



Spokane Plan Commission Agenda

December 14, 2016

2:00 PM to 5:00 PM

City Council Briefing Center

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 - 2:20 | 1) Approve November 9, 2016 meeting minutes | |
| | 2) City Council/Community Assembly Liaison Reports | |
| | 3) President Report | Dennis Dellwo |
| | • Animal Keeping Ordinance Findings & Conclusions | |
| | 4) Transportation Subcommittee Report | John Dietzman |
| | 5) Secretary Report | Lisa Key |

Workshops:

- | | | |
|-------------|---|-------------------------------|
| 2:20 - 2:35 | 1) Lincoln Heights Plan | Tirrell Black |
| 2:35 - 3:05 | 2) Comprehensive Plan 2017 Update -Implementation Chapter | Jo Anne Wright |
| 3:05 - 3:50 | 3) LINK Update | Louis Meuler & Mike Tresidder |
| 3:50 - 4:20 | 4) Historic Commercial Business Overlay Ordinance | Nathan Gwinn |

Adjournment:

Next Plan Commission meeting will be on January 11, 2017 at 2:00 pm

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

Username: COS Guest

Password:

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Spokane Plan Commission

November 9, 2016

Meeting Minutes: Meeting called to order at 2:03 pm

Attendance:

- Board Members Present: Dennis Dellwo, John Dietzman, Christy Jeffers, Michael Baker, Todd Beyreuther, Patricia Kienholz, Greg Francis; Community Assembly Liaison, Lori Kinnear; Council Liaison
- Board Not Members Present: Christopher Batten, Patricia Kienholz, FJ Dullanty
- Staff Members Present: Lisa Key, Amanda Winchell, Kevin Freibott, Andrew Worlock, Amy Mullerleile, Shauna Harshman, Nathan Gwinn, Teri Stripes, Heather Trautman, Melissa Owen

Workshops:

1. Target Investment Program Update - Andrew Worlock

- Presentations and overview given
- Questions asked and answered
- Discussion ensued

Briefing Session:

Minutes from the October 26, 2016 approved unanimously.

1. City Council Liaison Report-Lori Kinnear
 - Council denied the Morningside investments LLC Comprehensive Plan Amendment. The vote was unanimous.
2. Community Assembly Liaison Report- Greg Francis
 - Staff from the Planning Department and the Community Assembly will be working together on the Comprehensive Plan Update at next week's meeting.
3. Commission President Report-Dennis Dellwo
 - Discussed the Applicants for the Plan Commission vacancy. Commissioners felt that all the applicants were qualified.

Todd Beyreuther makes a motion to recommend all three applicants to the Mayor for review and selection for the Plan Commission vacancy. Motion seconded by John Dietzman. Motion passes unanimously. 6/0

4. Secretary Report-Lisa Key
 - The Joint Council Study Session will be held on December 1st. A Quorum is needed.
 - November 23rd Plan Commission meeting has been cancelled due to the Holiday.
 - The next Plan Commission Transportation Subcommittee meeting will be held on December 6th.
 - Plan Commission will be holding a hearing at the December 14th meeting on the Lincoln Heights Master Plan.
 - December 28th Plan Commission meeting is cancelled due to the Holiday.
5. Transportation Subcommittee Report - John Dietzman
 - Inga Note with the streets department presented at the November 1st PCTS meeting regarding the City's arterial designation map. There are inconsistencies between WSDOT and the City's Map. City Staff are working towards amending the inconsistencies.

Workshops Continued:

2. Brownfield Program Update - Teri Stripes

- Topic has been moved to a January agenda

3. The Yard Area Wide Plan-Melissa Owen

- Presentation and overview given
- Questions asked and answered
- Discussion ensued

Hearings:

1. Animal Keeping Code Revisions -Suzanne Tresko

- Presentation and Overview given
- Questions asked and answered

Public Comments:

1. None

Todd Beyreuther moves to adopt the revision of the Spokane Municipal Code (SMC) 17C.310.010 (A)(2) regarding Animal Keeping. Motion seconded by John Dietzman. Motion passes unanimously. 6/0

2. West Hills Neighborhood Plan-Kevin Freibott

- Presentation and Overview given
- Questions asked and answered

Public Comments:

1. Ben Garbuio spoke in support of the Neighborhood plan but expressed concerns about the traffic pattern
2. Peter Richter spoke in support of the Neighborhood plan.
3. Kay Farrell spoke in opposition the Neighborhood plan.
4. Kathy Hasenbury spoke in opposition of the Neighborhood plan.
5. John Meekhot spoke in opposition of the current neighborhood plan.
6. Kathy Lang spoke in opposition of the current neighborhood plan.
7. Mark Murphy spoke in support of the neighborhood plan.

Todd Beyreuther makes a motion to recommend the approval to the Council. Motion seconded by Michael Baker.

Discussion ensued

Motion passes 6/0

Meeting Adjourned at 5:26 P.M.

Next Plan Commission Meeting is scheduled for **December 14, 2016**

BRIEFING PAPER
City of Spokane
Planning & Development Services
PC Workshop, December 14, 2016

Subject

Plan Commission was last briefed on August 10, 2016. The final draft Lincoln Heights District Center Master Plan was completed in July 2016 and presented to stakeholders and community members at a Final Open House on August 23, 2016. The Lincoln Heights Neighborhood Council considered the LHDC Master Plan at their regularly scheduled meeting on September 20, 2016 and continued consideration to their November 15, 2016 meeting. The Neighborhood Council's motion on November 15, 2016 states: "We support moving forward with the Lincoln Heights District Center Master Plan, as submitted by Studio Cascade, in order to start the studies that will develop the specifics of the Plan."

The Master Plan and project information is [online](#). The Plan Commission will recognize the plan at a public hearing scheduled for January 11, 2017. City Council will then recognize the plan by resolution; this date is not yet set.

Background

Lincoln Heights District Center is identified as a "District Center" on the Land Use Plan Map. The master plan describes priority actions that will help position the district to take advantage of existing resources, encourage reinvestment, and create a more vital district center. These actions will require collaborative action by the Lincoln Heights Neighborhood Council, the City of Spokane, residents and property and business owners in the area. This plan does not change zoning or development regulations in the area. This plan built on an August 2015 report by the Urban Land Institute.

Impact

This plan identifies key strategies to improve the District Center. These are:

- Creation of a district advocacy group.
- Reclassification of 27th Avenue to "Collector Arterial" to open a pathway for funding opportunities to create a greenway;
- Perform a design study to identify improvements along 27th Avenue that activate Thornton Murphy Park (which is home to Southside Community Center)
- Recommends performing a 29th Avenue study to identify design enhancements to improve the public realm and accommodate STA's planned High Performance Transit Network Service;
- Recommends consideration of flashed beacon pedestrian crossings on 29th Avenue within the district.

Next Steps

There is no funding currently assigned to further work in the District Center. The Lincoln Heights Neighborhood Council and the Master Plan has identified creating an advocacy group as a priority.



December 14, 2015

Plan Commission Packet

Shaping Spokane

2017 Update to the
Comprehensive Plan

Part I

Cover Letter

December 7, 2016

Re: Information for December 14, 2016 Plan Commission Workshop on Comprehensive Plan Update

Dear Plan Commission Members:

I am pleased to provide to you the Draft Land Use and Housing Matrices for Chapter 2, Implementation, 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 four separate matrices for each of two Comprehensive Plan chapters, Land use and Housing. The full matrix for each chapter is attached, titled "Land Use Matrix," or "Housing Matrix." Each of those has been divided into separate matrices that list: (1) Ongoing and/or already implemented policies; (2) policies not yet implemented but that are proposed to be in the near or mid-term; and (3) policies that will be implemented in the long term. We will discuss these matrices at your workshop on December 14.

These matrices have been included as examples of the ongoing work on the implementation chapter. Please note that these are still being edited by staff and may change somewhat between now and when the full package of matrices for all the chapters are brought to you in January 2017.

December 14, 2016 Workshop Items:

Draft Implementation Matrices for Land Use and Housing

Chapter 2, the Implementation Chapter, is new and therefore did not go through a focus group review process. In addition to the Draft Land Use and Housing Implementation Matrices you will review on December 14, staff is working on the Draft Implementation Matrices for the policies included in the remaining chapters. Staff previously asked that the public send us their ideas for implementation or comments on Chapter 2 by December 31. Therefore, we will bring the rest of the matrices to you in January, 2017 in order to incorporate any public comments we may receive, as appropriate.

Thanks again for your continued support and for your attention and time with this process. Our team looks forward to seeing you again on December 14.

Sincerely,

Jo Anne Wright
Comprehensive Plan, Neighborhoods, and Codes Team



December 14, 2015

Plan Commission Packet

Shaping Spokane

2017 Update to the
Comprehensive Plan

Part II

Chapter 3 – Land Use Implementation Matrices

Spokane Comprehensive Plan Implementation Matrix

CHAPTER 3 - LAND USE											
Goal	Policy #	Action Policy	Value Policy	Related Elements	Implementation Examples	Future Projects	Implemented	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
LU 1 <u>CITYWIDE LAND USE</u> 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 non-residential development and design, and proactively reinforcing downtown Spokane’s role as a vibrant urban center.	LU 1.1		<u>Neighborhoods</u> Utilize the neighborhood concept as a unit of design for planning housing, transportation, services, and amenities.	Housing 1.11 - Siting of Subsidized Low-Income Housing DP 5.1 - Neighborhood Participation TR 2 - Transportation Supporting Land Use TR 7 - Neighborhood Access TR 13 - Infrastructure Design TR 14 - Traffic Calming TR 16 - Right-of-Way Maintenance TR 18 - Parking N 2 - Neighborhood Development	Neighborhood Planning Process	6 neighborhoods still require planning efforts	X	X			
	LU 1.2		<u>Districts</u> Identify districts as the framework for providing secondary schools, larger park and recreation facilities, and more varied shopping facilities.	Capital Facilities 3.1 - Special Purpose Districts TR 2 - Transportation Supporting Land Use TR 5 - Active Transportation TR 6 - Commercial Center Access TR 9 - Promote Economic Opportunity TR 13 - Infrastructure Design TR 15 - Activation	Lincoln Heights District Center Planning			X			

Spokane Comprehensive Plan Implementation Matrix

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	LU 1.3		<u>Single-Family Residential Areas</u> Protect the character of single-family residential neighborhoods by focusing higher intensity land uses in designated centers and corridors.	Capital Facilities 6.1 - Community Revitalization DP 2.11 - Improvements Program DP 2.6 - Building and Site Design TR 2 - Transportation Supporting Land Use TR 7 - Neighborhood Access TR 13 - Infrastructure Design TR 14 - Traffic Calming TR 16 - Right-of-Way Maintenance	2001 designation of mixed-use centers an corridors on the Land Use Plan Map. 2006 Residential Code Update.			X			
	LU 1.4		<u>Higher Density Residential Areas</u> Direct new higher density residential uses to centers and corridors designated on the land use plan map.	DP 2.12 - Infill Development TR 2 - Transportation Supporting Land Use	Designation of mixed-use centers and corridors on the Land Use Plan Map in 2001. Infill Taskforce - 2006 Residential Code Update	Infill Taskforce		X			
	LU 1.5		<u>Office Uses</u> Direct new office uses to centers and corridors designated on the land use plan map.	TR 2 - Transportation Supporting Land Use TR 6 - Commerical Center Access TR 9 - Promote Economic Opportunity	Designation of mixed-use centers and corridors on the Land Use Plan Map in 2001.			X			

Spokane Comprehensive Plan Implementation Matrix

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	LU 1.6		<u>Neighborhood Retail Use</u> Direct new neighborhoods retail use to neighborhood centers designated on the land use plan map.	TR 2 - Transportation Supporting Land Use TR 9 - Promote Economic Opportunity	Designation of neighborhood centers on the Land Use Plan Map in 2001. Zoning Map and Unified Development Code Project. Existing Neighborhood Commercial Structures in Residential Zones	Evaluate the possible expansion of neighborhood retail		X			
	LU 1.7	<u>Neighborhood Mini-Centers</u> Create a neighborhood mini-center wherever an existing neighborhood retail area is larger than two acres.		TR 2 - Transportation Supporting Land Use TR 9 - Promote Economic Opportunity	Spokane Municipal Code	Study Possible Expansion of Mini-Center use in Land Use		X			
	LU 1.8	<u>General Commercial Uses</u> Contain general commercial areas within the boundaries occupied by existing business designations and within the boundaries of designated centers and corridors.		TR 2 - Transportation Supporting Land Use TR 6 - Commerical Center Access TR 9 - Promote Economic Opportunity	Land Use Map (Map LU-1); Spokane Municipal Code	Study Possible Expansion of Neighborhood Retail		X			

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	LU 1.9	<u>Downtown</u> Develop city wide plans and strategies that are designed to ensure a viable, economically strong downtown area.		Housing 1.21 - Development of Single-Room Occupancy Housing Economic Development 3.10 - Downtown Spokane DP 4 - Downtown Center Viability Neighborhoods 1 - The Downtown Neighborhood TR 2 - Transportation Supporting Land Use TR 4 - Transportation Demand Management Strategies (TDM) TR 6 - Commerical Center Access TR 8 - Moving Freight TR 9 - Promote Economic Opportunity TR 11 - Transit Operational Efficiency TR 15 - Activation TR 18 - Parking	Fast Forward Spokane - Downtown Plan; University District	Update Downtown Plan (Possible Increased Residential Focus)		X			
	LU 1.10		<u>Industry</u> Provide a variety of industrial locations and site sizes for a variety of light and heavy industrial development and safeguard them from competing land uses.	Economic Development 2 - Land Availability for Economic Activities TR 2 - Transportation Supporting Land Use TR 8 - Moving Freight TR 9 - Promote Economic Opportunity TR 10 - Transportation System Efficiency & Innovation TR 13 - Infrastructure Design	Land Use Plan Map - Industrial Designations		X	X			

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	LU 1.11		<u>Agriculture</u> Designate areas for agriculture lands that are suited for long-term agricultural production.	Natural Environment 8 - Agricultural Lands Social Health 7.4 - Urban Agriculture			X	X			
	LU 1.12		<u>Public Facilities and Services</u> Ensure that public facilities and services systems are adequate to accommodate proposed development before permitting development to occur.	Land Use 6.8 - Siting Essential Public Facilities Capital Facilities 1 - Adequate Public Facilities and Services Capital Facilities 2 - Concurrency TR 2 - Transportation Supporting Land Use TR 4 - Transportation Demand Management Strategies (TDM) TR 10 - Transportation System Efficiency & Innovation TR 11 - Transit Operational Efficiency TR 13 - Infrastructure Design TR 19 - Plan Collaboratively	Spokane Municipal Code, Concurrency Cerification, 17D.010, 17D.075. Spokane Municipal Code Land Use Applicatiion Procedures, SMC 17G.060.		X	X			
	LU 1.13		<u>Parks and Open Space</u> Develop funding mechanisms, incentives, and other methods to procure land for formal parks and/or natural open space in existing and new neighborhoods based upon adopted standards of the Comprehensive Plan.	Neighborhoods 5.1 - Future Parks Planning PRS 6 - Coordination and Cooperation PRS 7 - Parks Service Quality TR 2 - Transportation Supporting Land Use TR 5 - Active Transportation TR 13 - Infrastructure Design TR 21 -Safe & Healthy Community Education & Promotion Campaigns				X			

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	LU 1.14		<u>Nonconforming Uses</u> Avoid the creation of large areas of nonconforming uses at the time of adoption of new development regulations.				X	X			
	LU 1.15		<u>Airfield Influence Areas</u> Prohibit the siting of land uses that are incompatible with aviation operations in the Airfield Influence Areas designated on Comprehensive Plan maps, and contain residential Comprehensive Plan designations and zoning in the Airfield Influence Areas to their existing locations not allowing for expansion or increases in residential density.	TR 2 - Transportation Supporting Land Use TR 8 - Moving Freight TR 9 - Promote Economic Opportunity TR 19 - Plan Collaboratively	Updated Airfield Overlay Zones		X	X			
LU 2 <u>PUBLIC REALM</u> <u>ENHANCEMENT</u> Encourage the enhancement of the public realm.	LU 2.1		<u>Public Realm Features</u> Encourage features that improve the appearance of development, paying attention to how projects function to encourage social interaction and relate to and enhance the surrounding urban and natural environment.	Economic Development 8.1 - Quality of Life Protection DP 2 - Urban Design DP 2.1 - Definition of Urban Design DP 2.14 - Town Squares and Plazas TR 13 - Infrastructure Design TR 14 - Traffic Calming TR 15 - Activation	Updated Design Guidelines and Design Standards			X			

Spokane Comprehensive Plan Implementation Matrix

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	LU 2.2		<u>Performance Standards</u> Employ performance and design standards with sufficient flexibility and appropriate incentives to ensure that development is compatible with surrounding land uses.	DP 2.3 - Design Standards for Public Projects and Structures DP 3.10 - Zoning Provisions and Building Regulations Social Health 6.1 - Crime Prevention through Environmental Design Themes TR 2 - Transportation Supporting Land Use TR 13 - Infrastructure Design	Updated Design Guidelines and Design Standards			X			
LU 3 <u>EFFICIENT LAND USE</u> 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.	LU 3.1		<u>Coordinated and Efficient Land Use</u> Encourage coordinated and efficient growth and development through infrastructure financing and construction programs, tax and regulatory incentives, and by focusing growth in areas where adequate services and facilities exist or can be economically extended.	Capital Facilities 2 - Concurrency TR 2 - Transportation Supporting Land Use TR 12 - Prioritize & Integrate Investments TR 13 - Infrastructure Design TR 2 - Transportation Supporting Land Use TR 12 - Prioritize & Integrate Investments TR 13 - Infrastructure Design		Drive-Throughs in Office Retail Zone		X			
	LU 3.2	Centers and Corridors Designate centers and corridors (neighborhood scale, community or district scale, and regional scale) on the land use map that encourage a mix of uses and activities around which growth is focused.		TR 2 - Transportation Supporting Land Use TR 5 - Active Transportation TR 6 - Commercial Center Access TR 9 - Promote Economic Opportunity TR 13 - Infrastructure Design	Land Use Map (Map LU-1); Spokane Municipal Code	SubArea Planning for West Hills Neighborhood Center	X	X	X		
						Lincoln Heights District Center Master Plan - Implementation Planning			X		

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						Complete Planning for Centers w/no Center Land Uses a. Grand Blvd NC b. Lincoln and Nevada NC c. Shadle DC d. 57th and Regal DC e. N Nevada EC f. N Monroe Corridor			X	X	
						Study Possible New Center Designations a. Five Mile b. Northtown					
						Centers and Corridors Design Standards Update			X		
						Transition Zone Design Standards Update			X		
						Study Possible Update to Policy LU 1.5 per Focus Group Recommendations				X	
	LU 3.3		<u>Planned Neighborhood Centers</u> Designate new centers or corridors in appropriate locations on the land use plan map through a city-approved planning process.	TR 2 Transportation Supporting Land Use				X		X	

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	LU 3.4		<u>Planning for Centers and Corridors</u> Utilize basic criteria for growth planning estimates and, subsequently, growth targets for centers, and corridors.	TR 2 Transportation Supporting Land Use				X			
	LU 3.5		<u>Mix of Uses in Centers</u> Achieve a proportion of uses in centers that will stimulate pedestrian activity and create mutually reinforcing land uses.	DP 2.13 - Parking Facilities Design DP 4.2 - Street Life SH 6.1 - Crime Prevention through Environmental Design Themes Neighborhoods 4 - Traffic and Circulation PRS 3 - Bicycle and Pedestrian Circulation TR 2 - Transportation Supporting Land Use TR 4 - Transportation Demand Management Strategies (TDM) TR 5 - Active Transportation TR 6 - Commercial Center Access TR 9 - Promote Economic Opportunity TR 15 - Activation				X			
	LU 3.6		<u>Compact Residential Patterns</u> Allow more compact and affordable housing in all neighborhoods, in accordance with design guidelines.	Capital Facilities 4.1 - Compact Development TR 2 - Transportation Supporting Land Use TR 7 - Neighborhood Access TR 13 - Infrastructure Design	2006 Residential Code			X	X		

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	LU 3.7		Maximum and Minimum Lot Sizes Prescribe maximum, as well as minimum, lot size standards to achieve the desired residential density for all areas of the city.		2006 Residential Code		X	X			
	LU 3.8		Shared Parking Encourage shared parking facilities for business and commercial establishments that have dissimilar peak use periods.	TR 18 - Parking	Unified Development Code Creation			X			
LU 4 TRANSPORTATION 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.	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.	Transportation Chapter				X			

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	LU 4.2		<u>Land Uses That Support Travel Option and Active Transportation</u> Provide a compatible mix of housing and commercial uses in neighborhood centers, district centers, employment centers, and corridors.	Transportation Chapter Housing 2.4 - Linking Housing with Other Land Uses Economic Development 3.2 - Economic Diversity				X			
	LU 4.3		<u>Neighborhood Through-Traffic</u> Create boundaries for new neighborhoods through which principal arterials should not pass.	Transportation Chapter				X			
	LU 4.4		<u>Connections</u> Form a well-connected network which provides safe, direct and convenient access for all users, including pedestrians, bicycles, and automobiles, through site design for new development and redevelopment.	N 4 - Traffic and Circulation TR 1 - Transportation Network for All Users TR 2 - Transportation Supporting Land Use TR 5 - Active Transportation TR 13 - Infrastructure Design TR 15 - Activation				X			

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	LU 4.5		<u>Block Length</u> Create a network of streets that is generally laid out in a grid pattern that features more street intersections and shorter block lengths in order to increase street connectivity and access.	TR 1 - Transportation Network for All Users TR 2 - Transportation Supporting Land Use TR 5 - Active Transportation TR 13 - Infrastructure Design TR 15 - Activation			X	X			
LU 5 <u>DEVELOPMENT CHARACTER</u> Promote development in a manner that is attractive, complementary, and compatible with other land uses.	LU 5.1		<u>Built and Natural Environment</u> Ensure that developments are sensitive to the built and natural environment (for example, air and water quality, noise, traffic congestion, and public utilities and services), by providing adequate impact mitigation to maintain and enhance quality of life.	Neighborhoods 6 - The Environment Economic Development 8 - Quality of Life and the Environment DP 1.1 - Landmark Structures, Buildings, and Sites TR 2 -Transportation Supporting Land Use TR 13 - Infrastructure Design	SEPA review per development code/mitigation measures			X			
	LU 5.2		<u>Environmental Quality Enhancement</u> Encourage site locations and design features that enhance environmental quality and compatibility with surrounding land uses.	Capital Facilities 1.8 - Intangible Costs and Benefits Capital Facilities 5 - Environmental Concerns Economic Development 2.1 - Land Supply Natural Environment 5.2 - Facility Review Natural Environment 8.3 - Compatible Agricultural Activities Neighborhoods 6.1 - Environmental Planning				X			

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	LU 5.3		<u>Off-Site Impacts</u> Ensure that off-street parking, access, and loading facilities do not adversely impact the surrounding area.	TR 13 - Infrastructure Design TR 18 - Parking	Spokane Municipal Code requirements and standards for parking, access, and loading. SMC 17C.230.			X			
	LU 5.4		<u>Natural Features and Habitat Protection</u> Ensure development is accomplished in a manner that protects significant natural features and wildlife habitat.	Ne 6 - The Environment ED 8 - Quality of Life and the Environment DP 1.1 - Landmark Structures, Buildings, and Sites				X			
	LU 5.5		<u>Compatible Development</u> Ensure that infill and redevelopment projects are well-designed and compatible with surrounding uses and building types.	CFU 4.1 - Compact Development ED 2.1 - Land Supply DP 2.12 - Infill Development	Spokane Municipal Code design standards for all zones. SMC 17C. Infill Taskforce	Infill Task Force Recommendation Implementation		X	X		
LU 6 <u>ADEQUATE PUBLIC LANDS AND FACILITIES</u> Ensure the provision and distribution of adequate, well-located public lands and facilities throughout the city.	LU 6.1		<u>Advance Siting</u> Identify, in advance of development, sites for parks, open space, wildlife habitat, police stations, fire stations, major stormwater facilities, schools, and other lands useful for public purposes.	CFU 1.8 - Intangible Costs and Benefits CFU 5 - Environmental Concerns			X	X			

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	LU 6.2	<u>Open Space</u> Identify, designate, prioritize, and seek funding for open space areas		DP 2.14 - Town Squares and Plazas Neighborhoods 5 - Open Space N 6.3 - Open Space and Nature Corridors PRS 1.1 - Open Space System PRS 1.3 - Funding for Open Space and Shoreline Land Acquisition PRS 1.4 - Property Owners and Developers PRS 1.5 - Open Space Buffers Prs 1.6 - Opportunity Fund PRS 2 - Park and Open Space System PRS 3 - Bicycle and Pedestrian Circulation PRS 6.3 - Joint Park and Open Space Planning TR 5 - Active Transportation TR 19 - Plan Collaboratively	Land Use Map (Map LU-1)			X			
	LU 6.3	<u>School Locations</u> Work with the local school districts to identify school sites that are well-located to serve the service area and that are readily accessible for pedestrians and bicyclists.		TR 1 - Transportation Network for All Users TR 2 - Transportation Supporting Land Use TR 5 - Active Transportation TR 13 - Infrastructure Design TR 19 - Plan Collaboratively	Quarterly Coordination Meetings With School Districts (Ongoing)	Continue Ongoing Coordination with School Districts	X	X			

