



Spokane Plan Commission Agenda

June 22, 2016

2:00 PM to 5:30 PM

City Council Chambers

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Public Comment Period:

3 minutes each Citizens are invited to address the Plan Commission on any topic not on the agenda

Commission Briefing Session:

2:00 - 2:15	1) Approve June 8, 2016 Meeting Minutes	
	2) City Council/Community Assembly Liaison Reports	
	3) President Report	Dennis Dellwo
	4) Transportation Subcommittee Report	John Dietzman
	5) Secretary Report	Lisa Key

Workshops:

2:15-2:45	1) Comp Plan Amendment: Morningside File Z1500084COMP Continued	Tirrell Black
2:45-3:45	2) Comprehensive Plan 2017 Update-Urban Design & Historic Preservation, Chapter 8; Natural Environment, Chapter 9; Leadership, Governance, and Citizenship, Chapter 13	Jo Anne Wright
3:45-4:15	3) STA Central City Line Strategic Overlay Plan	Andrew Worlock
4:15-4:30	4) BREAK	
4:30-5:30	5) Smart Code Workshop	Sandy Sorlien

Adjournment:

- 1) Next Plan Commission meeting will be on June 22

The password for City of Spokane Guest Wireless access has been changed:

Username: COS Guest

Password:

AMERICANS WITH DISABILITIES ACT (ADA) INFORMATION: The City of Spokane is committed to providing equal access to its facilities, programs, and services for persons with disabilities. The Council Chambers and the Council Briefing Center in the lower level of Spokane City Hall, 808 W. Spokane Falls Blvd., are both wheelchair accessible. The Council Briefing Center is equipped with an audio loop system for persons with hearing loss. The Council Chambers currently has an infrared system and headsets may be checked out by contacting the meeting organizer. Individuals requesting reasonable accommodations or further information may call, write, or email Chris Cavanaugh at (509) 625-6383, 808 W. Spokane Falls Blvd, Spokane, WA, 99201; or ccavanaugh@spokanecity.org. Persons who are deaf or hard of hearing may contact Ms. Cavanaugh at (509) 625-6383 through the Washington Relay Service at 7-1-1. Please contact us forty-eight (48) hours before the meeting date.



PLANNING & DEVELOPMENT
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June 15, 2016

Re: 2nd Substantive Workshop for proposed amendment to Comprehensive Plan to be held at June 22, 2016 meeting regarding the specific request by Morningside Investments LLC (North Indian Trail neighborhood) Z1500084COMP

Dear Plan Commissioners:

On June 8, 2016 the Plan Commission held its first substantive workshop on this topic. At that time you were forwarded the application materials and the revised SEPA checklist. Also attached were a list of comprehensive plan policies which may be relevant to the discussion. I have made some minor adjustments to that list of comprehensive plan policies with one duplicate policy removed and one policy stated in full which was previously abbreviated (LU 3.2). It will be helpful to the discussion if you have the time to review these before the meeting.

In addition, you were provided with the link to the website which contains the traffic study and other relevant documents for download. The PowerPoint from the last meeting is also posted. The Morningside specific page is: <https://my.spokanecity.org/projects/morningside-investments-llc-comprehensive-plan-amendment/>

The main project page address is: <https://my.spokanecity.org/projects/comprehensive-plan-amendment-cycle-2015-2016/>

Public comment has continued to be updated to the FTP site. I will update it again early morning on June 22 with comment through June 21st. As I have provided to your earlier, the FTP site for the public comment is:

<https://ftp.spokanecity.org>
username: tempftp6ro
password: 4K7p737j

Sincerely,

Tirrell Black, AICP
Associate Planner

Excerpt Goals/Policies City of Spokane Comprehensive Plan

For Discussion Purposes, these have been excerpted from the Comp Plan.

For full copy of City of Spokane Comprehensive Plan go to: my.spokanecity.org/services/

From Chapter 3, Land Use:

LU 1 CITYWIDE LAND USE

Goal: Offer a harmonious blend of opportunities for living, working, recreation, education, shopping, and cultural activities by protecting natural amenities, providing coordinated, efficient, and cost effective public facilities and utility services, carefully managing both residential and nonresidential development and design, and proactively reinforcing downtown Spokane's role as the urban center.

Policy:

LU 1.3 Single-Family Residential Areas

Protect the character of single-family residential neighborhoods by focusing higher intensity land uses in designated centers and corridors.

Discussion: The city's residential neighborhoods are one of its most valuable assets. They are worthy of protection from the intrusion of incompatible land uses. Centers and corridors provide opportunities for complementary types of development and a greater diversity of residential densities.

Complementary types of development may include places for neighborhood residents to work, shop, eat, and recreate. Development of these uses in a manner that avoids negative impacts to surroundings is essential. Creative mechanisms, including design standards, must be implemented to address these impacts so that potential conflicts are avoided.

Policy: LU 1.4 Higher Density Residential Uses

Direct new higher density residential uses to centers and corridors designated on the land use plan map.

Discussion: Higher density housing of various types is the critical component of a center.

Without substantially increasing population in a center's immediate vicinity, there is insufficient market demand for goods and services at a level to sustain neighborhood-scale businesses.

Higher density residential uses in centers range from multi-story condominiums and apartments in the middle to small-lot homes at the edge. Other possible housing types include townhouses, garden apartments, and housing over retail space.

To ensure that the market for higher density residential use is directed to centers, future higher density housing generally is limited in other areas. The infill of Residential 15+ and Residential 15-30 residential designations located outside centers are confined to the boundaries of existing multi-family residential designations where the existing use of land is predominantly higher density residential.

From Chapter 3, Land Use:

LU 3 EFFICIENT LAND USE

Goal: Promote the efficient use of land by the use of incentives, density and mixed-use development in proximity to retail businesses, public services, places of work, and transportation systems.

Policy:**LU 3.1 Coordinated and Efficient Land Use**

Encourage coordinated and efficient growth and development through infrastructure financing and construction programs, tax and regulatory incentives, and focused growth in areas where adequate services and facilities exist or can be economically extended.

Discussion: Future growth should be directed to locations where adequate services and facilities are available. Otherwise, services and facilities should be extended or upgraded only when it is economically feasible to do so.

The centers and corridors designated on the land use plan map are the areas of the city where incentives and other tools should be used to encourage infill development, redevelopment and new development. Examples of incentives the city could use include assuring public participation, using public facilities and lower development fees to attract investment, assisting with project financing, zoning for mixed-use and higher density development, encouraging rehabilitation, providing in-kind assistance, streamlining the permit process, providing public services, and addressing toxic contamination, among other things.

LU 3.2 Centers and Corridors

Designate centers and corridors (neighborhood scale, community or district scale, and regional scale) on the land use plan map that encourage a mix of uses and activities around which growth is focused.

Discussion: Suggested centers are designated where the potential for center development exists. Final determination is subject to the neighborhood planning process.

Neighborhood Center

Neighborhood centers designated on the Land Use Plan map have a greater intensity of development than the surrounding residential areas. Businesses primarily cater to neighborhood residents, such as convenience businesses and services. Drive-through facilities, including gas stations and similar auto-oriented uses tend to provide services to people living outside the surrounding neighborhood and should be allowed only along principal arterials and be subject to size limitations and design guidelines. Uses such as a day care center, a church, or a school may also be found in the neighborhood center.

Businesses in the neighborhood center are provided support by including housing over ground floor retail and office uses. The most dense housing should be focused in and around the neighborhood center. Density is high enough to enable frequent transit service to a neighborhood center and to sustain neighborhood businesses. Housing density should decrease as the distance from the neighborhood center increases. Urban design guidelines of the Comprehensive Plan or a neighborhood plan are used to guide architectural and site design to promote compatible, mixed land uses, and to promote land use compatibility with adjoining neighborhoods.

Buildings in the neighborhood center are oriented to the street. This encourages walking by providing easy pedestrian connections, by bringing activities and visually interesting features closer to the street, and by providing safety through watchful eyes and activity day and night. Parking lots should not dominate the frontage of these pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding neighborhoods. Parking lots should be located behind or on the side of buildings as a rule.

To promote social interaction and provide a focal point for the center, a central gathering place, such as a civic green, square, or park, should be provided. To identify the center as the major activity area of the neighborhood, it is important to encourage buildings in the core area of the neighborhood center to be taller. Buildings up to three stories are encouraged in this area. Attention is given to the design of the circulation system so pedestrian access

between residential areas and the neighborhood center is provided. To be successful, centers need to be integrated with transit. Transit stops should be conveniently located near commercial and higher density residential uses, where transit service is most viable.

The size and composition of neighborhood centers, including recreation areas, vary by neighborhood, depending upon location, access, neighborhood character, local desires, and market opportunities. Neighborhood centers should be separated by at least one mile (street distance) or as necessary to provide economic viability. As a general rule, the amount of commercial space and percent devoted to office and retail should be proportional to the number of housing units in the neighborhood. The size of individual commercial business buildings should be limited to assure that the business is truly neighborhood serving. The size of the neighborhood center, including the higher density housing surrounding the center, should be approximately 15 to 25 square blocks. The density of housing should be about 32 units per acre in the core of the neighborhood center and may be up to 22 units per acre at the perimeter.

District Center

District centers are designated on the land use plan map. They are similar to neighborhood centers, but the density of housing is greater (up to 44 dwelling units per acre in the core area of the center) and the size and scale of schools, parks, and shopping facilities are larger because they serve a larger portion of the city. As a general rule, the size of the district center, including the higher density housing surrounding the center, should be approximately 30 to 50 square blocks.

As with a neighborhood center, buildings are oriented to the street and parking lots are located behind or on the side of buildings whenever possible. A central gathering place, such as a civic green, square, or park is provided. To identify the district center as a major activity area, it is important to encourage buildings in the core area of the district center to be taller. Buildings up to five stories are encouraged in this area.

The circulation system is designed so pedestrian access between residential areas and the district center is provided. Frequent transit service, walkways, and bicycle paths link district centers and the downtown area.

Employment Center

Employment centers have the same mix of uses and general character features as neighborhood and district centers but also have a strong employment component. The employment component is expected to be largely non-service related jobs incorporated into the center or on land immediately adjacent to the center.

Employment centers vary in size from 30 to 50 square blocks plus associated employment areas. The residential density in the core area of the employment center may be up to 44 dwelling units per acre. Surrounding the center are medium density transition areas at up to 22 dwelling units per acre.

Corridors

Corridors are areas of mixed land use that extend no more than two blocks in either direction from the center of a transportation corridor.

Within a corridor, there is a greater intensity of development in comparison to the surrounding residential areas. Housing at a density up to 44 units per acre and employment densities are adequate to support frequent transit service. The density of housing transitions to a lower level (up to 22 units per acre) at the outer edge of the corridor. A variety of housing styles, apartments, condominiums, rowhouses, and houses on smaller lots are allowed. A full range of retail services, including grocery stores serving several neighborhoods, theaters, restaurants, dry-cleaners, hardware stores, and specialty shops are also allowed. Low intensity, auto-dependent uses (e.g., lumber yards, automobile dealers, and nurseries) are prohibited.

Corridors provide enhanced connections to other centers, corridors, and downtown Spokane. To accomplish this, it is important to make available safe, attractive transit stops and pedestrian and bicycle ways. The street environment for pedestrians is much improved by placing buildings with multiple stories close to the street with wide sidewalks and street trees, attractive landscaping, benches, and frequent transit stops. Parking lots should not dominate the

frontage of these pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding neighborhoods. Parking lots should be located behind or on the side of buildings whenever possible.

Regional Center

Downtown Spokane is the regional center, containing the highest density and intensity of land use. It is the primary economic and cultural center of the region. Emphasis is on providing more housing opportunities and neighborhood services for downtown residents, in addition to enhancing economic, cultural, and social opportunities for the city and region.

LU 3.3 Planned Neighborhood Centers

Designate new centers or corridors in appropriate locations on the land use plan map through a neighborhood planning process.

Discussion: The comprehensive plan recognizes that centers and corridors are the most appropriate venue for the location of commercial and higher density residential uses. In some areas of the city, there may be a need to establish a center or corridor. The exact location, boundaries, size, and mix of land uses in a potential neighborhood center should be determined through the neighborhood planning process. This process may be initiated by the city at the request of a neighborhood or private interest. Objective criteria should include:

- ◆ existing and planned density;
- ◆ amount of commercial land needed to serve the neighborhood;
- ◆ transportation investments and access including public transit; and
- ◆ other characteristics of a neighborhood center as provided in this plan, or as further refined.

LU 3.4 Planning for Centers and Corridors

Utilize basic criteria for growth planning estimates and, subsequently, growth targets for centers, and corridors.

Discussion: Growth planning estimates and growth targets for centers and corridors should be based on:

- ◆ availability of infrastructure;
- ◆ public amenities and related facilities and services capacity for residential and commercial development;
- ◆ existing and proposed residential densities and development conditions;
- ◆ accessibility of transit; and,
- ◆ density goals for centers and corridors.

LU 3.5 Mix of Uses in Centers

Achieve a proportion of uses in centers that will stimulate pedestrian activity and create mutually reinforcing land uses.

Discussion: Neighborhood, District, and Employment Centers are designated on the land use plan maps in areas that are substantially developed. New uses in centers should complement existing on-site and surrounding uses, yet seek to achieve a proportion of uses that will stimulate pedestrian activity and create mutually reinforcing land use patterns. Uses that will accomplish this include public, core commercial/office and residential uses.

All centers are mixed-use areas. Some existing uses in designated centers may fit with the center concept; others may not. Planning for centers should first identify the uses that do not fit and identify sites for new uses that are missing from the existing land use pattern. Ultimately, the mix of uses in a center should seek to achieve the following minimum requirements:

TABLE LU 1 MIX OF USES IN CENTERS		
Use	Neighborhood Center	District and Employment Center
Public	10 percent	10 percent
Commercial/Office	20 percent	30 percent
Higher Density Housing	40 percent	20 percent
Note: All percentage ranges are based on site area, rather than square footage of building area.		

This recommended proportion of uses is based on site area and does not preclude additional upper floors with different uses.

The ultimate mix of land uses and appropriate densities should be clarified in a site-specific planning process in order to address site-related issues such as community context, topography, infrastructure capacities, transit service frequency, and arterial street accessibility. Special care should be taken to respect the context of the site and the character of surrounding existing neighborhoods. The 10 percent public use component is considered a goal and should include land devoted to parks, plazas, open space, and public facilities.

LU 3.6 Neighborhood Centers

Designate the following seven locations as neighborhood centers on the land use plan map.

- Indian Trail and Barnes;
- South Perry;
- Grand Boulevard/12th to 14th;
- Garland;
- West Broadway;
- Lincoln and Nevada;
- Fort George Wright Drive and Government Way.

From Chapter 3, Land Use:

LU 4 TRANSPORTATION

Goal: Promote a network of safe and cost effective transportation alternatives, including transit, carpooling, bicycling, pedestrian-oriented environments, and more efficient use of the automobile, to recognize the relationship between land use and transportation.

Policy:

LU 4.1 Land Use and Transportation

Coordinate land use and transportation planning to result in an efficient pattern of development that supports alternative transportation modes consistent with the transportation chapter and makes significant progress toward reducing sprawl, traffic congestion, and air pollution.

Discussion: The GMA recognizes the relationship between land use and transportation. It requires a transportation element that implements, and is consistent with, the land use element.

The transportation element must forecast future traffic and provide information on the location, timing, and capacity needs of future growth. It must also identify funding to meet the identified needs. If probable funding falls short of needs, the GMA requires the land use element to be reassessed to ensure that needs are met.

From Chapter 3, Land Use:

LU 5 DEVELOPMENT CHARACTER

Goal: Promote development in a manner that is attractive, complementary, and compatible with other land uses.

Policy:

LU 5.1 Built and Natural Environment

Ensure that developments are sensitive to and provide adequate impact mitigation so that they maintain and enhance the quality of the built and natural environment (e.g., air and water quality, noise, traffic congestion, and public utilities and services).

LU 5.5 Compatible Development

Ensure that infill and redevelopment projects are well-designed and compatible with surrounding uses and building types.

From Chapter 4, Transportation:

TR 3 TRANSPORTATION AND LAND USE

Goal: Recognize the key relationship between the places where people live, work, and shop and their need to have access to these places; use this relationship to promote land use patterns, transportation facilities, and other urban features that advance Spokane's quality of life.

Policy:

TR 3.1 Transportation and Development Patterns

Use the city's transportation system and infrastructure to support desired land uses and development patterns, especially to reduce sprawl and encourage development in urban areas.

Discussion: Transportation and land use planning must be coordinated for the city to function smoothly, efficiently, and healthily. Investments in new transportation infrastructure can have both positive and negative impacts on the city. For example, while it may be relatively easy to build new streets or expand existing streets at the edge of the city to add transportation capacity, that can lead to sprawling development that, in the long run, is costly to the city.

This policy is particularly important given two goals of the GMA, which state:

- ◆ "Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner."
- ◆ "Reduce the inappropriate conversion of undeveloped land into sprawling, low density development."

CFU 2 CONCURRENCY

Goal: Ensure that those public facilities and services necessary to support development are adequate to serve the development and available when the service demands of development occur without decreasing current service levels below locally established minimum standards.

Policy CFU 2.1 Available Public Facilities

Consider that the requirement for concurrent availability of public facilities and utility services is met when adequate services and facilities are in existence at the time the development is ready for occupancy and use, in the case of water, wastewater and solid waste, and at least a financial commitment is in place at the time of development approval to provide all other public services within six years.

Discussion: Public facilities are those public lands, improvements, and equipment necessary to provide public services and allow for the delivery of services. They include, but are not limited to, streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, solid waste disposal and recycling, fire and police facilities, parks and recreational facilities, schools and libraries.

It must be shown that adequate facilities and services are available before new development can be approved. While occupancy and use imply an immediate need for water, wastewater and solid waste services, other public services may make more sense to provide as the demand arises. For example, a certain threshold of critical mass is often needed before construction of a new fire station, school, library, or park is justified. If these facilities and services do not currently exist, commitments for services may be made either from the public or the private sector. Public commitments are documented through the Capital Facilities Program and the relevant Six-Year Capital Improvement Plans.

If there is no public commitment to provide needed resources, the development could still proceed if the developer assumes responsibility for provision of all needed facilities and services, either through actual provision of the facility or service, or appropriate financial assurances that facilities and services will be provided in a timely manner. In this case, the City of Spokane may enter into an agreement with the developer for repayment through latecomer fees, special connection fees, or other payments earmarked for or pro-ratable to the particular system improvement.

Policy

CFU 2.2 Concurrency Management System

Maintain a concurrency management system for all capital facilities.

Discussion: A concurrency management system is defined as an adopted procedure or method designed to ensure that adequate public facilities and services needed to support development and protect the environment are available when the service demands of development occur.

The following facilities must meet adopted level of service standards and be consistent with the concurrency management system: fire protection, police protection, parks and recreation, libraries, public wastewater (sewer and stormwater), public water, solid waste disposal and recycling, transportation, and schools.

The procedure for concurrency management includes annual evaluation of service levels and land use trends in order to anticipate demand for service and determine needed improvements.

Findings from this review will then be addressed in the Six-Year Capital Improvement Plans, Annual Capital Budget, and all associated capital facilities documents to ensure that financial planning remains sufficiently ahead of the present for concurrency to be evaluated.

The City of Spokane must either ensure that adequate facilities are available to support development or else prohibit development approval when such development would cause service levels to decline below standards currently established in the Capital Facilities Program.

In the event that reduced funding threatens to halt development, it is much more appropriate to scale back land use objectives than to merely reduce level of service standards as a way of allowing development to continue. This approach is necessary in order to perpetuate a high quality of life. All adjustments to land use objectives and service level standards will fall within the public review process for annual amendment of the Comprehensive Plan and Capital Facilities Program.

CFU 2.6 Funding Shortfalls

Reassess the land use element whenever probable funding falls short of meeting existing needs in order to ensure that development patterns and level of service standards remain consistent with financing capabilities related to capital facilities plans.

Discussion: The GMA requires consistency and conformity between plans and budgets so that development does not occur before there are adequate services to support it. In this regard, the land use element, capital facilities plan element, and financing plan within the capital facilities plan element should be coordinated and consistent.

In the event that reduced funding threatens to halt development, it is much more appropriate to scale back land use objectives than to reduce level of service standards as a way of allowing development to continue. This approach is necessary in order to perpetuate a high quality of life.

All adjustments to land use objectives and service level standards will fall within the public review process for annual amendment of the comprehensive plan and Capital Facilities Program.

From Chapter 5, Capital Facilities & Utilities:

CFU 4 SERVICE PROVISION

Goal: Provide public services in a manner that facilitates efficient and effective delivery of services and meets current and future demand.

Policy

CFU 4.1 Compact Development

Promote compact areas of concentrated development in designated centers to facilitate economical and efficient provision of utilities, public facilities, and services.

Discussion: Infill and dense development should be encouraged where excess capacity is available since compact systems are generally less expensive to build and maintain. However, it may also be necessary to periodically include upgrades in the Six-Year Capital Improvement Plans if sufficient capacity is not currently available to support intensification of development in target areas.

From Chapter 5, Capital Facilities & Utilities:

CFU 6 MULTIPLE OBJECTIVES

Goal: Use capital facilities and utilities to support multiple interests and purposes.

Policy

CFU 6.1 Community Revitalization

Provide capital facilities and utility services strategically in order to encourage and support the development of Centers and Corridors, especially in older parts of the city.

Discussion: Public investment often needs to be the first step toward revitalization of a community.

Once the public sector takes steps to rehabilitate and improve dilapidated and deteriorated areas of the city, this inspires the confidence that encourages private investment to follow.

While Six-Year Capital Improvement Plans must cover maintenance and repair of existing facilities, projects that expand facilities and services must be done with land use objectives in mind in recognition of the key link between service levels and development. In the past, capital infrastructure facilities (roads, sewers, water lines, and parks) at the edge of the city limits and beyond has facilitated sprawl and accommodated its impacts. This practice in turn drained away resources needed to meet the service requirements of the inner city neighborhoods. A good rule of thumb for the future is to spend a higher than proportionate share of all capital dollars in central city neighborhoods in order to bring infrastructure back into the older parts of the city where the need for revitalization is greatest. In this way, the economic viability and desirability of the city center can be restored, creating a cycle of enhancement that is sustainable.

From Chapter 6, Housing:

H 1 AFFORDABLE HOUSING

Goal: Provide sufficient housing for the current and future population that is appropriate, safe, and affordable for all income levels.

H 1.4 Use of Existing Infrastructure

Direct new residential development into areas where community and human public services and facilities are available and in a manner that is compatible with other Comprehensive Plan elements.

Discussion: Using existing services and infrastructure often reduces the cost of creating new housing. New construction that takes advantage of existing services and infrastructure conserves public resources that can then be redirected to other needs such as adding amenities to these projects.

H 2 HOUSING CHOICE AND DIVERSITY

Goal: Increase the number of housing alternatives within all areas of the city to help meet the changing needs and preferences of a diverse population.

Policy

H 2.1 Distribution of Housing Options

Promote a wide range of housing types and housing diversity to meet the needs of the diverse population and ensure that this housing is available throughout the community for people of all income levels and special needs.

Discussion: A variety of housing types should be available in each neighborhood. The variety of housing types should not concentrate or isolate lower-income and special needs households.

Diversity includes styles, types, and cost of housing.

Many different housing forms can exist in an area and still exhibit an aesthetic continuity. In many cases, -based design guidelines will be available to guide the design of the housing forms. Allowing a wide range of housing types throughout the city provides the opportunity for increased socioeconomic integration.

Housing standards that will be allowed throughout the city include small single-family lot sizes, manufactured housing on single-family lots, townhouses, condominiums, clustering, and other options that increase the supply of affordable home ownership opportunities.

From Chapter 8, Urban Design & Historic Preservation:

DP 1 PRIDE AND IDENTITY

Goal: Enhance and improve Spokane's visual identity and community pride while striving to maintain its visual diversity.

Policy

DP 1.4 New Development in Established Neighborhoods

Ensure that new development is of a type, scale, orientation, and design that maintains or improves the character, aesthetic quality, and livability of the neighborhood.

Discussion: While compatibility is more of an issue in established neighborhoods, new development needs to take into account the context of the area and should result in an improvement to the surrounding neighborhood.

DP 3 FUNCTION AND APPEARANCE

Goal: Use design to improve how development relates to and functions within its surrounding environment.

Policy

DP 3.8 Infill Development

Ensure that infill construction and area redevelopment are done in a manner that reinforces the established neighborhood character and is architecturally compatible with the surrounding existing commercial and residential areas.

Discussion: Infill construction can represent a benefit to the community that does not necessitate an expansion of the infrastructure when done in a manner that does not detract from the area.

Flexible design standards enable infill development that is architecturally compatible with the context of the proposed area by permitting higher intensity activities without detracting from the existing character of the area.

DP 6 NEIGHBORHOOD QUALITIES

Goal: Preserve, improve, and support the qualities of individual neighborhood areas.

Policy

DP 6.2 Access to Housing Choices

Encourage building and site design that allows a variety of housing forms while being compatible with the character of the immediate surrounding area, thereby generating community support for development at planned densities.

Discussion: Increasing housing densities and innovative development protects special sites, and enables the efficient use of remaining buildable land, the efficient and cost effective provision of city facilities and services, the provision of affordable housing, and the promotion of increased ridership on mass transit. A variety of housing types, such as townhouses, courtyard buildings, and housing clusters, contributes to housing diversity and interest, and provides more opportunities for prospective residents. Design that is compatible with the surroundings helps

make increased densities acceptable to the current residents. Higher residential density in commercial areas can provide additional economic stability for businesses while lessening automobile dependence.

N 8 NEIGHBORHOOD PLANNING PROCESS

Goal: Ensure a sense of identity and belonging for neighborhoods throughout the city and the city's Urban Growth Area by developing a neighborhood planning process that is all-inclusive, maintains the integrity of neighborhoods, implements the comprehensive plan, and empowers neighborhoods in their decision-making.

Policy

N 8.4 Consistency of Plans

Maintain consistency between neighborhood planning documents and the comprehensive plan.

Discussion: The "framework" comprehensive plan guides all aspects of the city's growth and development for the next twenty years. The plan provides the overall scheme of city development: the major land uses, transportation systems, parks, recreation, and open spaces, and centers of shopping and employment. The comprehensive plan establishes the framework for all other planning activities and documents.

It is recognized that in some cases neighborhood planning may result in recommended changes to the comprehensive plan. Comprehensive Plan changes will be reviewed and decided upon once each year.

(end)



June 22, 2015

Plan Commission Packet

Shaping Spokane

2017 Update to the
Comprehensive Plan

Part I

Cover Letter

June 15, 2016

Re: Information for June 22, 2016 Plan Commission Workshop on Comprehensive Plan Update

Dear Plan Commission Members:

I am pleased to provide to you the next two chapters to be considered by the Plan Commission for Shaping Spokane, the 2017 update to the City's Comprehensive Plan. Enclosed in this packet please find Chapter 8, Urban Design and Historic Preservation; Chapter 9, Natural Environment; and Chapter 13, Leadership, Governance, and Citizenship. As we discussed previously, Shaping Spokane is a minor update to the Comprehensive Plan, designed to streamline the document through removal of unnecessary discussion and redundant policies, the addition of clarification where needed, and updates to pertinent data, numbers, and facts.

As with the last chapter presented to the Plan Commission, the following are general guidelines used during the review and editing process:

- This is an update, not a re-write.
- Introductions should be short and to the point.
- Individual chapter references to GMA Goals & Requirements and Countywide Planning Policies were moved to an appendix.
- References to the 2001 Horizon's Process (the six-year citizen participation process for the Plan) were replaced with references to citizen participation efforts because people may not recognize the name of this planning effort anymore.
- Streamline the document by removing redundant and duplicative language.
- Clarify goal or policy language when not easily understood.
- Shorten discussion sections where possible to make them easier to read.

Items not addressed:

- The "Visions & Values" sections of the chapters were not amended during this process.
- Goals and policies were generally not removed unless duplicative or no longer relevant. In some cases, they were simply moved to another part of the chapter. If they were removed, a comment box has been included to indicate why.

How to read the draft chapters:

- Prior to a scheduled workshop on a particular chapter or chapters, staff will send you two versions of each chapter to be reviewed. One version shows the "track changes," with new additions or items that have been moved from another location underlined in red. Items that have been removed or moved to another location will be crossed out in red. The second version is a "clean" reformatted copy.

- Red text boxes contain comments for discussion purposes. They will not be part of the final document.
- Green boxes (if any) are topics identified by either staff or the participating Focus Groups that require considerable discussion, research, or other efforts to address. Because time is short to meet the State-mandated timeline for this update, the additional work cannot be completed prior to adoption of Shaping Spokane. These items will be included in a new Chapter 2 – Implementation, where the needed tasks will be discussed in general and the effort(s) required to consider the topic will be described. Staff has identified these topics and issues with a green text box.
- If no comment box exists, the changes are minor in nature.

June 22, 2016 Workshop Items

1. Draft Urban Design and Historic Preservation Chapter

The Urban Design and Historic Preservation chapter underwent extensive review and modification by a focus group in 2013. Some minor changes have been made since then – the chapter has recently been reviewed by Megan Duvall, our current Historic Preservation Officer.

2. Draft Natural Environment Chapter

The Natural Environment Chapter did not go through a focus group review process. Staff made suggested changes, mostly for clarification and streamlining purposes, but also updated information and corrected grammar, tense, and text errors.

3. Draft Leadership, Governance, and Citizenship Chapter

As with the Natural Environment Chapter, the Leadership, Governance, and Citizenship Chapter did not go through a focus group review process. Staff made suggested changes, mostly for clarification and streamlining purposes, but also updated information and corrected grammar, tense, and text errors.

Thanks again for your continued support and for your attention and time with this extensive process. Our team looks forward to seeing you on June 22.

Sincerely,

Jo Anne Wright
Comprehensive Plan, Neighborhoods, and Codes Team



June 22, 2015

Plan Commission Packet

Shaping Spokane

2017 Update to the
Comprehensive Plan

Part II

Chapter 8 – Urban Design
and Historic Preservation
TRACKED CHANGES

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8.1 INTRODUCTION

As long ago as the early 1900's and the emergence of the ideals of the City Beautiful Movement, there has been recognition that a city's design and character play a significant role in its ability to function, meet the needs of its citizens, and foster quality of life.

The introduction was rewritten by the Focus Group for streamlining purposes.

The City of Spokane has a great foundation to stand on in this respect. Its design and character come from a landscape that offered the resources to allow the city to grow and prosper. Chief among these is the Spokane River and Falls which have influenced every phase of its history, beginning in prehistoric times as an important center of trade and fishing and up through the rise of industry and commerce. Through periods of rapid growth and the fire of 1889, the city retains an impressive legacy of historic structures tell the story of Spokane's social, economic and architectural history. Growth and development in more recent times have resulted in a city that has been recognized for its success in urban revitalization and historic preservation.

The following goals and policies are intended to protect and enhance Spokane's unique, authentic character with the tools of Urban Design and Historic Preservation. It is significant that this Chapter combines Urban Design and Historic Preservation, drawing on principles that support good planning in both areas. These include the importance of public input, design review, and planning that honors authentic character.

