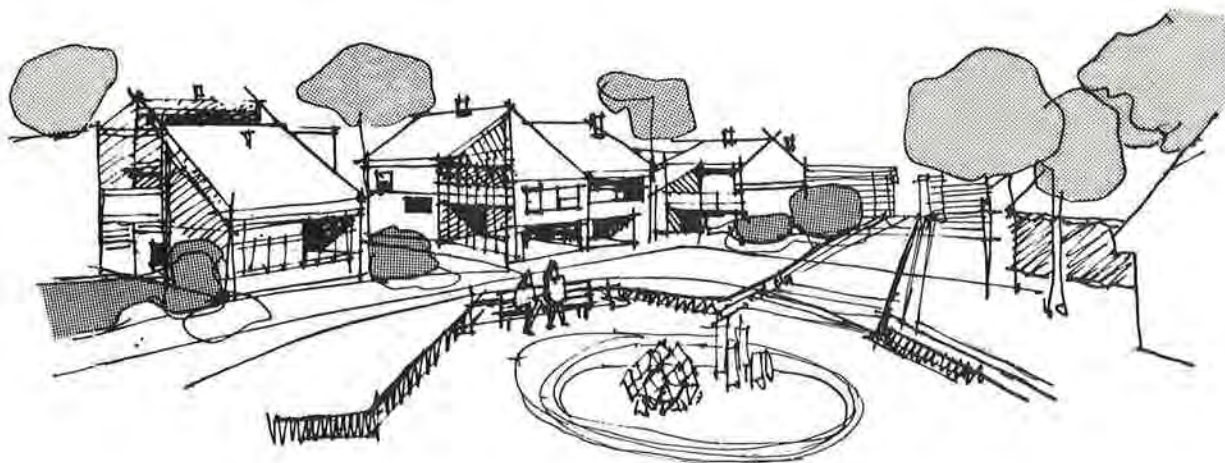


FIGURE 16-2 SITING CONCEPT

Chapter 17

GONZAGA SUBAREA

GOALS AND POLICIES

1. Protect existing low-density, family-oriented residential use generally north of Sharp Avenue.
2. Permit low-density residential and institutional uses south of Sharp and around the Law School (see Land Use Plan map).

DESIGN PLAN

The Gonzaga subarea of the Logan Neighborhood has largely low-density residential use, with many old homes built in the early 1900's. The area contains a variety of architectural styles. Pitched roofs, open porticos, dormer windows, and ornamental facades establish these homes as important to Gonzaga-area residents and to the city. Although there is some deteriorated housing, homes are generally well maintained.

Previous zoning regulations permitted high-density residential development (R-4 zone), which allowed a "shoebox"-shaped building envelope with a narrow setback.¹ New apartments were sited to fill the lot in a manner that is out of character with adjacent homes in terms of size and architectural character.

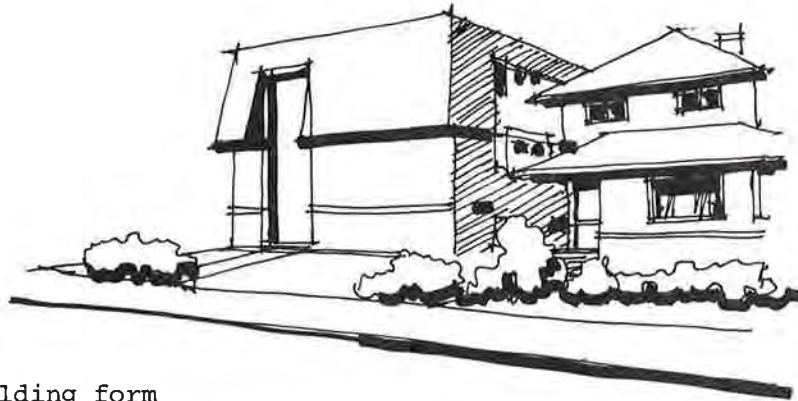
Development of two-and three-family dwellings on a typical 50-foot by 120-foot lot can be permitted if the quality of such development is compatible with the single-family residential environment.

The plan will reduce the permitted density from six units per typical lot to two units per lot in general and three units per lot in designated areas. This will help to preserve the single-family residential character of the area but will also permit retaining existing multi-family

¹The "R4" zone, which was applied to the entire neighborhood, is intended primarily to accommodate large apartment buildings near the city's major activity centers, such as the Central Business District, industrial centers, the university, or any location where only a limited amount of residential land is available for a large number of persons.

dwelling units. The decreased density provides a more appropriate transition between the low-density subarea and commercial and institutional districts on the periphery. Development regulations can control siting and architectural quality.

Regulations can specifically address building height and bulk, setbacks, lot coverage, roof lines, facades, window treatment, parking, landscaping, and other elements important to neighborhood character. A bonus system can allow some increase in building height and bulk when a building design is an exceptional contribution to neighborhood character.



shoebox-shaped building form



building form compatible
with existing structures



building form enhancing
neighborhood character

**FIGURE 17-1 MULTI-FAMILY RESIDENTIAL
BUILDING CHARACTER**

Chapter 18

WIDE STREETS

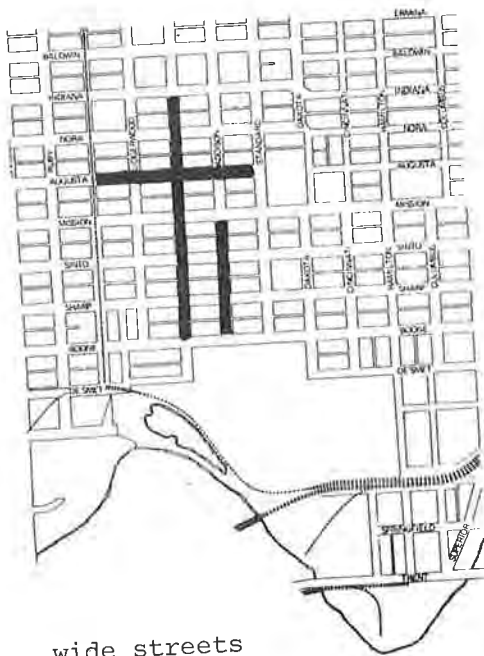
GOALS AND POLICIES

1. Encourage the closure of those portions of residential streets not needed for access.
2. Use closed portions for linear parks or to facilitate land assembly for public or private projects.