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	LU 6.4		<u>School and City Cooperation</u> Continue the cooperative relationship between the city and school officials.	TR 19 - Plan Collaboratively				X			
	LU 6.5		<u>Schools as a Neighborhood Focus</u> Encourage school officials to retain existing neighborhood school sites and structures because of the importance of the school in maintaining a strong, healthy neighborhood.				X	X			
	LU 6.6		<u>Shared Facilities</u> Continue the sharing of city and school facilities for neighborhood parks, recreation, and open space uses.		Agreement for shared facilities with Spokane School District.		X	X			
	LU 6.7		<u>Sharing and Programming Planning</u> Develop a joint plan for the city and school districts serving Spokane for sharing and programming school sites for common activities.					X			

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Goal	Policy #	Action Policy	Value Policy	Related Elements	Implementation Examples	Future Projects	Implemented	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
	LU 6.8		<u>Siting Essential Public Facilities</u> Utilize a process for locating essential public facilities that incorporates different levels of public review depending on facility scale and location.		Growth Management Act, Spokane County Countywide Planning Policies, Spokane Municipal Code 17C.190.530 and 17C.320.080		X	X			
	LU 6.9		<u>Facility Compatibility with Neighborhood</u> Ensure the utilization of architectural and site designs of essential public facilities that are compatible with the surrounding areas.				X	X			
LU 7 <u>IMPLEMENTATION</u> Ensure that the goals and policies of the comprehensive plan are implemented.	LU 7.1	<u>Regulatory Structure</u> Develop a land use regulatory structure that utilizes a variety of mechanisms to promote development that provides a public benefit.			Land Use Map (Map LU-1); Spokane Municipal Code Creation of Implementation Chapter of the Comprehensive Plan	Compact Residential Single-Family Overlay		X			
						Smart Code Pilot Program					
						Lot Dimension Standards Update			X		
						Infill Taskforce Recommended Updates to Development Code			X		
						Possible Neighborhood Retail Expansion			X		
						Centers and Corridors Design Standards Update			X		

CHAPTER 3 - LAND USE											
Goal	Policy #	Action Policy	Value Policy	Related Elements	Implementation Examples	Future Projects	Implemented	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
LU 8 <u>URBAN GROWTH AREA</u> Maintain an urban growth area that includes areas and densities sufficient to accommodate the city's allocated population, housing and employment growth for the succeeding twenty-year period, including the accommodation of the medical, governmental, educational, institutional, commercial, and industrial facilities related to such growth, but that does not exceed the areas necessary to accommodate such growth.	LU 8.1		<u>Role of Urban Growth Area</u> Limit urban sprawl by encouraging development in urban areas where adequate public facilities already exist or where such facilities can be more efficiently provided.	CFU 2.3 - Phasing of Services CFU 3.6 - Limitation of Services Outside Urban Growth Areas CFU 5.1 - On-Site Wastewater Disposal Natural Environment 1.9 - Sewer Requirement TR 2 - Transportation Supporting Land Use	UGA Established in 2001.			X			
	LU 8.2	<u>Joint Planning in Urban Growth Area</u> Work with Spokane County toward adoption of consistent land use designations and development standards in unincorporated urban growth areas.		Countywide Planning Policies CFU 3.5 - Uniformity of Standards CFU 3.6 - Limitation of Services Outside Urban Growth Areas N 8.7 - Agreement for Joint Planning N 8.9 - Consistency of Plans Outside the City PRS 6.3 - Joint Park and Open Space Planning TR 19 - Plan Collaboratively			X	X			

CHAPTER 3 - LAND USE											
Goal	Policy #	Action Policy	Value Policy	Related Elements	Implementation Examples	Future Projects	Implemented	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
	LU 8.3		<u>Review of Urban Growth Area</u> Review the urban growth area boundary in accordance with the requirements of the Growth Management Act and Countywide Planning Policies relative to the current Office of Financial Management’s twenty-year population forecast and make adjustments, as warranted, to accommodate the projected growth.		UGA established in 2001. Last review and update in 2001/12.		X	X			
LU 9 <u>ANNEXATION</u> Support annexations that enhance effective and efficient government.	LU 9.1		<u>Annexation Boundaries</u> Encourage annexations that create logical boundaries and reasonable service areas within the city’s urban growth area, where the city has demonstrated the fiscal capacity to provide services.		West Plains Annexation. Spokane Housing Ventures Annexation.			X			
	LU 9.2		<u>Peninsula Annexation</u> Encourage and assist property owners in existing unincorporated “peninsulas” in the city’s urban growth area to annex to the city.								

Spokane Comprehensive Plan Implementation Matrix

CHAPTER 3 - LAND USE											
Goal	Policy #	Action Policy	Value Policy	Related Elements	Implementation Examples	Future Projects	Implemented	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
	LU 9.3		<u>City Utilities</u> Require property owners requesting city utilities to annex or sign a binding agreement to annex when requested to do so by the city.	CFU 3.3 - Utilities Coordination CFU 3.6 - Limitation of Services Outside Urban Growth Areas			X	X			
	LU 9.4	<u>Community Impacts</u> Evaluate all annexations on the basis of their short and long-term community impacts and benefits.			The City routinely performs this analysis for all new annexations.	Establish administrative guidelines for annexation for the Spokane Municipal Code		X	X		
						Study Possible Update to Policy LU 9.6 - Land Use and Zoning Designations Upon Annexation					
	LU 9.5		<u>Funding Capital Facilities in Annexed Areas</u> Ensure that annexations do not result in a negative fiscal impact on the city.		The City routinely performs this analysis for all new annexations.		X	X			

Spokane Comprehensive Plan Implementation Matrix

CHAPTER 3 - LAND USE											
Goal	Policy #	Action Policy	Value Policy	Related Elements	Implementation Examples	Future Projects	Implemented	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
	LU 9.6		<u>Land Use and Zoning Designation Upon Annexation</u> Recognize the interests of the residents of the annexing area and, in the absence of specific policies and standards adopted by the City, honor the intent of adopted county plans and ordinances for areas proposed to be annexed.		The City routinely performs an analysis of the existing County designations and the corresponding "crossover" City designatnions before annexation. The land use and zoning designations are assigned after a City Council hearing and vote of approval.		X	X			
	LU 9.7		<u>City Bonded Indebtedness</u> Require property owners within an annexing area to assume a share of the city's bonded indebtedness.		This is an individual analysis for each particular annexation.		X	X			
LU 10 <u>JOINT PLANNING</u> Support joint growth management planning and annexation requests, which best meet the Comprehensive Plan's development goals and policies.	LU 10.1		<u>Land Use Plans</u> Prepare land use plans in cooperation with Spokane County for the urban growth area to ensure that planned land uses are compatible with adopted city policies and development standards at the time of annexation.	Countywide Planning Policies CFU 3.5 - Uniformity of Standards CFU 3.6 - Limitation of Services Outside Urban Growth Areas N 8.7 - Agreement for Joint Planning N 8.9 - Consistency of Plans Outside the City PRS 6.3 - Joint Park and Open Space Planning			X	X			

Spokane Comprehensive Plan Implementation Matrix

CHAPTER 3 - LAND USE											
Goal	Policy #	Action Policy	Value Policy	Related Elements	Implementation Examples	Future Projects	Implemented	Ongoing	Near Term (1-2 years)	Mid Term (3-5years)	Long Term (5+ years)
	LU 10.2	<u>Consistent Development Standards</u> Require utilities, roads, and services in the city's urban growth area to be built to city standards.		CFU 3.5 - Uniformity of Standards N 8.9 - Consistency of Plans Outside the City	Joint Planning Process; Spokane Municipal Code		X	X			
	LU 10.3		<u>Special Purpose Districts</u> Confer with affected special purpose districts and other jurisdictions to assess the impact of annexation prior to any annexation.	CFU 3.1 - Special Purpose Districts			X	X			
	LU 10.4	<u>Long Range Urban Growth Area Planning</u> Establish a forty-year planning horizon to address eventual expansion of UGAs beyond the twenty-year boundary required by the Growth Management Act.						X			

Spokane Comprehensive Plan Implementation Matrix

CHAPTER 3 - LAND USE				
Implemented and / or Ongoing				
Goal	Policy #	Policy	Implemented	Ongoing
LU 1 CITYWIDE LAND USE 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 non-residential development and design, and proactively reinforcing downtown Spokane's role as a vibrant urban center.	LU 1.1	<u>Neighborhoods</u> Utilize the neighborhood concept as a unit of design for planning housing, transportation, services, and amenities.	X	X
	LU 1.2	<u>Districts</u> Identify districts as the framework for providing secondary schools, larger park and recreation facilities, and more varied shopping facilities.	X	X
	LU 1.3	<u>Single-Family Residential Areas</u> Protect the character of single-family residential neighborhoods by focusing higher intensity land uses in designated centers and corridors.	X	X
	LU 1.4	<u>Higher Density Residential Areas</u> Direct new higher density residential uses to centers and corridors designated on the land use plan map.		X
	LU 1.5	<u>Office Uses</u> Direct new office uses to centers and corridors designated on the land use plan map.	X	X
	LU 1.6	<u>Neighborhood Retail Use</u> Direct new neighborhoods retail use to neighborhood centers designated on the land use plan map.		X
	LU 1.7	<u>Neighborhood Mini-Centers</u> Create a neighborhood mini-center wherever an existing neighborhood retail area is larger than two acres.		X
	LU 1.8	<u>General Commercial Uses</u> Contain general commercial areas within the boundaries occupied by existing business designations and within the boundaries of designated centers and corridors.		X
	LU 1.9	<u>Downtown</u> Develop city wide plans and strategies that are designed to ensure a viable, economically strong downtown area.		X

Spokane Comprehensive Plan Implementation Matrix

CHAPTER 3 - LAND USE				
Implemented and / or Ongoing				
Goal	Policy #	Policy	Implemented	Ongoing
	LU 1.10	<u>Industry</u> Provide a variety of industrial locations and site sizes for a variety of light and heavy industrial development and safeguard them from competing land uses.	X	X
	LU 1.11	<u>Agriculture</u> Designate areas for agriculture lands that are suited for long-term agricultural production.	X	X
	LU 1.12	<u>Public Facilities and Services</u> Ensure that public facilities and services systems are adequate to accommodate proposed development before permitting development to occur.	X	X
	LU 1.13	<u>Parks and Open Space</u> Develop funding mechanisms, incentives, and other methods to procure land for formal parks and/or natural open space in existing and new neighborhoods based upon adopted standards of the Comprehensive Plan.		X
	LU 1.14	<u>Nonconforming Uses</u> Avoid the creation of large areas of nonconforming uses at the time of adoption of new development regulations.	X	X
	LU 1.15	<u>Airfield Influence Areas</u> Prohibit the siting of land uses that are incompatible with aviation operations in the Airfield Influence Areas designated on Comprehensive Plan maps, and contain residential Comprehensive Plan designations and zoning in the Airfield Influence Areas to their existing locations not allowing for expansion or increases in residential density.	X	X
LU 2 <u>PUBLIC REALM</u> <u>ENHANCEMENT</u> Encourage the enhancement of the public realm.	LU 2.1	<u>Public Realm Features</u> Encourage features that improve the appearance of development, paying attention to how projects function to encourage social interaction and relate to and enhance the surrounding urban and natural environment.		X

Spokane Comprehensive Plan Implementation Matrix

CHAPTER 3 - LAND USE Implemented and / or Ongoing				
Goal	Policy #	Policy	Implemented	Ongoing
	LU 2.2	<u>Performance Standards</u> Employ performance and design standards with sufficient flexibility and appropriate incentives to ensure that development is compatible with surrounding land uses.		X
LU 3 <u>EFFICIENT LAND USE</u> 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.	LU 3.1	<u>Coordinated and Efficient Land Use</u> Encourage coordinated and efficient growth and development through infrastructure financing and construction programs, tax and regulatory incentives, and by focusing growth in areas where adequate services and facilities exist or can be economically extended.		X
	LU 3.2	<u>Centers and Corridors</u> Designate centers and corridors (neighborhood scale, community or district scale, and regional scale) on the land use map that encourage a mix of uses and activities around which growth is focused.	X	X
	LU 3.3	<u>Planned Neighborhood Centers</u> Designate new centers or corridors in appropriate locations on the land use plan map through a city-approved planning process.		X
	LU 3.4	<u>Planning for Centers and Corridors</u> Utilize basic criteria for growth planning estimates and, subsequently, growth targets for centers, and corridors.		X
	LU 3.5	<u>Mix of Uses in Centers</u> Achieve a proportion of uses in centers that will stimulate pedestrian activity and create mutually reinforcing land uses.		X
	LU 3.6	<u>Compact Residential Patterns</u> Allow more compact and affordable housing in all neighborhoods, in accordance with design guidelines.		X
	LU 3.7	<u>Maximum and Minimum Lot Sizes</u> Prescribe maximum, as well as minimum, lot size standards to achieve the desired residential density for all areas of the city.	X	X

Spokane Comprehensive Plan Implementation Matrix

CHAPTER 3 - LAND USE				
Implemented and / or Ongoing				
Goal	Policy #	Policy	Implemented	Ongoing
	LU 3.8	<u>Shared Parking</u> Encourage shared parking facilities for business and commercial establishments that have dissimilar peak use periods.		X
LU 4 TRANSPORTATION 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.	LU 4.1	<u>Land Use and Transportation</u> 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.		X
	LU 4.2	<u>Land Uses That Support Travel Option and Active Transportation</u> Provide a compatible mix of housing and commercial uses in neighborhood centers, district centers, employment centers, and corridors.		X
	LU 4.3	<u>Neighborhood Through-Traffic</u> Create boundaries for new neighborhoods through which principal arterials should not pass.		X
	LU 4.4	<u>Connections</u> Form a well-connected network which provides safe, direct and convenient access for all users, including pedestrians, bicycles, and automobiles, through site design for new development and redevelopment.		X
	LU 4.5	<u>Block Length</u> Create a network of streets that is generally laid out in a grid pattern that features more street intersections and shorter block lengths in order to increase street connectivity and access.	X	X

Spokane Comprehensive Plan Implementation Matrix

CHAPTER 3 - LAND USE				
Implemented and / or Ongoing				
Goal	Policy #	Policy	Implemented	Ongoing
LU 5 <u>DEVELOPMENT CHARACTER</u> Promote development in a manner that is attractive, complementary, and compatible with other land uses.	LU 5.1	<u>Built and Natural Environment</u> Ensure that developments are sensitive to the built and natural environment (for example, air and water quality, noise, traffic congestion, and public utilities and services), by providing adequate impact mitigation to maintain and enhance quality of life.		X
	LU 5.2	<u>Environmental Quality Enhancement</u> Encourage site locations and design features that enhance environmental quality and compatibility with surrounding land uses.		X
	LU 5.3	<u>Off-Site Impacts</u> Ensure that off-street parking, access, and loading facilities do not adversely impact the surrounding area.		X
	LU 5.4	<u>Natural Features and Habitat Protection</u> Ensure development is accomplished in a manner that protects significant natural features and wildlife habitat.		X
	LU 5.5	<u>Compatible Development</u> Ensure that infill and redevelopment projects are well-designed and compatible with surrounding uses and building types.		X
LU 6 <u>ADEQUATE PUBLIC LANDS AND FACILITIES</u> Ensure the provision and distribution of adequate, well-located public lands and facilities throughout the city.	LU 6.1	<u>Advance Siting</u> Identify, in advance of development, sites for parks, open space, wildlife habitat, police stations, fire stations, major stormwater facilities, schools, and other lands useful for public purposes.	X	X
	LU 6.2	<u>Open Space</u> Identify, designate, prioritize, and seek funding for open space areas.		X

Spokane Comprehensive Plan Implementation Matrix

CHAPTER 3 - LAND USE Implemented and / or Ongoing				
Goal	Policy #	Policy	Implemented	Ongoing
	LU 6.3	<u>School Locations</u> Work with the local school districts to identify school sites that are well-located to serve the service area and that are readily accessible for pedestrians and bicyclists.	x	x
	LU 6.4	<u>School and City Cooperation</u> Continue the cooperative relationship between the city and school officials.		x
	LU 6.5	<u>Schools as a Neighborhood Focus</u> Encourage school officials to retain existing neighborhood school sites and structures because of the importance of the school in maintaining a strong, healthy neighborhood.	x	x
	LU 6.6	<u>Shared Facilities</u> Continue the sharing of city and school facilities for neighborhood parks, recreation, and open space uses.	x	x
	LU 6.7	<u>Sharing and Programming Planning</u> Develop a joint plan for the city and school districts serving Spokane for sharing and programming school sites for common activities.		x
	LU 6.8	<u>Siting Essential Public Facilities</u> Utilize a process for locating essential public facilities that incorporates different levels of public review depending on facility scale and location.	x	x
	LU 6.9	<u>Facility Compatibility with Neighborhood</u> Ensure the utilization of architectural and site designs of essential public facilities that are compatible with the surrounding areas.	x	x
LU 7 IMPLEMENTATION Ensure that the goals and policies of the comprehensive plan are implemented.	LU 7.1	<u>Regulatory Structure</u> Develop a land use regulatory structure that utilizes a variety of mechanisms to promote development that provides a public benefit.		x

Spokane Comprehensive Plan Implementation Matrix

CHAPTER 3 - LAND USE Implemented and / or Ongoing				
Goal	Policy #	Policy	Implemented	Ongoing
LU 8 <u>URBAN GROWTH AREA</u> Maintain an urban growth area that includes areas and densities sufficient to accommodate the city's allocated population, housing and employment growth for the succeeding twenty-year period, including the accommodation of the medical, governmental, educational, institutional, commercial, and industrial facilities related to such growth, but that does not exceed the areas necessary to accommodate such growth.	LU 8.1	<u>Role of Urban Growth Area</u> Limit urban sprawl by encouraging development in urban areas where adequate public facilities already exist or where such facilities can be more efficiently provided.		X
	LU 8.2	<u>Joint Planning in Urban Growth Area</u> Work with Spokane County toward adoption of consistent land use designations and development standards in unincorporated urban growth areas.	X	X
	LU 8.3	<u>Review of Urban Growth Area</u> Review the urban growth area boundary in accordance with the requirements of the Growth Management Act and Countywide Planning Policies relative to the current Office of Financial Management's twenty-year population forecast and make adjustments, as warranted, to accommodate the projected growth.	X	X
LU 9 <u>ANNEXATION</u> Support annexations that enhance effective and efficient government.	LU 9.1	<u>Annexation Boundaries</u> Encourage annexations that create logical boundaries and reasonable service areas within the city's urban growth area, where the city has demonstrated the fiscal capacity to provide services.		X
	LU 9.2	<u>Peninsula Annexation</u> Encourage and assist property owners in existing unincorporated "peninsulas" in the city's urban growth area to annex to the city.		X
	LU 9.3	<u>City Utilities</u> Require property owners requesting city utilities to annex or sign a binding agreement to annex when requested to do so by the city.	X	X
	LU 9.4	<u>Community Impacts</u> Evaluate all annexations on the basis of their short and long-term community impacts and benefits.		X

Spokane Comprehensive Plan Implementation Matrix

CHAPTER 3 - LAND USE Implemented and / or Ongoing				
Goal	Policy #	Policy	Implemented	Ongoing
	LU 9.5	<u>Funding Capital Facilities in Annexed Areas</u> Ensure that annexations do not result in a negative fiscal impact on the city.	X	X
	LU 9.6	<u>Land Use and Zoning Designation Upon Annexation</u> Recognize the interests of the residents of the annexing area and, in the absence of specific policies and standards adopted by the City, honor the intent of adopted county plans and ordinances for areas proposed to be annexed.	X	X
	LU 9.7	<u>City Bonded Indebtedness</u> Require property owners within an annexing area to assume a share of the city's bonded indebtedness.	X	X
LU 10 JOINT PLANNING Support joint growth management planning and annexation requests, which best meet the Comprehensive Plan's development goals and policies.	LU 10.1	<u>Land Use Plans</u> Prepare land use plans in cooperation with Spokane County for the urban growth area to ensure that planned land uses are compatible with adopted city policies and development standards at the time of annexation.	X	X
	LU 10.2	<u>Consistent Development Standards</u> Require utilities, roads, and services in the city's urban growth area to be built to city standards.	X	X
	LU 10.3	<u>Special Purpose Districts</u> Confer with affected special purpose districts and other jurisdictions to assess the impact of annexation prior to any annexation.	X	X
	LU 10.4	<u>Long Range Urban Growth Area Planning</u> Establish a forty-year planning horizon to address eventual expansion of UGAs beyond the twenty-year boundary required by the Growth Management Act.		X

Spokane Comprehensive Plan Implementation Matrix

CHAPTER 3 - LAND USE near and mid-term implementation

Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
LU 1 CITYWIDE LAND USE 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 non-residential development and design, and proactively reinforcing downtown Spokane's role as a vibrant urban center.	LU 1.1	<u>Neighborhoods</u> Utilize the neighborhood concept as a unit of design for planning housing, transportation, services, and amenities.	H 1.11 DP 5.1 TR 2,7,13,14,16,18 N 2	6 neighborhoods still require planning efforts	X		
	LU 1.4	<u>Higher Density Residential Areas</u> Direct new higher density residential uses to centers and corridors designated on the land use plan map.	DP 2.12 - Infill Development TR 2 - Transportation Supporting Land Use	Infill Taskforce	X	X	
	LU 1.6	<u>Neighborhood Retail Use</u> Direct new neighborhoods retail use to neighborhood centers designated on the land use plan map.	TR 2 - Transportation Supporting Land Use TR 9 - Promote Economic Opportunity	Evaluate the possible expansion of neighborhood retail		X	
	LU 1.7	<u>Neighborhood Mini-Centers</u> Create a neighborhood mini-center wherever an existing neighborhood retail area is larger than two acres.	TR 2 - Transportation Supporting Land Use TR 9 - Promote Economic Opportunity	Study Possible Expansion of Mini-Center use in Land Use			X
	LU 1.8	<u>General Commercial Uses</u> Contain general commercial areas within the boundaries occupied by existing business designations and within the boundaries of designated centers and corridors.	TR 2 - Transportation Supporting Land Use TR 6 - Commercial Center Access TR 9 - Promote Economic Opportunity	Study Possible Expansion of Neighborhood Retail			X

Spokane Comprehensive Plan Implementation Matrix

CHAPTER 3 - LAND USE near and mid-term implementation							
Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
	LU 1.9	<u>Downtown</u> Develop city wide plans and strategies that are designed to ensure a viable, economically strong downtown area.	H 1.21 ED 3.10 DP 4 TR - 2,4,6,8,9,11,15,18	Update Downtown Plan (Possible Increased Residential Focus)	X	X	
	LU 1.10	<u>Industry</u> Provide a variety of industrial locations and site sizes for a variety of light and heavy industrial development and safeguard them from competing land uses.	ED 2 TR 2,8,9,10,13	Development of The Yard	X		X
LU 3 <u>EFFICIENT LAND USE</u> 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.	LU 3.1	<u>Coordinated and Efficient Land Use</u> Encourage coordinated and efficient growth and development through infrastructure financing and construction programs, tax and regulatory incentives, and by focusing growth in areas where adequate services and facilities exist or can be economically extended.	CFU 2 TR 2 ,12,13	Drive-Throughs in Office Retail Zone	X		
	LU 3.2	<u>Centers and Corridors</u> Designate centers and corridors (neighborhood scale, community or district scale, and regional scale) on the land use map that encourage a mix of uses and activities around which growth is focused.	TR 2 - Transportation Supporting Land Use TR 5 - Active Transportation TR 6 - Commercial Center Access TR 9 - Promote Economic Opportunity	SubArea Planning for West Hills Neighborhood Center	X	X	
				Lincoln Heights District Center Master Plan - Implementation Planning		X	

Spokane Comprehensive Plan Implementation Matrix

CHAPTER 3 - LAND USE near and mid-term implementation							
Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
LU 5 DEVELOPMENT CHARACTER Promote development in a manner that is attractive, complementary, and compatible with other land uses.			Opportunity TR 13 - Infrastructure Design	Complete Planning for Centers w/no Center Land Uses a. Grand Blvd NC b. Lincoln and Nevada NC c. Shadle DC d. 57th and Regal DC e. N Nevada EC f. N Monroe Corridor (southern portion)		X	X
				Study Possible New Center Designations a. Five Mile b. Northtown		X	X
				Centers and Corridors Design Standards Update	X	X	
				Transition Zone Design Standards Update		X	
				Study Possible Update to Policy LU 1.5 per Focus Group Recommendation			X
	LU 5.5	Compatible Development Ensure that infill and redevelopment projects are well-designed and compatible with surrounding uses and building types.	CFU 4.1 - Compact Development ED 2.1 - Land Supply DP 2.12 - Infill Development	Infill Task Force Recommendation Implementation		X	

Spokane Comprehensive Plan Implementation Matrix

CHAPTER 3 - LAND USE near and mid-term implementation							
Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
LU 7 <u>IMPLEMENTATION</u> Ensure that the goals and policies of the comprehensive plan are implemented.	LU 7.1	<u>Regulatory Structure</u> Develop a land use regulatory structure that utilizes a variety of mechanisms to promote development that provides a public benefit.		Compact Residential Single-Family Overlay			
				Smart Code Pilot Program			
				Lot Dimension Standards Update		X	
				Infill Taskforce Recommended Updates to Development Code		X	
				Possible Neighborhood Retail Expansion		X	
				Centers and Corridors Design Standards Update		X	
LU 9 <u>ANNEXATION</u> Support annexations that enhance effective and efficient government.	LU 9.1	<u>Annexation Boundaries</u> Encourage annexations that create logical boundaries and reasonable service areas within the city's urban growth area, where the city has demonstrated the fiscal capacity to provide services.					
	LU 9.4	<u>Community Impacts</u> Evaluate all annexations on the basis of their short and long-term community impacts and benefits.		Establish administrative guidelines for annexation for the Spokane Municipal Code	x	x	