~~"While a few fine buildings were evidently designed and superintended by trained architects, and set a standard which is cause for national comment and much local pride, many of the commercial buildings, particularly in the center of the city, seem to have been put up without the help of any competent architects at all, and hence are not alone structures of questionable utility, but also make a bad impression on visitors and public alike."~~

~~Although written in 1921 in The Architect and Engineer, Frederick Jennings' ideas remain relevant to the City of Spokane. Spokane does have many fine examples of architecture and a strong legacy of good design. However, economic considerations and the lingering 1950s architectural dictum of "form follows function" often creates a situation wherein cost and functional factors hold sway over humanistic concerns and spiritually uplifting design.~~

~~The citizens of Spokane have declared in recent years that they want to recreate the city that was once referred to as "The City Beautiful." The demolition of noteworthy, turn-of-the-century buildings to make way for curtain walled glass and steel monoliths devoid of character and of scale and mass defining details, has finally reawakened the sentiment that design does matter and that new development should take into consideration the people for whom it is intended and the context in which it is intended to be built.~~

~~After the 1889 fire in which much of downtown Spokane was destroyed, a number of architects relocated here and made names for themselves by designing enduring buildings of the then current, and now remarkable, styles of the day. These include the Arts and Crafts bungalows, Queen Anne houses, Tudoresque mansions, Romanesque churches, and Gothic commercial buildings, as well as Classic Revival office buildings and Art Deco theaters. The years between the fire and the Second World War were rich in regards to the development of a vibrant downtown and a city of national renown. As early as 1905, President Theodore Roosevelt was quoted in the Chamber of Commerce publication, Spokane: A Modern City, "I never saw two such cities anywhere as Spokane and Seattle. If my eldest boy was large enough to be choosing a place, I would advise him to locate in one or the other of those cities and it is a shake-up between them."~~

~~Because of the lack of fine materials and trained craftsman, it is neither possible nor actually desirable to try and replicate the architecture and designs of that time. The essence of the features that make those styles of architecture so interesting and memorable can and should be incorporated into the architecture of~~

~~today. New buildings should be compatible with the surrounding context and environment. They should reinforce the rhythm, line, mass, and shape of the adjacent structures, and take into consideration the public space created by the building facade, surrounding pavement, and vegetation. The designs of these buildings should incorporate and demonstrate public values and should be proportionate to and comfortable for the human occupants. It should also set up a hierarchy to de-emphasize the automobile and primarily establish the human element as the ultimate recipient and the primary design constraint for the particular development.~~

~~In 1994, the City Council, recognizing the public demand for quality projects, established a design review program and appointed a citizen committee of design professionals and organization representatives to conduct individual project reviews and oversee the development of the program. The members of the Design Review Committee (now known as the Design Review Board) accepted the challenge to act in an advisory role, developing guidelines, reviewing projects, and making recommendations to the city approving authority for the assigned specific classes of projects. The Design Review Board is advisory. Recommendations as to whether a proposal is consistent with the applicable design criteria are forwarded to the responsible approving authority of the City. In most cases, the Board's recommendations are adopted or made a condition of approval. The Design Review Board is a vehicle through which community values are instilled into design parameters, the result being better projects, greater pride in the city, and Spokane once again being recognized as "The City Beautiful."~~

~~The joint City/County Historic Landmarks Commission is responsible for the stewardship of historically and architecturally significant properties within the City and unincorporated areas of Spokane County. The Landmarks Commission sets historic preservation policies, including providing advice to the City Council as well as the Board of County Commissioners on matter of history, historic planning and preservation.~~

~~8.2 GMA GOAL AND REQUIREMENTS AND COUNTYWIDE PLANNING POLICIES~~

~~GMA Urban Design and Historic Preservation Planning Goals (RCW 36.70A.020)~~

~~The Washington State Growth Management Act (GMA) includes 13 goals, which were adopted to guide the development and adoption of comprehensive plans and development regulations. Although urban design and historic preservation have different points of emphasis, they have been grouped together in recognition of their similarities and overlap regarding improvement and preservation of quality of life. While Urban Design is not mentioned directly in the goals of the GMA, Goal 13 related to Historic Preservation states, “Identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance.”~~

~~Urban design encompasses issues that are addressed in other GMA goals. Design is a necessary element in accomplishing Goals 1 and 2 of reducing sprawl and encouraging development in urban areas, thus enabling the efficient provision of public facilities and services. Promoting a variety of residential housing types, as directed by Goal 4, requires good urban design to ensure they are compatible with existing neighborhoods and are accepted by the residents of a particular area. Preservation of the environment and retention of open space for recreational opportunities, Goals 9 and 10, obviously are included in the emphasis of urban design principles of the preservation of a high quality of life.~~

~~Last, citizen participation, Goal 11, is the driving force behind the historic preservation and urban design efforts. Continued public participation in these efforts is necessary to ensure that inevitable growth does not cause a decline in the quality of life and those physical features valued by the citizens (RCW 36.70A.020).~~

~~Countywide Planning Policies~~

~~The Countywide Planning Policies of Spokane County (CWPPs) do not specifically mention urban design or historic preservation. However, similar to the GMA goals, there are policies that are more easily achieved and accepted through the practices of good urban design and historic preservation.~~

~~County policies direct jurisdictions to ensure compatibility of mixed density residential development. Good design is the necessary ingredient to make this type of development acceptable to the citizens of the neighboring areas. Achieving the intent of the county policies related to affordable housing is also facilitated by urban design standards that ensure architectural and functional compatibility. Urban design, along with historic preservation, are both means to realizing economic development and maintaining the integrity of downtown Spokane as a retail and cultural center.~~

For all chapters, the GMA Goal and Requirements and Countywide Planning Policies have been moved to an appendix.

8.23 VISION AND VALUES

Spokane ~~Horizons~~-volunteers working on the comprehensive plan identified important themes in relation to Spokane's current and future growth. A series of visions and values was crafted for each element of the Comprehensive Plan that describes specific performance objectives. From the Visions and Values document, adopted in 1996 by the City Council, the Comprehensive Plan's goals and policies were generated.

Urban design and historic preservation involves the city's form and function, subdivision design, street character, and identification and preservation of historic resources, including buildings, sites, and districts.

Vision

"The qualities that make Spokane unique, including the historic and cultural fabric, neighborhoods, downtown area, parks and green spaces, and tree-lined streets, will be maintained and improved."

Values

"The things that are important to Spokane's future include:

- ◆ Maintaining Spokane's "comfortable feel," size, neighborhoods, and friendliness.
- ◆ Maintaining the downtown area as the center of the region in order to ensure the city's economic and cultural health.
- ◆ Having downtown Spokane be distinctive and urban by using its architectural heritage and splendor.
- ◆ Maintaining the natural beauty that makes Spokane distinctive, including the parks, waterways, tree-lined streets, and green areas.
- ◆ Preserving the historic buildings, historic fabric, and cultural heritage that provide Spokane with its character.
- ◆ Ensuring that new buildings in historic areas complement their surroundings.
- ◆ Developing Spokane to be an attractive, clean city in which people take pride.
- ◆ Supporting neighborhoods and their associated business districts."

All references to the "Horizons" process were deleted throughout the chapter, given the length of time that has elapsed since that process occurred – reducing the name recognition. The Comprehensive Plan now references the efforts of volunteers, including those that helped with "Horizons."

The Visions and Values of the "Horizons" process remain virtually untouched.

8.34 GOALS AND POLICIES

Goals and policies provide specificity for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane. Additional materials for this chapter are located in the Draft Comprehensive Plan/EIS Volume 2, Chapter 22, Urban Design and Historic Preservation.



DP 1 PRIDE AND IDENTITY

Goal: Enhance and improve Spokane’s visual identity and community pride, ~~while striving to maintain its visual diversity.~~

Policies

~~DP 1.1 Public Land Use Sites~~

~~Identify sites for parks, open space, police stations, fire stations, major storm water facilities, schools, and other lands useful for public purposes in advance of development.~~

The focus group removed this policy because it is redundant with LU 6.1.

~~**Discussion:** Anticipating the need and location for public facilities prior to an area being developed eliminates the confusion regarding the potential locations of future projects and enables the programmed expenditure of public funds.~~

DP 1.21 Landmark Structures, Buildings, and Sites

~~Promote the recognition~~Recognize and ~~preservation of~~preserve unique or outstanding landmark structures, buildings, and sites.

Discussion: Landmarks are structures or sites that provide focal points of historic or cultural interest. Preservation of them, even when not located within historic districts, celebrates the uniqueness of the particular area. Development that is compatible with and respects ~~the architecture of~~ these landmarks enhances the richness and diversity of the built and natural environments while reinforcing the landmark structures and sites.

~~DP 1.3 Urban Trees and Landscape Areas~~

~~Maintain, improve, and increase the amount of landscaped area in the urban environment and, at a minimum, replace any tree that needs to be removed from publicly owned property.~~

The focus group moved this policy to DP 2.15.

~~**Discussion:** The public urban cityscape with its pavement, automobiles, and pollution can be a harsh environment for landscape vegetation and can create less than optimal growing conditions for the plants and trees. Therefore, additional care is usually necessary to maintain plants in an urban environment. This additional care of urban trees and landscaped areas benefits the overall well-being and enjoyment of the community.~~

~~The City of Spokane must establish a no net loss position for the existing quantity of urban trees and develop a mechanism to require tree replacement on public lands. The City of Spokane also needs to develop incentives to encourage tree replacement on privately owned property. Consideration should be given to the creation of a system to grant a credit or bonus for trees retained and incentives to encourage new tree planting. While it is impractical to require replacement trees to be of like size, the existing character, site, and the desired effect should be considered in determining the minimum size and species. Tree plantings should be coordinated with, and meet the minimum standards of, the Urban Forestry Program.~~

DP 1.24 New Development in Established Neighborhoods

Encourage ~~ensure that~~ new development that is of a type, scale, orientation, and design that maintains or improves the character, aesthetic quality, and livability of the neighborhood.

Discussion: ~~While compatibility is more of an issue in established neighborhoods, n~~New development ~~needs to take into account the~~ should be compatible with the context of the area and ~~should~~ result in an improvement to the surrounding neighborhood.

The focus group reworded this policy because the original policy would be difficult to impossible to achieve in most settings.

DP 1.35 Significant Views and Vistas

Identify and maintain significant views, vistas, and viewpoints, and protect them by establishing appropriate development regulations for nearby undeveloped properties.

Discussion: The protection of identified important views and vistas of both natural and man-made features of the environment, and improving and making safe the actual viewpoints are important for preserving the character of the city. The preservation of these features provides the citizens with orientation, visual relief, and a sense of uniqueness and place, helps create a city identity, and instills a sense of pride in its citizens.

DP 1.46 Gateway Identification

Establish and maintain gateways to Spokane and individual neighborhoods consisting of physical elements and landscaping that create a sense of place, identity, and belonging.

Discussion: Special gateways to neighborhoods or sub-areas are a cost-effective means to instill pride in an area. This can be the “seed” that causes ~~an overall improvement to a given area, which may result in~~ increased investment, ~~home ownership, maintenance, and decreased crime and overall revitalization of an area.~~

DP 2 URBAN QUALITY DESIGN

Goal: ~~Enhance the livability of Spokane by preserving its historic character, and building a legacy of quality public and private development. Design new construction to support desirable behaviors and create a positive perception of Spokane.~~

This goal and the first policy below were added by the Focus Group.

Policies

DP 2.1 Definition of Urban Design

Recognize current research that defines urban design and identifies elements of a well designed urban environment.

Discussion: It is generally recognized that good urban design includes the following: a quality that makes a place distinct, recognizable, and memorable; visual cues that help people get oriented quickly and navigate easily; enclosure or definition of streets, sidewalks, and other public spaces that are visually defined by buildings, walls, trees and other elements; human scale; transparency so people can recognize what lies beyond the edge of a street or other public space; linkage, or continuity of form between buildings and streets; complexity; coherence, or complimentary visual elements that help bind the area; and a clean, well-maintained appearance with no eyesores.

DP 2.2 Design Guidelines and Regulations

Adopt regulations and design guidelines consistent with current definitions of good urban design.

This new policy is a combination of the original DP 2.5 and 2.6.

Discussion: The city should use development standards that encourage creativity while ensuring compatibility with the surrounding area and enhancing local character. Maintaining or enhancing the neighborhood's character, livability, and property value is a benefit to the residents of an area and provides business owners with some assurance of community stability. Adopted standards that are adhered to, even when some flexibility is included, offer protection and instill confidence in established and prospective residents and business owners.

Design guidelines should be understandable, enforceable, predictable, and consistent in order to measure and evaluate proposed development. Effective design guidelines include graphic depiction and written text that are clear, understandable, and unambiguous. They function specifically to guide the physical development of projects that require design review. The desire is to create and maintain an attractive and efficient city.

Options such as form based codes and a design review process should be utilized to ensure that new development is compatible with its neighbors and will meet the city's urban design goals.

DP 6.72.3 Design Standards for Public Projects and Structures

This policy was moved here from DP 6.7.

Design all public projects and structures to uphold the highest design standards and neighborhood compatibility.

Discussion: The development of public projects and structures can have an impact on surrounding areas. The perception that this has not been considered has resulted in neighborhood opposition to projects, in spite of potential benefits. In order to mitigate the perceived negative impacts on a neighborhood, the city must serve as an example by building its facilities to make a positive visual and functional contribution to the neighborhood, rather than just trying to mitigate negative impacts.

The process for developing city projects and structures to achieve this aim will utilize the City of Spokane's Design Review Process. The design review process is both an appropriate and useful tool to use, particularly since the intent of this process is for city projects and structures to serve as models of design quality and community values for the entire community. The process to achieve desirable projects that adds to the functional and aesthetic aspects of the project's merits includes coordination between the funding sources, urban forestry program, urban design and engineering, utilities, police, fire, transportation, school districts, neighborhoods and adjacent property owners, among others. It is crucial that a uniform development process, whether or not it includes project design review, is clear and easily understood from the beginning. This ensures that when design review is necessary, it is well integrated into the overall building development process and is timely and efficient as well as productive. The implementation of this policy, as well as the buildings that result from it, can serve as a model to the entire community that the design review process can be smooth and efficient and that it results in a superior design.

Key issues about the design review process include:-

The goal or intent of the design review process will be to use the process as an opportunity to make projects the best possible for the public, as measured by the goals, policies, and regulations of the comprehensive plan.

The design review process will begin as early as possible to provide the optimal opportunity for efficient and effective input into the development process.

The design review process can take place on two levels, depending on the impact or complexity of a project, and can utilize the expertise of both the Design Review Committee and the staff of the Urban Design Program of the Planning Services Department. Therefore, some projects would be reviewed only by staff on behalf of the Design Review Committee, while other projects would undergo review by the Design Review Committee itself.

DP 6.82.4 Design Flexibility for Neighborhood Facilities

Incorporate flexibility into building design and zoning codes to enable neighborhood facilities to be used for multiple uses.

Discussion: Neighborhood public facilities are often developed to serve a particular purpose. This can be the result of code requirements that preclude the ability to utilize the facilities for other purposes. Enabling flexibility in the application of the standards could better maximize the utility and cost effectiveness of neighborhood public facilities.

This policy was moved here from DP 6.8.

DP 2.5 Character of the Public Realm

Enhance the livability of Spokane by preserving the city's historic character and building a legacy of quality new public and private development that further enriches the public realm

This new policy was added by the Focus Group to increase awareness of the importance of the public realm.

DP 2.46 Building and Site Design Regulations

Ensure that a particular development is-architecturally compatible with its neighbors thoughtful in design, improves the quality and characteristics of the immediate neighborhood, and responds to the site's unique features, including topography, hydrology, and microclimate.

This policy was modified by the Focus Group to provide additional detail and clarify the original policy.

Discussion: New and remodeled projects can have a major impact on a specific area. Site placement, setbacks, landscaping, and other design considerations should be compatible with the visual character of the surrounding environment. Compliance with building and site regulations and a design review process, benefits and provides for the existing residents, and guarantees new residents that new or remodeled buildings are developed in a manner that does not diminish their quality of life. This would apply to all new commercial, public, multifamily structures, high density single-family projects, and exterior remodels of existing commercial structures. An accessory structure should be of a lesser square footage and volume and should utilize materials and colors less dominant than the principal structure.

DP 2.2 Zoning and Design Standards

Utilize zoning and design standards that have flexibility and incentives to ensure that development is compatible with surrounding land uses.

The Focus Group incorporated this policy into the new policy DP 2.2.

Discussion: Maintaining or enhancing the neighborhood's character, livability, and property value is a benefit to the residents of an area and provides business owners with some assurance of community stability. Adopted standards that are adhered to, even when some flexibility is included, offer protection and instill confidence in established and prospective residents and business owners. The standards should address traffic, parking, loading control, structural mass, open space, green areas, lighting, landscaping and buffering, and safety of persons and property, as well as the impacts of noise, vibration, dust, and odors.

DP 2.3 Design Review Process

Ensure effective application of design guidelines through a review process that relies on the expertise of design professionals and other community interests to achieve design performance that meets citizen's quality of life expectations.

This policy was moved by the Focus Group to DP 2.8 below. See that policy for any changes to the text that were made.

Discussion: Design guidelines provide the direction needed to reach design solutions that meet the intent of the Comprehensive Plan policies relative to a particular issue at hand. The flexible application of specific development standards to achieve a qualitative instead of quantitative result may be appropriate in specific cases and, when incorporating an innovative solution, will lead to a more compatible project and livable community. The authority to negotiate enforceable design performance, and the flexible application of specific design standards, when based upon adopted design guidelines, should be vested in the Design Review Board consisting of members representing the design professions and community interests. In most cases, review by the Design Review Board is the appropriate process to objectively direct projects to a level of compatible design. However, the impact of particular deviations from specific development standards may be of insufficient scale, scope or magnitude to warrant the committee's attention, and threshold determinations may be made to assign these reviews to the city's urban design staff. This would speed up the process while providing sufficient review and enabling cooperative efforts among city departmental staff and project proponent.

DP 2.4 Design Guidelines

Utilize design guidelines that are understandable, enforceable, predictable, and consistent and that are applied to the entire city, sub-areas, and individual districts in order to measure and evaluate proposed development.

The Focus Group incorporated this policy into the new policy DP 2.2.

Discussion: Effective design guidelines include graphic depiction and written text that are clear, understandable, and unambiguous. They function specifically to guide the physical development of projects that require design review. The desire is to create an attractive and efficient city, increasing the life of existing buildings while not adding undue time to the development process. Basic guidelines apply to design on a citywide basis, while more specific guidelines are germane to specific local areas. The uniform application of design guidelines ensures a high quality of living.

DP 2.75 Historic Special District and Sub-Area and Neighborhood Design Guidelines

Utilize design guidelines and criteria for sub-areas and historic districts that are based on local community participation and the particular character and development issues of each sub-area or historic district-special district or neighborhood.

The policy was modified by the Focus Group to clarify special districts in the policy and to conform to current City practice.

Discussion: Designated historic districts are unique areas that play a special role in preserving Spokane's character. Each tells a particular story which is illustrated by a set of identified, contributing historic resources. These areas are often catalysts for redevelopment and revitalization. The character of historic districts is fragile and can be lost through large scale change or the cumulative effects of smaller changes. The relationship between historic buildings, streetscapes, and landscape features within historic districts helps define the historic character and should be considered when planning or permitting development or infill. Due to inherent differences in neighborhoods and particular needs of recognized special districts, each Those areas that have been designated as local historical districts and sub-areas or special areas, such as centers and corridors and downtown Spokane, may need to develop a set of area-specific guidelines that supplement and augment the citywide general guidelines if it is determined that this is feasible or desired. Local input and the existing characteristics of an historic area or special district or sub-area are the basis for design guidelines used for the evaluation of specific projects in that particular area. Area-specific guidelines should be flexible enough to allow for some creative interpretation.

DP 2.38 Design Review Process

Apply ~~Ensure~~ effective application of design guidelines through a review process that relies on the expertise of design professionals and other community ~~interests~~ representatives to achieve design performance that meets or exceeds ~~citizen's~~ citizens' quality of life expectations.

This was originally Policy DP 2.3.

Discussion: ~~The Design Review process is an opportunity for board members, citizens and staff to identify the valued features of the surrounding district or neighborhood. Board discussion and recommendations should help ensure that new developments will be sensitively designed to protect these characteristics. In addition, the Design Review process should reference any adopted district plans in order to help ensure that new development can be designed to benefit from, and contribute to, the district's potential. Design guidelines provide the direction needed to reach design solutions that meet the intent of the Comprehensive Plan policies relative to the particular issue at hand-, adopted plans, and adopted codes. The flexible application of specific development standards to achieve a qualitative instead of quantitative result may be appropriate in specific cases and, when incorporating an innovative solution, will lead to a more compatible project and livable community. The authority to negotiate enforceable design performance, and the flexible application of specific design standards, when based upon adopted design guidelines, should be vested in the Design Review Board consisting of members representing the design professions and community interests. In most cases, review by the Design Review Board is the appropriate process to objectively direct projects to a level of compatible design. However, the impact of particular deviations from specific development standards may be of insufficient scale, scope or magnitude to warrant the committee's attention, and threshold determinations may be made to assign these reviews to the city's urban design staff. This would speed up the process while providing sufficient review and enabling cooperative efforts among city departmental staff and project proponent.~~

DP 2.96 Permit Process

~~Coordinate~~ Integrate the design review process with other permitting processes to ~~reduce the time and expense that is involved for developers and city staff~~ increase efficiency and create a better outcome.

Discussion: ~~Lessening~~ Reducing the time involved in the permit process not only saves investment time and money but may result in better cooperation between the public and city government.

~~DP 3 FUNCTION AND APPEARANCE~~

~~Goal: Use design to improve how development relates to and functions within its surrounding environment.~~

~~Policies~~

~~DP 3.1 Commercial Areas~~

~~Make aesthetic and functional improvements to commercial areas in order to improve their image, appeal, and sales potential.~~

Discussion: ~~Projects that are designed to complement the character of the surrounding area further the sense of continuity and permanence, which not only can improve the image of the area but also makes the area seem more desirable since it is moving in a positive direction. This, in turn, can stimulate investments and economic stability, benefiting the businesses and residents alike.~~

The Focus Group combined DP 2 and 3 as they had essentially the same effect.

The Focus Group removed this policy as they felt it was inadvisable to single out commercial over other types of uses.

~~DP 3.2 Access to Alternative Modes of Transportation~~

Ensure that commercial and public building sites provide direct and convenient access for pedestrians, bicyclists, or persons utilizing alternative modes of transportation.

This policy is redundant with the Transportation chapter.

Discussion: Alternative forms of transportation are becoming more important. Walking and bicycling are non-polluting forms of transportation that go hand-in-hand with living in proximity to places of work, recreation, services, and shopping. Providing facilities for bicycle parking, showers, and changing rooms, and a more direct access route, such as bicycle lanes and pathways, for those who use these and alternative modes of transportation encourages their use. It also provides benefits to the entire community in terms of reduced air pollution, less traffic congestion, and greater availability of parking for those who must drive.

~~DP 3.3 Buffers and Transitions~~

Use landscaped buffers and less intense land uses between incompatible industrial, commercial, and residential uses.

This policy is redundant with policies in both the Land Use and Transportation chapters.

Discussion: Buffers and intervening less intense land uses can mitigate noise, glare, and other impacts associated with a particular commercial or industrial land use. Increased density and intensity can create bothersome and potentially unsafe environmental factors for residents of a particular area.

~~DP 3.4 Streetscape Plan~~

Prepare and implement a comprehensive streetscape plan for each commercial and neighborhood area.

This policy is redundant with the Transportation chapter.

Discussion: A comprehensive streetscape plan includes pedestrian amenities and safety features, provision for snow storage, street trees, parking opportunities, character and form-giving elements, identification of views and vistas, and other features. Since the street setting is one of the most visible elements of the urban environment, street plans are a vital element of every localized plan.

~~DP 3.5 Urban Forestry Program~~

Develop and support a comprehensive urban forestry program.

This policy will be moved to the Parks and Recreation Chapter.

Discussion: An urban forestry program includes an inventory of existing trees and all available tree locations and establishes goals for new and replacement tree planting and total canopy cover. Needed are citywide regulations and street standards that require establishing and maintaining plantings in traffic islands and planting strips and that allow large canopy street trees. Landscape standards for parking lots and neighborhood entranceways, along with regulations designed to save large trees in newly developed areas and subdivisions, are a necessary part of the program. The program could establish incentives, such as reduced parking requirements or building setback deviations for tree planting and replacement and could serve as a means to educate the public regarding the benefits of trees and their necessary maintenance. The City of Spokane should continue to work with the Spokane County Conservation District, which is a state-chartered agency established to promote education and preservation of natural resources. This cooperation avails the city of greater funding opportunities, encourages the sharing of staff expertise, and promotes tree planting programs on a countywide basis.

DP ~~2.103-6~~ Business Entrance Orientation

~~Create a sense of cooperation and neighborliness by orienting~~ Orient one or more commercial building entrances of commercial and building facades toward the pedestrian sidewalks and pathways that lead to adjoining residential neighborhoods.

Discussion: Orienting the business entrance toward ~~the adjoining residential area of sidewalks and pathways~~ and placing parking lots in a location other than between the entrance and the sidewalk demonstrates the business owner's commitment to the ~~residents of the neighborhood pedestrians~~ instead of only to the motoring public.

DP ~~2.113-7~~ Improvements Program

~~Facilitate improvements~~ Provide facilities such as sidewalks, street improvements, street trees, sewers, and parks in neighborhoods and commercial areas designated for higher density development.

The Focus Group modified this policy in consideration of the fact that significant barriers exist to the City providing these types of improvements directly.

Discussion: Increased density in established areas should be commensurate with upgrading and/or provision of the necessary public facilities and improvements, in order to avoid a detrimental impact on the character of and investment in the area. The provision of these necessary facilities and improvements is in the public interest of maintaining a high quality of life ~~and must be accounted for in the budget for public expenditures.~~

DP ~~2.123-8~~ Infill Development

~~Ensure that~~ Encourage infill construction and area redevelopment ~~that are done in a manner that complement and reinforces the established neighborhood positive commercial and residential character and is architecturally compatible with the surrounding existing commercial and residential areas.~~

The Focus Group modified this policy to highlight the benefits of infill development.

Discussion: Infill construction can ~~represent a benefit to the community that does not necessitate an expansion of the infrastructure~~ when done in a manner that improves and does not detract from the livability of the neighborhood and the desirable design character of the area. ~~Flexible design standards enable infill development that is architecturally compatible with the context of the proposed area by permitting higher intensity activities without detracting from the existing character of the area.~~

~~DP 3.9 Commercial and Mixed-Use Development~~

~~Identify and work with the adjoining property owners to develop streetscape improvements that encourage more intensive commercial and mixed use developments.~~

The Focus Group removed this policy because it was ambiguous, unclear, and thus had little to no effect.

Discussion: ~~Densification, as opposed to sprawl, sometimes requires an investment in the infrastructure. While generally beneficial to a community, the identification and programming of improvements may constitute a public expense. As opposed to the spending of public funds, this should be considered an investment, as the desire is for the economic improvement of an area as well as for the city in general.~~

DP ~~2.133-10~~ Parking Facilities Design

~~Minimizing~~ Minimize the impacts of surface parking by creating alternatives that enable intensive and pleasant site development on the neighborhood fabric by encouraging the use of structured parking

The Focus Group modified this policy to be more specific and to tie in concerns with walkability.

with active commercial storefronts containing retail, service, or office uses, and improve the pedestrian experience in less intensive areas through the use of street trees, screen walls, and landscaping.

Discussion: Less surface parking, underground and parking within buildings, and increased landscape requirements for automobile concealment and lot shading can create a more pleasant atmosphere for the users and passersby. This could result in a reduction of total parking lot size and minimize the impact of surface parking. Walkability is a key element for neighborhood and especially downtown vitality. Active and dynamic building fronts and attractive streetscapes contribute to that environment. Thus, the development of alternatives, such as parking within buildings with active storefronts and/or increased landscaping and screening of surface lots, creates a more pleasant atmosphere for both visitors to and neighbors of commercial centers.

DP ~~2.143-11~~ Town Squares and Plazas

Require redevelopment areas and new development to provide ~~appropriately scaled open space such as town squares, plazas, or other public or private spaces, and “pocket parks,” and encourage these spaces to that can~~ be used as the focus of commercial and civic buildings.

The Focus Group modified this policy to include CPTED principles.

Discussion: The inclusion of open space public spaces in areas of development gives pedestrians a place to rest and interact while providing a location for community and economic focus. It improves the appearance of, and gives identity to the a particular area. The amount of public open space should be relative in size to the development. Open spaces should be located with consideration for Crime Prevention through Environmental Design (CPTED) principles, surrounding uses that ensure natural surveillance, and opportunities to positively activate these spaces for extended hours.

DP ~~4.32.15~~ Urban Trees and Landscape

Areas

Maintain, improve, and increase the ~~amount of landscaped area~~ number of street trees and planted areas in the urban environment ~~and, at a minimum, replace any tree that needs to be removed from publicly owned property.~~

This policy was moved here from DP 1.3.

Discussion: The public urban cityscape with its pavement, automobiles, and pollution can be a harsh environment for landscape vegetation and can create less than optimal growing conditions for the plants and trees. Therefore, additional care investment is usually necessary to maintain plants in an urban environment. This additional care investment of in urban trees and landscaped areas benefits the overall well-being and enjoyment of the community. Street trees and planted landscape areas are important urban design elements. Studies have shown that tree lined streets support strong retail environments and increase the value of residential neighborhoods. Located between the curb and sidewalk, street trees provide enclosure and shade that help create comfortable, walkable sidewalks that have a sense of place.

The City of Spokane must establish a no-net loss position for the existing quantity of urban trees and develop a mechanism to require tree replacement on public lands. The City of Spokane also needs to develop incentives to encourage tree replacement on privately owned property. Consideration should be given to the creation of a system to grant a credit or bonus for trees retained and incentives to encourage new tree planting. While it is impractical to require replacement trees to be of like size, the existing character, site, and the desired effect should be considered in determining the minimum size and species. Tree plantings should be coordinated with, and meet the minimum standards of, the Urban Forestry Program.

~~DP 3.12 Transit Use and Transportation Alternatives~~

~~Develop facilities that are safe, pleasant, and that promote the use of transportation alternatives.~~

~~**Discussion:** To foster a more livable city, alternative modes of transportation are needed. Provision of facilities that are safe, attractive, and functional helps lessen automobile reliance. They are to be located close to the users' place of residence, work, and play and should be well lighted and comfortable. Businesses located along transit routes should be encouraged to provide shelters and seating to accommodate their customers.~~

The Focus Group removed this policy because it is redundant with Chapter 4.

~~DP 3.13~~ **DP 3.12.16 On-Premises Advertising**

Ensure that on-premises_s business signs are of a size, number, quality, and style to provide identification of the business they support while contributing a positive visual character to the community.

Discussion: On-premises_s signs provide an important public function by identifying sources of desired goods and services. Cities where business signs provide identification of on-premises_s businesses without degrading the visual environment are noted for their high quality community character. Collectively, the effectiveness of business signs is enhanced when they are not too large, too numerous, or too distracting in visual character.

On-premises_s signs should be of high quality and managed in all urban environments to reduce visual clutter, which contributes to a distracting and unsafe experience for motorists and visual blight for citizens, especially in proximity to living environments. Business signs in residential settings should relate to the smaller scale and lower-intensity activity of these environments. Sign area and design guidelines should reflect the relative intensity of commercial arterials as well as any unique district character, such as an_n historic neighborhood. Exclusively residential areas should be free of business signs entirely, except for small, unobtrusive signs to identify legal home occupations.

~~DP 3.14~~ **DP 3.12.17 Billboards**

~~Prohibit new construction of billboards and eliminate existing billboards over time using various means.~~

Discussion: Visual quality of the urban environment is one of the distinguishing characteristics of communities. The reputation of some cities is based largely on their good or bad visual image. Because of its scale or location, off-premises_s advertising_s, including billboards_s, can be among the biggest contributors to negative imagery. This advertising detracts from the surrounding setting and distracts the attention of motorists.