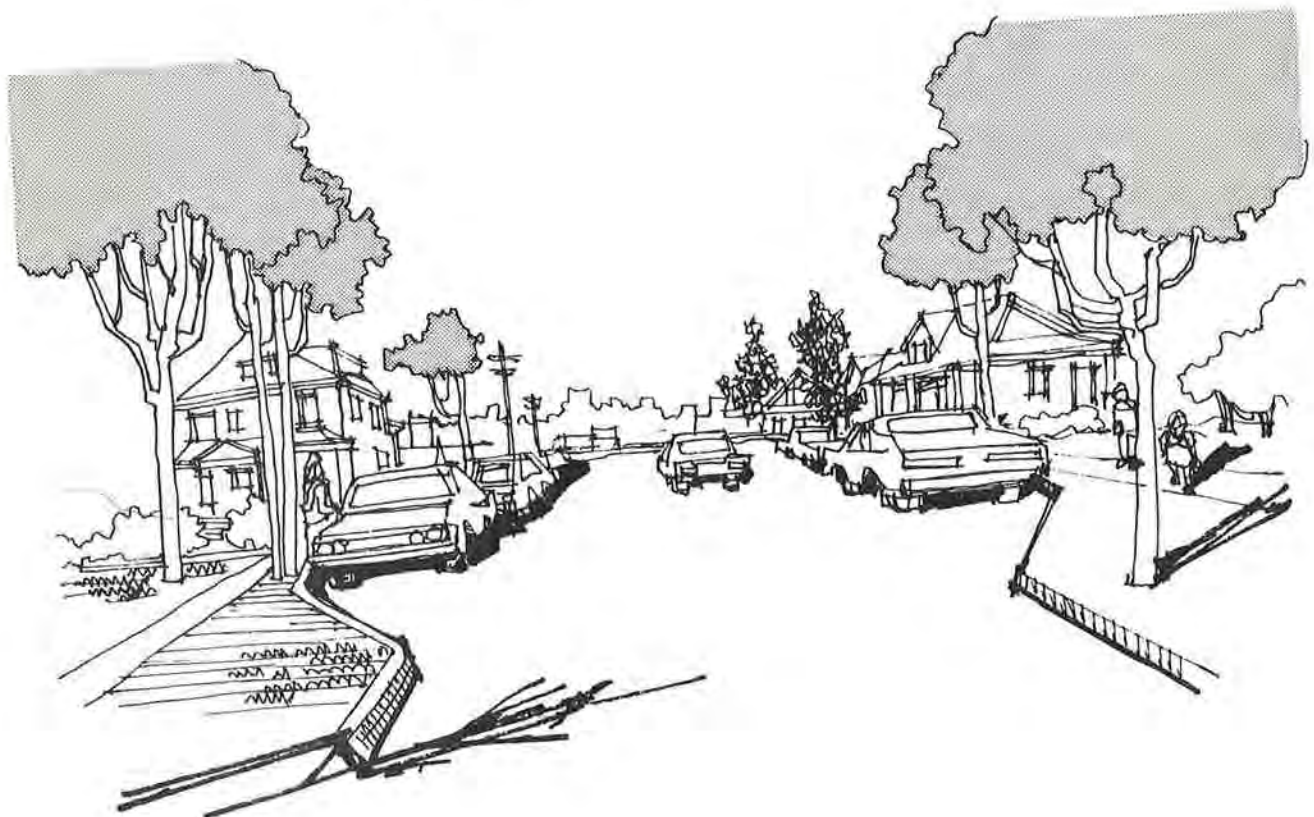
DESIGN PLAN

A number of the residential streets in the Plan area are much too wide for the amount of traffic they carry. This raises the question of how the street right-of-way might be redesigned to take advantage of the exceptional width. Several concepts might be applicable, depending on the available right-of-way and the nature of adjacent land uses (Figure 18-1). When the street pavement is as wide as 68 feet, a wide median strip can be created to provide for plantings. Streets with 40- to 50-foot curb-to-curb widths can have a median strip of 8 feet for trees and shrubs. This will leave room for one or two driving lanes in each direction as well as a bike lane in each direction on designated bike routes. Alternative uses for median strips can be considered in the future.