Spokane Comprehensive Plan Implementation Matrix

CHAPTER 3 - LAND USE near and mid-term implementation							
Goal	Policy #	Policy	Related Elements	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
				Study Possible Update to Policy LU 9.6 - Land Use and Zoning Designations Upon Annexation			

CHAPTER 3 - LAND USE Future Implementation

Goal	Policy #	Policy	Ongoing	To Be Implemented	Next Step Strategies	Strategies to be Determined
LU 1 CITYWIDE LAND USE Offer a harmonious blend of opportunities for living, working, recreation, education, shopping, and cultural activities...and proactively reinforcing downtown Spokane's role as a vibrant urban center.	LU 1.13	<u>Parks and Open Space</u> Develop funding mechanisms, incentives, and other methods to procure land for formal parks and/or natural open space in existing and new neighborhoods based upon adopted standards of the Comprehensive Plan.	X	X		
LU 2 <u>PUBLIC REALM ENHANCEMENT</u> Encourage the enhancement of the public realm.	LU 2.1	<u>Public Realm Features</u> Encourage features that improve the appearance of development, paying attention to how projects function to encourage social interaction and relate to and enhance the surrounding urban and natural environment.	X	X		
	LU 2.2	<u>Performance Standards</u> Employ performance and design standards with sufficient flexibility and appropriate incentives to ensure that development is compatible with surrounding land uses.	X	X		
LU 3 <u>EFFICIENT LAND USE</u> 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.	LU 3.1	<u>Coordinated and Efficient Land Use</u> Encourage coordinated and efficient growth and development through infrastructure financing and construction programs, tax and regulatory incentives, and by focusing growth in areas where adequate services and facilities exist or can be economically extended.	X	X		

	LU 3.3	<u>Planned Neighborhood Centers</u> Designate new centers or corridors in appropriate locations on the land use plan map through a city-approved planning process.	X	X		
	LU 3.4	<u>Planning for Centers and Corridors</u> Utilize basic criteria for growth planning estimates and, subsequently, growth targets for centers, and corridors.	X			
	LU 3.5	<u>Mix of Uses in Centers</u> Achieve a proportion of uses in centers that will stimulate pedestrian activity and create mutually reinforcing land uses.	X	X		
	LU 3.6	<u>Compact Residential Patterns</u> Allow more compact and affordable housing in all neighborhoods, in accordance with design guidelines.	X	X	Infill Housing Goals	
	LU 3.8	<u>Shared Parking</u> Encourage shared parking facilities for business and commercial establishments that have dissimilar peak use periods.		X		
LU 4 TRANSPORTATION 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.	LU 4.1	<u>Land Use and Transportation</u> 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.		X		
	LU 4.2	<u>Land Uses That Support Travel Option and Active Transportation</u> Provide a compatible mix of housing and commercial uses in neighborhood centers, district centers, employment centers, and corridors.		X		

	LU 4.3	<u>Neighborhood Through-Traffic</u> Create boundaries for new neighborhoods through which principal arterials should not pass.		X		
	LU 4.4	<u>Connections</u> Form a well-connected network which provides safe, direct and convenient access for all users, including pedestrians, bicycles, and automobiles, through site design for new development and redevelopment.		X		
LU 5 <u>DEVELOPMENT CHARACTER</u> Promote development in a manner that is attractive, complementary, and compatible with other land uses.	LU 5.1	<u>Built and Natural Environment</u> Ensure that developments are sensitive to the built and natural environment (for example, air and water quality, noise, traffic congestion, and public utilities and services), by providing adequate impact mitigation to maintain and enhance quality of life.	X	X		
	LU 5.3	<u>Off-Site Impacts</u> Ensure that off-street parking, access, and loading facilities do not adversely impact the surrounding area.		X		
	LU 5.4	<u>Natural Features and Habitat Protection</u> Ensure development is accomplished in a manner that protects significant natural features and wildlife habitat.		X		
LU 6 <u>ADEQUATE PUBLIC LANDS AND FACILITIES</u> Ensure the provision and distribution of adequate, well-located public lands and facilities throughout the city.	LU 6.2	<u>Open Space</u> Identify, designate, prioritize, and seek funding for open space areas.	X	X		
	LU 6.4	<u>School and City Cooperation</u> Continue the cooperative relationship between the city and school officials.		X		
	LU 6.7	<u>Sharing and Programming Planning</u> Develop a joint plan for the city and school districts serving Spokane for sharing and programming school sites for common activities.		X		

<p>LU 8 <u>URBAN GROWTH AREA</u> Maintain an urban growth area that includes areas and densities sufficient to accommodate the city's allocated population, housing and employment growth for the succeeding twenty-year period,...but that does not exceed the areas necessary to accommodate such growth.</p>	<p>LU 8.1</p>	<p><u>Role of Urban Growth Area</u> Limit urban sprawl by encouraging development in urban areas where adequate public facilities already exist or where such facilities can be more efficiently provided.</p>		<p>X</p>		
<p>LU 9 <u>ANNEXATION</u> Support annexations that enhance effective and efficient government.</p>	<p>LU 9.1</p>	<p><u>Annexation Boundaries</u> Encourage annexations that create logical boundaries and reasonable service areas within the city's urban growth area, where the city has demonstrated the fiscal capacity to provide services.</p>		<p>X</p>		
	<p>LU 9.2</p>	<p><u>Peninsula Annexation</u> Encourage and assist property owners in existing unincorporated "peninsulas" in the city's urban growth area to annex to the city.</p>		<p>X</p>		
<p>LU 10 <u>JOINT PLANNING</u> Support joint growth management planning and annexation requests, which best meet the Comprehensive Plan's development goals and policies.</p>	<p>LU 10.4</p>	<p><u>Long Range Urban Growth Area Planning</u> Establish a forty-year planning horizon to address eventual expansion of UGAs beyond the twenty-year boundary required by the Growth Management Act.</p>		<p>X</p>		



December 14, 2015

Plan Commission Packet

Shaping Spokane

2017 Update to the
Comprehensive Plan

Part III

Chapter 6 – Housing Implementation Matrices

CHAPTER 6 HOUSING

Goal	Policy #	Action Policy	Value Policy	Related Elements	Implementation Examples	Future Projects	Lead Implementer	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
H 1 <u>HOUSING CHOICE AND DIVERSITY</u> Provide opportunities for a variety of housing types that is safe and affordable for all income levels to meet the diverse housing needs of current and future residents.	H 1.1	<u>Regional Coordination</u> Coordinate the city’s comprehensive planning with other jurisdictions in the region to address housing-related needs and issues.		LU 1 - Citywide Land Use LU 4.1 - Land Use and Transportation LU 8.3 - Review of Urban Growth Area LU 9.1 - Annexation Boundaries CFU 1.8 Intangible Costs and Benefits CFU 3 Coordination NE 16.1 Quality of Life Indicators SH 1.3 Equitable Funding SH 1.5 Public/Private Partnerships SH 5.1 Coordination of Human Services N 8.5 Neighborhood Planning Coordination TR 2 - Transportation Supporting Land Use TR 19 - Plan Collaboratively	Development of Land Use Plan Map, Infill Housing Task Forces, Steering Committee of Electeds Initial Discussion, Mayor’s Housing Quality Taskforce, Spokane Municipal Code	Development of Land Use Plan Map, Infill Housing Task Forces, Steering Committee of Electeds, Spokane Municipal Code	City of Spokane	X			
	H 1.2	<u>Regional Fair Share Housing</u> Participate in a process that monitors and adjusts the distribution of low income housing throughout the region.		LU 6.8 Siting Essential Public Facilities ED 1.1 Economic Development Programs ED 1.3 Economic Development Progress SH 1.3 Equitable Funding SH 1.5 Public/Private Partnerships SH 2.2 Special Needs Temporary Housing SH 2.6 Joint-Use Facilities SH 2.9 Exceptions to Fair Housing SH 5.1 Coordination of Human Services	Steering Committee of Electeds Initial Discussion, Spokane Municipal Code, Community Development/CHHS boards	Comp Plan Major Update, Spokane Municipal Code, Community Development/CHHS Boards	City of Spokane				

Spokane Comprehensive Plan Implementation Matrix											
CHAPTER 6 HOUSING											
Goal	Policy #	Action Policy	Value Policy	Related Elements	Implementation Examples	Future Projects	Lead Implementer	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
	H 1.3	<u>Employer-Sponsored Housing</u> Provide incentives for employers to sponsor or develop affordable housing in proximity to their place of employment.		LU 2.2 Performance Standards LU 3.1 Coordinated and Efficient Land Use LU 7.1 Regulatory Structure ED 1.4 Public-Private Partnerships ED 7.4 Tax Incentives for Land Improvement ED 7.5 Tax Incentives for Renovation DP 3.9 Redevelopment Incentives NE 10.2 Local Business Support NE 10.3 Economic Activity Incentives		Commute Trip Systems, Housing Near Employment Areas, Matching Down Payment Assistance Program? City Pilot for employees	City of Spokane				

CHAPTER 6 HOUSING											
Goal	Policy #	Action Policy	Value Policy	Related Elements	Implementation Examples	Future Projects	Lead Implementer	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
	H 1.4		<u>Use of Existing Infrastructure</u> Direct new residential development into areas where community and human public services and facilities are available.	LU 1 Citywide Land Use LU 3 Efficient Land Use LU 4 Transportation LU 8.1 Role of Urban Growth Areas CFU 1.1 Level of Service CFU 1.2 Operational Efficiency CFU 2.2 Concurrency Management System CFU 3.6 Limitation of Services Outside Urban Growth Areas CFU 4.1 Compact Development CFU 6.1 Community Revitalization ED 2.1 Land Supply DP 2.11 Improvements Program DP 2.12 Infill Development DP 4.1 Downtown Residents and Workers SH 1.3 Equitable Funding SH 5.1 Coordination of Human Services N 2.4 Neighborhood Improvement N 3.1 Multipurpose Use of	Urban Growth Area, Infill Housing Task Force, Development of Land Use Plan Map, Targeted Investment Areas, General Facility Charge Waivers, Commercial Rate Clarification, Urban Utility Pilot	Development of Land Use Plan Map Target Investment Areas Infill Housing	City of Spokane				
	H 1.5	<u>Housing Information</u> Participate in and promote the development of educational resources and programs that assist low and moderate-income households in obtaining affordable housing.		ED 5 Education and Workforce Development SH 1.1 Invest in Social Health SH 1.4 Accessibility SH 1.5 Public/Private Partnerships SH 1.6 Vacant Buildings SH 1.7 Surplus City Real Property SH 2.2 Special Needs Temporary Housing SH 2.6 Joint-Use Facilities SH 5.1 Coordination of Human Services N 7.2 City Hall Outreach	Northwest Fair Housing Coalition Trainings, Spokane Low-Income Housing Consortium Trainings	Establish Financing Resource Center, Develop a Communication Program	CHHS, WA Housing Finance Commission, Spokane Neighborhood Action Partnership, Community Frameworks, NW Fair Housing Alliance, Spokane Housing Authority				

CHAPTER 6 HOUSING											
Goal	Policy #	Action Policy	Value Policy	Related Elements	Implementation Examples	Future Projects	Lead Implementer	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
	H 1.6		<u>Fair Housing</u> Promote compliance with fair housing laws.	SH 2 Facilities for Special Populations	Funding nonprofit organizations who perform work or who administer inspections	Develop a Communication Program	City of Spokane				
	H 1.7		<u>Socioeconomic Integration</u> Promote socioeconomic integration throughout the city.	LU 1.9 Downtown ED 4.3 Income Equity ED 5.7 Employment Opportunities for Special Needs Populations SH 4.1 Universal Accessibility SH 5.1 Coordination of Human Services		Affordable housing requirement for property the City sells.	City of Spokane				
	H 1.8	<u>Affordable Housing Requirement</u> Include a percentage of affordable housing within all new developments that include housing.		LU 3.6 Compact Residential Patterns	Multiple-Family Tax Exemption 12-year Duration, Additional Height and Floor Area Ratio Bonuses for Centers and Corridors, CHHS 5-year Plan	Develop Tracking Tools, Evaluate Financial and Regulatory Incentive Programs for Effectiveness, Evaluate Land Inventory for Capacity for Listed House Types, Volume 2 Comp Plan Table H19 Future Housing Type Need Estimates and Needs, Affordable housing requirement for property the City sells.	City of Spokane				
	H 1.9		<u>Mixed-Income Housing</u> Encourage mixed-income developments throughout the city.	LU 1.9 Downtown LU 3.2 Centers and Corridors LU 3.6 Compact Residential Patterns SH 1.7 Surplus City Real Property SH 2.2 Special Needs Temporary Housing ED 3.10 Downtown Spokane	MFTE	MFTE Affordable housing requirement for property the City sells.	City of Spokane				

CHAPTER 6 HOUSING											
Goal	Policy #	Action Policy	Value Policy	Related Elements	Implementation Examples	Future Projects	Lead Implementer	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
	H 1.10	<u>Lower-Income Housing Development Incentives</u> Support and assist the public and private sectors to develop lower-income or subsidized housing for households that cannot compete in the market for housing by using federal, state, and local aid.		LU 1.9 Downtown LU 3.6 Compact Residential Patterns LU 3.7 Maximum and Minimum Lot Sizes CFU 2.5 Exemptions from Impact Fees CFU 5.5 Waste Reduction and Recycling ED 1.4 Public-Private Partnerships SH 4.1 Universal Accessibility SH 5.1 Coordination of Human Services SH 2.2 Special Needs Temporary Housing N 2.3 Special Needs	Density Bonuses, Fee Exemptions/Waivers, Property Tax Deferral through MFTE, CHHS Public Funding for Development	Additional Incentives, Inclusionary Zoning, Affordable Housing Plan Library	City of Spokane	x			
	H 1.11		<u>Access to Transportation</u> Encourage housing that provides easy access to public transit and other efficient modes of transportation.	LU 1.1 Neighborhoods LU 3.7 Maximum and Minimum Lot Sizes LU 4.1 Land Use and Transportation LU 4.2 Land Uses That Support Travel Options and Active DP 4.3 Downtown Services N 2.1 Neighborhood Quality of Life N 4.5 Multimodal Transportation N 4.7 Pedestrian Design N 5.3 Linkages	LINK, Centers & Corridors	LINK, STA Overlay	City of Spokane Development Community	x			

CHAPTER 6 HOUSING											
Goal	Policy #	Action Policy	Value Policy	Related Elements	Implementation Examples	Future Projects	Lead Implementer	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
	H 1.12		<u>Affordable Housing Funding Sources</u> Support the development of affordable housing development funding sources.	ED 1.4 Public-Private Partnerships SH 1.1 Invest in Social Health SH 1.3 Equitable Funding SH 1.7 Surplus City Real Property SH 5.1 Coordination of Human Services SH 5.2 Neighborhood-Level Health and Human Services			Spokane Low Income Housing Consortium City of Spokane	x	x		
	H 1.13	<u>Siting of Subsidized Low-Income Housing</u> Set clear site selection criteria for publicly subsidized housing to minimize geographic concentrations of publicly subsidized housing projects in neighborhoods with a high percent of minority or low-income households.	Refer to state & local laws RE: hard to site uses	LU 1.9 Downtown LU 3.6 Compact Residential Patterns LU 6.1 Advance Siting LU 6.8 Siting Essential Public Facilities SH 2.9 Exceptions to Fair Housing SH 2.2 Special Needs Temporary Housing			City of Spokane	x	x		

CHAPTER 6 HOUSING											
Goal	Policy #	Action Policy	Value Policy	Related Elements	Implementation Examples	Future Projects	Lead Implementer	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
	H 1.14		<u>Building, Fire, Infrastructure, and Land Use Standards</u> Review periodically and, when needed, revise building, fire, infrastructure, and land use standards and requirements to ensure community standards are implemented and that new or rehabilitated housing remains affordable.	<u>Refer back to current code</u> LU 2.2 Performance Standards LU 7.2 Continuing Review Process LU 10.2 Consistent Development Standards CFU 1.6 Management Plans CFU 3.5 Uniformity of Standards ED 7.6 Development Standards and Permitting Process DP 2.2 Design Guidelines and Regulations DP 2.4 Design Flexibility for Neighborhood Facilities DP 2.8 Design Review Process DP 3.10 Zoning Provisions and Building Regulations DP 5.1 Neighborhood Participation		Review thresholds that trigger work that does not pencil	City of Spokane	x			
	H 1.15	<u>Performance Standards</u> Create a flexible project review process that allows for the use of alternative standards, but only if their use results in a project that is equal or superior to using existing standards.		LU 2.2 Performance Standards CFU 6.3 Joint Use of Public Sites DP 2.2 Design Guidelines and Regulations DP 2.4 Design Flexibility for Neighborhood Facilities SH 3.2 Neighborhood Arts Presence SH 5.3 Space for Public Benefit Uses	Spokane Municipal Code	Phase II Infill projects	City of Spokane	x	x		

CHAPTER 6 HOUSING											
Goal	Policy #	Action Policy	Value Policy	Related Elements	Implementation Examples	Future Projects	Lead Implementer	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
	H 1.16		<u>New Manufactured Housing</u> Permit manufactured homes on individual lots in all areas where residential uses are allowed.		SMC currently allows	Update comp plan language	City of Spokane		x		
	H 1.17		<u>Partnerships to Increase Housing Opportunities</u> Create partnerships with public and private lending institutions to find solutions that increase opportunities and reduce financial barriers for builders and consumers of affordable and lower-income housing.	ED 1 Cooperative Partnerships SH 1.5 Public/Private Partnerships SH 5.1 Coordination of Human Services SH 4.1 Universal Accessibility		Creation of a housing department within the city	City of Spokane	x			x
	H 1.18		<u>Distribution of Housing Options</u> 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.	LU 1.3 Single-Family Residential Areas LU 1.4 Higher Density Residential Uses LU 1.9 Downtown LU 3.6 Compact Residential Patterns LU 3.7 Maximum and Minimum Lot Sizes LU 4.2 Land Uses That Support Travel Options and Active CFU 2.5 Exemptions from Impact Fees ED 2.4 Mixed-Use N 1.1 Downtown Development N 2.3 Special Needs SH 2.2 Special Needs	Infill Current Code	Infill	City of Spokane	x			

CHAPTER 6 HOUSING											
Goal	Policy #	Action Policy	Value Policy	Related Elements	Implementation Examples	Future Projects	Lead Implementer	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
	H 1.19		<u>Senior Housing</u> Encourage and support accessible design and housing strategies that provide seniors the opportunity to remain within their neighborhoods as their housing needs change.	LU 1.1 Neighborhoods LU 3.6 Compact Residential Patterns SH 2.1 Care Facilities SH 2.4 Co-Location of Facilities N 2.2 Neighborhood Centers N 2.3 Special Needs		Look into adding to MFTE Building regulations	City of Spokane				
	H 1.20		<u>Accessory Dwelling Units</u> Allow one accessory dwelling unit as an ancillary use to single-family homes in all designated residential areas as an affordable housing option.	LU 1.1 Neighborhoods LU 3.6 Compact Residential Patterns DP 2.6 Building and Site Design CFU 4.1 Compact Development		Infill Comprehensive Plan revision SMC revision	City of Spokane				
	H 1.21		<u>Development of Single-Room Occupancy Housing</u> Allow development of single-room occupancy units in downtown Spokane and in other areas where high-density housing is permitted.			Infill	City of Spokane				
	H 1.22		<u>Special Needs Housing</u> Encourage the retention, inclusion, and development of special needs and assisted living housing.	CFU 2.5 Exemptions from Impact Fees SH 2 Facilities for Special Needs Populations SH 5.2 Neighborhood-Level Health and Human Services N 2.3 Special Needs	SMC for hard to site facilities		City of Spokane				

CHAPTER 6 HOUSING											
Goal	Policy #	Action Policy	Value Policy	Related Elements	Implementation Examples	Future Projects	Lead Implementer	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
	H 1.23		<u>Distribution of Special Needs Housing</u> Include units that are affordable for low-income special need families in all housing developments.	CFU 2.5 Exemptions from Impact Fees SH 2 Facilities for Special Needs Populations SH 5.2 Neighborhood-Level Health and Human Services N 2.3 Special Needs		MFTE	City of Spokane				
	H 1.24		<u>Taxes and Tax Structure</u> Support state consideration of property tax reform measures that provide increased local options that contribute to housing choice and diversity.		Recording fee	Continue to support the recording fee at next sunset	City of Spokane				
H 2 <u>HOUSING QUALITY</u> Improve the overall quality of the City of Spokane’s housing.	H 2.1	<u>Housing Rehabilitation</u> Provide assistance for housing rehabilitation beyond housing maintenance code requirements if the assistance is supportive of general community development activity and is on a voluntary basis.		LU 3.1 Coordinated and Efficient Land Use ED 2.3 Reusable Buildings Inventory ED 7.5 Tax Incentives for Renovation DP 3.10 Zoning Provisions and Building Regulations DP 3.11 Rehabilitation of Historic Properties SH 1.6 Vacant Buildings	Historic Preservation Tax Credit State Housing Rehab Program		City of Spokane				

CHAPTER 6 HOUSING											
Goal	Policy #	Action Policy	Value Policy	Related Elements	Implementation Examples	Future Projects	Lead Implementer	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)
	H 2.2		<u>Property Responsibility and Maintenance</u> Assist in and promote improved and increased public and private property maintenance and property responsibility throughout the city.	DP 2.1 Definition of Urban Design DP 2.2 Design Guidelines and Regulations DP 2.5 Character of the Public Realm SH 6.1 Crime Prevention through Environmental Design Themes ED 8.5 Contaminated Site Clean-Up Responsibilities N 2.1 Neighborhood Quality of Life N 6.1 Environmental Planning N 6.2 Code Enforcement N 6.4 Maintenance of City Property LGC 6.1 Enforcement of Land Use and Development Codes	New Outdoor Storage Ordinance	Education Re: the programs that exist	City of Spokane				
	H 2.3		<u>Housing Preservation</u> Encourage preservation of viable housing.	LU 7.3 Historic Reuse ED 7.5 Tax Incentives for Renovation DP 1.1 Landmark Structures, Buildings, and Sites DP 3 Preservation	Historical Preservation Tax Credit Demolition Ordinance SMC		City State Federal Agencies				
	H 2.4	<u>Linking Housing with Other Land Uses</u> Ensure that land use plans provide increased physical connection between housing, employment, transportation, recreation, daily-needs services, and educational uses.		LU 1 Citywide Land Use LU 3 Efficient Land Use LU 4 Transportation LU 5 Development Character LU 10.1 Land Use Plans ED 2.1 Land Supply SH 2.4 Co-Location of Facilities NE 13 Connectivity N 4.6 Pedestrian and Bicycle Connections N 5.3 Linkages			City of Spokane				

Spokane Comprehensive Plan Implementation Matrix												
CHAPTER 6 HOUSING												
Goal	Policy #	Action Policy	Value Policy	Related Elements	Implementation Examples	Future Projects	Lead Implementer	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)	Long Term (5+ years)	
	H 2.5	<u>Housing Goal Monitoring</u> Provide a report annually to the City Plan Commission that monitors progress toward achieving the housing goals and includes recommended policy change if positive direction toward achieving the housing goals is not occurring.			CHHS	CHHS	City of Spokane					

CHAPTER 6 HOUSING

Implemented and/or Ongoing

Goal	Policy #	Policy	Implementation Examples	Future Projects	Implemented	Ongoing
H 1 <u>HOUSING CHOICE AND DIVERSITY</u> Provide opportunities for a variety of housing types that is safe and affordable for all income levels to meet the diverse housing needs of current and future residents.	H 1.1	<u>Regional Coordination</u> Coordinate the city's comprehensive planning with other jurisdictions in the region to address housing-related needs and issues.	Development of Land Use Plan Map, Infill Housing Task Forces, Steering Committee of Electeds Initial Discussion, Mayor's Housing Quality Taskforce, Spokane Municipal Code	Development of Land Use Plan Map, Infill Housing Task Forces, Steering Committee of Electeds, Spokane Municipal Code		X
	H 1.2	<u>Regional Fair Share Housing</u> Participate in a process that monitors and adjusts the distribution of low income housing throughout the region.	Steering Committee of Electeds Initial Discussion, Spokane Municipal Code, Community Development/CHHS boards	Comp Plan Major Update, Spokane Municipal Code, Community Development/CHHS Boards		X
	H 1.3	<u>Employer-Sponsored Housing</u> Provide incentives for employers to sponsor or develop affordable housing in proximity to their place of employment.		Commute Trip Systems, Housing Near Employment Areas, Matching Down Payment Assistance Program? City Pilot for employees		
	H 1.4	<u>Use of Existing Infrastructure</u> Direct new residential development into areas where community and human public services and facilities are available.	Urban Growth Area, Infill Housing Task Force, Development of Land Use Plan Map, Targeted Investment Areas, General Facility Charge Waivers, Commercial Rate Clarification, Urban Utility Pilot	Development of Land Use Plan Map Target Investment Areas Infill Housing		X
	H 1.5	<u>Housing Information</u> Participate in and promote the development of educational resources and programs that assist low and moderate-income households in obtaining affordable housing.	Northwest Fair Housing Coalition Trainings, Spokane Low-Income Housing Consortium Trainings	Establish Financing Resource Center, Develop a Communication Program CHHS is making 7 CDBG-assisted homes available for low-income homebuyers.		X