~~Off premise advertising is not related to identification of the adjoining business use so does not share that public value of on-premise signs. In all locations, the large size of billboard advertising dominates the immediate visual environment as well as reduces the effectiveness of adjacent on-premise business signs.~~

~~To avoid extreme financial hardship to owners of existing billboard structures, eventual elimination by amortization is encouraged.~~

~~DP 3.15~~ **DP 3.12.18 Bus Benches and Shelters Advertising**

Continue to identify and implement ways to provide bus benches and control ~~bus bench transit stop~~ advertising.

Discussion: ~~Bus bench advertising adds visual clutter to streetscapes in all environments and is particularly intrusive in residential settings. However, it is recognized that benches~~ Bus benches

The Focus Group modified the language here to focus on advertising issues.

and shelters at the more heavily used transit stops provide a valuable service to bus riders because they provide a place to sit while waiting for the bus. ~~The city, STA, and Neighborhood Councils should continue to explore optimum ways to provide this service. Advertising such as scrolling displays on bus shelter walls or other forms of electronic advertising or printed media can be tastefully integrated into bus shelter design. Appropriate guidelines shall be developed for the location of the benches, and whether advertising, if any, should be allowed. Among the many issues to be considered as a part of the guidelines for addressing bus benches are:~~

- ~~◆ whether they should be allowed in front of public buildings or in city parks;~~
- ~~◆ the number of benches per bus stop.~~

~~Until the bus bench issue is addressed, policies of previously existing neighborhood plans which prohibit bus bench advertising should be enforced.~~

DP ~~2.193.16~~ ~~Other~~ Off-Premises Advertising

Identify and implement ways to control ~~other~~ various forms of off-premises advertising.

Discussion: ~~Other~~s Small off-premises signs that are often located in the public right-of-way also add visual clutter to streetscapes in all environments and are particularly intrusive in residential settings. Signboards placed “temporarily” at the street edge ~~often encroach on the sidewalk and impede the safe movement of pedestrians. Regulations should be adopted to control this type of advertising, shall comply with the City of Spokane adopted sign regulations.~~

DP ~~2.203.17~~ Telecommunication Facilities

Control the visual impact of telecommunication facilities.

Discussion: Telecommunication facilities, including wireless communication support towers, can be visually obtrusive. For this reason, efforts should be made to place them as efficiently and as effectively as possible, thus minimizing the total number of such sites. For example, maximum use should be made of existing structures that can support unobtrusive co-located telecommunication facilities before new stand-alone facilities are constructed for this purpose. Also, the city should require telecommunication sites to utilize visually unobtrusive technology, landscaping and screening techniques whenever possible.

DP ~~2.213.18~~ ~~Display, Flood and~~ Direct Lighting

~~Control display, flood and direct lighting installations so to not directly and unintentionally illuminate, or create glare visible from adjacent properties, residential zones or public right-of-way. Maximize the potential for lighting to create the desired character in individual areas.~~

The Focus Group modified this policy for clarification and streamlining.

Discussion: Lighting is an often overlooked design element on buildings and sites that can have a dramatic positive effect on the form, mood, quality, and character of an area. Lighting contributes to the convenience of the user and increases the safety and security of a site, the street, and surrounding properties during night hours. It can highlight structural details and enhance the visual character of the urban form. ~~Although, lighting effects such as color, amount, intensity, and types of lighting are major factors contributing to the form and character of the city, poorly managed lighting can be a nuisance. Specific project lighting on buildings, parking and landscaped areas and the site in general should not brightly illuminate or glare, either directly or indirectly, onto adjoining properties or into residential or other sensitive areas. However, Careless use of outdoor lighting damages the aesthetics of the night and the nighttime environment, decreasing security and safety or by creating hazards through reduced contrast or increased glare and distraction. While lighting can help establish an attractive, distinctive and safe environment, care should be taken to ensure that it does not detract from the character of an area. The use of directional or “cut-off” lighting and the elimination of wasted light saves energy and resources, returns a sense of balance to the night and gives the city a quality appearance.~~

DP ~~3~~**4** PRESERVATION

Goal: Preserve and protect Spokane's ~~significant~~ historic districts, sites, structures, ~~neighborhoods,~~ and ~~sites~~ objects.

Policies

DP ~~43~~**4**.1 Historic Preservation

Establish historic preservation as a high priority ~~in the development of future~~ within city programs.

Discussion: Historic preservation has traditionally received less funding and fewer resources than any other city department. An increase in funding and an accompanying increase in connecting preservation with city functions of economic development and planning ensures that these policies are enacted. Well-funded historic preservation programs ~~have produced result in~~ measurable economic development ~~and in many communities~~ community revitalization.

DP ~~43~~**4**.2 Historic Preservation Plan

Encourage public understanding and support of Spokane's historic heritage by educating the public of the goals of the Historic Preservation Plan.

Discussion: The plan promotes public understanding and support of the diversity of Spokane's heritage. It continues to be an effective historic and cultural resource management tool as a supporting document to the Comprehensive Plan.

DP ~~3~~**3**.3 Identification and Protection of Resources

Identify historic resources to guide decision making in planning.

This policy was added by the Focus Group.

Discussion: Historic inventories and registers are the foundation of good community planning. Maintain an inventory of historic properties and the Spokane Register of Historic Places and continue to nominate historic properties to the local, state, and national historic registers.

DP ~~4.33~~**4**.~~4~~**3**.4 ~~Representation-Reflect Spokane's of~~ Diversity

Encourage awareness and recognition of the many cultures that are an important and integral aspect of Spokane's heritage.

Discussion: Historic preservation must reflect the diversity of Spokane's past. The city must be proactive in including the many cultures and traditions of Spokane's heritage in historic preservation planning and activities.

DP ~~4.43~~**4**.~~4~~**3**.5 Landmarks Commission

Maintain and uUtilize the expertise of the Landmarks Commission in decision making by the City Council, City Plan Commission, City Parks Board, and other city agencies in matters of historic preservation.

Discussion: The City of Spokane and Spokane County established the Landmarks Commission in 1981 to advise them in matters of historic preservation. Their link with other government processes needs to be strengthened. More effort is needed to seek the counsel of the Landmarks Commission before decisions are made.

DP ~~4.53~~**4**.~~5~~**3**.6 Publicly-Owned Historic Structures and Infrastructure

Require a critical review of a project prior to the removal or destruction of any publicly-owned building, structure, or site that is listed on, or is eligible for listing on the local, state, or national historic registers.

Discussion: Spokane County and the City of Spokane are major owners of local cultural and historic resources. Many of these resources are public buildings or elements of the public infrastructure, such as bridges, streets, street features (granite curbs and brick gutters)~~roads~~, and park landscapes. The city and county should demonstrate the importance of historic preservation by critically evaluating any public ~~building or structure before it is demolished~~ projects for their impacts to historic resources, including archaeology.

The last sentence of this discussion was modified by Historic Preservation staff.

DP 4.63.7 Protection of Archaeological and Historic Sites

Ensure that ~~known~~ archaeological and historic sites are identified and protected.

Discussion: Significant archaeological and historic sites must first be identified and designated historic if established criteria are met, and then protected through the city's and state permit processes. Identification and designation distinguishes the properties that meet criteria for historic significance from all other older properties. When new sites are discovered the city will attempt to ensure they are appropriately preserved, as required by state law.

This policy was modified by Historic Resources staff to account for state law protecting these sites.

DP 4.73.8 Legislative Reform

~~Propose and support legislation at all government levels that encourages historic preservation, including tax reform legislation that makes historic preservation more economically feasible. Support city legislative priorities that promote historic preservation wherever possible.~~

Discussion: ~~Historic preservation should be encouraged because it provides economic benefits to government at all levels. Sales tax revenue is generated, local jobs are created, and vacant properties are rehabilitated. This can also result in a long term increase in property tax revenue. Economic incentives can stimulate the rehabilitation of historic properties, thus increasing government revenue. These should include legislation that offers such incentives for privately owned historic properties. Because historic preservation is important and provides significant benefits to the City of Spokane, city legislative priorities should support historic preservation. The City of Spokane has especially benefitted from, and should support, continued authorization of the federal Investment Tax Credit Program, and the state-enabled, locally administered Special Valuation Program. These programs assist a wide range of property owners, attract millions of dollars in private investment each year, and help raise the property tax base in a permanent and sustainable way.~~

The Focus Group modified this policy to more generally support legislative reform and to reinforce the City's role in the legislative process as it relates to historic preservation.

DP 3.9 Redevelopment Incentives

Provide incentives to property owners to encourage historic preservation.

Discussion: Incentives play an important role in encouraging the preservation and reuse of historic buildings, and maximizing substantial economic and quality of life benefits. The City should retain existing local incentives (historic designation, specialized technical Design Review assistance, Special Valuation, a historic marker program, conditional use permits, and fee waivers) and look for new ways to encourage preservation with incentives.

This policy was added by the Focus Group with specific guidance from the City's Historic Preservation staff at the time to reinforce the importance of historic preservation.

DP ~~4.83.10~~ Zoning Provisions and Building Regulations

Utilize ~~the existing and develop new~~ zoning provisions, building regulations, and design standards that are appropriate for historic ~~districts, sites, and structures~~ properties, sites, districts, and neighborhoods.

Discussion: Regulations are tools that can, and should be used to promote preservation and renovation rather than demolition. ~~New provisions could take the form of zoning categories and standards that reinforce certain districts or promote adaptive reuse of existing underutilized buildings. Deviations from parking requirements and reduction of site dimensional standards are other possibilities. The existing “Historic Building Code Relief” and “Conditional Use Permit” incentives should be improved and their use encouraged. City Departments such as Building, Planning and Development, Engineering, Parks and Recreation, and Streets should include Historic Preservation in their plans, policies, regulations and operations. Examples include retaining favorable zoning options (Historic Conditional Use Permits and Historic District Overlay Zones), and encouraging the use of form-based codes and special building codes like the historic building sections of the International Building Code (IBC) and International Existing Building Code (IEBC) in development projects involving historic properties and historic districts.~~

The Focus Group reworded the discussion according to currently available options.

DP ~~4.93.11~~ Rehabilitation of Historic Properties

Assist and cooperate with owners of historic ~~properties and cultural landmarks and sites~~ to identify, recognize, and plan for the use of their property to ensure compatibility with preservation objectives.

Discussion: ~~Assisting owners to identify and designate historic properties and publicly recognizing the owners of historic properties Assistance with the identification and designation of historic properties, and public recognition for the owners, could are steps that serve to serve as an important stimulus and reinforcement for historic preservation. Public agencies can cooperate with owners to provide for the preservation and maintenance of historic and cultural resources. There are too few incentives for the adaptive reuse of older buildings in the downtown and other small commercial districts, resulting in a loss of opportunities and a proliferation of surface parking lots and vacant land. Creative incentives, such as reduced taxes, deviations from development standards, and accelerated permitting could be sponsored and provided by the City of Spokane at little or no direct cost. Public recognition of owners who have undertaken appropriate rehabilitation of historic properties could also serve as an incentive.~~

The Focus Group modified this policy and its discussion for clarification and streamlining purposes.

DP ~~4.103.12~~ Historic Districts and Neighborhoods, ~~Areas, and Historic Districts~~

Assist neighborhoods and other potential historic districts to identify, recognize, and highlight their social and economic origins and promote the preservation of their historic heritage and cultural resources.

Discussion: ~~Identifying the social and cultural resources of an area is necessary for protection and guides decision-making in resource planning and management, and environmental review. The conservation of neighborhoods of historic character, preservation of historically significant resources, and their inclusion into historic districts are encouraged. Outstanding historic structures should be preserved when neighborhoods are redeveloped and rehabilitated. Where these resources exist, the blending of quality newer developments with the historic landmarks enhances and enriches the neighborhood character.~~

DP 54 DOWNTOWN CENTER VIABILITY

Goal: Create a vital, livable downtown by maintaining it as the region's economic and cultural center, and preserving and reinforcing its historic and distinctly urban character.

Policies

DP 54.1 Downtown Residents and Workers

~~Support~~ Encourage investments and create opportunities that increase the number of residents and workers in downtown Spokane.

Discussion: Increasing the number of residents and workers in the downtown area provides the necessary number of patrons to maintain a healthy business climate, which increases the tax base, making more funds available for the provision of public facilities and services. More people in downtown Spokane can increase street level activity and can lessen crime by having more “eyes-on-the-street.” Supporting investments and opportunities is not only a benefit to ~~the~~ developers and property owners, but ~~also~~ to the general public as well, ~~which~~ can enjoy a safer, thriving business district.

DP 54.2 Street Life

Promote actions designed to increase pedestrian use of streets, especially downtown, thereby creating a healthy street life in commercial areas.

Discussion: ~~A healthy street life is essential to creating healthy cities. Public streets are places where all citizens can feel welcome.~~ Providing activities and reasons for people to be on the street heightens the sense of excitement, improves a sense of safety, encourages diversity, and increases social interaction essential to healthy community life. ~~Street level activity not only provides opportunities for businesses to make sales but also attracts people and provides relief from harsher built environments. Public areas with features such as seating, landscaping, sculptures, fountains and buildings with plenty of windows, attract activities, are more people friendly, and reduce the opportunities for crime against people and property.~~

DP 54.3 Downtown Services

Support development efforts that increase the availability of daily needed services in downtown Spokane.

Discussion: The availability of services and facilities, such as dry cleaners, health clubs, grocery stores, ~~video outlets, and hair salons~~ restaurants, and pharmacies make living downtown more convenient, lessens dependence on automobile transportation, and helps ~~provide support~~ the critical mass of residents necessary to create a vibrant downtown.

~~DP 6 NEIGHBORHOOD QUALITIES~~

Goal: ~~Preserve, improve, and support the qualities of individual neighborhood areas.~~

~~Policies~~

~~DP 6.1 Auto-Intense Land Uses~~

~~Restrict intense land uses that are oriented to motorists and other large commercial buildings to major arterials and reduce their number in residential areas.~~

Discussion: ~~Auto-intense land uses include drive-through eating and banking facilities and automobile repair, parts, sales, service, and fuel outlets. These uses and commercial buildings that by their size are presumed to serve the region should be located along major arterials. The result is easier access for patrons and better exposure for the~~

Because all of the policies below were moved, redundant, or eliminated, this goal was superfluous – thus the Focus Group removed it.

This policy was removed by the Focus Group because it's redundant with the Land Use Chapter.

businesses. Residential neighborhoods benefit from the eventual removal of this type of development from their areas.

~~DP 6.2 Access to Housing Choices~~

Encourage building and site design that that allows a variety of housing forms while being compatible with the character of the immediate surrounding area, thereby generating community support for development at planned densities.

Discussion: Increasing housing densities and innovative development protects special sites, and enables the efficient use of remaining buildable land, the efficient and cost effective provision of city facilities and services, the provision of affordable housing, and the promotion of increased ridership on mass transit. A variety of housing types, such as townhouses, courtyard buildings, and housing clusters, contributes to housing diversity and interest, and provides more opportunities for prospective residents. Design that is compatible with the surroundings helps make increased densities acceptable to the current residents. Higher residential density in commercial areas can provide additional economic stability for businesses while lessening automobile dependence.

This policy is addressed in the Housing Chapter.

~~DP 6.3 Transit and Pedestrian-Oriented Development~~

Encourage attractive transit and pedestrian-oriented development

Discussion: Creating attractive transit and pedestrian-oriented development requires attention to detail. For example, the provision of ample sidewalks, street furniture, landscaping, street level physical and visual access, detailing, building colors and textures makes the pedestrian feel more comfortable. For transit users, the distance to transit stops, location of shelters, lighting, and safety, as well as accessibility to goods and services contribute to increased transit use. The city should consider development incentives, such as increased building height, greater site coverage, or reduction in parking as exchange to promote transit and pedestrian-oriented development.

This policy is redundant with the Transportation Chapter.

~~DP 6.4 Accessory Land Uses~~

Utilize development standards to ensure that land uses or structures that are accessory to a principal use are developed in a manner compatible with the principal structure and the character of the surrounding area.

Discussion: An accessory structure that is of a greater bulk, larger scale, or greater height than the principal structure or the typical structures of the immediate area would generally detract from the visual character of the particular area and may be considered an “eyesore.” As a general rule of thumb, an accessory structure should be of a lesser square footage and volume and should utilize materials and colors less dominant than the principal structure. An accessory land use that does not include a structure should be located and designed to be subordinate to the principal use.

This policy is addressed under Land Use, LU 5 and LU 2.2 (as well as other parts of the Chapter). Part of the discussion here was moved to Policy DP 2.6 as well.

~~DP 6.5 Accessory Dwelling Unit Compatibility~~

Require accessory dwelling units in residential districts to be designed to be physically and visually compatible with the main structure.

Discussion: Accessory dwelling units can increase the amount of available, affordable housing and can provide income for elderly homeowners or

This policy is redundant with the Housing chapter.

other owners of large homes. These dwelling units should be created in a manner that does not adversely affect the neighborhood. The conversion or creation of new accessory units is made more acceptable by establishing parking requirements and specific siting and design controls that ensure neighborhood character be maintained or enhanced.

DP 6.6 Alleys in New Residential Subdivisions

Encourage the provision of alleys in the development of new residential subdivisions to provide access and service delivery at the rear of residential properties.

The Focus Group removed this policy because it is already discussed in LU 1.1.

Discussion: Alleys are a feature common in most inner city neighborhoods. They were a common element of the grid street platting pattern until the 1960s when curvilinear design emerged in the growing suburbs. Often alleys are not included in new plats, even though they may provide benefits in a neighborhood setting. Alleys allow for the provision of utilities and refuse collection. Garages in the rear yard rather than the front reduce conflict with street and sidewalk activity. The ability to accommodate and access accessory dwelling units over garages from a public right of way and the reduction of residential street widths also represent advantages of alleys.

DP 6.7 Design Standards for Public Projects and Structures

Design all public projects and structures to uphold the highest design standards and neighborhood compatibility.

This policy has been moved to DP 2.3. See that policy above for any changes to the original text.

Discussion: The development of public projects and structures can have an impact on surrounding areas. The perception that this has not been considered has resulted in neighborhood opposition to projects, in spite of potential benefits. In order to mitigate the perceived negative impacts on a neighborhood, the city must serve as an example by building its facilities to make a positive visual and functional contribution to the neighborhood, rather than just trying to mitigate negative impacts.

The process for developing city projects and structures to achieve this aim will utilize the City of Spokane's Design Review Process. The design review process is both an appropriate and useful tool to use, particularly since the intent of this process is for city projects and structures to serve as models of design quality and community values for the entire community. The process to achieve desirable projects that adds to the functional and aesthetic aspects of the project's merits includes coordination between the funding sources, urban forestry program, urban design and engineering, utilities, police, fire, transportation, school districts, neighborhoods and adjacent property owners, among others.

It is crucial that a uniform development process, whether or not it includes project design review, is clear and easily understood from the beginning. This ensures that when design review is necessary, it is well integrated into the overall building development process and is timely and efficient as well as productive. The implementation of this policy, as well as the buildings that result from it, can serve as a model to the entire community that the design review process can be smooth and efficient and that it results in a superior design.

Key issues about the design review process include:

- ◆ The goal or intent of the design review process will be to use the process as an opportunity to make projects the best possible for the public, as measured by the goals, policies, and regulations of the comprehensive plan.

- ◆ The design review process will begin as early as possible to provide the optimal opportunity for efficient and effective input into the development process.
- ◆ The design review process can take place on two levels, depending on the impact or complexity of a project, and can utilize the expertise of both the Design Review Committee and the staff of the Urban Design Program of the Planning Services Department. Therefore, some projects would be reviewed only by staff on behalf of the Design Review Committee, while other projects would undergo review by the Design Review Committee itself.

DP 6.8 Design Flexibility for Neighborhood Facilities

Incorporate flexibility into building design and zoning codes to enable neighborhood facilities to be used for multiple uses.

Discussion: Neighborhood public facilities are often developed to serve a particular purpose. This can be the result of code requirements that preclude the ability to utilize the facilities for other purposes. For example, the strict application of the parking requirements for a community center could be inadequate for the same center to occasionally be used for a concert or as a branch campus. Enabling flexibility in the application of the standards could better maximize the utility and cost effectiveness of neighborhood public facilities.

This policy has been moved to DP 2.4. See that policy above for any changes to the original text.



DP 7.5 LOCAL DETERMINATION

Goal: Make neighborhoods attractive, safe places by encouraging residents to express their design and development values, ~~through local and sub-area planning efforts.~~

Policies

DP 7.1 Design Guidelines in Neighborhood Planning

Include design guidelines in neighborhood planning processes to address local urban design issues.

Discussion: Neighborhood residents are the best equipped to determine what neighborhood design details and elements represent the particular characteristics of their specific area. Citywide guidelines may not adequately address issues that are of concern to their specific neighborhood. The inclusion of development design guidelines in the neighborhood planning process helps ensure that these issues are addressed and that future construction projects are compatible with the neighborhood and preserves neighborhood characteristics.

The Focus Group removed this policy (similar to changes in other Chapters) to account for the fact that individual Neighborhood Design Guidelines would be prohibitive to administer and because there are other programs (i.e. Form-Based Code as discussed in DP 2.2 above) that allow for the same results.

DP 5.1 Neighborhood Participation

Encourage resident participation in planning and development processes that will shape or re-shape the physical character of their neighborhood.

Discussion: It is in the best interest of the broader community to maximize the desirability and stability of the city's individual neighborhoods. Neighborhood residents are the best equipped to determine what neighborhood design details and elements represent the particular characteristics of their specific area. As an example, residents are able to identify neighborhood features that are valued so they can be

This policy was added by the Focus Group in response to the omitted policy DP 7.1.

protected or enhanced as changes occur. This might include any new significant development subject to review by the Design Review Board or updates to codes and policies that may affect a neighborhood.

DP 7-25.2 Neighborhood Involvement in the City Design Review Process

Encourage the neighborhoods to participate in the city's design review process.

Discussion: The design review process should be accessible to ~~the~~ neighborhoods to allow involvement and input into the deliberations. For projects subject to ~~Through~~ the design review process, ~~the~~ neighborhoods can provide input to the Design Review Board and project proponents regarding a specific development project's design issues. ~~to the Design Review Committee and to the project proponents. Input regarding design issues should be based upon neighborhood design guidelines or plans that adequately portray the desires of the citizens of the neighborhood.~~ To enable neighborhood participation, ~~the~~ city staff will~~shall~~ endeavor to ensure ~~see~~ that the neighborhood councils or steering committees are adequately informed of upcoming design review meetings regarding projects that are being proposed to be developed within their particular neighborhood.



June 22, 2015

Plan Commission Packet

Shaping Spokane

2017 Update to the
Comprehensive Plan

Part III

Chapter 8 – Urban Design
and Historic Preservation

FORMATTED

8.1 Introduction

As long ago as the early 1900's and the emergence of the ideals of the City Beautiful Movement, there has been recognition that a city's design and character play a significant role in its ability to function, meet the needs of its citizens, and foster quality of life.

The City of Spokane has a great foundation to stand on in this respect. Its design and character come from a landscape that offered the resources to allow the city to grow and prosper. Chief among these is the Spokane River and Falls which have influenced every phase of its history, beginning in prehistoric times as an important center of trade and fishing and up through the rise of industry and commerce. Through periods of rapid growth and the fire of 1889, the city retains an impressive legacy of historic structures tell the story of Spokane's social, economic and architectural history. Growth and development in more recent times have resulted in a city that has been recognized for its success in urban revitalization and historic preservation.

The following goals and policies are intended to protect and enhance Spokane's unique, authentic character with the tools of Urban Design and Historic Preservation. It is significant that this Chapter combines Urban Design and Historic Preservation, drawing on principles that support good planning in both areas. These include the importance of public input, design review, and planning that honors authentic character.



8.2 Vision and Values

Spokane volunteers working on the comprehensive plan identified important themes in relation to Spokane's current and future growth. A series of visions and values was crafted for each element of the Comprehensive Plan that describes specific performance objectives. From the Visions and Values document, adopted in 1996 by the City Council, the Comprehensive Plan's goals and policies were generated.

Urban design and historic preservation involves the city's form and function, subdivision design, street character, and identification and preservation of historic resources, including buildings, sites, and districts.

Vision

"The qualities that make Spokane unique, including the historic and cultural fabric, neighborhoods, downtown area, parks and green spaces, and tree-lined streets, will be maintained and improved."

Values

"The things that are important to Spokane's future include:

- Maintaining Spokane's "comfortable feel," size, neighborhoods, and friendliness.
- Maintaining the downtown area as the center of the region in order to ensure the city's economic and cultural health.
- Having downtown Spokane be distinctive and urban by using its architectural heritage and splendor.
- Maintaining the natural beauty that makes Spokane distinctive, including the parks, waterways, tree-lined streets, and green areas.
- Preserving the historic buildings, historic fabric, and cultural heritage that provide Spokane with its character.
- Ensuring that new buildings in historic areas complement their surroundings.
- Developing Spokane to be an attractive, clean city in which people take pride.
- Supporting neighborhoods and their associated business districts."



8.3 Goals and Policies

Goals and policies provide specificity for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane. Additional materials for this chapter are located in the Draft Comprehensive Plan/EIS Volume 2, Chapter 22, Urban Design and Historic Preservation.

DP 1 PRIDE AND IDENTITY

Goal: Enhance and improve Spokane's visual identity and community pride.

Policies

DP 1.1 Landmark Structures, Buildings, and Sites

Recognize and preserve unique or outstanding landmark structures, buildings, and sites.

Discussion: Landmarks are structures or sites that provide focal points of historic or cultural interest. Preservation of them, even when not located within historic districts, celebrates the uniqueness of the particular area. Development that is compatible with and respects these landmarks enhances the richness and diversity of the built and natural environments while reinforcing the landmark structures and sites.

DP 1.2 New Development in Established Neighborhoods

Encourage new development that is of a type, scale, orientation, and design that maintains or improves the character, aesthetic quality, and livability of the neighborhood.

Discussion: New development should be compatible with the context of the area and result in an improvement to the surrounding neighborhood.

DP 1.3 Significant Views and Vistas

Identify and maintain significant views, vistas, and viewpoints, and protect them by establishing appropriate development regulations for nearby undeveloped properties.

Discussion: The protection of identified important views and vistas of both natural and man-made features of the environment, and improving and making safe the actual viewpoints are important for preserving the character of the city. The preservation of these features provides the citizens with orientation, visual relief, and a sense of uniqueness and place, helps create a city identity, and instills a sense of pride in its citizens.



DP 1.4 Gateway Identification

Establish and maintain gateways to Spokane and individual neighborhoods consisting of physical elements and landscaping that create a sense of place, identity, and belonging.

Discussion: Special gateways to neighborhoods or sub-areas are a cost-effective means to instill pride in an area. This can be the “seed” that causes increased investment and overall revitalization of an area.

DP 2 URBAN DESIGN

Goal: Design new construction to support desirable behaviors and create a positive perception of Spokane.

Policies

DP 2.1 Definition of Urban Design

Recognize current research that defines urban design and identifies elements of a well designed urban environment.

Discussion: It is generally recognized that good urban design includes the following: a quality that makes a place distinct, recognizable, and memorable; visual cues that help people get oriented quickly and navigate easily; enclosure or definition of streets, sidewalks, and other public spaces that are visually defined by buildings, walls, trees and other elements; human scale; transparency so people can recognize what lies beyond the edge of a street or other public space; linkage, or continuity of form between buildings and streets; complexity; coherence, or complimentary visual elements that help bind the area; and a clean, well-maintained appearance with no eyesores.

DP 2.2 Design Guidelines and Regulations

Adopt regulations and design guidelines consistent with current definitions of good urban design.

Discussion: The city should use development standards that encourage creativity while ensuring compatibility with the surrounding area and enhancing local character. Maintaining or enhancing the neighborhood’s character, livability, and property value is a benefit to the residents of an area and provides business owners with some assurance of community stability. Adopted standards that are adhered to, even when some flexibility is included, offer protection and instill confidence in established and prospective residents and business owners.

Design guidelines should be understandable, enforceable, predictable, and consistent in order to measure and evaluate proposed development. Effective design guidelines



include graphic depiction and written text that are clear, understandable, and unambiguous. They function specifically to guide the physical development of projects that require design review. The desire is to create and maintain an attractive and efficient city.

Options such as form based codes and a design review process should be utilized to ensure that new development is compatible with its neighbors and will meet the city's urban design goals.

DP 2.3 Design Standards for Public Projects and Structures

Design all public projects and structures to uphold the highest design standards and neighborhood compatibility.

Discussion: The development of public projects and structures can have an impact on surrounding areas. The perception that this has not been considered has resulted in neighborhood opposition to projects, in spite of potential benefits. In order to mitigate the perceived negative impacts on a neighborhood, the city must serve as an example by building its facilities to make a positive visual and functional contribution to the neighborhood, rather than just trying to mitigate negative impacts.

DP 2.4 Design Flexibility for Neighborhood Facilities

Incorporate flexibility into building design and zoning codes to enable neighborhood facilities to be used for multiple uses.

Discussion: Neighborhood public facilities are often developed to serve a particular purpose. This can be the result of code requirements that preclude the ability to utilize the facilities for other purposes. Enabling flexibility in the application of the standards could better maximize the utility and cost effectiveness of neighborhood public facilities.

DP 2.5 Character of the Public Realm

Enhance the livability of Spokane by preserving the city's historic character and building a legacy of quality new public and private development that further enriches the public realm

DP 2.6 Building and Site Design

Ensure that a particular development is thoughtful in design, improves the quality and characteristics of the immediate neighborhood, and responds to the site's unique features, including topography, hydrology, and microclimate.

Discussion: New and remodeled projects can have a major impact on a specific area. Site placement, setbacks, landscaping, and other design considerations should be compatible with the visual character of the surrounding environment. This applies to all new commercial, public, multifamily structures, high density single-family projects,



and exterior remodels of existing commercial structures. An accessory structure should be of a lesser square footage and volume and should utilize materials and colors less dominant than the principal structure.

DP 2.7 Historic District and Sub-Area Design Guidelines

Utilize design guidelines and criteria for sub-areas and historic districts that are based on local community participation and the particular character and development issues of each sub-area or historic district.

Discussion: Designated historic districts are unique areas that play a special role in preserving Spokane's character. Each tells a particular story which is illustrated by a set of identified, contributing historic resources. These areas are often catalysts for redevelopment and revitalization. The character of historic districts is fragile and can be lost through large scale change or the cumulative effects of smaller changes. The relationship between historic buildings, streetscapes, and landscape features within historic districts helps define the historic character and should be considered when planning or permitting development or infill. Those areas that have been designated as local historical districts and sub-areas or special areas, such as centers and corridors and downtown Spokane, may need specific guidelines that supplement and augment the citywide general guidelines if it is determined that this is feasible or desired. Local input and the existing characteristics of an historic district or sub-area are the basis for design guidelines used for the evaluation of specific projects in that particular area.

DP 2.8 Design Review Process

Apply design guidelines through a review process that relies on the expertise of design professionals and other community representatives to achieve design performance that meets or exceeds citizens' quality of life expectations.

Discussion: The Design Review process is an opportunity for board members, citizens and staff to identify the valued features of the surrounding district or neighborhood. Board discussion and recommendations should help ensure that new developments will be sensitively designed to protect these characteristics. In addition, the Design Review process should reference any adopted district plans in order to help ensure that new development can be designed to benefit from, and contribute to, the district's potential. Design guidelines provide the direction needed to reach design solutions that meet the intent of the Comprehensive Plan, adopted plans, and adopted codes.

DP 2.9 Permit Process

Integrate the design review process with other permitting processes to increase efficiency and create a better outcome.



Discussion: Reducing the time involved in the permit process not only saves investment time and money but may result in better cooperation between the public and city government.

DP 2.10 Business Entrance Orientation

Orient commercial building entrances and building facades toward the pedestrian sidewalks and pathways that lead to adjoining residential neighborhoods.