Possible design concepts that allow for recreation use, parking, and more landscaped open space are shown in Figure 18-2. The city should consider the advantages of these concepts along with their initial cost and the continuing costs of maintenance. Livability and residential character can often be improved by minimizing paved areas.



wide streets

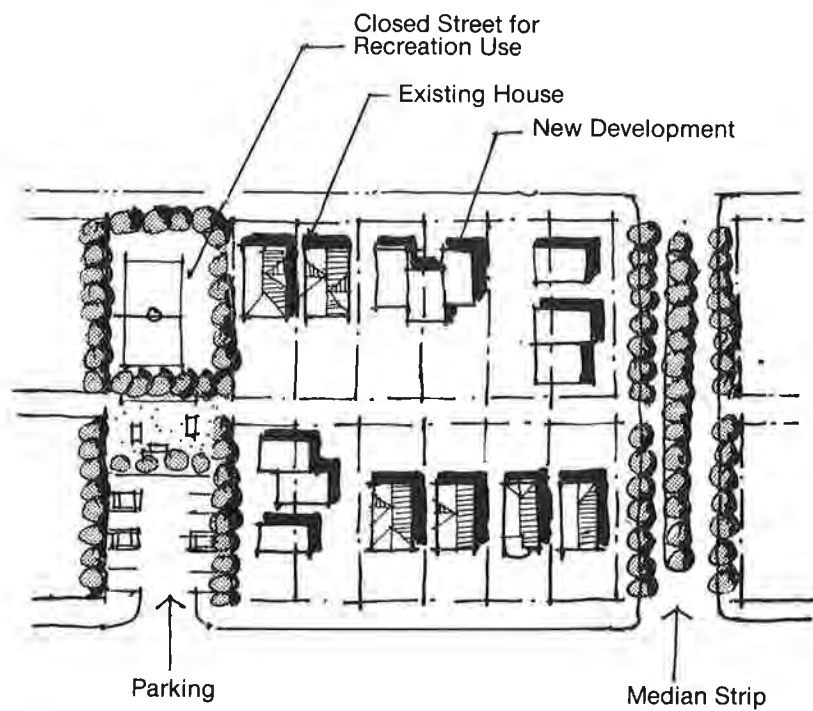


Sidewalks and parking strips can extend farther into the street at intersections.

FIGURE 18-1 WIDE STREETS IN GONZAGA SUBAREA



Existing Street Landscaping



Street Landscape Design

FIGURE 18-2 LANDSCAPED OPEN SPACE

Chapter 19

GONZAGA UNIVERSITY

GOALS AND POLICIES

1. Encourage Gonzaga University campus development and future expansion south of Boone Avenue between Pearl and Hamilton Streets. Encourage campus orientation toward the river.
2. Permit university development with design review and approval of specific projects by special permit, north of Boone as far as Sinto, in the area shown in Figure 1-1 for "Institutional/Low-density Residential" use.
3. South of Boone Avenue between Ruby and Astor Streets, encourage educational, office, and other institutional uses that are complementary to the university and Indian Center.
4. Vacate and develop Boone Avenue between Astor and Dakota Streets and Addison Street between Boone and Sharp for alternative uses including pedestrian paths, parking, and open space, as part of a Gonzaga University Campus Plan which includes the law school, Lake Arthur, and North River Drive.

DESIGN PLAN

Gonzaga University is a major institution that has grown up with the city and is an important cultural and economic resource. The main campus lies south of Boone Avenue between Astor and Hamilton Streets. The law school occupies a one-block area north of Sharp, between Standard and Dakota Streets.

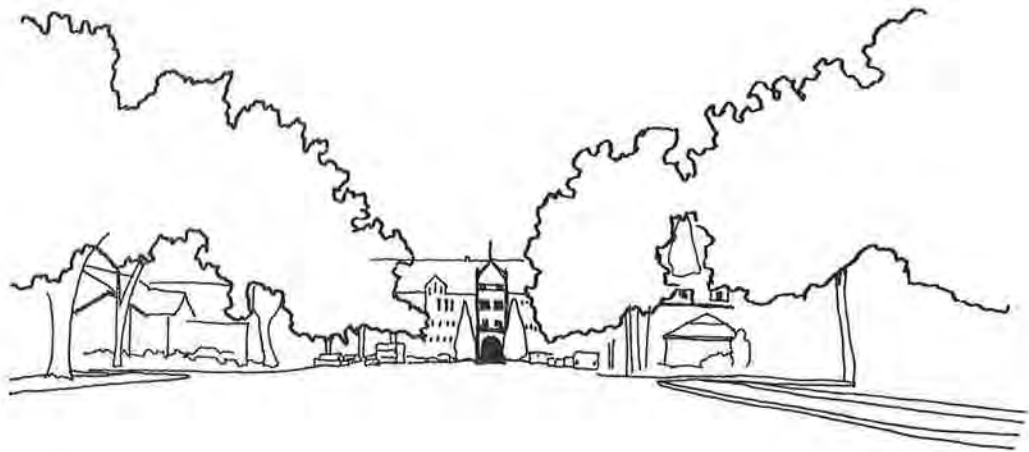
Over the years, the university has acquired a number of other properties north of Boone, mostly for student housing, parking, and offices. The university considers the "Gonzaga community" to include a larger area than its immediate campus and seeks to be a good neighbor to those property owners in the area who are not directly connected to the school. University policy is to continue to acquire properties between Boone and Sinto Avenues as they become available and as the university's resources permit.

The Land Use Plan described in Chapter 1 designates the land north of Boone Avenue for low-density residential and institutional uses, consistent with the family-

oriented character of the Logan Neighborhood. These designations continue to be appropriate in recognition of the number of single-family homes south of Sinto Avenue which are not owned by the university. At the same time, the plan recognizes the needs of the university for facilities that cannot be accommodated within the main campus.

The Design Plan encourages maximum use of properties south of Boone Avenue, from Ruby to Hamilton, for university or related facilities. North of Boone Avenue, additional university facilities may be allowed by special permit. A main concern of this review will be the impact of the proposed facility on neighboring properties that are not owned or otherwise related to the university and compliance with applicable North Riverbank Plan policies.