Spokane Comprehensive Plan Implementation Matrix

CHAPTER 6 HOUSING
Implemented and/or Ongoing

Goal	Policy #	Policy	Implementation Examples	Future Projects	Implemented	Ongoing
	H 1.6	<u>Fair Housing</u> Promote compliance with fair housing laws.	Funding nonprofit organizations who perform work or who administer inspections Annual Fair Housing Conference sponsored by	Develop a Communication Program		X
	H 1.7	<u>Socioeconomic Integration</u> Promote socioeconomic integration throughout the city.		Affordable housing requirement for property the City sells.		X
	H 1.8	<u>Affordable Housing Requirement</u> Include a percentage of affordable housing within all new developments that include housing.	Multiple-Family Tax Exemption 12-year Duration, Additional Height and Floor Area Ratio Bonuses for Centers and Corridors, CHHS 5-year Plan	Develop Tracking Tools, Evaluate Financial and Regulatory Incentive Programs for Effectiveness, Evaluate Land Inventory for Capacity for Listed House Types, Volume 2 Comp Plan Table H19 Future Housing		X
	H 1.9	<u>Mixed-Income Housing</u> Encourage mixed-income developments throughout the city.	MFTE HUD HOME funds can finance portions of affordable rental housing acquisition, renovation or new construction projects to encourage a mix of incomes and affordability.	MFTE Affordable housing requirement for property the City sells.		X
	H 1.10	<u>Lower-Income Housing Development Incentives</u> Support and assist the public and private sectors to develop lower-income or subsidized housing for households that cannot compete in the market for housing by using federal, state, and local aid.	Density Bonuses, Fee Exemptions/Waivers, Property Tax Deferral through MFTE, CHHS Public Funding for Development HUD HOME funds can finance portions of affordable rental housing acquisition, renovation or new construction projects to encourage a mix of incomes and affordability.	Additional Incentives, Inclusionary Zoning, Affordable Housing Plan Library		X

CHAPTER 6 HOUSING

Implemented and/or Ongoing

Goal	Policy #	Policy	Implementation Examples	Future Projects	Implemented	Ongoing
	H 1.11	<u>Access to Transportation</u> Encourage housing that provides easy access to public transit and other efficient modes of transportation.	LINK, Centers & Corridors HOME funded Multifamily Housing Program funding priorities include affordable housing projects located in designated Centers and Corridors.	LINK, STA Overlay		X
	H 1.12	<u>Affordable Housing Funding Sources</u> Support the development of affordable housing development funding sources.	Encourage continuation of document recording fees that support development of housing and services for low-income and homeless.			X
	H 1.13	<u>Siting of Subsidized Low-Income Housing</u> Set clear site selection criteria for publicly subsidized housing to minimize geographic concentrations of publicly subsidized housing projects in neighborhoods with a high percent of minority or low-income households.	Refer to state & local laws RE: hard to site uses		X	X
	H 1.14	<u>Building, Fire, Infrastructure, and Land Use Standards</u> Review periodically and, when needed, revise building, fire, infrastructure, and land use standards and requirements to ensure community standards are implemented and that new or rehabilitated housing remains affordable.		Review thresholds that trigger work that does not pencil	X	X

CHAPTER 6 HOUSING

Implemented and/or Ongoing

Goal	Policy #	Policy	Implementation Examples	Future Projects	Implemented	Ongoing
	H 1.15	<u>Performance Standards</u> Create a flexible project review process that allows for the use of alternative standards, but only if their use results in a project that is equal or superior to using existing standards.	Spokane Municipal Code	Phase II Infill projects	X	X
	H 1.16	<u>New Manufactured Housing</u> Permit manufactured homes on individual lots in all areas where residential uses are allowed.	SMC currently allows	Update comp plan language	X	
	H 1.17	<u>Partnerships to Increase Housing Opportunities</u> Create partnerships with public and private lending institutions to find solutions that increase opportunities and reduce financial barriers for builders and consumers of affordable and lower-income housing.	Ongoing partnership between staffs of City, Housing Trust Fund and Housing Finance Commission to discuss funding opportunity for priority affordable housing projects in the City of Spokane.	Creation of a housing department within the city		X
	H 1.18	<u>Distribution of Housing Options</u> 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.	Infill Current Code	Infill		X
	H 1.19	<u>Senior Housing</u> Encourage and support accessible design and housing strategies that provide seniors the opportunity to remain within their neighborhoods as their housing needs change.		Look into adding to MFTE Building regulations		

CHAPTER 6 HOUSING

Implemented and/or Ongoing

Goal	Policy #	Policy	Implementation Examples	Future Projects	Implemented	Ongoing
	H 1.20	<u>Accessory Dwelling Units</u> Allow one accessory dwelling unit as an ancillary use to single-family homes in all designated residential areas as an affordable housing option.	SMC	Infill Comprehensive Plan revision SMC revision	X	
	H 1.21	<u>Development of Single-Room Occupancy Housing</u> Allow development of single-room occupancy units in downtown Spokane and in other areas where high-density housing is permitted.		Infill	X	X
	H 1.22	<u>Special Needs Housing</u> Encourage the retention, inclusion, and development of special needs and assisted living housing.	SMC for hard to site facilities			
	H 1.23	<u>Distribution of Special Needs Housing</u> Include units that are affordable for low-income special need families in all housing developments.		MFTE		
	H 1.24	<u>Taxes and Tax Structure</u> Support state consideration of property tax reform measures that provide increased local options that contribute to housing choice and diversity.	Recording fee	Continue to support the recording fee at next sunset		X
H 2 <u>HOUSING QUALITY</u> Improve the overall quality of the City of Spokane's housing.	H 2.1	<u>Housing Rehabilitation</u> Provide assistance for housing rehabilitation beyond housing maintenance code requirements if the assistance is supportive of general community development activity and is on a voluntary basis.	Historic Preservation Tax Credit State Housing Rehab Program CHHS Single Family Rehabilitation program			X

CHAPTER 6 HOUSING

Implemented and/or Ongoing

Goal	Policy #	Policy	Implementation Examples	Future Projects	Implemented	Ongoing
	H 2.2	<u>Property Responsibility and Maintenance</u> Assist in and promote improved and increased public and private property maintenance and property responsibility throughout the city.	New Outdoor Storage Ordinance	Education Re: the programs that exist		X
	H 2.3	<u>Housing Preservation</u> Encourage preservation of viable housing.	Historical Preservation Tax Credit Demolition Ordinance SMC CHHS Essential Repair Program		X	X
	H 2.4	<u>Linking Housing with Other Land Uses</u> Ensure that land use plans provide increased physical connection between housing, employment, transportation, recreation, daily-needs services, and educational uses.				X
	H 2.5	Housing Goal Monitoring Provide a report annually to the City Plan Commission that monitors progress toward achieving the housing goals and includes recommended policy change if positive direction toward achieving the housing goals is not occurring.	CHHS annual Action Plan to HUD	CHHS	X	X

CHAPTER 6 HOUSING
Near and Mid-term Implementation

Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
H 1 <u>HOUSING CHOICE AND DIVERSITY</u> Provide opportunities for a variety of housing types that is safe and affordable for all income levels to meet the diverse housing needs of current and future residents.	H 1.1	<u>Regional Coordination</u> Coordinate the city's comprehensive planning with other jurisdictions in the region to address housing-related needs and issues.	LU 1, 4.1, 8.3, 9.1 CFU 1.8, 3 NE 16.1 SH 1.3, 1.5, 5.1 N 8.5 TR 2, 19	Development of Land Use Plan Map, Infill Housing Task Forces, Steering Committee of Electeds Initial Discussion, Mayor's Housing Quality Taskforce, Spokane Municipal Code	Development of Land Use Plan Map, Infill Housing Task Forces, Steering Committee of Electeds, Spokane Municipal Code	X		
	H 1.2	<u>Regional Fair Share Housing</u> Participate in a process that monitors and adjusts the distribution of low income housing throughout the region.	LU 6.8 ED 1.1, 1.3 SH 1.3, 1.5, 2.2, 2.6, 2.9, 5.1	Steering Committee of Electeds Initial Discussion, Spokane Municipal Code, Community Development/CHHS boards	Comp Plan Major Update, Spokane Municipal Code, Community Development/CHHS Boards			
	H 1.3	<u>Employer-Sponsored Housing</u> Provide incentives for employers to sponsor or develop affordable housing in proximity to their place of employment.	LU 2.2, 3.1, 7.1 ED 1.4, 7.4, 7.5 DP 3.9 NE 10.2 & 10.3		Commute Trip Systems, Housing Near Employment Areas, Matching Down Payment Assistance Program? City Pilot for employees			
	H 1.4	<u>Use of Existing Infrastructure</u> Direct new residential development into areas where community and human public services and facilities are available.	LU 1, 3, 4, 8.1 CFU 1.1, 1.2, 2.2, 3.6, 4.1, 6.1 ED 2.1 DP 2.11, 2.12, 4.1 SH 1.3, 5.1 N 2.4 & 3.1	Urban Growth Area, Infill Housing Task Force, Development of Land Use Plan Map, Targeted Investment Areas, General Facility Charge Waivers, Commercial Rate Clarification, Urban Utility Pilot	Development of Land Use Plan Map Target Investment Areas Infill Housing			
	H 1.5	<u>Housing Information</u> Participate in and promote the development of educational resources and programs that assist low and moderate-income households in obtaining affordable housing.	ED 5 SH 1.1, 1.4, 1.5, 1.6, 1.7, 2.2, 2.6, 5.1 N 7.2	Northwest Fair Housing Coalition Trainings, Spokane Low-Income Housing Consortium Trainings	Establish Financing Resource Center, Develop a Communication Program CHHS is making 7 CDBG-assisted homes available for low-income homebuyers.			
	H 1.6	<u>Fair Housing</u> Promote compliance with fair housing laws.	SH 2 Facilities for Special Populations	Funding nonprofit organizations who perform work or who administer inspections Annual Fair Housing Conference sponsored by	Develop a Communication Program			
	H 1.7	<u>Socioeconomic Integration</u> Promote socioeconomic integration throughout the city.	LU 1.9 Downtown ED 4.3 & 5.7 ED 5.7 SH 4.1 & 5.1		Affordable housing requirement for property the City sells.			
	H 1.8	<u>Affordable Housing Requirement</u> Include a percentage of affordable housing within all new developments that include housing.	LU 3.6 Compact Residential Patterns	Multiple-Family Tax Exemption 12-year Duration, Additional Height and Floor Area Ratio Bonuses for Centers and Corridors, CHHS 5-year Plan	Develop Tracking Tools, Evaluate Financial and Regulatory Incentive Programs for Effectiveness, Evaluate Land Inventory for Capacity for Listed House Types, Volume 2 Comp Plan Table H19 Future Housing Type Need Estimates and Needs, Affordable housing requirement for property the City sells.			

CHAPTER 6 HOUSING
Near and Mid-term Implementation

Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
	H 1.9	<u>Mixed-Income Housing</u> Encourage mixed-income developments throughout the city.	LU 1.9, 3.2, 3.6 SH 1.7 & 2.2 ED 3.10	MFTE HUD HOME funds can finance portions of affordable rental housing acquisition, renovation or new construction projects to encourage a mix of incomes and affordability.	MFTE Affordable housing requirement for property the City sells.			
	H 1.10	<u>Lower-Income Housing Development Incentives</u> Support and assist the public and private sectors to develop lower-income or subsidized housing for households that cannot compete in the market for housing by using federal, state, and local aid.	LU 1.9, 3.6, 3.7 CFU 2.5 & 5.5 ED 1.4 SH 4.1, 5.1, 2.2 N 2.3	Density Bonuses, Fee Exemptions/Waivers, Property Tax Deferral through MFTE, CHHS Public Funding for Development HUD HOME funds can finance portions of affordable rental housing acquisition, renovation or new construction projects to encourage a mix of incomes and affordability.	Additional Incentives, Inclusionary Zoning, Affordable Housing Plan Library	x		
	H 1.11	<u>Access to Transportation</u> Encourage housing that provides easy access to public transit and other efficient modes of transportation.	LU 1.1, 3.7, 4.1, 4.2 DP 4.3 Downtown Services N 2.1, 4.5, 4.7, 5.3	LINK, Centers & Corridors HOME funded Multifamily Housing Program funding priorities include affordable housing projects located in designated Centers and Corridors.	LINK, STA Overlay	x		
	H 1.12	<u>Affordable Housing Funding Sources</u> Support the development of affordable housing development funding sources.	ED 1.4 Public-Private Partnerships SH 1.1 Invest in Social Health SH 1.3 Equitable Funding SH 1.7 Surplus City Real Property SH 5.1 Coordination of Human Services SH 5.2 Neighborhood-Level Health and Human Services	Encourage continuation of document recording fees that support development of housing and services for low-income and homeless.		x	x	
	H 1.13	<u>Siting of Subsidized Low-Income Housing</u> Set clear site selection criteria for publicly subsidized housing to minimize geographic concentrations of publicly subsidized housing projects in neighborhoods with a high percent of minority or low-income households.	LU 1.9 Downtown LU 3.6 Compact Residential Patterns LU 6.1 Advance Siting LU 6.8 Siting Essential Public Facilities SH 2.9 Exceptions to Fair Housing SH 2.2 Special Needs Temporary Housing	Refer to state & local laws RE: hard to site uses		x	x	

CHAPTER 6 HOUSING
Near and Mid-term Implementation

Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
	H 1.14	<u>Building, Fire, Infrastructure, and Land Use Standards</u> Review periodically and, when needed, revise building, fire, infrastructure, and land use standards and requirements to ensure community standards are implemented and that new or rehabilitated housing remains affordable.	Refer back to current code LU 2.2 Performance Standards LU 7.2 Continuing Review Process LU 10.2 Consistent Development Standards CFU 1.6 Management Plans CFU 3.5 Uniformity of Standards ED 7.6 Development Standards and Permitting Process DP 2.2 Design Guidelines and Regulations DP 2.4 Design Flexibility for Neighborhood Facilities DP 2.8 Design Review Process DP 3.10 Zoning Provisions and Building Regulations DP 5.1 Neighborhood Participation		Review thresholds that trigger work that does not pencil	x		
	H 1.15	<u>Performance Standards</u> Create a flexible project review process that allows for the use of alternative standards, but only if their use results in a project that is equal or superior to using existing standards.	LU 2.2 Performance Standards CFU 6.3 Joint Use of Public Sites DP 2.2 Design Guidelines and Regulations DP 2.4 Design Flexibility for Neighborhood Facilities SH 3.2 Neighborhood Arts Presence SH 5.3 Space for Public Benefit Uses	Spokane Municipal Code	Phase II Infill projects	x	x	
	H 1.16	<u>New Manufactured Housing</u> Permit manufactured homes on individual lots in all areas where residential uses are allowed.		SMC currently allows	Update comp plan language		x	
	H 1.17	<u>Partnerships to Increase Housing Opportunities</u> Create partnerships with public and private lending institutions to find solutions that increase opportunities and reduce financial barriers for builders and consumers of affordable and lower-income housing.	ED 1 Cooperative Partnerships SH 1.5 Public/Private Partnerships SH 5.1 Coordination of Human Services SH 4.1 Universal Accessibility	Ongoing partnership between staffs of City, Housing Trust Fund and Housing Finance Commission to discuss funding opportunity for priority affordable housing projects in the City of Spokane.	Creation of a housing department within the city	x		

CHAPTER 6 HOUSING
Near and Mid-term Implementation

Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
	H 1.18	<u>Distribution of Housing Options</u> 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.	LU 1.3 Single-Family Residential Areas LU 1.4 Higher Density Residential Uses LU 1.9 Downtown LU 3.6 Compact Residential Patterns LU 3.7 Maximum and Minimum Lot Sizes LU 4.2 Land Uses That Support Travel Options and Active CFU 2.5 Exemptions from Impact Fees ED 2.4 Mixed-Use N 1.1 Downtown Development N 2.3 Special Needs SH 2.2 Special Needs	Infill Current Code	Infill	x		
	H 1.19	<u>Senior Housing</u> Encourage and support accessible design and housing strategies that provide seniors the opportunity to remain within their neighborhoods as their housing needs change.	LU 1.1 Neighborhoods LU 3.6 Compact Residential Patterns SH 2.1 Care Facilities SH 2.4 Co-Location of Facilities N 2.2 Neighborhood Centers N 2.3 Special Needs		Look into adding to MFTE Building regulations			
	H 1.20	<u>Accessory Dwelling Units</u> Allow one accessory dwelling unit as an ancillary use to single-family homes in all designated residential areas as an affordable housing option.	LU 1.1 Neighborhoods LU 3.6 Compact Residential Patterns DP 2.6 Building and Site Design CFU 4.1 Compact Development		Infill Comprehensive Plan revision SMC revision			
	H 1.21	<u>Development of Single-Room Occupancy Housing</u> Allow development of single-room occupancy units in downtown Spokane and in other areas where high-density housing is permitted.			Infill			
	H 1.22	<u>Special Needs Housing</u> Encourage the retention, inclusion, and development of special needs and assisted living housing.	CFU 2.5 Exemptions from Impact Fees SH 2 Facilities for Special Needs Populations SH 5.2 Neighborhood-Level Health and Human Services N 2.3 Special Needs	SMC for hard to site facilities				
	H 1.23	<u>Distribution of Special Needs Housing</u> Include units that are affordable for low-income special need families in all housing developments.	CFU 2.5 Exemptions from Impact Fees SH 2 Facilities for Special Needs Populations SH 5.2 Neighborhood-Level Health and Human Services N 2.3 Special Needs		MFTE			

CHAPTER 6 HOUSING
Near and Mid-term Implementation

Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
	H 1.24	<u>Taxes and Tax Structure</u> Support state consideration of property tax reform measures that provide increased local options that contribute to housing choice and diversity.		Recording fee	Continue to support the recording fee at next sunset			
H 2 <u>HOUSING QUALITY</u> Improve the overall quality of the City of Spokane’s housing.	H 2.1	<u>Housing Rehabilitation</u> Provide assistance for housing rehabilitation beyond housing maintenance code requirements if the assistance is supportive of general community development activity and is on a voluntary basis.	LU 3.1 Coordinated and Efficient Land Use ED 2.3 Reusable Buildings Inventory ED 7.5 Tax Incentives for Renovation DP 3.10 Zoning Provisions and Building Regulations DP 3.11 Rehabilitation of Historic Properties SH 1.6 Vacant Buildings	Historic Preservation Tax Credit State Housing Rehab Program CHHS Single Family Rehabilitation program				
	H 2.2	<u>Property Responsibility and Maintenance</u> Assist in and promote improved and increased public and private property maintenance and property responsibility throughout the city.	DP 2.1 Definition of Urban Design DP 2.2 Design Guidelines and Regulations DP 2.5 Character of the Public Realm SH 6.1 Crime Prevention through Environmental Design Themes ED 8.5 Contaminated Site Clean-Up Responsibilities N 2.1 Neighborhood Quality of Life N 6.1 Environmental Planning N 6.2 Code Enforcement N 6.4 Maintenance of City Property LGC 6.1 Enforcement of Land Use and Development Codes	New Outdoor Storage Ordinance	Education Re: the programs that exist			
	H 2.3	<u>Housing Preservation</u> Encourage preservation of viable housing.	LU 7.3 Historic Reuse ED 7.5 Tax Incentives for Renovation DP 1.1 Landmark Structures, Buildings, and Sites DP 3 Preservation	Historical Preservation Tax Credit Demolition Ordinance SMC CHHS Essential Repair Program				
	H 2.4	<u>Linking Housing with Other Land Uses</u> Ensure that land use plans provide increased physical connection between housing, employment, transportation, recreation, daily-needs services, and educational uses.	LU 1 Citywide Land Use LU 3 Efficient Land Use LU 4 Transportation LU 5 Development Character LU 10.1 Land Use Plans ED 2.1 Land Supply SH 2.4 Co-Location of Facilities NE 13 Connectivity N 4.6 Pedestrian and Bicycle Connections N 5.3 Linkages					

CHAPTER 6 HOUSING
Near and Mid-term Implementation

Goal	Policy #	Policy	Related Elements	Implementation Examples	Future Projects	Ongoing	Near Term (1-2 years)	Mid Term (3-5 years)
	H 2.5	<u>Housing Goal Monitoring</u> Provide a report annually to the City Plan Commission that monitors progress toward achieving the housing goals and includes recommended policy change if positive direction toward achieving the housing goals is not occurring.		CHHS annual Action Plan to HUD	CHHS			

CHAPTER 6 HOUSING Future Implementation						
Goal	Policy #	Policy	Ongoing	To Be Implemented	Next Step Strategies	Strategies to be Determined
H 1 <u>HOUSING CHOICE AND DIVERSITY</u> Provide opportunities for a variety of housing types that is safe and affordable for all income levels to meet the diverse housing needs of current and future residents.	H 1.3	<u>Employer-Sponsored Housing</u> Provide incentives for employers to sponsor or develop affordable housing in proximity to their place of employment.		X	Commute Trip Systems, Housing Near Employment Areas, Matching Down Payment Assistance Program? City Pilot for employees	
	H 1.7	<u>Socioeconomic Integration</u> Promote socioeconomic integration throughout the city.		X	Affordable housing requirement for property the City sells.	
	H 1.12	<u>Affordable Housing Funding Sources</u> Support the development of affordable housing development funding sources.	X	X		
	H 1.18	<u>Distribution of Housing Options</u> 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.	X	X	Infill	
	H 1.19	<u>Senior Housing</u> Encourage and support accessible design and housing strategies that provide seniors the opportunity to remain within their neighborhoods as their housing needs change.		X	Look into adding to MFTE Building regulations	
	H 1.22	<u>Special Needs Housing</u> Encourage the retention, inclusion, and development of special needs and assisted living housing.		X		
	H 1.23	<u>Distribution of Special Needs Housing</u> Include units that are affordable for low-income special need families in all housing developments.		X	MFTE	

CHAPTER 6 HOUSING Future Implementation						
Goal	Policy #	Policy	Ongoing	To Be Implemented	Next Step Strategies	Strategies to be Determined
	H 1.24	<u>Taxes and Tax Structure</u> Support state consideration of property tax reform measures that provide increased local options that contribute to housing choice and diversity.		X	Continue to support the recording fee at next sunset	
	H 2.2	<u>Property Responsibility and Maintenance</u> Assist in and promote improved and increased public and private property maintenance and property responsibility throughout the city.		X	Education Re: the programs that exist	
H 2 <u>HOUSING QUALITY</u> Improve the overall quality of the City of Spokane's housing.	H 2.4	<u>Linking Housing with Other Land Uses</u> Ensure that land use plans provide increased physical connection between housing, employment, transportation, recreation, daily-needs services, and educational uses.		X		



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December 7, 2016

RE: Plan Commission Review Materials for Transportation Chapter Update – Dec. 14th. Draft vision, goals, policies, Bike Plan Update and 20 Year Integrated Streets Capital Project List.

Dear Plan Commission Members:

Attached is the draft updated Transportation Chapter Vision, Values, Goals, Policies, and Actions. After considerable work this past spring and summer by the Policy Advisory Group, and further review and discussion by the Plan Commission Transportation Subcommittee (PCTS), we are bringing forward the attached draft to formally begin review by the Plan Commission. At the last PC Transportation Chapter update workshop on September 14, 2016, we had a discussion on the general direction of the policy and action framework. At this Plan Commission meeting we will start a detailed review and dialog around the draft Vision, Values, Goals, Policies and Actions.

In forwarding this draft to the Plan Commission the PCTS members wished to note the following:

- They moved the “Sense of Place” goal to the center of Goals image. As they discussed about how success achieving the other transportation goals helps move the City towards creating a “Sense of Place”.
- It’s important, where appropriate, to have identified metrics to measure success. It should also be noted that metrics can be qualitative.
- Reflecting on the past construction season, it’s important to identify Access through Construction Zones for bicyclists and pedestrians.
- For TR 16 Right-of-Way Maintenance, they added a statement that reflects the stated desire of maintaining the streets presently in “good” condition, in a good condition going forward. This is an important statement in how the City will be operating going forward and is a foundation of the voter approved Street Levy.

Also included is an overview of the changes being made to the Bicycle Master Plan and the 20 Year Integrated Street Capital Project list that will be reviewed if time is available.

The overall chapter is also being vetted through the Plan Commission Transportation Subcommittee, with sections having also being reviewed by the Bicycle Advisory Board. The Transportation Chapter is being updated to a larger extent than the rest of the Comprehensive Plan, but the process is designed to keep within the spirit and intent of the current chapter. Additional information on the Transportation Chapter Update is available at: <https://my.spokanecity.org/projects/link-spokane/>

Sincerely,

Louis Meuler, City Planner

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City of Spokane, LINK Spokane team

DRAFT VISION

Spokane will have a well-maintained multimodal transportation system that provides safe and efficient mobility for all, supports economic and community vitality, and promotes a healthy, livable community.

DRAFT VALUES

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

Well-maintained multimodal transportation system

- Year-round accessibility for all people and goods
- Inclusivity
- Diversity

Safe and efficient mobility for all

- Safety, including protecting vulnerable users
- Individual Time
- Enhancing personal choice

Economic and community vitality

- Economic Vitality
- Protecting personal rights
- Equitable
- Technological innovation

A healthy, livable community

- Environmental Justice
- Environmental Conservation
- Enhancing the quality of life
- Sustainable
- Stewardship

DRAFT GOAL STATEMENTS



Promote a Sense of Place

Promote a sense of community and identity through the provision of context-sensitive transportation choices and transportation design features, recognizing that both profoundly affect the way people interact and experience the city.