Discussion: Orienting the business entrance toward sidewalks and pathways and placing parking lots in a location other than between the entrance and the sidewalk demonstrates the business owner's commitment to the pedestrians instead of only to the motoring public.

DP 2.11 Improvements Program

Facilitate improvements such as sidewalks, street improvements, street trees, sewers, and parks in neighborhoods and commercial areas designated for higher density development.

Discussion: Increased density in established areas should be commensurate with upgrading and/or provision of the necessary public facilities and improvements in order to avoid a detrimental impact on the character of and investment in the area. The provision of these necessary facilities and improvements is in the public interest of maintaining a high quality of life.

DP 2.12 Infill Development

Encourage infill construction and area redevelopment that complement and reinforce positive commercial and residential character.

Discussion: Infill construction can benefit the community when done in a manner that improves and does not detract from the livability of the neighborhood and the desirable design character of the area.

DP 2.13 Parking Facilities Design

Minimize the impacts of surface parking on the neighborhood fabric by encouraging the use of structured parking with active commercial storefronts containing retail, service, or office uses, and improve the pedestrian experience in less intensive areas through the use of street trees, screen walls, and landscaping.

Discussion: Walkability is a key element for neighborhood and especially downtown vitality. Active and dynamic building fronts and attractive streetscapes contribute to that environment. Thus, the development of alternatives, such as parking within buildings with active storefronts and/or increased landscaping and screening of



surface lots, creates a more pleasant atmosphere for both visitors to and neighbors of commercial centers.

DP 2.14 Town Squares and Plazas

Require redevelopment areas and new development to provide appropriately scaled open space such as town squares, plazas, or other public or private spaces that can be used as the focus of commercial and civic buildings.

Discussion: The inclusion of open space improves the appearance of and gives identity to a particular area. Open spaces should be located with consideration for Crime Prevention through Environmental Design (CPTED) principles, surrounding uses that ensure natural surveillance, and opportunities to positively activate these spaces for extended hours.

DP 2.15 Urban Trees and Landscape Areas

Maintain, improve, and increase the number of street trees and planted areas in the urban environment.

Discussion: Street trees and planted landscape areas are important urban design elements. Studies have shown that tree lined streets support strong retail environments and increase the value of residential neighborhoods. Located between the curb and sidewalk, street trees provide enclosure and shade that help create comfortable, walkable sidewalks that have a sense of place.

DP 2.16 On-Premises Advertising

Ensure that on-premises business signs are of a size, number, quality, and style to provide identification of the business they support while contributing a positive visual character to the community.

Discussion: On-premises signs provide an important public function by identifying sources of desired goods and services. Cities where business signs provide identification of on-premises businesses without degrading the visual environment are noted for their high quality community character. Collectively, the effectiveness of business signs is enhanced when they are not too large, too numerous, or too distracting in visual character.

On-premises signs should be of high quality and managed in all urban environments to reduce visual clutter, which contributes to a distracting and unsafe experience for motorists and visual blight for citizens, especially in proximity to living environments. Business signs in residential settings should relate to the smaller scale and lower-intensity activity of these environments. Sign area and design guidelines should reflect the relative intensity of commercial arterials as well as any unique district character, such as an historic neighborhood. Exclusively residential areas should be



free of business signs entirely, except for small, unobtrusive signs to identify legal home occupations.

DP 2.17 Billboards

Prohibit new construction of billboards and eliminate existing billboards over time.

Discussion: Visual quality of the urban environment is one of the distinguishing characteristics of communities. The reputation of some cities is based largely on their good or bad visual image. Because of its scale or location, off-premises advertising, including billboards, can be among the biggest contributors to negative imagery. This advertising detracts from the surrounding setting and distracts the attention of motorists.

DP 2.18 Bus Benches and Shelters Advertising

Continue to identify and implement ways to provide bus benches and control transit stop advertising.

Discussion: Bus benches and shelters at the more heavily used transit stops provide a valuable service to bus riders because they provide a place to sit while waiting for the bus. Advertising such as scrolling displays on bus shelter walls or other forms of electronic advertising or printed media can be tastefully integrated into bus shelter design.

DP 2.19 Off-Premises Advertising

Identify and implement ways to control various forms of off-premises advertising.

Discussion: Small off-premise signs that are often located in the public right-of-way also add visual clutter to streetscapes in all environments and are particularly intrusive in residential settings. Signboards placed “temporarily” at the street edge shall comply with the City of Spokane adopted sign regulations.

DP 2.20 Telecommunication Facilities

Control the visual impact of telecommunication facilities.

Discussion: Telecommunication facilities, including wireless communication support towers, can be visually obtrusive. For this reason, efforts should be made to place them as efficiently and as effectively as possible, thus minimizing the total number of such sites. For example, maximum use should be made of existing structures that can support unobtrusive co-located telecommunication facilities before new stand-alone facilities are constructed for this purpose. Also, the city should require telecommunication sites to utilize visually unobtrusive technology, landscaping and screening techniques whenever possible.



DP 2.21 Lighting

Maximize the potential for lighting to create the desired character in individual areas.

Discussion: Lighting is an often overlooked design element that can have a dramatic positive effect on the form, mood, quality, and character of an area. Lighting contributes to the convenience of the user and increases the safety and security of a site, the street, and surrounding properties during night hours. It can highlight structural details and enhance the visual character of the urban form. However, careless use of outdoor lighting damages the aesthetics of the night and the nighttime environment, decreasing security and safety or creating hazards through reduced contrast or increased glare and distraction. While lighting can help establish an attractive, distinctive and safe environment, care should be taken to ensure that it does not detract from the character of an area.

DP 3 PRESERVATION

Goal: Preserve and protect Spokane's historic districts, sites, structures, and objects.

Policies

DP 3.1 Historic Preservation

Establish historic preservation as a high priority within city programs.

Discussion: Historic preservation has traditionally received less funding and fewer resources than any other city department. An increase in funding and an accompanying increase in connecting preservation with city functions of economic development and planning ensures that these policies are enacted. Well-funded historic preservation programs result in measurable economic development and community revitalization.

DP 3.2 Historic Preservation Plan

Encourage public understanding and support of Spokane's historic heritage by educating the public of the goals of the Historic Preservation Plan.

Discussion: The plan promotes public understanding and support of the diversity of Spokane's heritage. It continues to be an effective historic and cultural resource management tool as a supporting document to the Comprehensive Plan.

DP 3.3 Identification and Protection of Resources

Identify historic resources to guide decision making in planning.



Discussion: Historic inventories and registers are the foundation of good community planning. Maintain an inventory of historic properties and the Spokane Register of Historic Places and continue to nominate historic properties to the local, state, and national historic registers.

DP 3.4 Reflect Spokane's Diversity

Encourage awareness and recognition of the many cultures that are an important and integral aspect of Spokane's heritage.

Discussion: Historic preservation must reflect the diversity of Spokane's past. The city must be proactive in including the many cultures and traditions of Spokane's heritage in historic preservation planning and activities.

DP 3.5 Landmarks Commission

Maintain and utilize the expertise of the Landmarks Commission in decision making by the City Council, City Plan Commission, City Parks Board, and other city agencies in matters of historic preservation.

Discussion: The City of Spokane and Spokane County established the Landmarks Commission in 1981 to advise them in matters of historic preservation. Their link with other government processes needs to be strengthened. More effort is needed to seek the counsel of the Landmarks Commission before decisions are made.

DP 3.6 Publicly-Owned Historic Structures and Infrastructure

Require a critical review of a project prior to the removal or destruction of any publicly-owned building, structure, or site that is listed on, or is eligible for listing on the local, state, or national historic registers.

Discussion: Spokane County and the City of Spokane are major owners of local cultural and historic resources. Many of these resources are public buildings or elements of the public infrastructure, such as bridges, streets, street features (granite curbs and brick gutters), and park landscapes. The city and county should demonstrate the importance of historic preservation by critically evaluating any public projects for their impacts to historic resources, including archaeology.

DP 3.7 Protection of Archaeological and Historic Sites

Ensure that archaeological and historic sites are identified and protected.

Discussion: Significant archaeological and historic sites must first be identified and designated historic if established criteria are met, and then protected through the city and state permit processes. Identification and designation distinguishes the properties that meet criteria for historic significance from all other older properties. When new sites are discovered the city will attempt to ensure they are appropriately preserved, as required by state law.



DP 3.8 Legislative Reform

Support city legislative priorities that promote historic preservation wherever possible.

Discussion: Because historic preservation is important and provides significant benefits to the City of Spokane, city legislative priorities should support historic preservation. The City of Spokane has especially benefitted from, and should support, continued authorization of the federal Investment Tax Credit Program, and the state-enabled, locally administered Special Valuation Program. These programs assist a wide range of property owners, attract millions of dollars in private investment each year, and help raise the property tax base in a permanent and sustainable way.

DP 3.9 Redevelopment Incentives

Provide incentives to property owners to encourage historic preservation.

Discussion: Incentives play an important role in encouraging the preservation and reuse of historic buildings, and maximizing substantial economic and quality of life benefits. The City should retain existing local incentives (historic designation, specialized technical Design Review assistance, Special Valuation, a historic marker program, conditional use permits, and fee waivers) and look for new ways to encourage preservation with incentives.

DP 3.10 Zoning Provisions and Building Regulations

Utilize zoning provisions, building regulations, and design standards that are appropriate for historic districts, sites, and structures.

Discussion: Regulations are tools that can and should be used to promote preservation and renovation rather than demolition. City Departments such as Building, Planning and Development, Engineering, Parks and Recreation, and Streets should include Historic Preservation in their plans, policies, regulations and operations. Examples include retaining favorable zoning options (Historic Conditional Use Permits and Historic District Overlay Zones), and encouraging the use of form-based codes and special building codes like the historic building sections of the International Building Code (IBC) and International Existing Building Code (IEBC) in development projects involving historic properties and historic districts.

DP 3.11 Rehabilitation of Historic Properties

Assist and cooperate with owners of historic properties to identify, recognize, and plan for the use of their property to ensure compatibility with preservation objectives.

Discussion: Assisting owners to identify and designate historic properties and publicly recognizing the owners of historic properties are steps that serve to stimulate



and reinforce historic preservation. Public agencies can cooperate with owners to provide for the preservation and maintenance of historic and cultural resources.

DP 3.12 Historic Districts and Neighborhoods

Assist neighborhoods and other potential historic districts to identify, recognize, and highlight their social and economic origins and promote the preservation of their historic heritage and cultural resources.

Discussion: The conservation of neighborhoods of historic character, preservation of historically significant resources, and their inclusion into historic districts are encouraged. Outstanding historic structures should be preserved when neighborhoods are redeveloped and rehabilitated.

DP 4 DOWNTOWN CENTER VIABILITY

Goal: Create a vital, livable downtown by maintaining it as the region's economic and cultural center and preserving and reinforcing its historic and distinctly urban character.

Policies

DP 4.1 Downtown Residents and Workers

Encourage investments and create opportunities that increase the number of residents and workers in downtown Spokane.

Discussion: Increasing the number of residents and workers in the downtown area provides the necessary number of patrons to maintain a healthy business climate, which increases the tax base, making more funds available for the provision of public facilities and services. More people in downtown Spokane can increase street level activity and can lessen crime by having more "eyes-on-the-street." Supporting investments and opportunities is not only a benefit to developers and property owners, but to the general public as well, which can enjoy a safer, thriving business district.

DP 4.2 Street Life

Promote actions designed to increase pedestrian use of streets, especially downtown, thereby creating a healthy street life in commercial areas.

Discussion: Providing activities and reasons for people to be on the street heightens the sense of excitement, improves a sense of safety, encourages diversity, and increases social interaction essential to healthy community life.



DP 4.3 Downtown Services

Support development efforts that increase the availability of daily needed services in downtown Spokane.

Discussion: The availability of services and facilities, such as dry cleaners, health clubs, grocery stores, restaurants, and pharmacies make living downtown more convenient, lessens dependence on automobile transportation, and helps support the critical mass of residents necessary to create a vibrant downtown.

DP 5 LOCAL DETERMINATION

Goal: Make neighborhoods attractive, safe places by encouraging residents to express their design and development values.

Policies

DP 5.1 Neighborhood Participation

Encourage resident participation in planning and development processes that will shape or re-shape the physical character of their neighborhood.

Discussion: It is in the best interest of the broader community to maximize the desirability and stability of the city's individual neighborhoods. Neighborhood residents are the best equipped to determine what neighborhood design details and elements represent the particular characteristics of their specific area. As an example, residents are able to identify neighborhood features that are valued so they can be protected or enhanced as changes occur. This might include new development subject to review by the Design Review Board or updates to codes and policies that may affect a neighborhood.

DP 5.2 Neighborhood Involvement in the City Design Review Process

Encourage the neighborhoods to participate in the city's design review process.

Discussion: The design review process should be accessible to neighborhoods to allow involvement and input into the deliberations. For projects subject to the design review process, neighborhoods can provide input to the Design Review Board and project proponents regarding a specific development project's design issues. To enable neighborhood participation, city staff will endeavor to ensure that the neighborhood councils or steering committees are adequately informed of upcoming design review meetings regarding projects that are being proposed to be developed within their particular neighborhood.





June 22, 2015

Plan Commission Packet

Shaping Spokane

2017 Update to the
Comprehensive Plan

Part IV

Chapter 8 – Urban Design
and Historic Preservation
FOCUS GROUP MEMBERS

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June 22, 2015

Plan Commission Packet

Shaping Spokane

2017 Update to the
Comprehensive Plan

Part V

Chapter 9 – Natural
Environment
TRACKED CHANGES

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The Chapter Contents have not been updated. They will be updated with the correct subsections and page numbers at the end of the approval process.

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9.1 INTRODUCTION

This chapter addresses the natural environment of Spokane and the surrounding region. The natural environment element includes topics such as rivers, wetlands, the urban forest, nature areas, the aquifer, clean air, shorelines, trails, energy, agricultural lands, the economy, and wildlife.

The “Overview” section below has been streamlined and condensed into this single paragraph.

Goals and policies address restoration, protection, and enhancement of the natural environment, as well as guiding incentives, regulations, future plans, and public investments. These measures aim to bring back and maintain all that can be great in Spokane: clean rivers and streams, healthy air, natural areas with native vegetation, trails, sacred and historic sites, trees, native land forms, and citizens who understand the impacts of growth on the natural environment and the opportunities to make positive changes.

Natural Setting

Spokane enjoys an extensive natural environment for an urban area. Not many other cities have the amount of nature space and the presence of native plants and animals as Spokane ~~does~~. ~~Because of the beauty and bounty, Spokane is rich in history as a gathering place for native and modern day cultures.~~ Over time, however, the gathering of an industrialized culture has taken its toll. ~~Latah Creek and the Spokane River do not run as clean nor do they support fish and wildlife the way they used to, the air is not as easy to breath, and the aquifer is increasingly pressured by pollution.~~ Spokane must continue to protect and enhance the natural environment in order to maintain and improve this region’s quality of life.

Background History

~~Spokane grew quickly during the early 20th century, and the natural environment was altered proportionally. Land was cleared for commerce and housing, bridges were built across the river, dams were constructed for electricity, industry was developed over the aquifer, and roads were crisscrossed over the landscape. At the same time, early leaders recognized the importance of Spokane’s setting and the natural environment and preserved areas for parks and natural areas along the river. After a couple of decades of rapid growth, Spokane leveled off and grew little for fifty to sixty years.~~

Current Trends

~~Recent growth trends continue to impact the natural environment in and around Spokane. More water is being drawn out of the aquifer, more sewage must be treated and released into the river, more vehicles contribute to the poor air quality, more garbage must be incinerated, sprawling development replaces farmland and open space, and more wildlife habitat is altered or lost. At the same time, citizens increasingly ask for improved natural areas, trails, clean air and water, and protection for wildlife and their habitat.~~

The Future



This information is already included in Chapter 1, Introduction.

One of Spokane's greatest assets is its natural setting. Time and again new comers and old timers cite the natural environment as a key reason for living here. The health of the natural environment is the foundation of the quality of life residents of this city enjoy. This can be a city where citizens feel good about what future generations will inherit. Spokane can continue to stand out from the rest if it chooses.

Overview

This chapter states goals and policies that restore, protect, and enhance features of the natural environment. Goals and policies guide incentives, regulations, future plans, and public investments. These measures aim

to bring back and maintain all that can be great in Spokane: clean rivers and streams, healthy air, natural areas with native vegetation, trails, sacred and historic sites, trees, native land forms, and citizens who understand the impacts of growth on the natural environment and the opportunities to make positive changes.

Water is essential for all life forms and must be protected in this region from both a quality and quantity perspective. All drinking water for the entire city is drawn from wells sunk into the sole source, the Spokane Valley Rathdrum Prairie Aquifer. The protection of the aquifer from contaminants and techniques for conserving water are addressed in this chapter, while information that provides a better understanding of aquifer recharge rates is also included.

Surface water quality and quantity is also covered in this chapter. Policies call for watershed studies, impervious surface reductions, pollution free industrial areas, and maintaining natural areas along Latah Creek and the Spokane River.



Although air quality has improved in Spokane, a long road lies ahead in ensuring clean air. Automobile emissions are one of the greatest contributors to poor air quality. Policies in this chapter support public transit and development patterns that help make our community less reliant on an automobile for every trip. Air quality policies also support maintaining vegetation that helps clean the air. Protecting and enhancing the native plants, trees, and animals of our city is an important goal. Policies in this section describe requirements and incentives for maintaining native vegetation, which is crucial to preserving and enhancing animal habitats.

Spokane's natural setting is stunning. Key landscape features like basalt cliffs and rock outcrops, ponderosa forests, and gorge-like valleys define our region. These features are integrated through the protection of steep slopes, purchase of conservation lands, and preservation of wildlife corridors. The City of Spokane will continue to purchase lands that are in a natural state to add to the conservation land supply. Trails and paths will connect conservation lands, and in cases where they do not interrupt the wildlife or environmental sensitive areas, paths will be included in conservation lands.

It has long been recognized that a high quality natural environment enhances our community's quality of life, which in turn contributes to economic vitality. This element attempts not only to maintain a high quality natural environment but to encourage new jobs and retain existing jobs that benefit the natural environment. Some of these include recruitment of cottage industries that use local materials, labor, and markets.

Additionally, the urban forest is an important feature in measuring Spokane's quality of life. Urban forests include not only street trees but the entire tree canopy of the city and its relationship to areas outside the city. The urban forest needs to be enhanced and protected for aesthetic, air and water quality, energy, and wildlife reasons.

Finally, this chapter concludes with policies that encourage energy conservation, environmental education, and quality of life indicators and benchmarks.

~~9.2 GMA GOAL AND REQUIREMENTS AND COUNTYWIDE PLANNING POLICIES~~

~~GMA Natural Environment Planning Goal (RCW 36.70A.020)~~

~~The Washington State Growth Management Act (GMA) includes 13 goals, which were adopted to guide the development and adoption of comprehensive plans and development regulations. The GMA does not require a natural environment element. Based on citizen input and the importance of the natural environment relationships with all other topics, Spokane has chosen to include a natural environment element. The following is the GMA environment goal (Goal 10):~~

~~“Protect the environment and enhance the state’s high quality of life, including air and water quality, and the availability of water.”~~

For all chapters, the GMA Goal and Requirements and Countywide Planning Policies have been moved to an appendix.

~~Countywide Planning Policies~~

~~The Countywide Planning Policies (CWPPs), adopted by the Spokane Board of County Commissioners in 1994, do not include the environment as one of the nine policy topics. The environment is, however, mentioned in several areas of the CWPPs.~~

~~Six CWPPs under the Policy Topics of Urban Growth Areas (UGAs), Promotion of Contiguous and Orderly Development, Transportation, and Economic Development that reference or relate to the environment were adopted. To reinforce and add greater specificity to the GMA environment goal, the CWPPs also require certain specific actions.~~

~~For the text of the six policies, consult the CWPPs document, Countywide Planning Policies and Environmental Analysis for Spokane County, adopted December 22, 1994.~~

9.3 VISION AND VALUES

~~Spokane Horizons~~Citizen volunteers working on the Comprehensive Plan identified important themes in relation to Spokane's current and future growth. A series of visions and values was crafted for each element of the Comprehensive Plan that describes specific performance objectives. The Comprehensive Plan's goals and policies were generated from the Visions and Values document, adopted in 1996 by the City Council.

The natural environment is identified by its conservation areas, parks (natural places), topography, geology, views and vistas, habitat corridors, environmental quality, and natural energy benefits.

Vision

"Spokane will be responsible stewards of the environment to ensure clean air and water and healthy trees and parks. Residents will have convenient access to natural and recreational areas inside and outside the city."

Values

"The things that are important to Spokane's future include:

- ◆ Protecting and replanting street trees, trees in parks, and private trees.
- ◆ Guaranteeing good clean air and water.
- ◆ Preserving the natural environment outside the city.
- ◆ Maintaining a close connection to the outdoors, recreation, and nature areas.
- ◆ Using alternatives to personal automobiles to save energy and protect the environment.
- ◆ Recognizing the uniqueness of the four seasons and the climate.
- ◆ Recycling.
- ◆ Being responsible stewards of the environment.
- ◆ Keeping areas where wildlife live.
- ◆ Maintaining the availability of open space, golf courses, and trails.
- ◆ Maintaining tree-lined streets and the natural beauty.
- ◆ Preserving the Spokane River and Latah Creek."

All references to the "Horizons" process were deleted throughout the chapter, given the length of time that has elapsed since that process occurred – reducing the name recognition. The Comprehensive Plan now references the efforts of volunteers, including those that helped with "Horizons."

The Visions and Values of the "Horizons" process remain virtually untouched.

9.4 GOALS AND POLICIES

Goals and policies provide specificity for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane. ~~Additional materials for this chapter are located in the Draft Comprehensive Plan/EIS, Volume 2, Chapter 23, Natural Environment.~~

Direct references to the Draft EIS have been removed for streamlining purposes. However, the EIS remains as an appendix to the Comprehensive Plan.



NE 1 WATER QUALITY

Goal: Protect the Spokane Valley - Rathdrum Prairie Aquifer and other water sources so they provide clean, pure water.

Policies

NE 1.1 Aquifer Study

Continue to study the aquifer and utilize strategies to remedy all sources or activities of contamination.

Discussion: All studies and strategies shall be based on the best scientific information available. Focus on moving land use activities that have the potential for groundwater pollution away from being over the aquifer.



NE 1.2 Stormwater Techniques

~~Identify~~ Encourage the use of innovative stormwater techniques that protect ground and surface water from contamination and pollution.

Discussion: ~~It is uncertain whether swales and dry wells have been applied correctly or properly to mitigate stormwater runoff in Spokane.~~ The city is engaged in a process to ensure that stormwater runoff does not negatively impact surface and ground water sources. As part of this process, the city has adopted amendments to the municipal code that encourage and incentivize the use of low-impact mitigation tools, such as swales or rain gardens. Ensure that identified techniques do not negatively impact adjacent properties, considers homeowner protections, and are coordinated regionally.

This discussion has been updated to include changes to the SMC since the original Comprehensive Plan was adopted.

NE 1.3 Regional Water Board

~~Create~~ Continue to support the regional watershed group a regional water board or agency that has in their efforts to conduct aquifer planning, allocating, monitoring, and study responsibilities for the entire watershed.

Because regional planning has been completed for the various watersheds, this policy has been modified to support their ongoing efforts.

NE 1.4 Water Quality Report

Prepare an annual water quality report that identifies the year's water quality and quantity and compares these to prior years.

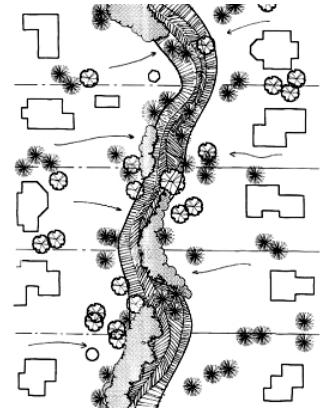
NE 1.5 Mining Activities

Prohibit open pit mining that exposes the aquifer or ground water to potential contamination.

NE 1.6 Natural Water Drainage

Identify and preserve areas that have traditionally provided natural water drainage.

Discussion: Natural drainage areas should be preserved or acquired to accommodate future stormwater runoff and protect surface and ground water.



NE 1.7 Wellhead Protection

Allow only non-polluting land uses within the water recharge zones of the public water wells.

NE 1.8 Toxic Dumping Restrictions

Retain and enforce laws against dumping toxic fluids where they may reach the aquifer.

NE 1.9 Sewer Requirement

Ensure that every developed property in the city and its urban growth area is served by sewer ~~sewered~~ to minimize aquifer contamination.



NE 2 SUSTAINABLE WATER QUANTITY

Goal: Ensure all aquifers and water sources are not ~~depleted~~ diminished below sustainable, ~~recharge~~, or flow levels.

Policies

NE 2.1 Water Conservation

~~Begin~~ Support a water conservation program that decreases household, commercial, industrial, and agricultural water use.

Discussion: Although the city is not facing any apparent water shortages, prudent use of water should be practiced until more is known about the capacity of the aquifer. Benchmark standards should be established to monitor water consumption and aquifer capacity. Further, water billing practices should be revised to encourage water conservation. Opportunities to recycle water in industrial coolant activities and the use of treated water for non-food irrigation purposes should be explored.

NE 2.2 Landscaping Requirements

Use incentives in landscape requirements that encourage application of drought tolerant native trees and plants.

NE 2.3 Native Tree and Plant Protection

Preserve native vegetation in parks and other publicly owned lands in the design and construction of new public facilities.



NE 3 SHORELINES

Goal: Protect the natural state of shorelines while providing community access that does not negatively impact riparian habitats, fragile soils, and native vegetation.

Discussion: Policies pertaining to shoreline management are located in Chapter 14, Shoreline Master Program.



NE 4 SURFACE WATER

Goal: Provide for clean rivers that support native fish and aquatic life and that are healthy for human recreation.

Policies

NE 4.1 Watershed Plan

~~Develop~~ *Continue to support and further develop* watershed plans for all watersheds that are associated with the geographic boundaries of the city.

Discussion: Coordinate with all interested agencies, jurisdictions, and citizens groups in the development of watershed plans.

NE 4.2 Zero Pollution Industrial Parks

Develop zero pollution industrial parks that focus on manufacturing activities that recycle wastes within their facilities or through adjoining industries in the park.

NE 4.3 Impervious Surface Reduction

Continue efforts to reduce the rate of impervious surface expansion in the community.

Discussion: Impervious surfaces do not allow stormwater to naturally percolate into the soil and recharge ground and surface waters, and cause an increased amount of stormwater runoff that can affect adjacent properties or water bodies. Mitigating the negative effects of increased stormwater often requires expensive engineered solutions. Some impervious surfaces are contaminated with substances that are carried with stormwater to ground and surface waters. Increases in impervious surface area do not need to accompany all growth; the alternative is to grow more efficiently and effectively. This can be accomplished by maintaining natural drainage patterns, increased use of pervious surface materials in development, ~~increased~~ vertical development, and higher housing densities (which decreases the amount of impervious surfaces per person).



NE 5 CLEAN AIR

Goal: Work consistently for cleaner air that nurtures the health of current residents, children and future generations.

Policies

NE 5.1 Clean Heating Sources

Encourage the use of heating sources that do not negatively affect Spokane's air quality.

Discussion: As a member of the Spokane Regional Clean Air Agency (SRCAA), the city should support SRCAA's efforts to maintain clean air for Spokane's residents.

~~NE 5.2 Alternative Transportation~~



Modes

Pursue a land use development and design pattern that allows people to walk, bicycle, or use mass transit to improve air quality through reduced use of single-occupant combustion vehicles.

This policy is redundant with the Transportation Chapter.

~~NE 5.3 Downtown Improvement~~

Design a downtown area that meets people's living, shopping, working, spiritual, and residential needs and does not require the daily use of automobiles for transportation purposes.

This policy is covered in the Land Use and Transportation chapters.

~~NE 5.4 Alternative Powered Buses~~

Continue to support alternatives to diesel-powered buses that reduce noise and air pollution while conserving fuel.

The following three policies are redundant with the Transportation Chapter.

~~NE 5.5 Alternative Transportation Incentives~~

~~Encourage employers of all sizes to develop employee incentive programs that reward the use of alternative transportation.~~

~~NE 5.6 Barrier Free Environments~~

~~Create barrier free walking and bicycling environments throughout the city in order to make alternative transportation a viable option.~~

NE 5.72 Facility Review

Review and determine public benefits in comparison to the environmental impacts of new and existing public or private facilities that negatively impact the region's air quality and health of its citizens.

Discussion: As a periodic activity, monitoring and evaluation of such facilities and operations as the Waste to Energy Plant, Regional Solid Waste Compost Facility, ~~and City Combined Operations Facility the Nelson Service Center~~ should be conducted to ensure that they are the best solutions for the community's well-being.:



This change was made to reflect the current name for the facility.

~~NE 5.8 Solid Waste Disposal~~

~~Maintain a solid waste system that bases its primary means of solid waste disposal on the principles of reduction, reuse, and recycling.~~

This policy is redundant with the Capital Facilities and Utilities chapter.

NE 5.93 Packaging Reduction

~~Create and s~~Support legislation, education, and other means that reduce product packaging so that waste disposal is decreased.

NE 5.104 Profit From Waste

Recruit industries that can make use of and profit from Spokane's solid waste in a manner that minimizes or mitigates environmental impacts.

NE 5.115 Vegetation

Plant ~~and~~ preserve vegetation that benefits local air quality.

Discussion: Plants provide life-essential oxygen. The amount of trees required to mitigate local air pollution should be studied. Plant areas of the city that are most impacted by air pollution with native ~~oxygen-creating~~ plants.

~~NE 5.12 Unpaved Streets and Alleys~~

~~Pave dirt streets and alleys to limit the amount of unhealthy particulates in the air.~~

This policy was redundant with the Transportation Chapter.

Discussion: Dirt streets and alleys contribute greatly to the unhealthy particulates in air. The city should look for other funding sources in addition to local improvement districts (LIDs).



NE 6 NATIVE SPECIES PROTECTION

Goal: Protect and enhance diverse and healthy native species, such as ~~the~~ plants, trees, animals, and fungi, for ~~children and present and~~ future generations and respect the ecological necessity of biodiversity.

Policies

NE 6.1 Native and Non-Native Adaptive Plants and Trees

Encourage the use of and development of standards for using native and non-native adaptive plants and trees in landscape designs for public and private projects.

Discussion: The benefits of using native vegetation in project designs include water conservation and increased habitat. An example of an incentive for this practice is to provide design assistance to applicants in the development of native landscape plans.

NE 6.2 Citizen Recognition

Recognize citizens who use native plantings in their yards.

Discussion: A program for formal acknowledgment of citizens who practice native landscaping could be created by the city's Urban Forestry Committee. Certificates of appreciation and recognition by the media are potential forms of acknowledgement.

NE 6.3 Habitat Network

Identify, preserve or purchase, and maintain existing and potential links between wildlife habitat areas in order to form a network of wildlife habitats.

NE 6.4 Fish and Wildlife Protection

Continue to identify and protect those fish and wildlife and their habitats, which are identified as a priority by citizens and scientific experts.

NE 6.5 Protection of Adjacent Wildlife Habitats

Coordinate with adjacent jurisdictions and agencies to designate, protect, and acquire wildlife habitats that abut or straddle the city limits or urban growth boundary.



NE 7 NATURAL LAND FORM

Goal: Preserve natural land forms that identify and typify our region.

Policies

NE 7.1 Land Form Identification

Define, identify, and map natural land forms that typify our region and warrant protection.