To further consolidate the Gonzaga community, portions of Boone Avenue and Addison Street can be closed to general vehicle traffic and the right-of-way redesigned and landscaped for pedestrian use and for service vehicles. The relationship between the main campus and the law school can be strengthened by closing Addison Street between Boone and Sharp (and possibly between Sharp and Sinto as well, recognizing that Sharp is an arterial). Addison Street lends itself well for this purpose since it lies on an axis with the main entrance of the University Administrative Building.



Addison Street

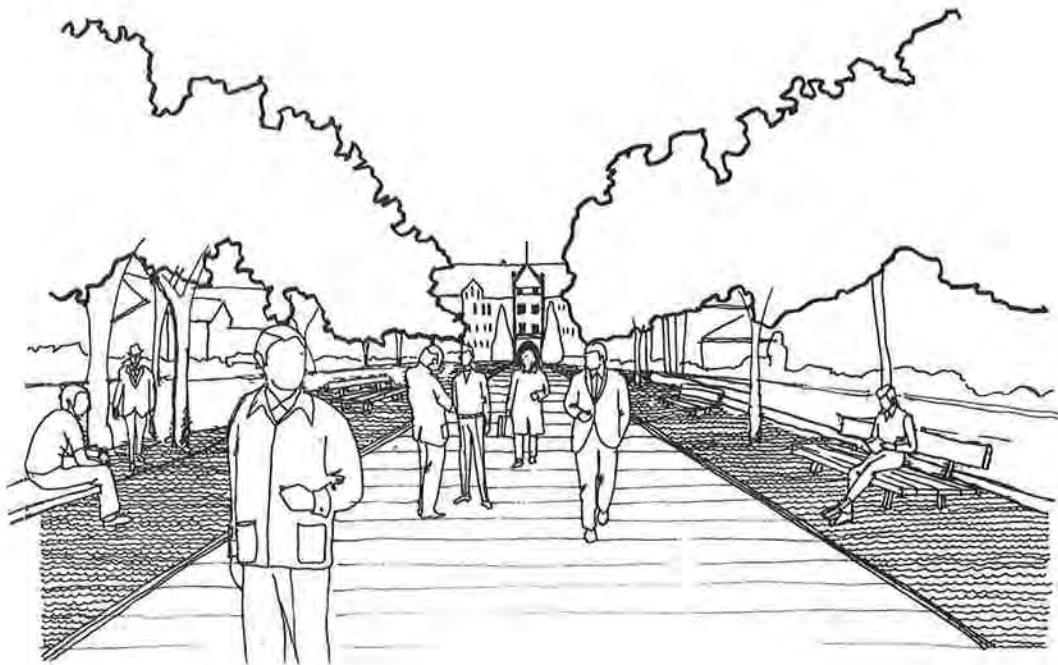


FIGURE 19-1 PEDESTRIAN MALL ON ADDISION STREET

PART III
IMPLEMENTATION

Chapter 20

IMPLEMENTATION

INTRODUCTION

The Design Plan described in the preceding sections is a statement of development guidelines for directing growth on the North Riverbank. This section describes specific actions for implementing the guidelines to help ensure that future development is compatible with the Design Plan. It includes a list of public improvements, a review of funding sources, and a discussion of the type of private development needed if plan objectives are to be achieved. Finally, this section discusses the concept of public-private cooperation, which is essential to plan implementation.

PUBLIC IMPROVEMENTS

Public improvements to encourage and support the private development envisioned in the Design Plan are listed below.

1. Street Improvements

- o Construct North River Drive from Hamilton to Cedar Streets, including a new road between Cincinnati and Howard Streets, and improvements to portions of Trent Avenue, Mallon Avenue, College Avenue, Cedar Street, and Ohio Avenue.
- o As circumstances indicate, vacate certain streets within the design corridor to create superblocks. Consider portions of Sinto Avenue, Sharp Avenue, Gardner Avenue, Dean Avenue, Cataldo Avenue, and Stevens Street, as well as certain alleys.
- o Consistent with the city's current Lincoln Bridge study, vacate and relocate Bridge Street.
- o Improve on-street parking along several streets.

2. Bikeways

- o Improve selected streets with lines, signs, and replacement of hazardous drainage grates.
- o Construct new bikeways along portions of railroad right-of-way, North River Drive, Howard Street, and the courthouse mall.

- o Acquire and modify the dismantled railroad bridge north of the Trent Avenue bridge to serve as bicycle-pedestrian way.

3. Pedestrian Circulation

- o Construct riverfront pedestrian pathways and esplanades between Maple and Hamilton Streets.
- o Develop a pedestrian walkway in the Howard-Washington design corridor, connecting to Riverfront Park.
- o Construct pedestrian overpasses at Washington north of Boone between rock outcrops and over Boone Avenue east of Howard in the design corridor.
- o If the coliseum is relocated and if North River Drive is constructed, vacate portions of Howard Street and railroad right-of-way and develop the area for pedestrian use.
- o Construct a multi-level open pedestrian plaza over North River Drive between Howard and Washington similar to the pedestrian-park plaza over Washington Street.

4. Street Landscaping

- o Plant trees along major and secondary arterials and along selected local and collector streets.

5. Street Lighting

- o Where feasible, improve conventional street lighting along selected arterials and local streets and develop special lighting districts.
- o Where feasible, place wiring underground throughout the study area.

6. Coliseum

If the coliseum is retained in its present location:

- o Improve the site and construct a new 250,000-square-foot building.
- o Acquire a site and construct a parking structure adjacent to the coliseum.