INTENT

The term “sense of place” is often used to describe the prevailing character or atmosphere of an individuals’ relationship with a place. It describes those qualities and characteristics that make a place special or unique, and that makes people feel connected to a location. The cultural identity and heritage of a place, through the degree to which it contains visual reminders of its past through preservation can also help to create a sense of place.

Transportation systems can facilitate a good sense of place by including design features that are sensitive to the context of the place and are tied to surrounding land uses with appropriate streetscape features and elements that meet local community expectations.

Provide Transportation Choices

Meet the city's mobility needs by providing facilities for transportation options - including walking, bicycling, public transportation, private vehicles, and other choices.

INTENT

The objective is to support the desires of the community to have transportation options by providing options for commuting, recreation and short trips using transit and active modes like walking and biking, as well as other choices such as rideshare, carpooling, taxi/lift services, and private vehicles. Traditional transportation activities focus on the design and construction of facilities—yet travel behavior and mode choice are determined by a broader set of factors, and an efficient multimodal system accommodates the needs for the safe and efficient movement of all people. Effective transportation system management measures should be utilized to support safe and efficient travel for all users.

Accommodate Access to Daily Needs and Priority Destinations

Promote land use patterns and construct transportation facilities and other urban features that advance Spokane's quality of life.

INTENT

Land use type, mix, intensity, and distribution - as a result of on-going development of the City - greatly influences travel choices and decisions on connectivity, placement and investments of transportation facilities. Harmonize the key relationship between the places where people live, work, learn, access essential services, play, and shop and their need to have access to these places. Transportation investments should help drive economic development, energize activity centers, provide greater food security for residents, and produce quality places/neighborhoods/communities that retain value through time. Creating prosperous and walkable neighborhoods that offer opportunities for people to meet and connect means thinking of streets as people places as much as vehicle spaces.

Spokane recognizes that transportation needs and travel choices may change over time as new alternatives become available. Other modes become viable when land uses are planned in a way that connects to multiple travel options and the distance between daily needs are closer. Coordinating appropriate transportation options and land uses is important.

Promote Economic Opportunity

Implement projects that support and facilitate economic vitality and opportunity in support of the City's land use plan objectives.

INTENT

The City acknowledges that goods movement is critical to Spokane's economic vitality and well-being. An efficient multimodal system accommodates the needs for the safe and efficient movement of people and goods on every level – from major industrial areas, to identified centers and corridors, to key neighborhood economic centers.

Respect Natural & Community Assets

Protect natural, community, and neighborhood assets to create and connect places where people live their daily lives in a safe and healthy environment.

INTENT

Transportation facilities and infrastructure inherently affect the natural environment and character of neighborhoods, business districts, parks, and other community amenities. As such, Spokane recognizes the importance of evaluating transportation projects using objective criteria to reflect community standards and desires.

The city looks to improve livability in residential settings by protecting communities and neighborhoods by encouraging context appropriate landscaping and beautification of transportation facilities, and improving health and safety for all.

Enhance Public Health & Safety

Promote healthy communities by providing and maintaining a safe transportation system with viable active mode options that provides for the needs of all travelers, particularly the most vulnerable users.

INTENT

Promote healthy communities in Spokane by implementing a transportation system that provides for the ability to reduce auto mode share, increases the number of active travelers and transit riders of all ages and abilities, and improves safety in all neighborhoods. Work with the Spokane Regional Health District and other agencies to promote active lifestyles through educational and encouragement programs and safe and accessible routes for active travelers of all ages and abilities in all neighborhoods. Consider the needs of all roadway users when applying traffic-calming measure while implementing safety efforts in a comprehensive manner to safeguard against shifting traffic problems from one neighborhood to another.

Spokane will seek to improve safety through the use of supporting federal and state programs, documents, and policies such as: FHWA Towards Zero Deaths (TZD), the FHWA Highway Safety Improvement Program (HSIP), and Washington State Department of Transportation's (WSDOT) Target Zero: Strategic Highway Safety Plan.

Spokane recognizes the importance of evaluating transportation projects using objective criteria to reflect community standards. An environmental justice approach strives to avoid decisions that can have a disproportionate adverse effect on the environmental and human health of traditionally underserved neighborhoods and vulnerable populations compared to the population as a whole.

Maximize Public Benefits and Fiscal Responsibility with Integration

Design and maintain a fiscally accountable, environmentally responsible, and socially equitable transportation system that serves its users through coordinated planning and budgeting with other partners and utilities.

INTENT

The City of Spokane recognizes that transportation has a major effect on the environment and that environmental and fiscal stewardship must be a central focus in establishing and maintaining a transportation system that serves both today's users and future generations.

The 2014 Street Levy identified several key elements:

- Street repair needs are perpetual and ongoing investment is critical to maintain our system
- City will prioritize projects using an integrated approach that considers all needs in the right of way
- City will use a pay-as-you-go approach in maintaining streets

“The City will focus these dollars on improvements on arterials, including both complete rehabilitation of streets and maintenance work, and will use an integrated approach that incorporates all uses of the right of way to leverage dollars and gain greater community benefits.”

The intent is to upgrade the arterial roadway system to an average of good condition and maintain them there throughout the 20 years. Work would include everything from major reconstruction to sealing cracks. Other dollars, including those generated through the vehicle license tab fee, would be dedicated to repairs on residential and other non-arterial streets.

Spokane will emphasize investments for context-sensitive roadway projects – maintenance, preservation, right-sizing - equitably across the City by seeking funding from a variety of sources and pursuing opportunities for system maintenance revenue for arterials, residential streets, and sidewalks. In addition, the City will remain good stewards of the transportation system by seeking out ways to use cost saving strategies and efficiencies for the best use of the available funds.

DRAFT GROUPING

Transportation System Development & Management

- TR 1: Transportation Network for All Users*
- TR 2: Transportation Supporting Land Use*
- TR 3: Transportation Level-of-Service (LOS)*
- TR 4: Transportation Demand Management Strategies (TDM)*

Mobility & Access

- TR 5: Active Transportation*
- TR 6: Commercial Center Access*
- TR 7: Neighborhood Access*
- TR 8: Moving Freight*
- TR 9: Promote Economic Opportunity*

Transportation System Efficiency

- TR 10: Transportation System Efficiency & Innovation*
- TR 11: Transit Operational Efficiency*
- TR 12: Prioritize & Integrate Investments*

Infrastructure Design and Maintenance

- TR 13: Infrastructure Design*
- TR 14: Traffic Calming*
- TR 15: Activation*
- TR 16: Right-of-Way Maintenance*
- TR 17: Paving Existing Unpaved Streets*
- TR 18: Parking*

Planning Collaboration & Outreach

- TR 19: Plan Collaboratively*
- TR 20: Bicycle/Pedestrian Coordination*
- TR 21: Safe & Healthy Community Education & Promotion Campaigns*
- TR 22: Law Enforcement & Emergency Management*
- TR 23: Effective and Enhanced Public Outreach*

TR 1 – TRANSPORTATION NETWORK FOR ALL USERS

Design the transportation system to provide a complete transportation network for all users, maximizing innovation, access, choice, and options throughout the four seasons. Users include pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight, emergency vehicles, and motor vehicle drivers. Guidelines identified in the Complete Streets Ordinance and other adopted plans and ordinances direct that roads and pathways will be designed, operated, and maintained to accommodate and promote safe and convenient travel for all users while acknowledging that not all streets must provide the same type of travel experience. All streets must meet mandated accessibility standards

The network for each mode is outlined in the Master Bike Plan, Pedestrian Master Plan, Spokane Transit's Comprehensive Plan, and the Arterial Street map.

Key Actions:

- Make transportation decisions based upon the adopted policies, plans, design standards and guidelines, taking into consideration seasonal needs of users, systemwide integration, and impacts on the relevant transportation planning decisions of neighboring jurisdictions.
- Develop and utilize relevant performance measures to track the City's progress in developing the transportation network for all users.
- Recognize and accommodate the special transportation needs of the elderly, children, and persons with disabilities in all aspects of, transportation planning, programming, and implementation.
 - Address the community's desire for a high level of accommodation for persons with disabilities by using the applicable and context sensitive local, state, or federal design standards in all projects within the city's right-of-way.
 - Reference the City's ADA Transition Plan, pedestrian plan and bicycle plan with a new focus on broader user group.

TR 2 – TRANSPORTATION SUPPORTING LAND USE

Maintain an interconnected system of streets that allows travel on multiple routes by multiple modes, balancing access, mobility and place-making functions with consideration and alignment with the existing and planned land use context of each corridor and major street segment.

Key Actions:

- Establish and maintain Street Design Standards and Guidelines reflecting best practices to implement designs that effectively support multimodal transportation while supporting local context and existing and planned land uses.
- Develop transportation decisions, strategies and investments in coordination with land use goals that support the Land Use Plan and Center and Corridor strategy.
- Require a transportation plan (which includes connectivity and circulation) as part of any subdivision, PUD, institutional master plan, or other major land use decision – Conduct transportation plans when needed for larger developments or other land uses of appropriate size.

TR 3 – TRANSPORTATION LEVEL-OF-SERVICE (LOS)

Set and maintain transportation level of service standards that align desired growth patterns with optimal choices of transportation modes.

The City of Spokane's transportation level of service standards differ between (1) areas targeted for growth and where transportation mode choices are available and (2) areas not targeted for growth and that have fewer transportation mode choices. These level of service standards apply to all modes—vehicle, transit, bicycle, and pedestrian. In order to encourage development where it is desired, reduced level of service for vehicles is permitted in center and corridor areas where growth is being encouraged and where adequate choice of non-private vehicle transportation modes (such as transit, pedestrian) exist. Reducing level of service in these areas has several benefits. First, lowering the vehicle level of service in these areas reduces the cost of the infrastructure required to serve these areas and allows higher density development without costly mitigation measures. Another benefit is that it will lower vehicle speeds, which is compatible with the concept of these focused growth areas. In addition, higher availability of non-private vehicle modes of transportation in these areas is expected to balance overall transportation needs.

Key Actions:

- Maintain and refine processes to ensure that future developments contribute to mitigation of impacts on local roadway demand.
- Ensure that transportation networks adequately serve existing and projected growth by performing periodic review and monitoring. If adequate service levels are not maintained, pursue improvements to the transportation systems and impact mitigation where appropriate.
- Incorporate Travel Demand Management strategies into mitigation alternatives in order to maintain acceptable level of services and maximize transportation resources.
- Measure throughput in terms of number of people passing through an intersection, not vehicles.

TR 4 – TRANSPORTATION DEMAND MANAGEMENT STRATEGIES (TDM)

Evaluate TDM strategies to optimize transportation options within the context of Complete Streets. Use TDM strategies to gain efficiencies in the transportation system.

Key Actions:

- Implement the City's and County's Commute Trip Reduction Plan and explore expansion of reduction plans such as the Growth and Transportation Efficiency Centers (GTEC) plan.
- Partner with the Spokane Regional Health District (SRHD) to continue (and explore expansion of) programs such as the Walk.Bike.Bus program and pursue funding for additional programs on which to collaborate.
- Develop partnerships to provide commercial districts with maps identifying multimodal travel options (transit lines, bike routes, etc).
- Partner with public (SRTC) and private sector partners to collect and monitor travel pattern data, assess TDM effectiveness and track changes in commute patterns.
- Coordinate closely with major employers and Spokane County Commute Trip Reduction Program to identify and implement effective TDM measures including incentives for non-SOV commute trips.

- Incorporate TDM strategies and context sensitive solutions in development projects that impact the City's right-of-way. Design-based TDM measures may include:
 - Ensuring designs reflect the adopted pedestrian and bicycle plans
 - Ensuring adequate pedestrian, bicycle and transit facilities are addressed in any current codes as well as any anticipated requirements above and beyond the master plan
 - Providing bikeshare/carshare facilities for use by the public
 - Orienting development to the street and allowing for a clear path from the front door to pedestrian and transit facilities
 - Managing parking in a way that reflects the surrounding land uses and available transit services
 - Participation in neighborhood programs/promotions
 - Develop partnerships to provide innovative access to information
- Encourage developers who are seeking LEED certification to pursue all points available related to alternative transportation credits.
- Encourage the expansion of carshare programs in high-density residential areas.
- Encourage the development and expansion of a bikeshare system.
- Encourage transportation alternatives through events such as Walk to School Day, or Bike to Work Day.

TR 5 –ACTIVE TRANSPORTATION

Identify high-priority active transportation projects to carry on completion/upgrades to the active transportation network.

Key Actions:

- Ensure that the pedestrian and bicycle networks provide direct connections between major activity centers and transit stops and stations.
- The planning, design and construction of transportation projects should maintain or improve the accessibility and quality of existing and planned pedestrian and bicycle facilities.
- Implement a network of low-volume, bike-friendly routes throughout the city.
- Support the development of a bike-share program within the city core.
- Seek grant funding for projects and programs such as Safe Routes to School and other active transportation initiatives.
- Utilize the Bicycle Plan and the Pedestrian Plan to guide the location and type of bicycle and pedestrian facilities developed in Spokane to:
 - Provide safe, attractive, convenient and quality pedestrian and bicycle linkages to transit stops and stations
 - Provide safe, attractive, convenient and quality pedestrian and bicycle linkages between major activity areas where features that act as barriers prevent safe and convenient access.
 - Provide safe, attractive, convenient and quality pedestrian and bicycle facilities and an aesthetically pleasing environment on bridges.
 - Enhance the pedestrian and bicycle environment along routes to schools to provide a safe walking and riding environment for children.

- Enhance the pedestrian, bicycle and transit environment along routes to desirable destinations for seniors.
- Enhance the pedestrian, bicycle and transit environment along routes in communities with a high percentage of underserved populations.
- Provide safe bicycle and pedestrian access to city parks from surrounding neighborhoods
- Provide viable facilities for active transportation modes as alternatives to driving
 - Ensure gaps in the bicycle network are identified and prioritized to complete and expand the connected bicycle network
 - Ensure sidewalk gaps are not present and provide for safe pedestrian circulation within the city. Wherever possible, this should be in the form of sidewalks with a pedestrian buffer strip or other separation from the street.
 - Use pedestrian safety strategies on high bicycle and pedestrian traffic corridors
 - Establish and maintain crosswalks at key locations for bicyclists and pedestrians
- Provide secure parking for bicyclists at key destinations (i.e. downtown, identified Centers and Corridors, schools and universities, community centers, key transit locations) and ensure future developments include bicycle parking on site that adheres to City-established design and siting standards.
- Work with local and regional partners to implement the “Spokane County Wayfinding and Gateway Feature Placement & Design Plan”
- Coordinate with other departments and partner agencies to combine related projects for the purpose of cost-sharing.

TR 6 – COMMERCIAL CENTER ACCESS

Improve multimodal transportation options to and within districts, neighborhood mini-centers, activity centers, corridors, and downtown.

Key Actions:

- Maintain Street Design Standards and Guidelines to support pedestrian activity and pedestrian-supportive amenities such as shade trees, multi-modal design, street furniture, and other similar amenities.
- Maintain street design guidelines reflecting best practices to implement designs that effectively manage traffic flow within designated Centers and Corridors while ensuring designs correspond to and support local context
- Designate neighborhood greenways and low-volume bicycle routes that parallel major arterials through designated Centers and Corridors.
- Establish and maintain bicycle parking guidelines and standards for Centers and Corridors to provide sufficient and appropriate short- and long-term bicycle parking
- Provide transit supportive features (e.g. sidewalks, curb ramps, bus benches, etc.) in support with STA

TR 7 – NEIGHBORHOOD ACCESS

Require developments to have open, accessible, internal multimodal transportation connections to adjacent properties and streets on all sides.

Key Actions:

- Increase connectivity by providing walking and biking pathways where roadways do not connect.
- Ensure future connectivity to adjacent vacant parcels.
- Work with STA to increase neighborhood accessibility to transit through bus stop siting and bus stop design

TR 8 – MOVING FREIGHT

Identify a freight network that respects needs of businesses as well as neighborhoods. Maintain an appropriate arterial system map that designates a freight network that enhances freight mobility and operational efficiencies, and increases the City's economic health. The needs for delivery and collection of goods at businesses by truck should be incorporated in to the freight network, and the national trend of increased deliveries to residences anticipated.

Key Actions:

- Designate truck freight routes through the city that provide appropriate access without compromising neighborhood safety and livability.
- Periodically work with commercial freight mapping services to update their truck route information.
- Provide an easy to find freight map on the City's website.
- Explore establishing delivery time designations/restrictions in specified areas
- Support intermodal freight transfer facilities (land to air, rail to roadway, interstate trucking to local delivery)

TR 9 – PROMOTE ECONOMIC OPPORTUNITY

Focus on providing efficient and affordable multi-modal access to jobs, education, and workforce training to promote economic opportunity in focused areas, develop "Great Streets" that enhance commerce and attract jobs.

Key Actions:

- Ensure street designs support business activity-and thus jobs creation-to ensure that travelers feel comfortable to stop and shop.
- Coordinate closely with STA and area colleges and universities to provide convenient, cost-efficient transit service for students.
- Use new technology when feasible to increase efficiency in all transportation modes, such as:
 - Intelligent feedback to users
 - dynamic traffic signals
 - priority bus routes and signaling
 - Information sharing about capacity

- Coordinate closely with STA to identify opportunities for service improvements
- Coordinate with Visit Spokane and other relevant groups to support and promote bicycle tourism in the city and region.
- Partner with business entities and organizations to educate them and their members on the economic benefits of transit and active transportation oriented development
- Implement the city's bicycle master plan for improved city-wide mobility

TR 10 – TRANSPORTATION SYSTEM EFFICIENCY & INNOVATION

Develop and manage the transportation system as efficiently as possible while exploring innovative opportunities and technologies.

Key Actions:

- Develop Access Management Strategies for arterials
- Place signals at consistent spacing and time traffic control to ensure coordinated, smooth, and safe movement of all roadway users
- Implement Intelligent Transportation System (ITS) improvements as identified by the Spokane Regional Transportation Management Center (SRTMC)
- Work with WSDOT to implement TDM, ITS, and transportation system management strategies developed through the Corridor Sketch Initiative (CSI)

TR 11 – TRANSIT OPERATIONAL EFFICIENCY

Support efficient transit operations through street and transit stop designs on transit priority streets that comply with standards and include transit-supportive elements, such as shelters, lighting, and schedule information. Assist in implementing the STA Comprehensive Plan.

Key Actions:

- Work with STA on transit system improvements, prioritizing improvements along the designated High Performance Transit Network and coordinating pedestrian and bicycle facilities around designated transit stops and stations.
- Reference STA's stop design manual for the design of all transit stops
- Provide appropriate right-of-way, paving and wiring for High Performance Transit Network improvements
- Prohibit parking within bus stop zones
- Prioritize STA fixed routes in city's snow removal planning and operations

TR 12 – PRIORITIZE & INTEGRATE INVESTMENTS

Prioritize investments based on the adopted goals and priorities outlined in the comprehensive plan.

Key Actions:

- Maintain and update as needed the metrics tied to the long range transportation prioritization matrix used to help determine transportation system capital investments
- Link transportation investments with investments made under the Integrated Clean Water Plan to manage stormwater and wastewater

- Utilize a least-cost planning approach in prioritizing and integrating the City's investments in infrastructure

TR 13 – INFRASTRUCTURE DESIGN

Maintain and follow design guidelines (including national guidelines such as MUTCD, NACTO, AASHTO) reflecting best practices that provide for a connected infrastructure designed for our climate and potential emergency management needs, and respecting the local context. Local context may guide signage and elements such as traffic calming, street furniture, bicycle parking, and community spaces. Accessibility guidelines and emergency management needs will be maintained.

Key Actions:

- Require that Urban Context streets be designed to provide a pleasant environment for walking and other uses of public space, including such elements as shade trees; plantings; well-designed benches, trash receptacles, news racks, and other furniture; pedestrian-scaled lighting fixtures as appropriate; wayfinding signage; integrated transit shelters; public art; and other amenities.
- Maintain street design guidelines reflecting best practices to implement designs that effectively manage traffic flow, reduce the need for street expansions, and make roadways safe for all road users, while ensuring designs correspond with local context
- Collaborate with key local and regional agencies to plan the locations of arterials, ensuring compatibility with and satisfy the needs of existing and future land uses

TR 14 –TRAFFIC CALMING

Use context-sensitive traffic calming measures in neighborhoods to maintain acceptable speeds, reduce cut-through traffic, and improve neighborhood safety.

Key Actions:

- Work with neighborhood councils and other interested and concerned groups to identify, assess, and respond to unique traffic issues and needs
- Maintain and improve the neighborhood traffic calming program
- Explore implementing 20 mph residential speed limit standards
- Implement / review adopted neighborhood plans

TR 15 – ACTIVATION

Build great streetscapes and activate public spaces in the right-of-way to promote economic vitality and a sense of place, with a focus on the designated Centers and Corridors identified in the Land Use chapter

Key Actions:

- Maintain ability for businesses to utilize excess sidewalk capacity for seating as long as an accessible walk route is provided and the sidewalk's use and design is in conformance with the neighborhood plan.
- Encourage local organizations to develop fun and engaging programming in the community

TR 16 – RIGHT-OF-WAY MAINTENANCE

Keep facilities within the public rights-of-way well-maintained and clean year-round for the benefit of all. Focus on complete rehabilitation of streets on arterials, and maintenance work on both residential and arterial streets, using an integrated approach that incorporates all uses of the right of way to leverage dollars and gain greater community benefits.

Key Actions:

- Continue to maintain and improve as needed a process for identifying and prioritizing maintenance needs to keep the arterial roadway system at an average of a “good” condition
- Develop and maintain a process for keeping priority (arterial, plus other priority streets) streets and sidewalks clear of debris (including snow) and well maintained for the benefit of pedestrians, bicyclists, and drivers
- Develop a strategy to identify and address general right-of-way maintenance, including noxious weed control and removal
- Develop and institute a process for identifying and repairing broken and uneven sidewalks in conjunction with the responsible adjacent land owner
- Increase the understanding and awareness of whose responsibility it is to maintain pedestrian buffer strips, sidewalks, medians, traffic circles and other streetscape right of way elements to improve the maintenance of these elements
- Develop public outreach strategies to educate business owners about the benefits of maintaining sidewalks
- Develop partnerships to assist neighborhoods facilitate snow removal and other right-of-way maintenance needs

TR 17 - PAVING EXISTING UNPAVED STREETS

Identify and prioritize resources for paving existing dirt and gravel streets and alleyways

Key Actions:

- Collaborate with local and regional agencies and citizens to prioritize roadways and alleyways to be paved
- Work with City Council to revisit the threshold required to form a Local Improvement District to fund new paving

TR 18 – PARKING

Develop and administer vehicle parking policies that appropriately manage the demand for parking based upon the urban context desired.

Key Actions:

- Conduct outreach to businesses to educate them on the benefits of a smart parking management approach.
- Implement specific area parking studies such as the Downtown Parking study and the U-District Parking Study.
- Provide the option of reducing parking supply for development that is designed close to transit and in a manner that supports transit.

- Develop a system for reducing on-site parking requirements, whereby developers can instead adopt TDM practices such as subsidized transit passes for residents or employees, provision of bicycle parking, or other Commute Trip Reduction practices.
- Require that bicycle parking and bicycle corrals are designed and sited according to the City-specified standards as illustrated in the City of Spokane Bicycle Parking Application.
- Review parking minimums to ensure they are not resulting in a disconnect in the amount of parking provided.
- Consider parking maximum policies to limit how much parking is developed.
- Enforce on-street parking in areas where there are spill over parking from neighboring development to ensure that driveways are not blocked.
- Develop shared parking strategies to explore:
 - Where parking is already overprovided, new businesses do not need to create additional supply, but rather can share existing supply.
 - Ways to incentivize integrated parking.
 - Ways to incentivize collaboration among private businesses to co-share parking, particularly in neighborhood districts.
 - The development of preferred parking districts in areas where on-street parking is difficult for residents to ensure residents are given priority. Charge for parking of non-residents that do not have a parking permit.

TR 19 – PLAN COLLABORATIVELY

Work with partner agencies to achieve a regional transportation plan that meets the goals and requirements of the Growth Management Act (GMA) but also reflects the visions and values of the City of Spokane.

Key Actions:

- Coordinate with SRTC and neighboring jurisdictions on transportation planning, projects and policies to ensure efficient, multimodal transportation of people and goods between communities regionally
- Coordinate the setting and maintaining of transportation level of service standards with other agencies and private providers of transportation to ensure coordination and consistency when possible
- Coordinate with WSDOT in areas where Highways of Statewide Significance intersect/impact the local roadway network
- Use the adopted Countywide Planning Policies (CWPP) as additional guidance for transportation planning
- Protect the operations of Fairchild Air Force Base, Spokane International Airport and Felts Field with compatible land use regulations and ensure planning is coordinated and consistent with the airfields' respective Master Plans
- Share information between transportation entities on a regular basis and during appropriate phases of projects and comprehensive plan updates and amendments
- Coordinate with Spokane Transit Authority to ensure and support an efficient transit system

TR 20 – BICYCLE/PEDESTRIAN COORDINATION

Coordinate bicycle and pedestrian planning to ensure that projects are developed to meet the safety and access needs of all users.