Discussion: Some of the natural land forms in the Spokane region include the following: pine forests, Mount Spokane skyline, aquifer springs, Palouse hills, scablands, Spokane River falls and rapids, basalt cliffs, Missoula flood stones, granite hillsides, basalt ponds and wetlands, camas fields, and shrub steppe drylands.

NE 7.2 Land Form Protection

Purchase lands that contain natural land forms or protect them with incentives, clustering, or transfer of development rights.

Discussion: The city should consider the protection of natural land forms in the decision criteria for public land purchase.

NE 7.3 Rock Formation Protection

Identify and protect basalt rock formations that give understanding to the area's geological history, add visual interest to the landscape, and contribute to a system of connected conservation lands.



Discussion: Two primary tools for rock formation protection are acquisition with funding sources, such as Conservation Futures, and encouraging to developers to protect a site's natural features.

NE 7.4 Unstable Slope Protection

Continue to designate unstable slopes as not suitable for development.

Discussion: Ground stability is an increasingly critical issue as landforms exceed 30 percent slope. Only proposals that demonstrate the ability for safe development without harming current or future occupants of the site or neighboring properties should be allowed. In most instances, the expertise of a licensed geo-technical engineer is required to make this proof.

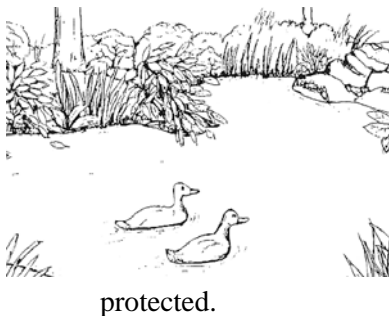
NE 7.5 Slope Protection

Integrate the protection of slopes with wildlife corridor and nature space designations and acquisitions.

NE 7.6 Geologically Hazardous Areas

Continue to classify, designate, and protect Geologically Hazardous Areas as ~~outlined-identified~~ in the Critical Areas Ordinance Report:-

This policy language was updated to reflect the fact that the City has since adopted a Critical Areas Ordinance.



NE 7.7 Wetlands

Enforce regulations that achieve no overall net loss in acreage and functions of the remaining wetland base and, over the long term, increase the quantity and quality of wetlands in the city.

Discussion: Wetland policies and regulations should ~~be re-evaluated be~~ monitored to ensure the function and values of wetlands are being fully

protected.



NE 8 AGRICULTURAL LANDS

Goal: Preserve land and provide opportunities for farming that generates produce for local markets and supports the farming economy.

Policies

NE 8.1 Agricultural Lands of Local Importance

Designate areas of the city that have been used traditionally for agricultural purposes, have at least Soils Conservation Services Class II soils or designated prime agriculture lands, and are at least one acre in size as agricultural lands of local importance.

~~NE 8.2 Agricultural Land Assessments~~

~~*Reflect appropriately the true value of property designated and being used for agricultural purposes when determining its assessed valuation.*~~

Staff recommend removal of this policy because it's the purview of the County Assessor, not the City.

~~**Discussion:** County assessor appraisals are partly a reflection of planned land use. It is important that the assessor's records show the official plan designation for these properties as one basis for an appraisal.~~

NE 8.3 Compatible Agricultural Activities

Allow agricultural activities adjacent to urban uses without compromising farmers' rights to farm their land.

Discussion: Preservation of agricultural activity within a broader urban setting poses potential operational, environmental, and lifestyle conflicts. The designation of agricultural lands within the city should address the allowed agricultural activities to ensure urban compatibility, particularly at the immediate interfaces with urban uses.



NE 9 SUSTAINABLE ECONOMY

Goal: Enhance the natural environment to support a thriving sustainable economy.

Policies

NE 9.1 Environment and the Economy

Identify, preserve, and enhance the natural environment elements that define Spokane's quality of life and help sustain the economy.

Discussion: High environmental quality is one of the area's assets and reasons for businesses to locate or expand in Spokane. For many people, the area's natural setting and environmental resources are their primary reason to live here.



NE 10 NATURAL ENVIRONMENT AND EMPLOYMENT

Goal: Create employment that enhances the natural environment.

Policies

NE 10.1 Environment Supporting Businesses

Provide incentives for businesses that restore and benefit the natural environment while providing jobs for local residents.

NE 10.2 Local Business Support

Support and provide incentives for businesses that employ local people, use local materials, and sell their products and/or services locally.

Discussion: Using local resources and selling products/services locally preserves existing businesses and saves in transportation costs and impacts.

NE 10.3 Economic Activity Incentives

Identify and provide incentives for economic activities that combine the goals and principles of economy, ecology, and social equity.



NE 11 ~~NATURAL AREAS~~ E-SPACE

Goal: Designate a ~~nature-space~~ network of natural areas (~~nature natural areas space~~ and connecting corridors) throughout Spokane that supports native habitats and natural land forms.

These minor changes were made to conform to current terminology. "Nature Space" is no longer a commonly used phrase.

Policies

NE 11.1 ~~Nature-Space~~ Identification of Natural Areas

Identify ~~nature-space~~ natural areas throughout the city, based on neighborhood input, existing city-owned conservation lands, wildlife



habitats, steep slopes, wetlands, riparian areas, adjacency to county nature spaces, and proximity to state parks.

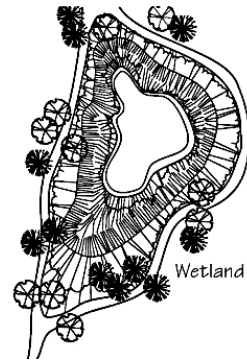
NE 11.2 Corridor Links

Identify corridors that link ~~nature-space~~ natural areas.

NE 11.3 Acquisition Techniques

Acquire ~~nature-space~~ natural areas and connecting corridors using acquisition techniques to create a ~~nature-space~~ network of natural areas.

Discussion: Ideas for acquisition beyond outright purchase include ~~nature-space~~ tax incentives, Spokane County Conservation Futures funds, volunteer fund drives or donations of lands, transfer of development rights, clustering of development, development set asides, easements or contribution requirements, and application of grant funding.



NE 11.4 ~~Nature-Space~~ Natural Area Paths

Develop soft, permeable, low impact paths in ~~nature-space~~ natural areas.

Discussion: In the process of developing new paths, identify existing soft pathways. New pathways should be located away from environmentally sensitive portions of the natural areas.

NE 11.5 Spokane River Gorge

Pursue the Spokane River Gorge as a natural area and maintain this place as one of our region's greatest resources.

Discussion: The Spokane River Gorge is a natural connection between Riverfront Park, Latah Creek, Indian Canyon, and Riverside State Park. The historical significance of the Gorge to native and early pioneering cultures should be emphasized in how the area is protected. Various historical and cultural experiences should be developed without harming the riparian habitat.



NE 12 URBAN FOREST

Goal: Maintain and enhance the urban forest to provide good air quality, reduce urban warming, and increase habitat.

Policies



NE 12.1 Street Trees

Plant trees along all streets.

Discussion: Installing street trees along all residential and arterial streets is the easiest and most cost effective way to secure the environmental benefits of urban forestry. Street trees planted in buffer strips between the curb and sidewalk should be included in every street project or private development.

NE 12.2 Urban Forestry Programs

Participate in the Spokane County Conservation District for urban forestry programs, protection, and maintenance.

NE 12.3 Protection Techniques

Use incentives and acquisition to protect forested areas both on publicly and privately owned land.

NE 12.4 Forest Inventory Database

Maintain an inventory of the urban forest in the city's Geographic Information System.

NE 12.5 Tree Replacement Program

Do not allow tree removal in the public right-of-way without a program for tree replacement.

Discussion: The city should adopt a practice of “no net loss” in street trees. Permits to remove street trees should only be granted when they are determined by the city to be sick, damaged, or near the end of life. Removal for life, safety, or other emergencies is the determination of public safety officials.



NE 13 CONNECTIVITY

Goal: Create a citywide network of paved trails, designated sidewalks, and soft pathways that link regional trails, natural areas, parks, sacred and historical sites, schools, and urban centers.

Policies

NE 13.1 Walkway and Bicycle Path System

Identify, prioritize, and connect places in the city with a walkway or bicycle path system.

Discussion: At a minimum, this system shall include connection to the regional trails, natural areas, soft path networks, community parks, sacred and historic sites, schools, the downtown area, and community and neighborhood centers.

NE 13.2 Walkway and Bicycle Path Design

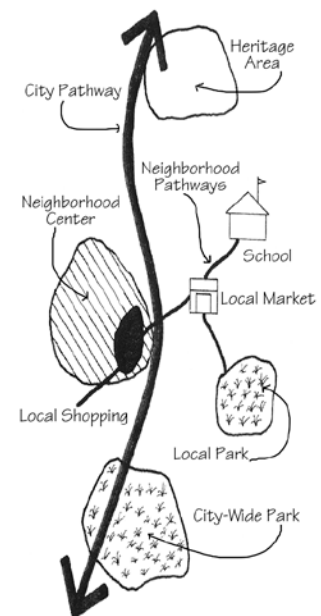
Design walkways and bicycle paths based on qualities that make them safe, functional, and separated from automobile traffic where possible.

NE 13.3 Year-Round Use

Build and maintain portions of the walkway and bicycle path systems that can be used year-round.

NE 13.4 Winter Trail Network

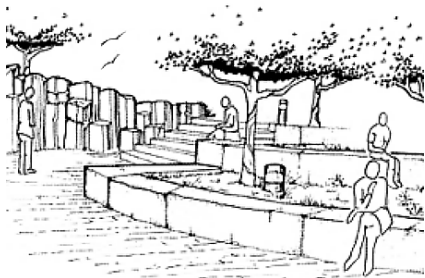
Link soft trails, parks, and golf courses with the walkway and bicycle path system to develop a winter trail network.



NE 14 PLAZA DESIGN WITH NATURAL ELEMENTS

Goal: Develop or revitalize plazas using local nature elements, including water, vegetation, wildlife, and land forms.

Policies



NE 14.1 Plaza Inventory and Improvements

Inventory existing plazas that lack nature elements and that are not used actively and identify natural element features that will improve them.

NE 14.2 New Plaza Design

Develop plazas with native natural elements and formations, such as basalt, Missoula flood stones, stream patterns, river character,



native trees, and plants that attract native birds.



NE 15 NATURAL AESTHETICS

Goal: Retain and enhance nature views, natural aesthetics, sacred areas, and historic sites that define the Spokane region.

Policies

NE 15.1 Protection of Natural Aesthetics

Protect and enhance nature views, natural aesthetics, sacred areas, and historic sites within the growing urban setting.

Discussion: ~~The first step toward providing protection is to establish criteria for designating areas of local and regional significance, in consultation~~ Consult with local Native Americans and historians to establish criteria and identify features to be protected. ~~The established criteria can then be used to identify and map features to be protected. Finally, standards~~ Standards for protection should then be adopted ~~by the city~~ to implement the protection program.-

This discussion was modified to change its voice from passive to active.

NE 15.2 Natural Aesthetic Links

Link local nature views, natural aesthetics, sacred areas, and historic sites with the trail and path system of the city.

NE 15.3 Community Education

Educate the community on the meaning of the sacred and historic sites so that they value their protection and enhancement.

NE 15.4 Naming Culturally Historic Sites

Identify local nature views, natural aesthetics, sacred areas, and historic sites that define the Spokane region with the original names local historic cultures gave to them.

Discussion: The city's Park Board could assist in realizing this policy by considering both Indian and non-Indian names for city park properties such as Wyakin Park, the ecological park in northwest Spokane.

NE 15.5 Nature Themes

Identify and use nature themes in large scale public and private landscape projects that reflect the natural character of the Spokane region.

Discussion: Nature themes for Spokane include: pine forests, the Mount Spokane skyline, aquifer springs, Palouse hills, scab lands, Spokane Falls, basalt cliffs, Missoula flood stones, granite hillsides, basalt ponds and wetlands, native plants, Spokane River, the gorge with basalt rapids, camas fields, and shrub steppe drylands. An example of this policy application is the Northwest Museum of Arts & Culture (MAC) grounds.



NE 16 QUALITY OF LIFE

Goal: Compile social, natural environment, and economic indicators of a healthy Spokane community on an annual basis, and compare them to prior years in order to assess Spokane's progress.

Policies

NE 16.1 Quality of Life Indicators

Coordinate with other groups and agencies to develop quality of life indicators based upon what others have previously identified.

Discussion: ~~The Community Report Card Spokane Community Indicators~~ is ~~an one~~ existing community process that ~~can accommodate~~ monitors new natural environment quality of life indicators.

This policy was updated to conform to the current name of the study.

NE 16.2 Benchmark Adoption

~~Adopt~~ Develop quality of life benchmarks based on identified indicators that the community wants to obtain over time.

Discussion: ~~The city should incorporate benchmarks in amendments to the Comprehensive Plan to add definition to desired quality of life.~~

The discussion was combined into the policy.



NE 17 NATURAL ENVIRONMENT EDUCATION

Goal: Educate children and the community on how to improve Spokane's natural environment.

Policies

NE 17.1 Protection and Recognition

Develop a program that formally recognizes activities, development, businesses, groups, and people that contribute to the protection and improvement of Spokane's natural environment.

Discussion: An effective recognition program is based on a collaborative effort of the city, media, environmental groups, business organizations, and neighborhoods.

NE 17.2 Natural Environment Sources

Create a central source within city government to disseminate information on anything affecting the city's natural environment, programs to enhance the natural environment, and environmental education opportunities.

NE 17.3 Environmental Education for Children

Educate children about the interrelationship between people and nature so that an understanding and respect for human impacts and the benefits of nature is developed.



NE 18 ENERGY CONSERVATION

Goal: Promote the conservation of energy in the location and design of residential, service, and workplaces.

Policies

~~NE 18.1 Housing Location~~

~~Reduce the daily quantity and distance of private automobile trips by encouraging higher density housing development near major activity centers, along transit routes, and through mixed-use developments.~~

This policy is already addressed in the Land Use Chapter and is therefore redundant.

NE 18.21 Innovative Development

Encourage innovative residential development techniques that produce low energy consumption per housing unit.

Discussion: Examples include attached single-family and multifamily, solar enhancing site orientation, earth sheltering, and the use of renewable energy sources.



NE 19 FLOOD HAZARDS MANAGEMENT

Goal: Protect life and property from flooding and erosion by directing development away from flood hazard areas.

Policies

NE 19.1 Channel Migration Zone Management

~~Conduct studies to d~~Determine the channel migration zone of streams and rivers in the city that have a history of flooding.

Discussion: Constraining a stream or river from its natural course or meander can often lead to erosion or flooding.

NE 19.2 100-Year Flood Plain Reassessment

Conduct a reassessment of the 100-year flood plain in areas with a history of flooding.

Discussion: Observations and subsequent measurements have provided evidence that a more detailed analysis of the various flood plain boundaries is necessary.

NE 19.3 Land Acquisition/Home Relocation Program

Consider the purchase of homes and lands that are in the ~~reassessed~~ 100-year flood plain and maintain those areas as ~~nature space~~ natural area corridors.

Discussion: ~~Low interest state revolving funds (SRF) are available for these types of purchases. Conservation Futures funding may be available for these purchases as well.~~

NE 19.4 Discourage Development in 100-Year Flood Plain

Discourage development and redevelopment of habitable structures that are within the ~~reassessed~~ 100-year flood plain.

Discussion: In order to function correctly as a relief valve for a flooding area, 100-year flood plains should remain free of new development.

NE 19.5 Public Awareness and Education

Develop a public awareness and education program for residents living within flood plains.

Discussion: ~~Many residents are caught off guard during flooding events. Preparation can often mitigate the impacts of flooding. Pursue a method of notifying property owners.~~

NE 19.6 Downstream Impacts Consideration

Consider the downstream impacts created by development, erosion control devices, and public works projects within or adjacent to rivers and streams.

Discussion: Public works projects like bridges, and erosion control devices like riprap, can negatively impact downstream properties ~~that didn't previously have problems.~~



June 22, 2015

Plan Commission Packet

Shaping Spokane

2017 Update to the
Comprehensive Plan

Part VI

Chapter 9 – Natural
Environment
FORMATTED

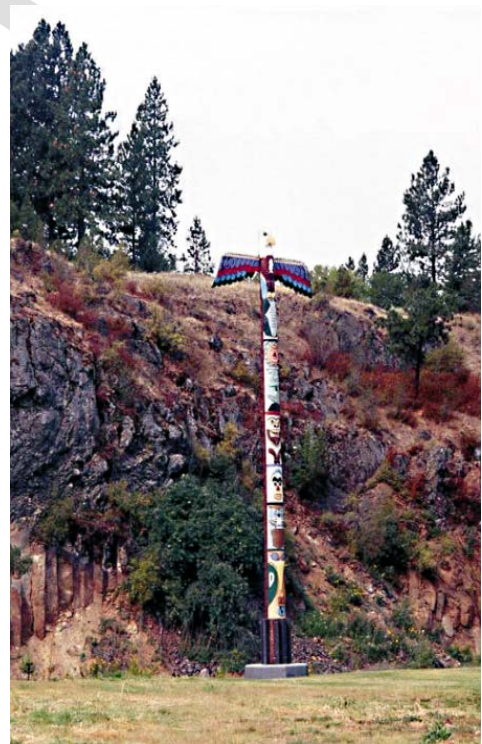
9.1 INTRODUCTION

This chapter addresses the natural environment of Spokane and the surrounding region. The natural environment element includes topics such as rivers, wetlands, the urban forest, nature areas, the aquifer, clean air, shorelines, trails, energy, agricultural lands, the economy, and wildlife.

Goals and policies address restoration, protection, and enhancement of the natural environment, as well as guiding incentives, regulations, future plans, and public investments. These measures aim to bring back and maintain all that can be great in Spokane: clean rivers and streams, healthy air, natural areas with native vegetation, trails, sacred and historic sites, trees, native land forms, and citizens who understand the impacts of growth on the natural environment and the opportunities to make positive changes.

Natural Setting

Spokane enjoys an extensive natural environment for an urban area. Not many other cities have the amount of nature space and the presence of native plants and animals as Spokane. Spokane must continue to protect and enhance the natural environment in order to maintain and improve this region's quality of life.



9.2 VISION AND VALUES

Citizen volunteers working on the Comprehensive Plan identified important themes in relation to Spokane's current and future growth. A series of visions and values was crafted for each element of the Comprehensive Plan that describes specific performance objectives. The Comprehensive Plan's goals and policies were generated from the Visions and Values document, adopted in 1996 by the City Council.

The natural environment is identified by its conservation areas, parks (natural places), topography, geology, views and vistas, habitat corridors, environmental quality, and natural energy benefits.

Vision

"Spokane will be responsible stewards of the environment to ensure clean air and water and healthy trees and parks. Residents will have convenient access to natural and recreational areas inside and outside the city."

Values

"The things that are important to Spokane's future include:

- Protecting and replanting street trees, trees in parks, and private trees.
- Guaranteeing good clean air and water.
- Preserving the natural environment outside the city.
- Maintaining a close connection to the outdoors, recreation, and nature areas.
- Using alternatives to personal automobiles to save energy and protect the environment.
- Recognizing the uniqueness of the four seasons and the climate.
- Recycling.
- Being responsible stewards of the environment.
- Keeping areas where wildlife live.
- Maintaining the availability of open space, golf courses, and trails.
- Maintaining tree-lined streets and the natural beauty.
- Preserving the Spokane River and Latah Creek."



9.3 GOALS AND POLICIES

Goals and policies provide specificity for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane.

NE 1 WATER QUALITY

Goal: Protect the Spokane Valley - Rathdrum Prairie Aquifer and other water sources so they provide clean, pure water.

Policies

NE 1.1 Aquifer Study

Continue to study the aquifer and utilize strategies to remedy all sources or activities of contamination.

Discussion: All studies and strategies shall be based on the best scientific information available. Focus on moving land use activities that have the potential for groundwater pollution away from being over the aquifer.



NE 1.2 Stormwater Techniques

Encourage the use of innovative stormwater techniques that protect ground and surface water from contamination and pollution.

Discussion: The city is engaged in a process to ensure that stormwater runoff does not negatively impact surface and ground water sources. As part of this process, the city has adopted amendments to the municipal code that encourage and incentivize the use of low-impact mitigation tools, such as swales or rain gardens. Ensure that identified techniques do not negatively impact adjacent properties, considers homeowner protections, and are coordinated regionally.

NE 1.3 Regional Water Board

Continue to support the regional watershed group in their efforts to conduct aquifer planning, allocating, monitoring, and study responsibilities for the entire watershed.

NE 1.4 Water Quality Report

Prepare an annual water quality report that identifies the year's water quality and quantity and compares these to prior years.



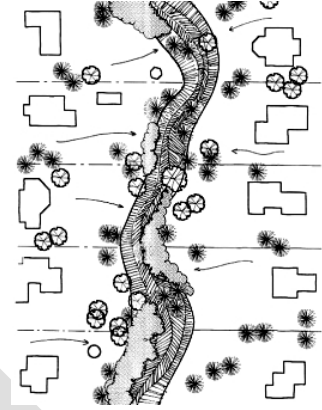
NE 1.5 Mining Activities

Prohibit open pit mining that exposes the aquifer or ground water to potential contamination.

NE 1.6 Natural Water Drainage

Identify and preserve areas that have traditionally provided natural water drainage.

Discussion: Natural drainage areas should be preserved or acquired to accommodate future stormwater runoff and protect surface and ground water.



NE 1.7 Wellhead Protection

Allow only non-polluting land uses within the water recharge zones of the public water wells.

NE 1.8 Toxic Dumping Restrictions

Retain and enforce laws against dumping toxic fluids where they may reach the aquifer.

NE 1.9 Sewer Requirement

Ensure that every developed property in the city and its urban growth area is served by sewer to minimize aquifer contamination.

NE 2 SUSTAINABLE WATER QUANTITY

Goal: Ensure all aquifers and water sources are not diminished below sustainable recharge or flow levels.

Policies

NE 2.1 Water Conservation

Support a water conservation program that decreases household, commercial, industrial, and agricultural water use.

Discussion: Although the city is not facing any apparent water shortages, prudent use of water should be practiced until more is known about the capacity of the aquifer. Benchmark standards should be established to monitor water consumption and aquifer capacity. Further, water billing practices should be revised to encourage water conservation. Opportunities to recycle water in industrial coolant activities and the use of treated water for non-food irrigation purposes should be explored.



NE 2.2 Landscaping Requirements

Use incentives in landscape requirements that encourage application of drought tolerant native trees and plants.

NE 2.3 Native Tree and Plant Protection

Preserve native vegetation in parks and other publicly owned lands in the design and construction of new public facilities.

NE 3 SHORELINES

Goal: Protect the natural state of shorelines while providing community access that does not negatively impact riparian habitats, fragile soils, and native vegetation.

Discussion: Policies pertaining to shoreline management are located in Chapter 14, Shoreline Master Program.

NE 4 SURFACE WATER

Goal: Provide for clean rivers that support native fish and aquatic life and that are healthy for human recreation.

Policies

NE 4.1 Watershed Plan

Continue to support and further develop watershed plans for all watersheds that are associated with the geographic boundaries of the city.

Discussion: Coordinate with all interested agencies, jurisdictions, and citizens groups in the development of watershed plans.

NE 4.2 Zero Pollution Industrial Parks

Develop zero pollution industrial parks that focus on manufacturing activities that recycle wastes within their facilities or through adjoining industries in the park.

NE 4.3 Impervious Surface Reduction

Continue efforts to reduce the rate of impervious surface expansion in the community.

Discussion: Impervious surfaces do not allow stormwater to naturally percolate into the soil and recharge ground and surface waters, and cause an increased amount of stormwater runoff that can affect adjacent properties or water bodies. Mitigating the negative effects of increased stormwater often requires expensive engineered



solutions. Some impervious surfaces are contaminated with substances that are carried with stormwater to ground and surface waters. Increases in impervious surface area do not need to accompany all growth; the alternative is to grow more efficiently and effectively. This can be accomplished by maintaining natural drainage patterns, increased use of pervious surface materials in development, vertical development, and higher housing densities (which decreases the amount of impervious surfaces per person).

NE 5 CLEAN AIR

Goal: Work consistently for cleaner air that nurtures the health of current residents, children and future generations.

Policies

NE 5.1 Clean Heating Sources

Encourage the use of heating sources that do not negatively affect Spokane's air quality.

Discussion: As a member of the Spokane Regional Clean Air Agency (SRCAA), the city should support SRCAA's efforts to maintain clean air for Spokane's residents.

NE 5.2 Facility Review

Review and determine public benefits in comparison to the environmental impacts of new and existing public or private facilities that negatively impact the region's air quality and health of its citizens.

Discussion: As a periodic activity, monitoring and evaluation of such facilities and operations as the Waste to Energy Plant, Regional Solid Waste Compost Facility, the Nelson Service Center should be conducted to ensure that they are the best solutions for the community's well-being.

NE 5.3 Packaging Reduction

Create and support legislation, education, and other means that reduce product packaging so that waste disposal is decreased.

NE 5.4 Profit From Waste

Recruit industries that can make use of and profit from Spokane's solid waste in a manner that minimizes or mitigates environmental impacts.

NE 5.5 Vegetation

Plant and preserve vegetation that benefits local air quality.



Discussion: Plants provide life-essential oxygen. The amount of trees required to mitigate local air pollution should be studied. Plant areas of the city that are most impacted by air pollution with native plants.

NE 6 NATIVE SPECIES PROTECTION

Goal: Protect and enhance diverse and healthy native species, such as plants, trees, animals, and fungi, for present and future generations and respect the ecological necessity of bio-diversity.

Policies

NE 6.1 Native and Non-Native Adaptive Plants and Trees

Encourage the use of and development of standards for using native and non-native adaptive plants and trees in landscape designs for public and private projects.

Discussion: The benefits of using native vegetation in project designs include water conservation and increased habitat. An example of an incentive for this practice is to provide design assistance to applicants in the development of native landscape plans.

NE 6.2 Citizen Recognition

Recognize citizens who use native plantings in their yards.

Discussion: A program for formal acknowledgment of citizens who practice native landscaping could be created by the city's Urban Forestry Committee. Certificates of appreciation and recognition by the media are potential forms of acknowledgement.

NE 6.3 Habitat Network

Identify, preserve or purchase, and maintain existing and potential links between wildlife habitat areas in order to form a network of wildlife habitats.

NE 6.4 Fish and Wildlife Protection

Continue to identify and protect those fish and wildlife and their habitats, which are identified as a priority by citizens and scientific experts.

NE 6.5 Protection of Adjacent Wildlife Habitats

Coordinate with adjacent jurisdictions and agencies to designate, protect, and acquire wildlife habitats that abut or straddle the city limits or urban growth boundary.



NE 7 NATURAL LAND FORM

Goal: Preserve natural land forms that identify and typify our region.

Policies

NE 7.1 Land Form Identification

Define, identify, and map natural land forms that typify our region and warrant protection.

Discussion: Some of the natural land forms in the Spokane region include the following: pine forests, Mount Spokane skyline, aquifer springs, Palouse hills, scablands, Spokane River falls and rapids, basalt cliffs, Missoula flood stones, granite hillsides, basalt ponds and wetlands, camas fields, and shrub steppe drylands.

NE 7.2 Land Form Protection

Purchase lands that contain natural land forms or protect them with incentives, clustering, or transfer of development rights.

Discussion: The city should consider the protection of natural land forms in the decision criteria for public land purchase.

NE 7.3 Rock Formation Protection

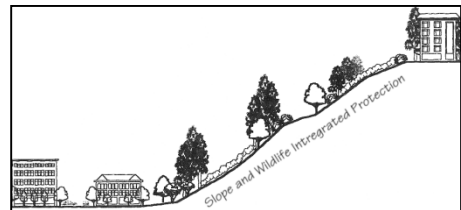
Identify and protect basalt rock formations that give understanding to the area's geological history, add visual interest to the landscape, and contribute to a system of connected conservation lands.

Discussion: Two primary tools for rock formation protection are acquisition with funding sources, such as Conservation Futures, and encouraging to developers to protect a site's natural features.

NE 7.4 Unstable Slope Protection

Continue to designate unstable slopes as not suitable for development.

Discussion: Ground stability is an increasingly critical issue as landforms exceed 30 percent slope. Only proposals that demonstrate the ability for safe development without harming current or future occupants of the site or neighboring properties should be allowed. In most instances, the expertise of a licensed geo-technical engineer is required to make this proof.



NE 7.5 Slope Protection

Integrate the protection of slopes with wildlife corridor and nature space designations and acquisitions.

NE 7.6 Geologically Hazardous Areas

Continue to classify, designate, and protect Geologically Hazardous Areas as identified in the Critical Areas Ordinance.

NE 7.7 Wetlands

Enforce regulations that achieve no overall net loss in acreage and functions of the remaining wetland base and, over the long term, increase the quantity and quality of wetlands in the city.



Discussion: Wetland policies and regulations should be monitored to ensure the function and values of wetlands are being fully protected.

NE 8 AGRICULTURAL LANDS

Goal: Preserve land and provide opportunities for farming that generates produce for local markets and supports the farming economy.

Policies

NE 8.1 Agricultural Lands of Local Importance

Designate areas of the city that have been used traditionally for agricultural purposes, have at least Soils Conservation Services Class II soils or designated prime agriculture lands, and are at least one acre in size as agricultural lands of local importance.

NE 8.3 Compatible Agricultural Activities

Allow agricultural activities adjacent to urban uses without compromising farmers' rights to farm their land.

Discussion: Preservation of agricultural activity within a broader urban setting poses potential operational, environmental, and lifestyle conflicts. The designation of agricultural lands within the city should address the allowed agricultural activities to ensure urban compatibility, particularly at the immediate interfaces with urban uses.

NE 9 SUSTAINABLE ECONOMY

Goal: Enhance the natural environment to support a thriving sustainable economy.



Policies

NE 9.1 Environment and the Economy

Identify, preserve, and enhance the natural environment elements that define Spokane's quality of life and help sustain the economy.

Discussion: High environmental quality is one of the area's assets and reasons for businesses to locate or expand in Spokane. For many people, the area's natural setting and environmental resources are their primary reason to live here.

NE 10 NATURAL ENVIRONMENT AND EMPLOYMENT

Goal: Create employment that enhances the natural environment.

Policies

NE 10.1 Environment Supporting Businesses

Provide incentives for businesses that restore and benefit the natural environment while providing jobs for local residents.

NE 10.2 Local Business Support

Support and provide incentives for businesses that employ local people, use local materials, and sell their products and/or services locally.

Discussion: Using local resources and selling products/services locally preserves existing businesses and saves in transportation costs and impacts.

NE 10.3 Economic Activity Incentives

Identify and provide incentives for economic activities that combine the goals and principles of economy, ecology, and social equity.

NE 11 NATURAL AREAS

Goal: Designate a network of natural areas (natural areas and connecting corridors) throughout Spokane that supports native habitats and natural land forms.

Policies

NE 11.1 Identification of Natural Areas

Identify natural areas throughout the city, based on neighborhood input, existing city-owned conservation lands, wildlife habitats, steep slopes, wetlands, riparian areas, adjacency to county nature spaces, and proximity to state parks.



NE 11.2 Corridor Links

Identify corridors that link natural areas.

NE 11.3 Acquisition Techniques

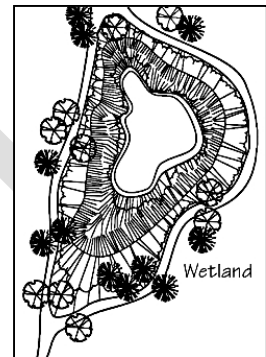
Acquire natural areas and connecting corridors using acquisition techniques to create a network of natural areas.

Discussion: Ideas for acquisition beyond outright purchase include tax incentives, Spokane County Conservation Futures funds, volunteer fund drives or donations of lands, transfer of development rights, clustering of development, development set asides, easements or contribution requirements, and application of grant funding.