7. Parks and Open Space

- o Develop new parks and plazas in the vicinity of the Flour Mill, along the Lake Arthur causeway, in a corridor between the courthouse and the railroad berm, at the rock outcrop, on a multi-level plaza over North River Drive between Washington and Howard Streets, and on a site near the County shops.
- o Improve a portion of Riverfront Park.

8. Railroad Right-of-Way

- o As circumstances allow, acquire and develop for alternative use the railroad right-of-way between Maple and Hamilton Streets.

PHASING OF IMPROVEMENTS

It is reasonable to assume that most public improvements in the area could be completed within 20 years. In order to ensure steady progress toward the overall goal, improvements can be programmed to occur in four 5-year increments. Priorities can be established now as a basis for budgeting and to indicate to developers and property owners the city's general intentions in the area.

The first 5-year increment might include certain street improvements, the riverfront esplanade and pedestrian paths along the riverfront, acquisition and improvement of a park site in the vicinity of the Flour Mill and clearing of part of the railroad right-of-way. These improvements are the most important in terms of making possible and encouraging the necessary private developments that are essential to accomplishing the plan objectives. Certain other improvements might be appropriate in the first 5 years if they are developed jointly with privately financed development, and if public funding becomes available.

The public improvement program for the North Riverbank will be developed as part of the city's overall "capital improvement programming" process. There are urgent public improvement needs in other parts of the city, and accomplishing the ambitious program on the North Riverbank hinges partly on developing sources of funding to supplement those customarily available to the city. Competition for available funding is always intense, and North Riverbank projects will have to stand on their own merit in competition with other city programs.

PUBLIC IMPROVEMENT PROJECTS	YEAR 1982-1985	1986-1990	1991-1995	1996-2000	ESTIMATED COST	FUNDING SOURCE *
VEHICULAR CIRCULATION						
• North River Drive Lincoln to Division						1. ASSF-FAM 2. EDA-UDAG-DOT
• Division to Hamilton						
• Maple to Lincoln						1. LID-PBIA-CDBG-UDAG 2. ASSF-FAN-EDA
• Vacate E.W. Streets within Design Corridor Super Blocks						1. LID-PBIA-IAC 2. EDA-UDAG
• Relocate Bridge Ave., Expand Park Site						
• Lincoln-Monroe couplet New Lincoln Bridge						1. ASSF-CDBG 2. LID-PBIA-FAN-EDA-UDAG-UNDA-DOT-DOE
ON-STREET PARKING						
BIKEWAY						
• Acquire and Improve Bridge						1. CDBG 2. BIKEWAY-ASSF-FAN-IAC-UDAG-DOT-DOE
• Howard Street Bikeway						1. CDBG 2. BIKEWAY-LID-ASSF-FAN-IAC-UDAG
PEDESTRIAN CIRCULATION						
• Pedestrian Overpass - Washington St.						1. ASSF-CDBG 2. LID-IAC-EDA-UDAG-DOT-DOE
• Pedestrian Overpass - Northriver Dr.						
• Pedestrian Overpass - Boone Ave.						
• Howard-Washington Corridor						
• Riverfront Esplanade						
• Pedestrian Overpath and Underpath Along Riverfront						1. LID-PBIA-ASSF-FAN-UDAG 2. CDBG-DOT-DOE
STREET LANDSCAPING (Street Furniture)						
LIGHTING AND FIXTURES						
• Street Lighting						1. LID-DOE 2. ASSF-FAN-HPG-EDA-CDBG-UDAG-DOT
• Undergrounding						1. PBIA-EDA-BONDS
PARKING STRUCTURE						
• Coliseum Parking Structure						1. EDA-BONDS 1. CDBG-UMTA-NEA 2. UDAG-NEA
COLISEUM						
TRANSIT SHELTER						1. IAC-CDBG-BONDS 2. LID-ASSF-HPG-UDAG-DOT
PARKS AND OBSERVATION POINTS						
• Major Vista Point off Ide Street						
• Waterfront Park West of Flour Mill						
• Lake Arthur Causeway						
• Neighborhood Park, Vicinity of County Garages/City Transit						
• Rock Outcrop						
SITE CLEARING						
• Railroad Clearing						1. EDA-UDAG 2. CDBG

FIGURE 20-1 PUBLIC PROJECTS PHASING

* 1. Primary Funding Source
2. Alternative Funding Source

FUNDING SOURCES

Possible funding sources for the various public improvements outlined in the preceding paragraphs are examined here. Recognize that some of these sources, particularly those stemming from Federal programs, will change over a 20-year implementation period. For example, at the time of this writing the future of the Economic Development Administration is uncertain. EDA has been an excellent source of funding for improvements carried out in direct support of private development. The present Administration has recommended that the agency be abolished. It is also probable that new funding sources will become available over the 20-year period. Therefore, the city's analysis of funding sources will need continuing revision.

Funding sources available under current law are outlined below.

1. Local Improvement District (LID)

The local improvement district has the most promise in the Howard-Washington Street design corridor and other areas in which there is a strong potential for major private development. The best use of an LID is for pedestrian circulation improvements, street landscaping, and street lighting, including the undergrounding of wires. The success of this approach depends on the enthusiasm of property owners in the area for overall development prospects and their willingness to have their property assessed. Property owners need to perceive that the improvements will enhance the value of their property.

2. Parking and Business Improvement Area (PBIA)

State law provides for an approach to funding certain business district improvements, such as parking, as well as business-related programs, through assessments on businesses. This approach, the Parking and Business Improvement Area (PBIA), contrasts with an LID in which assessments are levied on property. It has seen limited use in the state. Its potential seems limited in the study area because it is designed primarily to assist in the upgrading of existing business districts. Possible use would be for street landscaping, development of off-street parking, and for improved street lighting along Hamilton, Division, and Monroe Streets.