Key Actions:

- Coordinate City of Spokane departments and other agencies to efficiently provide transportation alternatives and facilitate the accomplishment of the City's transportation priorities
- Incorporate bicycle/pedestrian facilities as early as possible into development and roadway plans to reduce costs and take advantage of cooperative opportunities
- Seek funding sources for active transportation projects
- Maintain Street Design Standards and Guidelines to ensure that public and private developments meet a variety of transportation needs. Refer to national references (such as NACTO) for facilities design when updating the standards and guidelines.
- Develop transportation-related educational programs for both non-motorized and motorized transportation users
- Consistently update and implement the pedestrian and bicycle master plans for active transportation users

TR 21 – SAFE & HEALTHY COMMUNITY EDUCATION & PROMOTION CAMPAIGNS

Promote healthy communities by providing a transportation system that protects and improves environmental quality and partner with other local agencies to implement innovative and effective measures to improve safety that combine engineering, education, evaluation, and enforcement.

Key Actions:

- Develop educational campaigns that promote alternatives to driving alone for the purpose of reducing environmental impacts and reducing individual travel costs.
- Develop partnerships with local agencies to implement public safety campaigns aimed at driver, pedestrian, and bicyclist awareness of and respect for each other. Campaigns should focus on maintaining safe speeds, practicing safe behaviors on the road, and calling attention to vulnerability of some road users
- Develop partnerships to educate residents on the economic and health benefits of active transportation.
- Provide education on the transportation needs of the entire community, the benefits of transportation alternatives, and the rights and responsibilities of sharing the road

TR 22 – LAW ENFORCEMENT & EMERGENCY MANAGEMENT

Partner with other agencies to refocus enforcement efforts to protect the safety of all users, particularly the most vulnerable, while identifying and addressing emergency management needs

Key Actions:

- Develop partnerships with local fire departments, law enforcement, and emergency management providers to incorporate quantitative based targeted decision-making with the purpose of

refocusing and reprioritizing efforts towards the greatest need between commercial motor vehicle (CMV) enforcement, traffic patrols, and education.

- Work with local and regional partners and emergency management providers to maintain reliable mobility and access for emergency management needs.
- Identify locations for targeted enforcement efforts throughout the City in partnership with the Police Department, City Council, and Community Assembly
- Work with the Police Department to integrate greater understanding and enforcement of pedestrian and bicycle regulations into officers' regular duties and activities.
- Educate residents on their rights and responsibilities as roadway users, regardless of mode choice.
- Develop a red light and speed enforcement placement model to ensure that the city's automated enforcement program does everything it can to protect Spokane residents.

TR 23 – EFFECTIVE AND ENHANCED PUBLIC OUTREACH

Assess the effect of potential transportation projects on gathering places or destinations such as schools, community centers, businesses, neighborhoods, and other community bodies by consulting with stakeholders and leaders that represent them. These effects are to be mitigated as possible in collaboration with stakeholders.

Key Actions:

- Develop community engagement plans for projects to ensure an opportunity is provided for all potentially impacted parties to make concerns known.
- Provide multiple opportunities for stakeholders to provide input on projects (before they are planned, while they are being planned and before construction).
- When significant changes or impacts are anticipated as a result from a proposed project, a community advisory group may be established to ensure representative stakeholders have a role in mitigating impacts.

SPOKANE BICYCLE MASTER PLAN

EXECUTIVE SUMMARY

The Spokane Master Bicycle Plan creates a vision for enhancing bicycling opportunities for all residents of Spokane. Its goals are to establish actions intended to make Spokane a more bicycle-friendly city. Communities that embrace active living principles provide healthy environments for its citizenry and are more economically vital.

Although Spokane has performed bicycle facility planning for more than thirty years, the current Bicycle Facilities Network is disconnected and signed bicycle routes are sporadic. There are numerous barriers (hills, high traffic volume streets, the Spokane River, etc.) that make cycling difficult and inconvenient. Additionally, end-of-trip facilities such as bicycle parking and lockers are inadequate. This plan proposes to address these issues by creating a bicycle network that guides cyclists of all ages and abilities safely throughout Spokane and its unique geography. Importantly, the Spokane Master Bicycle Plan includes recommendations and actions that will ensure that bicycling becomes a more viable alternative mode of transportation for all.

Research has consistently shown that enhanced bicycle facilities provide safe options for those individuals who may not bicycle regularly. Therefore, Spokane supports bicycling because it is a cost-effective mode of transportation that promotes health, the environment, and community development.

For this plan to be effective, the city will need to commit funding through its annual budget process.

This commitment to improving bicycle transportation includes facility maintenance, devotion of adequate staff resources to implementing the Plan, and providing sustained funding for projects and programs.

Vision

Riding a bicycle is a comfortable and integral part of daily life in Spokane for people of all ages and abilities

Objective and Policies

Objective

The objective of the Bicycle Master Plan is to meet and support the goals established in the Transportation Chapter, shown below.



Policies

The policies in this section support all of the goals in the Transportation Chapter while maintaining a focus on the needs of bicyclists within the City of Spokane.

Policy: BMP 1: Continually increase the bicycle mode share for all trips.

Policy: BMP 2: Complete and maintain connected bikeways that provide safe transportation for Spokane cyclists throughout the City.

Policy BMP 3: Provide convenient and secure short-term and long-term bike parking to connect people to popular destinations and transit throughout Spokane and encourage employers to provide shower and locker facilities.

Policy BMP 4: Increase bicycling by educating people using all transportation modes about the benefits of bicycling to the entire community. Enhance the safety of people riding bicycles through effective law enforcement, education and detailed crash analysis.

Policy BMP 5: Develop a collaborative program between a variety of city departments and agencies and several outside organizations to secure funding and implement the Bike Master Plan through capital project delivery as well as community planning processes.

Spokane's Bicycle Master Plan uses these policies to establish a broad vision for cycling in Spokane. Implementing this plan will be a challenge. However, if the enormous public support for this plan is any indication, the citizens of Spokane are ready to move towards more sustainable transportation options.

INTRODUCTION

We have reached a point where working towards creating attractive, sustainable communities is an essential part of maintaining our quality of life. Transportation networks are an important part of this sustainability and developing a system that relies less on unsustainable motorized modes of transport and more on sustainable non-motorized transportation, is crucial. Riding a bicycle is the most efficient form of personal transport. The city recognizes this fact and recent planning efforts have focused on finding a way to make cycling, “safe, accessible, convenient, and attractive.” (*Spokane Comprehensive Plan Ch. 4, p. 7*) Spokane is in need of a bicycle network that meets all of these requirements while continuing to accommodate a variety of transportation options. With the vision of creating such a system, citizens, city staff and community leaders created this Bicycle Master Plan, a living document that will provide guidance and serve as a reference as this vision becomes reality.

Currently, there are over 1000 miles of paved streets within the city limits of Spokane; less than 300 miles of those streets are designated as bicycle facilities. Although these lanes provide a starting point for a bicycle network, many are disconnected and not adequately maintained. According to the 2010 census, Spokane has a higher percentage of cyclists than the national average, but there is still room for a significant improvement. 0.9 % of working-age people in Spokane chose to ride their bicycles over other modes of transportation as a means of transportation to work.

Over the next twenty years, we would like to see 10 % of all trips in Spokane taken on a bicycle. Fortunately, a number of recent studies have shown that the addition of bicycle facilities and an enhancement of existing facilities can substantially increase the number of riders. If Spokane implements the recommendations contained in this Plan, the results will positively affect the city's economy, transportation systems, environment and health of its citizens.

HISTORY

The City's initial *Bikeways Plan* was adopted by the City Council in October, 1976 and integrated into the Comprehensive Plan in 1980. The 1980 plan was minimally updated in 1987. In 1996, the City Council adopted the *Spokane Regional Pedestrian/Bikeway Plan* that was prepared by the Spokane Regional Transportation Council. This detailed plan outlined a regional network of trails and other related recommendations. In 2001, Spokane adopted a comprehensive plan with updated bicycle-related policies and goals. The adoption also included a revised map of Spokane's planned regional bikeway network. This marks the most recent occasion of significant changes to Spokane's bikeway network and bicycle related policies.

In 2006, the Bicycle Advisory Board (BAB) encouraged the Spokane City Council to adopt an amendment to the City of Spokane's Comprehensive Plan that would require the City of Spokane to adopt a Master Bike Plan. The BAB requested the plan be integrated into the comprehensive plan. On January 17, 2007, Spokane's City Council adopted a comprehensive plan amendment that included language supporting this request. Shortly thereafter, city staff was assigned to begin work on the plan.

After conducting an extensive public process, on June 8, 2009, the Spokane City Council passed an ordinance adopting an emergency amendment to the City of Spokane Comprehensive Plan including amendments to Chapter 4 Transportation, and adopted a Bike Master Plan including changes to the text of the Transportation Chapter of the Comprehensive Plan and a new planned bikeway network map (map TR 2).

2016 MASTER BICYCLE PLAN UPDATE

This 2016 update of the 2009 Bicycle Master Plan reflects changes made to the system since 2009. This update reflects the current state of bicycle system planning and facility design. Implementing bicycle systems and facility design is evolving quickly across the country as efforts to create safe and attractive systems for a wider range of cyclists has resulted in ever changing strategies and techniques to facilitate the implementation.

The Spokane Bicycle Master Plan is incorporated into the Spokane Comprehensive Plan. The purpose of the Bicycle Master Plan is to improve the environment for bicycling and provide more opportunities for multimodal transportation. The plan focuses on developing a connected bikeway network and support facilities.

The Spokane Bicycle Master Plan contains a list of specific actions that delineate activities or programs to be undertaken by the city or other appropriate agencies to assure successful implementation. In summary these include: Continued institutional commitments to improving bicycle transportation; devote adequate staff resources to implementing the Plan; provide sustained funding for projects and programs; and learn from implementing projects and adjust approaches as necessary. The city will need to commit to these implementation actions through its annual budget process.

Bicycle Master Plan Part 1 contains citywide bicycling policies and action items that will be used to encourage construction of bicycle projects, support facilities, maintenance, education, funding, evaluation, coordination and other critical issues.

Bicycle Master Plan Part 2 contains facility identification and definitions, and the Existing and Future Bikeway Network maps.

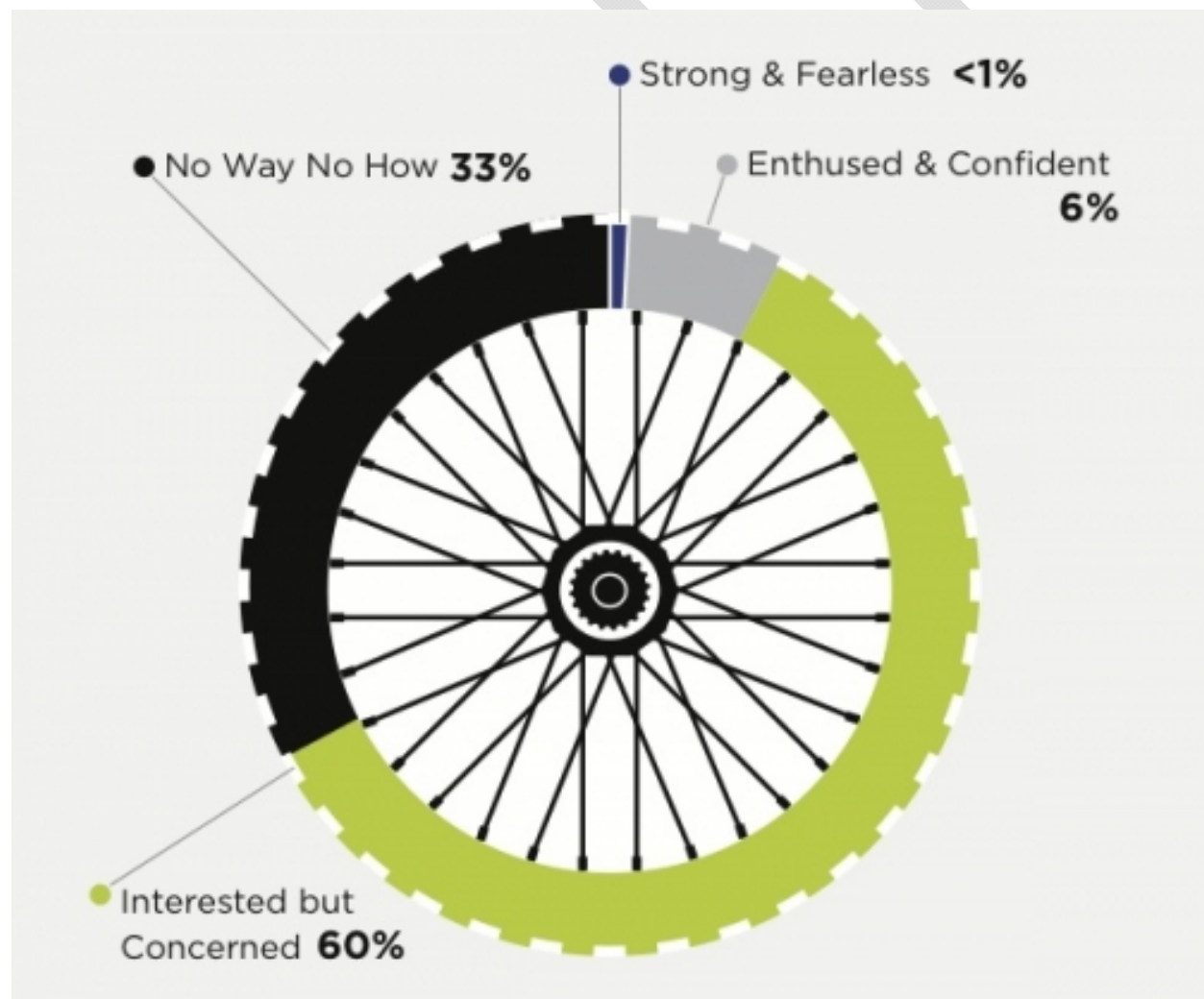
Bicycle Master Plan Purpose

This update to the Master Bicycle Plan is designed around a bicycle network that is more appealing to the “interested but concerned” category as the target market for increasing cycling for transportation. The type of facilities to support the “interested but concerned” riders are typically in lower traffic speed environments, and where the separation between bicycles and motor vehicles can be increased, such as in buffered bicycle lanes on arterials, cycle tracks, neighborhood greenways, or on lower-speed, non-arterial streets.

Research done by the City of Portland in 2005 proposed four categories to help identify and understand the needs of cyclists and non-cyclists. The “*Four Types of Transportation Cyclists*” categorizes cyclists

based on the conditions in which they are willing to ride a bicycle:

- **Strong & Fearless:** Representing the smallest portion of the population, this group is willing to ride on roads regardless of the speed and volume of traffic or the facilities provided.
- **Enthusied & Confident:** Representing a larger portion of the population than the Strong & Fearless category, this group is comfortable riding in the road next to cars, but appreciates designated bicycle facilities.
- **Interested but Concerned:** Representing the largest segment of the population. This group likes to ride bicycles, but do not ride regularly due to safety concerns. They generally will not ride on higher volume and higher speed roads such as arterials without facilities that buffer them from automobile traffic. These riders perceive traffic, safety, and other issues as significant barriers to bicycling.
- **No Way No How:** This category typically represents about a third of the population. This group does not bicycle due to a lack of interest or ability.



City of Spokane Bikeway Network-
Proposed Classifications

Draft

Proposed Bike Network

Closed to Bikes	Moderate Traffic (Shared)
Difficult Connection	Bike Friendly Route
High Traffic (Bike Lane)	Neighborhood Greenway
High Traffic (Shared)	Shared Use Path
Moderate Traffic (Bike Lane)	Soft Surface Path
OneWay	OneWay
Steep Hill	Steep Hill

0 1,000 2,000 4,000 6,000 8,000 Feet
1 inch = 2,000 feet

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W E
S

Date: 8/6/2015
1 inch = 2,000 feet

*THIS IS NOT A LEGAL DOCUMENT:
The information shown on this map is compiled from various sources and is subject to constant revision. Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.*

Project Evaluation Matrix

					Provide Transportation Choices				Access to Daily Needs and Regional Destinations					Promote Economic Opportunity				Respect Natural and Neighborhood Assets					Enhance Public Health and Safety					Maximize Public Benefits and Fiscal Responsibility with Integration																			
ID	Project Name	Project Location	Project Description	Utilities	Person Capacity	Network Connectivity	Score		Neighborhood Accessibility	Regional Accessibility	Disadvantaged Accessibility	Score		Freight/ Goods movement	Development & Redevelopment Potential	Score		Air Quality	Water Quality	Neighborhood/District Impact	Score		Vehicle Safety	Bike Safety	Ped Plan Priority Area	Ped Safety	Score		CSO Integration	Water Integration	Maint and Facility Condition	Leveraged Financing (excludes levy)	Score		Total Score												
These projects were recently added to the 6-Year Program	Monroe Street 3-lane + paving	Indiana to Garland	Adds full depth reconstruction to already funded safety project	replace CI Transmission Main, storm separation	10k-20k ADT + HPTN	4	None	0	4	score 6-10	2	1-2 destinations near project limits	2	26.45%-32.9%	4	5	T4	2	adjacent	5	7	adds VMT	0	New or updated facilities	5	Project listed in plan	5	7	Corrects documented collision	5	none	0	In Ped Priority Zone	5	add sw and/or xwalk	3	7	None	0	1956-1974	3	PCI 60-80	2	>50% funded (any source)	5	5	34.5
	Central City Line Roadway Project	Downtown: Pacific - SFB	Full depth reconstruction, SW repair, structural sidewalk mitigation, stripe bike lanes, redo lighting (parking funds) Central City Line infrastructure	replace CI distribution main, storm separation, some CSO work																																											
	5-Mile Road	Lincoln - Strong																																													
	N Pettet Drive	FT. George Wright - Belt St																																													
	Thor / Ray St	3rd Ave -17th Ave																																													
	TJ Meenach	TJ Meenach Bridge - NW Blvd																																													
	Sharp	Pearl - Hamilton																																													
	Riverside Ave	Monroe to Howard	Full depth reconstruction, SW repair, structural sidewalk, redo lighting (parking funds)	replace CI distribution main, storm separation?	5k-10k ADT	2	Adds 1 mode	2	4	score 1-5	1	downtown core	5	32.91% +	5	7	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 40-60	3	grant eligible	1	6	32.0
	Napa	Sprague to 2nd	Full depth reconstruction, SW repair, structural sidewalk (?)	replace CI distribution main, storm separation?	< 5k ADT	1	None	0	1	score 6-10	2	none	0	32.91% +	5	5	T4	2	adjacent	5	7	No change	2	Neutral	2	Consistent with plan concepts	2	4	None	0	none	0	In Ped Priority Zone	5	sw ramps or repair	2	4	High	5	1850-1930	5	PCI 0-20	5	limited	0	8	27.7
	Riverside Ave	Maple to Monroe	Full depth reconstruction, SW repair, structural sidewalk, redo lighting (???)	replace waterline, CSO work between Jefferson and Monroe (2017)	< 5k ADT	1	None	0	1	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	High	5	1850-1930	5	PCI 60-80	2	<50% funded (any source)	4	8	31.7
	Sprague Investment Phase II	Browne to Sherman	Implementing 3-lane cross-section, streetscape, updating traffic signals.																																												
	Maple Street	Riverside to Pacific	Full depth reconstruction, SW repair, bike lane	replace CI distribution main	< 5k ADT + HPTN	2	Adds 1 mode	2	4	score 6-10	2	5-6 destinations near project limits	4	32.91% +	5	7	T4	2	within 1/4 mile	3	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	In Ped Priority Zone	5	add sw and/or xwalk	3	6	High	5	1956-1974	3	PCI 20-40	4	limited	0	6	25.5	
	4th Avenue	Sunset to Maple	Full depth reconstruction, SW repair	replace CI distribution main , storm separation	5k-10k ADT	2	None	0	2	score 1-5	1	1-2 destinations near project limits	2	32.91% +	5	5	T5	1	None	0	1	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	signing, marking	2	In Ped Priority Zone	5	sw ramps or repair	2	5	High	5	1850-1930	5	PCI 20-40	4	grant eligible	1	8	25.0
Fort George Wright	Gvmt Way to river	Full depth reconstruction, SW repair, new sidewalk/pathway on south side (2 locations)	MS4 outfall separation	10k-20k ADT + HPTN	4	None	0	4	score 1-5	1	1-2 destinations near project limits	2	32.91% +	5	5	T2	4	within 1/4 mile	3	7	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	vicinity of Ped Priority	2	add sw and/or xwalk	3	3	None	0	1956-1974	3	PCI 40-60	3	grant eligible	1	4	25.0	
1	Main Avenue	Monroe to Wall	Full depth reconstruction, SW repair, structural sidewalk mitigation, stripe bike lanes, redo lighting (parking funds)	replace CI distribution main, storm separation	5k-10k ADT	2	Adds 1 mode	2	4	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	Neutral	2	Project listed in plan	5	6	None	0	buffered lane, greenwa	4	In Ped Priority Zone	5	add sw and/or xwalk	3	6	Medium	3	1850-1930	5	PCI 60-80	2	grant eligible	1	6	36.5
2	Sprague	Howard to Division	Full depth reconstruction, SW repair, structural sidewalk, stripe bike lanes, redo lighting (parking funds)	replace waterline	10k-20k ADT	3	Adds 1 mode	2	5	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	Neutral	2	Consistent with plan concepts	2	4	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 40-60	3	grant eligible	1	6	35.0
3	Spokane Falls Blvd.	Post to Division	Full depth reconstruction, SW repair, structural sidewalk, redo lighting (parking funds)	replace waterline	5k-10k ADT + HPTN	3	None	0	3	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	New or updated facilities	5	Consistent with plan concepts	2	6	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Low	1	1850-1930	5	PCI 60-80	2	grant eligible	1	5	33.5
4	1st Ave	Wall to Bernard	Full depth reconstruction, SW repair, structural sidewalk, redo lighting (parking funds)	replace CI distribution main (Madison to Howard), storm	< 5k ADT	1	Adds 1 mode	2	3	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	Neutral	2	Consistent with plan concepts	2	4	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 40-60	3	grant eligible	1	6	33.0
5	27th Avenue	SE Blvd to Ray	Full depth reconstruction, SW repair		< 5k ADT	1	Adds 2 modes	3	4	score 6-10	2	none	0	11.43%-19.36%	2	3	T5	1	adjacent	5	6	Decreases	3	New or updated facilities	5	Project listed in plan	5	9	None	0	bike lane	3	vicinity of Ped Priority	2	add sw and/or xwalk	3	4	High	5	1956-1974	3	PCI 0-20	5	grant eligible	1	7	32.3
6	Howard Street	SFB to Riverside	Full depth reconstruction, SW repair, structural sidewalk, redo lighting (parking funds)	storm separation?	< 5k ADT	1	None	0	1	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 60-80	2	grant eligible	1	6	31.2
7	Howard Street	Sprague to 4th	Full depth reconstruction, SW repair, structural sidewalk, redo lighting (parking funds)	replace CI distribution main (1st to 4th), storm separation?	< 5k ADT	1	None	0	1	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 60-80	2	grant eligible	1	6	31.2
8	Washington	SFB to 4th	Full depth reconstruction, SW repair, structural sidewalk, redo lighting (parking funds)	replace CI distribution main (SFB to 3rd), storm separation?	10k-20k ADT	3	None	0	3	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	signing, marking	2	none	0	add sw and/or xwalk	3	3	Medium	3	1850-1930	5	PCI 60-80	2	grant eligible	1	6	30.7
9	Main Avenue	Cedar to Monroe	Full depth reconstruction, SW repair, structural sidewalk	CSO separation work (2017)	< 5k ADT	1	None	0	1	score 11-15	3	downtown core	5	32.91% +	5	9	T4	2	adjacent	5	7	No change	2	Neutral	2	Consistent with plan concepts	2	4	None	0	none	0	In Ped Priority Zone	5	sw ramps or repair	2	4	High	5	1931-1955	4	PCI 40-60	3	limited	0	6	30.2