NE 11.4 Natural Area Paths

Develop soft, permeable, low impact paths in natural areas.

Discussion: In the process of developing new paths, identify existing soft pathways. New pathways should be located away from environmentally sensitive portions of the natural areas.



NE 11.5 Spokane River Gorge

Pursue the Spokane River Gorge as a natural area and maintain this place as one of our region's greatest resources.

Discussion: The Spokane River Gorge is a natural connection between Riverfront Park, Latah Creek, Indian Canyon, and Riverside State Park. The historical significance of the Gorge to native and early pioneering cultures should be emphasized in how the area is protected. Various historical and cultural experiences should be developed without harming the riparian habitat.

NE 12 URBAN FOREST

Goal: Maintain and enhance the urban forest to provide good air quality, reduce urban warming, and increase habitat.

Policies

NE 12.1 Street Trees

Plant trees along all streets.

Discussion: Installing street trees along all residential and arterial streets is the easiest and most cost effective way to secure the



environmental benefits of urban forestry. Street trees planted in buffer strips between the curb and sidewalk should be included in every street project or private development.

NE 12.2 Urban Forestry Programs

Participate in the Spokane County Conservation District for urban forestry programs, protection, and maintenance.

NE 12.3 Protection Techniques

Use incentives and acquisition to protect forested areas both on publicly and privately owned land.

NE 12.4 Forest Inventory Database

Maintain an inventory of the urban forest in the city's Geographic Information System.

NE 12.5 Tree Replacement Program

Do not allow tree removal in the public right-of-way without a program for tree replacement.

Discussion: The city should adopt a practice of “no net loss” in street trees. Permits to remove street trees should only be granted when they are determined by the city to be sick, damaged, or near the end of life. Removal for life, safety, or other emergencies is the determination of public safety officials.

NE 13 CONNECTIVITY

Goal: Create a citywide network of paved trails, designated sidewalks, and soft pathways that link regional trails, natural areas, parks, sacred and historical sites, schools, and urban centers.



Policies

NE 13.1 Walkway and Bicycle Path System

Identify, prioritize, and connect places in the city with a walkway or bicycle path system.

Discussion: At a minimum, this system shall include connection to the regional trails, natural areas, soft path networks, community parks, sacred and historic sites, schools, the downtown area, and community and neighborhood centers.

NE 13.2 Walkway and Bicycle Path Design

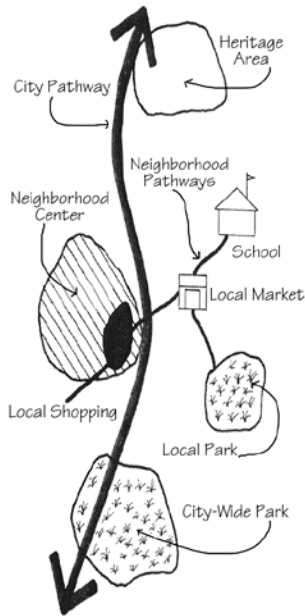
Design walkways and bicycle paths based on qualities that make them safe, functional, and separated from automobile traffic where possible.

NE 13.3 Year-Round Use

Build and maintain portions of the walkway and bicycle path systems that can be used year-round.

NE 13.4 Winter Trail Network

Link soft trails, parks, and golf courses with the walkway and bicycle path system to develop a winter trail network.



NE 14 PLAZA DESIGN WITH NATURAL ELEMENTS

Goal: Develop or revitalize plazas using local nature elements, including water, vegetation, wildlife, and land forms.

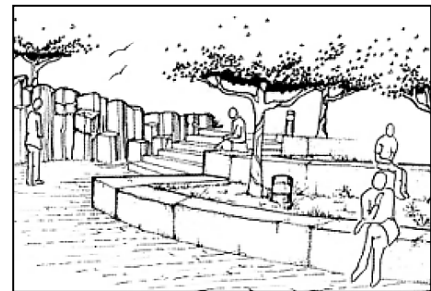
Policies

NE 14.1 Plaza Inventory and Improvements

Inventory existing plazas that lack nature elements and that are not used actively and identify natural element features that will improve them.

NE 14.2 New Plaza Design

Develop plazas with native natural elements and formations, such as basalt, Missoula flood stones, stream patterns, river character, native trees, and plants that attract native birds.



NE 15 NATURAL AESTHETICS

Goal: Retain and enhance nature views, natural aesthetics, sacred areas, and historic sites that define the Spokane region.

Policies

NE 15.1 Protection of Natural Aesthetics

Protect and enhance nature views, natural aesthetics, sacred areas, and historic sites within the growing urban setting.

Discussion: Consult with local Native Americans and historians to establish criteria and identify features to be protected. Standards for protection should then be adopted to implement the protection program.

NE 15.2 Natural Aesthetic Links

Link local nature views, natural aesthetics, sacred areas, and historic sites with the trail and path system of the city.

NE 15.3 Community Education

Educate the community on the meaning of the sacred and historic sites so that they value their protection and enhancement.

NE 15.4 Naming Culturally Historic Sites

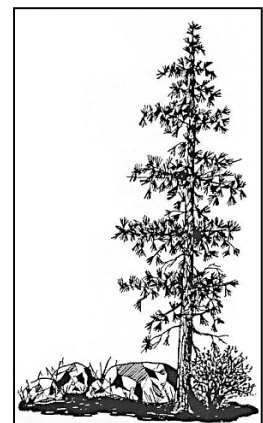
Identify local nature views, natural aesthetics, sacred areas, and historic sites that define the Spokane region with the original names local historic cultures gave to them.

Discussion: The city's Park Board could assist in realizing this policy by considering both Indian and non-Indian names for city park properties such as Wyakin Park, the ecological park in northwest Spokane.

NE 15.5 Nature Themes

Identify and use nature themes in large scale public and private landscape projects that reflect the natural character of the Spokane region.

Discussion: Nature themes for Spokane include: pine forests, the Mount Spokane skyline, aquifer springs, Palouse hills, scab lands, Spokane Falls, basalt cliffs, Missoula flood stones, granite hillsides, basalt ponds and wetlands, native plants, Spokane River, the gorge with basalt rapids, camas fields, and shrub steppe drylands. An example of this policy application is the Northwest Museum of Arts & Culture (MAC) grounds.



NE 16 QUALITY OF LIFE

Goal: Compile social, natural environment, and economic indicators of a healthy Spokane community on an annual basis, and compare them to prior years in order to assess Spokane's progress.

Policies

NE 16.1 Quality of Life Indicators

Coordinate with other groups and agencies to develop quality of life indicators based upon what others have previously identified.

Discussion: Spokane Community Indicators is one existing community process that monitors natural environment quality of life indicators.

NE 16.2 Benchmark Adoption

Develop quality of life benchmarks based on identified indicators that the community wants to obtain over time.

NE 17 NATURAL ENVIRONMENT EDUCATION

Goal: Educate children and the community on how to improve Spokane's natural environment.

Policies

NE 17.1 Protection and Recognition

Develop a program that formally recognizes activities, development, businesses, groups, and people that contribute to the protection and improvement of Spokane's natural environment.

Discussion: An effective recognition program is based on a collaborative effort of the city, media, environmental groups, business organizations, and neighborhoods.

NE 17.2 Natural Environment Sources

Create a central source within city government to disseminate information on anything affecting the city's natural environment, programs to enhance the natural environment, and environmental education opportunities.

NE 17.3 Environmental Education for Children

Educate children about the interrelationship between people and nature so that an understanding and respect for human impacts and the benefits of nature is developed.



NE 18 ENERGY CONSERVATION

Goal: Promote the conservation of energy in the location and design of residential, service, and workplaces.

Policies

NE 18.1 Innovative Development

Encourage innovative residential development techniques that produce low energy consumption per housing unit.

Discussion: Examples include attached single-family and multifamily, solar enhancing site orientation, earth sheltering, and the use of renewable energy sources.

NE 19 FLOOD HAZARDS MANAGEMENT

Goal: Protect life and property from flooding and erosion by directing development away from flood hazard areas.

Policies

NE 19.1 Channel Migration Zone Management

Determine the channel migration zone of streams and rivers in the city that have a history of flooding.

Discussion: Constraining a stream or river from its natural course or meander can often lead to erosion or flooding.

NE 19.2 100-Year Flood Plain Reassessment

Conduct a reassessment of the 100-year flood plain in areas with a history of flooding.

Discussion: Observations and subsequent measurements have provided evidence that a more detailed analysis of the various flood plain boundaries is necessary.

NE 19.3 Land Acquisition/Home Relocation Program

Consider the purchase of homes and lands that are in the 100-year flood plain and maintain those areas as natural area corridors.

NE 19.4 Discourage Development in 100-Year Flood Plain

Discourage development and redevelopment of habitable structures that are within the 100-year flood plain.

Discussion: In order to function correctly as a relief valve for a flooding area, 100-year flood plains should remain free of new development.



NE 19.5 Public Awareness and Education

Develop a public awareness and education program for residents living within flood plains.

NE 19.6 Downstream Impacts Consideration

Consider the downstream impacts created by development, erosion control devices, and public works projects within or adjacent to rivers and streams.

Discussion: Public works projects like bridges, and erosion control devices like riprap, can negatively impact downstream properties.





June 22, 2015

Plan Commission Packet

Shaping Spokane

2017 Update to the
Comprehensive Plan

Part VII

Chapter 13 – Leadership,
Governance, Citizenship
TRACKED CHANGES

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13.1 INTRODUCTION

Leadership, governance, and citizenship is a broad topic that explores the type of leadership, public participation, communication, accessibility, civic duty, and social responsibility needed for a healthy community.

~~Civic leaders across the country are weighing in with strategies to save cities threatened by inner city decline, and many urban centers have been successful in turning things around in their area. A common theme emerged from those success stories; the elected officials and other key community members have demonstrated leadership. These committed people have achieved consensus on a community wide vision for the future and have secured commitments from all parties toward an action strategy. Leaders have been tireless, focused, and disciplined. Casting a large net of inclusion within the community and listening to what people said, they brokered the contract among the municipality, other institutions, and their constituents. In all of these cases, the high level of success is traced directly to leadership.~~



The introduction has been edited for streamlining.

~~The citizenship exercised by individuals also bears greatly on the community's health. Citizenship is demonstrated through voting, obeying laws, caring for others, inviting social diversity, and a host of other ways to further community well-being. A prime opportunity for residents to practice citizenship is comprehensive planning, an activity that finds people's shared interests to build consensus on the community's future. Comprehensive planning presents one of the greatest challenges of citizenship, as people are asked to identify a future that is better for society as a whole rather than necessarily better for them as an individual. The healthiest communities experience citizenship of this kind.~~

The achievement of this ideal results from a joint effort from elected leaders and active citizens. Spokane has already witnessed the tremendous impacts citizens can play in the realm of local government. ~~The Spokane Horizons process serves as a great testament to the power of a unified force working toward a common goal.~~ The goals and policies that are included in this chapter serve as the basis for how leadership, governance, and citizenship will continue to be encouraged and perpetuated in Spokane.

~~13.2 GMA GOAL AND REQUIREMENTS AND COUNTYWIDE PLANNING POLICIES~~

~~GMA Goals and Provisions~~

~~The Washington State Growth Management Act (GMA) includes 13 goals, which were adopted to guide the development and adoption of comprehensive plans and development regulations, provides the following specific direction:~~

For all chapters, the GMA Goal and Requirements and Countywide Planning Policies have been moved to an appendix.

~~RCW 36.70A.010 Legislative Findings~~

~~“The legislature finds that uncoordinated and unplanned growth, together with a lack of common goals expressing the public’s interest in the conservation and the wise use of our lands, pose a threat to the environment, sustainable economic development, and the health, safety, and high quality of life enjoyed by residents of the state. It is in the public interest that citizens, communities, local governments, and the private sector cooperate and coordinate with one another in comprehensive land use planning. Further, the legislature finds that it is in the public interest that economic development programs be shared with communities experiencing insufficient economic growth.”~~

~~GMA Leadership, Governance, and Citizenship Planning Goals (RCW 36.70A.020)~~

~~The GMA identifies thirteen specific goals, four of which substantively relate to the issues of leadership, governance, and citizenship. These include:~~

- ~~◆ Urban Growth. “Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.”~~
- ~~◆ Reduce Sprawl. “Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.”~~
- ~~◆ Citizen Participation and Coordination. “Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.”~~
- ~~◆ Public Facilities and Services. “Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current services levels below locally-established minimum standards.”~~

~~In addition, the GMA, in RCW 36.70A.140, gives explicit direction regarding public participation. It states that the City of Spokane “shall establish procedures providing for early and continuous public participation in the development and amendment of comprehensive land use plans and development regulations implementing such plans.” Further, this passage instructs the decision makers to “respond to public comments” in making the final decisions. In other words, should give substantial weight to process recommendations to respect the outcome of the public participation process.~~

~~Countywide Planning Policies~~

~~The Countywide Planning Policies provide some limited direction relative to Leadership, Governance, and Citizenship. This direction primarily addresses needs for on-going coordination of planning activities and service provisions between adjoining governmental agencies, such as between the City of Spokane and Spokane County. This information can be found in the Countywide Planning Policies and Environmental Analysis for Spokane County: Policy Topic 2 Joint Planning within Urban Growth Areas (UGAs); Policy Topic 3 Promotion of Contiguous and Orderly Development; and Policy Topic 8 Economic Development.~~

13.3–2 VISION AND VALUES

Spokane ~~Horizons~~-volunteers involved in the planning process identified important themes in relation to Spokane’s current and future growth. A series of visions and values was crafted for each element of the Comprehensive Plan that describes specific performance objectives. From the Visions and Values document, adopted in 1996 by the City Council, the Comprehensive Plan’s goals and policies were generated.

Leadership, governance, and citizenship involves the role of government and type of leadership, participation, communication, accessibility, civic duty, and social responsibility.

Vision

“Spokane will be an informed community that is visionary, respectful, tolerant, and inclusive. Spokane’s leadership will be open, empowering, and responsible to planning for future generations within the city and greater community.”

Values

“The things that are important to Spokane’s future include:

- ◆ Respecting the needs of the city and surrounding community.
- ◆ Ensuring high quality of life for future generations.
- ◆ Encouraging the strong, visionary, decisive, and dedicated leadership of elected officials.
- ◆ Encouraging leadership that listens and responds to people.
- ◆ Ensuring a government that is responsive to the financial limitations of the community and controls spending appropriately.
- ◆ Guaranteeing that cost and benefits are distributed equitably among those receiving city services and amenities.”

All references to the “Horizons” process were deleted throughout the chapter, given the length of time that has elapsed since that process occurred – reducing the name recognition. The Comprehensive Plan now references the efforts of volunteers, including those that helped with “Horizons.”

The Visions and Values of the “Horizons” process remain virtually untouched.

13.4 GOALS AND POLICIES

Goals and policies provide specificity for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane.



LGC 1 DECISION PROCESS

Goal: Make substantive planning decisions through an open public process in which the outcome of that process is expressed in the decision of elected officials.

Policies

LGC 1.1 City Council Direction

Begin each planning activity with formal Spokane City Council direction and a commitment to the process's outcome.

Discussion: City Council members, on behalf of their constituents, must assume ownership of the planning activity and assure its success. The first step is confirmation of the contract between the government and the governed, making sure the entire community is aware of this commitment. All participants need to know what is expected of the planning activity and what, if anything, are its limits. ~~This is accomplished through adoption by City Council of a resolution formally initiating each planning activity, setting out expectations, prescribing any limits imposed on the process, and committing future council members to the process. Finally, the elected officials have an obligation to respond to the results of the planning activity, taking such actions as are prescribed through the budgetary process, alterations to the Spokane Municipal Code, or changing the way the city conducts its day-to-day business.~~

This language was removed because it's procedural, not policy.

LGC 1.2 Resource Allocation

Commit sufficient resources to ~~each~~ planning activities in order to ensure that those activities engage the public and produce sound results. ~~reach a broad spectrum of the public through the citizen participation process.~~

Discussion: ~~The City Council must provide sufficient resources (city staff, experts from other agencies, or money for subject matter specialists and other services), both in scope and subject matter expertise, to carry out the planning activity in a way that produces sound results. Being good stewards of public finances, leaders must precisely balance the project's needs with suitable resources.~~

The discussion was removed because the policy is self-explanatory.

LGC 1.3 Citizen Participation

Employ a variety of techniques and venues to ensure a broad representation of the citizenry in planning activities.

Discussion: ~~One of the biggest challenges to community planning is ensuring effective citizen participation. Increasingly, people's daily schedules must accommodate more and more demands on their attention and available time. Participation in public processes faces great competition for discretionary time. Also, there are great differences in the way that various groups and individuals in society view government and participation. Some of these differences are cultural and some are based on social status.~~

This policy was likewise self-explanatory and discussion wasn't necessary.

~~To engage citizens in planning activities, involvement techniques and venues must be varied and diverse. People should be able to participate as a group participant or as an individual, they should be able to participate in a central meeting place or in their home, and they should be able to participate actively or passively.~~

~~Technology offers new ways for citizens to access planning activities and should be utilized to connect with those who are comfortable with it. Technology should promote, not isolate, community dialogue—it should enhance opportunities to share opinions and desires in the context of a community-wide discussion.~~

~~The selection of participation venues should respond to citizens' limited time availability, their differences in mobility, and their perception of relevance between the subject and their geographic setting. Participation activities should be conducted throughout the community to involve citizens where they already convene for business, neighborhood, social or other purposes.~~

LGC 1.4 Documentation Trail

Incorporate a documentation trail into the public record of each planning activity, tracing the public input to its ultimate expression in the ~~process's~~ final decision.

~~LGC 1.5 Demographic Information~~

~~Utilize demographic information through viable census and survey activities to understand the profile of the community and measure public opinion.~~

This is common practice and does not necessitate a policy to direct it.



LGC 2 CITIZEN-DIRECTED DECISIONS

Goal: Encourage citizens to become engaged in public process opportunities ~~and direct the planning decision-making outcome.~~

Policies

LGC 2.1 Leadership Training

Pursue and support a variety of public and private leadership training programs for the general public, elected officials and city staff.

Discussion: ~~The contemporary focus of e-C~~Community leadership training programs should focus on is servant leadership in which individuals are informed about the community, instilled with a commitment to hold the community's ~~interest in~~ trust, and ~~provided given the~~ skills to help build a healthier place. ~~Programs such as Leadership Spokane, Youth Leadership Spokane and the Institute for Neighborhood Leadership provide valuable servant leadership training for citizens and should be supported with public investment and program enrollment~~

These program names are out of date.

LGC 2.2 Civics Education Throughout Life

Encourage the development of responsible citizenship and a knowledge of civics. ~~in elementary and secondary education and throughout ensuing stages of life through other civics training programs to enable greater capacity for individuals to participate in community planning activities.~~

Mention of schools was struck from this policy because the City does not control the curricula of schools.

Discussion: Individual citizens participating in community planning activities bear a substantial responsibility for the success of these activities. It requires their exercise of initiative, discipline, thought, and communication. Increasing civic awareness through activities such as courses, lectures, webinars, and a strong public participation program can foster a more engaged citizenry. ~~This is advanced civics; they cannot pass this responsibility to any other individual, institution, or~~

~~organization. It is an individual matter of personal integrity. This commitment must be learned at an early age through parental influence and consistent attention throughout their education. It must be continually reinforced through post-educational training and diligently exercised throughout their adult lives.~~

LGC 2.3 Encouragement of Healthy Citizenship

~~Reinforce healthy citizenship by city employees earning public trust through their daily contacts with citizens.~~

~~**Discussion:** Citizens are more inclined to participate in community affairs if they trust local government. One of the primary ways to increase trust is by officials and staff's demonstrating respect for public opinion, valuing the involvement of all citizens in governmental decision processes, and treating all citizens as equals.~~

This policy is redundant with LGC 4.2.

LGC 2.4 Broad Community Representation

Strengthen the connection between city residents and city government by maintaining geographic diversity, cultural variety, and a wide range of community philosophies on boards and commissions.

LGC 2.5 Boards and Commissions

~~*Enhance the efficacy, Recognize the* credibility and value of City of Spokane boards and commissions by assigning substantial value to emphasizing the value of recommendations that are forwarded to decision-making bodies authorities as an institutional discipline.~~

This policy language was modified for understanding and readability.



LGC 3 PLANNING THROUGH NEIGHBORHOOD COUNCILS

Goal: Utilize the neighborhood councils and the Community Assembly as a way for the public to participate in planning activities and bring proposals through the City Plan Commission to the City Council.

Policies

LGC 3.1 Forum for Citizens

Use neighborhood councils as one of many forums for citizens to bring issues and/or problems to the City of Spokane for debate and to express their preferences for resolution.

LGC 3.2 Roles, Relationships, and Responsibilities

Maintain the role, relationship, and responsibility of the neighborhood councils relative to City of Spokane activities as expressed in the City of Spokane Charter.

LGC 3.3 Collaboration and Problem Solving

Create opportunities that ~~showcase~~ foster successful collaboration among the neighborhoods.

Discussion: It is important to establish structure and ground rules for public discussion of planning issues and other topics. ~~The expectations of the community must be clear to everyone. In the early 1990s, the City Council created the Community~~



This language was modified because the historical information conveyed is not necessary to understand the policy.

~~Assembly and Neighborhood Council program as the principal conduit for communications. However, the guidelines necessary for effective and efficient communication initially were not established. It is important that these guidelines be institutionalized and passed on from generation to generation. It is also important that these guidelines promote Neighborhoods must collaborate in pursuit of the common good and avoid the ability of a neighborhood to pursue the pursuit of a particular interest to the detriment of other neighborhoods or the city at large.~~



LGC 4 CITIZEN AND GOVERNMENT COMMUNICATION

Goal: Maintain open two-way communication between the city and its citizens through a variety of avenues.

Policies

~~LGC 4.1 City Communication With the Community~~

~~Continue to maintain a program of city communications with the community through all forms of media, utilizing trained and experienced professional communication officials.~~

This policy was redundant given the policy following (after modifications were made).

~~LGC 4.2 4.1 Dissemination of Public Information by Current Technologies~~

~~Use city cable television, public access cable-casting, the Internet, computer communication websites, email, and other current technologies for dissemination of information on the city's arts, health and human services, recreational, educational, vocational, and other city and neighborhood activities.~~

This policy was modified to incorporate requirements from other policies and consolidate them into one.

~~**Discussion:** Traditionally, very limited communication tools have been used by the city, primarily consisting of the limited distribution of paper documents and occasional town hall and community meeting. Modern technology provides many other opportunities for city officials and the citizens to communicate. The desire for better communication drives the city to explore all viable means.~~

~~LGC 4.3 4.2 Respect for Service Customers~~

~~Treat all citizens with respect in order to reinforce public trust since they are the customers of city services.~~

~~**Discussion:** Since citizens are the customers of city services, city employees who have daily contact with the public must be periodically trained in customer service techniques. Establish a culture of customer service by periodic training of all city personnel that have duties with public contact. One of the primary ways to increase trust is by officials and staff s demonstrating respect for public opinion, valuing the involvement of all citizens in governmental decision processes, and treating all citizens as equals.~~

Additional discussion was added here to strengthen the policy.

~~LGC 4.4 Resources for Neighborhoods~~

~~Strive to provide all neighborhoods with education, resource, and information centers that may be located in schools, neighborhood centers, fire stations, or libraries.~~

This policy is redundant with the new LGC 4.1.

~~LGC 4.5 Civil Discourse and Mutual Respect~~

~~Promote civil discussions of issues among persons holding different points of view.~~

~~**Discussion:** To a certain extent, communication is an intuitive human behavior, but it can be improved through practice. The contract between city officials and the citizens cannot be executed without open and effective communication. One of the most important leadership skills is active listening. The listening skills of city officials, residents, and other participants in the city's planning activities can be improved through training and continual practice.~~

This policy is redundant with LGC 4.2.



LGC 5 YOUTH CITIZENSHIP

Goal: Value youth citizenship as the foundation of the community's future and ensure that young citizens are informed about the community, invited into community-building processes, and ~~listened to for~~ given the opportunity to contribute ~~the~~ their insights and diversity ~~that they contribute into~~ community dialogue.

Policies

LGC 5.1 Youth Participation

~~Support, model and promote participation strategies, which that provide opportunities for young people to engage meaningful involvement in decision-making by young people.~~

~~**Discussion:** Young people have a fundamental right to participate in decisions which impact their lives.~~

~~Partnerships with adults and peer support, an emphasis on consumer rights, assistance for youth action groups and membership on boards and commissions are appropriate strategies for implementing youth participation. Youth participation creates a sense of community ownership while building skills that will continue to be practiced as adult community members.~~

The discussions under these policies were removed because the policies were self-explanatory.

LGC 5.2 Young People as Citizens

~~Sharing/Share community resources, including public space and facilities, is a fundamental right of with young people as citizens.~~

~~**Discussion:** Provide opportunities for young people to speak out and, be listened to and make mistakes within a culture that gives respect and promotes empowerment. Recognize that education, legal and cultural rights are essential to combat stereotypes and promote acceptance of diversity.~~

LGC 5.3 Strategic Networking

~~Create effective advocacy in the interests of young people by building and maintaining alliances with a broad range of human resources, community interests, local government and the private sector.~~

~~**Discussion:** Promote young people's interest by emphasizing the effective use of resources and sound program outcomes. Collaboration and strategic action, leadership and a willingness to participate in mainstream policy and program initiatives are important elements of alliance building for youth.~~

~~LGC 5.4 Asset Initiative~~

~~Implement human asset building concepts and terminology throughout all city processes.~~

~~**Discussion:** Assets are the fundamental building blocks of healthy development that each person,~~

This policy was removed because the management theories described are out of date and unclear.

especially children, need to succeed. Valid and reliable research done by the **Search Institute** has found that assets are powerful influences on adolescent and youth behavior—both protecting them from different problem behaviors and promoting positive attitudes and behaviors. Asset building crosses all cultural and socioeconomic boundaries. Implementation requires education of employees and customers about their potential as asset builders; development of policies that allow parents to be involved in their children’s lives and that encourage employees to be involved with kids in the community; and supporting community asset building efforts.



~~LGC 6 GOVERNMENTAL COORDINATION~~

Goal: ~~Encourage all jurisdictions to coordinate the planning, regulatory implementation, and capital expenditure process among governmental agencies (city, county, interstate).~~

~~Policies~~

~~LGC 6.1 City/County and Special District Coordination~~

~~Encourage city and county officials to meet regularly to enhance the delivery of urban services and transfer of governance related to growth in the unincorporated portion of the city’s urban growth area.~~

Discussion: ~~Intergovernmental coordination unavoidably suffers when neighboring jurisdictions are in continual conflict over the tax base and revenues. The need for cooperation is great. Exceptional local leadership from both the City of Spokane and Spokane County is necessary to overcome the natural forces that separate the two jurisdictions.~~

This goal is redundant with the Capital Facilities and Utilities Chapter as well as the CWPPs, and these activities are already required by the Growth Management Act.

This policy has been removed because it is already required by GMA and the CWPPs (included as an appendix to the Comprehensive Plan).

~~LGC 6.2 Consolidated Service Delivery~~

~~Continue to consolidate service delivery functions when economically attractive and efficient so that the region’s citizens receive an enhanced level of service and equitably distributed costs.~~

This policy has been removed because it is redundant with Capital Facilities Goal CFU 3 and the policies supporting it.

~~LGC 6.31 Uniform Standards and Regulations~~

~~Provide uniform engineering standards and land use regulations within the urban growth area, regardless of governing jurisdiction.~~

Discussion: ~~Since all of the City of Spokane’s urban growth area is expected to become part of the city within the 20 year planning horizon, it is important to prepare for the transference of government from unincorporated to City of Spokane incorporated status. Uniform standards and regulations help ensure that the City of Spokane does not inherit deficiencies in public facilities nor development patterns that are inconsistent with the city’s ability to provide services cost effectively and help create livable urban neighborhoods. A consistent standard between the City of Spokane and Spokane County also avoids development seeking the growth venue with the lowest (and, therefore, least costly) requirements.~~

This policy is already discussed in the Capital Facilities and Utilities Chapter.



LGC ~~7-6~~ RESPONSIVE CITY GOVERNMENT

Goal: Increase public confidence in the city's responsiveness to the pursuit of community values
~~responsiveness of city government to pursue community values~~ through the day-to-day
administration of ~~city governmental services and operations~~ land use and development codes.

Policies

LGC ~~76~~.1 Enforcement of Land Use and Development Codes

Utilize a violation-driven code enforcement system rather than a complaint-driven system to achieve compliance with land use and development codes.

Discussion: One of the fundamental principles of effective governance is to ensure responsiveness to the needs of citizens. Through the planning process, citizens express their desired quality of life and the features of the physical, social, and economic environments that characterize that quality of life. Land use and development codes are governmental tools to achieve those features. When violations of these codes occur, quality of life is damaged.

~~It is the duty of local government to pursue compliance with codes. This duty should not solely rely on citizens filing complaints to prompt enforcement action.~~

~~Procedures should be established to engage all city employees in identifying potential violations and work for their resolution. Many employees work throughout~~

~~the community on a daily basis and can spot infractions as soon as they surface. This proactive response to citizens' desires for quality of life enhances the government's respect and credibility.~~

~~This does not mean that citizens give up their responsibility for the care of the community. It is still important for citizens to be proactive about land use violations, nuisances, and other acts against public interest. Citizen complaints should be filed when violations are observed, and the maintenance of neighborhood quality should be promoted through peer education, actions by neighborhood councils and other local activity.~~

~~Although a violation-driven program will increase costs to produce higher levels of enforcement, financial penalties and remedies available to violators (such as recovering property by paying a fine) should be structured to offset these expenses.~~

This discussion was removed because it was not necessary in order to understand the policy.



June 22, 2015

Plan Commission Packet

Shaping Spokane

2017 Update to the
Comprehensive Plan

Part VIII

Chapter 13 – Leadership,
Governance, Citizenship
FORMATTED

13.1 Introduction

Leadership, governance, and citizenship is a broad topic that explores the type of leadership, public participation, communication, accessibility, civic duty, and social responsibility needed for a healthy community. A prime opportunity for residents to practice citizenship is comprehensive planning, an activity that finds people's shared interests to build consensus on the community's future. Comprehensive planning presents one of the greatest challenges of citizenship, as people are asked to identify a future that is better for society as a whole rather than necessarily better for them as an individual.

The achievement of this ideal results from a joint effort from elected leaders and active citizens. Spokane has already witnessed the tremendous impacts citizens can play in the realm of local government. The goals and policies that are included in this chapter serve as the basis for how leadership, governance, and citizenship will continue to be encouraged and perpetuated in Spokane.



13.2 Vision and Values

Spokane volunteers involved in the planning process identified important themes in relation to Spokane's current and future growth. A series of visions and values was crafted for each element of the Comprehensive Plan that describes specific performance objectives. From the Visions and Values document, adopted in 1996 by the City Council, the Comprehensive Plan's goals and policies were generated.

Leadership, governance, and citizenship involves the role of government and type of leadership, participation, communication, accessibility, civic duty, and social responsibility.

Vision

"Spokane will be an informed community that is visionary, respectful, tolerant, and inclusive. Spokane's leadership will be open, empowering, and responsible to planning for future generations within the city and greater community."

Values

"The things that are important to Spokane's future include:

- Respecting the needs of the city and surrounding community.
- Ensuring high quality of life for future generations.
- Encouraging the strong, visionary, decisive, and dedicated leadership of elected officials.
- Encouraging leadership that listens and responds to people.
- Ensuring a government that is responsive to the financial limitations of the community and controls spending appropriately.
- Guaranteeing that cost and benefits are distributed equitably among those receiving city services and amenities."



13.4 Goals and Policies

Goals and policies provide specificity for planning and decision-making. Overall, they indicate desired directions, accomplishments, or aims in relation to the growth and development of Spokane.