3. Arterial Street Funds

Of course, the best use for the two categories of arterial street funds available to the city is for the improvement of arterial streets. The cost of landscaping, bikeways,

on-street parking improvements, pedestrian crossings, street landscaping, street furniture, and special lighting can all be included as part of the arterial project cost. On the other hand, if the burden of these extra improvements makes the arterial project unfeasible or greatly delays its accomplishment, alternative funding sources might be considered for some of the related improvements.

4. Inter-Agency Committee for Outdoor Recreation (IAC)
(State of Washington)

The IAC distributes Federal recreation funds. Monies are always limited, compared to demand, and must be matched by local funds. The most promising use would be for some of the park and observation points, and every effort should be made to use IAC funds for landscaping vacated street areas and for bikeway improvements. Street lighting in or adjacent to parks can also be funded from this program.

5. Historic Preservation Grants

If a specific historic district were designated, it is possible that improved decorative street lighting and some special street landscaping and sidewalk paving might be funded from this source.

6. Economic Development Administration (EDA) (U.S. Department of Commerce)

Improvements could be funded by EDA if they were seen as developing the long-term employment potential in the project area. The most promising area for EDA funding would appear to be the south superblock, which is proposed for office development. Another approach is to consider the coliseum addition and parking as employment-generating projects eligible for EDA funding.

In the latter case, EDA funding would be used for the developments themselves. In the case of the superblock, EDA funding might be used to finance detailed planning and to improve streets, on-street parking, pedestrian circulation, street landscaping, and street lighting. Because EDA funds must be matched locally, these improvements must receive funding from other sources as well.

7. Community Development Block Grants (U.S. Department of Housing and Urban Development)

Many of the improvements proposed in the project are eligible for block grant funding. Competition for such funding is keen, and the amounts available must be spread over a number of neighborhoods.

8. Urban Development Action Grant (U.S. Department of Housing and Urban Development)

The best use of this source of funding is in connection with private development projects, such as those planned in the design corridor or near the riverfront. This funding can be used for street improvements, including parking, bikeway, and pedestrian circulation improvements, street landscaping, decorative street lighting, and park development. The future of the program is in doubt, in light of current Federal budget-cutting efforts.

9. Urban Mass Transit Administration (U.S. Department of Transportation)

Developing transit shelters and possibly on-street parking improvements, where the latter would improve transit movement or provide sites for bus shelters, is an appropriate use of these funds. Meeting part of the cost of a coliseum parking structure is another possible use of DOT funds.

10. U.S. Department of Energy Funding

Not too much is known about this funding source at the time of writing, although there appears to be a heavy emphasis on energy efficiency demonstration projects. The most promising possibilities appear to be energy-efficient street lighting, bikeways, and pedestrian circulation improvements. Along with other Federal funding sources, DOE grants may be severely curtailed by present Federal budget reduction efforts.

11. Community Redevelopment Financing (Tax Increment Financing)

Virtually all public funding requirements for accomplishing the North Riverbank project could be met through tax increment financing as employed in a number of other states. This is now being proposed under Washington State law as "Community Redevelopment Financing," or CRF.

Briefly, CRF will involve the following steps:

- o An improvement district is formally established by the city (this could be all or part of North Riverbank area).
- o The assessed valuation of property within the district is "frozen" at the time the district is created, to provide a base value for regular property tax levies.

- o General obligation bonds are sold to finance in-district improvements that generate additional private development or redevelopment within the district.
- o The regular tax levy is applied to any increase in assessed valuation that occurs as a result of the improvements.
- o The increased revenues resulting from the improvements are used to retire the general obligation bonds without cost to taxpayers outside the improvement district.
- o At the time of bond retirement, the "freeze" on regular taxation is lifted; from then on, general taxes are levied on the basis of the increased assessed valuations.

In some cases where this approach has been used, variations on the assessed valuation "freeze" have been followed. Sometimes the level is not frozen (for purposes of school taxation). In other cases, the base level ("frozen" level) is slowly increased to account for inflationary increases.

The procedure has been used successfully in many states, including California and Oregon.