Project Evaluation Matrix

					Provide Transportation Choices				Access to Daily Needs and Regional Destinations				Promote Economic Opportunity				Respect Natural and Neighborhood Assets				Enhance Public Health and Safety					Maximize Public Benefits and Fiscal Responsibility with Integration																							
ID	Project Name	Project Location	Project Description	Utilities	Person Capacity	Network Connectivity			Score	Neighborhood Accessibility	Regional Accessibility		Disadvantaged Accessibility		Score	Freight/ Goods movement	Development & Redevelopment Potential		Score	Air Quality	Water Quality		Neighborhood/District Impact		Score	Vehicle Safety	Bike Safety	Ped Plan Priority Area		Ped Safety	Score	CSO Integration	Water Integration		Maint and Facility Condition		Leveraged Financing (excludes levy)		Score	Total Score									
10	Maxwell	Maple to Monroe	Full depth reconstruction, SW repair	replace CI distribution main from Adams To Monroe	5k-10k ADT	2	None			0	2	score 6-10	2	1-2 destinations near project limits	2	32.91% +	5	6	T3	3	within 1/4 mile	3	6	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 20-40	4	limited	0	6	29.7
11	4th Avenue	Jefferson to Division	Full depth reconstruction, SW repair	replace CI distribution main, storm separation?	< 5k ADT	1	None			0	1	score 1-5	1	downtown core	5	19.37%-26.4%	3	6	T5	1	adjacent	5	6	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1850-1930	5	PCI 40-60	3	grant eligible	1	6	28.7
12	Mallon	Monroe to Howard	Full depth reconstruction, SW repair	replace CI distribution main, possible storm separation	< 5k ADT	1	Adds 1 mode			2	3	score 6-10	2	3-4 destinations near project limits	3	32.91% +	5	7	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	None	0	1850-1930	5	PCI 40-60	3	limited	0	4	28.3
13	Monroe	Maxwell to Indiana	Full depth reconstruction, SW repair	replace CI transmission main, storm separation?	10k-20k ADT + HPTN	4	None			0	4	score 6-10	2	none	0	32.91% +	5	5	T4	2	adjacent	5	7	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	none	0	In Ped Priority Zone	5	sw ramps or repair	2	4	Medium	3	1850-1930	5	PCI 80-100	0	grant eligible	1	5	28.3
14	Post St.	Main to 3rd	Full depth reconstruction, SW repair, structural sidewalk, redo lighting (???)	replace CI transmission main, storm separation?	< 5k ADT	1	None			0	1	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	In Ped Priority Zone	5	sw ramps or repair	2	4	High	5	1850-1930	5	PCI 60-80	2	limited	0	6	28.2
15	Belt	Garland to Rowan	Full depth reconstruction, new sidewalk, SW repair, crosswalks, bike lane	storm separation	5k-10k ADT	2	Adds 2 modes			3	5	score 11-15	3	1-2 destinations near project limits	2	6.93%-11.43%	1	4	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	vicinity of Ped Priority	2	add sw and/or xwalk	3	4	Medium	3	1931-1955	4	PCI 60-80	2	limited	0	5	27.2
16	Stevens	SFB to 4th	Full depth reconstruction, SW repair, structural sidewalk, redo lighting (???)	replace waterline (SFB to Main)	< 5k ADT	1	None			0	1	score 6-10	2	downtown core	5	32.91% +	5	8	T4	2	adjacent	5	7	No change	2	New or updated facilities	5	Not in plan	0		None	0	signing, marking	2	In Ped Priority Zone	5	sw ramps or repair	2	5	Medium	3	1931-1955	4	PCI 60-80	2	grant eligible	1	5	25.5
17	Cedar	11th to 15th	Full depth reconstruction, SW repair, bike lane	replace waterline (14th - 15th), CSO work	10k-20k ADT	3	Adds 1 mode			2	5	score 1-5	1	none	0	19.37%-26.4%	3	3	T3	3	None	0	3	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	vicinity of Ped Priority	2	sw ramps or repair	2	4	High	5	1931-1955	4	PCI 60-80	2	grant eligible	1	6	24.8
18	Broadway Avenue		Full depth reconstruction, SW repair	replace waterline , CSO work	< 5k ADT	1	None			0	1	score 6-10	2	1-2 destinations near project limits	2	32.91% +	5	6	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	In Ped Priority Zone	5	sw ramps or repair	2	5	None	0	1850-1930	5	PCI 60-80	2	limited	0	4	24.7
19	Riverside Ave	Hemlock to Maple	Full depth reconstruction, SW repair	replace waterline	< 5k ADT	1	None			0	1	score 1-5	1	downtown core	5	32.91% +	5	7	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority	2	sw ramps or repair	2	3	None	0	1850-1930	5	PCI 60-80	2	limited	0	4	24.5
20	Cowley St.	4th to Rockwood	Full depth reconstruction, SW repair, add sidewalk	replace waterline, CSO work	< 5k ADT	1	Adds 1 mode			2	3	score 6-10	2	1-2 destinations near project limits	2	19.37%-26.4%	3	5	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority	2	add sw and/or xwalk	3	4	Medium	3	1850-1930	5	PCI 40-60	3	limited	0	6	24.3
21	Summit Blvd - Mission	A St. to Pettit	Full depth reconstruction, SW repair	replace waterline (A to Lindeke)	< 5k ADT	1	None			0	1	score 6-10	2	none	0	32.91% +	5	5	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority	2	sw ramps or repair	2	3	High	5	1931-1955	4	PCI 40-60	3	limited	0	6	24.3
22	Boone	Maple to Monroe	Full depth reconstruction, SW repair	replace waterline, CSO work	5k-10k ADT	2	None			0	2	score 6-10	2	none	0	32.91% +	5	5	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	In Ped Priority Zone	5	sw ramps or repair	2	4	Medium	3	1850-1930	5	PCI 80-100	0	limited	0	4	23.8
23	Howard Street	Mallon to Maxwell	Full depth reconstruction, SW repair	replace waterline	< 5k ADT	1	None			0	1	score 6-10	2	3-4 destinations near project limits	3	32.91% +	5	7	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	In Ped Priority Zone	5	sw ramps or repair	2	5	None	0	1850-1930	5	PCI 60-80	2	limited	0	4	23.8
24	Indiana Avenue	Ash to Monroe	Full depth reconstruction, SW repair, bike lanes	replace waterline, CSO work	< 5k ADT	1	Adds 1 mode			2	3	score 6-10	2	none	0	32.91% +	5	5	T4	2	within 1/2 mile	1	3	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	none	0	sw ramps or repair	2	3	Medium	3	1850-1930	5	PCI 40-60	3	grant eligible	1	6	23.8
25	Wellesley	Division to Nevada	Full depth reconstruction, SW repair	replace waterline as needed?	10k-20k ADT + HPTN	4	None			0	4	score 1-5	1	1-2 destinations near project limits	2	26.45%-32.9%	4	5	T3	3	within 1/4 mile	3	6	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	vicinity of Ped Priority	2	sw ramps or repair	2	2	None	0	1931-1955	4	PCI 20-40	4	grant eligible	1	5	23.8
26	Boone	Summit Blvd to Ash	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	None			0	1	score 6-10	2	none	0	32.91% +	5	5	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	In Ped Priority Zone	5	sw ramps or repair	2	4	High	5	1850-1930	5	PCI 40-60	3	limited	0	7	23.3
27	Maple-Walnut	5th to 11th	Full depth reconstruction, SW repair	replace waterline, CSO work	10k-20k ADT	3	Adds 1 mode			2	5	score 1-5	1	none	0	19.37%-26.4%	3	3	T3	3	None	0	3	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	vicinity of Ped Priority	2	sw ramps or repair	2	4	None	0	1850-1930	5	PCI 40-60	3	grant eligible	1	5	23.3
28	Rowan	Division to Nevada	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	None			0	1	score 6-10	2	1-2 destinations near project limits	2	26.45%-32.9%	4	5	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	None	0	1850-1930	5	PCI 20-40	4	limited	0	5	22.5
29	SE Blvd	29th to 31st	Full depth reconstruction, SW repair		10k-20k ADT + HPTN	4	None			0	4	score 6-10	2	none	0	11.43%-19.36%	2	3	T4	2	adjacent	5	7	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	none	0	sw ramps or repair	2	3	None	0	1975-1994	2	PCI 20-40	4	grant eligible	1	4	22.3
30	Monroe	Garland to Wellesley	Full depth reconstruction, SW repair	some utility work	10k-20k ADT + HPTN	4	None			0	4	score 1-5	1	none	0	19.37%-26.4%	3	3	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Consistent with plan concepts	2	4	None	0	none	0	vicinity of Ped Priority	2	sw ramps or repair	2	2	None	0	1931-1955	4	PCI 20-40	4	grant eligible	1	5	22.2
31	Havana	Broadway to Sprague	Full depth reconstruction, SW repair		5k-10k ADT	2	Adds 1 mode			2	4	score 1-5	1	1-2 destinations near project limits	2	26.45%-32.9%	4	5	T2	4	None	0	4	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	none	0	add sw and/or xwalk	3	2	High	5	1995-present	1	PCI 40-60	3	grant eligible	1	5	21.8
32	Freya (Phase 1)	Wellesley to Francis	Full depth reconstruction, SW repair		5k-10k ADT	2	None			0	2	score 1-5	1	1-2 destinations near project limits	2	19.37%-26.4%	3	4	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Project listed in plan	5	6	None	0	none	0	none	0	sw ramps or repair	2	1	None	0	1956-1974	3	PCI 40-60	3	limited	0	3	21.0

Project Evaluation Matrix

					Provide Transportation Choices			Access to Daily Needs and Regional Destinations				Promote Economic Opportunity			Respect Natural and Neighborhood Assets				Enhance Public Health and Safety					Maximize Public Benefits and Fiscal Responsibility with Integration																							
ID	Project Name	Project Location	Project Description	Utilities	Person Capacity	Network Connectivity		Score	Neighborhood Accessibility	Regional Accessibility		Disadvantaged Accessibility	Score	Freight/ Goods movement	Development & Redevelopment Potential	Score	Air Quality	Water Quality	Neighborhood/District Impact	Score	Vehicle Safety	Bike Safety	Ped Plan Priority Area	Ped Safety	Score	CSO Integration	Water Integration	Maint and Facility Condition	Leveraged Financing (excludes levy)	Score	Total Score																
33	Rowan	Crestline to Market	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	Adds 1 mode	2	3	score 1-5	1	none	0	26.45%-32.9%	4	3	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority	2	add sw and/or xwalk	3	4	None	0	1850-1930	5	PCI 60-80	2	limited	0	4	21.0
34	17th Avenue	Grand to Upper Terrace	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	Adds 1 mode	2	3	score 1-5	1	1-2 destinations near project limits	2	6.93%-11.43%	1	3	T5	1	within 1/2 mile	1	2	No change	2	Neutral	2	Not in plan	0	3	None	0	buffered lane, greenwa	4	none	0	add sw and/or xwalk	3	4	High	5	1850-1930	5	PCI 20-40	4	limited	0	7	20.8
35	Boone	Washington to Division	Full depth reconstruction, SW repair	replace waterline, CSO work	5k-10k ADT	2	None	0	2	score 6-10	2	1-2 destinations near project limits	2	32.91% +	5	6	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	In Ped Priority Zone	5	sw ramps or repair	2	5	None	0	1850-1930	5	PCI 60-80	2	limited	0	4	20.7
36	Howard Street	Maxwell to Buckeye	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	None	0	1	score 1-5	1	1-2 destinations near project limits	2	32.91% +	5	5	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	none	0	sw ramps or repair	2	3	None	0	1850-1930	5	PCI 40-60	3	limited	0	4	20.5
37	Havana	3rd to Hartson	Full depth reconstruction, SW repair		5k-10k ADT	2	Adds 2 modes	3	5	score 1-5	1	1-2 destinations near project limits	2	6.93%-11.43%	1	3	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	none	0	add sw and/or xwalk	3	3	High	5	1995-present	1	PCI 20-40	4	limited	0	5	20.3
38	Nevada	Magnesium to Holland	Full depth reconstruction, SW repair		>20k ADT	4	None	0	4	score 1-5	1	none	0	19.37%-26.4%	3	3	T2	4	None	0	4	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	In Ped Priority Zone	5	sw ramps or repair	2	4	None	0	1975-1994	2	PCI 20-40	4	grant eligible	1	4	20.3
39	Havana	Sprague to 3rd	Full depth reconstruction, SW repair		5k-10k ADT	2	Adds 1 mode	2	4	score 1-5	1	none	0	11.43%-19.36%	2	2	T3	3	None	0	3	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	vicinity of Ped Priority	2	add sw and/or xwalk	3	4	High	5	1995-present	1	PCI 40-60	3	limited	0	5	20.2
40	14th Avenue	Bernard to Grand	Full depth reconstruction, SW repair	some utility work	< 5k ADT	1	None	0	1	score 6-10	2	none	0	0%-6.92%	0	1	T5	1	adjacent	5	6	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	High	5	1931-1955	4	PCI 20-40	4	grant eligible	1	7	20.0
41	Frederick	Freya to Havana	Full depth reconstruction, SW repair	some utility work	5k-10k ADT	2	Adds 2 modes	3	5	score 1-5	1	none	0	19.37%-26.4%	3	3	T3	3	None	0	3	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	none	0	add sw and/or xwalk	3	3	None	0	1931-1955	4	PCI 40-60	3	limited	0	4	19.8
42	Bernard - Ben Garrett - Grove	9th to 14th	Full depth reconstruction, SW repair	some utility work	10k-20k ADT	3	None	0	3	score 6-10	2	none	0	6.93%-11.43%	1	2	T4	2	within 1/2 mile	1	3	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority	2	sw ramps or repair	2	3	High	5	1931-1955	4	PCI 60-80	2	grant eligible	1	6	19.7
43	Freya paving	37th to 42nd	Full depth reconstruction, SW repair		5k-10k ADT	2	Adds 1 mode	2	4	none	0	1-2 destinations near project limits	2	6.93%-11.43%	1	2	T4	2	within 1/2 mile	1	3	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	none	0	sw ramps or repair	2	3	High	5	1975-1994	2	PCI 40-60	3	grant eligible	1	6	19.7
44	Hartson	Freya to Havana	Full depth reconstruction, SW repair		< 5k ADT	1	Adds 1 mode	2	3	score 1-5	1	none	0	32.91% +	5	4	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	add sw and/or xwalk	3	3	High	5	1956-1974	3	PCI 40-60	3	limited	0	6	19.7
45	Wellesley	Crestline to Haven	Full depth reconstruction, SW repair	replace waterline, CSO work	10k-20k ADT	3	None	0	3	score 6-10	2	none	0	26.45%-32.9%	4	4	T3	3	within 1/2 mile	1	4	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	vicinity of Ped Priority	2	sw ramps or repair	2	2	None	0	1850-1930	5	PCI 60-80	2	grant eligible	1	4	19.7
46	Freya paving	17th to 29th	Full depth reconstruction, SW repair	replace waterline, CSO work	10k-20k ADT	3	None	0	3	score 1-5	1	none	0	6.93%-11.43%	1	1	T3	3	within 1/2 mile	1	4	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	High	5	1850-1930	5	PCI 60-80	2	grant eligible	1	7	19.5
47	Wellesley	Driscoll to A St.	Full depth reconstruction, SW repair		5k-10k ADT	2	Adds 1 mode	2	4	score 1-5	1	1-2 destinations near project limits	2	6.93%-11.43%	1	3	T3	3	None	0	3	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	bike lane	3	none	0	sw ramps or repair	2	3	None	0	1995-present	1	PCI 40-60	3	grant eligible	1	3	19.3
48	Freya	Upriver to Euclid	Full depth reconstruction, SW repair	some utility work	5k-10k ADT	2	Adds 2 modes	3	5	none	0	none	0	19.37%-26.4%	3	2	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	vicinity of Ped Priority	2	sw ramps or repair	2	4	None	0	1931-1955	4	PCI 40-60	3	grant eligible	1	4	19.2
49	Sharp-Atlantic	Boone to Pearl	Full depth reconstruction, SW repair	replace waterline, CSO work	5k-10k ADT	2	None	0	2	score 6-10	2	1-2 destinations near project limits	2	32.91% +	5	6	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, n	2	vicinity of Ped Priority	2	sw ramps or repair	2	3	None	0	1850-1930	5	PCI 60-80	2	limited	0	4	19.2
50	Empire / Garland	Crestline to Market	Full depth reconstruction, SW repair		5k-10k ADT	2	None	0	2	score 6-10	2	1-2 destinations near project limits	2	26.45%-32.9%	4	5	T3	3	None	0	3	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority	2	sw ramps or repair	2	3	None	0	1956-1974	3	PCI 40-60	3	limited	0	3	19.0
51	Summit Blvd	Boone to Broadway	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	None	0	1	score 1-5	1	1-2 destinations near project limits	2	32.91% +	5	5	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	High	5	1850-1930	5	PCI 60-80	2	limited	0	6	19.0
52	Rowan	Assembly to Driscoll	Full depth reconstruction, SW repair	some utility work	< 5k ADT	1	Adds 1 mode	2	3	score 6-10	2	none	0	11.43%-19.36%	2	3	T4	2	None	0	2	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	None	0	1931-1955	4	PCI 20-40	4	grant eligible	1	5	18.8
53	Cedar - High Drive	15th to 29th	Full depth reconstruction, SW repair	some utility work	10k-20k ADT	3	None	0	3	score 1-5	1	none	0	6.93%-11.43%	1	1	T3	3	None	0	3	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	none	0	sw ramps or repair	2	3	High	5	1931-1955	4	PCI 60-80	2	grant eligible	1	6	18.5
54	Central Ave	Wall to Division	Full depth reconstruction, SW repair	some utility work	< 5k ADT	1	Adds 1 mode	2	3	score 6-10	2	none	0	19.37%-26.4%	3	3	T4	2	within 1/2 mile	1	3	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority	2	add sw and/or xwalk	3	4	None	0	1931-1955	4	PCI 60-80	2	limited	0	3	18.5

Project Evaluation Matrix

					Provide Transportation Choices			Access to Daily Needs and Regional Destinations				Promote Economic Opportunity			Respect Natural and Neighborhood Assets				Enhance Public Health and Safety					Maximize Public Benefits and Fiscal Responsibility with Integration																							
ID	Project Name	Project Location	Project Description	Utilities	Person Capacity	Network Connectivity		Score	Neighborhood Accessibility	Regional Accessibility	Disadvantaged Accessibility	Score	Freight/ Goods movement	Development & Redevelopment Potential	Score	Air Quality	Water Quality	Neighborhood/District Impact	Score	Vehicle Safety	Bike Safety	Ped Plan Priority Area	Ped Safety	Score	CSO Integration	Water Integration	Maint and Facility Condition	Leveraged Financing (excludes levy)	Score	Total Score																	
55	Summit Blvd	A St. to Boone	Full depth reconstruction, SW repair	some utility work	< 5k ADT	1	None	0	1	score 1-5	1	1-2 destinations near project limits	2	32.91% +	5	5	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	High	5	1931-1955	4	PCI 60-80	2	limited	0	6	18.5
56	14th Avenue	Monroe to Grand	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	None	0	1	score 6-10	2	1-2 destinations near project limits	2	0%-6.92%	0	3	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	High	5	1850-1930	5	PCI 80-100	0	limited	0	5	18.3
57	Freya	Wellesley to Euclid	Full depth reconstruction, SW repair		5k-10k ADT	2	Adds 2 modes	3	5	none	0	none	0	19.37%-26.4%	3	2	T4	2	within 1/2 mile	1	3	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	none	0	add sw and/or xwalk	3	3	None	0	1995-present	1	PCI 40-60	3	grant eligible	1	3	18.2
58	Indiana Avenue	Monroe to Division	Full depth reconstruction, SW repair	replace waterline, CSO work	10k-20k ADT	3	None	0	3	score 6-10	2	none	0	26.45%-32.9%	4	4	T5	1	None	0	1	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	vicinity of Ped Priority	2	sw ramps or repair	2	2	None	0	1850-1930	5	PCI 20-40	4	grant eligible	1	5	17.7
59	Bernard	29th to High Drive	Full depth reconstruction, SW repair		< 5k ADT	1	Adds 1 mode	2	3	score 1-5	1	none	0	6.93%-11.43%	1	1	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	add sw and/or xwalk	3	3	High	5	1956-1974	3	PCI 40-60	3	grant eligible	1	6	17.5
60	Sunset Blvd	Hwy 2 to Rustle	Full depth reconstruction, SW repair		5k-10k ADT + HPTN	3	Adds 1 mode	2	5	score 1-5	1	1-2 destinations near project limits	2	11.43%-19.36%	2	3	T3	3	None	0	3	No change	2	New or updated facilities	5	Consistent with plan concepts	2	2	Clear safety benefit	3	bike lane	3	none	0	sw ramps or repair	2	4	None	0	None	0	PCI 40-60	3	grant eligible	1	2	17.3
61	14th Avenue	Cedar to Monroe	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	None	0	1	score 1-5	1	none	0	19.37%-26.4%	3	3	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	High	5	1850-1930	5	PCI 20-40	4	limited	0	7	17.3
62	Illinois	Perry to Market	Full depth reconstruction, SW repair	replace waterline, CSO work	5k-10k ADT	2	None	0	2	score 1-5	1	none	0	19.37%-26.4%	3	3	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	bike lane	3	vicinity of Ped Priority	2	sw ramps or repair	2	4	None	0	1850-1930	5	PCI 40-60	3	grant eligible	1	5	17.3
63	Lincoln	Division to Nevada	Full depth reconstruction, SW repair		5k-10k ADT	2	None	0	2	score 1-5	1	none	0	19.37%-26.4%	3	3	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	None	0	1975-1994	2	PCI 20-40	4	limited	0	3	17.3
64	Belt	NW Blvd to Montgomery	Full depth reconstruction, SW repair	some utility work	< 5k ADT	1	None	0	1	score 6-10	2	none	0	19.37%-26.4%	3	3	T4	2	within 1/2 mile	1	3	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority	2	sw ramps or repair	2	3	Low	1	1931-1955	4	PCI 40-60	3	limited	0	4	17.0
65	25th Avenue	Bernard to Grand	Full depth reconstruction, SW repair	some utility work	< 5k ADT	1	None	0	1	score 1-5	1	1-2 destinations near project limits	2	6.93%-11.43%	1	3	T5	1	within 1/2 mile	1	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	High	5	1931-1955	4	PCI 20-40	4	limited	0	7	16.8
66	Empire	Nevada to Crestline	Full depth reconstruction, SW repair	some utility work	5k-10k ADT	2	None	0	2	score 1-5	1	none	0	19.37%-26.4%	3	3	T3	3	None	0	3	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority	2	sw ramps or repair	2	3	None	0	1931-1955	4	PCI 40-60	3	limited	0	4	16.8
67	Milton-14th	16th to Lindeke	Full depth reconstruction, SW repair		< 5k ADT	1	Adds 1 mode	2	3	score 1-5	1	none	0	6.93%-11.43%	1	1	T5	1	None	0	1	No change	2	Neutral	2	Project listed in plan	5	6	None	0	signing, marking	2	none	0	add sw and/or xwalk	3	3	None	0	1956-1974	3	PCI 40-60	3	limited	0	3	16.8
68	Rockwood Blvd	Grand to Cowley	Full depth reconstruction, SW repair		< 5k ADT	1	None	0	1	score 1-5	1	none	0	19.37%-26.4%	3	3	T5	1	within 1/2 mile	1	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority Zone	2	add sw and/or xwalk	3	4	Medium	3	1956-1974	3	PCI 20-40	4	limited	0	5	16.8
69	Wellesley	Nevada to Crestline	Full depth reconstruction, SW repair	replace waterline, CSO work	10k-20k ADT	3	None	0	3	score 1-5	1	none	0	19.37%-26.4%	3	3	T3	3	None	0	3	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	none	0	sw ramps or repair	2	1	None	0	1850-1930	5	PCI 40-60	3	grant eligible	1	5	16.8
70	Rowan	Nevada to Crestline	Full depth reconstruction, SW repair	replace waterline, CSO work	5k-10k ADT	2	Adds 1 mode	2	4	score 1-5	1	none	0	11.43%-19.36%	2	2	T4	2	within 1/2 mile	1	3	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	add sw and/or xwalk	3	3	None	0	1850-1930	5	PCI 80-100	0	limited	0	3	16.7
71	6th-7th Avenue	Inland Empire to Walnut St.	Full depth reconstruction, SW repair	some utility work	< 5k ADT	1	None	0	1	score 1-5	1	none	0	19.37%-26.4%	3	3	T4	2	within 1/2 mile	1	3	No change	2	New or updated facilities	5	Not in plan	0	5	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	None	0	1931-1955	4	PCI 60-80	2	limited	0	3	16.3
72	Perry	Wellesley to Euclid	Full depth reconstruction, SW repair	replace waterline, CSO work	< 5k ADT	1	Adds 1 mode	2	3	score 1-5	1	none	0	11.43%-19.36%	2	2	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	add sw and/or xwalk	3	3	None	0	1850-1930	5	PCI 40-60	3	limited	0	4	16.2
73	Empire	Division to Nevada	Full depth reconstruction, SW repair	some utility work	5k-10k ADT	2	None	0	2	score 1-5	1	none	0	19.37%-26.4%	3	3	T4	2	None	0	2	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	vicinity of Ped Priority	2	sw ramps or repair	2	3	None	0	1931-1955	4	PCI 40-60	3	limited	0	4	15.8
74	Wellesley	Freya to Havana	Full depth reconstruction, SW repair		< 5k ADT	1	None	0	1	none	0	none	0	19.37%-26.4%	3	2	T4	2	within 1/4 mile	3	5	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	none	0	sw ramps or repair	2	1	None	0	1956-1974	3	PCI 20-40	4	grant eligible	1	4	15.7
75	Strong Road	Five Mile to Cedar	Full depth reconstruction, SW repair		< 5k ADT	1	Adds 2 modes	3	4	none	0	none	0	0%-6.92%	0	0	T5	1	None	0	1	No change	2	Neutral	2	Consistent with plan concepts	2	4	None	0	bike lane	3	none	0	add sw and/or xwalk	3	3	None	0	1975-1994	2	PCI 20-40	4	grant eligible	1	4	15.5
76	Cozza Drive	Division to Nevada	Full depth reconstruction, SW repair		< 5k ADT	1	None	0	1	score 1-5	1	none	0	26.45%-32.9%	4	3	T4	2	within 1/2 mile	1	3	No change	2	Neutral	2	Not in plan	0	3	None	0	none	0	none	0	sw ramps or repair	2	1	None	0	1956-1974	3	PCI 20-40	4	limited	0	4	14.5
77	Lindeke Street - 16th	Sunset Blvd to 195	Full depth reconstruction, SW repair	some utility work	< 5k ADT	1	Adds 1 mode	2	3	score 1-5	1	none	0	6.93%-11.43%	1	1	T5	1	None	0	1	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	sw ramps or repair	2	2	None	0	1931-1955	4	PCI 20-40	4	limited	0	4	14.0
78	Qualchan Dr	Cheney Spokane to 195	Full depth reconstruction, SW repair		5k-10k ADT	2	Adds 1 mode	2	4	none	0	none	0	0%-6.92%	0	0	T5	1	None	0	1	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	add sw and/or xwalk	3	3	None	0	1975-1994	2	PCI 40-60	3	grant eligible	1	3	13.2
79	Rustle-Garden Springs	Sunset to City limits (near Assembly)	Full depth reconstruction, SW repair		< 5k ADT	1	None	0	1	score 1-5	1	none	0	11.43%-19.36%	2	2	T5	1	None	0	1	No change	2	Neutral	2	Not in plan	0	3	None	0	signing, marking	2	none	0	none	0	1	None	0	1956-1974	3	PCI 20-40	4	limited	0	4	11.2



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December 7, 2016

TO: City Plan Commission
FROM: Project Team, Planning & Development Department
RE: Expansion of Spokane Municipal Code 17C.370, Existing Neighborhood Commercial Structures in Residential Zones, to Additional Sites

Subject

Existing Neighborhood Commercial Structures in Residential Zones Expansion Study. This initiative would expand the area where pre-existing commercial structures in residential zones may be reused for low-impact neighborhood scale and neighborhood serving businesses. An existing pilot code allowing such development is limited to the West Central neighborhood ([SMC 17C.370](#)).