LGC 1 DECISION PROCESS

Goal: Make substantive planning decisions through an open public process in which the outcome of that process is expressed in the decision of elected officials.

Policies

LGC 1.1 City Council Direction

Begin each planning activity with formal Spokane City Council direction and a commitment to the process's outcome.

Discussion: City Council members, on behalf of their constituents, must assume ownership of the planning activity and assure its success. The first step is confirmation of the contract between the government and the governed, making sure the entire community is aware of this commitment. All participants need to know what is expected of the planning activity and what, if anything, are its limits.

LGC 1.2 Resource Allocation

Commit sufficient resources to planning activities in order to ensure that those activities engage the public and produce sound results.

LGC 1.3 Citizen Participation

Employ a variety of techniques and venues to ensure a broad representation of the citizenry in planning activities.

LGC 1.4 Documentation Trail

Incorporate a documentation trail into the public record of each planning activity, tracing the public input to its ultimate expression in the final decision.

LGC 2 CITIZEN-DIRECTED DECISIONS

Goal: Encourage citizens to become engaged in public process opportunities.

Policies

LGC 2.1 Leadership Training

Pursue and support a variety of public and private leadership training programs for the general public, elected officials and city staff.



Discussion: Community leadership training programs should focus on leadership in which individuals are informed about the community, instilled with a commitment to hold the community's trust, and given the skills to help build a healthier place.

LGC 2.2 Civics Education Throughout Life

Encourage the development of responsible citizenship and a knowledge of civics.

Discussion: Individual citizens participating in community planning activities bear a substantial responsibility for the success of these activities. It requires their exercise of initiative, discipline, thought, and communication. Increasing civic awareness through activities such as courses, lectures, webinars, and a strong public participation program can foster a more engaged citizenry.

LGC 2.4 Broad Community Representation

Strengthen the connection between city residents and city government by maintaining geographic diversity, cultural variety, and a wide range of community philosophies on boards and commissions.

LGC 2.5 Boards and Commissions

Recognize the credibility and value of City of Spokane boards and commissions by emphasizing the value of recommendations that are forwarded to decision-making bodies.

LGC 3 PLANNING THROUGH NEIGHBORHOOD COUNCILS

Goal: Utilize the neighborhood councils and the Community Assembly as a way for the public to participate in planning activities and bring proposals through the City Plan Commission to the City Council.

Policies

LGC 3.1 Forum for Citizens

Use neighborhood councils as one of many forums for citizens to bring issues and/or problems to the City of Spokane for debate and to express their preferences for resolution.

LGC 3.2 Roles, Relationships, and Responsibilities

Maintain the role, relationship, and responsibility of the neighborhood councils relative to City of Spokane activities as expressed in the City of Spokane Charter.



LGC 3.3 Collaboration and Problem Solving

Create opportunities that foster successful collaboration among the neighborhoods.

Discussion: It is important to establish structure and ground rules for public discussion of planning issues and other topics. Neighborhoods must collaborate in pursuit of the common good and avoid the pursuit of a particular interest to the detriment of other neighborhoods or the city at large.

LGC 4 CITIZEN AND GOVERNMENT COMMUNICATION

Goal: Maintain open two-way communication between the city and its citizens through a variety of avenues.

Policies

LGC 4.1 Dissemination of Public Information

Use city cable television, websites, email, and other current technologies for dissemination of information on city and neighborhood activities.

LGC 4.2 Respect for Service Customers

Treat all citizens with respect in order to reinforce public trust.

Discussion: Since citizens are the customers of city services, city employees who have contact with the public must be periodically trained in customer service techniques. One of the primary ways to increase trust is by officials and staff s demonstrating respect for public opinion, valuing the involvement of all citizens in governmental decision processes, and treating all citizens as equals.

LGC 5 YOUTH CITIZENSHIP

Goal: Value youth citizenship as the foundation of the community's future and ensure that young citizens are informed about the community, invited into community-building processes, and given the opportunity to contribute their insights and diversity into community dialogue.

Policies

LGC 5.1 Youth Participation

Support and promote participation strategies that provide opportunities for young people to engage in decision-making.



LGC 5.2 Young People as Citizens

Share community resources, including public space and facilities, with young citizens.

LGC 5.3 Strategic Networking

Create effective advocacy in the interests of young people by building and maintaining alliances with a broad range of human resources, community interests, local government and the private sector.

LGC 6 RESPONSIVE CITY GOVERNMENT

Goal: Increase public confidence in the city's responsiveness to the pursuit of community values through the day-to-day administration of land use and development codes.

Policies

LGC 6.1 Enforcement of Land Use and Development Codes

Utilize a violation-driven code enforcement system rather than a complaint-driven system to achieve compliance with land use and development codes.

Discussion: One of the fundamental principles of effective governance is to ensure responsiveness to the needs of citizens. Through the planning process, citizens express their desired quality of life and the features of the physical, social, and economic environments that characterize that quality of life. Land use and development codes are governmental tools to achieve those features. When violations of these codes occur, quality of life is damaged.



Central City Line Strategic Overlay Plan
BRIEFING PAPER
Spokane City Plan Commission
June 22, 2016

Subject

Central City Line Strategic Overlay Plan

Background

As part of ongoing planning for the Central City Line (CCL), the City of Spokane and Spokane Transit Authority have developed a draft Strategic Overlay Plan to identify transit-supportive economic development opportunities and land use policy changes. This plan recommends policies and actions that will advance Spokane's vision for community vitality along the CCL corridor—and the comfortable, quiet, environmentally-sensitive public transportation that supports that vision.

Impact

The plan will include recommendations for the City of Spokane STA and others to consider to support transit compatible development and help increase the project's competitiveness for federal funding.

Action

The Plan Commission will have a workshop on the draft plan on June 22, followed by a public hearing on July 13. The hearing will provide the opportunity for the Plan Commission to consider public testimony on the draft plan before forwarding a recommendation to the City Council.

CENTRAL CITY LINE

Strategic Overlay Plan



ACKNOWLEDGMENTS

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INTRODUCTION

The Central City Line (CCL) is a proposed high performance bus transit corridor in central Spokane. Operated by the Spokane Transit Authority (STA), the new line will offer frequent (as often as every 6 minutes) service provided by a modern electric bus. The CCL will connect Browne's Addition to Spokane Community College through downtown Spokane, the University District, Logan and the Chief Garry neighborhoods. Linking downtown, world-class university campuses, and the cultural and employment center of the greater Spokane region, the CCL will tie together neighborhoods, shopping centers, businesses, and cultural and educational institutions with premium transit service.



In recent years, downtown Spokane has seen significant revitalization. Several major hotels have been built or refurbished to serve an expanding number of visitors to the city, many drawn by events hosted at the Spokane Convention Center. An array of new restaurants and businesses have opened downtown, especially along Main Avenue. A major effort is underway to redevelop Riverfront Park and the World's Fair site, integrating it more closely into the revitalizing heart of downtown.

At the same time, the University District is seeing rapid growth and redevelopment in its own right. The major university campuses (Washington State University, Gonzaga, Eastern Washington University, Whitworth and others) are expanding in the number of facilities and programs, and a new pedestrian bridge linking east downtown with the University District will help accomplish the District's future vision. Business leaders, University District leaders, and civic leaders in Spokane see enormous opportunity in linking these areas more closely—and drawing University District students, faculty and staff more easily into downtown to support businesses. The Avista Corporation, one of the largest employers in Spokane, is headquartered near the alignment, just to the northeast of the University District.

The two ends of the CCL corridor are also poised for positive change. At the west end, stately buildings in Browne's Addition are being renovated and a small business district at Maple and Cannon is thriving. To the east, Spokane Community College is expanding and the Chief Garry Park neighborhood is looking to expand several neighborhood commercial nodes and safe travel along Mission Avenue running through the neighborhood.

The CCL is intended to support, enhance and accelerate these conditions. Planning for the line began in the early 2000s, and the Locally Preferred Alternative (LPA) was approved in July of 2011 and updated in April of 2016. Preliminary engineering is underway in preparation to submit a request for Federal Transit Administration (FTA) Small Starts funding to support final engineering and construction of the project.

This Strategic Overlay Plan is a separate but complementary planning process to overall CCL project development. It identifies land use and economic development policies and actions that will boost transit-supported development and ridership throughout the corridor. The plan has been developed in partnership by STA and the City of Spokane with participation from stakeholder and the public at large. It is intended to help ensure the community's vision for its neighborhoods, downtown, and the University District is achieved.

This plan recommends policies and actions that will advance Spokane's vision for community vitality along the CCL corridor—and the comfortable, quiet, environmentally-sensitive public transportation that supports that vision.

The CCL will bring frequent, high performance transit to central Spokane, spurring economic growth and development.



The Strategic Overlay Plan also identifies land use, economic development, and transportation policies and actions that encourage transit-supported development, walkability, and affordable housing. Each of these ultimately contributes to future CCL success.

The plan contains recommendations and implementation actions that will be carried out by the City of Spokane, STA, and other community partners.

The Strategic Overlay Plan is organized into the following four sections:

Corridor Context

This section describes the purpose of this Strategic Overlay Plan, vision for the CCL, existing conditions in the CCL corridor, and how plan recommendations will be implemented.

Land Use and Economic Development Strategies

This section contains recommended policies, strategies, and actions for the CCL corridor related to land use and economic development.

Affordable Housing Strategies

This section describes strategies for preserving and enhancing affordable housing options in the corridor.

Transportation Strategies

This section contains recommended policies, strategies, and actions for the CCL corridor related to cycling, walking, and parking.

Strategic Action Plan

The section describes “next steps” for plan recommendations and describes the timeline for implementation.

CORRIDOR CONTEXT

THE CENTRAL CITY LINE

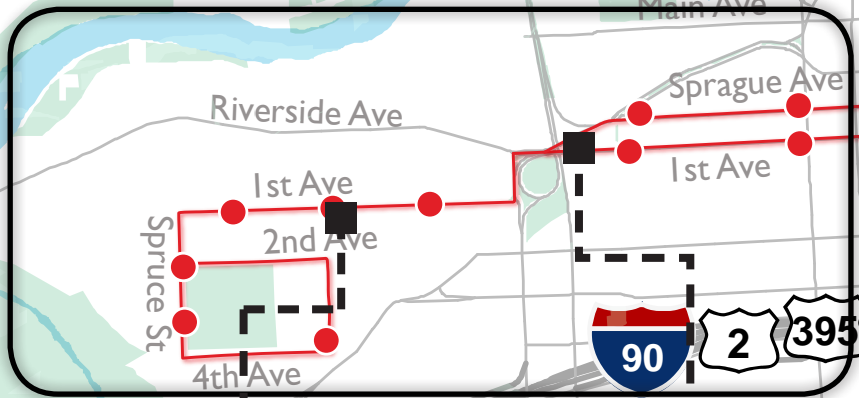
The CCL is a 6-mile high capacity transit route connecting the historic Browne’s Addition neighborhood to Spokane Community College by way of downtown Spokane, the University District, and the Logan and Chief Garry Park neighborhoods. The CCL will feature a modern, specially branded electric bus that is anticipated to provide nearly one million rides per year. The new buses will hold more riders and provide more frequent service (including nights and weekends), and the line will include amenities that will make riding the bus easier— such as pre-board ticketing, level boarding at stops, and improved stations with real-time signage and wayfinding. The project meets the Federal Transit Administration’s definition of corridor-based bus rapid transit.

The CCL concept has been under development for nearly 15 years, emerging from earlier studies that revealed a need for enhanced transit service in the corridor. With funding from local, state, and federal sources, the CCL is expected to open in 2020.

CENTRAL CITY LINE

The Central City Line will bring high performance transit to downtown Spokane, connecting major universities, jobs, cultural institutions, and close-in neighborhoods. The Strategic Overlay Plan development process considered the entire corridor, but took a closer look at three focus areas: Browne's Addition neighborhood, the University District, and the Chief Garry Park neighborhood. These focus areas represent the greatest opportunities for positive change in the corridor. Many of the strategies contained in the Strategic Overlay Plan address key issues in these three areas.

BROWNE'S ADDITION / WEST DOWNTOWN FOCUS AREA



BROWNE'S ADDITION



Diverse, historic neighborhood featuring Coeur d'Alene park

WEST DOWNTOWN



Redeveloping end of downtown close to services and amenities

DOWNTOWN



The commercial, cultural, and employment center of the greater Spokane region



The CCL represents the first of several high performance transit corridor investments that STA plans to make in Spokane and the surrounding region.

Investments like the CCL offer a range of direct and indirect benefits to communities, including:

- **Frequent, easy-to-use transit serving key destinations**—The CCL will connect the heart of Spokane, providing easy access to neighborhoods to the west and east, downtown, the Spokane Convention Center, Riverfront Park, the University District, and Spokane Community College.
- **Shorter travel times, less traffic congestion and less parking**—By providing service that is efficient, frequent and reliable, the CCL will enable riders to leave their cars at home for certain trips. This can reduce the number of people driving downtown and to the University District, easing traffic congestion and freeing up land for redevelopment that would otherwise be needed for parking.
- **Environmental stewardship**—The CCL will be a quiet, all-electric, battery-operated bus. The vehicle itself will produce no emissions.
- **Economic development**—Transportation projects like the CCL often spur new development and investment in surrounding areas. A recent economic analysis of the project estimated that the CCL could increase land and development value by \$175 million over 20 years.
- **Contribute to a vibrant, walkable downtown and neighborhoods**—Good transit depends on a good walking environment; most people access transit on foot. The CCL will support walkability in the corridor, as well as other investments needed to make the walking environment safer and more inviting for all.

STA and the City of Spokane held open houses to gather feedback and ideas and hear from the community around the CCL.



PLAN PURPOSE AND OBJECTIVES

This Strategic Overlay Plan supports the CCL—and, in turn, the community's vision for Spokane—by recommending key policies, strategies, and actions that advance the benefits described above. STA and the City of Spokane worked in partnership to develop the plan, with feedback and support from other partners including the Downtown Spokane Partnership, Spokane University District, and the Spokane Housing Authority.

This Strategic Overlay Plan builds on previous and current planning efforts in the City of Spokane. It contains recommendations that support Spokane Comprehensive Plan goals, including the vision articulated for downtown and the University District, as well as university campus plans.

It builds upon recommendations in the 2015 Pedestrian Master Plan, among other current and past planning efforts in the city. This plan does not supplant these or other plans, but is intended to complement them with corridor-specific recommendations that consider the existing planning context.

STA and the City of Spokane developed this plan with input from the community throughout the corridor. The project team performed an initial “opportunity analysis” (Appendix A) to understand existing plans and policies, and areas where changes might be desired. Draft policy ideas were then developed and discussed with the public at several events. Open houses were held in the Chief Garry Park neighborhood, Browne’s Addition neighborhood, and the University District. STA also hosted two online surveys to gather input on the plan. At the open houses, attendees provided feedback on what recommendations might be most appropriate and beneficial for their neighborhood, and gave input on key concerns that should be addressed. See Appendix B for a summary of public feedback that informed plan development.

CENTRAL CITY LINE CORRIDOR: EXISTING CONDITIONS

The CCL runs through the heart of Spokane, starting in Browne’s Addition in the west, then through downtown and east to its terminus at Spokane Community College. This section provides a snapshot of the corridor as it exists today to provide context for the recommendations contained in following sections of the plan.

Browne’s Addition

The historic Browne’s Addition neighborhood is a diverse mixture of Victorian homes, early twentieth century apartment buildings, and newer low-rise apartments. Coeur d’Alene Park (Spokane’s first public park), along with several neighborhood restaurants and businesses near the intersection of Pacific Avenue and Cannon Street, comprise the heart of the neighborhood. The CCL will have several stops in the neighborhood along Spruce Street and Pacific Avenue.

Land use in the neighborhood is a mix of single-family homes and apartment buildings, with retail and services at the intersection of Pacific Avenue and Cannon Street and in the southeast corner of the neighborhood near Sunset Boulevard.

Downtown

Home to 2,300 businesses, 25,000 workers, restaurants, public art, Riverfront Park, and the Spokane Convention Center, downtown Spokane is the commercial and cultural center of the greater Spokane region. Several STA transit routes converge in downtown at the STA Plaza at Riverside Avenue and Wall Street. The CCL will run along Riverside Avenue and Main Avenue in downtown.



Zoning and land use policies generally permit a wide variety of uses and buildings in downtown. Existing plans (including Fast Forward Spokane and recent plans for the East Sprague Corridor) call for increased development, infrastructure improvements, and more people living, working, and playing in downtown.



University District and East Downtown

The University District encompasses the major university campuses near downtown, including the Spokane campuses of Washington State University, University of Washington, Eastern Washington University and Whitworth University, as well as Gonzaga University. Thousands of students attend these campuses, which have steadily expanded their programs and infrastructure to accommodate more students in recent years. The CCL will run through the heart of the University District along Spokane Falls Boulevard and Cincinnati Street, turning east onto Mission Avenue near the headquarters of the Avista Corporation at Perry Street.

Spokane leaders envision east downtown as a revitalized housing and services area that complements the University District to the north and east. Construction of a new University District Gateway Bridge connecting east downtown to the University District will help achieve that vision. Dedicated to pedestrians and bicycles, the bridge will be a visually striking landmark. It will re-connect neighborhoods on both sides of the freight rail tracks, providing a safe and direct active transportation connection into the University District.

Zoning and land use policy generally allow a wide variety of uses in the University District and east downtown.

Chief Garry Park Neighborhood and Mission Avenue

The Chief Garry Park neighborhood is characterized by single family homes, with a few neighborhood businesses located at the intersection of Napa Street and Mission Avenue, and additional retail and commercial activity further east on Mission Avenue near Spokane Community College. Chief Garry Park is a popular neighborhood park near the center of the neighborhood. Zoning in the neighborhood is primarily single-family residential.



LAND USE AND ECONOMIC DEVELOPMENT STRATEGIES

Although land use along the CCL corridor is already conducive to high-performance transit, this Strategic Overlay Plan includes new policies, strategies and actions (detailed below) to enhance walkability and encourage appropriate, context-sensitive development at key locations along the corridor. These actions have been developed after a comprehensive review of existing plans and policies, and discussions with stakeholders. They are designed to increase transit ridership in the corridor and support successful implementation of the CCL.

Strategy LU.1: Adopt new Comprehensive Plan policies to encourage transit-supported development through regulations and incentives.

The City of Spokane's Comprehensive Plan contains many policies supporting transit, mixed-use development, and multi-family housing in downtown and other areas. However, the Comprehensive Plan does not currently contain a policy encouraging transit-supported development; a new policy would provide long-range planning context for other zoning changes, development standards, and incentives that could be enacted through the municipal code or other city functions.

New policy in the Land Use chapter, Section 4, Transportation, could read as follows:

Encourage transit-supported development, including a mix of employment, residential, and commercial uses, adjacent to high-performance transit corridors and other transit corridors with service of at least every 15 minutes during weekdays.

Discussion: People are more likely to take transit to meet their everyday travel needs when transit service is frequent, at least every 15 minutes. Mixed-used development in these areas will enable less reliance on automobiles for travel, reduce parking needs, and support robust transit ridership. Land use regulations and incentives will encourage this type of development along high performance transit corridors.

Other policy language could be developed to support the goals and features of a transit overlay district, described next.

A study completed in late 2014 analyzed the potential economic benefits of the CCL and found the following:

- Land values in the corridor could increase by about \$45 million.
- Greater density of development could be encouraged.
- Development value could increase by about \$175 million.
- The CCL will likely support "transit-supported development," or urban, walkable development that complements transit.

From "Economic and Land Use Impacts of the Spokane Central City Line," ECONorthwest, 2014

Strategy LU.2: Develop and implement a high-performance transit overlay zone or district within the CCL corridor.

Overlay zones/districts modify the underlying zoning or land use plan to achieve certain goals. A transit overlay district can improve walkability, enhance neighborhood character, encourage a mix of different uses, and ensure urban-scale housing densities. In the CCL corridor, an overlay district can also be used to apply development incentives that reduce the cost of developing, making it more likely for a project to “pencil out” (meaning, to make sense financially). Rental rates in the corridor are relatively low, meaning new development is less likely to be financially feasible—incentives can help close the gap and make projects a reality.

An overlay zone could be developed for property within the entire CCL corridor or within a certain distance of specific stations. A major advantage of applying incentives and regulations through an overlay zone is that the provisions of the overlay can be enacted in other areas as STA’s high performance transit network expands in Spokane.

For each of the following provisions, new development should be required to meet the stricter standard between the overlay district and the underlying base zone; for example, if the overlay district specifies 10-foot minimum sidewalk widths, and the underlying base zone specifies 5-foot minimum sidewalk widths, the overlay district standard would prevail.

Development incentives can help make new, walkable, urban development possible at key locations along the CCL corridor. Kendall Yards, a new mixed-use development just west of the Spokane River, is an example of the kind of development that benefits from high performance transit.



BROWNE'S ADDITION AND WEST DOWNTOWN

As one of Spokane's oldest and most diverse neighborhoods, Browne's Addition is a unique community west of downtown Spokane. The neighborhood is characterized by a mix of turn-of-the-century Victorian homes, mid-century apartments, and a variety of housing types. The neighborhood is primarily residential, featuring a small but vibrant commercial node in the center of the neighborhood. Browne's Addition residents appreciate being able to meet most of their daily needs within a short walk or bus ride—a large grocery store is close by, and Coeur d'Alene Park provides opportunities for recreation and respite. The neighborhood is also home to one of Spokane's important cultural institutions, the Northwest Museum of Art and Culture. The CCL will help connect these neighborhood destinations, while also linking to downtown and the university campuses where many Browne's Addition residents attend classes.

Browne's Addition is unique—residents have a strong desire to maintain and enhance the existing character of the neighborhood. However, a few code and policy changes are proposed in the Strategic Overlay Plan, such as design standards to help ensure that new development complements the historic character of the neighborhood while promoting walkability and the use of transit. Other strategies—such as allowing higher building heights or more residential units—could help address community concerns over long-term neighborhood affordability.



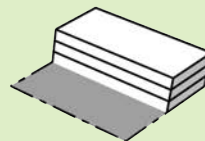
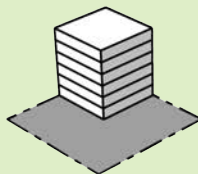
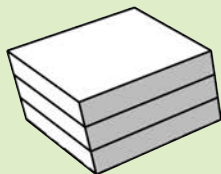
The overlay district could contain the following provisions:

Development incentives

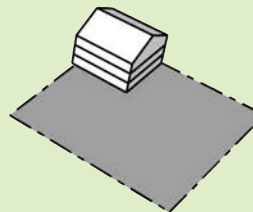
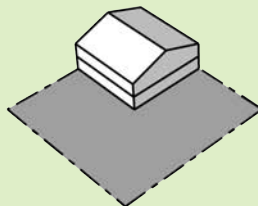
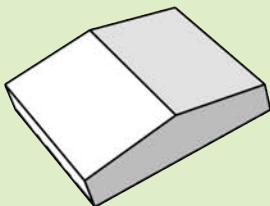
Incentives would allow developers to construct taller buildings or add additional housing units in exchange for providing amenities, like enhanced streetscape features (e.g., plazas, additional seating, special paving) or in exchange for dedicating a certain amount of the structure to affordable housing. The City of Spokane currently has bonus provisions like this in the municipal code; for example, in downtown, building height bonuses are allowed (Spokane Municipal Code [SMC] 17C.124.220) in exchange for providing a variety of features such as streetscape enhancements, alley enhancements, bicycle commuting facilities, and others. These incentives could make development more likely to “pencil out,” while achieving other goals for the urban environment. For the overlay district, two bonus provisions are appropriate (these provisions are most relevant to areas outside of existing downtown zoning, which currently has similar provisions):

- *Building heights and floor area ratio (FAR)*—In exchange for providing certain amenities, building heights could be increased up to 55 feet (outside of downtown and other zones where the base zoning allows for taller buildings than this). Additional FAR could be allowed as well, up to a 50 percent increase over the underlying maximum FAR, for example.
- *Housing units*—In combination with the provision above, increases in maximum housing density as appropriate could be allowed in exchange for certain amenities. For example, up to a 50 percent increase in permitted density could be allowed. The bonus amount would vary by context area along the corridor (different bonuses could be permitted in single family versus multi-family zones, for example).

FAR 3.0



FAR 1.0



Floor Area Ratio (FAR) helps determine the size and intensity of development on a site. FAR of 1.0 means a one story building could be constructed on the entire site, or a two story building on 50% of the site.



Both of these bonus provisions should be allowed in exchange for developer-provided amenities or items:

- *Affordable housing*—Guaranteeing that a certain amount of workforce housing for those at or below 120 percent of median household income or by providing legally-binding affordable housing units available for those at or below at least 80 percent of median household income, with additional bonus provided for units at 50 percent and 30 percent of median household income.
- *Off-street parking*—Although the overlay district would have reduced parking requirements, developers that construct off-street parking could receive the bonuses in exchange for providing structured parking.
- *Streetscape and pedestrian environment amenities*—Amenities like seating, trees, lighting, landscaping, or plaza and/or open space in addition to that required by underlying zoning could be eligible for bonuses.
- *Transportation demand management (TDM)*—Secure bicycle parking in excess of that required by underlying zoning or bicycle commuting facilities, like showers and changing spaces, should be eligible for bonuses. Other actions, like creating a site-specific TDM plan for reducing single-occupant vehicle trips or dedicated programs like providing a stipend to residents or employees for transit passes or bicycle commuting expenses should be eligible for bonuses as well.

Buildings with parking in front adjacent to the street (left image) detract from urban streetscapes and make it less comfortable for pedestrians. When buildings are situated against the street (right image) it makes for an inviting streetscape and more comfortable pedestrian conditions.

Spokane's Multifamily Housing Property Tax Exemption Program (SMC 08.15) could also be extended to specific areas within the CCL corridor as part of the overlay district. Under this program, some residential development projects could receive 8 or 12 years of exemption from property taxes (12 years of exemption requires that the applicant provide at least 20 percent of the projects housing as affordable units). This program can lower the cost of development and make it more financially feasible. This tax exemption is most effective as an incentive when it is limited in coverage; it should be narrowly focused in the corridor at specific station areas.

Enhanced design measures

The overlay district should contain design measures that ensure a walkable, attractive urban environment. Design factors include the following features:

- *“Build-to” lines*—This code provision should require construction of new buildings at or very near the right-of-way boundary to ensure that the building “faces the street.” Buildings constructed at the back of lots with parking lots fronting the street detract from the streetscape, decrease walkability, encourage auto trips, and can detract from the character of urban places.
- *Building entrances and ground-floor windows*—Ground-floor uses should be required to have entrances that are oriented toward streets or other public spaces. Additionally, the ground-floor levels of commercial buildings should be required to have windows, display windows, or other features of interest; for example, 50 percent of the linear ground-floor frontage of buildings could be required to have these features.
- *Pedestrian-oriented buildings*—New construction should be required to be designed with priority consideration for pedestrian access and direct connections to transit stops, as well as pedestrian-scale features and amenities.

TRANSIT OVERLAY ZONING AND DISTRICTS

Overlay zoning or districts are common tools used by jurisdictions that modify certain requirements of the underlying “base” zone to achieve certain goals. Transit overlay districts have been employed by many cities across the country to encourage a walkable, mixed-use, urban environment near transit. Some example cities include the following:

Vancouver, WA—Vancouver enacted a tiered overlay district along some transit corridors in the city. Depending on how close property is to a transit station, different incentives, permitted land uses, and regulations apply. The overlay code generally allows more housing density and development bonuses in exchange for certain amenities, like constructing quality pedestrian facilities.

Everett, WA—The overlay code enacted by the City of Everett requires more robust development and design standards to improve walkability and support transit adjacent to the Swift bus rapid transit system. The code also allows for additional housing units in exchange for certain developer actions, like including parking in an underground parking garage as opposed to in surface lots.



Streetscape standards

Although some base zones in the CCL corridor include robust streetscape standards for new development (as in downtown), the overlay district should include uniform streetscape standards that support walkability and pedestrian comfort. A safe, pleasant streetscape supports walking, in turn supporting access to transit. Streetscape standards should address the following items:

- *Standard minimum sidewalk widths*—Presently, the municipal code calls for a range of minimum sidewalk widths, depending on the underlying base zone. The overlay district should prescribe minimum sidewalk widths for new development (for example, 10 feet minimum width in commercial areas and 6 feet wide in residential areas with a 6 foot planting buffer) on all transit streets.
- *Landscaping and street trees*—Although landscaping and street trees are required by base zoning in much of the corridor, the overlay district should require additional street trees and landscaping to separate the pedestrian zone from the roadway, for all new development on transit streets.
- *Other amenities*—Street furniture, lighting, and street design materials are other considerations that could be addressed by the overlay district. These items could also be included as part of the development incentives described above.



A potential Transit Overlay District could include greater height limits for development in certain areas of the corridor. Greater height limits allow for more residential units, or commercial and office space, and can help make development more financially viable. The image to the left illustrates what a building could look like in the Chief Garry neighborhood if height limits were raised to 55 feet.

UNIVERSITY DISTRICT

Spokane's University District and east downtown are active, well-used areas that are highly conducive to enhanced transit service and the redevelopment opportunities it can provide. Home to multiple universities and institutions, the University District is establishing itself as a vibrant "live/work/play" community for students and city residents alike. Nearby east downtown is characterized by underdeveloped parcels and multiple surface parking lots today—but the community envisions ever-tighter connections to the University District in the future, as development opportunities expand to the west and south.

Currently, zoning within and around the University District and east downtown neighborhood enables transit-supported development. Spokane municipal code encourages redevelopment of higher density residential and commercial uses. However, fine-tuning regulations and land use plans in the corridor—through the proposed transit overlay district (Strategy LU.2) and other means—could help the University District and east downtown areas achieve their redevelopment aspirations.

Additionally, developing an effective transportation demand management plan can reduce driving and the need for parking and can help to control development costs related to parking. Currently, a large amount of surface parking is available, and a new parking garage is planned to be constructed on the Washington State University campus.

As the location of multiple universities, the University District and east downtown area is intended to have a variety of land uses supporting the students, faculty, and staff who work and go to school in the area. There is broad community interest in fostering development and redevelopment throughout the University District, and the CCL and strategies proposed in the Strategic Overlay Plan can help achieve those goals.

Conceptual artist's rendering of potential University District redevelopment. The red line represents the CCL Line.



Credit: Maul Foster Alongi; Stephanie Bower

Tacoma, WA is one of many communities that has design standards for specific neighborhoods or historic districts. This image shows building scale design guidelines for the North Slope/Wedge Neighborhood. Design guidelines could be implemented in the Browne's Addition neighborhood that would apply to new development and maintain and enhance the historic character of the community.

SCALE

Goal: Relate the size and proportions of new buildings and their architectural elements to those of the neighborhood.

Guideline: Building facades should be of a scale compatible with surrounding buildings and maintain a comparable setback from the property line to adjacent buildings, as permitted by applicable zoning regulations.



Parking

High-performance transit like the CCL allows people who live near transit stations or visit destinations close a stop to leave their cars behind—or, for some, not own a car at all. For this reason, less parking is typically needed for development next to frequent service transit. Reducing the amount of parking required with new development has the added benefit of reducing the amount of land devoted to parking, while also reducing the cost of development. Although downtown Spokane and part of the University District already have regulations that allow new development to be built without parking, other areas of the corridor, like the Chief Garry Park neighborhood, have parking minimums for some types of development. The overlay district should establish lower parking maximums, and parking minimums should be eliminated or reduced. Finally, the overlay district should specify permissible locations for new off-street parking, such as in the rear of buildings or abutting side streets.