PUBLIC IMPROVEMENT PROJECTS	FUNDING SOURCE																DOT	DOE
	BIKEWAY FUNDING	LOCAL IMPROVEMENT DISTRICT (LID) FUNDING	PARKING AND BUSINESS IMPROVEMENT AREA (PBIA) FUND (ASAP) FUNDING	FEDERAL AND URBAN SYSTEM (FANS) FUNDING	INTER-AGENCY COMMITTEE (IAC) FUNDING	HISTORIC PRESERVATION AVAILABILITY	ECONOMIC DEVELOPMENT FUNDING	ADMINISTRATION (EPA) FUNDING AVAILABILITY	COMMUNITY DEVELOPMENT BLOCK GRANT FUNDING	URBAN DEVELOPMENT ACTION GRANT FUNDING	NATIONAL ENDOWMENT FOR THE ARTS FUNDING	SMALL BUSINESS ADMINISTRATION (SBA) FUNDING AVAILABILITY	TAX INCREMENT FINANCING FUNDING AVAILABILITY	BONDS	HOUSING URBAN DEVELOPMENT FUNDING	UMTA		
VEHICULAR CIRCULATION	• North River Drive		•	•			•			•							•	
	• Lincoln to Division						•											
	• Division to Hamilton						•											
	• Maple to Lincoln						•											
ON-STREET PARKING	• Vacate E-W Streets within Design Corridor Super Blocks	•	•				•											
	• Relocate Bridge Ave., Expand Park Site	•	•				•											
		•	•				•											
		•	•				•											
BIKEWAY	• Acquire and Improve Bridge	•	•				•											
	• Howard Street Bikeway	•	•				•											
		•	•				•											
		•	•				•											
PEDESTRIAN CIRCULATION	• Pedestrian Overpass - Washington St.	•	•				•											
	• Pedestrian Overpass - Northriver Dr.	•	•				•											
	• Pedestrian Overpass - Boone Ave.	•	•				•											
	• Howard/Washington Corridor	•	•				•											
STREET LANDSCAPING	• Riverfront Esplanade	•	•				•											
	• Pedestrian Overpass and Underpass	•	•				•											
	• Along Riverfront	•	•				•											
	• Street Furniture	•	•				•											
LIGHTING AND FIXTURES	• Street Lighting	•	•				•											
	• Undergrounding	•	•				•											
		•	•				•											
		•	•				•											
PARKING STRUCTURE	• Coliseum Parking Structure	•	•				•											
		•	•				•											
		•	•				•											
		•	•				•											
COLISEUM		•	•				•											
		•	•				•											
		•	•				•											
		•	•				•											
TRANSIT SHELTER		•	•				•											
		•	•				•											
		•	•				•											
		•	•				•											
PARKS AND OBSERVATION POINTS	• Major Vista Point off Ide Street	•	•				•											
	• Waterfront Park West of Flour Mill	•	•				•											
	• Lake Arthur Causeway	•	•				•											
	• Neighborhood Park, Vicinity of County Garages/City Transit	•	•				•											
SITE CLEARING	• Rock Outcrop	•	•				•											
		•	•				•											
		•	•				•											
		•	•				•											

- Primary Funding Source
 O Alternative Funding Source
1. Funding source is appropriate where improvements are part of a larger project funded by the same agency.
 2. The funding source is limited to portions of the improvement (see text).

FIGURE 20-2 FUNDING SOURCES FOR PUBLIC IMPROVEMENT PROJECTS

Chapter 21

PRIVATE IMPROVEMENTS

As in any American city, most new development (or redevelopment) in so large an area as the North Riverbank is private development. The goals of the Design Plan will be met only by very substantial private investment.

There are two basic strategies that will serve to encourage private development that is compatible with the Design Plan. The first involves incentives and is characterized by a high degree of public-private cooperation. The second strategy involves traditional land use regulation. Even here, however, is ample opportunity for cooperation between the city and the private sector. In short, public-private cooperation is the spirit of the implementation program on the North Riverbank.

INCENTIVES FOR PRIVATE DEVELOPMENT

The city can provide important incentives for development of private projects that are supportive of the goals of the Design Plan. Perhaps the largest possible single incentive is involvement of the city with private developers on cooperative projects, with direct public assistance in improving financial feasibility of private development where legally and financially possible. Even where such a cooperative approach may not be appropriate, incentives for private development are possible.

The city can provide incentives in the following ways:

- o By carrying out on a predictable basis the public improvements outlined earlier in this section. These improvements could greatly improve the environment for investment in the study area.
- o By carrying out an environmental review of the North Riverbank plan in sufficient depth so that no additional environmental review, or very limited review, is required for private projects that are consistent with the plan.
- o By providing technical assistance to developers, including historical information, economic analyses, information on characteristics of sites, such as that pertaining to soils, drainage, and utilities.

- o By assigning a full-time staff coordinator responsible for managing implementation of the urban design plan and related programs.
- o By developing a bonus program for projects which rewards those developers who further the goals of the North Riverbank Plan.

PRIVATE DEMONSTRATION PROJECTS

Four sample projects requiring major private investment are described here as examples of the type of private development appropriate to the North Riverbank. Further information is available from the City Planning Department.

Project 1: Three-block Site Bounded by Maple and Cedar Streets and the Railroad Berm and College Avenue

This suggested project would have 100 apartment-condominium units, 80,000 square feet of office space, and 25,000 square feet of commercial space. The existing buildings would be demolished, and a one-story apartment building and a five-story office building with two levels of parking would be constructed. The project site is approximately 5.8 acres (255,000 square feet) in size, including abandoned streets and alleys.

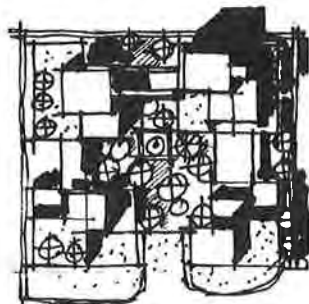
Project 2: Portion of the Block Bounded by Maxwell and Sinto Avenues and Howard and Washington Streets

This suggested project would have 100 apartment-condominium units (1,200 square feet per unit) and 30,000 square feet of office space. The existing buildings would be demolished, and one nine-story apartment building (condominium) and one five-story office building with two levels of parking would be constructed. The project site is approximately 1.3 acres (57,000 square feet) in size.

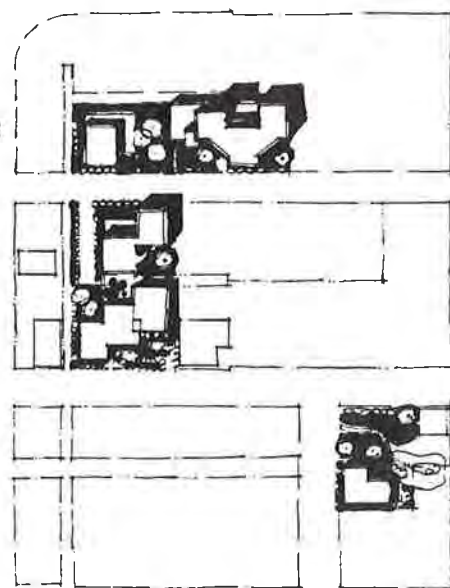
Project 3: Rock Outcrop Site Bounded by Washington and Normandie Streets and Sinto and Boone Avenues

This suggested project would have 150 apartment-condominium units in one- to four-story structures containing 1,600 square feet of residential space per unit. The existing buildings would be demolished.