Workshop Objectives

At the workshop on December 14, staff will provide background for the West Central pilot area and information about nonconforming uses in residential areas. It is hoped that the discussion will assist in defining the scope of the expansion to assist in composing a working draft and identify stakeholders.

Background

The Comprehensive Plan encourages economic reuse and changes of use of historic and significant older buildings, when necessary, to promote preservation that is practical and compatible with its surroundings.

Adoption of the existing pilot code for the West Central area under [SMC 17C.370](#) occurred in 2012. Several potential sites were identified at that time. Since then, the use of one building identified has successfully changed, although it was not under this provision: instead, that development was approved under a related process under [SMC 17C.335: Historic Structures – Change of Use](#). None of the potentially eligible properties identified at the time of adoption of SMC 17C.370, which are located in residential areas but likely once contained a non-residential use, has converted under the subject provisions of SMC 17C.370.

However, the owner of at least one property outside the area allowed in [SMC 17C.370.020](#), Applicability, has expressed interest since that time in a change of use, to allow a former barber shop to be redeveloped as a small restaurant. The project team is currently engaged in identification of such existing structures in all neighborhoods in the city that likely once contained a legal non-residential use and are now located in a residential zone.

Inventory Methodology

In order to determine the possible effect of changes to the Code to allow properties currently or historically used as non-conforming uses within a residential zone, two types of properties would be identified:

- **Type 1** – structures located in a residential zone whose current uses are non-conforming, in that they contain non-residential uses. These properties will be identified utilizing 2015 Assessor data, selecting for those properties that are located in residential zones (according to City GIS data) but for which the assessor records a non-residential use. The Assessor currently uses its own system of “use codes” for each property, identifying the current property use description. Subject properties would be those in residential zones with any use code other than (11) Single Family, (12) Two-to-Four Unit, (13) Five-Plus Unit, (15) Mobile Home Park, (18) Other Residential, or (19) Vacation Home. Examples of these include churches, parks, schools, etc.
- **Type 2** – structures located in a residential zone which currently contain a residential use (use codes 11, 12, 13, 15, 18, or 19) but show clear signs that their original use was non-residential in nature. These properties would be identified visually using a number of sources of information. To identify likely sites, City staff will utilize (1) a historic map of land uses from 1952, (2) historic trolley lines, and (3) current arterials. Examples include the former library on West Heroy Avenue, near North Wall Street, that is now a residence, as well as a number of old corner stores on trolley lines that have been minimally modified to function as homes.

Once type 1 and 2 targets are identified, a visual inspection of each property will be made, either digitally using pictometry or Google Streetview imagery or in person during a site visit by City staff. This list will be refined using Assessor data (construction year, owner name, etc.) and other sources as needed in order to avoid false positives.

Enclosed in the Plan Commission’s workshop packet for the infill project for December 14, you will find:

- 1) A document containing a rough outline of the project scope and schedule, titled “Planning and Development Services Department Planning Initiatives and Project Information.”
- 2) A copy of the text of [SMC 17C.370: Existing Neighborhood Commercial Structures in Residential Zones](#), as well as a related map of the area of applicability, and some related sections listing the allowed uses for the structures referenced in this code chapter.

Planning and Development Services Department

Planning Initiatives and Project Information

Title of Initiative/Project: Existing Neighborhood Commercial Structures in Residential Zones Expansion

- Also called '*Legacy Business*,' '*Historical Neighborhood Retail*,' '*Perry Dist. Historic Building Overlay*'

Project Manager: Nathan Gwinn, Assistant Planner, 625-6893

Program Manager: Lisa Key, Planning Services Director

Project or Initiative Sponsor: Ben Stuckart, Spokane City Council President

Summary of Project: This initiative would expand the area where pre-existing commercial structures in residential zones may be reused for low-impact neighborhood scale and neighborhood serving businesses. An existing pilot code allowing such development is limited to the West Central neighborhood (SMC 17C.370).

Vision:

- Re-use of now underutilized buildings, which once served neighborhoods with small businesses.
- Reinvestment in sites served with infrastructure and near arterials, aligned with public investments, or sites of historic significance.
- Residential areas will be served with active, walkable retail and other commercial uses to provide economic development and increase the diversity of options for small businesses in a manner that has minimal impact to neighbors.
- Repurposing structures with low property maintenance that, without encouraged investment, may otherwise deteriorate, or have a potentially blighting effect on the surrounding neighborhood.

Project Goals:

- Evaluate why the existing provisions adopted in 2012 have not been used
- Understand the impacts from alternate uses of historic structures in residential neighborhoods under hearing examiner process (SMC 17C.335 Historic Structures-Change of Use). E.g. Library, Batch Bakeshop (St. Paul Market Building), Browne's Tavern
- Understand the effect of expanding boundaries beyond the West Central neighborhood
- Potentially amend 17C.370 or investigate different code
 - Concentrated public education to promote any new code changes
 - Evaluate the impact and effectiveness

Success Criteria:

- Robust Public Engagement
- More Alternatives for Small Businesses
- Preservation of the Best Neighborhood Assets
- Legal Requirements

Examples of Expansion Scope Alternatives:

- Geographic Limitation:
 - Extend Provisions to Residential Zones in East Central
 - Expand within an “Urban Core” Overlay Defined by a Measurable Attribute (e.g., Lot Size)
 - Expand to Residential Zones Citywide
 - Location Directly on an Arterial, or Distance away?
 - Minimum Distance (400 feet?) between Developments under This Section
- Time Limitation (e.g., 5 Developments or 2 Years, Whichever Occurs First, Then Revisit Ordinance)
- Limitation on Size, or Threshold for More Extensive Process for Large Buildings?

Background:

Related Reports, Documents, Guidelines, Regulations:

- [Spokane Municipal Code - Chapter 17C.370: Existing Neighborhood Commercial Structures in Residential Zones](#)

Related Projects:

- SMC 17C.335 Historic Structures-Change of Use
- Adoption of SMC 17C.370 (2012)
- Infill Development (2016)
- Economic Development – CHHS
- Neighborhood Retail LU 1.6 Expansion + Other Comp Plan/Land Use Considerations (Future)

Draft Timeline:

- Develop Methodology for Outreach & Survey of Property Owners under Current Ordinance
November 2016
 - Plan Commission Workshop to Discuss Project Scope – Discuss Stakeholders and outreach
December 2016
-
- Outreach to Stakeholder Groups (e.g., Neighborhood Councils) January-June 2017
 - Complete Preliminary GIS Inventory January 2016
 - Complete Initial Analysis and Project Webpage, Assemble Resources February 2017
 - Plan Commission Workshop, Notification of Open House(s), Marketing Campaign March 2017
 - Public Open House(s) – Review Code Draft and Alternatives (Potentially Eligible Properties)
April 2017
 - Plan Commission Workshop to Report Results, Prepare for Public Hearing May 2017
 - Plan Commission Hearing June 2017
 - City Council Hearing & Adoption July 2017



Spokane Municipal Code

[Home](#)[Title 17C](#)[Chapter 17C.370](#)[Sections 17C.370.010...](#)

[Title 17C](#) Land Use Standards

[Chapter 17C.370](#) Existing Neighborhood Commercial Structures in Residential Zones

[Section 17C.370.010](#) Purpose

The purpose of this chapter is to allow existing neighborhood commercial structures that once housed a legal neighborhood commercial use to be reused for low impact neighborhood scale and neighborhood serving businesses. The neighborhood commercial structure must have been in existence at the time of the adoption of this chapter. Several examples exist of structures that once housed neighborhood serving businesses, which are now vacant, underutilized or are in disrepair. When located on arterial streets, or when listed on the Spokane Register of Historic Places, and when meeting the code standards of this chapter, these neighborhood commercial structures are allowed to be re-occupied with neighborhood scaled services.

Date Passed: Monday, June 18, 2012

Effective Date: Thursday, July 26, 2012

ORD C34882 Section 1

[Section 17C.370.020](#) Applicability

The provisions of this chapter apply only to those existing structures where it can be documented that they once contained a legal non-residential use and where these structures are now located in a residential zone and located on a parcel with frontage on an arterial street as classified on the official City [Arterial Street Map](#). The provisions of this chapter apply only to the area shown on [Map 17C.370-M1](#).

Date Passed: Monday, June 18, 2012

Effective Date: Thursday, July 26, 2012

ORD C34882 Section 2

[Section 17C.370.030](#) Procedure

- A. Planning Director Administrative Decision
Establishing a non-residential use in an eligible structure requires following the

same application and posting process as a Type II Conditional Use Process as provided in [chapter 17G.060 SMC](#). The planning director administrative decision is only for the use approved through the process. If a proposed change of use for the site proposes other uses that are not within the use category description approved for the site, a new planning director administrative decision is required to determine the requirements that the new use shall follow.

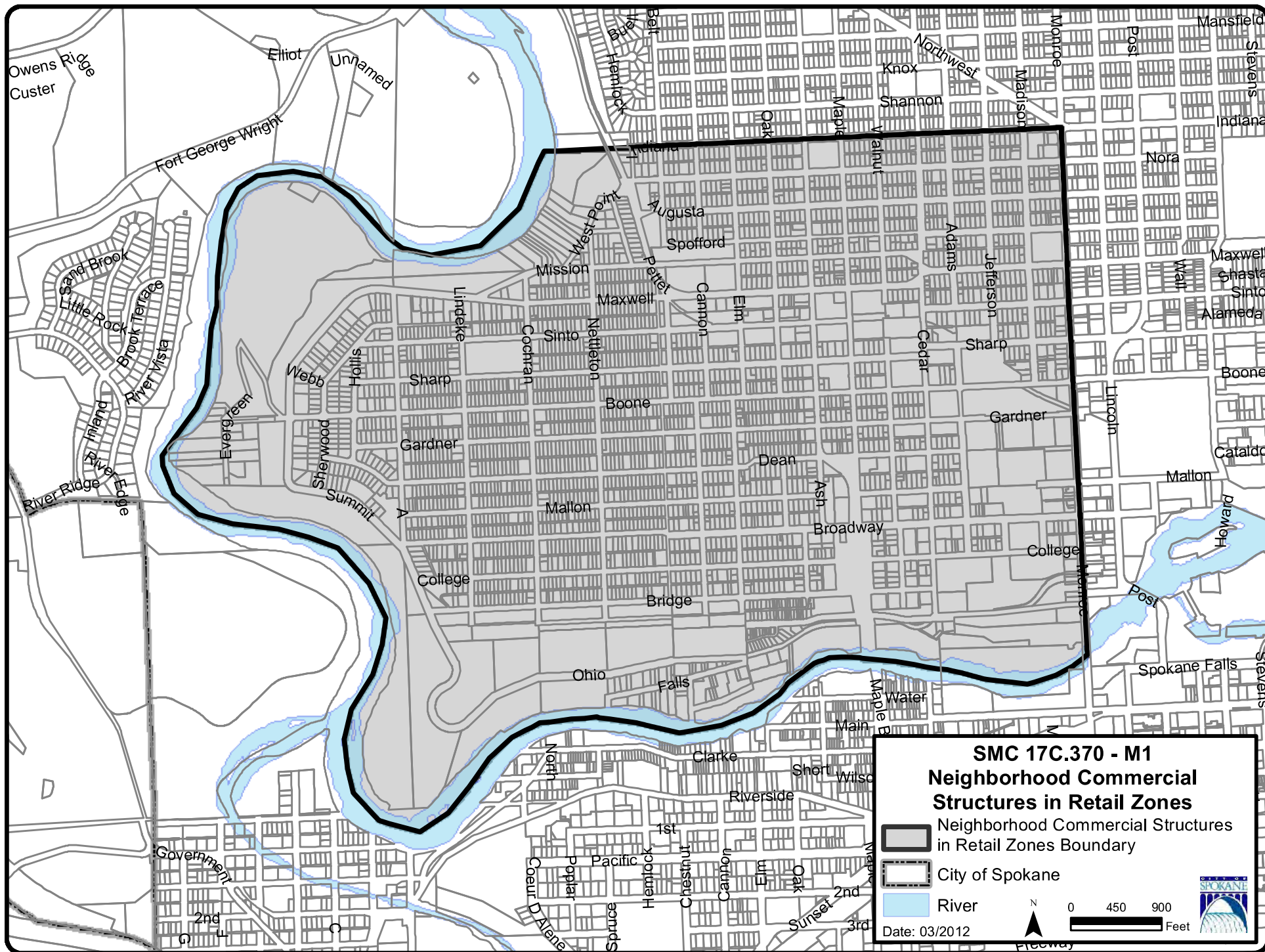
- B. The fee for the planning director administrative decision is the same as a Type I application.
- C. A predevelopment meeting as provided in [SMC 17G.060.040](#) is required before an application may be submitted.
- D. Decision criteria is found in [SMC 17G.060.170](#) and shall follow the same procedures for a Type II conditional use process.
- E. If the planning director makes a determination with supporting findings that the benefits of the proposed use and improvements to the existing structure and the property on which the structure is located would mitigate potential negative impacts on the residential character of the area, then a planning director administrative decision may be granted consistent with the following uses. The director may make a determination with supporting findings that a proposed use is not permitted because the nature of the use would have negative impacts on the residential character of the area that cannot be mitigated with conditions of approval.
 - 1. Uses Not Allowed.
Sale or leasing of:
 - a. motorized consumer vehicles,
 - b. fire arms,
 - c. weapons,
 - d. medical marijuana.
 - 2. Uses Allowed:
 - a. Office uses found in [SMC 17C.190.250](#);
 - b. Retail sales and service uses found in [SMC 17C.190.270](#); and
 - c. Uses allowed within the RMF zone found in [SMC 17C.110.100](#).
- F. Development and operation standards in addition to the base zone:
 - 1. The structure on the site must have been originally legally built to accommodate a non-residential use.
 - 2. The site must have frontage on a designated arterial (principal, minor, or collector) street as shown on [SMC 12.08.040 Official Arterial Street Map](#), or the building must be listed on the Spokane Register of Historic Places at the time of application.
 - 3. The site must be located within an eligible area as shown on [Map 17C.370-M1](#).
 - 4. The site size may not be expanded and the uses approved under this section may not expand onto surrounding sites beyond the site area at the time of this chapter's date of adoption.

5. Parking and loading requirements are specific to the use authorized by the director and shall follow the standards in [chapter 17C.230 SMC](#) Parking and Loading for a Neighborhood Retail Zone (NR). Exceptions to the required parking and loading include:
 - a. On-street parking that is immediately adjacent to the frontage(s) of the site shall count toward the minimum parking required.
 - b. The minimum parking required for this section is the amount specified in [chapter 17C.230 SMC](#) Parking and Loading minus the first five parking spaces. (Example: If the minimum parking required as determined in [chapter 17C.230 SMC](#) Parking and Loading is calculated at five spaces then the required parking is five minus five equals zero.)
 6. Business operation hours shall be determined by the director. Operational hours for non-residential uses operating later than ten p.m. and earlier than five a.m. will need to demonstrate that all off-site impacts will be fully mitigated.
 7. Drive through facilities are prohibited.
 8. Outdoor storage is prohibited. Outdoor seating areas and daytime display of merchandise is allowed.
 9. Lighting shall be provided within parking lots and along pedestrian walkways. Lighting fixtures shall be limited to sixteen feet in height. All lighting shall be shielded from producing off-site glare.
 10. All exterior garbage cans, garbage collection areas, and recycling collection areas must be screened from the street and any adjacent properties. Trash receptacles for pedestrian use are exempt.
 11. The signage standards for the CC4 zones shall apply. Temporary outdoor signage is prohibited except that one sandwich board sign is permitted. If the sandwich board sign is erected in the public right-of-way it must be consistent with [SMC 17C.240.240](#).
- G. If the planning director determines that proposed use is appropriate for the site, the director may attach additional conditions to the decision that may include items such as:
1. Building and property improvements that must be completed prior to issuance of a certificate of occupancy.
 2. Conditions needed to mitigate off-site impacts consistent with [SMC 17C.220](#) Off-Site Impacts.
 3. Specific conditions under which the use may operate.
- H. Appeal of the Planning Director Administrative Determination.
The decisions of the planning director may be appealed to the hearing examiner as provided for in [SMC 17G.060.210](#) and follow an appeal process consistent with a Type II Conditional Use Permit application.

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ORD C34882 Section 3





Spokane Municipal Code

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[Title 17C](#) Land Use Standards

[Chapter 17C.190](#) Use Category Descriptions

Article III. Commercial Categories

[Section 17C.190.250](#) Office

A. Characteristics

Office uses are characterized by activities conducted in an office setting and generally focusing on business, government, professional, medical, or financial services.

B. Accessory Uses

Accessory uses may include medical product dispensing; in addition, cafeterias, health facilities, parking or other amenities primarily for the use of employees in the firm or building may be provided.

C. Examples

Examples include professional services such as lawyers, accountants, engineers or architects; financial businesses such as lenders, brokerage houses, bank headquarters, branch banks or real estate agents; data processing; sales offices; government offices, post office and public utility offices; TV and radio studios; interior decorator studio; art or photographic studios; hair, tanning and personal care services; emergency medical care; medical and dental clinics, medical and dental labs; blood-collection facilities; and veterinarians as long as they are soundproofed and all activities are entirely indoors.

D. Exceptions

1. Offices that are part of and are located with a firm in another category are considered accessory to the firm's primary activity. Headquarters offices, when in conjunction with or adjacent to a primary use in another category, are considered part of the other category.
2. Contractors and others who perform services off-site are included in the Office category if equipment, materials, and vehicles used in conjunction with the business are not stored on the site and fabrication, services or similar work is not carried on at the site.

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ORD C34888 Section 10



Spokane Municipal Code

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[Title 17C](#) Land Use Standards

[Chapter 17C.190](#) Use Category Descriptions

Article III. Commercial Categories

[Section 17C.190.270](#) Retail Sales and Service

A. Characteristics.

Retail Sales and Service firms are involved in the sale, lease or rent of new or used products to the general public. They may also provide personal services or entertainment, or provide product repair or services for consumer and business goods.

B. Accessory Uses.

Accessory uses may include offices, storage of goods, manufacture or repackaging of goods for on-site sale, and parking.

C. Examples.

Examples include uses from the four subgroups listed below:

1. Sales-oriented: Stores selling, leasing or renting consumer, home and business goods including art, art supplies, bicycles, clothing, dry goods, electronic equipment, fabric, furniture, garden supplies, gifts, groceries, hardware, home improvement products, household products, jewelry, pets, pet food, pharmaceuticals, plants, printed material, stationary and videos; food sales, and sales or leasing of consumer vehicles including passenger vehicles, motorcycles, light and medium trucks and other recreational vehicles.
2. Personal service-oriented: laundromats and dry-cleaning; photocopy and blueprint services; business, martial arts and other trade schools; dance or music classes; taxidermists; mortuaries; kennels limited to keeping of animals under observation, with no breeding, so long as the kennel is contained entirely within a soundproof building; and animal grooming.
3. Entertainment-oriented: Restaurants, cafes, delicatessens, taverns and bars; indoor or outdoor continuous entertainment activities such as bowling alleys, ice rinks and game arcades; pool halls; indoor firing ranges; theaters, health clubs, gyms, membership clubs and lodges; hotels, motels, recreational vehicle parks and other temporary lodging with an average length of stay of less than thirty days.

4. Repair-oriented: Repair of TVs and electronics, bicycles, clocks, watches, shoes, guns, appliances and office equipment; photo or laundry drop-off; quick printing; recycling drop-off; tailor; locksmith; and upholsterer.

D. Exceptions.

1. Lumber yards and other building material sales that sell primarily to contractors and do not have a retail orientation are classified as Wholesale Sales.
2. Bulk outdoor sales of landscape materials, including bark chips and compost, is classified as Industrial Service.
3. Repair and service of consumer motor vehicles, motorcycles, and light and medium trucks are classified as Vehicle Repair. Repair and service of industrial vehicles and equipment, and heavy trucks is classified as Industrial Service.
4. Sales, rental or leasing of heavy trucks and equipment is classified as Wholesale Sales.
5. Hotels, restaurants and other services that are part of a truck stop are considered accessory to the truck stop, which is classified as Industrial Service.
6. In certain situations, hotels and motels may be classified as a Community Service use, such as short-term housing or mass shelter. See Community Services.
7. Kennels or other animal boarding places are classified as an Agriculture use.

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ORD C34888 Section 11



Spokane Municipal Code

[Home](#)[Title 17C](#)[Chapter 17C.110](#)[Section 17C.110.100](#)

[Title 17C](#) Land Use Standards

[Chapter 17C.110](#) Residential Zones

[Section 17C.110.100](#) Residential Zone Primary Uses

A. Permitted Uses (P).

Uses permitted in the residential zones are listed in [Table 17C.110-1](#) with a "P." These uses are allowed if they comply with the development standards and other standards of this chapter.

B. Limited Uses (L).

Uses permitted that are subject to limitations are listed in [Table 17C.110-1](#) with an "L." These uses are allowed if they comply with the limitations as listed in the footnotes following the table and the development standards and other standards of this chapter. In addition, a use or development listed in [SMC 17C.320.080](#), Design Criteria, is also subject to the standards of this chapter. The paragraphs listed below contain the limitations and correspond with the bracketed [] footnote numbers from [Table 17C.110-1](#).

C. Conditional Uses (CU).

Uses that are allowed if approved through the conditional use review process are listed in [Table 17C.110-1](#) with a "CU." These uses are allowed provided they comply with the conditional use approval criteria for that use, the development standards and other standards of this chapter. Uses listed with a "CU" that also have a footnote number in the table are subject to the standards cited in the footnote. In addition, a use or development listed in [SMC 17C.320.080](#), Design Criteria, is also subject to the standards of this chapter. The conditional use review process and approval criteria are stated in [chapter 17C.320 SMC](#), Conditional Uses.

D. Uses Not Permitted (N).

Uses listed in [Table 17C.110-1](#) with an "N" are not permitted. Existing uses in categories listed as not permitted are subject to the standards of [chapter 17C.210 SMC](#), Nonconforming Situations.

TABLE 17C.110-1 RESIDENTIAL ZONE PRIMARY USES (Click here to view PDF)					

Use is: P - Permitted N - Not Permitted L - Allowed, but special limitations CU - Conditional Use review required	RA	RSF & RSF-C	RTF	RMF	RHD
RESIDENTIAL CATEGORIES					
Group Living [1]	L/CU	L/CU	L/CU	L/CU	L/CU
Residential Household Living	P	P	P	P	P
COMMERCIAL CATEGORIES					
Adult Business	N	N	N	N	N
Commercial Outdoor Recreation	N	CU	CU	CU	CU
Commercial Parking	N	N	N	N	N
Drive-through Facility	N	N	N	N	N
Major Event Entertainment	N	N	CU	CU	CU
Office	N	N	N	CU[2]	CU[2]
Quick Vehicle Servicing	N	N	N	N	N
Retail Sales and Service	N	N	N	N	N
Mini-storage Facilities	N	N	N	N	N
Vehicle Repair	N	N	N	N	N
INDUSTRIAL CATEGORIES					
High Impact Uses	N	N	N	N	N
Industrial Service	N	N	N	N	N
Manufacturing and Production	N	N	N	N	N
Railroad Yards	N	N	N	N	N
Warehouse and Freight Movement	N	N	N	N	N
Waste-related	N	N	N	N	N
Wholesale Sales	N	N	N	N	N
INSTITUTIONAL CATEGORIES					
Basic Utilities [3]	L	L	L	L	L
Colleges	CU	CU	CU	P	P
Community Service	L[4]/CU	L[4]/CU	C[4]/CU	P	P
Daycare [5]	L	L	L	P	P
Medical Center	CU	CU	CU	CU	CU
Parks and Open Areas	P	P	P	P	P
Religious Institutions	L[6]/CU	L[6]/CU	L[6]/CU	P	P
Schools	L[7]/CU	L[7]/CU	L[7]/CU	P	P
OTHER CATEGORIES					
Agriculture	L[8]	N	N	N	N
Aviation and Surface					

Passenger Terminals	N	N	N	N	N
Detention Facilities	N	N	N	CU	CU
Essential Public Facilities	CU	CU	CU	CU	CU
Mining	N	N	N	N	N
Rail Lines and Utility Corridors	CU	CU	CU	CU	CU

Notes:

* The use categories are described in [chapter 17C.190 SMC](#).

* Standards that correspond to the bracketed numbers [] are stated in [SMC 17C.110.110](#).

* Specific uses and development may be subject to the standards in [SMC 17C.320.080](#).

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