Allowable uses

The overlay district could restrict or allow different uses than the underlying base zone. For example, auto-oriented uses like car washes, gas stations, and drive-thru restaurants could be prohibited from the overlay zone, while mixed-use development (e.g., retail and housing) could be expressly allowed. These regulations would help to ensure that transit-supported uses are prioritized near transit stations.

Strategy LU.3: Modify land use regulations in some areas of the CCL corridor to support new development and neighborhood goals.

Other targeted changes to land use regulations in the corridor may be appropriate to encourage walkable, mixed-use development and higher residential densities and ensure new development is context-sensitive. The following land use regulation changes should be explored in the future:

- Extend Form-Based Code zoning along Mission Avenue east of Hamilton Street in the Logan Neighborhood—The Form Based Code zone was enacted in 2015 by the City of Spokane to help guide development along Hamilton Street and support the “corridor and centers” goals of the Comprehensive Plan. Mission Avenue, just east of Hamilton Street, represents a promising area for potential expansion of this type of zoning.

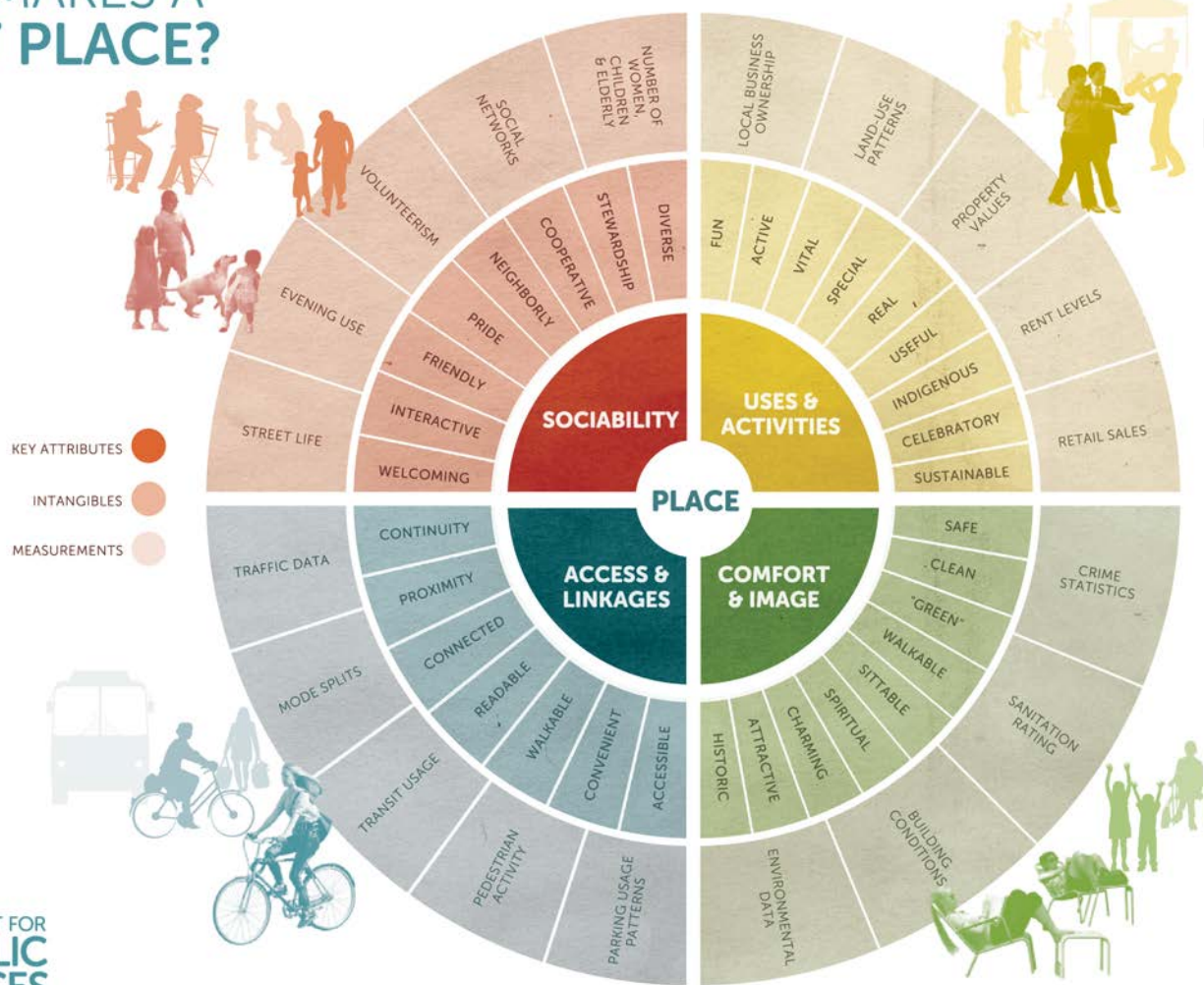
- Extend “centers and corridor” zoning—Cincinnati Street, immediately adjacent to Gonzaga University, would benefit from this zoning, in accordance with the land use goals of the Comprehensive Plan. This zoning would help encourage denser, mixed-use development conducive to high performance transit.
- Enhance design guidelines for Browne’s Addition—During public outreach, community members expressed a strong desire to maintain and enhance the character of the Browne’s Addition neighborhood. The City of Spokane could consider enhanced design guidelines that would apply to new or redevelopment in the neighborhood.
- Continue working to evaluate barriers to development—work with the Downtown Spokane Partnership and other stakeholders to identify barriers to development and look for effective solutions.

Strategy LU.4: Encourage placemaking strategies in downtown, the Chief Garry Park neighborhood, and other areas of the corridor.

“Placemaking” capitalizes on a neighborhood or community’s assets and potential to make public spaces vibrant, attractive, and active places—it strengthens the connection between people and places. It promotes use of public space by increasing community interest and in turn, building the character and quality of a place. The Downtown Spokane Partnership has implemented many placemaking projects and programs that have helped transform downtown Spokane. During public outreach, the Chief Garry Park neighborhood expressed a strong desire to strengthen their neighborhood’s identity and character. Enhanced placemaking strategies in these areas and others, enacted through partner organizations and the City of Spokane, could include:

- Fostering multi-use public spaces—Riverfront Park is already one such public space in downtown; Chief Garry Park could be promoted similarly.
- Local business marketing—marketing can bring make residents and visitors aware of local business offerings and increase business.
- Encourage events, large and small—events attract both residents and visitors, contributing to the local economy.
- Encourage built environment design features that enhance places—features like landscaping, seating, public art, upgraded building facades, and awnings.

WHAT MAKES A GREAT PLACE?



PLACEMAKING

The Project for Public Spaces, an organization dedicated to fostering 'placemaking', developed a figure illustrating the key elements of placemaking. Many of these elements are already in place through the work of the City of Spokane and the Downtown Spokane Partnership, but others could be implemented to enhance placemaking in the CCL corridor.

Strategy LU.5: Support incremental density increases in the Chief Garry Park neighborhood by encouraging accessory-dwelling units and other infill; seek additional input to identify station areas on Mission Avenue where it would be appropriate to modify zoning for increased residential development.

The Chief Garry Park neighborhood is characterized by single-family homes, with most businesses located at the east end of the neighborhood. The neighborhood is currently very affordable, and residents express a strong desire to maintain the neighborhood's affordability in the long term. The median income in the neighborhood (\$32,000 in 2014) is lower than the Spokane County average (\$50,000 in 2014), meaning housing affordability is an important issue in the neighborhood. Although rents and property prices are currently affordable, as Spokane continues to grow in general and along the CCL corridor, pressure on housing prices is likely to increase in the future.

Exploring the rezone of targeted locations within the CCL corridor to allow higher residential densities would allow more people to live close to the CCL. More housing in the neighborhood, in turn, will help ensure that the housing supply in does not become constrained.

ECONOMIC DEVELOPMENT STRATEGIES

Transit improvements like the CCL tend to make streets more desirable for new development. People want to live and work near high performance transit, as it reduces travel times, makes it easier to meet daily transportation needs, and reduces transportation costs. The Economic Benefits of the CCL (EcoNW, 2014) study estimated that the CCL will generate tens of millions of dollars of investment and increased property values. These benefits can be enhanced with help from the public and private community partners. Today,

The Downtown Association in Oregon City, Oregon has worked to garner developer and businesses interest in downtown, especially after the recession closed a number of storefronts. The Downtown Association worked with the owners of two opportunity sites—the Busch Building and Multnomah Lodge—to develop a redevelopment concept and a financially feasible program for the site. The development concept and financial analysis helped to increase developer interest in the sites. One of the locations was subsequently redeveloped.

A new restaurant occupies one corner of the Busch Building, a renovated historic building in Oregon City Oregon.



there are a number of opportunities that exist in the corridor which could be capitalized on to realize new development in the corridor. The following strategies and actions will support economic development in the CCL corridor, fostering new housing, commercial, and office development in locations desired by the community and existing plans.

Strategy E.1 Champion an opportunity site by funding and releasing a request for proposal for concept-level design work and financial analysis.

While the CCL corridor has seen a number of new residential, hotel, commercial, and other projects in recent years, developing new projects in areas of the corridor (especially residential projects) is still challenging due to low prevailing rents, which decrease financial feasibility. However, with property values increasing post-recession, and the benefits of the CCL making property more attractive within the corridor, rents are likely to continue to rise to the point where projects make good financial sense. However, in the meantime, when rents may be marginally supportive of development, or the market has not been “proven” yet, communities can take other actions to help spur desired development in their community

The University District, Downtown Spokane Partnership, or other community partner could develop a conceptual site plan or drawing for a key opportunity site in the corridor, accompanied by basic financial analysis to show how such a project would be financially feasible. Financial analysis may show that a development concept is not currently feasible, but is still valuable for understanding how large the gap is and what measures could be taken to close the financial gap. Creating a conceptual site plan could increase interest the site, allow the community to express a preferred vision, and increase the likelihood that development will occur.

“For a lively and prosperous downtown, it’s important to have people living and working [in] downtown...” – Public Comment

Strategy E.2 Explore joint development opportunities by identifying possible opportunities for co-locating housing and commercial uses with transit.

Joint development opportunities can enhance the effectiveness of the project (e.g., increasing ridership or improving transit access and/or mobility). Joint development—where public agencies partner with the private sector to deliver new development at or near major transit stops and stations—has been explored or accomplished by many public agencies across the country, including King County Metro in Washington. With joint development, public agencies work with a private developer to create a project on publicly owned land that usually includes transit elements, like a bus station or park-and-ride, and housing and commercial uses co-located at the site.

Joint development benefits public agencies by providing a revenue stream, supporting transit ridership, and allowing for a much greater level of public influence in the new development. Private developers benefit from the accessibility of the transit station for potential tenants and reduced need for parking facilities.

AFFORDABLE HOUSING STRATEGIES

Transit investments like the CCL can spur economic development, attracting more residents, businesses, and employers to locate near the corridor. The type of development that occurs adjacent to high-performance transit is also typically dense and walkable, meaning many residents and visitors can reach destinations without a car. These benefits typically bring increasing property values and in turn, increased housing costs, which can erode affordable housing in the corridor. Lower income households and those without access to automobiles use transit at higher rates than others and have the greatest need for affordable transportation options.

Presently, housing is generally affordable in the CCL corridor. For the purposes of this plan, “affordable” housing is that which is affordable to households earning less than 50% of area median income. Although prices have increased slightly in the downtown area since the end of the great recession, they remain affordable along the entire corridor. National affordable housing studies have shown that preserving affordable housing before rental prices begin to increase is an essential strategy to ensuring long-term affordability. This section details recommendations for the City of Spokane and regional housing partners for preserving and enhancing affordable housing throughout the corridor. These can help ensure that a healthy mix of housing available to households with range of incomes continues to thrive within the corridor.

The City of Portland adopted a “no net loss” affordable housing policy in 2001 for the central city (downtown). In the early 2000s, the central city was experiencing increased redevelopment, which has continued to this day. The central city is home to a significant share of affordable housing in Portland, and the City Commission adopted this policy in recognition of the growing conversion vulnerability of affordable housing to higher priced units. The policy also directed the City to establish a plan for preserving and developing more affordable housing in downtown. The City’s efforts have been a success—thousands of housing units have been constructed in the downtown in recent years, with around 25 percent of all units in the north end of the central city built as affordable housing.

RESOLUTION NO.

36021

Adopt a No Net Loss policy for affordable housing in the Central City, and state Council intention to seek the financial resources and/or regulatory tools adequate for the creation, preservation and rehabilitation of affordable housing in the Central City and throughout the metropolitan Portland area. (Resolution)

CHIEF GARRY PARK NEIGHBORHOOD



Rendering of potential future development adjacent to the CCL in the Chief Garry Park neighborhood

Source: IBI Group

The Chief Garry Park neighborhood lies along either side of Mission Avenue in the eastern part of the CCL corridor, with Chief Garry Park serving as a focal point in the community. The neighborhood is characterized by single-family residences and is one of the most accessible neighborhoods to downtown. Mission Avenue represents one of the greatest opportunities for transit-supported development in the Central City Line corridor, with interest from the community in potentially expanding neighborhood commercial development. The community would like to see the neighborhood remain affordable. Future planning efforts could explore possible new nodes of transit-oriented multi-family housing near stations to help maintain neighborhood affordability and complement the CCL. Other strategies—like pedestrian improvements detailed in the Land Use section of this plan—will increase safety and walkability, another key interest of the community.

These changes would strengthen a sense of neighborhood identity and, ultimately, increase CCL ridership. Incentives and regulations proposed as part of the transit overlay district can help make these changes a reality in the neighborhood. Transit-supported land use changes coupled with development incentives could activate the market for new housing along Mission Avenue and for mixed-use commercial at key nodes. Small areas of existing commercial zoning along Mission Avenue (including Mission Avenue and Napa Street) present prime opportunities for new development.

Strategy AH.1 Develop an affordable housing monitoring program to keep track of the supply of affordable housing in the corridor to facilitate a proactive response if rents begin to rise.

A monitoring program can keep the city and housing partners apprised of the status of affordable housing and rents in the corridor and alert partners to issues. Monitoring programs can take many forms, but typically include a regular assessment of the number of housing units in a given area, rents for those units, and associated trends in the number of units or levels of affordability. A monitoring program does not accomplish retention of affordable housing in and of itself, but can allow for a proactive response from government and housing partners if decreases in affordability occur.

Strategy AH.2. Adopt a “no net loss” affordable housing policy for the corridor or downtown.

This policy can apply to legally binding affordable housing units in the corridor or to other affordable housing units as well. This policy would establish a clear affordable housing retention goal for the CCL corridor and help guide efforts to preserve or construct new affordable housing. “No net loss” can be defined as no net loss of the current number, type, and affordability levels of housing units that are home to people who have median incomes at or below certain thresholds, such as 30 percent and 60 percent, of area median income within the corridor.

Strategy AH.3 Develop an approach to preserving and creating affordable housing within the corridor.

The City of Spokane, in partnership with others, enacts the Consolidated Plan for Community Development (required of communities in order to receive federal Housing and Urban Development [HUD] funding), which describes current market conditions and areas where funds should be invested to enhance housing and economic development in the city. These plans, and the actions of both agencies, can be augmented in future years to respond to any future decreases in housing affordability in the corridor. Recognizing that strategies AH.1 and AH.2 cannot prevent the erosion of affordable housing by themselves is important. By incorporating a multipronged strategy to preserve and develop new affordable housing into existing affordable housing planning efforts, the City, and regional housing partners can proactively respond to increasing property values and decreased housing affordability if they occur in the corridor. This approach should focus on legally binding affordable housing, which provides certainty around affordability in the long term. The approach could include the following elements:

- Ensuring the availability of affordable units for low-income and very low-income individuals.
- “Land banking,” or purchasing vacant parcels for future affordable housing development or purchasing existing multifamily buildings for retention as affordable housing.
- Ensuring that new affordable housing units are developed within the same market as those that were converted.
- Enacting incentives that result in new affordable housing with development (see Strategy LU.1).
- Providing services to relocate tenants to affordable housing if units are converted to other uses.

TRANSPORTATION STRATEGIES

Strategy T.1 Identify pedestrian barriers and connection opportunities in the corridor, and apply best practices from the 2015 Pedestrian Master Plan to address deficiencies.

While sidewalks are present on nearly all streets in the corridor, pedestrian conditions still vary widely, as detailed by the 2015 Pedestrian Master Plan. Most transit riders start as pedestrians, meaning safe, comfortable, and accessible walking facilities are essential to making transit work for riders. The City and STA can identify gaps and barriers—like deficient sidewalk ramps, missing or heavily damaged sections of sidewalk, and others—that could be remedied to improve the pedestrian experience in the corridor. This strategy would build on the Pedestrian Master Plan, and could potentially represent an early action as part of that plan. The following are specific pedestrian issues that should be addressed:

- *Upgrading sidewalk curb ramps where needed to ensure CCL stops are accessible to all*—Per federal requirements, the City of Spokane maintains an Americans with Disabilities Act Transition Plan that includes provisions for incrementally improving curb ramps to improve accessibility. Curb ramps identified for upgrades within or adjacent to the CCL corridor could be folded into this overall program.
- *Address pedestrian barriers in the vicinity of Maple Street, east of Browne's Addition*—This area of the corridor can be confusing for pedestrians to navigate. Improved crossings and clear pathways would improve pedestrian access here.
- *Improving pedestrian crossing on Mission Avenue*—These could include pedestrian refuge islands, rapid flashing beacons, and improved lighting. During outreach for the Strategic Overlay Plan, the Chief Garry Park neighborhood identified this issue as one of their primary concerns.
- *Consider connections to the local and regional trail system*—the existing Centennial Trail and others, like the North Spokane Corridor Children of the Sun Trail, are existing or planned within the CCL corridor. These trails present valuable bicycle and pedestrian connection opportunities for the CCL and should the connections between the trail and transit system should be carefully considered.
- *Downtown sidewalks*—the Pedestrian Master Plan identified downtown sidewalks as some of the most deficient in the city. Improving these will benefit those accessing the CCL and downtown as a whole.

"Targeted streetscaping can go a long way to spur development, and increase the desirability of a neighborhood."
– Public Comment

Strategy T.2 Encourage transportation demand management (TDM) best practices in the corridor.

TDM best practices include targets, strategies, and evaluation measures to reduce single-occupant vehicle miles driven and trips, resulting in benefits in terms of reduced need for parking, reduced costs for travelers, increased use of transit, cycling and walking, improved health, and reduced need for new auto and parking infrastructure. TDM measures are appropriate for all areas along the corridor, but the University District and downtown would be likely to realize the most benefits of implementing TDM practices, potentially through development of TDM plans.

TDM plans typically have a number of different elements like encouragement strategies, parking policies, and investments in new facilities and programs, such as bike parking and transit pass programs. The University District Master Plan (2004) recognizes the value of being located ideally to take advantage of multiple transportation options; a University District TDM plan would build upon the strategies outlined in the master plan. Downtown, with its thousands of employees, visitors, and increasing numbers of residents, would also benefit from implementation of a TDM plan.

Site- or district-specific TDM plans are typically very cost-effective, saving money for both businesses and institutions and employees, students, and customers. A relatively small investment in a TDM plan would help realize these benefits, while also encouraging ridership on the CCL.

A University District TDM Plan should include strategies that address the following elements:

- Shared parking arrangements between the universities to make best use of existing parking supplies.
- Expansion of transit pass programs to employees at the universities, in addition to “emergency rides home” for all pass holders.
- New residential development projects could be required to have transit pass programs and provide trip planning information to new residents.

ELEMENTS OF A TDM PLAN

TDM plans typically include a number of elements that work together to make walking, cycling, and transit easier for people to use while reducing the number of single-occupant vehicle trips and need for parking.





CROSSINGS

Crossings on Mission Avenue could be improved to increase pedestrian safety and comfort in the CCL corridor. This graphic shows a crossing with pedestrian-activated beacons and a concrete divider.

- Marketing and outreach strategies and materials, including programs that promote the CCL for commuting and other trips to and from the campuses; the CCL route is ideally situated to serve as a shuttle for students, visitors, and employees between the university campuses and amenities in downtown.
- Partnerships among Spokane Community College (SCC), the university campuses of the University District, and the Downtown Spokane Partnership to allow event parking at SCC, facilitated by introduction of the CCL.
- Facilities for bike commuting, including secure bike parking facilities, "fix it" stations, and changing stations.
- Carpooling and ride sharing programs and actions, including reserved parking for carpools and promotion of STA's CommuteFinderNW online ride matching tool.

Successfully creating and implementing a TDM plan will require coordination among many partners, including local businesses, the universities, the City of Spokane, the Public Facilities District (PFD), University District, and STA.

Strategy T.3 Develop, fund, and implement a local wayfinding plan that will complement the regional wayfinding project underway in the City of Spokane.

A wayfinding system defines a sense of place and directs pedestrians and motorists to their destination. In the Chief Garry Park neighborhood, for example, local wayfinding could direct pedestrians to the Centennial Trail, other riverfront trails, and pocket parks or plazas. Wayfinding can also improve access to transit. A local wayfinding plan would complement the larger regional wayfinding project currently underway by the City of Spokane and partners.

Strategy T.4 Implement a bike sharing program in the University District, Downtown, Browne's Addition and Kendall Yards.

Bike sharing allows travelers to make short distance trips by bike. Bike sharing complements transit by helping riders complete the first and last legs of their trip and also to run errands midday for those who commute to work by transit. Bike sharing can reduce intra-city traffic, calm vehicle speeds, and increase mobility for users. Bike sharing programs have been successfully implemented in many medium-sized cities like Spokane; in Eugene, Oregon, and Madison, Wisconsin, the major university campuses are the focal points of the bike sharing programs. The City of Spokane currently has a grant to explore bike share feasibility; the CCL should be considered as a key element that would help to make bike share a success in the city.

Strategy T.5 Explore a residential parking pass program in Browne's Addition and other areas along the corridor where on-street parking is at a premium now or becomes so in the future.

During public outreach, neighbors indicated that parking can sometimes be an issue in Browne's Addition neighborhood especially near the intersection of Pacific Avenue and Cannon Street and near multifamily developments in the neighborhood. A residential parking pass program, coupled with new time-limited on-street parking, could encourage turnover and ensure residents are given parking priority in the neighborhood. The City of Spokane presently has a residential parking program in place in downtown and is exploring expansion of the program to other areas of the city. While these programs have administrative costs, the benefits in terms of reduced need for off-street parking and better management of the existing parking supply can easily outweigh program costs.



WHAT IS BIKE SHARING?

Bike sharing is an increasingly popular program around the United States as well as globally, ideal for short-distance point-to-point trips. Customers pick up a bike at one self-service bike station and return it to any other station within the service area.

Bike sharing complements transit and is often seen as an extension of the transit system itself, allowing users to easily and inexpensively complete the first or last legs of their trip.

STRATEGIC ACTION PLAN

The strategies presented in the proceeding sections will be implemented by project partners, including the City of Spokane, the Downtown Spokane Partnership, University District, and others. The following Strategic Action Plan details the implementation steps that should be taken to enact each strategy, organized by actor and the timeframe for development. The timeframes are as follows:

- “Short” is 0 to 2 years
- “Medium” is 2 to 5 years
- “Long” is 5 years and longer

Most implementation actions below can be accomplished within the next 5 years; some strategies, such as those addressing affordable housing, ideally would be accomplished before the CCL begins operation. Affordable housing preservation is usually most achievable and possible in advance of major investments like the CCL. Several land use strategies and economic development strategies are also best implemented before the CCL begins operation; when implemented, they will support positive land use changes in the corridor that support community goals and also immediately support ridership on the CCL. Many actions will be implemented by several project partners, while others are exclusively or mostly accomplished by individual actors. For example, revisions to city policy and the municipal code primarily will be implemented by the City of Spokane, with assistance and input from STA or others.

The following tables describe implementation actions for each policy area.

LAND USE

Implementation Actions	Responsible Organization	Timeframe
LU.1 Adopt new Comprehensive Plan policies to encourage transit-supported development through regulations and incentives.		
Develop comprehensive plan language for inclusion in annual plan amendment process (2017)	Lead: • City of Spokane	Short
LU.2 Develop and implement a high-performance transit overlay zone or district within the CCL corridor.		
Determine geographic scope of the overlay district; consider elements (e.g., "density bonuses") that should be included	Lead: • City of Spokane	Short
Develop, review, and enact the overlay district ordinance	Lead: • City of Spokane	Medium
LU.3 Explore modifying land use regulations in some areas of the CCL corridor to support new development and neighborhood goals.		
Explore potential changes with residents during neighborhood planning in Browne's Addition and Chief Garry Park neighborhoods	Lead: • City of Spokane	Short
Discuss potential zoning changes with property owners along Cincinnati Street, including Gonzaga University	Lead: • City of Spokane	Short
Develop and adopt ordinance changes and/or comprehensive plan land use map amendments	Lead: • City of Spokane	Medium
LU.4 Encourage placemaking strategies in downtown, the Chief Garry Park neighborhood, and other areas of the corridor.		
Continue to evaluate placemaking strategies throughout the corridor	Lead: • City of Spokane Stakeholders: • Neighborhood Associations • Downtown Spokane Partnership	Medium

Implementation Actions	Responsible Organization	Timeframe
LU.5 Support incremental density increases in the Chief Garry Park neighborhood by encouraging accessory-dwelling units and other infill; seek additional input to identify station areas on Mission Avenue where it would be appropriate to modify zoning for increased residential development.		
Explore increased residential densities with the Chief Garry Park neighborhood during neighborhood planning processes	Lead: • City of Spokane	Short
Develop and adopt ordinance changes and/or comprehensive plan land use map amendments	Lead: • City of Spokane	Medium

ECONOMIC DEVELOPMENT

Implementation Actions	Responsible Organization	Timeframe
E.1 Champion an opportunity site by funding and releasing a request for proposal for concept-level design work and financial analysis.		
Work with willing property owners to establish a preferred development concept for an opportunity site(s)	Lead: • Downtown Spokane Partnership Stakeholders: • STA • University District	Short
Develop a request for proposal for concept visioning and financial analysis to demonstrate project feasibility	Lead: • Downtown Spokane Partnership Stakeholders: • STA • University District	Medium
E.2 Explore joint development opportunities by identifying possible opportunities for co-locating housing and commercial uses with transit.		
Identify potential project partners and property(s) that may be suitable joint development opportunities near a CCL station(s)	Lead: • STA • City of Spokane	Medium
Work to secure property and an agreement with developer for joint development near a CCL station	Lead: • STA • City of Spokane	Long

AFFORDABLE HOUSING

Implementation Actions	Responsible Organization	Timeframe
AH.1 Develop an affordable housing monitoring program to keep track of the supply of affordable housing in the corridor to facilitate a proactive response if rents begin to rise.		
Develop a simple affordable housing monitoring program for adoption by the City of Spokane	Lead: • City of Spokane Stakeholders: • Housing Partners	Short
Implement monitoring program (ideally at least once per year)	Lead: • City of Spokane Stakeholders: • Housing Partners	Medium
AH.2 Adopt a “no net loss” affordable housing policy for the corridor or downtown.		
Draft and adopt “no net loss” affordable housing policy for the corridor or downtown	Lead: • City of Spokane Stakeholders: • Housing Partners	Medium
AH.3 Develop an approach to preserving and creating affordable housing within the corridor.		
Incorporate strategies for proactively addressing decreased affordability in the corridor into the Consolidated Plan or other plan documents	Lead: • City of Spokane Stakeholders: • Housing Partners	Medium
Enact strategies and include projects in capital programming to address affordability issues, should they occur	Lead: • City of Spokane Stakeholders: • Spokane Housing Authority • Housing Partners	Long

TRANSPORTATION

Implementation Actions	Responsible Organization	Timeframe
T.1 Identify pedestrian barriers in the corridor, especially in the Chief Garry Park neighborhood, and apply best practices from the 2015 Pedestrian Master Plan to address deficiencies.		
Prioritize sidewalk and pedestrian access deficiencies in the corridor	Lead: • City of Spokane	Short
Incorporate deficiencies into the City of Spokane Capital Improvement Program (except for those addressed by CCL project construction)	Lead: • City of Spokane Stakeholders: • STA	Medium to Long

DEVELOPMENT OPPORTUNITY SITES



Property at Riverside Avenue and Division Street

Four parcels owned by the City of Spokane and one privately owned site are currently vacant and used for surface parking in the vicinity of Riverside and Division. This location, around the corner from new businesses on Main Avenue and ideally situated on the CCL corridor, could be a prime location for mixed-use, transit-supported development.



Public works property at corner of 1st Avenue and Adams Street

This property, owned by the City of Spokane, was purchased for a public works projects. The underground project is complete, and the lot could support new development.

Several sites in the CCL corridor are ideally situated to catalyze new development and redevelopment in the corridor. These sites could be the focus of the strategies detailed in this Strategic Overlay Plan. Because the financial factors that underpin new development are somewhat weak in the corridor today, focusing efforts and resources on a few locations may create the best opportunity for realizing new development that supports community values and the Central City Line.



Former Otis Hotel Redevelopment Opportunity

This former hotel building at 110 S. Madison Street has been vacant since 2007, but presents a great opportunity to be restored as multi-family housing and potentially commercial or retail uses on the ground floor.

Implementation Actions	Responsible Organization	Timeframe
T.2 Encourage transportation demand management (TDM) best practices in the corridor.		
Establish the participants, goals, and targets of a University District TDM plan, and seek funding for plan development from metropolitan planning organizations or other grant source	Lead: • University District Stakeholders: • Universities • Downtown Spokane Partnership • STA	Medium
Develop a TDM plan that contains context-appropriate policies and strategies that will help achieve goals and targets	Lead: • University District Stakeholders: • Universities • Downtown Spokane Partnership • STA	Medium
Implement a University District TDM plan	Lead: • University District Stakeholders: • Universities • Downtown Spokane Partnership • STA	Long
Explore TDM programs in downtown Spokane	Lead: • City of Spokane • Downtown Spokane Partnership	Medium
T.3 Develop, fund, and implement a local wayfinding plan that will complement the regional wayfinding project underway in the City of Spokane.		
Identify destinations and features that would benefit from wayfinding (e.g., Centennial Trail directional signage in the Chief Garry park neighborhood or Coeur d'Alene Park in Browne's Addition); signage at CCL stations should also be considered. Some signage will be included at major CCL stations	Lead: • STA Stakeholders: • City of Spokane • Neighborhood Associations	Short to Medium
Implement signage at CCL stations and other locations; maintain signage standards developed as part of the regional wayfinding program	Lead: • STA Stakeholders: • City of Spokane	Medium
T.4 Implement a bike sharing program in the University District, Downtown, Browne's Addition and Kendall Yards.		
Seek a grant to perform a bike share feasibility study to explore potential boundaries, private sponsors, public sector participation, and potential operator of a bike share service	Lead: • City of Spokane Stakeholders: • University District • Universities • STA • Downtown Spokane Partnership	Short

Implementation Actions	Responsible Organization	Timeframe
Develop a bike share program and implement in conjunction with private partners	Lead: • City of Spokane Stakeholders: • University District • Universities • STA • Downtown Spokane Partnership	Medium
T.5 Explore a residential parking pass program in Browne's Addition and other areas along the corridor where on-street parking is at a premium now or would become so in the future.		
Conduct a basic parking use study in Browne's Addition to understand potential issues	Lead: • City of Spokane	Short
Implement a parking pass program in Browne's Addition or other neighborhoods where parking capacity is or becomes strained	Lead: • City of Spokane	Medium

NEXT STEPS

The Strategic Overlay Plan will be reviewed and adopted by the Spokane City Council and the STA Board of Directors. The strategies and implementation actions will be carried out by multiple project partners. While the Strategic Overlay plan provides a blueprint for achieving community goals and leveraging the CCL, many actions will require additional public outreach, funding, and other resources to be fully implemented.