The site plan conforms with the topography and the exposed basalt features. Publicly accessible passive open space would be provided on the highest elevation of the outcrop. The project site is approximately 11 acres in size, of which approximately 6.5 acres would accommodate the suggested housing development.



Full Block Site



Infill Development Sites

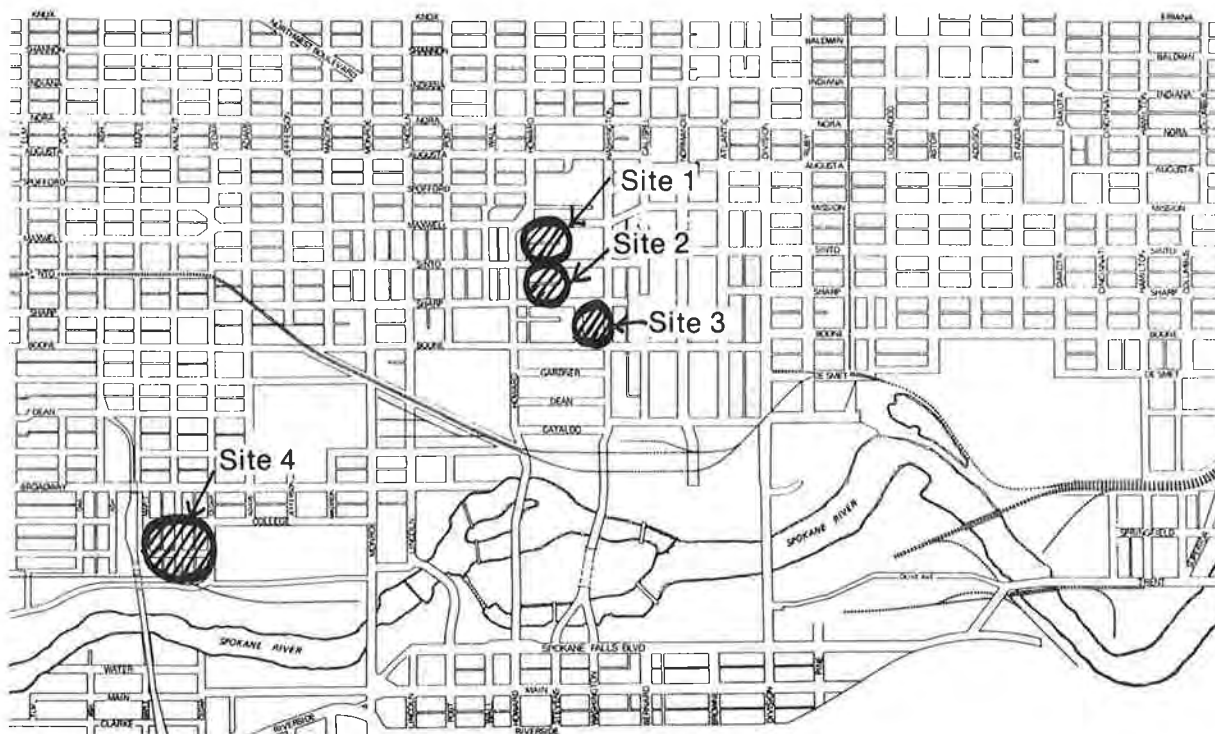


FIGURE 21-1 PRIVATE DEMONSTRATION PROJECT SITES

Project 4: City Shop Site Bounded by Mission and Sinto
Avenues and Calispel and Atlantic Streets

This suggested project provides medium-density apartments for middle-income tenants. Between 120 and 160 units are suggested in one- to three-story structures. Average living unit size would be 1,400 square feet. Site amenities and opportunities would be developed to promote tenancy by families. The project would require screening or buffers on the Mission Street side. Some existing brick buildings might be retained for community use by the project residents. The design of structures should promote the individual identity of the living units. The project site is approximately 5.1 acres (221,000 square feet) in size, including an abandoned section of Normandie Street; the entire site is in city ownership.

PUBLIC DEVELOPMENT AUTHORITY

The Spokane City Council, under RCW 35.21.730, is authorized to establish a "public corporation" to accomplish certain objectives on the North Riverbank. A public corporation can be authorized to carry out a number of functions, most important of which could be the power to acquire property for private resale or lease. Under Washington State law, such an authority does not have the power of condemnation in acquiring property; the corporation operates in the real estate market just as would a private individual. It cannot levy taxes, nor can it obligate the city's credit. It operates in many respects like a private business but has extensive tax advantages that allow it to operate in situations that might not be feasible for private business. These advantages include the ability to use tax-exempt bonds.

A public development corporation or authority can acquire, use, and dispose of property, lend money, make grants, underwrite the obligations of a third party, issue bonds, or do any other things a legal "person" might do. Such an authority might be funded through creation of a revolving fund, financed originally from a Community Development Block Grant, sale of revenue bonds, sale of general obligation bonds, private contributions, or loans from the city. Once the fund is established, if the authority is operating properly no further outside income should be needed.

A possible purpose of the authority might be to acquire vacant property (or dilapidated structures that would be demolished to provide vacant property) and make these sites available for the private development of housing or commercial uses. The authority also might loan funds to private parties to accomplish these same ends.

